

# Punctuality Statistics

Economic Regulation Group



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

**Full and Summary Analysis**

**September 2010**

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## Contents

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

## FOREWORD

### 1 CONTENT

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

### 1.2 Coverage

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

### 2 ENQUIRIES

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

Civil Aviation Authority  
Room K4 G3  
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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  
or 020-7453-6252

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

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

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

## INTRODUCTORY NOTES

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

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

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

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

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



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

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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>ARMENIA</b>															
YEREVAN	ARMAVIA AVIACOMPANY LLC	C	2	0	0	50	50	0	0	0	0	8	0	0	0
TOTAL YEREVAN			2	0	0	50	50	0	0	0	0	8	0	0	0
TOTAL ARMENIA			2	0	0	50	50	0	0	0	0	8	0	0	0
<b>AUSTRIA</b>															
INNSBRUCK	FLYBE LTD	C	5	0	0	80	20	0	0	0	0	6	60	10	5
TOTAL INNSBRUCK			5	0	0	80	20	0	0	0	0	6	60	10	5
SALZBURG	THOMSON AIRWAYS LTD	C	5	0	0	80	20	0	0	0	0	4	40	73	5
TOTAL SALZBURG			5	0	0	80	20	0	0	0	0	4	40	73	5
TOTAL AUSTRIA			10	0	0	80	20	0	0	0	0	5	50	42	10
<b>BELGIUM</b>															
BRUSSELS	BRUSSELS AIRLINES	S	232	0	0	86	8	3	3	0	0	9	86	8	243
TOTAL BRUSSELS			232	0	0	86	8	3	3	0	0	9	86	8	243
TOTAL BELGIUM			232	0	0	86	8	3	3	0	0	9	86	8	243
<b>BULGARIA</b>															
BURGAS	BH AIR	C	11	0	0	27	36	27	9	0	0	28	100	6	9
	THOMAS COOK AIRLINES LTD	C	7	0	0	71	0	0	0	29	0	58	0	0	0
	THOMSON AIRWAYS LTD	C	7	0	0	71	0	0	29	0	0	37	75	12	8
TOTAL BURGAS			25	0	0	52	16	12	12	8	0	39	92	7	24
TOTAL BULGARIA			25	0	0	52	16	12	12	8	0	39	92	7	24
<b>CANADA</b>															
TORONTO	THOMAS COOK AIRLINES LTD	S	16	0	0	75	6	0	6	13	0	35	83	10	18
TOTAL TORONTO			16	0	0	75	6	0	6	13	0	35	83	10	18
TOTAL CANADA			16	0	0	75	6	0	6	13	0	35	83	10	18
<b>CAPE VERDE ISLANDS</b>															
ILHA DO SAL C.VERDE	THOMSON AIRWAYS LTD	S	8	0	0	75	0	0	25	0	0	28	90	10	10
TOTAL ILHA DO SAL C.VERDE			8	0	0	75	0	0	25	0	0	28	90	10	10
TOTAL CAPE VERDE ISLANDS			8	0	0	75	0	0	25	0	0	28	90	10	10
<b>CROATIA</b>															
DUBROVNIK	AIR CONTRACTORS	C	2	0	0	100	0	0	0	0	0	15	0	0	0
	FLYBE LTD	S	8	0	0	75	13	13	0	0	0	15	88	4	8
TOTAL DUBROVNIK			10	0	0	80	10	10	0	0	0	15	80	7	10
PULA	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	8	78	81	9
TOTAL PULA			8	0	0	88	13	0	0	0	0	8	78	81	9
SPLIT	FLYBE LTD	S	8	0	0	50	25	25	0	0	0	23	100	4	8
TOTAL SPLIT			8	0	0	50	25	25	0	0	0	23	100	4	8
TOTAL CROATIA			26	0	0	73	15	12	0	0	0	15	85	31	27

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	18	0	0	61	6	22	0	11	0	45	17	72	18
	EUROCYPRIA AIRLINES LTD	C	8	0	0	50	50	0	0	0	0	15	50	13	8
	MONARCH AIRLINES	S	26	0	0	50	27	19	4	0	0	18	72	11	18
	THOMAS COOK AIRLINES LTD	C	18	0	0	50	22	6	17	6	0	40	79	13	28
	THOMSON AIRWAYS LTD	C	18	0	0	83	11	6	0	0	0	8	76	27	17
<b>TOTAL LARNACA</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>20</b>	<b>13</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>62</b>	<b>27</b>	<b>89</b>
<b>PAPHOS</b>															
	MONARCH AIRLINES	C	18	0	0	61	22	11	6	0	0	16	94	5	18
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	25	0	0	0	15	40	42	10
	THOMSON AIRWAYS LTD	C	26	0	0	77	4	8	12	0	0	16	81	5	26
<b>TOTAL PAPHOS</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>12</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>12</b>	<b>54</b>
<b>TOTAL CYPRUS</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>17</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>68</b>	<b>21</b>	<b>143</b>
<b>DENMARK</b>															
COPENHAGEN	SAS	S	86	0	0	94	2	3	0	0	0	3	93	5	96
<b>TOTAL COPENHAGEN</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>93</b>	<b>5</b>	<b>96</b>
<b>TOTAL DENMARK</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>93</b>	<b>4</b>	<b>122</b>
<b>DOMINICAN REPUBLIC</b>															
PUNTA CANA	THOMSON AIRWAYS LTD	C	9	0	0	78	0	0	22	0	0	28	100	0	1
<b>TOTAL PUNTA CANA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>100</b>	<b>0</b>	<b>1</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>71</b>	<b>40</b>	<b>7</b>
<b>EGYPT</b>															
HURGHADA	THOMAS COOK AIRLINES LTD	C	9	0	0	44	11	33	11	0	0	30	50	51	10
<b>TOTAL HURGHADA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>11</b>	<b>33</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>50</b>	<b>51</b>	<b>10</b>
LUXOR	THOMSON AIRWAYS LTD	C	10	0	0	80	20	0	0	0	0	6	100	4	10
<b>TOTAL LUXOR</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>4</b>	<b>10</b>
SHARM EL SHEIKH (OPHIRA)	KORAL BLUE AIRLINES	C	10	0	0	90	10	0	0	0	0	6	0	0	0
	THOMAS COOK AIRLINES LTD	C	26	0	0	69	12	8	12	0	0	21	71	50	17
	THOMSON AIRWAYS LTD	S	17	0	0	53	12	18	18	0	0	33	70	15	27
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>11</b>	<b>9</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>70</b>	<b>29</b>	<b>44</b>
TABA	THOMSON AIRWAYS LTD	C	8	0	0	13	38	13	38	0	0	56	60	21	10
<b>TOTAL TABA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>38</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>60</b>	<b>21</b>	<b>10</b>
<b>TOTAL EGYPT</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>15</b>	<b>11</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>70</b>	<b>27</b>	<b>74</b>
<b>FRANCE</b>															
BERGERAC	FLYBE LTD	S	22	0	0	64	14	14	0	0	9	134	61	20	18
<b>TOTAL BERGERAC</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>134</b>	<b>61</b>	<b>20</b>	<b>18</b>
BIARRITZ	RYANAIR	S	14	0	1	64	7	21	7	0	0	19	81	11	26
<b>TOTAL BIARRITZ</b>			<b>14</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>7</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>81</b>	<b>11</b>	<b>26</b>
LA ROCHELLE	FLYBE LTD	S	12	0	0	92	8	0	0	0	0	4	79	10	14
<b>TOTAL LA ROCHELLE</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>10</b>	<b>14</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
LYON	BRIT AIR	S	89	0	0	85	11	2	1	0	0	6	94	3	94
<b>TOTAL LYON</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>94</b>	<b>3</b>	<b>94</b>
NICE	BMIBABY LTD	S	48	0	0	58	21	17	4	0	0	19	88	18	42
<b>TOTAL NICE</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>21</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>88</b>	<b>18</b>	<b>42</b>
PARIS (CHARLES DE GAULLE)	CITY JET	S	330	0	0	93	3	3	1	0	0	4	95	4	335
	FLYBE LTD	S	150	1	2	77	11	8	3	0	0	12	77	14	168
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>480</b>	<b>1</b>	<b>2</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>7</b>	<b>503</b>
TOULOUSE (BLAGNAC)	FLYBE LTD	S	6	0	0	0	33	67	0	0	0	37	25	28	8
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>25</b>	<b>28</b>	<b>8</b>
<b>TOTAL FRANCE</b>			<b>671</b>	<b>1</b>	<b>3</b>	<b>84</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>88</b>	<b>8</b>	<b>773</b>
<b>GERMANY</b>															
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	148	0	0	80	11	5	3	0	0	10	78	9	184
	FLYBE LTD	S	193	0	2	83	9	7	1	0	0	8	72	17	193
<b>TOTAL DUSSELDORF</b>			<b>341</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>13</b>	<b>377</b>
FRANKFURT MAIN	FLYBE LTD	S	131	0	7	79	7	8	4	2	0	14	62	18	136
	LUFTHANSA	S	222	0	2	79	17	3	1	0	0	10	79	13	224
<b>TOTAL FRANKFURT MAIN</b>			<b>353</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>15</b>	<b>360</b>
HAMBURG	FLYBE LTD	S	60	0	0	88	10	2	0	0	0	5	75	14	52
<b>TOTAL HAMBURG</b>			<b>60</b>	<b>1</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>75</b>	<b>14</b>	<b>52</b>
HANOVER	AIR BERLIN	C	18	0	0	78	11	0	11	0	0	18	82	7	17
	FLYBE LTD	S	88	0	0	75	7	10	8	0	0	16	90	6	78
<b>TOTAL HANOVER</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>88</b>	<b>6</b>	<b>95</b>
MUNICH	BRITISH AIRWAYS PLC	C	2	0	0	50	50	0	0	0	0	14	0	0	0
	LUFTHANSA CITY LINE	S	164	0	0	76	17	4	2	0	0	11	81	10	153
<b>TOTAL MUNICH</b>			<b>166</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>17</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>10</b>	<b>163</b>
NIEDERRHEIN	RYANAIR	S	26	0	0	88	8	0	0	4	0	17	85	7	34
<b>TOTAL NIEDERRHEIN</b>			<b>26</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>17</b>	<b>85</b>	<b>7</b>	<b>34</b>
PADERBORN	AIR BERLIN	C	8	0	0	63	38	0	0	0	0	13	75	10	8
<b>TOTAL PADERBORN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>10</b>	<b>8</b>
STUTTGART	FLYBE LTD	S	96	0	0	84	6	6	3	0	0	10	71	25	93
<b>TOTAL STUTTGART</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>25</b>	<b>93</b>
<b>TOTAL GERMANY</b>			<b>1156</b>	<b>2</b>	<b>11</b>	<b>80</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>13</b>	<b>1217</b>
<b>GREECE</b>															
CORFU	MONARCH AIRLINES	C	16	0	0	75	6	0	19	0	0	23	100	1	17
	THOMAS COOK AIRLINES LTD	C	16	0	0	81	13	0	6	0	0	10	88	10	16
	THOMSON AIRWAYS LTD	C	17	0	0	88	6	6	0	0	0	6	100	2	16
<b>TOTAL CORFU</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>96</b>	<b>5</b>	<b>49</b>
HERAKLION	MONARCH AIRLINES	C	25	0	0	76	4	12	8	0	0	17	100	1	26
	THOMAS COOK AIRLINES LTD	C	16	0	0	13	25	25	38	0	0	64	89	25	18
	THOMSON AIRWAYS LTD	C	22	0	0	86	14	0	0	0	0	4	79	9	19

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 HERAKLION			<b>63</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>11</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>90</b>	<b>10</b>	63
KAVALLA	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	5	100	0	7
TOTAL KAVALLA			<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>100</b>	<b>0</b>	7
KEFALLINIA	THOMAS COOK AIRLINES LTD	C	8	0	0	50	13	13	13	13	0	52	90	3	10
	THOMSON AIRWAYS LTD	C	9	0	0	89	11	0	0	0	0	4	88	7	8
TOTAL KEFALLINIA			<b>17</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>27</b>	<b>89</b>	<b>5</b>	18
KOS	THOMAS COOK AIRLINES LTD	C	8	0	0	25	38	13	25	0	0	37	75	31	8
	THOMSON AIRWAYS LTD	C	9	0	0	67	22	0	11	0	0	24	80	9	10
TOTAL KOS			<b>17</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>29</b>	<b>6</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>78</b>	<b>19</b>	18
RHODES	MONARCH AIRLINES	C	18	0	0	78	0	11	11	0	0	19	82	7	17
	THOMAS COOK AIRLINES LTD	C	9	0	0	44	33	0	22	0	0	29	89	7	9
	THOMSON AIRWAYS LTD	C	18	0	0	67	11	22	0	0	0	15	100	2	18
TOTAL RHODES			<b>45</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>91</b>	<b>5</b>	44
SKIATHOS	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	4	100	4	8
TOTAL SKIATHOS			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>100</b>	<b>4</b>	8
THIRA (SANTORINI)	THOMSON AIRWAYS LTD	C	8	0	0	50	25	25	0	0	0	14	0	0	0
TOTAL THIRA (SANTORINI)			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	0
ZAKINTHOS	MONARCH AIRLINES	C	9	0	0	22	33	22	22	0	0	46	88	7	8
	THOMAS COOK AIRLINES LTD	C	23	0	0	65	9	13	13	0	0	20	88	9	24
	THOMSON AIRWAYS LTD	C	16	0	0	63	13	19	6	0	0	18	81	8	16
TOTAL ZAKINTHOS			<b>48</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>15</b>	<b>17</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>85</b>	<b>9</b>	48
TOTAL GREECE			<b>263</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>13</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>89</b>	<b>8</b>	273
IRAN															
IMAM KHOMIENI	MAHAN AIR	S	26	0	0	62	12	19	8	0	0	20	58	25	24
TOTAL IMAM KHOMIENI			<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>12</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>58</b>	<b>25</b>	24
TOTAL IRAN			<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>12</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>58</b>	<b>25</b>	24
IRISH REPUBLIC															
CORK	AER LINGUS	S	52	0	0	83	13	4	0	0	0	5	95	4	42
TOTAL CORK			<b>52</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>95</b>	<b>4</b>	42
DUBLIN	AER LINGUS	S	178	1	0	93	6	1	0	0	0	4	88	5	164
	RYANAIR	S	181	1	1	83	8	7	2	1	0	10	91	7	180
TOTAL DUBLIN			<b>360</b>	<b>2</b>	<b>1</b>	<b>88</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>6</b>	344
IRELAND WEST AIRPORT KNOCK	BMIBABY LTD	S	36	0	0	33	14	19	33	0	0	50	83	7	48
TOTAL IRELAND WEST AIRPORT KNOCK			<b>36</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>14</b>	<b>19</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>83</b>	<b>7</b>	48
SHANNON	AER ARANN	S	52	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL SHANNON			<b>52</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>6</b>	60
WATERFORD	AER ARANN	S	34	0	0	85	6	9	0	0	0	7	100	0	34
TOTAL WATERFORD			<b>34</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>0</b>	34
TOTAL IRISH REPUBLIC			<b>534</b>	<b>2</b>	<b>1</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>89</b>	<b>6</b>	530

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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)	FLYBE LTD	S	60	0	0	68	18	12	2	0	0	13	65	17	60
<b>TOTAL MILAN (MALPENSA)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>65</b>	<b>17</b>	<b>60</b>
NAPLES	THOMSON AIRWAYS LTD	C	8	0	0	50	13	13	25	0	0	40	100	1	8
<b>TOTAL NAPLES</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>100</b>	<b>1</b>	<b>8</b>
TRIESTE (RONCHI DEI LEGIONARI)	RYANAIR	S	18	0	0	89	0	0	0	11	0	31	100	2	18
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>31</b>	<b>100</b>	<b>2</b>	<b>18</b>
VERONA VILLAFRANCA	THOMSON AIRWAYS LTD	C	17	0	0	82	0	6	12	0	0	13	94	4	16
<b>TOTAL VERONA VILLAFRANCA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>0</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>94</b>	<b>4</b>	<b>16</b>
<b>TOTAL ITALY</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>78</b>	<b>13</b>	<b>177</b>
<b>JAMAICA</b>															
MONTEGO BAY	THOMSON AIRWAYS LTD	C	9	0	0	67	11	22	0	0	0	16	90	6	10
<b>TOTAL MONTEGO BAY</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>90</b>	<b>6</b>	<b>10</b>
<b>TOTAL JAMAICA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>90</b>	<b>6</b>	<b>10</b>
<b>LITHUANIA</b>															
KAUNAS	RYANAIR	S	18	0	0	89	6	6	0	0	0	5	94	3	18
<b>TOTAL KAUNAS</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>94</b>	<b>3</b>	<b>18</b>
<b>TOTAL LITHUANIA</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>94</b>	<b>3</b>	<b>18</b>
<b>MALTA</b>															
MALTA	AIR MALTA	S	18	0	0	89	0	0	6	6	0	24	71	19	24
	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	2	60	39	10
<b>TOTAL MALTA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>16</b>	<b>68</b>	<b>27</b>	<b>44</b>
<b>TOTAL MALTA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>16</b>	<b>68</b>	<b>27</b>	<b>44</b>
<b>MEXICO</b>															
CANCUN	THOMSON AIRWAYS LTD	C	8	0	0	63	0	0	13	25	0	70	100	3	8
<b>TOTAL CANCUN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>70</b>	<b>100</b>	<b>3</b>	<b>8</b>
<b>TOTAL MEXICO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>70</b>	<b>100</b>	<b>3</b>	<b>8</b>
<b>NETHERLANDS</b>															
AMSTERDAM	BMIBABY LTD	S	107	0	1	72	17	7	4	0	0	12	92	14	110
	KLM	S	129	1	0	95	2	2	2	0	0	4	97	3	178
	KLM CITYHOPPER	S	171	0	0	87	9	2	2	0	0	7	93	4	106
<b>TOTAL AMSTERDAM</b>			<b>407</b>	<b>1</b>	<b>1</b>	<b>85</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>94</b>	<b>6</b>	<b>394</b>
ROTTERDAM	VLM (BELGIUM)	C	6	0	0	67	33	0	0	0	0	9	0	0	0
<b>TOTAL ROTTERDAM</b>			<b>6</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>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NETHERLANDS</b>			<b>413</b>	<b>1</b>	<b>1</b>	<b>85</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>94</b>	<b>6</b>	<b>394</b>
<b>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	30	0	0	77	3	7	7	7	0	25	88	5	34

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL ISLAMABAD			30	0	0	77	3	7	7	7	0	25	88	5	34
TOTAL PAKISTAN			30	0	0	77	3	7	7	7	0	25	88	5	34
<b>POLAND</b>															
BYDGOSZCZ	RYANAIR	S	26	0	0	73	23	4	0	0	0	10	94	8	16
TOTAL BYDGOSZCZ			26	0	0	73	23	4	0	0	0	10	94	8	16
GDANSK	RYANAIR	S	16	0	0	75	0	0	25	0	0	28	67	15	18
TOTAL GDANSK			16	0	0	75	0	0	25	0	0	28	67	15	18
KATOWICE	RYANAIR	S	16	0	0	94	6	0	0	0	0	5	79	17	34
TOTAL KATOWICE			16	0	0	94	6	0	0	0	0	5	79	17	34
KRAKOW	RYANAIR	S	26	0	0	92	8	0	0	0	0	4	94	3	34
TOTAL KRAKOW			26	0	0	92	8	0	0	0	0	4	94	3	34
RZESZOW	RYANAIR	S	18	0	0	100	0	0	0	0	0	3	100	3	18
TOTAL RZESZOW			18	0	0	100	0	0	0	0	0	3	100	3	18
TOTAL POLAND			102	0	0	86	9	1	4	0	0	9	87	9	120
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	BMIBABY LTD	S	34	0	0	65	15	6	12	3	0	26	78	31	40
	FLYBE LTD	C	9	0	0	89	0	0	11	0	0	13	0	0	0
	MONARCH AIRLINES	S	60	0	0	70	7	15	8	0	0	19	95	4	60
	RYANAIR	S	36	0	0	36	17	28	19	0	0	38	0	0	0
	THOMAS COOK AIRLINES LTD	C	9	0	0	56	0	11	33	0	0	42	88	8	16
	THOMSON AIRWAYS LTD	C	18	0	0	78	6	11	6	0	0	16	75	12	16
TOTAL FARO			166	0	0	63	10	14	13	1	0	25	86	14	132
OPORTO (PORTUGAL)	RYANAIR	S	16	0	0	63	0	13	25	0	0	26	81	8	16
TOTAL OPORTO (PORTUGAL)			16	0	0	63	0	13	25	0	0	26	81	8	16
TOTAL PORTUGAL(EXCLUDING MADEIRA)			182	0	0	63	9	14	14	1	0	25	86	13	148
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	THOMSON AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	9	100	2	8
TOTAL FUNCHAL			8	0	0	75	13	13	0	0	0	9	100	2	8
TOTAL PORTUGAL(MADEIRA)			8	0	0	75	13	13	0	0	0	9	100	2	8
<b>SLOVAK REPUBLIC</b>															
BRATISLAVA	RYANAIR	S	26	0	0	69	8	8	15	0	0	22	73	10	26
TOTAL BRATISLAVA			26	0	0	69	8	8	15	0	0	22	73	10	26
TOTAL SLOVAK REPUBLIC			26	0	0	69	8	8	15	0	0	22	73	10	26
<b>SPAIN</b>															
ALICANTE	BMIBABY LTD	S	40	0	2	40	13	25	20	3	0	45	94	4	54
	MONARCH AIRLINES	S	60	0	1	60	10	18	10	2	0	28	100	2	60
	RYANAIR	S	56	0	4	70	11	11	9	0	0	20	83	7	60
	THOMSON AIRWAYS LTD	C	16	0	0	75	6	0	13	6	0	36	89	6	18

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 ALICANTE</b>			<b>172</b>	<b>0</b>	<b>7</b>	<b>60</b>	<b>10</b>	<b>16</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>93</b>	<b>4</b>	200
ALMERIA	MONARCH AIRLINES	S	9	0	0	11	11	44	22	11	0	79	83	7	24
<b>TOTAL ALMERIA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>44</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>79</b>	<b>83</b>	<b>7</b>	24
GERONA	RYANAIR	S	34	0	0	62	18	9	9	0	3	32	100	3	26
	THOMSON AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	9	100	1	8
<b>TOTAL GERONA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>17</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>27</b>	<b>100</b>	<b>3</b>	34
IBIZA	MONARCH AIRLINES	S	33	0	1	58	18	12	9	3	0	26	94	5	32
	RYANAIR	S	26	0	0	81	8	0	8	4	0	23	0	0	0
	THOMAS COOK AIRLINES LTD	C	19	0	0	63	5	26	5	0	0	18	96	2	25
	THOMSON AIRWAYS LTD	C	24	0	0	71	13	4	13	0	0	20	91	6	23
<b>TOTAL IBIZA</b>			<b>102</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>12</b>	<b>10</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>94</b>	<b>4</b>	80
MAHON	ASTRAEUS LTD	C	2	0	0	50	0	50	0	0	0	24	0	0	0
	MONARCH AIRLINES	S	32	0	0	50	13	6	16	16	0	68	98	14	42
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	4	80	7	15
	THOMSON AIRWAYS LTD	C	18	0	0	78	11	0	0	11	0	28	83	6	18
<b>TOTAL MAHON</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>10</b>	<b>5</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>46</b>	<b>91</b>	<b>10</b>	75
MALAGA	BMIBABY LTD	S	58	0	5	45	21	19	16	0	0	29	89	18	64
	MONARCH AIRLINES	S	60	0	2	40	10	20	23	3	3	57	72	20	60
	RYANAIR	S	66	0	2	56	11	8	26	0	0	38	88	6	68
	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	7	100	2	8
<b>TOTAL MALAGA</b>			<b>192</b>	<b>0</b>	<b>9</b>	<b>48</b>	<b>14</b>	<b>15</b>	<b>21</b>	<b>1</b>	<b>1</b>	<b>40</b>	<b>84</b>	<b>14</b>	200
MURCIA SAN JAVIER	BMIBABY LTD	S	28	0	0	71	14	11	4	0	0	13	85	6	26
	RYANAIR	S	39	1	6	74	15	5	5	0	0	15	89	19	36
<b>TOTAL MURCIA SAN JAVIER</b>			<b>67</b>	<b>1</b>	<b>6</b>	<b>73</b>	<b>15</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>88</b>	<b>10</b>	96
PALMA DE MALLORCA	ASTRAEUS LTD	C	2	0	0	50	50	0	0	0	0	14	0	0	0
	BMIBABY LTD	S	40	0	1	55	23	3	20	0	0	30	76	28	54
	MONARCH AIRLINES	S	34	0	0	53	12	12	21	0	3	45	84	6	68
	RYANAIR	S	44	1	0	59	16	9	9	7	0	34	85	7	26
	THOMAS COOK AIRLINES LTD	C	26	0	0	58	4	12	23	4	0	43	69	16	32
	THOMSON AIRWAYS LTD	C	58	0	0	50	19	17	10	3	0	34	80	12	66
<b>TOTAL PALMA DE MALLORCA</b>			<b>204</b>	<b>1</b>	<b>1</b>	<b>54</b>	<b>16</b>	<b>11</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>36</b>	<b>80</b>	<b>14</b>	250
REUS	RYANAIR	S	26	0	0	73	0	15	12	0	0	18	93	3	44
	THOMAS COOK AIRLINES LTD	C	7	0	0	57	14	29	0	0	0	20	100	0	7
	THOMSON AIRWAYS LTD	C	16	0	0	75	0	6	19	0	0	19	89	24	18
<b>TOTAL REUS</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>2</b>	<b>14</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>93</b>	<b>8</b>	69
<b>TOTAL SPAIN</b>			<b>898</b>	<b>2</b>	<b>24</b>	<b>59</b>	<b>13</b>	<b>12</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>87</b>	<b>10</b>	1068
SPAIN(CANARY ISLANDS)															
ARRECIFE	MONARCH AIRLINES	S	26	0	0	58	19	12	12	0	0	24	75	10	16
	RYANAIR	S	16	0	0	69	6	6	19	0	0	26	0	0	0
	THOMAS COOK AIRLINES LTD	C	18	0	0	50	11	17	22	0	0	31	88	8	16
	THOMSON AIRWAYS LTD	C	18	0	0	72	17	0	11	0	0	20	81	11	16
<b>TOTAL ARRECIFE</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>14</b>	<b>9</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>81</b>	<b>10</b>	48
FUERTEVENTURA	MONARCH AIRLINES	S	18	0	0	61	6	28	6	0	0	23	0	0	0



CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 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)
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	C	10	0	0	30	0	30	30	10	0	60	100	1	8
	THOMSON AIRWAYS LTD	C	10	0	0	90	0	10	0	0	0	7	89	5	9
<b>TOTAL FUERTEVENTURA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>3</b>	<b>24</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>94</b>	<b>3</b>	<b>17</b>
LAS PALMAS	MONARCH AIRLINES	S	16	0	0	50	0	13	38	0	0	53	0	0	0
	RYANAIR	S	18	0	0	61	22	11	6	0	0	15	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	7	88	8	8
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	75	8	16
<b>TOTAL LAS PALMAS</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>10</b>	<b>8</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>79</b>	<b>8</b>	<b>24</b>
TENERIFE (SURREINA SOFIA)	ASTRAEUS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	MONARCH AIRLINES	S	49	0	3	35	18	18	18	10	0	59	66	12	44
	RYANAIR	S	26	0	0	50	12	8	31	0	0	46	0	0	0
	THOMAS COOK AIRLINES LTD	C	9	0	0	44	33	11	11	0	0	24	88	3	16
	THOMSON AIRWAYS LTD	C	17	0	0	71	12	6	12	0	0	14	83	10	18
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>103</b>	<b>0</b>	<b>3</b>	<b>47</b>	<b>17</b>	<b>13</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>44</b>	<b>74</b>	<b>10</b>	<b>78</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>269</b>	<b>0</b>	<b>3</b>	<b>57</b>	<b>13</b>	<b>12</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>79</b>	<b>9</b>	<b>167</b>
<b>SWEDEN</b>															
GOTEBORG	CITY AIRLINE	S	82	0	0	95	5	0	0	0	0	3	96	3	52
<b>TOTAL GOTEBORG</b>			<b>83</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>96</b>	<b>3</b>	<b>52</b>
MALMO	VIKING AIRLINES	C	4	0	0	25	25	50	0	0	0	27	0	0	0
<b>TOTAL MALMO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWEDEN</b>			<b>87</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>92</b>	<b>4</b>	<b>78</b>
<b>SWITZERLAND</b>															
ZURICH	HELVETIC AIRWAYS	S	170	0	0	88	9	2	0	0	0	6	92	4	120
	SWISS AIRLINES	S	10	0	0	80	20	0	0	0	0	8	0	0	0
<b>TOTAL ZURICH</b>			<b>180</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>6</b>	<b>92</b>	<b>4</b>	<b>120</b>
<b>TOTAL SWITZERLAND</b>			<b>180</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>6</b>	<b>92</b>	<b>4</b>	<b>120</b>
<b>TUNISIA</b>															
MONASTIR	THOMAS COOK AIRLINES LTD	C	8	0	0	63	0	0	38	0	0	38	67	18	9
	THOMSON AIRWAYS LTD	C	18	0	0	94	6	0	0	0	0	5	89	26	18
<b>TOTAL MONASTIR</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>81</b>	<b>23</b>	<b>27</b>
<b>TOTAL TUNISIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>81</b>	<b>23</b>	<b>27</b>
<b>TURKEY</b>															
ANTALYA	PEGASUS AIRLINES	S	2	0	0	100	0	0	0	0	0	5	0	0	0
	THOMAS COOK AIRLINES LTD	C	25	0	0	56	20	4	12	8	0	33	56	30	18
	THOMSON AIRWAYS LTD	C	17	0	0	59	18	0	12	12	0	43	100	3	8
<b>TOTAL ANTALYA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>18</b>	<b>2</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>35</b>	<b>69</b>	<b>22</b>	<b>26</b>
BODRUM (MILAS)	ONUR AIR	C	2	0	0	100	0	0	0	0	0	6	81	7	26
	SKY AIRLINES	C	8	0	0	88	13	0	0	0	0	5	0	0	0
	THOMAS COOK AIRLINES LTD	C	16	0	0	69	6	0	25	0	0	36	59	36	17
	THOMSON AIRWAYS LTD	C	18	0	0	67	17	6	11	0	0	19	87	9	15
<b>TOTAL BODRUM (MILAS)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>11</b>	<b>2</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>76</b>	<b>16</b>	<b>58</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
DALAMAN	MONARCH AIRLINES	S	26	0	0	42	4	27	19	8	0	53	0	0	0
	ONUR AIR	C	18	0	0	89	6	6	0	0	0	8	79	10	34
	THOMAS COOK AIRLINES LTD	C	58	0	0	50	14	17	14	5	0	37	83	33	58
	THOMSON AIRWAYS LTD	C	43	0	0	74	14	7	5	0	0	13	92	5	25
<b>TOTAL DALAMAN</b>			<b>146</b>	<b>0</b>	<b>8</b>	<b>61</b>	<b>11</b>	<b>14</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>78</b>	<b>25</b>	<b>125</b>
ISTANBUL	THY TURK HAVA YOLLARI TURKIS	S	42	0	0	33	31	12	21	2	0	41	69	12	42
<b>TOTAL ISTANBUL</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>31</b>	<b>12</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>41</b>	<b>69</b>	<b>12</b>	<b>42</b>
IZMIR (ADNAM MENDERES)	THOMAS COOK AIRLINES LTD	C	18	0	0	39	6	22	22	11	0	53	78	6	9
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>6</b>	<b>22</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>53</b>	<b>78</b>	<b>6</b>	<b>9</b>
<b>TOTAL TURKEY</b>			<b>294</b>	<b>0</b>	<b>8</b>	<b>57</b>	<b>15</b>	<b>11</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>32</b>	<b>75</b>	<b>20</b>	<b>260</b>
<b>TURKMENISTAN</b>															
ASHKHABAD	TURKMENISTAN AIRLINES	S	34	0	0	56	26	3	9	6	0	39	79	8	34
<b>TOTAL ASHKHABAD</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>26</b>	<b>3</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>39</b>	<b>79</b>	<b>8</b>	<b>34</b>
<b>TOTAL TURKMENISTAN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>26</b>	<b>3</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>39</b>	<b>79</b>	<b>8</b>	<b>34</b>
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	120	0	0	53	33	11	3	0	0	17	79	9	120
<b>TOTAL DUBAI</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>33</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>79</b>	<b>9</b>	<b>120</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>33</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>79</b>	<b>9</b>	<b>120</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BMI REGIONAL	S	96	0	0	95	5	0	0	0	0	2	96	2	140
	FLYBE LTD	S	131	3	0	84	8	5	3	0	0	10	79	12	144
<b>TOTAL ABERDEEN</b>			<b>227</b>	<b>3</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>7</b>	<b>284</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	304	0	0	89	7	2	2	0	0	6	87	7	277
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>304</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>7</b>	<b>277</b>
BELFAST INTERNATIONAL	BMIBABY LTD	S	108	0	2	74	9	11	4	2	0	17	81	14	122
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>108</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>9</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>81</b>	<b>14</b>	<b>122</b>
CITY OF DERRY (EGLINTON)	RYANAIR	S	34	0	0	94	6	0	0	0	0	2	88	5	60
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>5</b>	<b>60</b>
DUNDEE	LOGANAIR	S	88	0	0	97	1	2	0	0	0	2	96	2	95
<b>TOTAL DUNDEE</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>96</b>	<b>2</b>	<b>95</b>
EDINBURGH	FLYBE LTD	S	373	0	3	89	5	3	3	0	0	8	87	8	356
<b>TOTAL EDINBURGH</b>			<b>373</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>9</b>	<b>454</b>
GLASGOW	FLYBE LTD	S	317	0	3	84	7	6	3	0	0	10	89	7	322
<b>TOTAL GLASGOW</b>			<b>317</b>	<b>0</b>	<b>3</b>	<b>84</b>	<b>7</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>91</b>	<b>6</b>	<b>407</b>
GUERNSEY	FLYBE LTD	S	61	0	0	77	16	3	3	0	0	11	87	9	52
<b>TOTAL GUERNSEY</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>16</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>9</b>	<b>52</b>
INVERNESS	FLYBE LTD	S	60	0	0	85	10	0	5	0	0	13	83	7	52
<b>TOTAL INVERNESS</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>7</b>	<b>52</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
ISLE OF MAN	FLYBE LTD	S	104	0	0	92	7	1	0	0	0	4	71	20	102
<b>TOTAL ISLE OF MAN</b>			<b>104</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>71</b>	<b>20</b>	<b>102</b>
JERSEY	FLYBE LTD	S	107	0	0	79	11	8	2	0	0	12	84	25	99
<b>TOTAL JERSEY</b>			<b>107</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>84</b>	<b>25</b>	<b>99</b>
NEWCASTLE	EASTERN AIRWAYS	S	130	0	2	97	2	2	0	0	0	2	95	2	132
<b>TOTAL NEWCASTLE</b>			<b>130</b>	<b>1</b>	<b>2</b>	<b>97</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>95</b>	<b>2</b>	<b>132</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1913</b>	<b>6</b>	<b>10</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>9</b>	<b>2138</b>
<b>USA</b>															
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	60	0	0	88	7	2	3	0	0	6	92	5	60
<b>TOTAL NEW YORK (NEWARK)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>5</b>	<b>60</b>
SANFORD	THOMSON AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	7	63	11	8
<b>TOTAL SANFORD</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>63</b>	<b>11</b>	<b>8</b>
<b>TOTAL USA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>6</b>	<b>109</b>
<b>TOTAL BIRMINGHAM</b>			<b>8102</b>	<b>16</b>	<b>61</b>	<b>77</b>	<b>10</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>85</b>	<b>10</b>	<b>8689</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
INNSBRUCK	FLYBE LTD	C	3	0	0	67	0	0	0	0	33	323	100	0	3
TOTAL INNSBRUCK			<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>323</b>	<b>100</b>	<b>0</b>	<b>3</b>
VIENNA	NIKI	C	3	0	0	67	33	0	0	0	0	6	50	25	2
TOTAL VIENNA			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>50</b>	<b>25</b>	<b>2</b>
TOTAL AUSTRIA			<b>7</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>142</b>	<b>80</b>	<b>10</b>	<b>5</b>
<b>BELGIUM</b>															
BRUSSELS	BMI REGIONAL	S	150	0	0	96	2	1	1	0	0	4	88	6	154
TOTAL BRUSSELS			<b>150</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>4</b>	<b>88</b>	<b>6</b>	<b>154</b>
CHARLEROI	RYANAIR	S	24	0	2	75	17	0	8	0	0	11	0	0	0
TOTAL CHARLEROI			<b>24</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>17</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL BELGIUM			<b>175</b>	<b>0</b>	<b>2</b>	<b>93</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>6</b>	<b>154</b>
<b>BULGARIA</b>															
BURGAS	BH AIR	C	7	0	0	86	14	0	0	0	0	3	100	4	7
TOTAL BURGAS			<b>7</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100</b>	<b>4</b>	<b>7</b>
TOTAL BULGARIA			<b>7</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100</b>	<b>4</b>	<b>7</b>
<b>CROATIA</b>															
DUBROVNIK	JET2.COM LTD	S	8	0	0	25	38	38	0	0	0	26	0	0	0
TOTAL DUBROVNIK			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>38</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>100</b>	<b>2</b>	<b>10</b>
TOTAL CROATIA			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>38</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>89</b>	<b>5</b>	<b>28</b>
<b>CYPRUS</b>															
PAPHOS	MONARCH AIRLINES	C	10	0	0	40	50	10	0	0	0	17	0	0	0
TOTAL PAPHOS			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>50</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>60</b>	<b>24</b>	<b>10</b>
TOTAL CYPRUS			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>50</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>60</b>	<b>24</b>	<b>10</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	JET2.COM LTD	S	34	0	0	44	29	21	6	0	0	23	63	14	32
TOTAL PRAGUE			<b>34</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>29</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>63</b>	<b>14</b>	<b>32</b>
TOTAL CZECH REPUBLIC			<b>34</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>29</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>63</b>	<b>14</b>	<b>32</b>
<b>DENMARK</b>															
BILLUND	RYANAIR	S	26	0	0	73	19	8	0	0	0	11	88	5	26
TOTAL BILLUND			<b>27</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>19</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>5</b>	<b>26</b>
COPENHAGEN	BMI REGIONAL	S	104	0	0	91	6	2	1	0	0	4	97	2	104
	CIMBER AIR A/S	S	16	0	0	69	6	13	13	0	0	22	63	12	16
	NORWEGIAN AIR SHUTTLE	S	16	0	0	56	38	6	0	0	0	13	69	19	16
TOTAL COPENHAGEN			<b>136</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>5</b>	<b>136</b>
TOTAL DENMARK			<b>163</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>5</b>	<b>162</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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)	LOTUS AIR	C	10	0	0	80	20	0	0	0	0	6	0	0	0
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>7</b>	<b>10</b>
<b>TOTAL EGYPT</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>7</b>	<b>10</b>
<b>FINLAND</b>															
TAMPERE	RYANAIR	S	22	4	4	95	5	0	0	0	0	2	0	0	0
<b>TOTAL TAMPERE</b>			<b>22</b>	<b>4</b>	<b>4</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>
<b>TOTAL FINLAND</b>			<b>22</b>	<b>4</b>	<b>4</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>
<b>FRANCE</b>															
BEAUVAIS	RYANAIR	S	22	0	3	86	5	9	0	0	0	7	0	0	0
<b>TOTAL BEAUVAIS</b>			<b>22</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
BERGERAC	FLYBE LTD	S	8	0	0	100	0	0	0	0	0	3	88	5	8
<b>TOTAL BERGERAC</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>5</b>	<b>8</b>
BORDEAUX	RYANAIR	S	34	0	0	68	24	9	0	0	0	10	0	0	0
<b>TOTAL BORDEAUX</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>24</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
CLERMONT FERRAND	EUROPE AIRPOST	C	2	0	0	100	0	0	0	0	0	6	0	0	0
<b>TOTAL CLERMONT FERRAND</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>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
LA ROCHELLE	JET2.COM LTD	S	2	0	0	0	50	50	0	0	0	39	100	1	8
<b>TOTAL LA ROCHELLE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>100</b>	<b>1</b>	<b>8</b>
LYON	EASYJET AIRLINE COMPANY LTD	S	18	0	0	78	11	11	0	0	0	10	0	0	0
	EUROPE AIRPOST	C	2	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL LYON</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
MARSEILLE	RYANAIR	S	22	0	1	77	5	14	5	0	0	13	81	10	16
<b>TOTAL MARSEILLE</b>			<b>22</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>5</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>10</b>	<b>16</b>
MULHOUSE HABSHEIM	EUROPE AIRPOST	C	2	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL MULHOUSE HABSHEIM</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>
NICE	EASYJET AIRLINE COMPANY LTD	S	24	0	2	63	13	8	17	0	0	25	96	4	26
<b>TOTAL NICE</b>			<b>24</b>	<b>1</b>	<b>2</b>	<b>63</b>	<b>13</b>	<b>8</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>96</b>	<b>4</b>	<b>26</b>
PARIS (CHARLES DE GAULLE)	CITY JET	S	236	0	0	86	8	4	1	0	0	7	88	7	240
	EASYJET AIRLINE COMPANY LTD	S	56	0	2	64	20	11	5	0	0	14	93	4	60
	EUROPE AIRPOST	C	2	0	0	100	0	0	0	0	0	7	0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>294</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>7</b>	<b>300</b>
POITIERS	RYANAIR	S	16	0	2	100	0	0	0	0	0	1	100	0	14
<b>TOTAL POITIERS</b>			<b>16</b>	<b>0</b>	<b>2</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>0</b>	<b>14</b>
TOULOUSE (BLAGNAC)	JET2.COM LTD	S	8	0	0	38	38	0	25	0	0	30	88	16	16
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>88</b>	<b>16</b>	<b>16</b>
<b>TOTAL FRANCE</b>			<b>455</b>	<b>1</b>	<b>10</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>91</b>	<b>6</b>	<b>466</b>
<b>GERMANY</b>															

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
BERLIN (SCHONEFELD)	RYANAIR	S	34	0	0	88	12	0	0	0	0	6	91	5	34
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>34</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>91</b>	<b>5</b>	<b>34</b>
BREMEN	RYANAIR	S	34	0	0	56	21	24	0	0	0	18	79	9	42
<b>TOTAL BREMEN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>21</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>79</b>	<b>9</b>	<b>42</b>
COLOGNE BONN	GERMANWINGS	S	42	0	0	81	12	7	0	0	0	9	74	11	42
<b>TOTAL COLOGNE BONN</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>11</b>	<b>42</b>
DUSSELDORF	LUFTHANSA CITY LINE	S	52	0	0	79	13	6	2	0	0	11	0	0	0
<b>TOTAL DUSSELDORF</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
FRANKFURT MAIN	LUFTHANSA	S	119	0	1	76	14	5	4	0	0	13	82	10	120
<b>TOTAL FRANKFURT MAIN</b>			<b>119</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>14</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>10</b>	<b>120</b>
HAHN	RYANAIR	S	42	0	0	57	24	17	0	2	0	22	76	11	34
<b>TOTAL HAHN</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>23</b>	<b>16</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>76</b>	<b>11</b>	<b>34</b>
HAMBURG	AIR BERLIN	C	2	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL HAMBURG</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>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
LUBECK	RYANAIR	S	26	0	0	54	23	23	0	0	0	17	0	0	0
<b>TOTAL LUBECK</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>23</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
MEMMINGEN ALLGAU	RYANAIR	S	34	0	0	56	12	29	3	0	0	19	0	0	0
<b>TOTAL MEMMINGEN ALLGAU</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>12</b>	<b>29</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
MUNICH	EASYJET AIRLINE COMPANY LTD	S	58	0	0	64	21	14	2	0	0	14	87	6	60
<b>TOTAL MUNICH</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>20</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>87</b>	<b>6</b>	<b>60</b>
NIEDERRHEIN	RYANAIR	S	60	0	0	77	15	7	2	0	0	11	80	9	60
<b>TOTAL NIEDERRHEIN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>9</b>	<b>60</b>
STUTTGART	TRANSAVIA	C	2	0	0	0	0	50	50	0	0	62	0	0	0
<b>TOTAL STUTTGART</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>62</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GERMANY</b>			<b>507</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>16</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>8</b>	<b>419</b>
GREECE															
CORFU	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL CORFU</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GREECE</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>89</b>	<b>6</b>	<b>27</b>
GREENLAND															
SONDRE STROMFJORD	TITAN AIRWAYS LTD	C	26	0	0	73	12	0	4	12	0	34	0	0	0
<b>TOTAL SONDRE STROMFJORD</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>0</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GREENLAND</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>0</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>
IRISH REPUBLIC															
CORK	AER ARANN	S	94	0	0	94	4	1	1	0	0	4	100	3	52
<b>TOTAL CORK</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>100</b>	<b>3</b>	<b>52</b>
DUBLIN	AER ARANN	S	112	0	0	91	5	0	4	0	0	5	0	0	0
	AER LINGUS	S	60	0	0	92	5	0	3	0	0	9	88	6	112

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
DUBLIN	RYANAIR	S	144	0	0	67	14	15	4	1	0	15	90	5	186
<b>TOTAL DUBLIN</b>			<b>316</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>89</b>	<b>5</b>	<b>299</b>
GALWAY	AER ARANN	S	46	0	0	78	11	11	0	0	0	11	84	7	32
<b>TOTAL GALWAY</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>7</b>	<b>32</b>
SHANNON	RYANAIR	S	26	0	0	42	15	27	15	0	0	32	60	18	60
<b>TOTAL SHANNON</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>15</b>	<b>27</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>60</b>	<b>18</b>	<b>60</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>482</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>7</b>	<b>443</b>
<b>ITALY</b>															
BOLOGNA	RYANAIR	S	26	0	0	81	12	8	0	0	0	10	62	21	26
<b>TOTAL BOLOGNA</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>10</b>	<b>62</b>	<b>21</b>	<b>26</b>
CAGLIARI (ELMAS)	BA CITYFLYER LTD	C	7	0	0	86	14	0	0	0	0	4	0	0	0
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>69</b>	<b>19</b>	<b>26</b>
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	60	0	0	57	28	13	2	0	0	16	80	8	60
<b>TOTAL MILAN (MALPENSA)</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>28</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>80</b>	<b>8</b>	<b>60</b>
OLBIA	JET2.COM LTD	S	8	0	0	0	13	63	25	0	0	62	88	8	8
<b>TOTAL OLBIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>88</b>	<b>8</b>	<b>8</b>
PISA	RYANAIR	S	26	0	0	88	8	4	0	0	0	6	88	5	26
<b>TOTAL PISA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>8</b>	<b>34</b>
ROME (CIAMPINO)	RYANAIR	S	34	0	0	44	18	29	9	0	0	28	44	24	34
<b>TOTAL ROME (CIAMPINO)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>18</b>	<b>29</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>44</b>	<b>24</b>	<b>34</b>
VENICE	JET2.COM LTD	S	24	0	0	25	33	29	13	0	0	31	63	15	16
<b>TOTAL VENICE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>33</b>	<b>29</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>63</b>	<b>15</b>	<b>16</b>
<b>TOTAL ITALY</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>20</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>69</b>	<b>15</b>	<b>206</b>
<b>LITHUANIA</b>															
KAUNAS	RYANAIR	S	22	0	0	95	5	0	0	0	0	1	0	0	0
<b>TOTAL KAUNAS</b>			<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>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
VILNIUS	STAR1 AIRLINES	S	8	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL VILNIUS</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL LITHUANIA</b>			<b>32</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>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MALTA</b>															
MALTA	RYANAIR	S	26	0	0	65	12	15	8	0	0	14	94	2	18
<b>TOTAL MALTA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>12</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>94</b>	<b>2</b>	<b>18</b>
<b>TOTAL MALTA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>12</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>94</b>	<b>2</b>	<b>18</b>
<b>MOROCCO</b>															
MARRAKESH	RYANAIR	S	16	0	0	75	13	0	13	0	0	16	0	0	0
<b>TOTAL MARRAKESH</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MOROCCO</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>

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Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
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			Actual (7)	Plan (8)											
<b>NETHERLANDS</b>															
<b>AMSTERDAM</b>	EASYJET AIRLINE COMPANY LTD	S	92	0	0	82	4	7	7	1	0	14	88	8	60
	KLM	S	230	0	0	88	8	3	1	0	0	7	83	7	180
	KLM CITYHOPPER	S	70	0	0	81	13	4	1	0	0	8	91	5	112
<b>TOTAL AMSTERDAM</b>			<b>392</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>7</b>	<b>352</b>
<b>TOTAL NETHERLANDS</b>			<b>392</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>7</b>	<b>352</b>
<b>NORWAY</b>															
<b>OSLO (GARDERMOEN)</b>	NORWEGIAN AIR SHUTTLE	S	44	0	0	84	5	9	2	0	0	9	69	13	42
	SAS	C	2	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>13</b>	<b>42</b>
<b>SANDEFJORD(TORP)</b>	RYANAIR	S	26	0	0	73	15	8	4	0	0	11	0	0	0
<b>TOTAL SANDEFJORD(TORP)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>STAVANGER</b>	JET2.COM LTD	C	2	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL STAVANGER</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NORWAY</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>9</b>	<b>61</b>
<b>POLAND</b>															
<b>GDANSK</b>	RYANAIR	S	26	0	0	96	0	4	0	0	0	3	0	0	0
<b>TOTAL GDANSK</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>KRAKOW</b>	EASYJET AIRLINE COMPANY LTD	S	34	0	0	74	9	12	6	0	0	17	92	7	24
	RYANAIR	S	26	0	0	65	15	8	4	8	0	32	73	14	26
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL KRAKOW</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>11</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>82</b>	<b>11</b>	<b>50</b>
<b>LODZ LUBLINEK</b>	RYANAIR	S	16	0	0	94	6	0	0	0	0	6	83	13	18
<b>TOTAL LODZ LUBLINEK</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>6</b>	<b>83</b>	<b>13</b>	<b>18</b>
<b>POZNAN</b>	RYANAIR	S	18	0	6	61	17	11	0	11	0	35	65	12	26
<b>TOTAL POZNAN</b>			<b>18</b>	<b>0</b>	<b>6</b>	<b>61</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>35</b>	<b>65</b>	<b>12</b>	<b>26</b>
<b>TOTAL POLAND</b>			<b>122</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>81</b>	<b>10</b>	<b>110</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
<b>FARO</b>	JET2.COM LTD	S	34	0	0	56	26	9	9	0	0	20	0	0	0
	RYANAIR	S	26	0	0	73	0	15	12	0	0	23	0	0	0
<b>TOTAL FARO</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>15</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>98</b>	<b>3</b>	<b>42</b>
<b>LISBON</b>	EASYJET AIRLINE COMPANY LTD	S	26	0	0	58	12	4	27	0	0	37	0	0	0
<b>TOTAL LISBON</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>12</b>	<b>4</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>14</b>	<b>9</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>98</b>	<b>3</b>	<b>42</b>
<b>SLOVAK REPUBLIC</b>															
<b>BRATISLAVA</b>	RYANAIR	S	36	0	0	81	11	3	6	0	0	11	94	4	34
<b>TOTAL BRATISLAVA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>94</b>	<b>4</b>	<b>34</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>94</b>	<b>4</b>	<b>34</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	12	0	0	75	8	0	17	0	0	20	75	27	12
	RYANAIR	S	50	0	0	64	14	12	8	2	0	22	100	2	42
<b>TOTAL ALICANTE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>13</b>	<b>10</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>85</b>	<b>18</b>	<b>98</b>
BARCELONA	RYANAIR	S	4	16	2	25	75	0	0	0	0	19	0	0	0
	SPANAIR	S	36	0	0	42	17	19	19	3	0	38	0	0	0
	VUELING AIRLINES	S	10	0	0	30	30	0	40	0	0	60	0	0	0
<b>TOTAL BARCELONA</b>			<b>50</b>	<b>16</b>	<b>2</b>	<b>38</b>	<b>24</b>	<b>14</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>41</b>	<b>81</b>	<b>26</b>	<b>27</b>
GERONA	RYANAIR	S	22	0	16	86	9	5	0	0	0	7	0	0	0
<b>TOTAL GERONA</b>			<b>22</b>	<b>0</b>	<b>16</b>	<b>86</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
IBIZA	FLYBE LTD	C	8	0	0	25	13	63	0	0	0	29	0	0	0
	JET2.COM LTD	S	12	0	0	67	25	8	0	0	0	15	100	1	3
<b>TOTAL IBIZA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>91</b>	<b>3</b>	<b>11</b>
MADRID	ADRIA AIRWAYS	C	2	0	0	0	50	0	50	0	0	45	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	60	0	0	52	20	18	7	3	0	28	72	28	60
	JET2.COM LTD	C	4	0	0	75	0	25	0	0	0	13	0	0	0
	SPANAIR	S	24	0	0	21	8	17	54	0	0	60	0	0	0
<b>TOTAL MADRID</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>17</b>	<b>18</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>36</b>	<b>67</b>	<b>29</b>	<b>64</b>
MALAGA	RYANAIR	S	50	0	0	64	10	6	18	2	0	28	88	6	34
<b>TOTAL MALAGA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>10</b>	<b>6</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>80</b>	<b>19</b>	<b>84</b>
MURCIA SAN JAVIER	JET2.COM LTD	S	26	0	0	38	15	19	19	8	0	46	90	13	40
<b>TOTAL MURCIA SAN JAVIER</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>15</b>	<b>19</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>46</b>	<b>90</b>	<b>13</b>	<b>40</b>
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	14	0	0	43	36	7	14	0	0	33	90	13	10
	JET2.COM LTD	S	16	0	0	38	13	31	19	0	0	47	0	0	0
	MONARCH AIRLINES	C	18	0	0	50	11	6	28	6	0	55	0	0	0
	RYANAIR	S	42	0	2	74	12	2	5	7	0	29	73	10	26
<b>TOTAL PALMA DE MALLORCA</b>			<b>90</b>	<b>0</b>	<b>2</b>	<b>58</b>	<b>16</b>	<b>9</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>38</b>	<b>75</b>	<b>15</b>	<b>118</b>
REUS	JET2.COM LTD	C	7	0	0	57	43	0	0	0	0	12	0	0	0
<b>TOTAL REUS</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>100</b>	<b>4</b>	<b>8</b>
<b>TOTAL SPAIN</b>			<b>417</b>	<b>16</b>	<b>20</b>	<b>54</b>	<b>16</b>	<b>12</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>79</b>	<b>18</b>	<b>451</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	RYANAIR	S	16	0	0	44	6	44	6	0	0	28	0	0	0
<b>TOTAL ARRECIFE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>6</b>	<b>44</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>81</b>	<b>11</b>	<b>16</b>
LAS PALMAS	RYANAIR	S	18	0	0	56	22	11	11	0	0	21	0	0	0
<b>TOTAL LAS PALMAS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>38</b>	<b>21</b>	<b>8</b>
TENERIFE (SURREINA SOFIA)	MONARCH AIRLINES	C	9	0	0	11	22	22	44	0	0	59	60	17	10
	RYANAIR	S	26	0	0	69	8	19	4	0	0	15	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>11</b>	<b>20</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>56</b>	<b>43</b>	<b>18</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>13</b>	<b>23</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>62</b>	<b>26</b>	<b>42</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>SWEDEN</b>															
STOCKHOLM (ARLANDA)	NORWEGIAN AIR SHUTTLE	S	26	0	0	69	27	4	0	0	0	9	0	0	0
	SAS	S	18	0	0	89	0	0	11	0	0	17	69	36	16
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>16</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>36</b>	<b>16</b>
STOCKHOLM (SKAVSTA)	RYANAIR	S	34	0	6	82	0	0	15	3	0	31	97	5	34
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>34</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>31</b>	<b>97</b>	<b>5</b>	<b>34</b>
<b>TOTAL SWEDEN</b>			<b>78</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>9</b>	<b>1</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>88</b>	<b>15</b>	<b>50</b>
<b>SWITZERLAND</b>															
GENEVA	EASYJET AIRLINE COMPANY LTD	S	65	0	0	58	17	17	8	0	0	23	73	20	60
<b>TOTAL GENEVA</b>			<b>65</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>17</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>73</b>	<b>20</b>	<b>60</b>
ZURICH	BMI REGIONAL	S	60	0	0	85	10	3	2	0	0	7	98	2	56
<b>TOTAL ZURICH</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>98</b>	<b>2</b>	<b>56</b>
<b>TOTAL SWITZERLAND</b>			<b>126</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>85</b>	<b>12</b>	<b>116</b>
<b>TURKEY</b>															
DALAMAN	MONARCH AIRLINES	C	8	0	0	75	25	0	0	0	0	7	88	7	8
	THOMAS COOK AIRLINES LTD	C	9	0	0	67	11	0	0	22	0	51	29	51	7
<b>TOTAL DALAMAN</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>30</b>	<b>48</b>	<b>49</b>	<b>31</b>
<b>TOTAL TURKEY</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>30</b>	<b>48</b>	<b>49</b>	<b>31</b>
<b>UNITED KINGDOM</b>															
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	208	0	0	90	7	0	3	0	0	6	93	5	196
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>208</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>93</b>	<b>5</b>	<b>196</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	154	0	0	86	4	4	6	0	0	11	93	4	152
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>4</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>93</b>	<b>4</b>	<b>152</b>
BIRMINGHAM	FLYBE LTD	S	373	0	3	87	8	2	3	0	0	9	86	9	356
<b>TOTAL BIRMINGHAM</b>			<b>373</b>	<b>1</b>	<b>3</b>	<b>87</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>11</b>	<b>456</b>
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	154	0	0	53	19	16	12	1	0	28	79	12	156
<b>TOTAL BRISTOL</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>19</b>	<b>16</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>79</b>	<b>12</b>	<b>156</b>
CARDIFF WALES	BMIBABY LTD	S	46	0	0	50	11	15	24	0	0	29	91	4	100
	FLYBE LTD	S	112	0	0	84	5	3	5	2	1	23	91	9	116
<b>TOTAL CARDIFF WALES</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>7</b>	<b>6</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>91</b>	<b>7</b>	<b>216</b>
EAST MIDLANDS INTERNATIONAL	BMIBABY LTD	S	136	0	0	82	9	2	7	0	0	12	90	6	119
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>90</b>	<b>6</b>	<b>119</b>
EXETER	FLYBE LTD	S	120	0	0	73	12	10	5	0	0	15	81	9	120
<b>TOTAL EXETER</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>81</b>	<b>9</b>	<b>120</b>
GATWICK	BRITISH AIRWAYS PLC	S	240	0	0	71	20	7	3	0	0	13	80	10	239
	EASYJET AIRLINE COMPANY LTD	S	216	0	0	51	13	19	16	1	0	29	72	13	216
<b>TOTAL GATWICK</b>			<b>456</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>16</b>	<b>13</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>76</b>	<b>11</b>	<b>455</b>
HEATHROW	BMI BRITISH MIDLAND	S	377	0	1	78	13	8	1	0	0	9	87	7	452

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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)										
HEATHROW	BRITISH AIRWAYS PLC	S	604	0	0	73	12	10	5	0	0	15	87	6	483
<b>TOTAL HEATHROW</b>			<b>982</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>12</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>87</b>	<b>7</b>	<b>935</b>
ISLE OF MAN	LOGANAIR	S	50	8	0	98	2	0	0	0	1	83	6	60	
<b>TOTAL ISLE OF MAN</b>			<b>50</b>	<b>8</b>	<b>0</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>6</b>	<b>60</b>	
JERSEY	FLYBE LTD	S	40	0	0	80	15	5	0	0	8	91	4	66	
<b>TOTAL JERSEY</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>4</b>	<b>66</b>	
KIRKWALL	LOGANAIR	S	140	0	0	92	2	3	3	0	8	98	3	144	
<b>TOTAL KIRKWALL</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>98</b>	<b>3</b>	<b>144</b>	
LEEDS BRADFORD	BMI REGIONAL	S	85	0	0	94	2	1	2	0	3	98	2	87	
<b>TOTAL LEEDS BRADFORD</b>			<b>85</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>98</b>	<b>2</b>	<b>87</b>	
LONDON CITY	BA CITYFLYER LTD	S	349	0	0	84	10	5	1	0	7	89	8	285	
	CITY JET	S	286	0	0	91	8	1	1	0	5	96	3	322	
<b>TOTAL LONDON CITY</b>			<b>635</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>5</b>	<b>607</b>	
LUTON	EASYJET AIRLINE COMPANY LTD	S	158	0	2	80	8	6	6	0	13	81	13	216	
<b>TOTAL LUTON</b>			<b>158</b>	<b>1</b>	<b>2</b>	<b>80</b>	<b>8</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>13</b>	<b>216</b>	
MANCHESTER	BMI REGIONAL	S	243	0	0	94	2	2	1	0	4	95	3	241	
	FLYBE LTD	S	207	0	3	87	6	4	3	0	8	93	5	180	
<b>TOTAL MANCHESTER</b>			<b>450</b>	<b>0</b>	<b>3</b>	<b>91</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>94</b>	<b>4</b>	<b>421</b>	
MANSTON (KENT INT)	FLYBE LTD	S	60	0	0	75	15	5	5	0	14	0	0	0	
<b>TOTAL MANSTON (KENT INT)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	
NEWQUAY	FLYBE LTD	S	40	0	0	83	15	3	0	0	8	89	4	36	
<b>TOTAL NEWQUAY</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>4</b>	<b>36</b>	
NORWICH	FLYBE LTD	S	104	0	0	92	8	0	0	0	4	88	7	104	
<b>TOTAL NORWICH</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>7</b>	<b>104</b>	
SOUTHAMPTON	FLYBE LTD	S	300	0	4	74	12	8	5	0	15	89	5	276	
<b>TOTAL SOUTHAMPTON</b>			<b>300</b>	<b>0</b>	<b>4</b>	<b>74</b>	<b>12</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>15</b>	<b>89</b>	<b>5</b>	<b>276</b>	
STANSTED	EASYJET AIRLINE COMPANY LTD	S	222	0	2	81	7	5	5	3	16	87	8	266	
<b>TOTAL STANSTED</b>			<b>222</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>16</b>	<b>87</b>	<b>8</b>	<b>267</b>	
STORNOWAY	LOGANAIR	S	102	0	0	93	2	4	1	0	6	89	6	156	
<b>TOTAL STORNOWAY</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>6</b>	<b>156</b>	
SUMBURGH	LOGANAIR	S	137	0	0	91	5	0	4	0	6	85	13	134	
<b>TOTAL SUMBURGH</b>			<b>137</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>13</b>	<b>134</b>	
WICK	LOGANAIR	S	44	0	0	95	5	0	0	0	3	89	6	44	
<b>TOTAL WICK</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>6</b>	<b>44</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>5309</b>	<b>16</b>	<b>15</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>7</b>	<b>5483</b>	
USA															
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	120	0	0	81	6	8	5	0	11	91	5	118	
<b>TOTAL NEW YORK (NEWARK)</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>11</b>	<b>91</b>	<b>5</b>	<b>118</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
		CHARTER/ SCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			MATCHED	Actual (7)										
TOTAL USA		120	0	0	81	6	8	5	0	0	11	92	4	158
TOTAL EDINBURGH		9020	38	64	78	10	7	4	0	0	13	86	8	8943

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>ALBANIA</b>															
TIRANA	BRITISH AIRWAYS PLC	S	60	0	0	78	13	3	5	0	0	12	80	10	60
TOTAL TIRANA			<b>60</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>10</b>	<b>60</b>
TOTAL ALBANIA			<b>60</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>10</b>	<b>60</b>
<b>ALGERIA</b>															
HASSI MESSAOUD	MONARCH AIRLINES	C	28	0	0	71	11	14	4	0	0	15	54	23	24
TOTAL HASSI MESSAOUD			<b>28</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>11</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>54</b>	<b>23</b>	<b>24</b>
TOTAL ALGERIA			<b>28</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>11</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>54</b>	<b>23</b>	<b>24</b>
<b>ANTIGUA AND BARBUDA</b>															
ANTIGUA	VIRGIN ATLANTIC AIRWAYS LTD	S	26	0	0	50	4	23	23	0	0	31	52	18	25
TOTAL ANTIGUA			<b>26</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>4</b>	<b>23</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>52</b>	<b>18</b>	<b>25</b>
TOTAL ANTIGUA AND BARBUDA			<b>26</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>4</b>	<b>23</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>52</b>	<b>18</b>	<b>25</b>
<b>ARMENIA</b>															
YEREVAN	ARMAVIA AVIACOMPANY LLC	C	2	0	0	0	50	50	0	0	0	36	0	0	0
TOTAL YEREVAN			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL ARMENIA			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>AUSTRIA</b>															
INNSBRUCK	EASYJET AIRLINE COMPANY LTD	S	18	0	0	56	11	6	22	0	6	45	78	8	18
TOTAL INNSBRUCK			<b>19</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>11</b>	<b>11</b>	<b>21</b>	<b>0</b>	<b>5</b>	<b>45</b>	<b>79</b>	<b>8</b>	<b>19</b>
SALZBURG	BRITISH AIRWAYS PLC	S	34	0	0	88	9	3	0	0	0	6	90	5	42
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	2	91	3	11
TOTAL SALZBURG			<b>44</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>6</b>	<b>71</b>
VIENNA	EASYJET AIRLINE COMPANY LTD	S	104	0	0	62	21	13	4	0	0	17	77	15	60
TOTAL VIENNA			<b>104</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>21</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>83</b>	<b>9</b>	<b>120</b>
TOTAL AUSTRIA			<b>167</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>84</b>	<b>8</b>	<b>210</b>
<b>BARBADOS</b>															
BRIDGETOWN	BRITISH AIRWAYS PLC	S	60	0	0	98	2	0	0	0	0	2	92	4	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	36	0	0	83	6	3	8	0	0	13	59	22	29
TOTAL BRIDGETOWN			<b>96</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>10</b>	<b>89</b>
TOTAL BARBADOS			<b>96</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>10</b>	<b>89</b>
<b>BELARUS</b>															
MINSK INT'L	BELAVIA (BELARUSSIAN AIRLINES)	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	BELAVIA (BELARUSSIAN AIRLINES)	S	26	0	0	81	15	4	0	0	0	8	92	7	26
TOTAL MINSK INT'L			<b>28</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>92</b>	<b>7</b>	<b>26</b>
TOTAL BELARUS			<b>28</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>92</b>	<b>7</b>	<b>26</b>
<b>BERMUDA</b>															
BERMUDA	BRITISH AIRWAYS PLC	S	56	0	0	91	5	0	4	0	0	7	97	3	60

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 BERMUDA			56	0	0	91	5	0	4	0	0	7	97	3	60
TOTAL BERMUDA			56	0	0	91	5	0	4	0	0	7	97	3	60
<b>BULGARIA</b>															
BURGAS	BH AIR	C	10	0	0	70	10	0	20	0	0	26	100	3	7
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	0	0	25	25	0	102	56	88	9
	THOMSON AIRWAYS LTD	C	17	0	0	71	12	6	12	0	0	15	100	1	17
TOTAL BURGAS			35	0	0	66	9	3	17	6	0	38	88	25	33
SOFIA	BULGARIA AIR	C	2	0	0	0	0	50	50	0	0	58	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	52	0	0	75	10	0	8	2	6	45	78	11	60
TOTAL SOFIA			54	0	0	72	9	2	9	2	6	46	77	11	62
VARNA	BRITISH AIRWAYS PLC	S	18	0	0	50	22	11	17	0	0	23	76	12	33
	BULGARIA AIR	S	12	0	0	67	17	17	0	0	0	11	75	6	24
TOTAL VARNA			30	0	0	57	20	13	10	0	0	18	75	9	57
TOTAL BULGARIA			119	0	0	66	12	5	12	3	3	36	79	14	152
<b>CANADA</b>															
CALGARY	THOMAS COOK AIRLINES LTD	S	27	0	0	70	11	0	19	0	0	24	83	21	30
TOTAL CALGARY			27	0	0	70	11	0	19	0	0	24	83	21	30
HALIFAX INT	THOMAS COOK AIRLINES LTD	S	9	0	0	44	11	22	22	0	0	42	75	5	8
TOTAL HALIFAX INT			9	0	0	44	11	22	22	0	0	42	75	5	8
MONTREAL (DORVAL)	THOMAS COOK AIRLINES LTD	S	8	0	0	75	0	0	25	0	0	36	88	6	8
TOTAL MONTREAL (DORVAL)			8	0	0	75	0	0	25	0	0	36	88	6	8
OTTAWA INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	8	0	0	75	0	0	25	0	0	41	100	0	9
TOTAL OTTAWA INTERNATIONAL			8	0	0	75	0	0	25	0	0	41	100	0	9
TORONTO	AIR TRANSAT	S	68	1	0	85	6	4	4	0	0	10	81	9	42
	THOMAS COOK AIRLINES LTD	S	35	0	0	66	9	6	17	3	0	32	85	6	26
TOTAL TORONTO			103	1	0	79	7	5	9	1	0	18	82	8	68
VANCOUVER	AIR TRANSAT	S	6	0	0	33	33	33	0	0	0	22	0	0	0
	THOMAS COOK AIRLINES LTD	S	43	0	0	86	2	9	2	0	0	9	67	64	36
TOTAL VANCOUVER			49	0	0	80	6	12	2	0	0	10	65	60	43
TOTAL CANADA			204	1	0	76	7	6	10	0	0	20	79	23	182
<b>CAPE VERDE ISLANDS</b>															
BOA VISTA (RABIL)	THOMSON AIRWAYS LTD	S	10	0	0	50	20	0	10	20	0	60	25	24	8
TOTAL BOA VISTA (RABIL)			10	0	0	50	20	0	10	20	0	60	25	24	8
ILHA DO SAL C.VERDE	THOMSON AIRWAYS LTD	S	8	0	0	88	13	0	0	0	0	6	63	15	8
TOTAL ILHA DO SAL C.VERDE			8	0	0	88	13	0	0	0	0	6	63	15	8
TOTAL CAPE VERDE ISLANDS			18	0	0	67	17	0	6	11	0	36	44	19	16
<b>CROATIA</b>															
DUBROVNIK	BRITISH AIRWAYS PLC	S	60	0	0	82	15	3	0	0	0	8	86	7	94
	EASYJET AIRLINE COMPANY LTD	S	58	0	0	71	10	17	2	0	0	14	91	5	33

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
DUBROVNIK	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	88	4	8
<b>TOTAL DUBROVNIK</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>8</b>	<b>167</b>
PULA	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	6	100	0	7
<b>TOTAL PULA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>1</b>	<b>16</b>	
SPLIT	CROATIA AIRLINES	S	16	0	0	44	25	19	13	0	0	24	73	9	26
	EASYJET AIRLINE COMPANY LTD	S	72	0	0	79	7	8	6	0	0	13	82	9	83
<b>TOTAL SPLIT</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>9</b>	<b>117</b>	
ZAGREB	CROATIA AIRLINES	S	34	0	0	68	26	6	0	0	0	13	72	11	36
<b>TOTAL ZAGREB</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>26</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>13</b>	<b>38</b>	
<b>TOTAL CROATIA</b>			<b>257</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>8</b>	<b>338</b>	
<b>CUBA</b>															
CUNAGUA (CAYO COCO)	THOMAS COOK AIRLINES LTD	C	4	0	0	50	0	0	50	0	0	56	80	140	10
<b>TOTAL CUNAGUA (CAYO COCO)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>56</b>	<b>80</b>	<b>140</b>	<b>10</b>	
HAVANA	CUBANA	S	10	0	0	70	10	10	0	10	0	30	50	13	10
	VIRGIN ATLANTIC AIRWAYS LTD	S	18	0	1	61	17	17	6	0	0	17	76	16	17
<b>TOTAL HAVANA</b>			<b>28</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>14</b>	<b>14</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>22</b>	<b>67</b>	<b>15</b>	<b>27</b>
HOLGUIN (FRANK PAIS)	THOMAS COOK AIRLINES LTD	C	5	0	0	40	40	20	0	0	0	15	100	1	10
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	89	5	9
<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>7</b>	<b>95</b>	<b>3</b>	<b>19</b>	
VARADERO	THOMAS COOK AIRLINES LTD	C	7	0	0	86	0	14	0	0	0	9	100	0	9
	THOMSON AIRWAYS LTD	C	10	0	0	80	0	20	0	0	0	11	0	0	0
<b>TOTAL VARADERO</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>100</b>	<b>0</b>	<b>9</b>	
<b>TOTAL CUBA</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>10</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>18</b>	<b>82</b>	<b>29</b>	<b>65</b>	
<b>CYPRUS</b>															
LARNACA	EASYJET AIRLINE COMPANY LTD	S	60	0	0	47	28	10	15	0	0	28	64	19	36
	MONARCH AIRLINES	C	18	0	0	44	22	22	0	6	6	58	80	8	10
	MONARCH AIRLINES	S	54	0	0	54	15	7	20	4	0	37	77	9	53
	THOMAS COOK AIRLINES LTD	C	26	0	0	54	4	12	27	4	0	40	67	18	30
	THOMSON AIRWAYS LTD	C	27	0	0	37	26	22	15	0	0	29	73	13	41
<b>TOTAL LARNACA</b>			<b>185</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>20</b>	<b>12</b>	<b>17</b>	<b>2</b>	<b>1</b>	<b>35</b>	<b>72</b>	<b>13</b>	<b>190</b>
PAPHOS	BRITISH AIRWAYS PLC	S	32	0	0	72	22	0	3	3	0	19	80	7	60
	EASYJET AIRLINE COMPANY LTD	S	119	1	1	41	25	16	12	3	3	52	67	13	119
	MONARCH AIRLINES	C	19	0	0	84	11	5	0	0	0	6	88	6	26
	THOMAS COOK AIRLINES LTD	C	18	0	0	67	22	6	6	0	0	13	74	36	19
	THOMSON AIRWAYS LTD	C	44	0	0	73	20	7	0	0	0	11	82	8	51
<b>TOTAL PAPHOS</b>			<b>232</b>	<b>1</b>	<b>1</b>	<b>57</b>	<b>22</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>33</b>	<b>75</b>	<b>11</b>	<b>275</b>
<b>TOTAL CYPRUS</b>			<b>417</b>	<b>1</b>	<b>1</b>	<b>53</b>	<b>21</b>	<b>11</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>34</b>	<b>74</b>	<b>12</b>	<b>465</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	102	0	1	60	12	15	14	0	0	23	75	11	102
<b>TOTAL PRAGUE</b>			<b>102</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>12</b>	<b>15</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>75</b>	<b>11</b>	<b>102</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 CZECH REPUBLIC			102	0	1	60	12	15	14	0	0	23	75	11	102
DENMARK															
AALBORG	NORWEGIAN AIR SHUTTLE	S	26	0	0	85	12	4	0	0	5	98	2	52	
TOTAL AALBORG			26	0	0	85	12	4	0	0	5	98	2	52	
BILLUND	CIMBER AIR A/S	S	112	0	0	94	3	0	4	0	7	91	5	90	
TOTAL BILLUND			112	0	0	94	3	0	4	0	7	91	5	90	
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	104	0	0	56	20	15	9	0	22	79	14	104	
	NORWEGIAN AIR SHUTTLE	S	112	0	0	73	12	8	5	2	17	80	17	104	
TOTAL COPENHAGEN			216	1	0	65	16	12	7	1	19	83	12	312	
TOTAL DENMARK			354	1	0	75	11	7	5	1	14	87	9	454	
DOMINICAN REPUBLIC															
LA ROMANA	THOMSON AIRWAYS LTD	C	8	0	0	63	25	0	13	0	20	0	0	0	
TOTAL LA ROMANA			8	0	0	63	25	0	13	0	20	0	0	0	
PUERTO PLATA	THOMAS COOK AIRLINES LTD	C	8	0	0	50	25	13	13	0	23	82	11	17	
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	4	78	10	9	
TOTAL PUERTO PLATA			16	0	0	69	19	6	6	0	14	81	11	26	
PUNTA CANA	BRITISH AIRWAYS PLC	S	17	0	0	100	0	0	0	0	3	0	0	0	
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	0	10	0	30	92	56	106	9	
	THOMSON AIRWAYS LTD	C	10	0	0	80	0	0	20	0	21	83	6	12	
TOTAL PUNTA CANA			37	0	0	84	0	3	5	8	32	71	49	21	
SAMANA (EL CATEY)	THOMSON AIRWAYS LTD	C	8	0	0	88	0	0	0	13	30	63	9	8	
TOTAL SAMANA (EL CATEY)			8	0	0	88	0	0	0	13	30	63	9	8	
TOTAL DOMINICAN REPUBLIC			69	0	0	78	7	3	6	6	26	75	25	55	
EGYPT															
HURGHADA	EASYJET AIRLINE COMPANY LTD	S	16	0	0	56	19	19	6	0	24	56	16	16	
	THOMAS COOK AIRLINES LTD	C	16	0	0	56	25	6	13	0	23	72	21	18	
	THOMSON AIRWAYS LTD	S	8	0	0	50	0	13	38	0	40	0	0	0	
	VIKING AIRLINES	C	10	0	0	60	10	10	20	0	29	75	12	16	
TOTAL HURGHADA			50	0	0	56	16	12	16	0	27	71	15	66	
LUXOR	MONARCH AIRLINES	C	8	0	0	63	13	13	13	0	21	81	7	16	
	THOMSON AIRWAYS LTD	C	10	0	0	70	10	0	10	10	39	100	1	10	
TOTAL LUXOR			18	0	0	67	11	6	11	6	31	88	5	26	
MARSA ALAM	THOMSON AIRWAYS LTD	C	10	0	0	70	30	0	0	0	9	80	9	10	
TOTAL MARSA ALAM			10	0	0	70	30	0	0	0	9	80	9	10	
MERSA MATROUH	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	2	0	0	0	
TOTAL MERSA MATROUH			8	0	0	100	0	0	0	0	2	0	0	0	
SHARM EL SHEIKH (OPHIRA)	BRITISH AIRWAYS PLC	S	25	0	0	88	8	4	0	0	4	0	0	0	
	EASYJET AIRLINE COMPANY LTD	S	34	0	0	41	12	12	35	0	46	59	25	34	
	MONARCH AIRLINES	C	40	0	0	55	15	5	3	13	120	68	22	50	
	THOMAS COOK AIRLINES LTD	C	18	0	0	56	17	6	22	0	37	76	23	33	



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
SHARM EL SHEIKH (OPHIRA)	THOMSON AIRWAYS LTD	S	60	0	0	68	8	7	17	0	0	26	85	8	61
	VIKING AIRLINES	C	10	0	0	70	30	0	0	0	0	9	63	23	43
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>13</b>	<b>6</b>	<b>14</b>	<b>3</b>	<b>2</b>	<b>47</b>	<b>71</b>	<b>19</b>	<b>222</b>
TABA	MONARCH AIRLINES	C	16	0	0	38	25	19	6	0	13	74	69	11	16
	THOMSON AIRWAYS LTD	C	9	0	0	33	22	11	11	22	0	69	90	7	10
<b>TOTAL TABA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>24</b>	<b>16</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>72</b>	<b>77</b>	<b>9</b>	<b>26</b>
<b>TOTAL EGYPT</b>			<b>299</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>14</b>	<b>8</b>	<b>13</b>	<b>3</b>	<b>2</b>	<b>42</b>	<b>73</b>	<b>16</b>	<b>350</b>
<b>ESTONIA</b>															
TALLIN	ESTONIAN AIR	S	18	0	0	78	0	0	0	22	0	79	94	5	16
<b>TOTAL TALLIN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>79</b>	<b>94</b>	<b>5</b>	<b>16</b>
<b>TOTAL ESTONIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>79</b>	<b>94</b>	<b>5</b>	<b>16</b>
<b>FINLAND</b>															
HELSINKI	EASYJET AIRLINE COMPANY LTD	S	42	0	0	55	12	17	17	0	0	25	85	8	60
<b>TOTAL HELSINKI</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>12</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>85</b>	<b>8</b>	<b>60</b>
<b>TOTAL FINLAND</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>12</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>85</b>	<b>8</b>	<b>60</b>
<b>FRANCE</b>															
AJACCIO	EASYJET AIRLINE COMPANY LTD	S	18	0	0	50	22	6	22	0	0	24	94	4	16
<b>TOTAL AJACCIO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>22</b>	<b>6</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>94</b>	<b>4</b>	<b>16</b>
BASTIA	EASYJET AIRLINE COMPANY LTD	S	19	0	0	37	42	5	11	5	0	36	100	3	16
	VIKING AIRLINES	C	8	0	0	38	13	25	25	0	0	34	75	12	8
<b>TOTAL BASTIA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>33</b>	<b>11</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>35</b>	<b>92</b>	<b>6</b>	<b>24</b>
BERGERAC	FLYBE LTD	S	8	0	0	88	0	13	0	0	0	7	100	3	8
<b>TOTAL BERGERAC</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>3</b>	<b>8</b>
BIARRITZ	EASYJET AIRLINE COMPANY LTD	S	8	0	0	50	38	13	0	0	0	18	100	2	14
<b>TOTAL BIARRITZ</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>100</b>	<b>2</b>	<b>14</b>
BORDEAUX	BRITISH AIRWAYS PLC	S	117	0	0	81	6	8	5	0	0	11	90	5	120
	EASYJET AIRLINE COMPANY LTD	S	56	0	0	41	13	23	20	4	0	40	0	0	0
<b>TOTAL BORDEAUX</b>			<b>173</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>8</b>	<b>13</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>90</b>	<b>5</b>	<b>120</b>
FIGARI	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	6	88	7	8
<b>TOTAL FIGARI</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>7</b>	<b>8</b>
LA ROCHELLE	EASYJET AIRLINE COMPANY LTD	S	8	0	0	13	13	75	0	0	0	36	90	32	10
<b>TOTAL LA ROCHELLE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>90</b>	<b>32</b>	<b>10</b>
LYON	EASYJET AIRLINE COMPANY LTD	S	102	0	0	45	17	26	10	2	0	30	75	14	110
<b>TOTAL LYON</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>17</b>	<b>26</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>75</b>	<b>14</b>	<b>110</b>
MARSEILLE	AIR MEDITERRANEE	C	2	0	0	0	0	100	0	0	0	47	0	0	0
	BRITISH AIRWAYS PLC	S	172	0	0	62	16	10	10	1	0	21	89	5	120
	EASYJET AIRLINE COMPANY LTD	S	58	0	0	47	26	21	7	0	0	21	69	14	68
	NEOS SPA	C	2	0	0	0	0	100	0	0	0	36	0	0	0
<b>TOTAL MARSEILLE</b>			<b>235</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>18</b>	<b>15</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>82</b>	<b>8</b>	<b>250</b>

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			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
MONTPELLIER	EASYJET AIRLINE COMPANY LTD	S	60	0	0	57	10	20	13	0	0	24	83	8	66
<b>TOTAL MONTPELLIER</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>10</b>	<b>20</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>83</b>	<b>8</b>	<b>66</b>
NANTES	EASYJET AIRLINE COMPANY LTD	S	10	0	0	60	40	0	0	0	0	12	0	0	0
	FLYBE LTD	S	49	0	2	88	0	8	4	0	0	9	0	0	0
<b>TOTAL NANTES</b>			<b>59</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>7</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
NICE	EASYJET AIRLINE COMPANY LTD	S	225	1	2	48	17	20	14	1	0	31	71	16	228
	JET2.COM LTD	C	2	0	0	100	0	0	0	0	0	7	0	0	0
	VIKING AIRLINES	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL NICE</b>			<b>229</b>	<b>1</b>	<b>2</b>	<b>49</b>	<b>17</b>	<b>19</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>77</b>	<b>13</b>	<b>330</b>
TOULOUSE (BLAGNAC)	EASYJET AIRLINE COMPANY LTD	S	156	0	3	44	15	17	22	3	0	39	78	17	158
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>156</b>	<b>0</b>	<b>3</b>	<b>44</b>	<b>15</b>	<b>17</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>39</b>	<b>78</b>	<b>17</b>	<b>158</b>
<b>TOTAL FRANCE</b>			<b>1092</b>	<b>2</b>	<b>7</b>	<b>55</b>	<b>15</b>	<b>17</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>81</b>	<b>11</b>	<b>1123</b>
<b>GAMBIA</b>															
BANJUL	VIKING AIRLINES	C	16	0	0	50	6	31	13	0	0	28	28	35	18
<b>TOTAL BANJUL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>6</b>	<b>31</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>28</b>	<b>35</b>	<b>18</b>
<b>TOTAL GAMBIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>6</b>	<b>31</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>28</b>	<b>35</b>	<b>18</b>
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	164	0	0	65	12	8	14	1	0	24	73	21	112
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>165</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>12</b>	<b>8</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>73</b>	<b>21</b>	<b>112</b>
COLOGNE BONN	EASYJET AIRLINE COMPANY LTD	S	104	0	0	58	16	17	9	0	0	21	58	16	52
<b>TOTAL COLOGNE BONN</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>16</b>	<b>17</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>58</b>	<b>16</b>	<b>52</b>
DUSSELDORF	EASYJET AIRLINE COMPANY LTD	S	60	0	0	47	12	17	23	2	0	36	0	0	0
	FLYBE LTD	S	151	0	1	73	17	6	5	0	0	12	74	12	147
<b>TOTAL DUSSELDORF</b>			<b>211</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>15</b>	<b>9</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>74</b>	<b>12</b>	<b>147</b>
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	104	0	0	53	19	20	8	0	0	21	0	0	0
<b>TOTAL HAMBURG</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>19</b>	<b>20</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
HANOVER	VIKING AIRLINES	C	2	0	0	50	0	0	50	0	0	92	0	0	0
<b>TOTAL HANOVER</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>0</b>	<b>0</b>
MUNICH	EASYJET AIRLINE COMPANY LTD	S	156	0	2	54	15	15	14	2	0	31	75	11	100
<b>TOTAL MUNICH</b>			<b>156</b>	<b>0</b>	<b>2</b>	<b>54</b>	<b>15</b>	<b>15</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>80</b>	<b>9</b>	<b>220</b>
<b>TOTAL GERMANY</b>			<b>742</b>	<b>0</b>	<b>3</b>	<b>60</b>	<b>15</b>	<b>13</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>75</b>	<b>13</b>	<b>532</b>
<b>GIBRALTAR</b>															
GIBRALTAR	EASYJET AIRLINE COMPANY LTD	S	60	0	0	40	33	7	13	7	0	42	63	17	103
<b>TOTAL GIBRALTAR</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>33</b>	<b>7</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>42</b>	<b>74</b>	<b>14</b>	<b>163</b>
<b>TOTAL GIBRALTAR</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>33</b>	<b>7</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>42</b>	<b>74</b>	<b>14</b>	<b>163</b>
<b>GREECE</b>															
ATHENS	ASTRAEUS LTD	C	2	0	0	0	0	0	100	0	0	94	50	15	2
	EASYJET AIRLINE COMPANY LTD	S	120	0	0	47	24	12	13	3	2	37	64	15	120

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 ATHENS</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>24</b>	<b>11</b>	<b>15</b>	<b>2</b>	<b>2</b>	<b>38</b>	<b>64</b>	<b>15</b>	122
CHANIA	EASYJET AIRLINE COMPANY LTD	S	26	0	0	31	46	12	4	8	0	41	0	0	0
	MONARCH AIRLINES	C	16	0	0	63	13	13	13	0	0	21	86	6	28
	THOMSON AIRWAYS LTD	C	8	0	0	38	50	13	0	0	0	18	100	3	10
<b>TOTAL CHANIA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>36</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>31</b>	<b>85</b>	<b>6</b>	40
<b>CORFU</b>															
	EASYJET AIRLINE COMPANY LTD	S	94	0	1	69	10	6	10	5	0	29	72	12	93
	MONARCH AIRLINES	C	50	0	0	62	18	8	2	4	6	105	77	14	56
	THOMAS COOK AIRLINES LTD	C	30	0	0	80	0	17	3	0	0	11	74	23	38
	THOMSON AIRWAYS LTD	C	37	0	0	81	11	0	8	0	0	16	82	6	38
	VIKING AIRLINES	C	8	0	0	100	0	0	0	0	0	2	50	24	12
<b>TOTAL CORFU</b>			<b>219</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>10</b>	<b>7</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>41</b>	<b>74</b>	<b>14</b>	237
<b>HERAKLION</b>															
	EASYJET AIRLINE COMPANY LTD	S	92	0	0	54	15	20	9	2	0	28	77	13	103
	MONARCH AIRLINES	C	39	0	0	77	8	8	8	0	0	16	90	7	48
	THOMAS COOK AIRLINES LTD	C	26	0	0	50	12	0	27	12	0	63	76	21	41
	THOMSON AIRWAYS LTD	C	36	0	0	67	19	14	0	0	0	12	76	10	37
	VIKING AIRLINES	C	2	0	0	0	100	0	0	0	0	18	82	18	11
<b>TOTAL HERAKLION</b>			<b>195</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>15</b>	<b>13</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>79</b>	<b>13</b>	248
<b>KALAMATA</b>															
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	88	7	8
	VIKING AIRLINES	C	24	0	0	67	17	4	13	0	0	21	69	13	16
<b>TOTAL KALAMATA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>11</b>	24
<b>KAVALLA</b>															
	THOMSON AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	3	71	22	7
<b>TOTAL KAVALLA</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>71</b>	<b>22</b>	7
<b>KEFALLINIA</b>															
	MONARCH AIRLINES	C	24	0	0	50	21	21	8	0	0	26	75	8	16
	THOMAS COOK AIRLINES LTD	C	16	0	0	63	6	6	25	0	0	31	94	2	18
	THOMSON AIRWAYS LTD	C	31	0	0	61	23	6	6	3	0	25	86	10	35
	VIKING AIRLINES	C	8	0	0	38	38	13	0	13	0	45	100	3	8
<b>TOTAL KEFALLINIA</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>20</b>	<b>11</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>85</b>	<b>9</b>	84
<b>KOS</b>															
	EASYJET AIRLINE COMPANY LTD	S	36	0	0	31	14	22	33	0	0	47	0	0	0
	MONARCH AIRLINES	C	18	0	0	39	11	6	22	22	0	83	67	19	18
	THOMAS COOK AIRLINES LTD	C	20	0	0	75	15	5	0	0	5	30	81	21	16
	THOMSON AIRWAYS LTD	C	28	0	0	82	14	4	0	0	0	7	78	9	27
	VIKING AIRLINES	C	20	0	0	35	10	30	15	10	0	46	38	24	34
<b>TOTAL KOS</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>13</b>	<b>14</b>	<b>16</b>	<b>5</b>	<b>1</b>	<b>40</b>	<b>62</b>	<b>18</b>	95
<b>LEMNOS</b>															
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	25	0	0	0	0	11	25	35	8
	VIKING AIRLINES	C	4	0	0	25	0	75	0	0	0	31	25	22	4
<b>TOTAL LEMNOS</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>17</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>25</b>	<b>30</b>	12
<b>MIKONOS</b>															
	EASYJET AIRLINE COMPANY LTD	S	26	0	0	38	31	15	15	0	0	24	87	10	30
	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	7	0	0	0
<b>TOTAL MIKONOS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>29</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>87</b>	<b>10</b>	30
<b>MITILINI</b>															
	MONARCH AIRLINES	C	8	0	0	75	13	13	0	0	0	12	50	19	8
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	2	38	34	8
<b>TOTAL MITILINI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>44</b>	<b>27</b>	16
<b>PREVEZA</b>															
	MONARCH AIRLINES	C	16	0	0	56	6	19	19	0	0	32	94	5	16

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
PREVEZA	THOMAS COOK AIRLINES LTD	C	9	1	0	56	11	11	0	22	0	50	88	4	8
	THOMSON AIRWAYS LTD	C	16	0	0	69	13	19	0	0	0	14	88	5	24
	VIKING AIRLINES	C	16	0	0	75	19	6	0	0	0	8	50	22	8
<b>TOTAL PREVEZA</b>			<b>57</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>12</b>	<b>14</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>83</b>	<b>8</b>	<b>63</b>
RHODES	EASYJET AIRLINE COMPANY LTD	S	45	0	0	38	13	16	33	0	0	45	76	13	34
	MONARCH AIRLINES	C	36	0	0	56	11	19	14	0	0	21	90	6	31
	THOMAS COOK AIRLINES LTD	C	33	0	0	55	18	6	21	0	0	30	83	14	30
	THOMSON AIRWAYS LTD	C	41	0	0	61	15	7	12	5	0	35	97	3	30
<b>TOTAL RHODES</b>			<b>155</b>	<b>1</b>	<b>0</b>	<b>52</b>	<b>14</b>	<b>12</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>86</b>	<b>10</b>	<b>141</b>
SALONIKA	BRITISH AIRWAYS PLC	S	42	0	0	62	19	2	12	5	0	31	82	10	60
	EASYJET AIRLINE COMPANY LTD	S	44	0	0	80	11	5	0	5	0	17	79	7	34
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	13	0	0	0	5	69	15	16
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	4	94	5	16
<b>TOTAL SALONIKA</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>4</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>21</b>	<b>81</b>	<b>9</b>	<b>126</b>
SAMOS	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	4	100	1	8
	VIKING AIRLINES	C	9	0	0	89	0	0	11	0	0	11	50	16	4
<b>TOTAL SAMOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>6</b>	<b>12</b>
SKIATHOS	MONARCH AIRLINES	C	12	0	0	67	33	0	0	0	0	8	75	20	12
	THOMAS COOK AIRLINES LTD	C	8	1	0	75	0	25	0	0	0	13	70	72	10
	THOMSON AIRWAYS LTD	C	16	0	0	69	6	19	6	0	0	15	94	5	16
	VIKING AIRLINES	C	4	0	0	25	25	50	0	0	0	32	100	2	4
<b>TOTAL SKIATHOS</b>			<b>40</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>25</b>	<b>42</b>	
THIRA (SANTORINI)	EASYJET AIRLINE COMPANY LTD	S	28	0	0	43	4	21	25	7	0	53	69	13	26
	MONARCH AIRLINES	C	8	0	0	13	13	0	75	0	0	111	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	13	13	0	0	25	113	50	37	10
	THOMSON AIRWAYS LTD	C	8	0	0	75	0	0	25	0	0	29	83	9	18
<b>TOTAL THIRA (SANTORINI)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>6</b>	<b>13</b>	<b>29</b>	<b>4</b>	<b>68</b>	<b>70</b>	<b>16</b>	<b>54</b>	
VOLOS	MONARCH AIRLINES	C	4	0	0	25	50	0	25	0	0	37	25	28	4
<b>TOTAL VOLOS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>63</b>	<b>17</b>	<b>8</b>
ZAKINTHOS	EASYJET AIRLINE COMPANY LTD	S	34	0	0	74	6	6	15	0	0	19	0	0	0
	MONARCH AIRLINES	C	34	0	0	35	24	24	18	0	0	34	82	20	34
	THOMAS COOK AIRLINES LTD	C	32	0	0	84	6	6	3	0	0	10	61	23	31
	THOMSON AIRWAYS LTD	C	41	0	0	80	2	17	0	0	0	9	65	18	43
<b>TOTAL ZAKINTHOS</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>10</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>18</b>	<b>67</b>	<b>21</b>	<b>116</b>	
<b>TOTAL GREECE</b>			<b>1460</b>	<b>3</b>	<b>1</b>	<b>61</b>	<b>15</b>	<b>11</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>31</b>	<b>75</b>	<b>14</b>	<b>1477</b>
<b>GREENLAND</b>															
SONDRE STROMFJORD	BLUE LINE	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL SONDRE STROMFJORD</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>
<b>TOTAL GREENLAND</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>
<b>GRENADA</b>															
GRENADA	BRITISH AIRWAYS PLC	S	17	0	0	88	6	6	0	0	0	3	100	2	10
	MONARCH AIRLINES	C	5	0	0	20	40	0	40	0	0	37	25	42	4

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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)										
GRENADA	VIRGIN ATLANTIC AIRWAYS LTD	S	9	0	0	22	33	22	22	0	0	38	38	34	8
<b>TOTAL GRENADA</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>19</b>	<b>10</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>64</b>	<b>21</b>	<b>22</b>
<b>TOTAL GRENADA</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>19</b>	<b>10</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>64</b>	<b>21</b>	<b>22</b>
<b>HUNGARY</b>															
BUDAPEST	EASYJET AIRLINE COMPANY LTD	S	58	0	0	57	16	10	12	5	0	33	73	10	60
	MALEV (HUNGARIAN AIRLINES)	S	108	0	0	51	17	20	12	0	0	26	69	17	120
<b>TOTAL BUDAPEST</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>16</b>	<b>17</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>71</b>	<b>14</b>	<b>180</b>
<b>TOTAL HUNGARY</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>16</b>	<b>17</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>71</b>	<b>14</b>	<b>180</b>
<b>ICELAND</b>															
KEFLAVIK	ASTRAEUS LTD	S	63	2	0	43	29	17	10	0	2	32	74	18	69
<b>TOTAL KEFLAVIK</b>			<b>63</b>	<b>3</b>	<b>0</b>	<b>43</b>	<b>29</b>	<b>17</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>32</b>	<b>74</b>	<b>18</b>	<b>69</b>
<b>TOTAL ICELAND</b>			<b>63</b>	<b>3</b>	<b>0</b>	<b>43</b>	<b>29</b>	<b>17</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>32</b>	<b>74</b>	<b>18</b>	<b>69</b>
<b>IRISH REPUBLIC</b>															
CORK	AER LINGUS	S	120	0	0	73	7	7	10	3	0	22	0	0	0
	RYANAIR	S	60	0	0	95	3	2	0	0	0	3	95	3	60
<b>TOTAL CORK</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>5</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>95</b>	<b>3</b>	<b>60</b>
DUBLIN	AER LINGUS	S	295	0	0	84	10	5	1	0	0	8	90	6	280
	RYANAIR	S	240	0	0	81	14	3	1	0	0	8	75	11	360
<b>TOTAL DUBLIN</b>			<b>535</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>9</b>	<b>641</b>
IRELAND WEST AIRPORT KNOCK	AER LINGUS	S	60	0	0	35	13	12	30	10	0	67	80	7	59
<b>TOTAL IRELAND WEST AIRPORT KNOCK</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>13</b>	<b>12</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>67</b>	<b>80</b>	<b>7</b>	<b>59</b>
SHANNON	RYANAIR	S	60	0	0	87	7	3	3	0	0	8	91	4	120
<b>TOTAL SHANNON</b>			<b>60</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>4</b>	<b>120</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>835</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>84</b>	<b>8</b>	<b>880</b>
<b>ISLE OF CURACAO NETH.ANTILLES</b>															
ARUBA	THOMSON AIRWAYS LTD	C	8	0	0	75	0	0	25	0	0	31	56	25	9
<b>TOTAL ARUBA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>56</b>	<b>25</b>	<b>9</b>
<b>TOTAL ISLE OF CURACAO NETH.ANTILLES</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>56</b>	<b>25</b>	<b>9</b>
<b>ITALY</b>															
ALGHERO/SASSARI	THOMSON AIRWAYS LTD	C	7	0	0	43	57	0	0	0	0	17	100	2	7
<b>TOTAL ALGHERO/SASSARI</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>57</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>100</b>	<b>2</b>	<b>7</b>
BARI (PALESE)	BRITISH AIRWAYS PLC	S	26	0	0	73	15	12	0	0	0	11	73	12	26
<b>TOTAL BARI (PALESE)</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>11</b>	<b>73</b>	<b>12</b>	<b>26</b>
BOLOGNA	BRITISH AIRWAYS PLC	S	172	0	0	66	26	5	3	0	0	14	85	11	172
<b>TOTAL BOLOGNA</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>26</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>85</b>	<b>11</b>	<b>172</b>
CAGLIARI (ELMAS)	BRITISH AIRWAYS PLC	S	26	0	0	73	8	8	12	0	0	16	77	13	26
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>8</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>13</b>	<b>26</b>
CATANIA (FONTANAROSSA)	BRITISH AIRWAYS PLC	S	60	0	0	58	28	7	7	0	0	20	93	5	86

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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)	THOMSON AIRWAYS LTD	C	9	0	0	56	22	0	11	0	11	85	75	11	8
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>28</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>28</b>	<b>90</b>	<b>9</b>	114
FLORENCE	MERIDIANA AIR	S	119	0	1	50	20	17	12	2	0	29	62	21	117
<b>TOTAL FLORENCE</b>			<b>119</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>20</b>	<b>17</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>62</b>	<b>21</b>	117
FORLI	WINDJET SPA	S	18	0	0	61	39	0	0	0	0	10	0	0	0
<b>TOTAL FORLI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	0
GENOA	BRITISH AIRWAYS PLC	S	58	0	0	53	12	17	16	2	0	29	78	9	60
<b>TOTAL GENOA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>12</b>	<b>17</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>78</b>	<b>9</b>	60
MILAN (LINATE)	EASYJET AIRLINE COMPANY LTD	S	60	0	0	33	17	43	7	0	0	30	57	17	60
<b>TOTAL MILAN (LINATE)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>17</b>	<b>43</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>57</b>	<b>17</b>	60
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	217	0	1	50	19	16	13	2	0	32	80	10	198
<b>TOTAL MILAN (MALPENSA)</b>			<b>217</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>19</b>	<b>16</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>80</b>	<b>10</b>	198
NAPLES	BRITISH AIRWAYS PLC	S	180	0	0	55	24	14	7	0	0	20	91	5	180
	EASYJET AIRLINE COMPANY LTD	S	60	0	0	53	17	13	17	0	0	29	68	12	60
	THOMAS COOK AIRLINES LTD	C	7	0	0	57	0	14	29	0	0	44	71	47	7
	THOMSON AIRWAYS LTD	C	24	0	0	88	13	0	0	0	0	5	71	13	24
	VIKING AIRLINES	C	3	0	0	33	0	33	33	0	0	58	0	152	1
<b>TOTAL NAPLES</b>			<b>274</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>20</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>83</b>	<b>9</b>	280
OLBIA	EASYJET AIRLINE COMPANY LTD	S	60	0	0	38	25	25	12	0	0	27	63	17	64
<b>TOTAL OLBIA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>25</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>65</b>	<b>16</b>	72
PALERMO	EASYJET AIRLINE COMPANY LTD	S	38	0	0	53	24	13	8	3	0	28	74	9	34
<b>TOTAL PALERMO</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>24</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>74</b>	<b>9</b>	34
PISA	BRITISH AIRWAYS PLC	S	59	0	0	69	20	7	3	0	0	13	78	13	174
	EASYJET AIRLINE COMPANY LTD	S	71	0	0	44	27	28	1	0	0	22	54	21	68
	THOMSON AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	8	88	7	8
<b>TOTAL PISA</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>23</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>72</b>	<b>15</b>	250
ROME (FIUMICINO)	AIR TRANSAT	C	4	2	0	25	50	25	0	0	0	21	0	0	0
	BRITISH AIRWAYS PLC	S	112	0	0	42	21	22	14	0	0	27	80	8	172
	EASYJET AIRLINE COMPANY LTD	S	158	0	0	38	24	23	14	1	0	33	57	23	156
<b>TOTAL ROME (FIUMICINO)</b>			<b>274</b>	<b>2</b>	<b>0</b>	<b>39</b>	<b>23</b>	<b>23</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>68</b>	<b>17</b>	330
TURIN	BRITISH AIRWAYS PLC	S	58	0	0	43	28	12	17	0	0	27	95	2	120
<b>TOTAL TURIN</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>27</b>	<b>12</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>95</b>	<b>2</b>	120
VENICE	BRITISH AIRWAYS PLC	S	180	0	0	58	18	19	5	0	0	19	81	12	230
	EASYJET AIRLINE COMPANY LTD	S	120	0	0	43	18	18	19	1	0	33	83	9	121
	THOMSON AIRWAYS LTD	C	8	0	0	0	25	75	0	0	0	33	63	27	8
	TITAN AIRWAYS LTD	C	2	0	0	0	50	50	0	0	0	32	0	0	0
<b>TOTAL VENICE</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>18</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>80</b>	<b>12</b>	368
VERONA VILLAFRANCA	BRITISH AIRWAYS PLC	S	120	0	0	79	8	10	3	0	0	13	86	9	118
	THOMSON AIRWAYS LTD	C	23	0	0	74	9	17	0	0	0	11	85	7	34
<b>TOTAL VERONA VILLAFRANCA</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>86</b>	<b>8</b>	153
<b>TOTAL ITALY</b>			<b>2069</b>	<b>2</b>	<b>2</b>	<b>53</b>	<b>21</b>	<b>16</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>78</b>	<b>12</b>	2387

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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>JAMAICA</b>															
KINGSTON	BRITISH AIRWAYS PLC	S	26	0	0	88	8	0	4	0	0	8	88	9	26
	VIRGIN ATLANTIC AIRWAYS LTD	S	17	0	0	59	12	18	12	0	0	25	47	43	17
<b>TOTAL KINGSTON</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>29</b>	<b>44</b>
<b>MONTEGO BAY</b>															
	BRITISH AIRWAYS PLC	S	17	0	0	65	6	24	6	0	0	23	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	25	0	0	0	0	8	78	37	9
	THOMSON AIRWAYS LTD	C	9	0	0	89	0	11	0	0	0	7	100	6	10
	VIRGIN ATLANTIC AIRWAYS LTD	S	17	0	0	71	12	18	0	0	0	12	39	66	18
<b>TOTAL MONTEGO BAY</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>43</b>	<b>37</b>
<b>TOTAL JAMAICA</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>10</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>35</b>	<b>81</b>
<b>JORDAN</b>															
AQABA	MONARCH AIRLINES	C	5	0	0	60	0	20	20	0	0	43	100	0	1
<b>TOTAL AQABA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>100</b>	<b>0</b>	<b>1</b>
<b>TOTAL JORDAN</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>100</b>	<b>0</b>	<b>1</b>
<b>KENYA</b>															
MOMBASA	MONARCH AIRLINES	C	8	0	0	63	38	0	0	0	0	12	100	3	9
	THOMSON AIRWAYS LTD	C	8	0	0	50	25	0	25	0	0	40	33	77	9
<b>TOTAL MOMBASA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>31</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>67</b>	<b>40</b>	<b>18</b>
<b>TOTAL KENYA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>31</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>67</b>	<b>40</b>	<b>18</b>
<b>KOSOVO</b>															
PRISTINA	BRITISH AIRWAYS PLC	S	42	0	0	79	12	5	5	0	0	11	82	7	34
<b>TOTAL PRISTINA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>7</b>	<b>34</b>
<b>TOTAL KOSOVO</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>7</b>	<b>34</b>
<b>LATVIA</b>															
RIGA	AIR BALTIC	S	88	0	0	73	18	5	3	0	1	19	87	8	76
<b>TOTAL RIGA</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>87</b>	<b>8</b>	<b>76</b>
<b>TOTAL LATVIA</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>87</b>	<b>8</b>	<b>76</b>
<b>LIBYA</b>															
TRIPOLI	AFRIQIYAH AIRWAYS	S	60	0	0	15	23	42	20	0	0	42	13	102	60
<b>TOTAL TRIPOLI</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>23</b>	<b>42</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>13</b>	<b>102</b>	<b>60</b>
<b>TOTAL LIBYA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>23</b>	<b>42</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>13</b>	<b>102</b>	<b>60</b>
<b>LITHUANIA</b>															
KAUNAS	RYANAIR	S	60	0	0	87	10	2	2	0	0	7	0	0	0
<b>TOTAL KAUNAS</b>			<b>60</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>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL LITHUANIA</b>			<b>60</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>83</b>	<b>8</b>	<b>18</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	BRITISH AIRWAYS PLC	S	92	0	0	89	8	2	1	0	0	6	90	5	94

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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				Actual (7)	Plan (8)										
TOTAL LUXEMBOURG			92	0	0	89	8	2	1	0	0	6	90	5	94
TOTAL LUXEMBOURG			92	0	0	89	8	2	1	0	0	6	90	5	94
<b>MALDIV ISLANDS</b>															
MALE INTERNATIONAL	BRITISH AIRWAYS PLC	S	25	0	0	76	4	12	8	0	0	14	0	0	0
	MONARCH AIRLINES	C	8	0	0	25	13	25	38	0	0	63	63	15	8
	THOMSON AIRWAYS LTD	C	8	0	0	50	25	0	13	13	0	56	50	72	8
TOTAL MALE INTERNATIONAL			41	0	0	61	10	12	15	2	0	32	56	44	16
TOTAL MALDIV ISLANDS			41	0	0	61	10	12	15	2	0	32	56	44	16
<b>MALTA</b>															
MALTA	AIR MALTA	S	118	0	2	76	11	9	3	0	0	13	90	9	122
	ASTRAEUS LTD	C	2	0	0	0	50	50	0	0	0	31	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	86	0	0	52	21	12	13	0	2	31	71	14	86
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	3	80	28	10
	THOMSON AIRWAYS LTD	C	9	0	0	67	33	0	0	0	0	12	90	3	10
TOTAL MALTA			224	0	2	67	16	10	7	0	1	20	79	12	286
TOTAL MALTA			224	0	2	67	16	10	7	0	1	20	79	12	286
<b>MEXICO</b>															
CANCUN	THOMAS COOK AIRLINES LTD	C	17	0	0	65	6	12	18	0	0	32	76	21	17
	THOMSON AIRWAYS LTD	C	34	0	0	74	9	6	12	0	0	21	82	22	34
TOTAL CANCUN			51	0	0	71	8	8	14	0	0	25	80	22	51
TOTAL MEXICO			51	0	0	71	8	8	14	0	0	25	75	20	81
<b>MOROCCO</b>															
AGADIR	EASYJET AIRLINE COMPANY LTD	S	18	0	0	56	6	0	28	11	0	52	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	0	0	0	20	0	47	78	44	9
	THOMSON AIRWAYS LTD	S	17	0	0	94	0	6	0	0	0	5	67	62	9
TOTAL AGADIR			45	0	0	76	2	2	11	9	0	33	72	53	18
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	24	0	0	71	8	13	4	4	0	24	0	0	0
TOTAL CASABLANCA MOHAMED V			24	0	0	71	8	13	4	4	0	24	0	0	0
MARRAKESH	EASYJET AIRLINE COMPANY LTD	S	60	0	0	40	15	15	25	0	5	61	78	14	60
	ROYAL AIR MAROC	S	38	0	0	74	3	11	11	0	3	45	0	0	0
TOTAL MARRAKESH			98	0	0	53	10	13	19	0	4	55	74	17	100
TOTAL MOROCCO			168	0	0	61	8	10	15	3	2	46	73	22	150
<b>NETHERLANDS</b>															
AMSTERDAM	BRITISH AIRWAYS PLC	S	212	0	0	86	8	2	3	1	0	9	91	5	224
	EASYJET AIRLINE COMPANY LTD	S	254	0	0	63	17	12	8	0	0	18	65	16	211
TOTAL AMSTERDAM			467	0	0	74	13	7	6	0	0	14	78	10	435
ROTTERDAM	TRANSAVIA	S	96	0	2	63	16	15	5	2	0	22	0	0	0
TOTAL ROTTERDAM			96	0	2	63	16	15	5	2	0	22	0	0	0
TOTAL NETHERLANDS			563	0	2	72	13	9	6	1	0	15	78	10	435



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			Actual (7)	Plan (8)											
<b>NORWAY</b>															
BERGEN	NORWEGIAN AIR SHUTTLE	S	112	0	0	85	7	4	4	1	0	10	77	9	52
	SAS BRAATHENS	S	34	0	0	91	6	0	3	0	0	6	97	2	32
<b>TOTAL BERGEN</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>6</b>	<b>84</b>
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	156	0	0	85	10	5	1	0	0	6	83	11	156
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>11</b>	<b>156</b>
STAVANGER	NORWEGIAN AIR SHUTTLE	S	52	0	0	90	6	4	0	0	0	5	76	16	42
	TRANSAVIA	C	2	0	0	0	50	50	0	0	0	29	0	0	0
<b>TOTAL STAVANGER</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>16</b>	<b>42</b>
TROMSOE	NORWEGIAN AIR SHUTTLE	S	16	0	0	81	19	0	0	0	0	5	72	10	18
<b>TOTAL TROMSOE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>72</b>	<b>10</b>	<b>18</b>
TRONDHEIM (VAERNES)	NORWEGIAN AIR SHUTTLE	S	26	0	0	85	12	4	0	0	0	6	0	0	0
<b>TOTAL TRONDHEIM (VAERNES)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NORWAY</b>			<b>399</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>10</b>	<b>300</b>
<b>POLAND</b>															
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	60	0	0	53	25	12	10	0	0	23	77	9	60
<b>TOTAL KRAKOW</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>25</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>83</b>	<b>11</b>	<b>120</b>
<b>TOTAL POLAND</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>25</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>83</b>	<b>11</b>	<b>120</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
AZORES PONTA DELGADA	SATA	S	8	0	0	50	0	25	25	0	0	44	100	1	8
<b>TOTAL AZORES PONTA DELGADA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>100</b>	<b>1</b>	<b>8</b>
FARO	BRITISH AIRWAYS PLC	S	120	0	1	59	16	12	13	0	0	21	72	14	120
	EASYJET AIRLINE COMPANY LTD	S	302	0	0	46	16	17	18	2	1	39	77	10	308
	MONARCH AIRLINES	S	78	0	0	37	14	19	27	3	0	44	70	40	87
	MONARCH AIRLINES	C	2	0	0	0	0	100	0	0	0	49	0	0	0
	THOMAS COOK AIRLINES LTD	C	26	0	0	50	23	4	12	8	4	53	81	24	16
	THOMSON AIRWAYS LTD	C	26	0	0	50	23	12	8	8	0	34	88	7	40
<b>TOTAL FARO</b>			<b>554</b>	<b>0</b>	<b>1</b>	<b>48</b>	<b>16</b>	<b>16</b>	<b>17</b>	<b>2</b>	<b>1</b>	<b>37</b>	<b>75</b>	<b>15</b>	<b>699</b>
LISBON	AIR PORTUGAL	S	42	0	0	83	12	5	0	0	0	7	75	9	24
	EASYJET AIRLINE COMPANY LTD	S	56	0	0	46	23	18	13	0	0	25	55	26	60
<b>TOTAL LISBON</b>			<b>98</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>18</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>61</b>	<b>21</b>	<b>84</b>
OPORTO (PORTUGAL)	AIR PORTUGAL	S	120	0	0	52	25	17	7	0	0	20	67	18	97
	EASYJET AIRLINE COMPANY LTD	S	60	0	0	62	10	13	15	0	0	24	0	0	0
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>181</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>20</b>	<b>15</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>67</b>	<b>18</b>	<b>97</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>841</b>	<b>1</b>	<b>1</b>	<b>51</b>	<b>17</b>	<b>15</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>73</b>	<b>16</b>	<b>888</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR PORTUGAL	S	60	0	0	47	17	28	8	0	0	24	77	10	56
	EASYJET AIRLINE COMPANY LTD	S	26	0	0	35	38	19	4	4	0	31	75	14	16
	THOMSON AIRWAYS LTD	C	16	0	0	50	31	6	0	13	0	48	81	7	16
<b>TOTAL FUNCHAL</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>25</b>	<b>23</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>30</b>	<b>77</b>	<b>10</b>	<b>88</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
PORTO SANTO	VIKING AIRLINES	C	6	0	0	67	0	0	17	17	0	45	0	0	0
TOTAL PORTO SANTO			6	0	0	67	0	0	17	17	0	45	0	0	0
TOTAL PORTUGAL(MADEIRA)			108	0	0	45	23	21	6	4	0	31	77	10	88
QATAR															
DOHA	QATAR AIRWAYS	S	60	0	0	90	8	2	0	0	0	4	82	8	60
TOTAL DOHA			60	0	0	90	8	2	0	0	0	4	82	8	60
TOTAL QATAR			60	0	0	90	8	2	0	0	0	4	82	8	60
REPUBLIC OF MOLDOVA															
CHISINAU (KISHINEV)	AIR MOLDOVA INTERNATIONAL	S	8	0	0	13	38	50	0	0	0	28	80	17	10
TOTAL CHISINAU (KISHINEV)			8	0	0	13	38	50	0	0	0	28	80	17	10
TOTAL REPUBLIC OF MOLDOVA			8	0	0	13	38	50	0	0	0	28	80	17	10
REPUBLIC OF MONTENEGRO															
PODGORICA	MONTENEGRO AIRLINES	S	32	0	0	72	13	13	3	0	0	15	0	0	0
TOTAL PODGORICA			32	0	0	72	13	13	3	0	0	15	0	0	0
TOTAL REPUBLIC OF MONTENEGRO			32	0	0	72	13	13	3	0	0	15	88	6	26
REPUBLIC OF SERBIA															
BELGRADE	ASTRAEUS LTD	C	2	0	0	100	0	0	0	0	0	9	0	0	0
TOTAL BELGRADE			2	0	0	100	0	0	0	0	0	9	0	0	0
TOTAL REPUBLIC OF SERBIA			2	0	0	100	0	0	0	0	0	9	0	0	0
SAINT KITTS AND NEVIS															
ST KITTS	BRITISH AIRWAYS PLC	S	17	0	0	88	6	6	0	0	0	6	88	3	8
TOTAL ST KITTS			17	0	0	88	6	6	0	0	0	6	88	3	8
TOTAL SAINT KITTS AND NEVIS			17	0	0	88	6	6	0	0	0	6	88	3	8
SEYCHELLES															
SEYCHELLES	AIR SEYCHELLES	S	8	0	0	38	25	13	25	0	0	27	0	0	0
TOTAL SEYCHELLES			8	0	0	38	25	13	25	0	0	27	0	0	0
TOTAL SEYCHELLES			8	0	0	38	25	13	25	0	0	27	0	0	0
SLOVAK REPUBLIC															
PIESTANY	ASTRAEUS LTD	C	2	0	0	100	0	0	0	0	0	8	0	0	0
	VIKING AIRLINES	C	2	0	0	50	50	0	0	0	0	17	0	0	0
TOTAL PIESTANY			4	0	0	75	25	0	0	0	0	12	0	0	0
TOTAL SLOVAK REPUBLIC			4	0	0	75	25	0	0	0	0	12	0	0	0
SLOVENIA															
LJUBLJANA	ADRIA AIRWAYS	S	44	0	0	73	20	2	5	0	0	14	90	6	60
TOTAL LJUBLJANA			44	0	0	73	20	2	5	0	0	14	90	6	60
TOTAL SLOVENIA			44	0	0	73	20	2	5	0	0	14	90	6	60

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	247	0	7	39	22	19	17	2	1	40	76	15	264
	MONARCH AIRLINES	S	72	0	0	35	14	25	19	4	3	56	70	15	94
	RYANAIR	S	100	0	2	58	15	15	12	0	0	27	90	10	104
	THOMSON AIRWAYS LTD	C	34	0	0	65	15	9	12	0	0	20	75	8	32
<b>TOTAL ALICANTE</b>			<b>453</b>	<b>0</b>	<b>9</b>	<b>45</b>	<b>19</b>	<b>18</b>	<b>16</b>	<b>2</b>	<b>1</b>	<b>38</b>	<b>79</b>	<b>13</b>	554
ALMERIA	EASYJET AIRLINE COMPANY LTD	S	52	0	0	50	19	13	15	2	0	32	72	17	60
	THOMAS COOK AIRLINES LTD	C	9	0	0	67	0	11	22	0	0	33	88	2	8
<b>TOTAL ALMERIA</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>16</b>	<b>13</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>74</b>	<b>15</b>	68
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	277	1	3	52	14	15	14	3	1	40	74	12	240
<b>TOTAL BARCELONA</b>			<b>277</b>	<b>1</b>	<b>3</b>	<b>52</b>	<b>14</b>	<b>15</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>40</b>	<b>75</b>	<b>12</b>	355
GERONA	RYANAIR	S	58	0	0	57	19	12	12	0	0	26	95	3	60
	THOMSON AIRWAYS LTD	C	15	0	0	80	7	7	7	0	0	17	100	2	8
<b>TOTAL GERONA</b>			<b>73</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>16</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>96</b>	<b>3</b>	68
<b>IBIZA</b>															
IBIZA	BRITISH AIRWAYS PLC	S	68	0	0	68	4	9	15	3	1	49	75	11	60
	EASYJET AIRLINE COMPANY LTD	S	115	1	1	55	12	15	17	1	0	31	65	16	110
	MONARCH AIRLINES	S	33	0	0	39	27	9	21	3	0	55	78	18	40
	THOMAS COOK AIRLINES LTD	C	34	0	0	76	3	9	12	0	0	19	100	0	18
	THOMSON AIRWAYS LTD	C	49	0	0	63	24	6	6	0	0	16	82	10	39
<b>TOTAL IBIZA</b>			<b>300</b>	<b>1</b>	<b>1</b>	<b>60</b>	<b>13</b>	<b>11</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>34</b>	<b>74</b>	<b>13</b>	267
MADRID	AIR EUROPA	S	118	0	0	56	12	11	19	2	0	37	92	5	120
	EASYJET AIRLINE COMPANY LTD	S	212	0	0	26	14	23	30	6	0	64	74	15	222
	RYANAIR	S	58	0	2	16	24	28	31	2	0	54	52	26	60
<b>TOTAL MADRID</b>			<b>388</b>	<b>0</b>	<b>2</b>	<b>34</b>	<b>15</b>	<b>20</b>	<b>27</b>	<b>4</b>	<b>0</b>	<b>54</b>	<b>78</b>	<b>13</b>	462
MAHON	EASYJET AIRLINE COMPANY LTD	S	74	0	0	47	22	12	12	5	1	44	56	25	68
	MONARCH AIRLINES	S	42	0	0	62	14	5	14	5	0	34	83	21	40
	THOMAS COOK AIRLINES LTD	C	24	0	0	63	17	8	13	0	0	19	87	13	23
	THOMSON AIRWAYS LTD	C	67	0	0	76	15	6	0	3	0	14	88	8	59
<b>TOTAL MAHON</b>			<b>207</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>17</b>	<b>8</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>30</b>	<b>75</b>	<b>17</b>	190
MALAGA	AER LINGUS	S	176	0	0	41	18	16	22	3	0	42	87	6	180
	EASYJET AIRLINE COMPANY LTD	S	322	0	3	37	18	19	22	4	0	48	76	14	415
	MONARCH AIRLINES	C	2	0	0	0	50	0	50	0	0	53	0	0	0
	MONARCH AIRLINES	S	87	0	0	25	16	22	28	3	6	78	56	32	110
	THOMSON AIRWAYS LTD	C	34	0	0	56	9	12	21	0	3	39	85	11	47
<b>TOTAL MALAGA</b>			<b>621</b>	<b>0</b>	<b>3</b>	<b>37</b>	<b>17</b>	<b>18</b>	<b>23</b>	<b>3</b>	<b>1</b>	<b>50</b>	<b>79</b>	<b>13</b>	926
MURCIA SAN JAVIER	EASYJET AIRLINE COMPANY LTD	S	64	0	0	44	16	22	14	5	0	38	79	13	68
<b>TOTAL MURCIA SAN JAVIER</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>16</b>	<b>22</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>38</b>	<b>79</b>	<b>13</b>	110
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	239	3	2	39	14	19	25	2	1	45	65	16	255
	MONARCH AIRLINES	S	26	1	0	19	12	27	31	4	8	92	0	0	0
	THOMAS COOK AIRLINES LTD	C	45	0	0	36	22	16	22	4	0	42	67	50	42
	THOMSON AIRWAYS LTD	C	124	0	0	64	10	7	15	3	0	31	77	9	146
<b>TOTAL PALMA DE MALLORCA</b>			<b>436</b>	<b>4</b>	<b>2</b>	<b>45</b>	<b>14</b>	<b>16</b>	<b>22</b>	<b>3</b>	<b>1</b>	<b>43</b>	<b>70</b>	<b>16</b>	504
REUS	THOMAS COOK AIRLINES LTD	C	14	0	0	71	7	14	7	0	0	23	93	3	15

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			Actual (7)	Plan (8)											
REUS	THOMSON AIRWAYS LTD	C	24	0	0	50	29	13	8	0	0	23	94	4	33
<b>TOTAL REUS</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>23</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>94</b>	<b>4</b>	<b>48</b>
VALENCIA	EASYJET AIRLINE COMPANY LTD	S	117	0	0	47	21	15	14	2	1	34	67	18	118
<b>TOTAL VALENCIA</b>			<b>117</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>21</b>	<b>15</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>34</b>	<b>67</b>	<b>18</b>	<b>118</b>
VALLADOLID	PRIVILEGE STYLE	C	3	0	0	0	0	33	67	0	0	123	0	100	1
<b>TOTAL VALLADOLID</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>123</b>	<b>0</b>	<b>100</b>	<b>1</b>
<b>TOTAL SPAIN</b>			<b>3039</b>	<b>6</b>	<b>20</b>	<b>46</b>	<b>16</b>	<b>16</b>	<b>19</b>	<b>3</b>	<b>1</b>	<b>42</b>	<b>77</b>	<b>13</b>	<b>3672</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	EASYJET AIRLINE COMPANY LTD	S	26	0	0	38	8	23	23	8	0	56	50	39	16
	MONARCH AIRLINES	S	48	0	0	42	8	25	25	0	0	39	68	18	44
	THOMAS COOK AIRLINES LTD	C	20	0	0	55	25	15	5	0	0	18	100	2	16
	THOMSON AIRWAYS LTD	C	29	0	0	41	14	24	21	0	0	39	67	11	24
<b>TOTAL ARRECIFE</b>			<b>123</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>12</b>	<b>23</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>39</b>	<b>70</b>	<b>18</b>	<b>110</b>
FUERTEVENTURA	MONARCH AIRLINES	S	11	0	0	45	27	18	9	0	0	32	0	0	0
	THOMAS COOK AIRLINES LTD	C	35	0	0	63	17	14	6	0	0	19	61	43	28
	THOMSON AIRWAYS LTD	C	18	0	0	61	17	11	11	0	0	21	96	3	27
<b>TOTAL FUERTEVENTURA</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>20</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>73</b>	<b>23</b>	<b>64</b>
LAS PALMAS	EASYJET AIRLINE COMPANY LTD	S	28	0	0	32	11	11	43	4	0	70	62	15	26
	MONARCH AIRLINES	S	8	0	0	13	13	38	13	25	0	84	0	0	0
	THOMAS COOK AIRLINES LTD	C	16	0	0	56	25	19	0	0	0	17	67	35	24
	THOMSON AIRWAYS LTD	C	34	0	0	62	18	15	0	6	0	29	81	24	42
<b>TOTAL LAS PALMAS</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>16</b>	<b>16</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>45</b>	<b>69</b>	<b>28</b>	<b>100</b>
SANTA CRUZ DE LA PALMA	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	100	0	8
<b>TOTAL SANTA CRUZ DE LA PALMA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>8</b>
TENERIFE (SURREINA SOFIA)	EASYJET AIRLINE COMPANY LTD	S	68	0	0	26	28	18	25	3	0	44	82	8	60
	MONARCH AIRLINES	S	71	0	0	42	17	14	21	6	0	47	57	17	54
	THOMAS COOK AIRLINES LTD	C	35	0	0	51	9	14	9	11	6	67	71	53	28
	THOMSON AIRWAYS LTD	C	41	0	0	49	24	22	0	5	0	34	77	16	44
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>215</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>17</b>	<b>16</b>	<b>6</b>	<b>1</b>	<b>47</b>	<b>68</b>	<b>25</b>	<b>207</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>497</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>17</b>	<b>18</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>41</b>	<b>70</b>	<b>23</b>	<b>489</b>
<b>ST LUCIA</b>															
ST LUCIA (HEWANORRA)	VIRGIN ATLANTIC AIRWAYS LTD	S	17	0	0	71	12	12	6	0	0	16	81	7	26
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>17</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>16</b>	<b>81</b>	<b>7</b>	<b>26</b>
<b>TOTAL ST LUCIA</b>			<b>17</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>16</b>	<b>81</b>	<b>7</b>	<b>26</b>
<b>SWEDEN</b>															
GOTEBORG	EASYJET AIRLINE COMPANY LTD	S	48	0	0	85	4	6	4	0	0	10	0	0	0
	VIKING AIRLINES	C	4	0	0	0	50	25	25	0	0	41	0	0	0
<b>TOTAL GOTEBORG</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
STOCKHOLM (ARLANDA)	NORWEGIAN AIR SHUTTLE	S	104	0	0	71	19	5	5	0	0	13	0	0	0
	VIKING AIRLINES	C	28	0	0	46	11	7	25	11	0	58	18	87	17

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 STOCKHOLM (ARLANDA)			133	0	0	65	18	5	9	2	0	23	18	87	17
STOCKHOLM (SKAVSTA)	RYANAIR	S	60	0	0	73	17	7	3	0	0	14	0	0	0
TOTAL STOCKHOLM (SKAVSTA)			60	0	0	73	17	7	3	0	0	14	0	0	0
TOTAL SWEDEN			246	0	0	70	15	6	7	1	0	19	18	87	17
SWITZERLAND															
BASLE MULHOUSE	EASYJET AIRLINE COMPANY LTD	S	48	0	1	46	19	19	17	0	0	29	60	16	52
	EASYJET SWITZERLAND	S	60	0	0	63	18	10	5	3	0	25	85	9	52
TOTAL BASLE MULHOUSE			108	0	1	56	19	14	10	2	0	27	72	13	105
GENEVA	EASYJET AIRLINE COMPANY LTD	S	44	0	0	20	16	23	41	0	0	56	64	14	44
	EASYJET SWITZERLAND	S	228	0	0	54	18	16	9	3	0	31	66	25	240
TOTAL GENEVA			273	0	0	49	18	17	14	3	0	35	65	23	284
ZURICH	EASYJET AIRLINE COMPANY LTD	S	104	0	0	63	14	13	9	0	0	22	83	8	60
TOTAL ZURICH			104	0	0	63	14	13	9	0	0	22	83	8	121
TOTAL SWITZERLAND			485	0	1	54	17	15	12	2	0	30	71	17	510
TRINIDAD AND TOBAGO															
PORT OF SPAIN	BRITISH AIRWAYS PLC	S	44	0	0	89	5	7	0	0	0	6	92	5	26
TOTAL PORT OF SPAIN			44	0	0	89	5	7	0	0	0	6	92	5	26
TOBAGO	BRITISH AIRWAYS PLC	S	17	0	0	76	6	12	6	0	0	13	81	7	16
	MONARCH AIRLINES	C	5	0	0	40	60	0	0	0	0	16	80	32	5
TOTAL TOBAGO			22	0	0	68	18	9	5	0	0	14	81	13	21
TOTAL TRINIDAD AND TOBAGO			66	0	0	82	9	8	2	0	0	9	87	8	47
TUNISIA															
ENFIDHA	TUNISAIR	C	8	0	0	88	13	0	0	0	0	10	0	0	0
TOTAL ENFIDHA			8	0	0	88	13	0	0	0	0	10	0	0	0
JERBA	TUNISAIR	S	8	0	0	50	38	13	0	0	0	15	0	0	0
TOTAL JERBA			8	0	0	50	38	13	0	0	0	15	0	0	0
MONASTIR	NOUVELAIR TUNISIE	C	8	0	0	13	38	13	38	0	0	50	0	0	0
	THOMAS COOK AIRLINES LTD	C	48	0	0	73	10	6	6	4	0	25	64	57	28
	THOMSON AIRWAYS LTD	C	28	0	0	82	14	4	0	0	0	6	81	11	32
	TUNISAIR	S	10	0	0	90	0	0	10	0	0	10	0	0	0
TOTAL MONASTIR			94	0	0	72	13	5	7	2	0	20	66	32	68
TUNIS	BRITISH AIRWAYS PLC	S	42	0	0	62	10	26	2	0	0	19	82	8	60
TOTAL TUNIS			42	0	0	62	10	26	2	0	0	19	82	8	60
TOTAL TUNISIA			152	0	0	69	13	11	5	1	0	19	73	20	128
TURKEY															
ANTALYA	BRITISH AIRWAYS PLC	S	26	0	0	58	35	8	0	0	0	13	78	13	40
	EASYJET AIRLINE COMPANY LTD	S	24	1	0	38	29	25	8	0	0	32	0	0	0
	MONARCH AIRLINES	C	10	0	0	10	50	30	0	10	0	46	33	40	18
	PEGASUS AIRLINES	S	2	0	0	100	0	0	0	0	0	2	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
ANTALYA	THOMAS COOK AIRLINES LTD	C	69	0	0	70	4	7	12	7	0	32	80	16	54
	THOMSON AIRWAYS LTD	C	31	0	0	55	32	3	10	0	0	23	77	12	26
<b>TOTAL ANTALYA</b>			<b>163</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>21</b>	<b>11</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>28</b>	<b>72</b>	<b>17</b>	<b>141</b>
BODRUM (MILAS)	EASYJET AIRLINE COMPANY LTD	S	27	1	0	26	30	26	11	7	0	42	50	39	30
	MONARCH AIRLINES	C	22	0	0	50	5	9	23	5	9	100	85	4	13
	ONUR AIR	C	18	0	0	89	11	0	0	0	0	5	85	4	39
	SAGA AIRLINES	C	8	0	0	75	25	0	0	0	0	10	83	5	42
	THOMAS COOK AIRLINES LTD	C	56	0	0	70	7	4	13	4	4	38	92	7	49
	THOMSON AIRWAYS LTD	C	50	0	0	74	12	6	8	0	0	14	76	14	38
<b>TOTAL BODRUM (MILAS)</b>			<b>181</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>13</b>	<b>8</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>35</b>	<b>80</b>	<b>12</b>	<b>211</b>
DALAMAN	EASYJET AIRLINE COMPANY LTD	S	44	0	0	16	16	30	34	5	0	65	46	19	56
	MONARCH AIRLINES	C	94	0	0	76	5	11	4	0	4	41	71	17	77
	ONUR AIR	C	15	0	0	73	13	13	0	0	0	10	84	7	31
	PEGASUS AIRLINES	S	8	0	0	75	0	0	25	0	0	20	0	0	0
	PEGASUS AIRLINES	C	9	0	0	100	0	0	0	0	0	2	85	6	20
	THOMAS COOK AIRLINES LTD	C	112	0	0	69	8	10	13	0	0	23	60	31	115
	THOMSON AIRWAYS LTD	C	94	0	0	71	7	6	13	2	0	24	86	6	86
<b>TOTAL DALAMAN</b>			<b>377</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>8</b>	<b>11</b>	<b>13</b>	<b>1</b>	<b>1</b>	<b>32</b>	<b>68</b>	<b>18</b>	<b>430</b>
ISTANBUL (SABIHA GOKCEN)	EASYJET AIRLINE COMPANY LTD	S	32	0	0	66	3	6	25	0	0	29	90	6	60
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>3</b>	<b>6</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>90</b>	<b>6</b>	<b>60</b>
IZMIR (ADNAM MENDERES)	BRITISH AIRWAYS PLC	S	34	0	0	74	18	9	0	0	0	9	90	6	40
	THOMAS COOK AIRLINES LTD	C	20	0	0	20	45	20	15	0	0	35	12	112	17
	THOMSON AIRWAYS LTD	C	16	0	0	81	19	0	0	0	0	8	88	3	8
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>26</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>33</b>	<b>65</b>
<b>TOTAL TURKEY</b>			<b>824</b>	<b>3</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>10</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>30</b>	<b>73</b>	<b>17</b>	<b>907</b>
<b>UKRAINE</b>															
KIEV (BORISPOL)	UKRAINE INTERNATIONAL AIRLIN	S	76	0	0	70	18	8	4	0	0	15	83	13	60
<b>TOTAL KIEV (BORISPOL)</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>18</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>83</b>	<b>13</b>	<b>60</b>
<b>TOTAL UKRAINE</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>18</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>83</b>	<b>13</b>	<b>60</b>
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	180	0	0	72	22	4	2	0	0	11	77	10	180
<b>TOTAL DUBAI</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>22</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>10</b>	<b>180</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>180</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>22</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>10</b>	<b>180</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BMI BRITISH MIDLAND	C	2	0	0	0	0	0	100	0	0	103	0	0	0
	FLYBE LTD	S	163	0	0	85	9	5	1	0	0	7	78	10	160
<b>TOTAL ABERDEEN</b>			<b>166</b>	<b>0</b>	<b>0</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>10</b>	<b>160</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	224	0	0	93	4	3	0	0	0	4	92	4	214
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>224</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>4</b>	<b>214</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	219	0	3	53	16	15	14	3	0	31	81	10	207
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>219</b>	<b>0</b>	<b>3</b>	<b>53</b>	<b>16</b>	<b>15</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>31</b>	<b>81</b>	<b>10</b>	<b>207</b>

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 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)
EDINBURGH	BRITISH AIRWAYS PLC	S	240	0	0	72	18	8	3	0	0	12	79	9	239
	EASYJET AIRLINE COMPANY LTD	S	216	0	0	56	12	15	16	1	0	27	75	11	216
<b>TOTAL EDINBURGH</b>			<b>456</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>77</b>	<b>10</b>	<b>455</b>
GLASGOW	BRITISH AIRWAYS PLC	S	232	0	0	81	13	4	1	0	0	9	87	9	240
	EASYJET AIRLINE COMPANY LTD	S	160	0	0	65	13	16	6	1	0	19	76	14	162
	THOMAS COOK AIRLINES LTD	C	2	0	0	0	0	0	100	0	0	88	0	0	0
<b>TOTAL GLASGOW</b>			<b>394</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>11</b>	<b>402</b>
GUERNSEY	AURIGNY AIR SERVICES	S	290	0	2	90	6	3	1	0	0	5	90	6	290
	FLYBE LTD	S	323	0	1	93	3	2	2	0	0	5	90	5	342
<b>TOTAL GUERNSEY</b>			<b>613</b>	<b>0</b>	<b>3</b>	<b>91</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>5</b>	<b>632</b>
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	60	0	0	57	27	13	3	0	0	16	45	20	60
	FLYBE LTD	S	171	0	0	88	5	6	1	0	0	6	94	3	170
<b>TOTAL INVERNESS</b>			<b>231</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>8</b>	<b>230</b>
ISLE OF MAN	FLYBE LTD	S	224	0	0	92	4	2	3	0	0	5	90	7	222
<b>TOTAL ISLE OF MAN</b>			<b>224</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>7</b>	<b>222</b>
JERSEY	BRITISH AIRWAYS PLC	S	352	0	0	83	9	6	1	0	0	8	83	10	300
	FLYBE LTD	S	364	0	3	91	3	3	2	0	0	6	88	7	338
<b>TOTAL JERSEY</b>			<b>716</b>	<b>0</b>	<b>3</b>	<b>87</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>8</b>	<b>638</b>
LEEDS BRADFORD	FLYBE LTD	S	156	0	0	74	12	5	7	1	0	17	89	8	150
<b>TOTAL LEEDS BRADFORD</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>5</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>89</b>	<b>8</b>	<b>150</b>
MANCHESTER	BRITISH AIRWAYS PLC	S	300	0	0	76	13	7	5	0	0	11	82	9	300
<b>TOTAL MANCHESTER</b>			<b>302</b>	<b>2</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>10</b>	<b>308</b>
NEWCASTLE	FLYBE LTD	S	212	0	0	81	10	5	3	0	0	10	92	5	214
<b>TOTAL NEWCASTLE</b>			<b>212</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>92</b>	<b>5</b>	<b>214</b>
NEWQUAY	AIR SOUTHWEST	S	90	0	0	93	1	3	2	0	0	4	88	8	89
	FLYBE LTD	S	164	0	0	94	4	1	1	0	0	4	85	8	172
<b>TOTAL NEWQUAY</b>			<b>254</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>8</b>	<b>261</b>
PLYMOUTH	AIR SOUTHWEST	S	150	0	0	81	12	5	2	0	0	8	79	11	149
<b>TOTAL PLYMOUTH</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>11</b>	<b>149</b>
<b>TOTAL UNITED KINGDOM</b>			<b>4317</b>	<b>6</b>	<b>9</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>8</b>	<b>4242</b>
<b>USA</b>															
ATLANTA	DELTA AIRLINES	S	59	1	3	75	8	7	5	5	0	22	95	8	60
<b>TOTAL ATLANTA</b>			<b>59</b>	<b>1</b>	<b>3</b>	<b>75</b>	<b>8</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>22</b>	<b>95</b>	<b>8</b>	<b>60</b>
CHARLOTTE	US AIRWAYS	S	60	0	0	88	7	5	0	0	0	5	85	16	60
<b>TOTAL CHARLOTTE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>16</b>	<b>60</b>
LAS VEGAS	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	77	12	10	0	2	0	14	52	30	60
<b>TOTAL LAS VEGAS</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>52</b>	<b>30</b>	<b>60</b>
ORLANDO	BRITISH AIRWAYS PLC	S	66	0	0	88	6	3	3	0	0	7	92	7	61
	VIRGIN ATLANTIC AIRWAYS LTD	S	71	0	0	72	13	8	7	0	0	15	53	27	80
<b>TOTAL ORLANDO</b>			<b>137</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>18</b>	<b>141</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
SANFORD	MONARCH AIRLINES	C	17	0	0	59	24	12	6	0	0	18	63	16	16
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	2	100	2	19
	THOMSON AIRWAYS LTD	C	25	0	0	88	4	4	0	0	4	23	89	20	19
<b>TOTAL SANFORD</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>18</b>	<b>85</b>	<b>12</b>	<b>55</b>
TAMPA	BRITISH AIRWAYS PLC	S	42	0	0	88	10	2	0	0	0	6	93	6	42
<b>TOTAL TAMPA</b>			<b>42</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>6</b>	<b>93</b>	<b>6</b>	<b>42</b>
<b>TOTAL USA</b>			<b>409</b>	<b>2</b>	<b>3</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>15</b>	<b>494</b>
<b>ZIMBABWE</b>															
HARARE	AIR ZIMBABWE	S	8	0	14	50	0	25	25	0	0	34	61	86	18
<b>TOTAL HARARE</b>			<b>8</b>	<b>0</b>	<b>14</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>61</b>	<b>86</b>	<b>18</b>
<b>TOTAL ZIMBABWE</b>			<b>8</b>	<b>0</b>	<b>14</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>61</b>	<b>86</b>	<b>18</b>
<b>TOTAL GATWICK</b>			<b>22375</b>	<b>33</b>	<b>68</b>	<b>64</b>	<b>14</b>	<b>11</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>78</b>	<b>13</b>	<b>23478</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
SALZBURG	BMI BRITISH MIDLAND	C	5	0	0	100	0	0	0	0	0	0	100	1	5
TOTAL SALZBURG			5	0	0	100	0	0	0	0	0	0	100	1	5
TOTAL AUSTRIA			5	0	0	100	0	0	0	0	0	0	71	9	7
<b>BULGARIA</b>															
BURGAS	BH AIR	C	8	0	0	75	13	13	0	0	0	11	50	30	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	0	25	0	0	27	29	131	7
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	100	1	8
TOTAL BURGAS			24	0	0	79	8	4	8	0	0	13	61	51	23
TOTAL BULGARIA			24	0	0	79	8	4	8	0	0	13	61	51	23
<b>CANADA</b>															
CALGARY	THOMAS COOK AIRLINES LTD	S	14	0	0	57	0	7	36	0	0	54	100	4	6
TOTAL CALGARY			14	0	0	57	0	7	36	0	0	54	100	4	6
TORONTO	AIR TRANSAT	S	8	0	0	38	25	13	25	0	0	33	0	0	0
	THOMAS COOK AIRLINES LTD	S	42	0	0	62	17	5	12	5	0	28	83	6	41
TOTAL TORONTO			50	0	0	58	18	6	14	4	0	29	83	6	41
VANCOUVER	THOMAS COOK AIRLINES LTD	S	10	0	0	40	20	0	20	20	0	81	67	18	9
TOTAL VANCOUVER			10	0	0	40	20	0	20	20	0	81	35	45	17
TOTAL CANADA			74	0	0	55	15	5	19	5	0	40	67	24	72
<b>CYPRUS</b>															
LARNACA	THOMAS COOK AIRLINES LTD	C	19	0	0	32	16	0	26	21	5	141	79	18	19
	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	5	88	9	8
TOTAL LARNACA			27	0	0	44	19	0	19	15	4	101	81	16	27
PAPHOS	THOMAS COOK AIRLINES LTD	C	16	0	0	56	0	0	31	13	0	66	75	10	8
	THOMSON AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	8	76	7	17
TOTAL PAPHOS			24	0	0	67	0	4	21	8	0	47	72	20	43
TOTAL CYPRUS			51	0	0	55	10	2	20	12	2	75	76	19	70
<b>DENMARK</b>															
COPENHAGEN	BMI REGIONAL	S	60	0	0	98	0	2	0	0	0	2	98	1	60
TOTAL COPENHAGEN			60	0	0	98	0	2	0	0	0	2	98	1	60
TOTAL DENMARK			61	0	0	97	2	2	0	0	0	2	98	1	60
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	THOMAS COOK AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	14	80	22	10
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	67	15	6
TOTAL PUERTO PLATA			10	0	0	90	10	0	0	0	0	4	75	20	16
TOTAL DOMINICAN REPUBLIC			10	0	0	90	10	0	0	0	0	4	76	18	17
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	THOMAS COOK AIRLINES LTD	C	17	0	0	41	24	12	24	0	0	31	100	2	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
SHARM EL SHEIKH (OPHIRA)	THOMSON AIRWAYS LTD	S	18	0	0	50	28	0	22	0	0	27	11	25	9
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>26</b>	<b>6</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>53</b>	<b>14</b>	<b>17</b>
<b>TOTAL EGYPT</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>26</b>	<b>6</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>67</b>	<b>12</b>	<b>27</b>
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	50	0	2	36	26	28	10	0	0	29	63	14	60
	FLYBE LTD	S	60	0	0	78	13	3	5	0	0	12	88	6	101
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>110</b>	<b>0</b>	<b>2</b>	<b>59</b>	<b>19</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>79</b>	<b>9</b>	<b>161</b>
<b>TOTAL FRANCE</b>			<b>110</b>	<b>0</b>	<b>2</b>	<b>59</b>	<b>19</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>77</b>	<b>11</b>	<b>167</b>
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	60	0	0	50	15	23	8	3	0	33	92	6	60
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>15</b>	<b>23</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>33</b>	<b>92</b>	<b>6</b>	<b>60</b>
FRANKFURT MAIN	FLYBE LTD	S	51	0	1	88	2	2	8	0	0	11	0	0	0
<b>TOTAL FRANKFURT MAIN</b>			<b>51</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>2</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GERMANY</b>			<b>111</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>9</b>	<b>14</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>87</b>	<b>6</b>	<b>68</b>
<b>GREECE</b>															
CORFU	THOMAS COOK AIRLINES LTD	C	8	0	0	25	25	13	38	0	0	64	50	21	8
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	4	100	2	8
<b>TOTAL CORFU</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>6</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>75</b>	<b>11</b>	<b>16</b>
HERAKLION	THOMAS COOK AIRLINES LTD	C	19	0	0	32	32	0	16	16	5	91	89	17	18
	THOMSON AIRWAYS LTD	C	9	0	0	78	0	22	0	0	0	13	90	5	10
<b>TOTAL HERAKLION</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>21</b>	<b>7</b>	<b>11</b>	<b>11</b>	<b>4</b>	<b>66</b>	<b>89</b>	<b>12</b>	<b>28</b>
KOS	THOMAS COOK AIRLINES LTD	C	9	0	0	56	0	22	22	0	0	48	75	12	8
<b>TOTAL KOS</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>0</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>75</b>	<b>12</b>	<b>8</b>
RHODES	THOMAS COOK AIRLINES LTD	C	18	0	0	50	33	6	11	0	0	21	67	18	9
	THOMSON AIRWAYS LTD	C	10	0	0	20	10	40	30	0	0	41	88	4	8
<b>TOTAL RHODES</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>25</b>	<b>18</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>76</b>	<b>11</b>	<b>17</b>
ZAKINTHOS	THOMAS COOK AIRLINES LTD	C	18	0	0	39	22	17	22	0	0	32	44	32	16
	THOMSON AIRWAYS LTD	C	8	0	0	63	38	0	0	0	0	8	63	12	8
<b>TOTAL ZAKINTHOS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>27</b>	<b>12</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>25</b>	<b>24</b>
<b>TOTAL GREECE</b>			<b>107</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>21</b>	<b>12</b>	<b>16</b>	<b>3</b>	<b>1</b>	<b>40</b>	<b>73</b>	<b>15</b>	<b>93</b>
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	38	0	0	87	8	0	3	3	0	13	90	6	20
<b>TOTAL KEFLAVIK</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>90</b>	<b>6</b>	<b>20</b>
<b>TOTAL ICELAND</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>90</b>	<b>6</b>	<b>20</b>
<b>IRISH REPUBLIC</b>															
CORK	AER ARANN	S	60	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL CORK</b>			<b>60</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>
DONEGAL	AER ARANN	S	28	0	0	82	7	11	0	0	0	10	0	0	0

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 DONEGAL			28	0	0	82	7	11	0	0	0	10	0	0	0
DUBLIN	AER ARANN	S	222	0	0	97	1	2	0	0	0	2	0	0	0
TOTAL DUBLIN			223	0	0	97	1	2	0	0	0	2	88	6	60
SHANNON	AER ARANN	S	52	0	0	92	4	0	4	0	0	8	0	0	0
TOTAL SHANNON			53	0	0	91	6	0	4	0	0	9	0	43	1
TOTAL IRISH REPUBLIC			364	1	0	95	2	2	1	0	0	3	87	6	61
ITALY															
NAPLES	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	8	100	1	8
TOTAL NAPLES			8	0	0	75	25	0	0	0	0	8	100	1	8
VERONA VILAFRANCA	THOMSON AIRWAYS LTD	C	16	0	0	69	6	0	25	0	0	24	86	7	14
TOTAL VERONA VILAFRANCA			16	0	0	69	6	0	25	0	0	24	86	7	14
TOTAL ITALY			24	0	0	71	13	0	17	0	0	19	91	5	22
LITHUANIA															
TOTAL KAUNAS			2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL LITHUANIA			2	0	0	100	0	0	0	0	0	0	0	0	0
MALTA															
MALTA	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	25	0	0	0	17	60	10	10
TOTAL MALTA			8	0	0	75	0	25	0	0	0	17	67	10	18
TOTAL MALTA			8	0	0	75	0	25	0	0	0	17	67	10	18
MEXICO															
CANCUN	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	13	13	0	0	15	100	1	9
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	75	31	8
TOTAL CANCUN			16	0	0	81	6	6	6	0	0	10	88	15	17
TOTAL MEXICO			16	0	0	81	6	6	6	0	0	10	88	15	17
NETHERLANDS															
AMSTERDAM	KLM	S	120	0	4	84	13	2	2	0	0	9	93	5	120
	KLM CITYHOPPER	S	106	0	0	91	5	2	3	0	0	7	93	5	120
TOTAL AMSTERDAM			226	2	4	87	9	2	2	0	0	8	93	5	242
TOTAL NETHERLANDS			226	2	4	87	9	2	2	0	0	8	93	5	242
PAKISTAN															
LAHORE	PAKISTAN INTL AIRLINES	S	16	0	0	50	25	6	19	0	0	25	70	14	10
TOTAL LAHORE			16	0	0	50	25	6	19	0	0	25	70	14	10
TOTAL PAKISTAN			16	0	0	50	25	6	19	0	0	25	70	14	10
PORTUGAL(EXCLUDING MADEIRA)															
FARO	EASYJET AIRLINE COMPANY LTD	S	16	0	0	81	19	0	0	0	0	5	72	11	18
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	0	13	38	0	0	50	75	32	8
	THOMSON AIRWAYS LTD	C	10	0	0	70	10	10	10	0	0	26	50	20	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 FARO			34	0	0	71	12	6	12	0	0	22	71	21	73
TOTAL PORTUGAL(EXCLUDING MADEIRA)			34	0	0	71	12	6	12	0	0	22	71	21	73
PORTUGAL(MADEIRA)															
FUNCHAL	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	6	88	6	8
TOTAL FUNCHAL			8	0	0	100	0	0	0	0	0	6	88	6	8
TOTAL PORTUGAL(MADEIRA)			8	0	0	100	0	0	0	0	0	6	88	6	8
SPAIN															
ALICANTE	BA CITYFLYER LTD	C	2	0	0	50	50	0	0	0	0	13	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	60	0	0	58	8	12	17	5	0	38	82	9	60
	THOMAS COOK AIRLINES LTD	C	16	0	0	31	44	0	25	0	0	32	100	2	8
	THOMSON AIRWAYS LTD	C	8	0	0	50	0	38	13	0	0	26	70	11	10
TOTAL ALICANTE			86	0	0	52	15	12	17	3	0	35	80	22	128
BARCELONA	BA CITYFLYER LTD	C	4	0	0	75	25	0	0	0	0	10	0	0	0
TOTAL BARCELONA			4	0	0	75	25	0	0	0	0	10	64	112	11
IBIZA	EASYJET AIRLINE COMPANY LTD	S	2	0	0	100	0	0	0	0	0	6	50	23	2
	THOMAS COOK AIRLINES LTD	C	19	0	0	37	16	16	32	0	0	47	73	33	26
	THOMSON AIRWAYS LTD	C	18	0	0	33	6	56	6	0	0	31	83	7	18
TOTAL IBIZA			39	0	0	38	10	33	18	0	0	37	76	23	46
MAHON	THOMAS COOK AIRLINES LTD	C	14	0	0	43	14	29	7	0	7	54	63	20	16
	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	7	100	4	8
TOTAL MAHON			22	0	0	55	18	18	5	0	5	36	75	14	24
MALAGA	BA CITYFLYER LTD	C	8	0	0	50	0	38	13	0	0	28	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	58	0	0	43	34	14	9	0	0	25	75	9	60
	JET2.COM LTD	C	2	0	0	100	0	0	0	0	0	13	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	38	38	25	0	0	0	20	100	7	8
TOTAL MALAGA			76	0	0	45	30	17	8	0	0	24	74	14	126
PALMA DE MALLORCA	BA CITYFLYER LTD	C	8	0	0	50	25	25	0	0	0	18	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	8	0	0	38	50	13	0	0	0	21	75	17	8
	THOMAS COOK AIRLINES LTD	C	41	0	0	34	22	12	27	5	0	55	78	13	36
	THOMSON AIRWAYS LTD	C	33	0	0	52	15	15	12	6	0	38	71	18	35
TOTAL PALMA DE MALLORCA			90	0	0	42	22	14	17	4	0	43	70	25	139
REUS	BMI BRITISH MIDLAND	C	7	0	0	100	0	0	0	0	0	0	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	25	25	25	13	13	0	72	67	42	24
	THOMSON AIRWAYS LTD	C	7	0	0	71	29	0	0	0	0	13	78	14	18
TOTAL REUS			22	0	0	64	18	9	5	5	0	30	71	30	42
TOTAL SPAIN			339	0	0	47	20	16	13	2	0	34	74	23	518
SPAIN(CANARY ISLANDS)															
ARRECIFE	THOMAS COOK AIRLINES LTD	C	21	0	0	33	10	38	19	0	0	46	88	5	8
	THOMSON AIRWAYS LTD	C	10	0	0	80	0	0	20	0	0	32	88	3	8
TOTAL ARRECIFE			31	0	0	48	6	26	19	0	0	42	88	5	32
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	C	16	0	0	63	0	25	6	0	6	74	67	18	18

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 FUERTEVENTURA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>25</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>67</b>	<b>18</b>	18
LAS PALMAS	THOMAS COOK AIRLINES LTD	C	14	0	0	57	7	21	14	0	0	23	94	5	17
	THOMSON AIRWAYS LTD	C	8	0	0	63	13	25	0	0	0	14	100	5	8
<b>TOTAL LAS PALMAS</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>9</b>	<b>23</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>93</b>	<b>6</b>	42
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	C	45	0	0	38	7	20	27	9	0	60	77	26	26
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	100	4	8
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>6</b>	<b>17</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>51</b>	<b>80</b>	<b>19</b>	94
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>6</b>	<b>21</b>	<b>17</b>	<b>3</b>	<b>1</b>	<b>46</b>	<b>83</b>	<b>14</b>	186
<b>SWITZERLAND</b>															
ALTENRHEIN	WDL FLUGDIENST	C	2	0	0	100	0	0	0	0	0	9	0	0	0
<b>TOTAL ALTENRHEIN</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>9</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL SWITZERLAND</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>9</b>	<b>0</b>	<b>0</b>	0
<b>TUNISIA</b>															
MONASTIR	THOMAS COOK AIRLINES LTD	C	25	0	0	36	28	20	4	12	0	54	50	92	18
	THOMSON AIRWAYS LTD	C	8	0	0	75	0	25	0	0	0	11	0	0	0
<b>TOTAL MONASTIR</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>21</b>	<b>21</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>44</b>	<b>50</b>	<b>92</b>	18
<b>TOTAL TUNISIA</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>21</b>	<b>21</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>44</b>	<b>50</b>	<b>92</b>	18
<b>TURKEY</b>															
ANTALYA	THOMAS COOK AIRLINES LTD	C	41	0	0	63	12	7	12	5	0	31	72	11	18
	THOMSON AIRWAYS LTD	C	9	0	0	22	11	11	33	22	0	88	0	0	0
<b>TOTAL ANTALYA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>12</b>	<b>8</b>	<b>16</b>	<b>8</b>	<b>0</b>	<b>42</b>	<b>72</b>	<b>11</b>	18
BODRUM (MILAS)	ONUR AIR	C	2	0	0	100	0	0	0	0	0	4	81	6	16
	SKY AIRLINES	C	8	0	0	88	13	0	0	0	0	10	0	0	0
	THOMAS COOK AIRLINES LTD	C	18	0	0	33	11	28	28	0	0	53	71	28	17
	THOMSON AIRWAYS LTD	C	8	0	0	63	13	0	13	0	13	69	75	8	8
<b>TOTAL BODRUM (MILAS)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>11</b>	<b>14</b>	<b>17</b>	<b>0</b>	<b>3</b>	<b>44</b>	<b>76</b>	<b>15</b>	42
BURSAYENISEHIR	THY TURK HAVA YOLLARI TURKIS	C	2	0	0	50	50	0	0	0	0	17	0	0	0
<b>TOTAL BURSAYENISEHIR</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>17</b>	<b>0</b>	<b>0</b>	0
DALAMAN	ONUR AIR	C	18	0	0	22	11	22	22	11	11	125	33	24	9
	THOMAS COOK AIRLINES LTD	C	66	0	0	58	15	12	12	2	2	46	81	21	42
	THOMSON AIRWAYS LTD	C	17	1	0	59	12	12	18	0	0	26	100	0	9
<b>TOTAL DALAMAN</b>			<b>101</b>	<b>1</b>	<b>0</b>	<b>51</b>	<b>14</b>	<b>14</b>	<b>15</b>	<b>3</b>	<b>3</b>	<b>57</b>	<b>72</b>	<b>19</b>	85
<b>TOTAL TURKEY</b>			<b>189</b>	<b>1</b>	<b>0</b>	<b>53</b>	<b>13</b>	<b>12</b>	<b>15</b>	<b>4</b>	<b>2</b>	<b>50</b>	<b>73</b>	<b>17</b>	145
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	60	0	0	60	27	12	2	0	0	16	65	14	60
<b>TOTAL DUBAI</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>27</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>65</b>	<b>14</b>	60
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>27</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>65</b>	<b>14</b>	60
<b>UNITED KINGDOM</b>															
BARRA	LOGANAIR	S	75	1	0	80	5	12	3	0	0	10	90	6	82

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 BARRA			75	1	0	80	5	12	3	0	0	10	90	6	82
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	196	0	0	94	3	3	1	0	0	3	96	2	172
TOTAL BELFAST CITY (GEORGE BEST)			196	0	0	94	3	3	1	0	0	3	96	2	172
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	196	0	0	79	9	6	5	1	0	13	90	7	172
TOTAL BELFAST INTERNATIONAL			196	0	0	79	9	6	5	1	0	13	90	7	172
BENBECULA	LOGANAIR	S	98	1	0	94	3	3	0	0	0	4	95	6	112
TOTAL BENBECULA			98	1	0	94	3	3	0	0	0	4	95	6	112
BIRMINGHAM	FLYBE LTD	S	317	0	3	83	8	5	4	0	0	11	87	8	322
TOTAL BIRMINGHAM			317	0	3	83	8	5	4	0	0	11	88	7	406
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	148	0	2	64	20	9	7	0	0	17	86	10	154
TOTAL BRISTOL			148	0	2	64	20	9	7	0	0	17	86	10	154
CAMPBELTOWN	LOGANAIR	S	84	2	0	93	2	0	5	0	0	6	92	5	79
TOTAL CAMPBELTOWN			84	2	0	93	2	0	5	0	0	6	92	5	79
CARDIFF WALES	FLYBE LTD	S	34	0	0	94	6	0	0	0	0	5	0	0	0
TOTAL CARDIFF WALES			34	0	0	94	6	0	0	0	0	5	0	0	0
EAST MIDLANDS INTERNATIONAL	BMIBABY LTD	S	120	0	4	71	11	6	9	3	0	24	88	7	110
TOTAL EAST MIDLANDS INTERNATIONAL			120	0	4	71	11	6	9	3	0	24	88	7	110
EXETER	FLYBE LTD	S	60	0	0	72	17	12	0	0	0	11	84	8	68
TOTAL EXETER			60	0	0	72	17	12	0	0	0	11	84	8	68
GATWICK	BRITISH AIRWAYS PLC	S	232	0	0	81	12	5	1	0	0	9	84	10	240
	EASYJET AIRLINE COMPANY LTD	S	160	0	0	64	14	17	4	1	0	19	78	14	162
	THOMAS COOK AIRLINES LTD	S	7	0	0	29	29	14	29	0	0	52	67	12	6
TOTAL GATWICK			399	1	0	74	13	10	3	1	0	14	81	11	408
HEATHROW	BMI BRITISH MIDLAND	S	370	0	0	82	9	5	3	0	0	10	89	6	411
	BRITISH AIRWAYS PLC	S	492	0	0	73	12	10	5	0	0	14	88	7	432
TOTAL HEATHROW			862	1	0	77	11	8	4	0	0	12	88	6	843
ISLAY	LOGANAIR	S	104	4	0	100	0	0	0	0	0	1	88	8	110
TOTAL ISLAY			104	4	0	100	0	0	0	0	0	1	88	8	110
ISLE OF MAN	LOGANAIR	S	50	0	0	96	4	0	0	0	0	2	92	4	60
TOTAL ISLE OF MAN			50	0	0	96	4	0	0	0	0	2	92	4	60
JERSEY	FLYBE LTD	S	30	0	0	83	10	0	7	0	0	10	92	7	12
TOTAL JERSEY			30	0	0	83	10	0	7	0	0	10	92	7	12
KIRKWALL	LOGANAIR	S	60	1	2	93	3	2	2	0	0	4	88	10	60
TOTAL KIRKWALL			60	1	2	93	3	2	2	0	0	4	88	10	60
LEEDS BRADFORD	BMI REGIONAL	S	82	1	0	94	5	1	0	0	0	3	95	6	86
TOTAL LEEDS BRADFORD			82	1	0	94	5	1	0	0	0	3	95	6	86
LONDON CITY	BA CITYFLYER LTD	S	176	0	0	80	11	6	3	0	0	10	93	4	176
TOTAL LONDON CITY			176	0	0	80	11	6	3	0	0	10	93	4	176
LUTON	EASYJET AIRLINE COMPANY LTD	S	183	0	1	67	16	7	10	0	0	20	85	8	246

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 LUTON			183	0	1	67	16	7	10	0	0	20	84	8	248
MANCHESTER	FLYBE LTD	S	197	0	3	93	3	2	3	0	0	6	91	5	198
	VIKING AIRLINES	C	2	0	0	50	0	50	0	0	0	21	0	0	0
TOTAL MANCHESTER			199	0	3	93	3	2	3	0	0	6	92	4	226
PLYMOUTH	AIR SOUTHWEST	S	60	0	0	80	5	0	12	3	0	23	57	22	60
TOTAL PLYMOUTH			60	0	0	80	5	0	12	3	0	23	57	22	60
SOUTHAMPTON	FLYBE LTD	S	224	0	0	79	8	4	8	0	0	15	79	10	233
TOTAL SOUTHAMPTON			225	0	0	79	8	4	8	0	0	15	79	10	233
STANSTED	EASYJET AIRLINE COMPANY LTD	S	223	0	0	78	6	6	8	1	0	17	89	7	222
TOTAL STANSTED			223	0	0	78	6	6	8	1	0	17	89	7	222
STORNOWAY	LOGANAIR	S	181	0	0	96	2	1	1	0	0	3	95	6	187
TOTAL STORNOWAY			181	0	0	96	2	1	1	0	0	3	95	6	187
SUMBURGH	LOGANAIR	S	60	2	0	92	5	2	2	0	0	5	90	7	60
TOTAL SUMBURGH			60	2	0	92	5	2	2	0	0	5	90	7	60
TIREE	LOGANAIR	S	50	0	0	94	4	2	0	0	0	3	88	6	52
TOTAL TIREE			50	0	0	94	4	2	0	0	0	3	88	6	52
TOTAL UNITED KINGDOM			4272	16	15	81	9	6	4	0	0	11	88	7	4398
USA															
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	60	0	0	90	3	0	7	0	0	7	90	3	60
TOTAL NEW YORK (NEWARK)			60	0	0	90	3	0	7	0	0	7	90	3	60
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	60	0	0	97	3	0	0	0	0	2	83	10	60
TOTAL PHILADELPHIA INTERNATIONAL			60	0	0	97	3	0	0	0	0	2	83	10	60
SANFORD	THOMAS COOK AIRLINES LTD	C	14	0	0	64	21	0	14	0	0	21	100	3	20
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	100	4	8
TOTAL SANFORD			22	0	0	77	14	0	9	0	0	14	71	32	59
TOTAL USA			142	0	0	91	5	0	4	0	0	6	82	15	179
TOTAL GLASGOW			6484	21	22	77	10	7	6	1	0	15	85	10	6586

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>ALGERIA</b>															
ALGIERS	AIR ALGERIE	S	38	0	0	16	8	18	42	16	0	95	67	16	36
	BRITISH AIRWAYS PLC	S	60	0	0	67	17	5	12	0	0	21	82	10	60
<b>TOTAL ALGIERS</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>13</b>	<b>10</b>	<b>23</b>	<b>6</b>	<b>0</b>	<b>50</b>	<b>76</b>	<b>12</b>	<b>96</b>
<b>TOTAL ALGERIA</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>13</b>	<b>10</b>	<b>23</b>	<b>6</b>	<b>0</b>	<b>50</b>	<b>76</b>	<b>12</b>	<b>96</b>
<b>ANGOLA</b>															
LUANDA	BRITISH AIRWAYS PLC	S	17	0	0	76	0	18	6	0	0	18	63	29	8
<b>TOTAL LUANDA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>0</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>29</b>	<b>8</b>
<b>TOTAL ANGOLA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>0</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>29</b>	<b>8</b>
<b>ARGENTINA</b>															
BUENOS AIRES	BRITISH AIRWAYS PLC	S	60	0	0	55	22	13	10	0	0	21	73	38	60
<b>TOTAL BUENOS AIRES</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>22</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>73</b>	<b>38</b>	<b>60</b>
<b>TOTAL ARGENTINA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>22</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>73</b>	<b>38</b>	<b>60</b>
<b>ARMENIA</b>															
YEREVAN	BMI BRITISH MIDLAND	S	35	0	0	63	9	20	9	0	0	19	0	0	0
<b>TOTAL YEREVAN</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>9</b>	<b>20</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ARMENIA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>9</b>	<b>20</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>AUSTRALIA</b>															
MELBOURNE	QANTAS	S	120	0	0	78	14	4	3	2	0	12	77	40	104
<b>TOTAL MELBOURNE</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>40</b>	<b>104</b>
SYDNEY	BRITISH AIRWAYS PLC	S	120	0	0	70	18	8	4	0	0	14	69	21	120
	QANTAS	S	113	0	0	72	17	9	3	0	0	16	72	22	114
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	65	22	3	10	0	0	20	95	3	60
<b>TOTAL SYDNEY</b>			<b>293</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>18</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>18</b>	<b>294</b>
<b>TOTAL AUSTRALIA</b>			<b>413</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>24</b>	<b>398</b>
<b>AUSTRIA</b>															
VIENNA	AUSTRIAN AIRLINES	S	180	0	0	52	25	15	8	0	0	21	92	5	218
	BMI BRITISH MIDLAND	S	120	0	0	73	15	10	2	0	0	12	0	0	0
	BRITISH AIRWAYS PLC	S	240	0	0	65	14	13	8	0	0	19	90	5	240
<b>TOTAL VIENNA</b>			<b>540</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>18</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>90</b>	<b>5</b>	<b>480</b>
<b>TOTAL AUSTRIA</b>			<b>540</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>18</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>90</b>	<b>5</b>	<b>480</b>
<b>AZERBAIJAN</b>															
BAKU (HEYDER ALIYEV INT'L)	AZERBAIJAN AIRLINES (AZAL)	S	26	0	0	46	4	27	23	0	0	33	100	1	26
	BMI BRITISH MIDLAND	S	26	0	0	65	12	19	4	0	0	16	93	5	58
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>8</b>	<b>23</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>95</b>	<b>4</b>	<b>84</b>
<b>TOTAL AZERBAIJAN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>8</b>	<b>23</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>95</b>	<b>4</b>	<b>84</b>
<b>BAHRAIN</b>															
BAHRAIN	GULF AIR	S	120	0	0	76	15	8	1	1	0	11	84	7	146



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL BAHRAIN			120	0	0	76	15	8	1	1	0	11	84	7	146
TOTAL BAHRAIN			120	0	0	76	15	8	1	1	0	11	84	7	146
<b>BANGLADESH</b>															
DHAKHA	BIMAN BANGLADESH AIRLINES	S	36	0	0	67	3	14	11	6	0	33	50	95	30
TOTAL DHAKHA			36	0	0	67	3	14	11	6	0	33	50	95	30
TOTAL BANGLADESH			36	0	0	67	3	14	11	6	0	33	50	95	30
<b>BELGIUM</b>															
BRUSSELS	BRITISH AIRWAYS PLC	S	359	0	0	72	16	8	3	0	0	12	94	4	335
	BRUSSELS AIRLINES	S	206	0	0	75	13	6	6	0	0	13	0	0	0
TOTAL BRUSSELS			565	2	0	73	15	8	4	0	0	12	89	5	695
TOTAL BELGIUM			565	2	0	73	15	8	4	0	0	12	89	5	695
<b>BRAZIL</b>															
RIO DE JANEIRO (GALEAO)	BRITISH AIRWAYS PLC	S	25	0	0	60	24	12	4	0	0	16	80	10	25
	TAM LINHAS AEREAS	S	24	0	0	46	17	29	8	0	0	26	0	0	0
TOTAL RIO DE JANEIRO (GALEAO)			49	0	0	53	20	20	6	0	0	21	80	10	25
SAO PAULO (GUARULHOS)	TAM LINHAS AEREAS	S	60	0	0	73	12	10	5	0	0	13	78	7	60
TOTAL SAO PAULO (GUARULHOS)			60	0	0	73	12	10	5	0	0	13	78	7	60
TOTAL BRAZIL			109	0	0	64	16	15	6	0	0	16	79	8	85
<b>BRUNEI</b>															
BANDAR SERI BEGAWAN	ROYAL BRUNEI AIRLINES	S	60	0	0	90	7	2	2	0	0	5	87	6	60
TOTAL BANDAR SERI BEGAWAN			60	0	0	90	7	2	2	0	0	5	87	6	60
TOTAL BRUNEI			60	0	0	90	7	2	2	0	0	5	87	6	60
<b>BULGARIA</b>															
SOFIA	BRITISH AIRWAYS PLC	S	68	0	0	81	9	7	3	0	0	10	87	13	68
	BULGARIA AIR	S	44	0	0	55	27	16	2	0	0	18	86	7	58
TOTAL SOFIA			112	0	0	71	16	11	3	0	0	13	87	10	126
TOTAL BULGARIA			112	0	0	71	16	11	3	0	0	13	87	10	126
<b>CANADA</b>															
CALGARY	AIR CANADA	S	103	0	0	83	12	3	0	2	0	13	86	7	86
	BRITISH AIRWAYS PLC	S	60	0	0	87	7	5	2	0	0	7	95	5	60
TOTAL CALGARY			163	0	0	85	10	4	1	1	0	10	90	6	146
EDMONTON	AIR CANADA	S	58	0	0	72	14	9	3	2	0	14	92	5	59
TOTAL EDMONTON			58	0	0	72	14	9	3	2	0	14	92	5	59
HALIFAX INT	AIR CANADA	S	60	0	0	90	5	2	3	0	0	7	87	7	60
TOTAL HALIFAX INT			60	0	0	90	5	2	3	0	0	7	87	7	60
MONTREAL (DORVAL)	AIR CANADA	S	60	0	0	87	8	5	0	0	0	6	82	18	60
	BRITISH AIRWAYS PLC	S	60	0	0	67	20	12	2	0	0	14	83	9	60

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

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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 MONTREAL (DORVAL)</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>13</b>	<b>120</b>
OTTAWA INTERNATIONAL	AIR CANADA	S	60	0	0	88	8	3	0	0	0	5	82	10	60
<b>TOTAL OTTAWA INTERNATIONAL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>10</b>	<b>60</b>
ST JOHNS	AIR CANADA	S	50	0	0	70	16	2	8	0	4	47	0	0	0
<b>TOTAL ST JOHNS</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>0</b>
TORONTO	AIR CANADA	S	240	0	0	78	10	9	3	0	0	11	84	12	238
	AIR INDIA	S	60	0	0	78	8	7	5	2	0	14	81	20	57
	AIR TRANSAT	S	12	0	0	92	8	0	0	0	0	3	75	12	16
	BRITISH AIRWAYS PLC	S	120	0	0	72	18	6	4	0	0	13	74	10	120
<b>TOTAL TORONTO</b>			<b>432</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>13</b>	<b>431</b>
VANCOUVER	AIR CANADA	S	77	0	0	77	12	8	4	0	0	13	92	7	74
	BRITISH AIRWAYS PLC	S	112	0	0	77	13	7	3	0	0	12	81	8	105
<b>TOTAL VANCOUVER</b>			<b>189</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>7</b>	<b>179</b>
<b>TOTAL CANADA</b>			<b>1132</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>84</b>	<b>10</b>	<b>1055</b>
<b>CAYMAN ISLANDS</b>															
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	35	0	1	77	6	6	6	6	0	23	94	4	35
<b>TOTAL GRAND CAYMAN</b>			<b>35</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>23</b>	<b>94</b>	<b>4</b>	<b>35</b>
<b>TOTAL CAYMAN ISLANDS</b>			<b>35</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>23</b>	<b>94</b>	<b>4</b>	<b>35</b>
<b>CHINA</b>															
BEIJING	AIR CHINA	S	60	0	0	82	13	3	2	0	0	8	78	18	60
	BRITISH AIRWAYS PLC	S	60	0	0	68	25	7	0	0	0	11	70	18	60
<b>TOTAL BEIJING</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>18</b>	<b>120</b>
SHANGHAI (PU DONG)	BRITISH AIRWAYS PLC	S	42	0	0	43	24	12	14	7	0	46	60	28	42
	CHINA EASTERN AIRLINES	S	34	0	0	76	9	6	9	0	0	12	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	43	13	15	27	2	0	39	47	35	60
<b>TOTAL SHANGHAI (PU DONG)</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>15</b>	<b>12</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>34</b>	<b>52</b>	<b>32</b>	<b>102</b>
<b>TOTAL CHINA</b>			<b>256</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>17</b>	<b>9</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>64</b>	<b>24</b>	<b>222</b>
<b>CROATIA</b>															
SPLIT	CROATIA AIRLINES	S	8	0	0	38	63	0	0	0	0	17	75	6	8
<b>TOTAL SPLIT</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>6</b>	<b>8</b>
ZAGREB	CROATIA AIRLINES	S	70	0	0	50	27	20	3	0	0	19	81	10	70
<b>TOTAL ZAGREB</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>27</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>79</b>	<b>12</b>	<b>72</b>
<b>TOTAL CROATIA</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>31</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>79</b>	<b>11</b>	<b>80</b>
<b>CYPRUS</b>															
LARNACA	BRITISH AIRWAYS PLC	S	60	0	0	75	15	10	0	0	0	12	83	9	60
	CYPRUS AIRWAYS	S	156	0	0	63	22	10	3	3	0	20	72	13	156
<b>TOTAL LARNACA</b>			<b>216</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>20</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>12</b>	<b>216</b>
<b>TOTAL CYPRUS</b>			<b>216</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>20</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>12</b>	<b>216</b>

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			Actual (7)	Plan (8)											
<b>CZECH REPUBLIC</b>															
PRAGUE	BRITISH AIRWAYS PLC	S	240	0	0	76	15	8	1	0	0	11	91	4	186
	CSA CZECH AIRLINES	S	120	0	0	73	18	7	3	0	0	11	88	6	152
<b>TOTAL PRAGUE</b>			<b>360</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>16</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>90</b>	<b>5</b>	<b>338</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>360</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>16</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>90</b>	<b>5</b>	<b>338</b>
<b>DENMARK</b>															
COPENHAGEN	BRITISH AIRWAYS PLC	S	342	0	0	80	9	8	4	0	0	10	94	3	305
	SAS	S	321	0	0	81	11	6	2	0	0	9	92	5	336
<b>TOTAL COPENHAGEN</b>			<b>664</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>93</b>	<b>4</b>	<b>641</b>
<b>TOTAL DENMARK</b>			<b>664</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>93</b>	<b>4</b>	<b>641</b>
<b>EGYPT</b>															
CAIRO	BMI BRITISH MIDLAND	S	60	0	0	60	27	10	3	0	0	15	77	18	60
	BRITISH AIRWAYS PLC	S	60	0	0	72	17	7	3	2	0	15	87	9	60
	EGYPT AIR	S	84	0	0	50	30	14	6	0	0	19	44	24	68
<b>TOTAL CAIRO</b>			<b>204</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>25</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>68</b>	<b>18</b>	<b>188</b>
LUXOR	EGYPT AIR	S	8	0	0	25	25	50	0	0	0	26	50	18	8
<b>TOTAL LUXOR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>50</b>	<b>18</b>	<b>8</b>
<b>TOTAL EGYPT</b>			<b>212</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>25</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>67</b>	<b>18</b>	<b>196</b>
<b>ETHIOPIA</b>															
ADDIS ABABA	BMI BRITISH MIDLAND	S	26	0	0	54	19	19	8	0	0	21	69	15	26
	ETHIOPIAN AIRLINES	S	52	0	0	50	31	15	2	0	2	32	68	12	50
<b>TOTAL ADDIS ABABA</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>27</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>28</b>	<b>68</b>	<b>13</b>	<b>76</b>
<b>TOTAL ETHIOPIA</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>27</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>28</b>	<b>68</b>	<b>13</b>	<b>76</b>
<b>FINLAND</b>															
HELSINKI	BLUE 1	S	112	0	0	75	12	11	3	0	0	10	93	3	60
	BRITISH AIRWAYS PLC	S	120	0	0	71	13	9	7	0	0	16	89	4	116
	FINNAIR	S	240	0	0	87	6	4	3	0	0	7	91	4	240
<b>TOTAL HELSINKI</b>			<b>472</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>91</b>	<b>4</b>	<b>416</b>
<b>TOTAL FINLAND</b>			<b>472</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>91</b>	<b>4</b>	<b>416</b>
<b>FRANCE</b>															
LYON	BRITISH AIRWAYS PLC	S	176	0	0	68	9	12	12	0	0	20	91	5	180
<b>TOTAL LYON</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>9</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>91</b>	<b>5</b>	<b>180</b>
NICE	BRITISH AIRWAYS PLC	S	414	0	0	65	15	11	9	1	0	21	90	6	360
	BRITISH AIRWAYS PLC	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL NICE</b>			<b>416</b>	<b>2</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>11</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>90</b>	<b>6</b>	<b>360</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	500	0	6	76	13	8	3	0	0	11	82	8	420
	BRITISH AIRWAYS PLC	S	494	0	0	74	12	8	6	0	0	13	92	4	508
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>994</b>	<b>1</b>	<b>6</b>	<b>75</b>	<b>13</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>87</b>	<b>6</b>	<b>928</b>
TOULOUSE (BLAGNAC)	BRITISH AIRWAYS PLC	S	178	0	0	71	12	9	6	2	0	18	93	4	120

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 TOULOUSE (BLAGNAC)			178	0	0	71	12	9	6	2	0	18	93	4	120
TOTAL FRANCE			1765	7	6	71	13	9	6	0	0	16	89	6	1589
<b>GEORGIA</b>															
TBILISI	BMI BRITISH MIDLAND	S	34	0	0	79	6	6	9	0	0	15	63	12	35
TOTAL TBILISI			34	0	0	79	6	6	9	0	0	15	63	12	35
TOTAL GEORGIA			34	0	0	79	6	6	9	0	0	15	63	12	35
<b>GERMANY</b>															
BERLIN (TEGEL)	BMI BRITISH MIDLAND	S	300	0	0	74	14	9	3	0	0	11	0	0	0
	BRITISH AIRWAYS PLC	S	358	0	0	78	11	6	4	0	0	10	96	3	314
TOTAL BERLIN (TEGEL)			658	0	0	76	12	8	3	0	0	11	88	6	478
COLOGNE BONN	LUFTHANSA	S	180	0	0	72	14	7	6	1	0	15	74	11	156
TOTAL COLOGNE BONN			180	0	0	72	14	7	6	1	0	15	74	11	156
DRESDEN	LUFTHANSA	S	60	0	0	87	10	2	2	0	0	8	0	0	0
TOTAL DRESDEN			60	0	0	87	10	2	2	0	0	8	0	0	0
DUSSELDORF	BRITISH AIRWAYS PLC	S	343	0	1	76	13	6	5	0	0	11	91	4	286
	LUFTHANSA	S	300	0	0	77	13	6	4	0	0	12	86	6	224
TOTAL DUSSELDORF			643	0	1	77	13	6	4	0	0	11	89	5	510
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	375	0	1	72	16	9	3	0	0	13	82	8	330
	LUFTHANSA	S	600	0	2	63	21	12	4	0	0	16	78	10	598
TOTAL FRANKFURT MAIN			975	0	3	66	19	10	4	0	0	14	79	9	928
HAMBURG	BRITISH AIRWAYS PLC	S	240	0	0	81	10	5	3	0	0	10	93	4	240
	LUFTHANSA	S	238	0	0	90	5	2	3	0	0	6	90	6	164
TOTAL HAMBURG			478	0	0	85	8	4	3	0	0	8	92	5	404
HANOVER	BMI BRITISH MIDLAND	S	164	0	0	86	8	3	3	0	0	7	97	2	162
TOTAL HANOVER			164	0	0	86	8	3	3	0	0	7	97	2	162
MUNICH	BRITISH AIRWAYS PLC	S	398	0	0	71	17	10	3	0	0	13	94	3	398
	LUFTHANSA	S	419	0	0	70	18	10	3	0	0	13	87	6	479
TOTAL MUNICH			817	0	0	70	17	10	3	0	0	13	90	5	877
STUTT GART	BRITISH AIRWAYS PLC	S	180	0	0	77	9	11	3	0	0	11	93	4	176
	CONTACTAIR FLUGDIENST	S	154	0	0	77	13	6	3	0	0	11	0	0	0
	LUFTHANSA CITY LINE	S	24	0	0	92	8	0	0	0	0	2	0	0	0
TOTAL STUTT GART			358	0	0	78	11	8	3	0	0	10	91	4	340
TOTAL GERMANY			4333	0	4	74	14	8	4	0	0	12	87	6	3855
<b>GHANA</b>															
ACCRA	BRITISH AIRWAYS PLC	S	60	0	0	48	27	22	3	0	0	19	82	33	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	25	0	0	64	12	20	4	0	0	19	0	0	0
TOTAL ACCRA			85	0	0	53	22	21	4	0	0	19	82	33	60
TOTAL GHANA			85	0	0	53	22	21	4	0	0	19	82	33	60

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

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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>GIBRALTAR</b>															
GIBRALTAR	BRITISH AIRWAYS PLC	S	60	0	0	55	15	12	15	2	2	37	0	0	0
TOTAL GIBRALTAR			<b>60</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>15</b>	<b>12</b>	<b>15</b>	<b>2</b>	<b>2</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL GIBRALTAR			<b>60</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>15</b>	<b>12</b>	<b>15</b>	<b>2</b>	<b>2</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>GREECE</b>															
ATHENS	AEGEAN AIRLINES	S	120	0	0	68	17	12	3	0	0	14	0	0	0
	BRITISH AIRWAYS PLC	S	248	0	0	72	16	8	3	0	0	17	90	5	236
	OLYMPIC AIR	S	180	0	0	73	14	10	2	0	0	12	0	0	0
TOTAL ATHENS			<b>548</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>15</b>	<b>79</b>	<b>9</b>	<b>418</b>
KEFALLINIA	BMI BRITISH MIDLAND	C	8	0	0	75	13	0	13	0	0	13	88	7	8
TOTAL KEFALLINIA			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>7</b>	<b>8</b>
TOTAL GREECE			<b>556</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>15</b>	<b>79</b>	<b>9</b>	<b>434</b>
<b>HONG KONG</b>															
HONG KONG (CHEP LAP KOK)	BRITISH AIRWAYS PLC	S	120	0	0	68	19	7	6	0	0	14	92	3	123
	CATHAY PACIFIC AIRWAYS	S	240	0	0	65	17	13	5	0	1	25	85	8	192
TOTAL HONG KONG (CHEP LAP KOK)			<b>360</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>21</b>	<b>85</b>	<b>7</b>	<b>350</b>
TOTAL HONG KONG			<b>360</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>21</b>	<b>85</b>	<b>7</b>	<b>350</b>
<b>HUNGARY</b>															
BUDAPEST	BRITISH AIRWAYS PLC	S	238	0	0	83	9	6	2	0	0	8	91	4	184
TOTAL BUDAPEST			<b>238</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>91</b>	<b>4</b>	<b>184</b>
TOTAL HUNGARY			<b>238</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>91</b>	<b>4</b>	<b>184</b>
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	119	0	1	66	19	12	3	0	0	14	98	2	120
TOTAL KEFLAVIK			<b>119</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>19</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>98</b>	<b>2</b>	<b>120</b>
TOTAL ICELAND			<b>119</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>19</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>98</b>	<b>2</b>	<b>120</b>
<b>INDIA</b>															
AMRITSAR	AIR INDIA	S	35	0	0	77	6	9	6	3	0	17	70	23	57
TOTAL AMRITSAR			<b>35</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>6</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>70</b>	<b>23</b>	<b>57</b>
BANGALORE (BENGALURU)	BRITISH AIRWAYS PLC	S	60	0	0	75	13	8	3	0	0	10	88	5	60
TOTAL BANGALORE (BENGALURU)			<b>60</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>91</b>	<b>4</b>	<b>88</b>
CHENNAI	BRITISH AIRWAYS PLC	S	41	0	0	76	12	10	2	0	0	11	88	5	43
TOTAL CHENNAI			<b>41</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>5</b>	<b>43</b>
DELHI	AIR INDIA	S	85	0	0	58	24	14	4	1	0	19	0	0	0
	BRITISH AIRWAYS PLC	S	119	0	1	71	15	9	3	1	0	15	88	9	120
	JET AIRWAYS	S	60	0	0	78	12	7	3	0	0	10	87	8	52
	KINGFISHER AIRLINES	S	60	0	0	60	12	25	3	0	0	15	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	2	57	20	15	7	2	0	24	63	26	54
TOTAL DELHI			<b>384</b>	<b>0</b>	<b>3</b>	<b>65</b>	<b>17</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>81</b>	<b>13</b>	<b>226</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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				Actual (7)	Plan (8)										
HYDERABAD ( RAJIV GHANDI )	BRITISH AIRWAYS PLC	S	43	0	0	77	16	7	0	0	0	8	89	5	44
<b>TOTAL HYDERABAD ( RAJIV GHANDI )</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>5</b>	<b>44</b>
<b>MUMBAI</b>	AIR INDIA	S	60	0	0	82	5	10	2	2	0	14	0	0	0
	BRITISH AIRWAYS PLC	S	118	0	0	77	16	4	3	0	0	10	85	8	120
	JET AIRWAYS	S	120	0	0	80	8	10	2	0	0	9	78	11	120
	KINGFISHER AIRLINES	S	60	0	0	88	5	7	0	0	0	5	95	3	60
<b>TOTAL MUMBAI</b>			<b>358</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>8</b>	<b>300</b>	
<b>TOTAL INDIA</b>			<b>921</b>	<b>0</b>	<b>3</b>	<b>73</b>	<b>13</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>10</b>	<b>876</b>
<b>IRAN</b>															
IMAM KHOMIENI	BMI BRITISH MIDLAND	S	60	0	0	58	10	15	13	3	0	33	73	14	60
	IRAN AIR	S	30	0	0	40	20	37	3	0	0	27	59	28	34
<b>TOTAL IMAM KHOMIENI</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>13</b>	<b>22</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>68</b>	<b>19</b>	<b>94</b>
<b>TOTAL IRAN</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>13</b>	<b>22</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>68</b>	<b>19</b>	<b>94</b>
<b>IRISH REPUBLIC</b>															
CORK	AER LINGUS	S	240	0	0	83	10	5	3	0	0	8	90	4	292
<b>TOTAL CORK</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>4</b>	<b>292</b>
DUBLIN	AER LINGUS	S	747	0	1	79	8	9	4	0	0	11	90	5	626
	BMI BRITISH MIDLAND	S	246	0	0	78	9	9	3	0	0	11	90	6	347
<b>TOTAL DUBLIN</b>			<b>993</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>9</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>90</b>	<b>5</b>	<b>973</b>	
SHANNON	AER LINGUS	S	178	0	2	93	2	3	1	1	0	6	95	2	104
<b>TOTAL SHANNON</b>			<b>178</b>	<b>0</b>	<b>2</b>	<b>93</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>95</b>	<b>2</b>	<b>104</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>1411</b>	<b>0</b>	<b>3</b>	<b>81</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>91</b>	<b>5</b>	<b>1369</b>	
<b>ISRAEL</b>															
TEL AVIV	BRITISH AIRWAYS PLC	S	112	0	1	81	6	9	4	0	0	10	75	10	114
	EL AL	S	74	0	0	68	23	7	3	0	0	13	76	12	86
<b>TOTAL TEL AVIV</b>			<b>186</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>12</b>	<b>313</b>
<b>TOTAL ISRAEL</b>			<b>186</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>12</b>	<b>313</b>
<b>ITALY</b>															
CAGLIARI (ELMAS)	BRITISH AIRWAYS PLC	C	8	0	0	50	50	0	0	0	0	11	0	0	0
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>8</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>11</b>	<b>63</b>	<b>14</b>	<b>8</b>
MILAN (LINATE)	ALITALIA (CAI)	S	282	0	0	80	12	6	2	0	0	9	91	3	256
	BRITISH AIRWAYS PLC	S	300	0	0	76	14	7	3	0	0	11	93	3	240
<b>TOTAL MILAN (LINATE)</b>			<b>582</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>92</b>	<b>3</b>	<b>496</b>	
MILAN (MALPENSA)	BRITISH AIRWAYS PLC	S	237	0	1	66	18	12	4	0	0	14	93	4	240
	LUFTHANSA	S	284	0	0	46	20	24	11	0	0	26	87	7	332
<b>TOTAL MILAN (MALPENSA)</b>			<b>521</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>19</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>21</b>	<b>90</b>	<b>6</b>	<b>572</b>	
PISA	BRITISH AIRWAYS PLC	S	118	0	0	69	14	13	4	1	0	17	0	0	0
<b>TOTAL PISA</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
ROME (FIUMICINO)	ALITALIA (CAI)	S	300	0	0	54	20	17	9	0	0	22	70	15	275

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				Actual (7)	Plan (8)										
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	356	0	0	56	21	16	6	0	0	19	87	7	314
	BRITISH AIRWAYS PLC	C	2	0	0	50	0	50	0	0	0	27	0	0	0
<b>TOTAL ROME (FIUMICINO)</b>			<b>658</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>21</b>	<b>16</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>79</b>	<b>11</b>	<b>589</b>
VENICE	BRITISH AIRWAYS PLC	S	70	0	0	49	27	11	13	0	0	24	87	6	68
	BRITISH AIRWAYS PLC	C	12	0	0	42	8	42	8	0	0	29	0	0	0
<b>TOTAL VENICE</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>24</b>	<b>16</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>91</b>	<b>5</b>	<b>128</b>
<b>TOTAL ITALY</b>			<b>1969</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>18</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>87</b>	<b>7</b>	<b>1793</b>
<b>JAPAN</b>															
TOKYO (NARITA)	ALL NIPPON AIRWAYS	S	60	0	1	73	15	8	3	0	0	12	88	5	60
	BRITISH AIRWAYS PLC	S	60	0	0	62	20	13	2	3	0	21	72	10	60
	JAPAN AIRLINES	S	60	0	1	85	10	2	3	0	0	7	91	5	120
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	73	13	8	5	0	0	12	87	10	60
<b>TOTAL TOKYO (NARITA)</b>			<b>240</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>86</b>	<b>7</b>	<b>300</b>
<b>TOTAL JAPAN</b>			<b>240</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>86</b>	<b>7</b>	<b>300</b>
<b>JORDAN</b>															
AMMAN	BMI BRITISH MIDLAND	S	34	1	0	65	21	6	6	0	3	28	87	6	47
	ROYAL JORDANIAN	S	60	0	0	85	10	5	0	0	0	7	90	6	60
<b>TOTAL AMMAN</b>			<b>94</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>89</b>	<b>6</b>	<b>107</b>
<b>TOTAL JORDAN</b>			<b>94</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>89</b>	<b>6</b>	<b>107</b>
<b>KAZAKHSTAN</b>															
ALMATY	AIR ASTANA	S	16	0	0	63	25	13	0	0	0	13	72	7	18
<b>TOTAL ALMATY</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>7</b>	<b>18</b>
<b>TOTAL KAZAKHSTAN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>7</b>	<b>18</b>
<b>KENYA</b>															
NAIROBI	BRITISH AIRWAYS PLC	S	60	0	0	75	17	5	3	0	0	12	82	11	60
	KENYA AIRWAYS	S	68	0	0	84	9	4	3	0	0	8	94	12	70
	VIRGIN ATLANTIC AIRWAYS LTD	S	56	0	2	70	13	9	7	0	2	30	92	3	52
<b>TOTAL NAIROBI</b>			<b>184</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>90</b>	<b>9</b>	<b>182</b>
<b>TOTAL KENYA</b>			<b>184</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>90</b>	<b>9</b>	<b>182</b>
<b>KUWAIT</b>															
KUWAIT	BRITISH AIRWAYS PLC	S	60	0	0	82	10	7	2	0	0	9	93	5	60
	KUWAIT AIRWAYS	S	60	0	0	57	17	18	8	0	0	22	62	17	60
<b>TOTAL KUWAIT</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>11</b>	<b>120</b>
<b>TOTAL KUWAIT</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>11</b>	<b>120</b>
<b>KYRGYZSTAN</b>															
BISHKEK (FRUNZE)	BMI BRITISH MIDLAND	S	25	0	0	56	16	20	4	0	4	56	80	31	25
<b>TOTAL BISHKEK (FRUNZE)</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>16</b>	<b>20</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>56</b>	<b>80</b>	<b>31</b>	<b>25</b>
<b>TOTAL KYRGYZSTAN</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>16</b>	<b>20</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>56</b>	<b>80</b>	<b>31</b>	<b>25</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

		Reporting Airport: HEATHROW (Full Analysis)											SEPT 2009			
		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE										
ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	MATCHED		UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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>LEBANON</b>																
BEIRUT	BMI BRITISH MIDLAND	S	45	0	0	76	13	9	2	0	0	11	83	11	30	
	MEA	S	60	0	0	67	12	15	7	0	0	17	82	6	61	
<b>TOTAL BEIRUT</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>12</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>82</b>	<b>8</b>	<b>91</b>	
<b>TOTAL LEBANON</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>12</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>82</b>	<b>8</b>	<b>91</b>	
<b>LIBYA</b>																
TRIPOLI	BRITISH AIRWAYS PLC	S	60	0	0	67	17	17	0	0	0	14	90	4	60	
	LIBYAN ARAB AIRLINES	S	18	0	0	67	11	11	11	0	0	22	61	45	18	
<b>TOTAL TRIPOLI</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>83</b>	<b>14</b>	<b>78</b>	
<b>TOTAL LIBYA</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>83</b>	<b>14</b>	<b>78</b>	
<b>MALAYSIA</b>																
KUALA LUMPUR (SEPANG)	MALYSIAN AIRLINES SYSTEM-M	S	120	0	0	78	7	6	7	1	2	25	89	10	119	
<b>TOTAL KUALA LUMPUR (SEPANG)</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>7</b>	<b>6</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>25</b>	<b>89</b>	<b>10</b>	<b>119</b>	
<b>TOTAL MALAYSIA</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>7</b>	<b>6</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>25</b>	<b>89</b>	<b>10</b>	<b>119</b>	
<b>MALTA</b>																
MALTA	AIR MALTA	S	132	0	0	61	20	13	6	0	0	17	84	9	136	
<b>TOTAL MALTA</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>20</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>84</b>	<b>9</b>	<b>136</b>	
<b>TOTAL MALTA</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>20</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>84</b>	<b>9</b>	<b>136</b>	
<b>MAURITIUS</b>																
MAURITIUS	AIR MAURITIUS LTD	S	36	0	0	64	14	8	14	0	0	18	87	5	30	
	BRITISH AIRWAYS PLC	S	26	0	0	85	4	8	4	0	0	15	88	6	25	
<b>TOTAL MAURITIUS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>87</b>	<b>6</b>	<b>55</b>	
<b>TOTAL MAURITIUS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>87</b>	<b>6</b>	<b>55</b>	
<b>MEXICO</b>																
MEXICO CITY	BRITISH AIRWAYS PLC	S	34	0	0	85	15	0	0	0	0	7	71	11	34	
<b>TOTAL MEXICO CITY</b>			<b>34</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>7</b>	<b>71</b>	<b>11</b>	<b>34</b>	
<b>TOTAL MEXICO</b>			<b>34</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>7</b>	<b>71</b>	<b>11</b>	<b>34</b>	
<b>MOROCCO</b>																
MARRAKESH	ROYAL AIR MAROC	S	60	0	0	28	20	37	15	0	0	35	81	12	58	
<b>TOTAL MARRAKESH</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>20</b>	<b>37</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>81</b>	<b>12</b>	<b>58</b>	
TANGIERS (IBN BATUTA)	ROYAL AIR MAROC	S	20	0	0	70	10	5	15	0	0	23	0	0	0	
<b>TOTAL TANGIERS (IBN BATUTA)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>5</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL MOROCCO</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>18</b>	<b>29</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>74</b>	<b>18</b>	<b>72</b>	
<b>NETHERLANDS</b>																
AMSTERDAM	BRITISH AIRWAYS PLC	S	412	0	0	73	15	7	4	1	0	14	92	4	382	
	KLM	S	494	0	10	83	9	6	3	0	0	9	89	5	446	
	KLM CITYHOPPER	S	94	0	0	78	12	5	5	0	0	12	0	0	0	



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 AMSTERDAM			1000	1	10	78	12	6	4	0	0	11	90	5	1052
TOTAL NETHERLANDS			1000	1	10	78	12	6	4	0	0	11	90	5	1052
<b>NEW ZEALAND</b>															
AUCKLAND INTERNATIONAL	AIR NEW ZEALAND LTD	S	102	0	1	80	12	6	2	0	0	9	84	15	116
TOTAL AUCKLAND INTERNATIONAL			102	0	1	80	12	6	2	0	0	9	84	15	116
TOTAL NEW ZEALAND			102	0	1	80	12	6	2	0	0	9	84	15	116
<b>NIGERIA</b>															
ABUJA	ARIK AIR	S	42	0	1	55	14	14	12	2	2	38	0	0	0
	BRITISH AIRWAYS PLC	S	60	0	0	57	25	12	7	0	0	19	87	9	60
TOTAL ABUJA			102	0	1	56	21	13	9	1	1	27	87	9	60
LAGOS	ARIK AIR	S	57	0	1	46	21	16	11	7	0	38	81	11	58
	BRITISH AIRWAYS PLC	S	60	0	0	55	18	17	10	0	0	20	63	15	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	1	42	25	17	12	2	3	45	80	7	60
TOTAL LAGOS			177	1	2	47	21	16	11	3	1	34	74	12	180
TOTAL NIGERIA			279	1	3	51	21	15	10	2	1	32	77	11	240
<b>NORWAY</b>															
OSLO (GARDERMOEN)	BRITISH AIRWAYS PLC	S	237	0	1	78	12	8	3	0	0	10	95	4	240
	SAS	S	291	0	1	86	8	4	2	0	0	6	94	3	290
TOTAL OSLO (GARDERMOEN)			528	0	2	82	10	5	2	0	0	8	95	3	530
STAVANGER	SAS	S	104	0	0	85	6	8	2	0	0	8	93	4	104
TOTAL STAVANGER			105	0	0	85	6	8	2	0	0	8	93	4	104
TOTAL NORWAY			633	0	2	83	9	6	2	0	0	8	94	3	634
<b>OMAN</b>															
MUSCAT	BRITISH AIRWAYS PLC	S	60	0	0	85	10	3	2	0	0	8	88	4	60
	OMAN AIR	S	60	0	0	88	10	2	0	0	0	4	97	2	60
TOTAL MUSCAT			120	0	0	87	10	3	1	0	0	6	93	3	120
TOTAL OMAN			120	0	0	87	10	3	1	0	0	6	93	3	120
<b>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	32	0	0	50	31	6	9	3	0	30	88	6	34
TOTAL ISLAMABAD			32	0	0	50	31	6	9	3	0	30	88	6	34
KARACHI	PAKISTAN INTL AIRLINES	S	36	0	0	53	22	17	8	0	0	22	50	20	22
TOTAL KARACHI			36	0	0	53	22	17	8	0	0	22	50	20	22
LAHORE	PAKISTAN INTL AIRLINES	S	22	0	0	55	27	14	0	0	5	37	75	10	24
TOTAL LAHORE			22	0	0	55	27	14	0	0	5	37	75	10	24
TOTAL PAKISTAN			90	0	0	52	27	12	7	1	1	28	74	11	80
<b>POLAND</b>															
WARSAW	BRITISH AIRWAYS PLC	S	148	0	1	68	17	10	5	0	0	15	88	5	120
	LOT-POLISH AIRLINES	S	148	0	0	58	16	15	11	0	0	23	87	8	172

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: HEATHROW (Full Analysis)

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				Actual (7)	Plan (8)										
TOTAL WARSAW			296	0	1	63	16	13	8	0	0	19	87	7	292
TOTAL POLAND			296	0	1	63	16	13	8	0	0	19	87	7	292
PORTUGAL(EXCLUDING MADEIRA)															
LISBON	AIR PORTUGAL	S	372	1	1	61	16	14	9	1	0	22	79	11	290
	BRITISH AIRWAYS PLC	S	240	0	0	57	18	15	9	1	0	24	81	8	232
TOTAL LISBON			612	1	1	59	17	15	9	1	0	23	80	10	522
TOTAL PORTUGAL(EXCLUDING MADEIRA)			612	1	1	59	17	15	9	1	0	23	81	9	582
QATAR															
DOHA	BRITISH AIRWAYS PLC	S	59	0	1	71	20	7	2	0	0	10	78	9	60
	QATAR AIRWAYS	S	240	0	0	86	8	5	1	0	0	7	90	8	227
TOTAL DOHA			299	0	1	83	10	5	1	0	0	8	87	8	287
TOTAL QATAR			299	0	1	83	10	5	1	0	0	8	87	8	287
REPUBLIC OF KOREA															
SEOUL (INCHEON)	ASIANA AIRLINES	S	34	0	0	53	15	15	18	0	0	26	60	14	40
	KOREAN AIR	S	60	0	0	57	15	23	5	0	0	19	75	9	60
TOTAL SEOUL (INCHEON)			94	0	0	55	15	20	10	0	0	22	69	11	100
TOTAL REPUBLIC OF KOREA			94	0	0	55	15	20	10	0	0	22	69	11	100
REPUBLIC OF SERBIA															
BELGRADE	BRITISH AIRWAYS PLC	S	59	0	1	90	8	2	0	0	0	4	98	1	60
	JATAIRWAYS	S	70	0	0	71	16	10	3	0	0	13	86	7	70
TOTAL BELGRADE			129	0	1	80	12	6	2	0	0	9	92	5	130
TOTAL REPUBLIC OF SERBIA			129	0	1	80	12	6	2	0	0	9	92	5	130
REPUBLIC OF SOUTH AFRICA															
CAPE TOWN	BRITISH AIRWAYS PLC	S	59	0	0	75	14	10	2	0	0	12	90	7	60
	SOUTH AFRICAN AIRWAYS	S	50	0	0	86	10	2	2	0	0	8	90	5	60
TOTAL CAPE TOWN			109	0	0	80	12	6	2	0	0	10	90	6	120
JOHANNESBURG	BRITISH AIRWAYS PLC	S	142	0	0	80	11	5	3	1	1	19	90	7	138
	SOUTH AFRICAN AIRWAYS	S	96	0	0	84	9	3	2	0	1	15	84	16	110
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	72	18	8	2	0	0	10	77	11	60
TOTAL JOHANNESBURG			298	0	0	80	12	5	2	0	1	16	85	11	308
TOTAL REPUBLIC OF SOUTH AFRICA			407	0	0	80	12	5	2	0	0	15	86	10	428
ROMANIA															
BUCHAREST (OTOPENI)	BRITISH AIRWAYS PLC	S	144	0	0	72	12	11	5	1	0	15	94	3	126
	TAROM	S	60	0	0	73	10	12	2	3	0	18	93	5	60
TOTAL BUCHAREST (OTOPENI)			204	0	0	72	11	11	4	1	0	16	94	4	186
TOTAL ROMANIA			204	0	0	72	11	11	4	1	0	16	94	4	186
RUSSIA															
MOSCOW (DOMODEDOVO)	BMI BRITISH MIDLAND	S	120	0	0	89	6	3	2	0	0	6	93	3	119

## 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)										
MOSCOW (DOMODEDOVO)	BRITISH AIRWAYS PLC	S	172	0	0	77	10	8	3	2	0	13	87	6	136
	TRANSAERO AIRLINES	S	120	0	0	69	18	11	2	0	0	12	80	13	120
<b>TOTAL MOSCOW (DOMODEDOVO)</b>			<b>412</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>7</b>	<b>375</b>
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	176	0	0	73	13	10	4	0	1	17	93	3	154
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>93</b>	<b>3</b>	<b>154</b>
ST PETERSBURG	BRITISH AIRWAYS PLC	S	60	0	0	82	12	3	3	0	0	9	88	6	60
<b>TOTAL ST PETERSBURG</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>6</b>	<b>68</b>
<b>TOTAL RUSSIA</b>			<b>648</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>88</b>	<b>6</b>	<b>597</b>
<b>SAUDI ARABIA</b>															
DAMMAM	BMI BRITISH MIDLAND	S	25	0	1	60	4	4	32	0	0	36	85	10	26
	SAUDI ARABIAN AIRLINES	S	9	0	0	78	22	0	0	0	0	12	38	14	8
<b>TOTAL DAMMAM</b>			<b>34</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>9</b>	<b>3</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>74</b>	<b>11</b>	<b>34</b>
JEDDAH	BMI BRITISH MIDLAND	S	25	1	1	56	20	12	4	4	4	43	54	20	26
	BRITISH AIRWAYS PLC	S	42	0	0	79	14	2	2	2	0	13	93	3	42
	SAUDI ARABIAN AIRLINES	S	60	0	0	75	10	13	2	0	0	12	68	14	60
<b>TOTAL JEDDAH</b>			<b>127</b>	<b>1</b>	<b>1</b>	<b>72</b>	<b>13</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>18</b>	<b>73</b>	<b>12</b>	<b>128</b>
RIYADH	BRITISH AIRWAYS PLC	S	43	0	0	74	14	9	2	0	0	11	86	6	43
	SAUDI ARABIAN AIRLINES	S	33	0	0	76	9	3	12	0	0	17	75	13	32
<b>TOTAL RIYADH</b>			<b>77</b>	<b>1</b>	<b>1</b>	<b>74</b>	<b>12</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>81</b>	<b>9</b>	<b>75</b>
<b>TOTAL SAUDI ARABIA</b>			<b>238</b>	<b>2</b>	<b>3</b>	<b>72</b>	<b>12</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>76</b>	<b>11</b>	<b>237</b>
<b>SEYCHELLES</b>															
SEYCHELLES	AIR SEYCHELLES	S	17	0	0	24	18	35	18	6	0	52	69	11	16
<b>TOTAL SEYCHELLES</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>18</b>	<b>35</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>52</b>	<b>69</b>	<b>11</b>	<b>16</b>
<b>TOTAL SEYCHELLES</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>18</b>	<b>35</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>52</b>	<b>69</b>	<b>11</b>	<b>16</b>
<b>SIERRA LEONE</b>															
FREETOWN	BMI BRITISH MIDLAND	S	35	0	6	74	11	11	3	0	0	15	63	14	35
<b>TOTAL FREETOWN</b>			<b>35</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>11</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>63</b>	<b>14</b>	<b>35</b>
<b>TOTAL SIERRA LEONE</b>			<b>35</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>11</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>63</b>	<b>14</b>	<b>35</b>
<b>SINGAPORE</b>															
SINGAPORE	BRITISH AIRWAYS PLC	S	54	0	0	81	7	7	2	2	0	12	90	7	59
	SINGAPORE AIRLINES	S	180	0	0	79	13	6	2	1	1	14	82	7	180
<b>TOTAL SINGAPORE</b>			<b>234</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>84</b>	<b>7</b>	<b>239</b>
<b>TOTAL SINGAPORE</b>			<b>234</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>84</b>	<b>7</b>	<b>239</b>
<b>SPAIN</b>															
BARCELONA	BRITISH AIRWAYS PLC	S	408	0	1	51	15	15	15	3	0	34	81	9	240
	BRITISH AIRWAYS PLC	C	6	0	0	33	0	33	33	0	0	42	0	0	0
<b>TOTAL BARCELONA</b>			<b>414</b>	<b>0</b>	<b>1</b>	<b>51</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>35</b>	<b>80</b>	<b>10</b>	<b>410</b>
BILBAO	VUELING AIRLINES	S	56	0	0	45	23	16	16	0	0	29	95	3	60

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

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 BILBAO			56	0	0	45	23	16	16	0	0	29	95	3	60
LA CORUNA	VUELING AIRLINES	S	58	0	2	34	21	29	14	2	0	34	87	7	60
TOTAL LA CORUNA			58	0	2	34	21	29	14	2	0	34	87	7	60
MADRID	BRITISH AIRWAYS PLC	S	284	0	0	43	21	15	18	4	0	36	84	7	262
	IBERIA	S	460	0	2	43	21	19	15	2	0	34	85	8	454
TOTAL MADRID			744	0	2	43	21	17	16	3	0	35	85	8	716
MALAGA	BRITISH AIRWAYS PLC	S	118	0	0	36	21	20	20	3	0	41	85	6	60
TOTAL MALAGA			118	0	0	36	21	20	20	3	0	41	85	6	60
SEVILLE	VUELING AIRLINES	S	58	0	0	47	24	12	14	3	0	33	76	9	38
TOTAL SEVILLE			58	0	0	47	24	12	14	3	0	33	76	9	38
TOTAL SPAIN			1448	0	5	45	19	17	16	3	0	35	83	8	1435
SRI LANKA															
COLOMBO	SRILANKAN AIRLINES	S	88	0	0	67	13	10	8	2	0	22	68	14	68
TOTAL COLOMBO			88	0	0	67	13	10	8	2	0	22	68	14	68
TOTAL SRI LANKA			88	0	0	67	13	10	8	2	0	22	68	14	68
SUDAN															
KHARTOUM	BMI BRITISH MIDLAND	S	25	0	0	56	20	16	8	0	0	23	79	11	42
TOTAL KHARTOUM			25	0	0	56	20	16	8	0	0	23	79	11	42
TOTAL SUDAN			25	0	0	56	20	16	8	0	0	23	79	11	42
SWEDEN															
GOTEBORG	SAS	S	111	0	1	86	6	3	4	1	0	8	96	2	104
TOTAL GOTEBORG			111	0	1	86	6	3	4	1	0	8	96	2	104
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS PLC	S	343	0	1	78	10	9	2	0	0	10	94	4	311
	SAS	S	375	0	1	87	6	5	1	0	0	6	90	5	324
TOTAL STOCKHOLM (ARLANDA)			718	0	2	83	8	7	2	0	0	8	91	5	635
TOTAL SWEDEN			829	0	3	83	8	7	2	0	0	8	92	4	739
SWITZERLAND															
BASLE MULHOUSE	BRITISH AIRWAYS PLC	S	180	0	0	73	14	10	2	0	0	11	97	1	172
TOTAL BASLE MULHOUSE			180	0	0	73	14	10	2	0	0	11	97	1	172
GENEVA	BRITISH AIRWAYS PLC	S	432	0	0	62	13	15	10	0	0	20	92	4	462
	SWISS AIRLINES	S	360	0	0	74	13	12	2	0	0	11	0	0	0
TOTAL GENEVA			792	0	0	67	13	14	6	0	0	16	92	4	462
ZURICH	BRITISH AIRWAYS PLC	S	352	0	0	67	16	10	6	1	0	17	90	5	300
	SWISS AIRLINES	S	360	0	0	73	14	10	3	0	0	12	85	6	358
TOTAL ZURICH			712	1	0	70	15	10	4	0	0	14	87	5	658
TOTAL SWITZERLAND			1684	1	0	69	14	12	5	0	0	15	90	4	1292
SYRIA															
DAMASCUS	BMI BRITISH MIDLAND	S	60	0	0	67	15	10	8	0	0	19	71	15	35

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

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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)										
DAMASCUS	SYRIANAIR	S	18	0	0	56	22	11	11	0	0	20	79	26	24
<b>TOTAL DAMASCUS</b>			<b>78</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>17</b>	<b>10</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>75</b>	<b>19</b>	<b>59</b>
<b>TOTAL SYRIA</b>			<b>78</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>17</b>	<b>10</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>79</b>	<b>16</b>	<b>84</b>
<b>TAIWAN</b>															
TAIPEI	CHINA AIRLINES	S	26	0	0	62	15	23	0	0	0	15	0	0	0
	EVA AIR	S	60	0	0	73	13	12	2	0	0	11	79	6	52
<b>TOTAL TAIPEI</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>6</b>	<b>52</b>
<b>TOTAL TAIWAN</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>6</b>	<b>52</b>
<b>TANZANIA</b>															
DAR-ES-SALAAM	BRITISH AIRWAYS PLC	S	26	0	0	92	0	8	0	0	0	4	88	4	25
<b>TOTAL DAR-ES-SALAAM</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>4</b>	<b>25</b>
<b>TOTAL TANZANIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>4</b>	<b>25</b>
<b>THAILAND</b>															
BANGKOK SUVARNABHUMI AIRPORT	THAI AIRWAYS INTERNATIONAL	S	120	0	0	74	20	4	1	1	0	11	83	8	120
<b>TOTAL BANGKOK SUVARNABHUMI AIRPORT</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>20</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>8</b>	<b>120</b>
<b>TOTAL THAILAND</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>20</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>8</b>	<b>120</b>
<b>TUNISIA</b>															
TUNIS	TUNISAIR	S	32	0	0	13	16	31	41	0	0	57	65	16	34
<b>TOTAL TUNIS</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>16</b>	<b>31</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>65</b>	<b>16</b>	<b>34</b>
<b>TOTAL TUNISIA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>16</b>	<b>31</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>65</b>	<b>16</b>	<b>34</b>
<b>TURKEY</b>															
DALAMAN	BMI BRITISH MIDLAND	C	8	0	0	63	25	13	0	0	0	13	75	8	8
<b>TOTAL DALAMAN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>8</b>	<b>8</b>
ISTANBUL	BRITISH AIRWAYS PLC	S	180	0	0	68	13	15	4	0	0	16	89	8	180
	THY TURK HAVA YOLLARI TURKIS	S	264	0	0	54	20	17	9	0	0	21	73	11	180
<b>TOTAL ISTANBUL</b>			<b>444</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>17</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>81</b>	<b>10</b>	<b>360</b>
<b>TOTAL TURKEY</b>			<b>452</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>17</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>79</b>	<b>11</b>	<b>392</b>
<b>TURKMENISTAN</b>															
ASHKHABAD	TURKMENISTAN AIRLINES	S	16	0	0	44	25	19	13	0	0	25	78	8	18
<b>TOTAL ASHKHABAD</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>25</b>	<b>19</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>78</b>	<b>8</b>	<b>18</b>
<b>TOTAL TURKMENISTAN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>25</b>	<b>19</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>78</b>	<b>8</b>	<b>18</b>
<b>TURKS AND CAICOS ISLANDS</b>															
PROVIDENCIALES	BRITISH AIRWAYS PLC	S	8	0	0	75	0	13	13	0	0	28	100	3	8
<b>TOTAL PROVIDENCIALES</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>100</b>	<b>3</b>	<b>8</b>
<b>TOTAL TURKS AND CAICOS ISLANDS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>100</b>	<b>3</b>	<b>8</b>
<b>UGANDA</b>															
ENTEBBE	BRITISH AIRWAYS PLC	S	42	0	0	81	5	10	5	0	0	13	96	2	26

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			Actual (7)	Plan (8)											
TOTAL ENTEBBE			42	0	0	81	5	10	5	0	0	13	96	2	26
TOTAL UGANDA			42	0	0	81	5	10	5	0	0	13	96	2	26
UKRAINE															
KIEV (BORISPOL)	BRITISH AIRWAYS PLC	S	87	0	1	82	15	2	1	0	0	8	80	10	60
TOTAL KIEV (BORISPOL)			87	0	1	82	15	2	1	0	0	8	76	12	102
TOTAL UKRAINE			87	0	1	82	15	2	1	0	0	8	76	12	102
UNITED ARAB EMIRATES															
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	180	0	0	84	8	4	2	1	0	9	89	7	180
TOTAL ABU DHABI INTERNATIONAL			180	0	0	84	8	4	2	1	0	9	89	7	180
DUBAI	BRITISH AIRWAYS PLC	S	120	0	0	81	11	8	0	0	0	8	90	4	149
	EMIRATES	S	300	0	0	56	24	16	3	2	0	21	75	16	300
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	77	7	15	2	0	0	10	83	6	60
TOTAL DUBAI			480	0	0	65	18	14	2	1	0	16	80	11	509
TOTAL UNITED ARAB EMIRATES			660	0	0	70	15	11	2	1	0	14	82	10	689
UNITED KINGDOM															
ABERDEEN	BMI BRITISH MIDLAND	S	327	0	0	84	9	6	1	0	0	7	94	3	327
	BRITISH AIRWAYS PLC	S	396	0	0	77	10	8	4	0	0	13	87	6	370
TOTAL ABERDEEN			723	0	0	80	9	7	3	0	0	10	91	4	697
BELFAST CITY (GEORGE BEST)	BMI BRITISH MIDLAND	S	352	0	0	77	12	7	3	1	0	12	92	4	464
TOTAL BELFAST CITY (GEORGE BEST)			352	0	0	77	12	7	3	1	0	12	92	4	464
BELFAST INTERNATIONAL	AER LINGUS	S	232	0	0	68	13	10	9	0	0	17	92	4	180
TOTAL BELFAST INTERNATIONAL			232	0	0	68	13	10	9	0	0	17	92	4	180
EDINBURGH	BMI BRITISH MIDLAND	S	377	0	0	81	10	8	1	0	0	8	92	4	452
	BRITISH AIRWAYS PLC	S	604	0	0	74	12	8	5	0	0	13	90	4	484
TOTAL EDINBURGH			982	0	0	77	11	8	4	0	0	11	91	4	936
GLASGOW	BMI BRITISH MIDLAND	S	370	0	0	81	11	5	3	0	0	9	91	4	411
	BRITISH AIRWAYS PLC	S	492	0	0	74	14	8	5	0	0	13	91	5	432
TOTAL GLASGOW			862	0	0	77	12	7	4	0	0	11	91	5	843
MANCHESTER	BMI BRITISH MIDLAND	S	353	0	0	81	8	7	4	0	0	9	86	6	342
	BRITISH AIRWAYS PLC	S	440	0	0	73	14	8	4	0	0	13	87	6	438
TOTAL MANCHESTER			793	0	0	77	12	7	4	0	0	11	87	6	780
NEWCASTLE	BRITISH AIRWAYS PLC	S	336	0	0	74	12	9	5	0	0	13	93	3	336
TOTAL NEWCASTLE			336	0	0	74	12	9	5	0	0	13	93	3	336
TOTAL UNITED KINGDOM			4280	1	0	77	11	8	4	0	0	12	91	5	4236
USA															
ATLANTA	BRITISH AIRWAYS PLC	S	60	0	0	75	10	7	7	0	2	36	80	8	60
	DELTA AIRLINES	S	60	0	0	80	12	7	2	0	0	9	87	5	60
TOTAL ATLANTA			120	0	0	78	11	7	4	0	1	23	83	6	120
BALTIMORE	BRITISH AIRWAYS PLC	S	60	0	0	83	8	7	2	0	0	9	85	6	60

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 BALTIMORE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>6</b>	60
<b>BOSTON</b>	AMERICAN AIRLINES	S	178	0	2	86	10	3	2	0	0	8	89	8	112
	BRITISH AIRWAYS PLC	S	180	0	0	79	10	6	4	1	0	13	89	8	180
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	78	10	7	5	0	0	12	88	7	60
<b>TOTAL BOSTON</b>			<b>418</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>89</b>	<b>8</b>	352
<b>CHICAGO (O'HARE)</b>	AMERICAN AIRLINES	S	238	0	0	78	11	5	4	0	0	14	87	7	169
	BRITISH AIRWAYS PLC	S	120	0	0	78	10	8	3	1	0	12	84	8	172
	UNITED AIRLINES	S	181	0	0	89	6	3	2	0	0	6	88	9	180
	VIRGIN ATLANTIC AIRWAYS LTD	S	25	0	0	92	8	0	0	0	0	2	71	7	17
<b>TOTAL CHICAGO (O'HARE)</b>			<b>564</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>8</b>	538
<b>DALLAS/FORT WORTH</b>	AMERICAN AIRLINES	S	169	0	0	64	19	7	9	2	0	23	74	15	170
	BRITISH AIRWAYS PLC	S	60	0	0	82	12	2	5	0	0	10	82	9	60
<b>TOTAL DALLAS/FORT WORTH</b>			<b>229</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>5</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>76</b>	<b>14</b>	230
<b>DENVER INTERNATIONAL</b>	BRITISH AIRWAYS PLC	S	60	0	0	62	23	12	3	0	0	15	73	12	60
	UNITED AIRLINES	S	60	0	0	90	5	3	2	0	0	6	50	14	2
<b>TOTAL DENVER INTERNATIONAL</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>12</b>	62
<b>DETROIT</b>	DELTA AIRLINES	S	60	0	0	90	7	2	2	0	0	4	0	0	0
<b>TOTAL DETROIT</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>11</b>	60
<b>HOUSTON</b>	BRITISH AIRWAYS PLC	S	120	0	0	77	13	4	3	3	0	17	88	6	120
	CONTINENTAL AIRLINES	S	120	0	0	83	8	5	3	1	1	14	76	11	120
<b>TOTAL HOUSTON</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>82</b>	<b>9</b>	240
<b>LAS VEGAS</b>	BRITISH AIRWAYS PLC	S	60	0	0	63	20	12	2	3	0	23	0	0	0
<b>TOTAL LAS VEGAS</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>20</b>	<b>12</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	0
<b>LOS ANGELES INTERNATIONAL</b>	AMERICAN AIRLINES	S	60	0	0	80	17	3	0	0	0	7	97	5	60
	BRITISH AIRWAYS PLC	S	180	0	0	59	23	11	6	0	1	20	78	9	180
	UNITED AIRLINES	S	60	0	0	85	7	2	7	0	0	11	92	7	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	120	0	0	73	16	10	1	0	0	10	89	5	109
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>420</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>18</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>86</b>	<b>7</b>	409
<b>MIAMI INTERNATIONAL</b>	AMERICAN AIRLINES	S	69	0	0	71	17	10	1	0	0	12	74	17	68
	BRITISH AIRWAYS PLC	S	120	0	0	68	17	13	3	0	1	26	73	27	120
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	88	8	2	2	0	0	6	85	6	60
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>249</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>76</b>	<b>19</b>	248
<b>MINNEAPOLIS-ST PAUL</b>	DELTA AIRLINES	S	60	0	0	88	8	2	2	0	0	6	0	0	0
<b>TOTAL MINNEAPOLIS-ST PAUL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>91</b>	<b>4</b>	58
<b>NEW YORK (JF KENNEDY)</b>	AMERICAN AIRLINES	S	292	0	0	70	12	9	8	1	0	19	85	7	256
	BRITISH AIRWAYS PLC	S	358	0	0	78	9	7	5	1	0	14	84	8	361
	DELTA AIRLINES	S	142	0	0	63	15	11	10	1	0	21	79	10	120
	KUWAIT AIRWAYS	S	26	0	0	58	0	23	19	0	0	29	62	20	26
	VIRGIN ATLANTIC AIRWAYS LTD	S	180	0	0	71	14	5	9	1	0	17	81	16	180
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>998</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>8</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>83</b>	<b>10</b>	944
<b>NEW YORK (NEWARK)</b>	BRITISH AIRWAYS PLC	S	171	0	0	75	16	4	5	1	0	13	83	11	171
	CONTINENTAL AIRLINES	S	240	0	0	81	8	6	3	1	0	14	74	14	180

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)										
NEW YORK (NEWARK)	VIRGIN ATLANTIC AIRWAYS LTD	S	120	0	1	84	8	4	3	0	0	9	85	7	113
<b>TOTAL NEW YORK (NEWARK)</b>			<b>531</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>11</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>11</b>	<b>464</b>
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	120	0	0	77	14	6	3	0	0	10	79	12	120
	US AIRWAYS	S	60	0	0	88	8	3	0	0	0	5	82	9	60
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>11</b>	<b>180</b>
PHOENIX	BRITISH AIRWAYS PLC	S	50	0	0	64	24	10	2	0	0	13	75	11	51
<b>TOTAL PHOENIX</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>24</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>11</b>	<b>51</b>
RALEIGH	AMERICAN AIRLINES	S	60	0	0	87	12	2	0	0	0	6	90	7	60
<b>TOTAL RALEIGH</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>7</b>	<b>60</b>
SAN FRANCISCO	BRITISH AIRWAYS PLC	S	120	0	0	63	23	11	2	0	2	24	90	19	120
	UNITED AIRLINES	S	120	0	0	88	2	6	4	1	0	10	94	6	120
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	80	8	7	5	0	0	11	82	9	60
<b>TOTAL SAN FRANCISCO</b>			<b>300</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>90</b>	<b>12</b>	<b>300</b>
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	60	0	0	57	23	15	3	0	2	38	75	16	97
<b>TOTAL SEATTLE (TACOMA)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>23</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>38</b>	<b>75</b>	<b>16</b>	<b>97</b>
WASHINGTON (DULLES)	BRITISH AIRWAYS PLC	S	180	0	0	75	15	5	4	0	1	16	77	10	173
	UNITED AIRLINES	S	179	0	0	88	8	3	1	1	0	6	77	8	182
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	80	12	7	2	0	0	10	79	11	62
<b>TOTAL WASHINGTON (DULLES)</b>			<b>419</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>9</b>	<b>417</b>
<b>TOTAL USA</b>			<b>5198</b>	<b>0</b>	<b>3</b>	<b>77</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>10</b>	<b>4906</b>
<b>UZBEKISTAN</b>															
TASHKENT	UZBEKISTAN AIRLINES	S	16	0	0	19	19	50	13	0	0	36	56	17	18
<b>TOTAL TASHKENT</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>19</b>	<b>50</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>56</b>	<b>17</b>	<b>18</b>
<b>TOTAL UZBEKISTAN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>19</b>	<b>50</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>56</b>	<b>17</b>	<b>18</b>
<b>ZAMBIA</b>															
LUSAKA	BRITISH AIRWAYS PLC	S	26	0	0	81	8	4	8	0	0	14	96	4	26
<b>TOTAL LUSAKA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>96</b>	<b>4</b>	<b>26</b>
<b>TOTAL ZAMBIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>96</b>	<b>4</b>	<b>26</b>
<b>TOTAL HEATHROW</b>			<b>39775</b>	<b>18</b>	<b>65</b>	<b>72</b>	<b>13</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>86</b>	<b>8</b>	<b>37653</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>BELGIUM</b>															
ANTWERP	VLM (BELGIUM)	S	237	0	0	94	2	3	1	0	0	4	96	2	226
TOTAL ANTWERP			<b>237</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>96</b>	<b>2</b>	<b>226</b>
TOTAL BELGIUM			<b>237</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>96</b>	<b>2</b>	<b>226</b>
<b>DENMARK</b>															
BILLUND	SUN AIR OF SCANDINAVIA	S	66	0	0	86	12	2	0	0	0	6	89	6	61
TOTAL BILLUND			<b>66</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>89</b>	<b>6</b>	<b>61</b>
COPENHAGEN	BA CITYFLYER LTD	S	33	0	0	94	3	0	3	0	0	6	0	0	0
	CIMBER AIR A/S	S	56	0	1	77	9	14	0	0	0	12	94	4	96
TOTAL COPENHAGEN			<b>89</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>7</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>94</b>	<b>4</b>	<b>96</b>
TOTAL DENMARK			<b>155</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>5</b>	<b>157</b>
<b>FRANCE</b>															
BRIVE-LA-GAILLARDE	CITY JET	S	20	0	0	65	10	20	5	0	0	14	0	0	0
TOTAL BRIVE-LA-GAILLARDE			<b>20</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>10</b>	<b>20</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
DEAUVILLE	VLM (BELGIUM)	S	32	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL DEAUVILLE			<b>32</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>
NANTES	VLM (BELGIUM)	S	100	0	0	79	4	11	6	0	0	13	0	0	0
TOTAL NANTES			<b>100</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>4</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>96</b>	<b>2</b>	<b>106</b>
NICE	BA CITYFLYER LTD	S	57	0	0	77	7	7	7	2	0	17	93	5	58
TOTAL NICE			<b>57</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>94</b>	<b>5</b>	<b>69</b>
PARIS (ORLY)	CITY JET	S	88	0	0	75	9	16	0	0	0	11	96	3	218
	VLM (BELGIUM)	S	169	0	0	86	6	6	2	0	0	7	0	0	0
TOTAL PARIS (ORLY)			<b>257</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>96</b>	<b>3</b>	<b>218</b>
TOTAL FRANCE			<b>466</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>96</b>	<b>3</b>	<b>437</b>
<b>GERMANY</b>															
FRANKFURT MAIN	BA CITYFLYER LTD	S	139	0	0	86	7	5	2	0	0	8	85	8	170
	LUFTHANSA CITY LINE	S	172	0	0	66	20	10	3	0	0	14	78	11	213
TOTAL FRANKFURT MAIN			<b>311</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>11</b>	<b>81</b>	<b>10</b>	<b>383</b>
MUNICH	LUFTHANSA CITY LINE	S	84	0	0	77	17	6	0	0	0	10	88	7	130
TOTAL MUNICH			<b>84</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>7</b>	<b>130</b>
TOTAL GERMANY			<b>395</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>9</b>	<b>651</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	CITY JET	S	309	0	0	90	5	3	2	0	0	6	93	3	285
TOTAL DUBLIN			<b>309</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>93</b>	<b>3</b>	<b>285</b>
TOTAL IRISH REPUBLIC			<b>309</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>93</b>	<b>3</b>	<b>285</b>
<b>ITALY</b>															
MILAN (LINATE)	CITY JET	S	95	1	0	82	14	2	2	0	0	8	0	0	0

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL MILAN (LINATE)			95	1	0	82	14	2	2	0	0	8	97	3	90
VENICE	FLYBABOO	S	48	0	0	83	8	6	2	0	0	7	0	0	0
TOTAL VENICE			48	0	0	83	8	6	2	0	0	7	0	0	0
TOTAL ITALY			143	1	0	83	12	3	2	0	0	8	97	3	90
LUXEMBOURG															
LUXEMBOURG	LUXAIR	S	194	0	0	86	6	5	3	0	0	8	96	3	188
	VLM (BELGIUM)	S	155	0	0	90	6	3	1	0	0	5	97	2	156
TOTAL LUXEMBOURG			349	0	0	88	6	4	2	0	0	7	97	2	344
TOTAL LUXEMBOURG			349	0	0	88	6	4	2	0	0	7	97	2	344
NETHERLANDS															
AMSTERDAM	BA CITYFLYER LTD	S	165	0	0	88	2	2	7	0	0	9	94	4	163
	CITY JET	S	425	0	0	88	6	3	3	0	0	6	0	0	0
TOTAL AMSTERDAM			590	0	1	88	5	3	4	0	0	7	94	4	553
EINDHOVEN	VLM (BELGIUM)	S	95	0	0	91	5	1	1	2	0	9	95	3	96
TOTAL EINDHOVEN			95	0	0	91	5	1	1	2	0	9	95	3	96
ROTTERDAM	VLM (BELGIUM)	S	384	0	0	91	3	3	3	0	0	6	99	1	330
TOTAL ROTTERDAM			384	0	0	91	3	3	3	0	0	6	99	1	330
TOTAL NETHERLANDS			1069	0	1	90	4	3	3	0	0	7	96	3	979
SPAIN															
BARCELONA	BA CITYFLYER LTD	S	55	0	0	64	16	9	7	4	0	25	67	28	48
TOTAL BARCELONA			55	0	0	64	16	9	7	4	0	25	67	28	48
IBIZA	BA CITYFLYER LTD	S	22	0	0	59	14	9	18	0	0	25	0	0	0
TOTAL IBIZA			22	0	0	59	14	9	18	0	0	25	0	0	0
MADRID	BA CITYFLYER LTD	S	92	0	0	51	20	15	12	2	0	29	85	10	87
TOTAL MADRID			92	0	0	51	20	15	12	2	0	29	85	10	87
PALMA DE MALLORCA	BA CITYFLYER LTD	S	22	0	0	41	14	14	32	0	0	45	0	0	0
TOTAL PALMA DE MALLORCA			22	0	0	41	14	14	32	0	0	45	0	0	0
TOTAL SPAIN			191	0	0	54	17	13	14	2	0	29	79	16	135
SWITZERLAND															
BASLE MULHOUSE	SWISS AIRLINES	S	104	0	0	93	7	0	0	0	0	3	97	2	104
TOTAL BASLE MULHOUSE			104	0	0	93	7	0	0	0	0	3	97	2	104
GENEVA	FLYBABOO	S	48	0	0	85	6	8	0	0	0	7	0	0	0
	SWISS AIRLINES	S	211	0	0	89	7	4	0	0	0	5	94	2	298
TOTAL GENEVA			259	0	0	88	7	5	0	0	0	6	94	2	298
ZURICH	BA CITYFLYER LTD	S	182	0	0	84	4	8	4	0	0	9	89	7	169
	SWISS AIRLINES	S	359	2	0	86	9	4	2	0	0	7	93	4	335
TOTAL ZURICH			541	2	0	85	7	5	3	0	0	8	92	5	504
TOTAL SWITZERLAND			904	2	0	87	7	4	2	0	0	7	93	4	906

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>UNITED KINGDOM</b>															
DUNDEE	CITY JET	S	200	0	0	93	3	3	2	0	0	4	98	2	197
<b>TOTAL DUNDEE</b>			<b>200</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>98</b>	<b>2</b>	<b>197</b>
EDINBURGH	BA CITYFLYER LTD	S	347	0	0	87	7	5	1	0	0	6	90	7	283
	CITY JET	S	287	0	0	94	3	2	1	0	0	3	97	2	322
<b>TOTAL EDINBURGH</b>			<b>634</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>94</b>	<b>4</b>	<b>605</b>
GLASGOW	BA CITYFLYER LTD	S	175	0	0	85	5	9	2	0	0	8	94	3	176
<b>TOTAL GLASGOW</b>			<b>175</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>94</b>	<b>3</b>	<b>176</b>
ISLE OF MAN	AER ARANN	S	156	0	0	90	4	3	3	0	0	8	94	5	154
<b>TOTAL ISLE OF MAN</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>94</b>	<b>5</b>	<b>154</b>
JERSEY	VLM (BELGIUM)	S	44	0	0	86	2	5	5	2	0	13	98	2	44
<b>TOTAL JERSEY</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>2</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>98</b>	<b>2</b>	<b>44</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1209</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>94</b>	<b>4</b>	<b>1270</b>
<b>USA</b>															
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	96	0	0	94	2	1	3	0	0	4	67	34	3
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>67</b>	<b>34</b>	<b>3</b>
<b>TOTAL USA</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>67</b>	<b>34</b>	<b>3</b>
<b>TOTAL LONDON CITY</b>			<b>5523</b>	<b>3</b>	<b>2</b>	<b>86</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>93</b>	<b>4</b>	<b>5483</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>BULGARIA</b>															
BURGAS	THOMSON AIRWAYS LTD	C	8	0	0	75	0	13	13	0	0	14	75	61	8
	WIZZ AIR	S	40	0	0	48	25	23	5	0	0	27	74	12	34
<b>TOTAL BURGAS</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>21</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>74</b>	<b>22</b>	<b>42</b>
SOFIA	WIZZ AIR	S	60	0	0	62	13	22	3	0	0	19	72	10	60
<b>TOTAL SOFIA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>13</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>72</b>	<b>10</b>	<b>60</b>
VARNA	WIZZ AIR	S	20	0	0	80	10	10	0	0	0	8	69	11	16
<b>TOTAL VARNA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>69</b>	<b>11</b>	<b>16</b>
<b>TOTAL BULGARIA</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>16</b>	<b>20</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>72</b>	<b>14</b>	<b>118</b>
<b>CROATIA</b>															
DUBROVNIK	WIZZ AIR	S	12	0	0	83	17	0	0	0	0	7	0	0	0
<b>TOTAL DUBROVNIK</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
SPLIT	WIZZ AIR	S	16	0	0	94	6	0	0	0	0	4	0	0	0
<b>TOTAL SPLIT</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
ZAGREB	WIZZ AIR	S	34	0	0	62	18	15	6	0	0	22	97	3	32
<b>TOTAL ZAGREB</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>18</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>83</b>	<b>9</b>	<b>40</b>
<b>TOTAL CROATIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>83</b>	<b>9</b>	<b>40</b>
<b>CYPRUS</b>															
LARNACA	MONARCH AIRLINES	S	61	0	0	62	20	8	10	0	0	22	86	7	70
	THOMSON AIRWAYS LTD	C	10	0	0	60	10	20	10	0	0	19	80	8	10
<b>TOTAL LARNACA</b>			<b>71</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>18</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>81</b>	<b>8</b>	<b>88</b>
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	26	0	0	50	15	15	19	0	0	40	0	0	0
	THOMSON AIRWAYS LTD	C	18	0	0	39	22	33	6	0	0	25	89	4	18
<b>TOTAL PAPHOS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>18</b>	<b>23</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>89</b>	<b>4</b>	<b>18</b>
<b>TOTAL CYPRUS</b>			<b>115</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>18</b>	<b>15</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>82</b>	<b>7</b>	<b>106</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	WIZZ AIR	S	55	1	1	64	13	15	5	4	0	24	91	3	56
<b>TOTAL PRAGUE</b>			<b>55</b>	<b>1</b>	<b>1</b>	<b>64</b>	<b>13</b>	<b>15</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>24</b>	<b>91</b>	<b>3</b>	<b>56</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>55</b>	<b>3</b>	<b>1</b>	<b>64</b>	<b>13</b>	<b>15</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>24</b>	<b>91</b>	<b>3</b>	<b>56</b>
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	EASYJET AIRLINE COMPANY LTD	S	42	0	0	83	14	2	0	0	0	7	0	0	0
	THOMSON AIRWAYS LTD	S	8	0	0	38	25	25	13	0	0	25	88	4	8
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>4</b>	<b>8</b>
<b>TOTAL EGYPT</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>4</b>	<b>8</b>
<b>FRANCE</b>															
BEZIERS	RYANAIR	S	22	0	1	77	23	0	0	0	0	8	77	8	26
<b>TOTAL BEZIERS</b>			<b>22</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>8</b>	<b>26</b>
BORDEAUX	EASYJET AIRLINE COMPANY LTD	S	62	0	2	71	18	5	6	0	0	14	95	2	62

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL BORDEAUX			62	0	2	71	18	5	6	0	0	14	95	2	62
BREST	RYANAIR	S	22	0	1	100	0	0	0	0	0	3	81	12	26
TOTAL BREST			22	0	1	100	0	0	0	0	0	3	81	12	26
MARSEILLE	PAN EUROPEAN AIR SERVICE	C	2	0	0	100	0	0	0	0	0	6	0	0	0
TOTAL MARSEILLE			2	0	0	100	0	0	0	0	0	6	0	0	0
MONTPELLIER	EASYJET AIRLINE COMPANY LTD	S	16	0	0	81	0	0	6	13	0	50	67	29	18
TOTAL MONTPELLIER			16	0	0	81	0	0	6	13	0	50	67	29	18
NICE	EASYJET AIRLINE COMPANY LTD	S	100	0	6	61	14	14	10	1	0	27	81	9	180
TOTAL NICE			100	3	6	61	14	14	10	1	0	27	81	9	180
NIMES	RYANAIR	S	56	0	2	73	16	11	0	0	0	10	92	3	60
TOTAL NIMES			56	0	2	73	16	11	0	0	0	10	92	3	60
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	146	0	6	54	18	16	12	1	0	26	74	11	224
TOTAL PARIS (CHARLES DE GAULLE)			146	0	6	54	18	16	12	1	0	26	74	11	224
TOTAL FRANCE			426	11	18	65	15	11	8	1	0	21	82	9	646
GERMANY															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	140	0	0	69	12	10	7	2	0	20	90	8	60
TOTAL BERLIN (SCHONEFELD)			140	2	0	69	12	10	7	2	0	20	90	8	60
DORTMUND	EASYJET AIRLINE COMPANY LTD	S	112	0	0	67	15	8	9	1	0	17	65	24	112
TOTAL DORTMUND			112	0	0	67	15	8	9	1	0	17	65	24	112
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	56	0	0	75	9	11	5	0	0	17	90	7	52
TOTAL HAMBURG			56	0	0	75	9	11	5	0	0	17	90	7	52
HANOVER	JET2.COM LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL HANOVER			2	0	0	100	0	0	0	0	0	0	0	0	0
MUNICH	AIR SOUTHWEST	C	2	0	0	50	50	0	0	0	0	20	0	0	0
TOTAL MUNICH			2	0	0	50	50	0	0	0	0	20	0	0	0
TOTAL GERMANY			312	3	0	69	13	9	7	1	0	18	78	16	224
GIBRALTAR															
GIBRALTAR	MONARCH AIRLINES	S	62	0	0	53	19	16	10	2	0	30	72	11	50
TOTAL GIBRALTAR			62	0	0	53	19	16	10	2	0	30	72	11	50
TOTAL GIBRALTAR			62	0	0	53	19	16	10	2	0	30	72	11	50
GREECE															
CORFU	MONARCH AIRLINES	C	5	0	0	80	20	0	0	0	0	5	100	2	8
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	75	9	8
TOTAL CORFU			13	0	0	85	15	0	0	0	0	5	88	5	16
HERAKLION	THOMSON AIRWAYS LTD	C	8	0	0	75	0	25	0	0	0	13	80	7	10
TOTAL HERAKLION			8	0	0	75	0	25	0	0	0	13	80	7	10
KEFALLINIA	THOMSON AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	7	0	0	0

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

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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 KEFALLINIA			8	0	0	75	13	13	0	0	0	7	0	0	0
RHODES	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	8	88	6	8
TOTAL RHODES			8	0	0	88	13	0	0	0	0	8	88	6	8
SALONIKA	THOMSON AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	1	89	8	9
TOTAL SALONIKA			7	0	0	100	0	0	0	0	0	1	89	8	9
ZAKINTHOS	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	8	38	19	8
	THOMSON AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	6	30	93	10
TOTAL ZAKINTHOS			16	0	0	94	0	6	0	0	0	7	33	60	18
TOTAL GREECE			60	2	0	87	7	7	0	0	0	7	64	24	133
HUNGARY															
BUDAPEST	EASYJET AIRLINE COMPANY LTD	S	60	0	0	70	12	8	10	0	0	18	73	11	60
	WIZZ AIR	S	170	0	0	65	15	11	9	1	0	20	81	10	111
TOTAL BUDAPEST			230	2	0	67	14	10	9	0	0	20	78	10	171
TOTAL HUNGARY			230	2	0	67	14	10	9	0	0	20	78	10	171
IRISH REPUBLIC															
DUBLIN	RYANAIR	S	136	0	0	69	11	14	4	2	0	19	88	8	198
TOTAL DUBLIN			136	2	0	69	11	14	4	2	0	19	88	8	198
GALWAY	AER ARANN	S	131	1	0	83	8	2	7	0	0	11	91	5	110
TOTAL GALWAY			131	1	0	83	8	2	7	0	0	11	91	5	110
IRELAND WEST AIRPORT KNOCK	RYANAIR	S	34	0	0	71	21	9	0	0	0	11	92	7	60
TOTAL IRELAND WEST AIRPORT KNOCK			34	0	0	71	21	9	0	0	0	11	92	7	60
KERRY COUNTY	RYANAIR	S	60	0	0	93	5	2	0	0	0	4	91	2	34
TOTAL KERRY COUNTY			60	0	0	93	5	2	0	0	0	4	91	2	34
WATERFORD	AER ARANN	S	106	0	0	91	6	3	1	0	0	4	90	4	120
TOTAL WATERFORD			106	0	0	91	6	3	1	0	0	4	90	4	120
TOTAL IRISH REPUBLIC			467	3	0	81	9	6	3	1	0	11	90	6	522
ISRAEL															
TEL AVIV	EASYJET AIRLINE COMPANY LTD	S	48	0	0	44	8	10	38	0	0	45	0	0	0
	EL AL	S	47	0	1	70	23	2	4	0	0	14	83	10	48
	ISRAIR LTD	C	2	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL TEL AVIV			97	3	1	58	15	6	21	0	0	29	83	10	48
TOTAL ISRAEL			97	3	1	58	15	6	21	0	0	29	83	10	48
ITALY															
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	84	0	0	42	18	17	19	4	1	48	80	9	70
TOTAL MILAN (MALPENSA)			84	0	0	42	18	17	19	4	1	48	80	9	70
PISA	EASYJET AIRLINE COMPANY LTD	S	60	0	0	42	12	18	28	0	0	38	63	18	60
TOTAL PISA			60	0	0	42	12	18	28	0	0	38	63	18	60
TRAPANI	RYANAIR	S	26	0	0	42	23	12	23	0	0	35	85	16	26

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

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			Actual (7)	Plan (8)											
TOTAL TRAPANI			26	0	0	42	23	12	23	0	0	35	85	16	26
TOTAL ITALY			170	5	0	42	16	16	23	2	1	42	70	17	287
LATVIA															
RIGA	WIZZ AIR	S	26	0	0	81	19	0	0	0	0	6	0	0	0
TOTAL RIGA			26	0	0	81	19	0	0	0	0	6	0	0	0
TOTAL LATVIA			26	0	0	81	19	0	0	0	0	6	0	0	0
LITHUANIA															
KAUNAS	RYANAIR	S	26	0	0	88	12	0	0	0	0	4	96	3	26
TOTAL KAUNAS			26	0	0	88	12	0	0	0	0	4	96	3	26
TOTAL LITHUANIA			26	0	0	88	12	0	0	0	0	4	96	3	26
MALTA															
MALTA	RYANAIR	S	60	0	0	72	15	8	5	0	0	13	88	5	60
TOTAL MALTA			60	0	0	72	15	8	5	0	0	13	88	5	60
TOTAL MALTA			60	0	0	72	15	8	5	0	0	13	88	5	60
MOROCCO															
MARRAKESH	RYANAIR	S	34	0	0	53	12	21	15	0	0	26	100	4	34
TOTAL MARRAKESH			34	0	0	53	12	21	15	0	0	26	100	4	34
TOTAL MOROCCO			34	0	0	53	12	21	15	0	0	26	100	4	34
NETHERLANDS															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	161	0	2	75	9	10	5	1	0	14	86	9	164
TOTAL AMSTERDAM			161	1	2	75	9	10	5	1	0	14	86	9	166
TOTAL NETHERLANDS			161	1	2	75	9	10	5	1	0	14	86	10	286
POLAND															
GDANSK	WIZZ AIR	S	114	0	0	81	11	5	3	0	0	8	90	5	102
TOTAL GDANSK			114	0	0	81	11	5	3	0	0	8	90	5	102
KATOWICE	WIZZ AIR	S	120	0	0	84	10	2	3	1	0	11	75	17	114
TOTAL KATOWICE			120	0	0	84	10	2	3	1	0	11	75	17	114
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	60	0	0	68	10	10	12	0	0	22	88	6	60
TOTAL KRAKOW			60	0	0	68	10	10	12	0	0	22	88	6	60
POZNAN	WIZZ AIR	S	54	0	0	76	15	6	2	2	0	13	93	3	54
TOTAL POZNAN			54	0	0	76	15	6	2	2	0	13	93	3	54
RZESZOW	RYANAIR	S	18	0	0	39	44	11	6	0	0	21	100	3	18
TOTAL RZESZOW			18	0	0	39	44	11	6	0	0	21	100	3	18
WARSAW	WIZZ AIR	S	170	0	0	75	15	5	5	0	1	15	76	11	148
TOTAL WARSAW			170	0	0	75	15	5	5	0	1	15	76	11	148
WROCLAW	WIZZ AIR	S	48	0	0	77	19	4	0	0	0	8	88	6	34

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

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 WROCLAW			48	0	0	77	19	4	0	0	0	8	88	6	34
TOTAL POLAND			584	1	0	76	14	5	4	0	0	13	83	9	530
PORTUGAL(EXCLUDING MADEIRA)															
FARO	EASYJET AIRLINE COMPANY LTD	S	120	0	0	63	12	11	15	0	0	26	81	10	120
	MONARCH AIRLINES	S	41	0	0	63	20	12	5	0	0	18	74	12	34
	THOMSON AIRWAYS LTD	C	18	0	0	78	11	6	6	0	0	13	94	3	16
TOTAL FARO			179	0	0	64	13	11	12	0	0	23	81	10	170
LISBON	EASYJET AIRLINE COMPANY LTD	S	118	0	2	47	24	8	19	2	0	37	72	13	120
TOTAL LISBON			118	3	2	47	24	8	19	2	0	37	72	13	120
OPORTO (PORTUGAL)	HI FLY	C	2	0	0	0	0	100	0	0	0	43	0	55	4
TOTAL OPORTO (PORTUGAL)			3	0	0	33	0	67	0	0	0	33	0	55	4
TOTAL PORTUGAL(EXCLUDING MADEIRA)			300	3	2	57	17	10	14	1	0	29	76	12	294
PORTUGAL(MADEIRA)															
FUNCHAL	THOMSON AIRWAYS LTD	C	8	0	0	50	25	0	25	0	0	32	100	2	8
TOTAL FUNCHAL			8	0	0	50	25	0	25	0	0	32	100	2	8
TOTAL PORTUGAL(MADEIRA)			8	0	0	50	25	0	25	0	0	32	100	2	8
REPUBLIC OF SERBIA															
BELGRADE	WIZZ AIR	S	30	0	0	67	20	0	13	0	0	26	0	0	0
TOTAL BELGRADE			30	2	0	67	20	0	13	0	0	26	0	0	0
TOTAL REPUBLIC OF SERBIA			30	2	0	67	20	0	13	0	0	26	0	0	0
ROMANIA															
BACAU	BLUE AIR TRANSPORT AERIAN	S	26	0	0	96	0	0	4	0	0	5	75	18	16
TOTAL BACAU			26	0	0	96	0	0	4	0	0	5	75	18	16
BUCHAREST (BANEASA)	BLUE AIR TRANSPORT AERIAN	S	58	0	0	41	19	24	16	0	0	33	0	0	0
	WIZZ AIR	S	111	0	0	93	4	2	2	0	0	5	82	13	79
TOTAL BUCHAREST (BANEASA)			169	0	0	75	9	9	7	0	0	15	82	13	79
CLUJ NAPOCA	WIZZ AIR	S	58	0	0	71	12	14	0	3	0	17	63	14	48
TOTAL CLUJ NAPOCA			58	0	0	71	12	14	0	3	0	17	63	14	48
SIBIU	BLUE AIR TRANSPORT AERIAN	S	26	0	0	62	15	23	0	0	0	14	0	0	0
TOTAL SIBIU			26	0	0	62	15	23	0	0	0	14	0	0	0
TIMISOARA	WIZZ AIR	S	26	0	0	77	12	4	8	0	0	19	74	13	34
TOTAL TIMISOARA			26	0	0	77	12	4	8	0	0	19	74	13	34
TOTAL ROMANIA			305	0	0	75	10	10	5	1	0	14	75	13	177
SLOVAK REPUBLIC															
BRATISLAVA	RYANAIR	S	60	0	0	82	12	7	0	0	0	8	0	0	0
TOTAL BRATISLAVA			60	0	0	82	12	7	0	0	0	8	0	0	0
TOTAL SLOVAK REPUBLIC			60	0	0	82	12	7	0	0	0	8	0	0	0



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			Actual (7)	Plan (8)												
<b>SPAIN</b>																
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	87	0	2	59	14	10	15	2	0	32	76	13	118	
	MONARCH AIRLINES	S	34	1	0	65	15	6	15	0	0	27	71	16	49	
<b>TOTAL ALICANTE</b>			<b>121</b>	<b>1</b>	<b>2</b>	<b>60</b>	<b>14</b>	<b>9</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>75</b>	<b>14</b>	<b>167</b>	
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	114	0	5	50	18	13	14	4	1	39	70	14	120	
<b>TOTAL BARCELONA</b>			<b>114</b>	<b>1</b>	<b>5</b>	<b>50</b>	<b>18</b>	<b>13</b>	<b>14</b>	<b>4</b>	<b>1</b>	<b>39</b>	<b>70</b>	<b>14</b>	<b>120</b>	
GERONA	RYANAIR	S	32	0	2	59	19	6	16	0	0	22	95	3	60	
<b>TOTAL GERONA</b>			<b>32</b>	<b>0</b>	<b>2</b>	<b>59</b>	<b>19</b>	<b>6</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>95</b>	<b>3</b>	<b>60</b>	
IBIZA	EASYJET AIRLINE COMPANY LTD	S	52	1	2	62	6	12	21	0	0	30	56	22	57	
	THOMSON AIRWAYS LTD	C	18	0	0	67	11	22	0	0	0	15	72	23	25	
<b>TOTAL IBIZA</b>			<b>70</b>	<b>1</b>	<b>2</b>	<b>63</b>	<b>7</b>	<b>14</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>61</b>	<b>23</b>	<b>82</b>	
MADRID	EASYJET AIRLINE COMPANY LTD	S	142	0	2	40	23	16	18	3	0	40	89	10	120	
<b>TOTAL MADRID</b>			<b>142</b>	<b>1</b>	<b>2</b>	<b>40</b>	<b>23</b>	<b>16</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>40</b>	<b>89</b>	<b>10</b>	<b>120</b>	
MAHON	EASYJET AIRLINE COMPANY LTD	S	22	0	0	55	18	14	9	0	5	45	88	7	16	
	MONARCH AIRLINES	S	26	0	0	65	12	15	8	0	0	18	92	7	52	
	THOMSON AIRWAYS LTD	C	18	0	0	44	33	17	6	0	0	20	100	2	18	
<b>TOTAL MAHON</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>20</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>28</b>	<b>93</b>	<b>6</b>	<b>86</b>	
MALAGA	EASYJET AIRLINE COMPANY LTD	S	133	0	0	51	12	17	18	2	0	34	82	10	173	
	MONARCH AIRLINES	S	44	0	0	48	7	23	20	2	0	38	81	9	68	
	THOMSON AIRWAYS LTD	C	18	0	0	56	28	11	6	0	0	18	100	3	16	
<b>TOTAL MALAGA</b>			<b>195</b>	<b>2</b>	<b>0</b>	<b>51</b>	<b>12</b>	<b>17</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>82</b>	<b>9</b>	<b>257</b>	
MURCIA SAN JAVIER	RYANAIR	S	56	0	3	71	7	14	7	0	0	18	95	3	60	
<b>TOTAL MURCIA SAN JAVIER</b>			<b>56</b>	<b>0</b>	<b>3</b>	<b>71</b>	<b>7</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>95</b>	<b>3</b>	<b>60</b>	
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	120	0	0	45	17	15	20	3	0	42	81	11	127	
	MONARCH AIRLINES	S	32	0	0	50	25	9	16	0	0	26	69	27	32	
	THOMSON AIRWAYS LTD	C	43	0	0	49	14	21	12	0	5	46	76	10	55	
<b>TOTAL PALMA DE MALLORCA</b>			<b>195</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>17</b>	<b>15</b>	<b>17</b>	<b>2</b>	<b>1</b>	<b>40</b>	<b>78</b>	<b>13</b>	<b>214</b>	
REUS	RYANAIR	S	32	0	1	59	22	19	0	0	0	14	97	2	60	
	THOMSON AIRWAYS LTD	C	8	0	0	63	13	0	25	0	0	22	90	3	10	
<b>TOTAL REUS</b>			<b>40</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>20</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>96</b>	<b>2</b>	<b>70</b>	
<b>TOTAL SPAIN</b>			<b>1031</b>	<b>10</b>	<b>17</b>	<b>52</b>	<b>16</b>	<b>14</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>81</b>	<b>11</b>	<b>1236</b>	
<b>SPAIN(CANARY ISLANDS)</b>																
ARRECIFE	MONARCH AIRLINES	S	25	0	0	16	32	12	36	4	0	58	81	8	16	
	RYANAIR	S	18	0	0	67	22	11	0	0	0	12	0	0	0	
	THOMSON AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	9	75	22	8	
<b>TOTAL ARRECIFE</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>25</b>	<b>12</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>79</b>	<b>13</b>	<b>24</b>	
FUERTEVENTURA	MONARCH AIRLINES	S	10	0	0	80	10	0	0	10	0	25	0	0	0	
	THOMSON AIRWAYS LTD	C	10	0	0	80	10	0	10	0	0	20	100	3	10	
<b>TOTAL FUERTEVENTURA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>22</b>	<b>100</b>	<b>3</b>	<b>10</b>	
LAS PALMAS	MONARCH AIRLINES	S	8	0	0	75	13	13	0	0	0	10	0	0	0	
	RYANAIR	S	16	0	0	69	13	13	6	0	0	16	0	0	0	

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				Actual (7)	Plan (8)										
LAS PALMAS	THOMSON AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	13	50	49	8
<b>TOTAL LAS PALMAS</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>50</b>	<b>49</b>	<b>8</b>
TENERIFE (SURREINA SOFIA)	MONARCH AIRLINES	S	67	1	0	64	12	9	15	0	0	23	84	6	50
	RYANAIR	S	16	0	0	88	0	13	0	0	0	10	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	63	13	0	25	0	0	32	100	2	8
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>91</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>10</b>	<b>9</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>86</b>	<b>5</b>	<b>58</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>194</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>14</b>	<b>9</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>83</b>	<b>10</b>	<b>100</b>
<b>SWEDEN</b>															
<b>TOTAL SWEDEN</b>			<b>2</b>	<b>1</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>SWITZERLAND</b>															
BASLE MULHOUSE	JET2.COM LTD	C	2	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL BASLE MULHOUSE</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
GENEVA	EASYJET AIRLINE COMPANY LTD	S	116	0	2	54	14	16	13	3	0	32	78	12	172
<b>TOTAL GENEVA</b>			<b>116</b>	<b>6</b>	<b>2</b>	<b>54</b>	<b>14</b>	<b>16</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>78</b>	<b>12</b>	<b>172</b>
ZURICH	EASYJET AIRLINE COMPANY LTD	S	104	0	0	54	11	14	20	1	0	33	85	9	94
<b>TOTAL ZURICH</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>11</b>	<b>14</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>85</b>	<b>9</b>	<b>94</b>
<b>TOTAL SWITZERLAND</b>			<b>224</b>	<b>6</b>	<b>2</b>	<b>55</b>	<b>12</b>	<b>15</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>81</b>	<b>11</b>	<b>266</b>
<b>TUNISIA</b>															
MONASTIR	THOMSON AIRWAYS LTD	C	8	0	0	63	25	13	0	0	0	12	100	0	8
<b>TOTAL MONASTIR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>100</b>	<b>0</b>	<b>8</b>
<b>TOTAL TUNISIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>100</b>	<b>0</b>	<b>8</b>
<b>TURKEY</b>															
ANTALYA	MONARCH AIRLINES	C	8	0	0	50	25	0	0	25	0	67	100	4	10
	THOMSON AIRWAYS LTD	C	17	0	0	76	12	0	12	0	0	16	70	9	10
<b>TOTAL ANTALYA</b>			<b>25</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>32</b>	<b>85</b>	<b>6</b>	<b>20</b>
BODRUM (MILAS)	MONARCH AIRLINES	S	18	0	1	72	11	6	0	11	0	38	0	0	0
	MONARCH AIRLINES	C	3	0	0	100	0	0	0	0	0	0	100	1	7
	THOMSON AIRWAYS LTD	C	10	0	0	70	10	10	10	0	0	16	100	2	8
<b>TOTAL BODRUM (MILAS)</b>			<b>31</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>27</b>	<b>96</b>	<b>4</b>	<b>24</b>
DALAMAN	MONARCH AIRLINES	S	16	0	0	69	0	13	19	0	0	24	0	0	0
	MONARCH AIRLINES	C	8	0	0	75	0	0	25	0	0	23	75	40	8
	THOMSON AIRWAYS LTD	C	25	0	0	64	20	8	8	0	0	17	100	1	8
<b>TOTAL DALAMAN</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>10</b>	<b>8</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>92</b>	<b>14</b>	<b>25</b>
ISTANBUL (SABIHA GOKCEN)	EASYJET AIRLINE COMPANY LTD	S	48	0	0	60	19	17	4	0	0	16	81	10	59
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>19</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>81</b>	<b>10</b>	<b>59</b>
<b>TOTAL TURKEY</b>			<b>153</b>	<b>2</b>	<b>1</b>	<b>67</b>	<b>14</b>	<b>9</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>87</b>	<b>9</b>	<b>128</b>
<b>UKRAINE</b>															
KIEV (BORISPOL)	WIZZ AIR UKRAINE	S	26	0	0	65	27	0	0	8	0	29	50	40	30

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL KIEV (BORISPOL)			26	0	0	65	27	0	0	8	0	29	50	40	30
TOTAL UKRAINE			26	0	0	65	27	0	0	8	0	29	50	40	30
<b>UNITED KINGDOM</b>															
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	99	0	0	61	17	16	6	0	0	18	79	9	104
TOTAL ABERDEEN			99	0	0	61	17	16	6	0	0	18	79	9	104
BELFAST CITY (GEORGE BEST)	EASYJET AIRLINE COMPANY LTD	S	114	0	0	69	18	7	5	0	0	15	0	0	0
TOTAL BELFAST CITY (GEORGE BEST)			114	0	0	69	18	7	5	0	0	15	0	0	0
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	158	0	2	80	7	6	6	0	0	13	84	11	216
TOTAL EDINBURGH			158	2	2	80	7	6	6	0	0	13	84	11	216
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	183	0	1	72	13	6	10	0	0	18	86	7	246
TOTAL GLASGOW			183	0	1	72	13	6	10	0	0	18	86	7	247
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	66	0	2	65	17	12	6	0	0	15	88	15	68
TOTAL INVERNESS			66	2	2	65	17	12	6	0	0	15	88	15	68
ISLE OF MAN	FLYBE LTD	S	58	0	0	83	10	7	0	0	0	6	98	3	60
TOTAL ISLE OF MAN			58	0	0	83	10	7	0	0	0	6	98	3	60
JERSEY	FLYBE LTD	S	42	0	0	81	7	12	0	0	0	8	100	2	32
TOTAL JERSEY			42	0	0	81	7	12	0	0	0	8	100	2	32
TOTAL UNITED KINGDOM			721	9	5	73	13	9	6	0	0	15	86	8	957
TOTAL LUTON			6188	92	49	66	14	10	9	1	0	21	82	10	6616

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
INNSBRUCK	THOMSON AIRWAYS LTD	C	5	0	0	100	0	0	0	0	0	2	60	13	5
<b>TOTAL INNSBRUCK</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>60</b>	<b>13</b>	<b>5</b>
<b>SALZBURG</b>															
	JET2.COM LTD	C	2	0	0	50	0	50	0	0	0	18	0	0	0
	THOMSON AIRWAYS LTD	C	13	0	0	77	8	15	0	0	0	9	83	14	12
	VIKING AIRLINES	C	2	0	0	50	50	0	0	0	0	14	0	0	0
<b>TOTAL SALZBURG</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>11</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>14</b>	<b>12</b>
<b>TOTAL AUSTRIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>8</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>14</b>	<b>17</b>
<b>BARBADOS</b>															
BRIDGETOWN	VIRGIN ATLANTIC AIRWAYS LTD	S	8	0	0	100	0	0	0	0	0	7	80	11	10
<b>TOTAL BRIDGETOWN</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>7</b>	<b>80</b>	<b>11</b>	<b>10</b>
<b>TOTAL BARBADOS</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>7</b>	<b>80</b>	<b>11</b>	<b>10</b>
<b>BELGIUM</b>															
ANTWERP	VLM (BELGIUM)	S	88	0	0	89	10	0	0	1	0	9	96	2	96
<b>TOTAL ANTWERP</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>96</b>	<b>2</b>	<b>96</b>
<b>BRUSSELS</b>															
	BRUSSELS AIRLINES	S	194	0	0	84	9	6	1	0	0	8	75	14	200
	FLYBE LTD	S	94	0	0	80	7	10	3	0	0	11	64	19	88
<b>TOTAL BRUSSELS</b>			<b>288</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>71</b>	<b>15</b>	<b>288</b>
<b>TOTAL BELGIUM</b>			<b>376</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>9</b>	<b>79</b>	<b>11</b>	<b>444</b>
<b>BULGARIA</b>															
<b>BURGAS</b>															
	BH AIR	C	24	0	0	79	13	8	0	0	0	10	63	12	24
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	3	100	4	8
	THOMAS COOK AIRLINES LTD	C	15	0	0	53	20	0	27	0	0	45	69	54	16
	THOMSON AIRWAYS LTD	C	16	0	0	81	0	13	6	0	0	10	88	12	17
<b>TOTAL BURGAS</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>21</b>	<b>65</b>
SOFIA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	78	11	11	0	0	0	11	68	12	19
<b>TOTAL SOFIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>68</b>	<b>12</b>	<b>19</b>
VARNA	BH AIR	C	8	0	0	50	13	13	25	0	0	29	63	15	8
<b>TOTAL VARNA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>63</b>	<b>15</b>	<b>8</b>
<b>TOTAL BULGARIA</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>10</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>73</b>	<b>19</b>	<b>92</b>
<b>CANADA</b>															
<b>CALGARY</b>															
	THOMAS COOK AIRLINES LTD	S	16	0	0	56	0	13	31	0	0	38	88	6	16
<b>TOTAL CALGARY</b>			<b>16</b>	<b>2</b>	<b>0</b>	<b>56</b>	<b>0</b>	<b>13</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>88</b>	<b>6</b>	<b>16</b>
<b>TORONTO</b>															
	THOMAS COOK AIRLINES LTD	S	61	0	0	66	10	11	13	0	0	21	84	29	64
<b>TOTAL TORONTO</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>10</b>	<b>11</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>85</b>	<b>28</b>	<b>66</b>
VANCOUVER	THOMAS COOK AIRLINES LTD	S	16	0	0	56	19	13	13	0	0	19	81	15	16
<b>TOTAL VANCOUVER</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>65</b>	<b>29</b>	<b>23</b>
<b>TOTAL CANADA</b>			<b>93</b>	<b>3</b>	<b>0</b>	<b>62</b>	<b>10</b>	<b>12</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>81</b>	<b>25</b>	<b>105</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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>CAPE VERDE ISLANDS</b>															
BOA VISTA (RABIL)	THOMSON AIRWAYS LTD	S	8	0	0	38	38	13	13	0	0	24	50	23	8
<b>TOTAL BOA VISTA (RABIL)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>50</b>	<b>23</b>	<b>8</b>
ILHA DO SAL C.VERDE	THOMSON AIRWAYS LTD	S	10	0	0	80	10	10	0	0	10	25	38	8	
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>25</b>	<b>38</b>	<b>8</b>	
<b>TOTAL CAPE VERDE ISLANDS</b>			<b>18</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>17</b>	<b>38</b>	<b>30</b>	<b>16</b>
<b>CROATIA</b>															
DUBROVNIK	JET2.COM LTD	S	18	0	0	72	6	6	17	0	0	20	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	100	5	8
<b>TOTAL DUBROVNIK</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>8</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>11</b>	<b>16</b>
PULA	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	90	5	10
<b>TOTAL PULA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>11</b>	<b>17</b>
SPLIT	JET2.COM LTD	S	8	0	0	0	0	63	38	0	0	52	0	0	0
<b>TOTAL SPLIT</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>100</b>	<b>4</b>	<b>8</b>
<b>TOTAL CROATIA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>5</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>80</b>	<b>10</b>	<b>41</b>
<b>CUBA</b>															
CUNAGUA (CAYO COCO)	THOMAS COOK AIRLINES LTD	C	10	0	0	40	40	0	10	10	0	39	100	6	8
<b>TOTAL CUNAGUA (CAYO COCO)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>40</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>39</b>	<b>100</b>	<b>6</b>	<b>8</b>
HOLGUIN (FRANK PAIS)	THOMAS COOK AIRLINES LTD	C	12	0	0	58	8	0	8	25	0	66	89	4	9
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	7	0	0	0
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>0</b>	<b>5</b>	<b>15</b>	<b>0</b>	<b>42</b>	<b>89</b>	<b>4</b>	<b>9</b>
SANTA CLARA	THOMAS COOK AIRLINES LTD	C	3	0	0	0	0	0	67	33	0	124	25	165	4
<b>TOTAL SANTA CLARA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>124</b>	<b>25</b>	<b>165</b>	<b>4</b>
VARADERO	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	0	25	0	0	24	50	10	8
	THOMSON AIRWAYS LTD	C	9	0	0	78	0	0	22	0	0	22	88	7	8
<b>TOTAL VARADERO</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>6</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>69</b>	<b>8</b>	<b>16</b>
<b>TOTAL CUBA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>14</b>	<b>0</b>	<b>16</b>	<b>10</b>	<b>0</b>	<b>40</b>	<b>76</b>	<b>23</b>	<b>37</b>
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	42	0	0	48	19	17	14	2	0	34	32	50	44
	EUROCYPRIA AIRLINES LTD	C	34	0	0	44	21	21	9	6	0	31	54	20	46
	MONARCH AIRLINES	S	62	0	0	37	16	19	27	0	0	43	76	8	45
	THOMAS COOK AIRLINES LTD	C	26	0	0	50	27	19	4	0	0	21	64	25	25
	THOMSON AIRWAYS LTD	C	18	0	0	56	22	0	6	17	0	55	78	13	27
<b>TOTAL LARNACA</b>			<b>182</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>20</b>	<b>17</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>37</b>	<b>59</b>	<b>24</b>	<b>187</b>
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	52	0	0	23	23	17	27	10	0	59	40	25	52
	EUROCYPRIA AIRLINES LTD	C	4	0	0	50	0	25	25	0	0	34	100	3	8
	MONARCH AIRLINES	C	10	0	0	40	30	30	0	0	0	23	60	28	20
	THOMAS COOK AIRLINES LTD	C	26	0	0	62	15	4	12	8	0	34	56	28	27
	THOMSON AIRWAYS LTD	C	36	0	0	58	11	17	8	6	0	43	64	19	42
<b>TOTAL PAPHOS</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>18</b>	<b>16</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>46</b>	<b>56</b>	<b>23</b>	<b>149</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL CYPRUS			310	0	0	44	19	16	16	5	0	40	57	24	336
<b>CZECH REPUBLIC</b>															
PRAGUE	BMIBABY LTD	S	34	0	0	71	15	9	6	0	0	19	76	10	34
	CSA CZECH AIRLINES	S	35	0	0	80	17	0	3	0	0	10	81	8	52
	JET2.COM LTD	S	44	0	0	30	34	25	11	0	0	35	0	0	0
TOTAL PRAGUE			113	0	0	58	23	12	7	0	0	22	79	9	86
TOTAL CZECH REPUBLIC			113	0	0	58	23	12	7	0	0	22	79	9	86
<b>DENMARK</b>															
BILLUND	SUN AIR OF SCANDINAVIA	S	94	0	2	86	7	2	2	2	0	12	84	8	93
TOTAL BILLUND			94	0	2	86	7	2	2	2	0	12	84	8	93
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	50	0	0	64	16	6	10	0	4	36	0	0	0
	SAS	S	112	0	2	87	12	1	1	0	0	6	86	7	120
TOTAL COPENHAGEN			162	0	2	80	13	2	4	0	1	15	86	7	120
TOTAL DENMARK			256	0	4	82	11	2	3	1	1	14	85	8	213
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	THOMAS COOK AIRLINES LTD	C	8	0	0	50	0	0	38	13	0	81	63	11	8
	THOMSON AIRWAYS LTD	C	9	0	0	78	22	0	0	0	0	6	100	3	13
TOTAL PUERTO PLATA			17	0	0	65	12	0	18	6	0	41	86	6	21
PUNTA CANA	THOMAS COOK AIRLINES LTD	C	9	0	0	56	0	0	22	22	0	90	100	1	8
	THOMSON AIRWAYS LTD	C	18	0	0	83	6	11	0	0	0	10	67	8	12
TOTAL PUNTA CANA			27	0	0	74	4	7	7	7	0	37	80	5	20
TOTAL DOMINICAN REPUBLIC			44	0	0	70	7	5	11	7	0	38	83	6	41
<b>EGYPT</b>															
HURGHADA	THOMAS COOK AIRLINES LTD	C	17	0	0	35	0	24	18	12	12	120	76	38	17
	THOMSON AIRWAYS LTD	S	8	0	0	75	0	13	13	0	0	17	0	0	0
TOTAL HURGHADA			25	0	0	48	0	20	16	8	8	87	63	26	35
LUXOR	MONARCH AIRLINES	C	8	0	0	25	0	25	25	25	0	110	63	10	8
	THOMSON AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	10	70	24	10
TOTAL LUXOR			18	0	0	61	6	11	11	11	0	54	43	47	28
MARSA ALAM	THOMSON AIRWAYS LTD	C	10	0	0	50	30	10	10	0	0	22	50	137	10
TOTAL MARSA ALAM			10	0	0	50	30	10	10	0	0	22	70	70	20
MERSA MATROUH	THOMSON AIRWAYS LTD	C	8	0	0	38	25	13	25	0	0	28	0	0	0
TOTAL MERSA MATROUH			8	0	0	38	25	13	25	0	0	28	0	0	0
SHARM EL SHEIKH (OPHIRA)	EASYJET AIRLINE COMPANY LTD	S	26	0	0	62	0	12	19	8	0	43	0	0	0
	JET2.COM LTD	S	17	1	0	47	12	24	12	6	0	43	75	19	8
	MONARCH AIRLINES	C	18	0	0	83	11	6	0	0	0	9	91	3	32
	THOMAS COOK AIRLINES LTD	C	42	0	0	38	14	21	21	0	5	65	67	16	15
	THOMSON AIRWAYS LTD	S	42	0	0	69	12	12	7	0	0	18	65	22	52
TOTAL SHARM EL SHEIKH (OPHIRA)			145	1	0	58	10	15	13	2	1	38	62	20	155
TABA	THOMSON AIRWAYS LTD	C	9	0	0	56	11	11	22	0	0	37	70	15	10

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL TABA			9	0	0	56	11	11	22	0	0	37	78	13	18
TOTAL EGYPT			215	1	0	56	10	15	14	3	2	44	61	28	261
FINLAND															
HELSINKI	EASYJET AIRLINE COMPANY LTD	S	34	0	0	56	9	21	15	0	0	25	0	0	0
	FINNAIR	S	120	0	0	88	8	3	1	0	0	6	83	8	107
TOTAL HELSINKI			154	0	0	81	8	6	4	0	0	10	83	8	107
TOTAL FINLAND			154	0	0	81	8	6	4	0	0	10	83	8	107
FRANCE															
BASTIA	EASYJET AIRLINE COMPANY LTD	S	5	0	0	80	0	20	0	0	0	11	88	5	8
TOTAL BASTIA			5	0	0	80	0	20	0	0	0	11	88	5	8
BORDEAUX	BMIBABY LTD	S	18	0	0	56	22	22	0	0	0	15	77	9	22
TOTAL BORDEAUX			18	0	0	56	22	22	0	0	0	15	77	9	22
LA ROCHELLE	FLYBE LTD	S	8	0	0	75	0	0	0	25	0	67	67	31	6
TOTAL LA ROCHELLE			8	0	0	75	0	0	0	25	0	67	67	31	6
LYON	BMI REGIONAL	S	43	0	0	79	7	9	5	0	0	9	95	3	44
TOTAL LYON			43	0	0	79	7	9	5	0	0	9	95	3	44
NICE	JET2.COM LTD	S	36	0	2	53	19	6	17	6	0	36	55	43	44
	JET2.COM LTD	C	2	0	0	0	100	0	0	0	0	22	0	0	0
TOTAL NICE			38	0	2	50	24	5	16	5	0	35	55	43	44
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	244	0	0	86	10	3	2	0	0	8	90	6	240
	FLYBE LTD	S	150	0	1	69	13	13	5	1	0	20	75	10	193
	REGIONAL COMPAGNIE AERIENN	S	51	0	0	94	6	0	0	0	0	6	87	5	60
TOTAL PARIS (CHARLES DE GAULLE)			445	0	1	81	10	6	2	0	0	12	83	7	495
PERPIGNAN	BMIBABY LTD	S	18	0	0	72	17	11	0	0	0	10	88	6	16
TOTAL PERPIGNAN			18	0	0	72	17	11	0	0	0	10	88	6	16
RENNES	FLYBE LTD	S	6	0	0	83	17	0	0	0	0	4	72	10	18
TOTAL RENNES			6	0	0	83	17	0	0	0	0	4	72	10	18
TARBES-LOURDES INTERNATIONAL	BMIBABY LTD	S	16	0	0	81	0	6	13	0	0	24	0	0	0
TOTAL TARBES-LOURDES INTERNATIONAL			16	0	0	81	0	6	13	0	0	24	60	13	15
TOULOUSE (BLAGNAC)	BMIBABY LTD	S	26	0	0	65	4	15	15	0	0	22	96	5	26
TOTAL TOULOUSE (BLAGNAC)			27	0	0	67	4	15	15	0	0	22	96	5	26
TOTAL FRANCE			624	0	3	77	11	7	4	1	0	14	82	9	728
GERMANY															
COLOGNE BONN	GERMANWINGS	S	42	0	0	83	12	0	5	0	0	9	0	0	0
TOTAL COLOGNE BONN			42	0	0	83	12	0	5	0	0	9	0	0	0
DUSSELDORF	FLYBE LTD	S	154	0	1	81	8	11	0	0	0	9	76	10	146
	LUFTHANSA CITY LINE	S	147	0	0	82	11	5	1	0	0	9	67	14	200
TOTAL DUSSELDORF			301	0	1	82	9	8	1	0	0	9	71	12	346

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

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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)										
FRANKFURT MAIN	FLYBE LTD	S	139	0	0	65	22	8	4	1	0	16	66	16	144
	LUFTHANSA	S	240	0	0	72	20	7	2	0	0	13	73	14	240
<b>TOTAL FRANKFURT MAIN</b>			<b>379</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>21</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>15</b>	<b>384</b>
HAMBURG	LUFTHANSA CITY LINE	S	147	0	0	84	11	4	1	0	0	7	87	5	140
<b>TOTAL HAMBURG</b>			<b>147</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>5</b>	<b>140</b>
HANOVER	FLYBE LTD	S	60	0	0	78	7	8	3	3	0	17	80	8	51
<b>TOTAL HANOVER</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>7</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>78</b>	<b>9</b>	<b>54</b>
MUNICH	EASYJET AIRLINE COMPANY LTD	S	52	0	2	67	10	10	12	2	0	23	0	0	0
	LUFTHANSA	S	170	0	1	81	15	4	0	0	0	10	73	13	172
<b>TOTAL MUNICH</b>			<b>222</b>	<b>0</b>	<b>3</b>	<b>77</b>	<b>14</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>13</b>	<b>172</b>
PADERBORN	AIR BERLIN	S	26	0	0	69	19	4	8	0	0	14	54	18	26
<b>TOTAL PADERBORN</b>			<b>26</b>	<b>2</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>54</b>	<b>18</b>	<b>26</b>
STUTTGART	LUFTHANSA CITY LINE	S	50	0	0	78	14	8	0	0	0	7	0	0	0
<b>TOTAL STUTTGART</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>2</b>	<b>42</b>
<b>TOTAL GERMANY</b>			<b>1227</b>	<b>3</b>	<b>4</b>	<b>77</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>12</b>	<b>1318</b>
<b>GIBRALTAR</b>															
GIBRALTAR	MONARCH AIRLINES	S	32	0	0	34	16	34	6	6	3	56	54	19	26
<b>TOTAL GIBRALTAR</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>16</b>	<b>34</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>56</b>	<b>54</b>	<b>19</b>	<b>26</b>
<b>TOTAL GIBRALTAR</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>16</b>	<b>34</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>56</b>	<b>54</b>	<b>19</b>	<b>26</b>
<b>GREECE</b>															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	26	0	0	62	15	4	19	0	0	28	72	12	18
	VIKING HELLAS	S	18	0	0	11	22	22	33	11	0	71	0	0	0
<b>TOTAL ATHENS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>18</b>	<b>11</b>	<b>25</b>	<b>5</b>	<b>0</b>	<b>46</b>	<b>76</b>	<b>9</b>	<b>42</b>
CHANIA	MONARCH AIRLINES	C	8	0	0	88	0	13	0	0	0	9	100	3	18
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	2	70	6	10
<b>TOTAL CHANIA</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>5</b>	<b>90</b>	<b>4</b>	<b>30</b>
CORFU	EASYJET AIRLINE COMPANY LTD	S	24	0	0	21	17	17	42	4	0	67	25	61	16
	MONARCH AIRLINES	C	30	0	0	57	10	0	13	7	13	106	75	25	36
	THOMAS COOK AIRLINES LTD	C	23	0	0	61	26	9	4	0	0	16	76	10	25
	THOMSON AIRWAYS LTD	C	26	0	0	65	12	8	12	0	4	58	82	9	28
<b>TOTAL CORFU</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>16</b>	<b>8</b>	<b>17</b>	<b>3</b>	<b>5</b>	<b>65</b>	<b>67</b>	<b>25</b>	<b>109</b>
HERAKLION	EASYJET AIRLINE COMPANY LTD	S	25	1	1	44	4	16	36	0	0	62	61	14	18
	JET2.COM LTD	S	8	0	0	88	13	0	0	0	0	5	90	4	10
	MONARCH AIRLINES	C	33	0	0	52	24	9	9	3	3	49	86	5	36
	THOMAS COOK AIRLINES LTD	C	34	0	0	56	9	9	21	6	0	44	78	21	37
	THOMSON AIRWAYS LTD	C	29	0	0	76	0	7	7	7	3	47	85	10	34
<b>TOTAL HERAKLION</b>			<b>129</b>	<b>1</b>	<b>1</b>	<b>59</b>	<b>10</b>	<b>9</b>	<b>16</b>	<b>4</b>	<b>2</b>	<b>47</b>	<b>81</b>	<b>12</b>	<b>156</b>
KALAMATA	THOMAS COOK AIRLINES LTD	C	8	0	0	63	38	0	0	0	0	8	100	1	8
<b>TOTAL KALAMATA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>7</b>	<b>16</b>
KAVALLA	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	100	3	7



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			Actual (7)	Plan (8)											
<b>TOTAL KAVALLA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>3</b>	<b>7</b>
KEFALLINIA	BMI BRITISH MIDLAND	C	16	0	0	88	6	0	0	6	0	22	63	59	24
	THOMAS COOK AIRLINES LTD	C	16	0	0	69	6	0	13	13	0	53	76	21	17
	THOMSON AIRWAYS LTD	C	33	0	0	73	3	18	6	0	0	15	91	4	33
<b>TOTAL KEFALLINIA</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>5</b>	<b>9</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>26</b>	<b>78</b>	<b>26</b>	<b>74</b>
KOS	JET2.COM LTD	S	10	0	0	50	20	30	0	0	0	19	0	0	0
	MONARCH AIRLINES	C	28	0	0	82	11	0	0	0	7	34	76	8	17
	THOMAS COOK AIRLINES LTD	C	21	0	0	71	0	0	19	10	0	39	81	8	31
	THOMSON AIRWAYS LTD	C	28	0	0	64	21	7	7	0	0	15	81	6	21
<b>TOTAL KOS</b>			<b>87</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>6</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>27</b>	<b>64</b>	<b>16</b>	<b>94</b>
MIKONOS	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	8	0	0	0
<b>TOTAL MIKONOS</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>8</b>	<b>75</b>	<b>9</b>	<b>4</b>
MITILINI	MONARCH AIRLINES	C	8	0	0	75	0	0	25	0	0	23	88	9	8
	THOMSON AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	5	88	8	8
<b>TOTAL MITILINI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>8</b>	<b>16</b>
PREVEZA	MONARCH AIRLINES	C	8	2	0	0	25	13	63	0	0	68	50	18	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	5	100	4	8
	THOMSON AIRWAYS LTD	C	8	0	0	38	13	25	25	0	0	53	75	43	8
	VIKING AIRLINES	C	8	0	0	63	13	25	0	0	0	12	0	0	0
<b>TOTAL PREVEZA</b>			<b>32</b>	<b>2</b>	<b>0</b>	<b>47</b>	<b>16</b>	<b>16</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>72</b>	<b>20</b>	<b>32</b>
RHODES	JET2.COM LTD	S	10	0	0	80	20	0	0	0	0	9	80	5	10
	MONARCH AIRLINES	C	26	1	0	38	27	23	8	4	0	33	93	35	27
	THOMAS COOK AIRLINES LTD	C	22	0	0	64	9	9	5	9	5	53	93	6	27
	THOMSON AIRWAYS LTD	C	36	0	0	64	19	6	11	0	0	19	79	10	34
<b>TOTAL RHODES</b>			<b>94</b>	<b>1</b>	<b>0</b>	<b>59</b>	<b>19</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>30</b>	<b>82</b>	<b>17</b>	<b>106</b>
SALONIKA	THOMAS COOK AIRLINES LTD	C	8	0	0	63	38	0	0	0	0	10	94	5	16
	THOMSON AIRWAYS LTD	C	8	0	0	75	0	25	0	0	0	11	81	15	16
<b>TOTAL SALONIKA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>10</b>	<b>32</b>
SAMOS	THOMSON AIRWAYS LTD	C	9	0	0	78	22	0	0	0	0	6	88	9	8
<b>TOTAL SAMOS</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>9</b>	<b>8</b>
SKIATHOS	MONARCH AIRLINES	C	16	0	0	44	19	13	25	0	0	45	56	20	16
	THOMAS COOK AIRLINES LTD	C	9	0	0	33	0	0	67	0	0	82	70	29	10
	THOMSON AIRWAYS LTD	C	16	0	0	63	13	13	13	0	0	25	72	61	18
<b>TOTAL SKIATHOS</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>12</b>	<b>10</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>65</b>	<b>37</b>	<b>48</b>
THIRA (SANTORINI)	MONARCH AIRLINES	C	8	0	0	63	0	13	25	0	0	38	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	1	0	25	0	0	50	0	25	166	100	1	10
	THOMSON AIRWAYS LTD	C	8	0	0	63	13	0	25	0	0	28	40	19	10
<b>TOTAL THIRA (SANTORINI)</b>			<b>24</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>4</b>	<b>4</b>	<b>33</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>73</b>	<b>10</b>	<b>30</b>
ZAKINTHOS	MONARCH AIRLINES	C	26	0	0	62	15	12	12	0	0	17	46	39	24
	THOMAS COOK AIRLINES LTD	C	36	0	0	67	14	6	14	0	0	21	78	14	40
	THOMSON AIRWAYS LTD	C	27	0	0	48	7	33	4	7	0	37	75	14	24
<b>TOTAL ZAKINTHOS</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>12</b>	<b>16</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>64</b>	<b>24</b>	<b>100</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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			791	5	1	61	13	9	13	3	2	37	75	18	904
HUNGARY															
BUDAPEST	JET2.COM LTD	S	54	0	0	37	17	28	13	4	2	45	71	12	48
TOTAL BUDAPEST			54	0	0	37	17	28	13	4	2	45	71	12	48
TOTAL HUNGARY			54	0	0	37	17	28	13	4	2	45	71	12	48
ICELAND															
KEFLAVIK	ICELANDAIR	S	38	0	0	82	16	0	0	3	0	11	100	2	20
TOTAL KEFLAVIK			38	0	0	82	16	0	0	3	0	11	100	2	20
TOTAL ICELAND			38	0	0	82	16	0	0	3	0	11	100	2	20
IRISH REPUBLIC															
CORK	AER LINGUS	S	51	0	0	82	14	0	4	0	0	8	74	11	42
TOTAL CORK			51	0	0	82	14	0	4	0	0	8	69	17	83
DUBLIN	AER ARANN	S	2	0	0	50	50	0	0	0	0	11	0	0	0
	AER ARANN	C	2	0	0	50	0	50	0	0	0	27	50	17	2
	AER LINGUS	S	196	0	1	81	13	4	2	0	0	8	87	5	180
	CITY JET	C	3	0	0	33	67	0	0	0	0	13	100	0	2
	RYANAIR	S	144	0	0	76	12	10	2	0	0	12	75	9	198
TOTAL DUBLIN			347	0	1	78	13	7	2	0	0	10	81	7	382
GALWAY	AER ARANN	S	60	0	0	85	8	7	0	0	0	7	90	8	67
TOTAL GALWAY			60	0	0	85	8	7	0	0	0	7	90	8	67
IRELAND WEST AIRPORT KNOCK	BMIBABY LTD	S	44	0	0	70	14	9	7	0	0	15	55	21	56
TOTAL IRELAND WEST AIRPORT KNOCK			44	0	0	70	14	9	7	0	0	15	55	21	56
KERRY COUNTY	AER ARANN	S	34	0	0	68	21	9	3	0	0	13	0	0	0
TOTAL KERRY COUNTY			34	0	0	68	21	9	3	0	0	13	0	0	0
SHANNON	AER ARANN	S	60	0	0	93	0	3	0	3	0	9	0	0	0
TOTAL SHANNON			60	0	0	93	0	3	0	3	0	9	88	6	33
WATERFORD	AER ARANN	S	44	0	0	95	2	2	0	0	0	3	95	3	42
TOTAL WATERFORD			44	0	0	95	2	2	0	0	0	3	95	3	42
TOTAL IRISH REPUBLIC			640	0	1	81	11	6	2	0	0	9	79	9	663
ISLE OF CURACAO NETH.ANTILLES															
ARUBA	THOMSON AIRWAYS LTD	C	8	0	0	50	25	25	0	0	0	21	100	12	1
TOTAL ARUBA			8	0	0	50	25	25	0	0	0	21	100	12	1
TOTAL ISLE OF CURACAO NETH.ANTILLES			8	0	0	50	25	25	0	0	0	21	100	12	1
ISRAEL															
TEL AVIV	JET2.COM LTD	S	18	0	0	28	44	17	6	6	0	32	38	48	8
TOTAL TEL AVIV			18	0	0	28	44	17	6	6	0	32	38	48	8
TOTAL ISRAEL			18	0	0	28	44	17	6	6	0	32	38	48	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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>															
CAGLIARI (ELMAS)	BA CITYFLYER LTD	C	8	0	0	38	25	38	0	0	0	19	0	0	0
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>83</b>	<b>7</b>	<b>18</b>
CATANIA (FONTANAROSSA)	THOMSON AIRWAYS LTD	C	8	0	0	50	13	0	0	38	0	98	75	10	8
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>98</b>	<b>56</b>	<b>20</b>	<b>16</b>
MILAN (MALPENSA)	FLYBE LTD	S	60	0	0	53	15	30	2	0	0	21	75	13	104
<b>TOTAL MILAN (MALPENSA)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>15</b>	<b>30</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>75</b>	<b>13</b>	<b>104</b>
NAPLES	THOMAS COOK AIRLINES LTD	C	8	0	0	63	38	0	0	0	0	10	63	16	8
	THOMSON AIRWAYS LTD	C	24	0	0	63	8	21	8	0	0	19	92	5	24
<b>TOTAL NAPLES</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>16</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>84</b>	<b>8</b>	<b>32</b>
PISA	JET2.COM LTD	S	30	0	0	30	40	27	3	0	0	25	50	16	26
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	50	12	8
<b>TOTAL PISA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>32</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>50</b>	<b>15</b>	<b>34</b>
ROME (FIUMICINO)	JET2.COM LTD	S	60	0	0	48	15	22	15	0	0	28	55	34	42
<b>TOTAL ROME (FIUMICINO)</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>15</b>	<b>21</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>55</b>	<b>34</b>	<b>42</b>
TURIN	ALITALIA (CAI)	C	2	0	0	50	50	0	0	0	0	13	0	0	0
<b>TOTAL TURIN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
VENICE	FLYBE LTD	C	8	0	0	63	13	13	13	0	0	22	0	0	0
	JET2.COM LTD	S	32	0	0	44	28	16	9	3	0	33	0	0	0
	JET2.COM LTD	C	4	0	0	25	25	25	25	0	0	29	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	5	67	22	9
<b>TOTAL VENICE</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>21</b>	<b>13</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>69</b>	<b>16</b>	<b>16</b>
VERONA VILLAFRANCA	FLYBE LTD	C	7	0	0	57	14	0	29	0	0	46	100	4	7
	THOMSON AIRWAYS LTD	C	33	0	0	48	9	18	12	6	6	62	79	9	34
<b>TOTAL VERONA VILLAFRANCA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>10</b>	<b>15</b>	<b>15</b>	<b>5</b>	<b>5</b>	<b>59</b>	<b>83</b>	<b>8</b>	<b>41</b>
<b>TOTAL ITALY</b>			<b>301</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>18</b>	<b>20</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>30</b>	<b>72</b>	<b>14</b>	<b>378</b>
<b>JAMAICA</b>															
MONTEGO BAY	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	25	0	0	0	14	88	5	8
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	5	78	15	9
<b>TOTAL MONTEGO BAY</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>9</b>	<b>82</b>	<b>10</b>	<b>17</b>
<b>TOTAL JAMAICA</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>9</b>	<b>82</b>	<b>10</b>	<b>17</b>
<b>KENYA</b>															
MOMBASA	THOMSON AIRWAYS LTD	C	9	0	0	33	11	22	33	0	0	67	33	43	3
<b>TOTAL MOMBASA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>11</b>	<b>22</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>45</b>	<b>35</b>	<b>11</b>
<b>TOTAL KENYA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>11</b>	<b>22</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>45</b>	<b>35</b>	<b>11</b>
<b>LIBYA</b>															
TRIPOLI	LIBYAN ARAB AIRLINES	S	52	0	0	60	15	15	8	2	0	25	63	24	40
<b>TOTAL TRIPOLI</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>15</b>	<b>15</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>63</b>	<b>24</b>	<b>40</b>
<b>TOTAL LIBYA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>15</b>	<b>15</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>63</b>	<b>24</b>	<b>40</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
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			Actual (7)	Plan (8)											
<b>LITHUANIA</b>															
VILNIUS	AIR BALTIC	C	4	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL VILNIUS			4	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL LITHUANIA			4	0	0	100	0	0	0	0	0	0	0	0	0
<b>MALDIVE ISLANDS</b>															
MALE INTERNATIONAL	THOMSON AIRWAYS LTD	C	10	0	0	50	10	0	10	30	0	97	75	13	8
TOTAL MALE INTERNATIONAL			10	0	0	50	10	0	10	30	0	97	75	13	8
TOTAL MALDIVE ISLANDS			10	0	0	50	10	0	10	30	0	97	75	13	8
<b>MALTA</b>															
MALTA	AIR MALTA	S	60	0	0	48	25	20	3	3	0	27	48	23	60
	EASYJET AIRLINE COMPANY LTD	S	44	0	0	66	18	9	7	0	0	16	73	10	44
	THOMAS COOK AIRLINES LTD	C	16	0	0	94	6	0	0	0	0	3	40	42	10
	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	1	100	5	9
	VIKING AIRLINES	C	2	0	0	0	0	50	50	0	0	62	0	0	0
TOTAL MALTA			131	0	0	63	18	13	5	2	0	19	60	18	123
TOTAL MALTA			131	0	0	63	18	13	5	2	0	19	60	18	123
<b>MEXICO</b>															
CANCUN	MONARCH AIRLINES	C	9	0	0	33	44	22	0	0	0	24	0	0	0
	THOMAS COOK AIRLINES LTD	C	11	0	0	82	0	0	0	18	0	43	68	23	22
	THOMSON AIRWAYS LTD	C	27	9	0	52	15	7	26	0	0	37	60	16	15
TOTAL CANCUN			47	9	0	55	17	9	15	4	0	36	65	20	37
TOTAL MEXICO			47	9	0	55	17	9	15	4	0	36	66	18	41
<b>MOROCCO</b>															
AGADIR	THOMAS COOK AIRLINES LTD	C	10	0	0	80	0	20	0	0	0	10	67	23	9
	THOMSON AIRWAYS LTD	S	8	0	0	25	38	38	0	0	0	23	89	5	9
TOTAL AGADIR			18	0	0	56	17	28	0	0	0	16	78	14	18
MARRAKESH	EASYJET AIRLINE COMPANY LTD	S	26	0	0	54	12	19	12	4	0	39	0	0	0
	THOMSON AIRWAYS LTD	S	16	0	0	56	19	13	13	0	0	26	0	0	0
TOTAL MARRAKESH			42	0	0	55	14	17	12	2	0	34	0	0	0
TOTAL MOROCCO			60	0	0	55	15	20	8	2	0	29	78	14	18
<b>NETHERLANDS</b>															
AMSTERDAM	KLM	S	190	0	0	85	10	4	1	1	0	9	89	8	209
	KLM CITYHOPPER	S	110	0	0	86	7	5	2	0	0	8	93	5	142
TOTAL AMSTERDAM			300	0	0	85	9	4	1	0	0	9	89	7	447
TOTAL NETHERLANDS			301	0	0	85	9	4	1	0	0	9	90	7	527
<b>NORWAY</b>															
OSLO (GARDERMOEN)	SAS	S	32	0	0	88	3	6	3	0	0	7	84	6	32
TOTAL OSLO (GARDERMOEN)			32	0	0	88	3	6	3	0	0	7	84	6	32

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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				Actual (7)	Plan (8)										
TOTAL NORWAY			32	0	0	88	3	6	3	0	0	7	79	9	34
PAKISTAN															
ISLAMABAD	AIR BLUE	S	34	0	0	47	24	12	12	0	6	48	72	16	32
	PAKISTAN INTL AIRLINES	S	36	0	0	50	28	22	0	0	0	19	56	22	32
TOTAL ISLAMABAD			70	0	0	49	26	17	6	0	3	33	64	19	64
KARACHI	PAKISTAN INTL AIRLINES	S	9	0	0	22	0	33	44	0	0	63	67	26	9
TOTAL KARACHI			9	0	0	22	0	33	44	0	0	63	67	26	9
LAHORE	PAKISTAN INTL AIRLINES	S	21	0	0	48	29	14	0	0	10	64	75	8	16
TOTAL LAHORE			21	0	0	48	29	14	0	0	10	64	75	8	16
TOTAL PAKISTAN			100	0	0	46	24	18	8	0	4	42	66	18	89
PORTUGAL(EXCLUDING MADEIRA)															
AZORES PONTA DELGADA	SATA	S	8	0	0	50	0	25	25	0	0	44	88	4	8
TOTAL AZORES PONTA DELGADA			8	0	0	50	0	25	25	0	0	44	88	4	8
FARO	JET2.COM LTD	S	52	0	0	48	21	21	10	0	0	24	79	8	48
	MONARCH AIRLINES	S	98	0	0	48	18	12	14	7	0	44	76	10	110
	THOMAS COOK AIRLINES LTD	C	20	0	0	65	15	20	0	0	0	12	88	15	24
	THOMSON AIRWAYS LTD	C	26	0	0	85	4	4	8	0	0	15	95	3	38
TOTAL FARO			196	0	0	55	17	14	11	4	0	32	81	9	220
LISBON	BMIBABY LTD	S	16	0	0	69	6	19	6	0	0	15	67	34	18
TOTAL LISBON			16	0	0	69	6	19	6	0	0	15	67	34	18
TOTAL PORTUGAL(EXCLUDING MADEIRA)			220	0	0	55	15	15	11	3	0	31	80	11	246
PORTUGAL(MADEIRA)															
FUNCHAL	JET2.COM LTD	S	8	0	0	75	25	0	0	0	0	6	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	9	100	1	8
	THOMSON AIRWAYS LTD	C	16	0	0	81	0	6	0	13	0	29	88	6	16
TOTAL FUNCHAL			32	0	0	81	9	3	0	6	0	18	92	4	24
TOTAL PORTUGAL(MADEIRA)			32	0	0	81	9	3	0	6	0	18	92	4	24
QATAR															
DOHA	QATAR AIRWAYS	S	60	0	0	85	12	3	0	0	0	7	80	11	60
TOTAL DOHA			60	0	0	85	12	3	0	0	0	7	80	11	60
TOTAL QATAR			60	0	0	85	12	3	0	0	0	7	80	11	60
SINGAPORE															
SINGAPORE	SINGAPORE AIRLINES	S	60	0	0	87	13	0	0	0	0	6	88	7	26
TOTAL SINGAPORE			60	0	0	87	13	0	0	0	0	6	88	7	26
TOTAL SINGAPORE			60	0	0	87	13	0	0	0	0	6	88	7	26
SLOVENIA															
LJUBLJANA	ADRIA AIRWAYS	S	15	0	0	80	20	0	0	0	0	9	75	11	16
TOTAL LJUBLJANA			15	0	0	80	20	0	0	0	0	9	75	11	16

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			Actual (7)	Plan (8)											
TOTAL SLOVENIA			15	0	0	80	20	0	0	0	0	9	75	11	16
SPAIN															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	48	0	0	60	10	15	15	0	0	27	57	18	42
	JET2.COM LTD	S	52	0	0	50	17	13	13	2	4	49	56	35	48
	MONARCH AIRLINES	S	90	0	0	44	18	13	21	3	0	44	83	9	86
	THOMAS COOK AIRLINES LTD	C	16	0	0	38	6	19	19	19	0	70	44	56	18
	THOMSON AIRWAYS LTD	C	26	1	0	50	12	19	19	0	0	29	84	7	37
TOTAL ALICANTE			232	1	0	49	15	15	18	3	1	42	69	20	257
ALMERIA	MONARCH AIRLINES	S	26	0	0	54	8	19	19	0	0	35	65	21	34
	THOMAS COOK AIRLINES LTD	C	9	0	0	44	22	22	0	11	0	39	88	6	8
TOTAL ALMERIA			35	0	0	51	11	20	14	3	0	36	69	18	42
BARCELONA	JET2.COM LTD	C	12	0	0	42	42	17	0	0	0	21	0	0	0
	MONARCH AIRLINES	S	59	0	0	53	14	10	20	3	0	39	64	33	50
TOTAL BARCELONA			71	0	0	51	18	11	17	3	0	36	73	25	86
GERONA	THOMSON AIRWAYS LTD	C	15	0	0	60	20	13	7	0	0	23	61	14	18
TOTAL GERONA			15	0	0	60	20	13	7	0	0	23	63	13	59
IBIZA	JET2.COM LTD	S	54	0	0	44	19	15	20	2	0	39	68	20	56
	MONARCH AIRLINES	S	50	0	1	46	14	10	22	8	0	50	73	29	40
	THOMAS COOK AIRLINES LTD	C	28	0	0	57	11	0	18	7	7	70	76	45	34
	THOMSON AIRWAYS LTD	C	43	0	0	72	21	5	2	0	0	11	88	8	42
TOTAL IBIZA			175	0	1	54	17	9	16	4	1	40	76	24	172
MAHON	EASYJET AIRLINE COMPANY LTD	S	22	0	0	68	18	14	0	0	0	12	0	0	0
	MONARCH AIRLINES	S	50	0	0	42	16	20	8	14	0	54	76	12	50
	THOMAS COOK AIRLINES LTD	C	23	0	0	57	17	9	13	0	4	43	83	10	24
	THOMSON AIRWAYS LTD	C	51	0	0	59	12	8	22	0	0	28	84	5	57
TOTAL MAHON			146	0	0	54	15	13	12	5	1	37	81	9	131
MALAGA	EASYJET AIRLINE COMPANY LTD	S	42	0	0	26	29	17	26	2	0	44	53	16	60
	JET2.COM LTD	S	42	0	0	40	14	14	31	0	0	43	52	37	48
	MONARCH AIRLINES	S	116	0	1	34	19	18	19	6	4	67	71	11	128
	THOMSON AIRWAYS LTD	C	34	0	0	76	12	9	3	0	0	11	76	13	50
TOTAL MALAGA			234	0	1	40	19	16	20	3	2	51	66	17	348
MURCIA SAN JAVIER	JET2.COM LTD	S	56	0	0	66	11	7	13	2	2	32	75	23	48
TOTAL MURCIA SAN JAVIER			56	0	0	66	11	7	13	2	2	32	69	22	90
PALMA DE MALLORCA	JET2.COM LTD	S	50	0	0	32	20	22	22	4	0	45	67	14	48
	MONARCH AIRLINES	S	106	0	0	31	17	23	17	6	7	76	58	34	111
	THOMAS COOK AIRLINES LTD	C	59	0	0	53	19	8	17	2	2	40	51	38	78
	THOMSON AIRWAYS LTD	C	140	0	0	51	15	17	14	2	1	44	67	14	162
TOTAL PALMA DE MALLORCA			355	0	0	43	17	18	16	3	3	53	62	23	449
REUS	JET2.COM LTD	S	16	0	0	31	19	25	13	13	0	72	0	0	0
	THOMAS COOK AIRLINES LTD	C	23	0	0	57	26	9	9	0	0	22	75	30	16
	THOMSON AIRWAYS LTD	C	24	0	0	63	4	29	4	0	0	21	69	19	26
TOTAL REUS			63	0	0	52	16	21	8	3	0	34	71	23	42
VALENCIA	JET2.COM LTD	C	6	0	0	83	17	0	0	0	0	5	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
VALENCIA	MONARCH AIRLINES	C	2	0	0	50	50	0	0	0	0	19	0	0	0
<b>TOTAL VALENCIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN</b>			<b>1390</b>	<b>1</b>	<b>2</b>	<b>48</b>	<b>16</b>	<b>15</b>	<b>16</b>	<b>3</b>	<b>2</b>	<b>44</b>	<b>68</b>	<b>20</b>	1676
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	JET2.COM LTD	S	17	1	0	71	12	12	0	6	0	22	88	141	8
	MONARCH AIRLINES	S	61	0	1	48	15	18	15	5	0	37	69	18	42
	THOMAS COOK AIRLINES LTD	C	30	0	0	37	13	7	20	23	0	83	56	46	34
	THOMSON AIRWAYS LTD	C	18	0	0	50	28	11	0	11	0	52	83	6	24
<b>TOTAL ARRECIFE</b>			<b>126</b>	<b>1</b>	<b>1</b>	<b>48</b>	<b>16</b>	<b>13</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>48</b>	<b>71</b>	<b>31</b>	116
FUERTEVENTURA	BMI BRITISH MIDLAND	C	6	0	0	67	33	0	0	0	0	8	0	0	0
	MONARCH AIRLINES	S	18	0	0	44	11	28	17	0	0	35	0	0	0
	THOMAS COOK AIRLINES LTD	C	27	0	0	59	33	0	7	0	0	17	50	30	28
	THOMSON AIRWAYS LTD	C	18	0	0	78	22	0	0	0	0	8	50	24	18
<b>TOTAL FUERTEVENTURA</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>25</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>49</b>	<b>27</b>	55
LAS PALMAS	JET2.COM LTD	S	8	0	0	63	13	25	0	0	0	16	0	0	0
	MONARCH AIRLINES	S	16	0	0	0	13	13	50	0	25	176	0	0	0
	THOMAS COOK AIRLINES LTD	C	9	1	0	44	11	22	22	0	0	32	80	6	25
	THOMSON AIRWAYS LTD	C	26	0	0	54	27	8	12	0	0	21	70	15	33
<b>TOTAL LAS PALMAS</b>			<b>59</b>	<b>1</b>	<b>0</b>	<b>39</b>	<b>19</b>	<b>14</b>	<b>22</b>	<b>0</b>	<b>7</b>	<b>64</b>	<b>61</b>	<b>23</b>	74
SANTA CRUZ DE LA PALMA	THOMSON AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	11	100	0	1
<b>TOTAL SANTA CRUZ DE LA PALMA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>100</b>	<b>0</b>	1
TENERIFE (SURREINA SOFIA)	EASYJET AIRLINE COMPANY LTD	S	50	0	0	32	22	20	26	0	0	44	65	15	60
	JET2.COM LTD	S	27	0	0	63	11	7	19	0	0	25	81	11	26
	MONARCH AIRLINES	S	76	0	0	30	20	24	18	3	5	63	62	14	78
	THOMAS COOK AIRLINES LTD	C	44	0	0	36	9	11	27	16	0	82	50	75	34
	THOMSON AIRWAYS LTD	C	32	0	0	63	19	6	0	13	0	38	76	13	34
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>229</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>17</b>	<b>16</b>	<b>19</b>	<b>6</b>	<b>2</b>	<b>54</b>	<b>63</b>	<b>24</b>	260
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>491</b>	<b>2</b>	<b>1</b>	<b>46</b>	<b>18</b>	<b>14</b>	<b>16</b>	<b>5</b>	<b>2</b>	<b>48</b>	<b>63</b>	<b>26</b>	506
<b>SWEDEN</b>															
GOTEBORG	CITY AIRLINE	S	96	0	0	94	5	1	0	0	0	3	95	3	96
<b>TOTAL GOTEBORG</b>			<b>96</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>95</b>	<b>3</b>	96
STOCKHOLM (ARLANDA)	SAS	S	88	0	0	98	1	0	1	0	0	3	91	4	92
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>91</b>	<b>4</b>	92
<b>TOTAL SWEDEN</b>			<b>185</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>93</b>	<b>4</b>	188
<b>SWITZERLAND</b>															
BASLE MULHOUSE	JET2.COM LTD	C	2	0	0	50	50	0	0	0	0	13	0	0	0
	SWISS AIRLINES	S	34	0	0	94	0	6	0	0	0	5	100	1	26
<b>TOTAL BASLE MULHOUSE</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>1</b>	26
GENEVA	EASYJET AIRLINE COMPANY LTD	S	50	0	1	40	20	30	10	0	0	28	79	8	58
<b>TOTAL GENEVA</b>			<b>50</b>	<b>0</b>	<b>1</b>	<b>40</b>	<b>20</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>79</b>	<b>8</b>	58
ZURICH	EASYJET AIRLINE COMPANY LTD	S	52	0	0	67	12	2	8	12	0	44	0	0	0

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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## Reporting Airport: MANCHESTER (Full Analysis)

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			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
ZURICH	SWISS AIRLINES	S	180	0	0	69	23	4	3	0	0	13	62	13	133
<b>TOTAL ZURICH</b>			<b>232</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>21</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>70</b>	<b>11</b>	<b>179</b>
<b>TOTAL SWITZERLAND</b>			<b>319</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>18</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>75</b>	<b>9</b>	<b>263</b>
<b>TUNISIA</b>															
MONASTIR	JET2.COM LTD	S	8	0	0	13	25	25	38	0	0	57	0	0	0
	THOMAS COOK AIRLINES LTD	C	28	0	0	46	14	14	21	4	0	38	73	8	26
	THOMSON AIRWAYS LTD	C	18	0	0	56	22	17	6	0	0	20	81	17	21
<b>TOTAL MONASTIR</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>19</b>	<b>17</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>71</b>	<b>14</b>	<b>55</b>
<b>TOTAL TUNISIA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>19</b>	<b>17</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>71</b>	<b>14</b>	<b>55</b>
<b>TURKEY</b>															
ANTALYA	ATLASJET INTERNATIONAL	C	8	0	0	25	13	38	25	0	0	51	0	0	0
	MONARCH AIRLINES	S	16	1	0	25	25	31	19	0	0	46	0	0	0
	PEGASUS AIRLINES	S	7	0	0	43	43	0	14	0	0	23	0	0	0
	THOMAS COOK AIRLINES LTD	C	59	0	0	69	7	8	12	0	3	41	58	39	36
	THOMSON AIRWAYS LTD	C	17	0	0	71	6	0	24	0	0	26	94	5	18
<b>TOTAL ANTALYA</b>			<b>107</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>12</b>	<b>12</b>	<b>16</b>	<b>0</b>	<b>2</b>	<b>39</b>	<b>61</b>	<b>27</b>	<b>83</b>
BODRUM (MILAS)	MONARCH AIRLINES	C	16	0	0	56	0	6	31	6	0	48	0	0	0
	ONUR AIR	C	26	0	0	85	8	8	0	0	0	9	76	8	38
	THOMAS COOK AIRLINES LTD	C	51	0	0	75	2	6	18	0	0	22	66	24	41
	THOMSON AIRWAYS LTD	C	41	0	0	68	12	7	5	5	2	31	81	15	32
<b>TOTAL BODRUM (MILAS)</b>			<b>135</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>6</b>	<b>7</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>25</b>	<b>80</b>	<b>20</b>	<b>162</b>
DALAMAN	BMI BRITISH MIDLAND	C	8	0	0	88	13	0	0	0	0	5	44	51	41
	EASYJET AIRLINE COMPANY LTD	S	44	0	0	48	20	18	14	0	0	28	70	27	23
	JET2.COM LTD	S	23	0	0	74	9	9	9	0	0	23	71	11	17
	MONARCH AIRLINES	C	55	0	0	62	9	4	18	4	4	51	64	24	25
	ONUR AIR	C	13	0	0	62	23	0	15	0	0	23	87	7	52
	PEGASUS AIRLINES	S	16	0	0	88	6	0	6	0	0	7	0	0	0
	PEGASUS AIRLINES	C	8	0	0	75	25	0	0	0	0	7	89	4	28
	SKY AIRLINES	C	8	0	0	75	13	13	0	0	0	14	0	0	0
	THOMAS COOK AIRLINES LTD	C	124	3	0	63	9	6	19	2	0	31	65	54	134
	THOMSON AIRWAYS LTD	C	80	1	0	84	8	5	3	1	0	12	81	9	63
<b>TOTAL DALAMAN</b>			<b>380</b>	<b>4</b>	<b>0</b>	<b>68</b>	<b>11</b>	<b>7</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>26</b>	<b>70</b>	<b>31</b>	<b>391</b>
ISTANBUL	THY TURK HAVA YOLLARI TURKIS	S	60	0	0	18	33	17	32	0	0	46	46	21	84
<b>TOTAL ISTANBUL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>33</b>	<b>17</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>46</b>	<b>22</b>	<b>85</b>
IZMIR (ADNAM MENDERES)	FREEBIRD AIRLINES	C	4	0	0	75	25	0	0	0	0	9	0	0	0
	THOMAS COOK AIRLINES LTD	C	29	0	0	48	14	3	34	0	0	47	83	16	29
	THOMSON AIRWAYS LTD	C	16	0	0	81	6	0	13	0	0	14	100	9	8
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>12</b>	<b>2</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>86</b>	<b>14</b>	<b>37</b>
<b>TOTAL TURKEY</b>			<b>731</b>	<b>5</b>	<b>0</b>	<b>63</b>	<b>12</b>	<b>8</b>	<b>15</b>	<b>1</b>	<b>1</b>	<b>30</b>	<b>69</b>	<b>26</b>	<b>760</b>
<b>UNITED ARAB EMIRATES</b>															
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	60	0	0	82	3	3	8	3	0	21	83	10	60
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>3</b>	<b>3</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>83</b>	<b>10</b>	<b>60</b>



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			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
DUBAI	EMIRATES	S	119	1	0	45	35	17	3	0	0	20	52	19	120
<b>TOTAL DUBAI</b>			<b>119</b>	<b>1</b>	<b>0</b>	<b>45</b>	<b>35</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>52</b>	<b>19</b>	<b>120</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>179</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>25</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>62</b>	<b>16</b>	<b>180</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BMI REGIONAL	S	271	0	0	93	5	1	1	0	0	4	93	4	300
	EASTERN AIRWAYS	C	6	0	0	67	17	17	0	0	0	15	100	2	6
<b>TOTAL ABERDEEN</b>			<b>278</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>4</b>	<b>93</b>	<b>4</b>	<b>306</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	320	0	0	85	10	5	0	0	0	7	89	7	316
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>320</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>7</b>	<b>316</b>
BELFAST INTERNATIONAL	BMIBABY LTD	S	104	0	0	82	7	6	4	2	0	13	92	8	112
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>92</b>	<b>8</b>	<b>113</b>
BOURNEMOUTH	FLYBE LTD	S	52	0	0	85	8	2	4	2	0	15	0	0	0
<b>TOTAL BOURNEMOUTH</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
EDINBURGH	BMI REGIONAL	S	243	0	0	93	2	3	1	0	0	4	95	3	241
	FLYBE LTD	S	207	0	2	85	9	4	2	0	0	8	93	4	180
<b>TOTAL EDINBURGH</b>			<b>450</b>	<b>8</b>	<b>2</b>	<b>90</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>94</b>	<b>4</b>	<b>421</b>
EXETER	FLYBE LTD	S	95	0	1	91	4	2	3	0	0	7	94	5	96
<b>TOTAL EXETER</b>			<b>95</b>	<b>0</b>	<b>1</b>	<b>91</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>94</b>	<b>5</b>	<b>96</b>
FARNBOROUGH	BMI BRITISH MIDLAND	C	2	0	0	0	0	50	50	0	0	52	0	0	0
<b>TOTAL FARNBOROUGH</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>52</b>	<b>67</b>	<b>16</b>	<b>3</b>
GATWICK	BRITISH AIRWAYS PLC	S	300	0	0	72	17	6	5	0	0	13	79	10	300
<b>TOTAL GATWICK</b>			<b>300</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>11</b>	<b>304</b>
GLASGOW	FLYBE LTD	S	198	0	0	94	2	2	3	0	0	5	93	4	198
	VIKING AIRLINES	C	2	0	0	50	50	0	0	0	0	14	0	0	0
<b>TOTAL GLASGOW</b>			<b>200</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>93</b>	<b>3</b>	<b>226</b>
GUERNSEY	AURIGNY AIR SERVICES	S	120	0	0	97	3	0	1	0	0	4	89	5	120
	FLYBE LTD	S	28	0	0	100	0	0	0	0	0	2	83	10	36
<b>TOTAL GUERNSEY</b>			<b>148</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>4</b>	<b>88</b>	<b>6</b>	<b>156</b>
HEATHROW	BMI BRITISH MIDLAND	S	353	0	0	80	10	7	3	0	0	10	86	7	340
	BRITISH AIRWAYS PLC	S	440	0	0	69	16	11	5	0	0	15	83	8	438
<b>TOTAL HEATHROW</b>			<b>793</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>84</b>	<b>8</b>	<b>778</b>
INVERNESS	FLYBE LTD	S	104	0	0	91	2	2	2	3	0	11	90	5	104
<b>TOTAL INVERNESS</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>90</b>	<b>5</b>	<b>104</b>
ISLE OF MAN	FLYBE LTD	S	264	0	0	91	4	3	2	0	0	5	82	11	253
<b>TOTAL ISLE OF MAN</b>			<b>264</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>11</b>	<b>253</b>
JERSEY	BMIBABY LTD	S	60	0	0	80	10	2	7	2	0	14	90	8	48
	FLYBE LTD	S	82	0	0	82	6	5	7	0	0	12	75	12	84
<b>TOTAL JERSEY</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>4</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>11</b>	<b>132</b>
MANSTON (KENT INT)	FLYBE LTD	S	44	0	0	95	2	2	0	0	0	5	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 MANSTON (KENT INT)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	0
NEWCASTLE	THOMSON AIRWAYS LTD	C	2	6	0	0	0	100	0	0	0	37	0	0	0
<b>TOTAL NEWCASTLE</b>			<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	0
NEWQUAY	AIR SOUTHWEST	S	30	0	0	80	10	0	10	0	0	13	77	11	31
	BMIBABY LTD	S	46	0	0	87	2	11	0	0	0	7	77	8	62
<b>TOTAL NEWQUAY</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>9</b>	93
NORWICH	FLYBE LTD	S	96	0	0	82	9	4	3	0	1	18	76	15	95
<b>TOTAL NORWICH</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>76</b>	<b>15</b>	95
PLYMOUTH	AIR SOUTHWEST	S	76	0	0	83	9	3	5	0	0	10	78	13	76
<b>TOTAL PLYMOUTH</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>13</b>	76
SOUTHAMPTON	FLYBE LTD	S	251	0	5	78	11	5	5	1	0	14	81	8	254
<b>TOTAL SOUTHAMPTON</b>			<b>251</b>	<b>0</b>	<b>5</b>	<b>78</b>	<b>11</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>81</b>	<b>8</b>	254
<b>TOTAL UNITED KINGDOM</b>			<b>3799</b>	<b>20</b>	<b>9</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>7</b>	3728
<b>USA</b>															
ATLANTA	DELTA AIRLINES	S	61	0	0	64	23	2	5	7	0	27	95	6	60
<b>TOTAL ATLANTA</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>23</b>	<b>2</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>27</b>	<b>95</b>	<b>6</b>	60
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	60	0	0	80	5	8	3	2	2	22	90	7	60
<b>TOTAL CHICAGO (O'HARE)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>5</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>22</b>	<b>90</b>	<b>7</b>	60
LAS VEGAS	THOMAS COOK AIRLINES LTD	C	10	0	0	80	20	0	0	0	0	6	88	9	17
<b>TOTAL LAS VEGAS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>9</b>	17
NEW YORK (JF KENNEDY)	AMERICAN AIRLINES	S	60	0	0	70	15	5	7	3	0	24	0	0	0
	DELTA AIRLINES	S	61	0	0	80	10	3	7	0	0	11	97	6	60
	PAKISTAN INTL AIRLINES	S	13	0	0	31	46	0	15	8	0	46	78	29	9
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>4</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>94</b>	<b>9</b>	69
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	120	0	0	86	10	3	2	0	0	6	88	7	120
<b>TOTAL NEW YORK (NEWARK)</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>7</b>	120
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	78	0	1	86	8	5	1	0	0	7	76	11	78
<b>TOTAL ORLANDO</b>			<b>78</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>7</b>	<b>76</b>	<b>11</b>	78
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	60	0	0	92	0	2	7	0	0	11	88	6	60
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>6</b>	60
SANFORD	MONARCH AIRLINES	C	8	0	0	25	13	0	25	25	13	292	63	15	8
	THOMAS COOK AIRLINES LTD	C	23	0	0	83	4	0	0	13	0	36	86	10	28
	THOMSON AIRWAYS LTD	C	25	0	0	80	20	0	0	0	0	8	78	8	23
<b>TOTAL SANFORD</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>0</b>	<b>4</b>	<b>9</b>	<b>2</b>	<b>60</b>	<b>78</b>	<b>10</b>	60
<b>TOTAL USA</b>			<b>579</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>11</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>87</b>	<b>8</b>	524
<b>TOTAL MANCHESTER</b>			<b>14401</b>	<b>50</b>	<b>27</b>	<b>71</b>	<b>12</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>77</b>	<b>13</b>	15076

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
SALZBURG	THOMSON AIRWAYS LTD	C	5	0	0	100	0	0	0	0	0	0	90	3	10
TOTAL SALZBURG			5	0	0	100	0	0	0	0	0	0	90	3	10
TOTAL AUSTRIA			5	0	0	100	0	0	0	0	0	0	90	3	10
<b>BELGIUM</b>															
BRUSSELS	BRUSSELS AIRLINES	S	144	0	0	91	6	2	1	0	0	5	86	5	50
TOTAL BRUSSELS			144	0	0	91	6	2	1	0	0	5	86	5	50
TOTAL BELGIUM			144	0	0	91	6	2	1	0	0	5	86	5	50
<b>BULGARIA</b>															
BURGAS	BH AIR	C	15	0	0	60	27	13	0	0	0	14	38	23	8
TOTAL BURGAS			15	0	0	60	27	13	0	0	0	14	71	11	17
VARNA	BH AIR	C	8	0	0	50	0	38	13	0	0	28	100	3	8
TOTAL VARNA			8	0	0	50	0	38	13	0	0	28	100	3	8
TOTAL BULGARIA			23	0	0	57	17	22	4	0	0	19	80	9	25
<b>CANADA</b>															
TORONTO	AIR TRANSAT	S	10	0	0	70	0	10	10	10	0	40	80	24	10
TOTAL TORONTO			10	0	0	70	0	10	10	10	0	40	80	24	10
TOTAL CANADA			10	0	0	70	0	10	10	10	0	40	80	24	10
<b>CROATIA</b>															
PULA	VIKING AIRLINES	C	2	0	0	50	50	0	0	0	0	14	100	0	1
TOTAL PULA			2	0	0	50	50	0	0	0	0	14	100	0	1
SPLIT	JET2.COM LTD	S	8	0	0	50	0	50	0	0	0	26	100	4	8
TOTAL SPLIT			8	0	0	50	0	50	0	0	0	26	100	4	8
TOTAL CROATIA			10	0	0	50	10	40	0	0	0	23	100	4	9
<b>CYPRUS</b>															
LARNACA	EUROCYPRIA AIRLINES LTD	C	8	0	0	75	25	0	0	0	0	10	56	20	16
	THOMAS COOK AIRLINES LTD	C	18	0	0	50	28	11	0	11	0	33	60	23	10
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	8	63	65	8
TOTAL LARNACA			34	0	0	65	24	6	0	6	0	22	59	31	34
PAPHOS	JET2.COM LTD	S	18	0	0	67	22	11	0	0	0	13	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	25	0	0	0	13	75	23	24
	THOMSON AIRWAYS LTD	C	18	0	0	33	22	17	28	0	0	48	76	11	17
TOTAL PAPHOS			44	0	0	52	20	16	11	0	0	27	73	17	51
TOTAL CYPRUS			78	0	0	58	22	12	6	3	0	25	67	23	85
<b>DENMARK</b>															
COPENHAGEN	CIMBER AIR A/S	S	58	0	2	69	12	17	2	0	0	15	79	11	52
TOTAL COPENHAGEN			58	0	2	69	12	17	2	0	0	15	79	11	52

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: NEWCASTLE (Full Analysis)

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			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL DENMARK</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>12</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>79</b>	<b>11</b>	<b>52</b>
<b>DOMINICAN REPUBLIC</b>															
PUNTA CANA	THOMSON AIRWAYS LTD	C	9	0	0	78	0	11	0	0	11	66	0	0	0
TOTAL PUNTA CANA			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>66</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL DOMINICAN REPUBLIC			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>66</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	JET2.COM LTD	S	10	0	0	90	10	0	0	0	0	7	0	0	0
	THOMAS COOK AIRLINES LTD	C	20	0	0	95	0	5	0	0	0	5	78	16	18
	THOMSON AIRWAYS LTD	S	12	0	0	83	0	17	0	0	0	14	63	18	8
TOTAL SHARM EL SHEIKH (OPHIRA)			<b>42</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>17</b>	<b>26</b>
TOTAL EGYPT			<b>42</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>17</b>	<b>26</b>
<b>FRANCE</b>															
LIMOGES	FLYBE LTD	S	6	0	0	83	17	0	0	0	0	6	50	17	2
TOTAL LIMOGES			<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>6</b>	<b>50</b>	<b>17</b>	<b>2</b>
NICE	EASYJET AIRLINE COMPANY LTD	S	20	0	4	65	10	15	10	0	0	21	88	6	60
TOTAL NICE			<b>20</b>	<b>0</b>	<b>4</b>	<b>65</b>	<b>10</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>88</b>	<b>6</b>	<b>60</b>
PARIS (CHARLES DE GAULLE)	BRIT AIR	S	164	0	0	79	11	6	4	0	0	11	93	5	163
	EASYJET AIRLINE COMPANY LTD	S	50	0	4	52	10	18	20	0	0	36	93	7	60
TOTAL PARIS (CHARLES DE GAULLE)			<b>214</b>	<b>0</b>	<b>4</b>	<b>73</b>	<b>11</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>93</b>	<b>6</b>	<b>223</b>
TOTAL FRANCE			<b>240</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>11</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>92</b>	<b>6</b>	<b>285</b>
<b>GERMANY</b>															
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	96	0	0	63	21	13	4	0	0	17	68	15	60
TOTAL DUSSELDORF			<b>96</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>21</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>68</b>	<b>15</b>	<b>60</b>
HANOVER	FLYBE LTD	S	26	0	0	73	12	8	8	0	0	17	0	0	0
TOTAL HANOVER			<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>17</b>	<b>100</b>	<b>1</b>	<b>22</b>
TOTAL GERMANY			<b>122</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>77</b>	<b>12</b>	<b>82</b>
<b>GREECE</b>															
CORFU	JET2.COM LTD	S	8	0	0	100	0	0	0	0	0	3	50	86	4
	THOMAS COOK AIRLINES LTD	C	16	0	0	88	13	0	0	0	0	4	76	20	17
	THOMSON AIRWAYS LTD	C	16	0	0	88	6	6	0	0	0	6	100	2	8
TOTAL CORFU			<b>40</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>75</b>	<b>28</b>	<b>32</b>
HERAKLION	EUROCYPRIA AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	2	100	2	4
	JET2.COM LTD	S	8	0	0	50	25	25	0	0	0	21	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	25	38	25	13	0	0	29	53	18	17
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	3	75	7	8
TOTAL HERAKLION			<b>34</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>54</b>	<b>27</b>	<b>35</b>
KEFALLINIA	THOMAS COOK AIRLINES LTD	C	8	0	0	50	13	13	13	13	0	53	100	2	8
TOTAL KEFALLINIA			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>53</b>	<b>100</b>	<b>2</b>	<b>8</b>
KOS	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	71	34	7

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
KOS	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL KOS</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>71</b>	<b>34</b>	<b>7</b>
RHODES	JET2.COM LTD	S	10	0	0	80	20	0	0	0	0	7	90	3	10
	THOMAS COOK AIRLINES LTD	C	7	0	0	57	14	29	0	0	0	17	56	27	9
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	0	100	2	9
<b>TOTAL RHODES</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>13</b>	<b>34</b>	
SALONIKA	THOMSON AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	0	75	21	8
<b>TOTAL SALONIKA</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>75</b>	<b>21</b>	<b>8</b>	
SKIATHOS	THOMAS COOK AIRLINES LTD	C	8	0	0	63	0	38	0	0	0	15	50	30	8
<b>TOTAL SKIATHOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>50</b>	<b>30</b>	<b>8</b>
ZAKINTHOS	THOMAS COOK AIRLINES LTD	C	18	0	0	83	0	6	11	0	0	21	88	4	16
	THOMSON AIRWAYS LTD	C	8	0	0	63	25	13	0	0	0	14	38	26	8
<b>TOTAL ZAKINTHOS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>71</b>	<b>11</b>	<b>24</b>
<b>TOTAL GREECE</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>19</b>	<b>166</b>
<b>IRISH REPUBLIC</b>															
CORK	JET2.COM LTD	S	16	0	0	75	13	0	13	0	0	16	81	16	16
<b>TOTAL CORK</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>81</b>	<b>16</b>	<b>16</b>
DUBLIN	RYANAIR	S	76	0	0	72	20	7	1	0	0	12	83	8	76
<b>TOTAL DUBLIN</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>20</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>8</b>	<b>76</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>9</b>	<b>92</b>
<b>ITALY</b>															
NAPLES	THOMSON AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	8	100	1	8
<b>TOTAL NAPLES</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>100</b>	<b>1</b>	<b>8</b>
PISA	JET2.COM LTD	S	6	0	0	17	17	50	17	0	0	41	40	18	10
<b>TOTAL PISA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>50</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>40</b>	<b>18</b>	<b>10</b>
ROME (CIAMPINO)	EASYJET AIRLINE COMPANY LTD	S	32	0	0	53	13	22	13	0	0	25	88	7	33
<b>TOTAL ROME (CIAMPINO)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>13</b>	<b>22</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>88</b>	<b>7</b>	<b>33</b>
VERONA VILLAFRANCA	THOMSON AIRWAYS LTD	C	16	0	0	38	25	38	0	0	0	22	77	6	13
<b>TOTAL VERONA VILLAFRANCA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>79</b>	<b>6</b>	<b>14</b>
<b>TOTAL ITALY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>15</b>	<b>27</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>80</b>	<b>8</b>	<b>65</b>
<b>MALTA</b>															
MALTA	AIR MALTA	C	8	0	0	63	25	13	0	0	0	14	60	33	10
	EASYJET AIRLINE COMPANY LTD	S	16	0	0	75	0	19	6	0	0	17	75	21	16
<b>TOTAL MALTA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>8</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>26</b>	<b>26</b>
<b>TOTAL MALTA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>8</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>26</b>	<b>26</b>
<b>MEXICO</b>															
CANCUN	THOMSON AIRWAYS LTD	C	10	0	0	80	10	0	10	0	0	14	89	5	9
<b>TOTAL CANCUN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>89</b>	<b>5</b>	<b>9</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 MEXICO</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>89</b>	<b>5</b>	<b>9</b>
<b>NETHERLANDS</b>															
<b>AMSTERDAM</b>	KLM	S	120	0	0	92	5	3	1	0	0	5	89	5	120
	KLM CITYHOPPER	S	120	0	0	83	3	7	7	0	0	12	97	2	120
<b>TOTAL AMSTERDAM</b>			<b>240</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>9</b>	<b>93</b>	<b>4</b>	<b>240</b>
<b>TOTAL NETHERLANDS</b>			<b>240</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>9</b>	<b>93</b>	<b>4</b>	<b>241</b>
<b>NORWAY</b>															
<b>BERGEN</b>	EASTERN AIRWAYS	S	44	0	0	95	0	2	2	0	0	5	0	0	0
<b>TOTAL BERGEN</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>RYGGE</b>	RYANAIR	S	26	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL RYGGE</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>0</b>	<b>0</b>	<b>0</b>
<b>STAVANGER</b>	EASTERN AIRWAYS	S	44	0	0	98	0	2	0	0	0	2	100	1	44
	WIDEROE FLYVESELSKAP A/S	S	24	0	0	83	8	4	4	0	0	9	100	2	24
<b>TOTAL STAVANGER</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>100</b>	<b>1</b>	<b>68</b>
<b>TOTAL NORWAY</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>100</b>	<b>1</b>	<b>68</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
<b>FARO</b>	EASYJET AIRLINE COMPANY LTD	S	60	0	0	57	12	10	20	2	0	35	83	9	76
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	4	88	5	16
	THOMSON AIRWAYS LTD	C	10	0	0	50	10	30	10	0	0	26	100	4	8
<b>TOTAL FARO</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>12</b>	<b>12</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>85</b>	<b>8</b>	<b>100</b>
<b>OPORTO (PORTUGAL)</b>	VIKING AIRLINES	C	2	0	0	50	50	0	0	0	0	10	0	0	0
<b>TOTAL OPORTO (PORTUGAL)</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 PORTUGAL(EXCLUDING MADEIRA)</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>13</b>	<b>11</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>85</b>	<b>8</b>	<b>100</b>
<b>PORTUGAL(MADEIRA)</b>															
<b>FUNCHAL</b>	THOMSON AIRWAYS LTD	C	8	0	0	75	13	0	13	0	0	11	88	7	8
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>7</b>	<b>8</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>7</b>	<b>8</b>
<b>SPAIN</b>															
<b>ALICANTE</b>	EASYJET AIRLINE COMPANY LTD	S	92	0	0	61	16	13	8	2	0	26	87	9	120
	THOMAS COOK AIRLINES LTD	C	8	0	0	38	25	13	25	0	0	32	94	2	18
	THOMSON AIRWAYS LTD	C	16	0	0	69	13	6	6	6	0	31	78	8	18
<b>TOTAL ALICANTE</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>16</b>	<b>12</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>87</b>	<b>8</b>	<b>156</b>
<b>BARCELONA</b>	EASYJET AIRLINE COMPANY LTD	S	58	0	0	71	12	5	12	0	0	21	87	8	60
<b>TOTAL BARCELONA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>5</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>87</b>	<b>8</b>	<b>60</b>
<b>GERONA</b>	RYANAIR	S	26	0	0	65	15	8	12	0	0	23	85	8	34
<b>TOTAL GERONA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>86</b>	<b>7</b>	<b>37</b>
<b>IBIZA</b>	EASYJET AIRLINE COMPANY LTD	S	7	0	2	43	0	29	29	0	0	34	80	10	10
	JET2.COM LTD	S	16	0	0	44	6	38	13	0	0	32	63	24	16
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	10	0	0	0	0	6	68	25	22

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				Actual (7)	Plan (8)										
IBIZA	THOMAS COOK BELGIUM	C	2	0	0	50	50	0	0	0	0	16	0	0	0
	THOMSON AIRWAYS LTD	C	22	0	0	86	0	5	9	0	0	10	92	6	26
<b>TOTAL IBIZA</b>			<b>57</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>5</b>	<b>16</b>	<b>11</b>	<b>0</b>	<b>19</b>	<b>77</b>	<b>16</b>	<b>74</b>	
MAHON	ASTRAEUS LTD	C	2	0	0	0	0	100	0	0	0	51	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	4	0	0	100	0	0	0	0	7	50	32	4	
	JET2.COM LTD	S	8	0	0	25	0	0	75	0	0	56	0	40	2
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	0	25	0	0	42	100	0	8
	THOMSON AIRWAYS LTD	C	10	0	0	20	20	0	50	10	0	81	100	1	10
<b>TOTAL MAHON</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>6</b>	<b>6</b>	<b>41</b>	<b>3</b>	<b>54</b>	<b>83</b>	<b>9</b>	<b>24</b>	
MALAGA	EASYJET AIRLINE COMPANY LTD	S	84	0	0	50	13	14	21	1	0	36	85	8	112
	JET2.COM LTD	S	34	0	0	56	24	12	9	0	0	25	63	15	32
	THOMSON AIRWAYS LTD	C	8	0	0	38	50	0	13	0	0	23	100	4	8
<b>TOTAL MALAGA</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>18</b>	<b>13</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>32</b>	<b>77</b>	<b>12</b>	<b>160</b>
MURCIA SAN JAVIER	EASYJET AIRLINE COMPANY LTD	S	24	0	0	54	8	17	17	4	0	34	88	5	26
	JET2.COM LTD	S	44	0	0	52	23	18	2	2	2	31	80	10	44
<b>TOTAL MURCIA SAN JAVIER</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>18</b>	<b>18</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>32</b>	<b>83</b>	<b>8</b>	<b>70</b>
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	96	0	0	50	14	7	25	4	0	44	77	18	111
	JET2.COM LTD	S	42	0	0	45	31	5	14	5	0	40	75	17	40
	THOMAS COOK AIRLINES LTD	C	16	0	0	63	19	0	13	6	0	33	88	7	25
	THOMSON AIRWAYS LTD	C	47	0	0	55	21	15	9	0	0	22	85	8	48
<b>TOTAL PALMA DE MALLORCA</b>			<b>202</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>19</b>	<b>8</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>37</b>	<b>79</b>	<b>14</b>	<b>224</b>
REUS	THOMAS COOK AIRLINES LTD	C	8	0	0	50	25	13	13	0	0	22	94	7	17
	THOMSON AIRWAYS LTD	C	16	0	0	50	25	6	19	0	0	24	100	4	18
<b>TOTAL REUS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>8</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>97</b>	<b>6</b>	<b>35</b>
<b>TOTAL SPAIN</b>			<b>709</b>	<b>0</b>	<b>2</b>	<b>56</b>	<b>16</b>	<b>11</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>82</b>	<b>11</b>	<b>840</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	JET2.COM LTD	S	18	0	0	33	39	17	11	0	0	24	63	13	8
	THOMAS COOK AIRLINES LTD	C	9	0	0	89	11	0	0	0	0	3	100	0	8
	THOMSON AIRWAYS LTD	C	9	0	0	78	22	0	0	0	0	8	100	0	8
<b>TOTAL ARRECIFE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>28</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>88</b>	<b>5</b>	<b>24</b>
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	C	10	0	0	90	0	0	10	0	0	11	78	32	9
<b>TOTAL FUERTEVENTURA</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>78</b>	<b>32</b>	<b>9</b>
LAS PALMAS	JET2.COM LTD	S	8	0	0	25	13	13	50	0	0	59	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	0	25	0	0	33	100	1	8
	THOMSON AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	13	89	4	9
<b>TOTAL LAS PALMAS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>8</b>	<b>8</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>94</b>	<b>2</b>	<b>17</b>
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	23	1	0	61	13	9	9	9	0	41	72	14	18
	THOMAS COOK AIRLINES LTD	C	16	0	0	81	6	0	13	0	0	14	61	20	18
	THOMSON AIRWAYS LTD	C	9	0	0	22	33	0	22	22	0	80	90	4	10
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>48</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>15</b>	<b>4</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>39</b>	<b>72</b>	<b>14</b>	<b>46</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>118</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>16</b>	<b>6</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>80</b>	<b>11</b>	<b>96</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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>TUNISIA</b>															
MONASTIR	JET2.COM LTD	S	2	0	0	50	50	0	0	0	0	9	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	13	13	0	0	14	88	6	8
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	5	50	15	8
<b>TOTAL MONASTIR</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>10</b>	<b>16</b>
<b>TOTAL TUNISIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>10</b>	<b>16</b>
<b>TURKEY</b>															
ANTALYA	THOMAS COOK AIRLINES LTD	C	16	0	0	81	6	13	0	0	0	9	83	5	18
	THOMSON AIRWAYS LTD	C	9	0	0	67	11	11	11	0	0	20	100	1	10
<b>TOTAL ANTALYA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>8</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>89</b>	<b>3</b>	<b>28</b>
BODRUM (MILAS)	ONUR AIR	C	4	0	0	100	0	0	0	0	0	6	73	11	26
	SKY AIRLINES	C	8	0	0	88	13	0	0	0	0	4	0	0	0
	THOMAS COOK AIRLINES LTD	C	16	0	0	81	6	0	0	13	0	32	100	1	17
	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	2	88	4	8
<b>TOTAL BODRUM (MILAS)</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>16</b>	<b>84</b>	<b>6</b>	<b>51</b>
DALAMAN	JET2.COM LTD	S	16	0	0	81	19	0	0	0	0	7	0	0	0
	ONUR AIR	C	23	0	0	61	30	9	0	0	0	14	91	5	32
	SKY AIRLINES	C	8	0	0	100	0	0	0	0	0	5	0	0	0
	THOMAS COOK AIRLINES LTD	C	49	0	0	76	6	2	10	6	0	31	90	9	41
	THOMSON AIRWAYS LTD	C	25	0	0	64	16	8	12	0	0	18	88	4	8
<b>TOTAL DALAMAN</b>			<b>121</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>4</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>90</b>	<b>7</b>	<b>81</b>
IZMIR (ADNAM MENDERES)	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	0	0	25	0	72	0	0	0
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>72</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TURKEY</b>			<b>191</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>4</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>21</b>	<b>88</b>	<b>6</b>	<b>160</b>
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	60	0	0	65	17	8	10	0	0	20	83	8	60
<b>TOTAL DUBAI</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>17</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>83</b>	<b>8</b>	<b>60</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>17</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>83</b>	<b>8</b>	<b>60</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	EASTERN AIRWAYS	S	178	0	6	96	2	2	1	0	0	3	91	5	183
<b>TOTAL ABERDEEN</b>			<b>178</b>	<b>0</b>	<b>6</b>	<b>96</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>91</b>	<b>5</b>	<b>183</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	104	0	0	93	1	4	2	0	0	5	77	14	92
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>77</b>	<b>14</b>	<b>92</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	122	0	0	64	14	7	16	0	0	22	92	7	134
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>7</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>92</b>	<b>7</b>	<b>134</b>
BIRMINGHAM	EASTERN AIRWAYS	S	129	0	3	96	3	1	0	0	0	2	98	2	130
<b>TOTAL BIRMINGHAM</b>			<b>129</b>	<b>0</b>	<b>3</b>	<b>96</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>98</b>	<b>2</b>	<b>130</b>
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	145	0	0	74	9	10	8	0	0	15	88	6	152
<b>TOTAL BRISTOL</b>			<b>145</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>9</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>88</b>	<b>6</b>	<b>152</b>
CARDIFF WALES	EASTERN AIRWAYS	S	87	0	1	89	7	3	1	0	0	5	97	2	86



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)										
CARDIFF WALES	FLYBE LTD	S	40	0	0	98	0	0	0	3	0	7	98	7	40
<b>TOTAL CARDIFF WALES</b>			<b>127</b>	<b>0</b>	<b>1</b>	<b>91</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>97</b>	<b>4</b>	<b>126</b>
EXETER	FLYBE LTD	S	60	0	0	83	8	5	2	2	0	10	82	6	68
<b>TOTAL EXETER</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>6</b>	<b>68</b>
GATWICK	FLYBE LTD	S	212	0	4	83	8	5	4	0	0	12	91	6	214
<b>TOTAL GATWICK</b>			<b>212</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>91</b>	<b>6</b>	<b>214</b>
HEATHROW	BRITISH AIRWAYS PLC	S	335	1	1	71	15	9	5	0	0	15	93	5	336
<b>TOTAL HEATHROW</b>			<b>335</b>	<b>1</b>	<b>1</b>	<b>71</b>	<b>15</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>93</b>	<b>5</b>	<b>336</b>
ISLE OF MAN	FLIGHTLINE SL	S	8	0	0	100	0	0	0	0	0	0	0	0	0
	FLM AVIATION	S	44	0	16	100	0	0	0	0	0	1	100	0	30
<b>TOTAL ISLE OF MAN</b>			<b>52</b>	<b>0</b>	<b>16</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>0</b>	<b>32</b>
JERSEY	FLYBE LTD	S	42	0	0	95	5	0	0	0	0	3	57	24	42
<b>TOTAL JERSEY</b>			<b>42</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>57</b>	<b>24</b>	<b>42</b>
PLYMOUTH	AIR SOUTHWEST	S	58	0	0	78	10	5	5	2	0	14	81	9	64
<b>TOTAL PLYMOUTH</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>81</b>	<b>9</b>	<b>64</b>
SOUTHAMPTON	FLYBE LTD	S	206	0	2	86	5	1	5	2	0	14	91	9	164
<b>TOTAL SOUTHAMPTON</b>			<b>206</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>5</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>89</b>	<b>8</b>	<b>268</b>
STANSTED	EASYJET AIRLINE COMPANY LTD	S	108	0	0	76	8	6	10	0	0	18	90	8	110
<b>TOTAL STANSTED</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>8</b>	<b>6</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>90</b>	<b>8</b>	<b>110</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1879</b>	<b>4</b>	<b>33</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>90</b>	<b>6</b>	<b>1953</b>
USA															
SANFORD	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	4	88	6	8
<b>TOTAL SANFORD</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>81</b>	<b>7</b>	<b>16</b>
<b>TOTAL USA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>81</b>	<b>7</b>	<b>16</b>
<b>TOTAL NEWCASTLE</b>			<b>4542</b>	<b>7</b>	<b>45</b>	<b>75</b>	<b>10</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>86</b>	<b>8</b>	<b>4550</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009			
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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	ALBANIAN AIRLINES	S	16	0	0	56	6	13	0	0	25	161	43	60	21	
TOTAL TIRANA			16	0	0	56	6	13	0	0	25	161	43	60	21	
TOTAL ALBANIA			16	0	0	56	6	13	0	0	25	161	43	60	21	
<b>AUSTRIA</b>																
GRAZ	RYANAIR	S	44	0	0	57	25	7	11	0	0	19	68	14	34	
TOTAL GRAZ			44	0	0	57	25	7	11	0	0	19	68	14	34	
KLAGENFURT	RYANAIR	S	26	0	0	58	23	19	0	0	0	16	77	8	26	
TOTAL KLAGENFURT			26	0	0	58	23	19	0	0	0	16	77	8	26	
LINZ	RYANAIR	S	34	0	0	88	3	0	6	3	0	16	91	5	34	
TOTAL LINZ			34	0	0	88	3	0	6	3	0	16	91	5	34	
SALZBURG	RYANAIR	S	34	0	0	62	18	15	6	0	0	18	83	10	60	
TOTAL SALZBURG			34	0	0	62	18	15	6	0	0	18	83	10	60	
TOTAL AUSTRIA			138	0	0	66	17	9	7	1	0	17	81	9	154	
<b>BULGARIA</b>																
BURGAS	BH AIR	C	8	0	0	25	50	25	0	0	0	23	63	10	8	
TOTAL BURGAS			8	0	0	25	50	25	0	0	0	23	63	10	8	
TOTAL BULGARIA			8	0	0	25	50	25	0	0	0	23	63	10	8	
<b>CROATIA</b>																
DUBROVNIK	EASYJET AIRLINE COMPANY LTD	S	26	0	0	58	27	8	0	8	0	32	0	0	0	
TOTAL DUBROVNIK			26	0	0	58	27	8	0	8	0	32	50	12	2	
PULA	RYANAIR	S	26	0	0	85	15	0	0	0	0	6	100	2	26	
TOTAL PULA			26	0	0	85	15	0	0	0	0	6	100	2	26	
SPLIT	EASYJET AIRLINE COMPANY LTD	S	36	0	0	72	11	8	8	0	0	18	0	0	0	
TOTAL SPLIT			36	0	0	72	11	8	8	0	0	18	0	0	0	
ZADAR	RYANAIR	S	42	0	0	93	7	0	0	0	0	4	88	4	26	
TOTAL ZADAR			42	0	0	93	7	0	0	0	0	4	88	4	26	
TOTAL CROATIA			130	0	0	78	14	4	2	2	0	14	89	6	56	
<b>CYPRUS</b>																
LARNACA	CYPRUS AIRWAYS	S	34	0	0	41	32	18	9	0	0	25	64	21	36	
	EUROCYPRIA AIRLINES LTD	C	8	0	0	38	38	25	0	0	0	22	100	0	8	
	THOMAS COOK AIRLINES LTD	C	8	0	0	25	13	13	50	0	0	60	67	21	9	
	THOMSON AIRWAYS LTD	C	10	0	0	40	20	20	20	0	0	28	100	2	10	
TOTAL LARNACA			60	0	0	38	28	18	15	0	0	29	75	15	63	
PAPHOS	EUROCYPRIA AIRLINES LTD	C	8	0	0	75	25	0	0	0	0	9	100	3	9	
	THOMSON AIRWAYS LTD	C	18	0	0	83	11	6	0	0	0	6	89	5	18	
TOTAL PAPHOS			26	0	0	81	15	4	0	0	0	7	93	4	27	
TOTAL CYPRUS			86	0	0	51	24	14	10	0	0	23	80	12	90	

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			UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>CZECH REPUBLIC</b>															
BRNO (TURANY)	RYANAIR	S	34	0	0	85	6	9	0	0	0	8	92	4	60
TOTAL BRNO (TURANY)			<b>34</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>4</b>	<b>60</b>
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	62	0	0	84	10	3	3	0	0	9	79	12	112
TOTAL PRAGUE			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>12</b>	<b>112</b>
TOTAL CZECH REPUBLIC			<b>96</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>9</b>	<b>172</b>
<b>DENMARK</b>															
AARHUS (TIRSTRUP)	RYANAIR	S	60	0	0	85	12	3	0	0	0	7	92	4	104
TOTAL AARHUS (TIRSTRUP)			<b>60</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>92</b>	<b>4</b>	<b>104</b>
BILLUND	RYANAIR	S	120	0	0	93	4	2	2	0	0	5	96	3	134
TOTAL BILLUND			<b>120</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>96</b>	<b>3</b>	<b>134</b>
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	171	0	1	63	12	16	9	1	0	21	75	12	170
TOTAL COPENHAGEN			<b>171</b>	<b>1</b>	<b>1</b>	<b>63</b>	<b>12</b>	<b>16</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>75</b>	<b>12</b>	<b>170</b>
TOTAL DENMARK			<b>351</b>	<b>1</b>	<b>1</b>	<b>77</b>	<b>9</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>86</b>	<b>7</b>	<b>408</b>
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	THOMSON AIRWAYS LTD	S	8	0	0	88	0	13	0	0	0	7	0	0	0
TOTAL SHARM EL SHEIKH (OPHIRA)			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL EGYPT			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>ESTONIA</b>															
TALLIN	EASYJET AIRLINE COMPANY LTD	S	46	0	0	63	9	13	15	0	0	23	86	10	42
TOTAL TALLIN			<b>46</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>9</b>	<b>13</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>86</b>	<b>10</b>	<b>42</b>
TOTAL ESTONIA			<b>46</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>9</b>	<b>13</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>86</b>	<b>10</b>	<b>42</b>
<b>FINLAND</b>															
TAMPERE	RYANAIR	S	42	0	0	83	10	7	0	0	0	7	95	2	60
TOTAL TAMPERE			<b>42</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>95</b>	<b>2</b>	<b>60</b>
TOTAL FINLAND			<b>42</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>95</b>	<b>2</b>	<b>60</b>
<b>FRANCE</b>															
BERGERAC	RYANAIR	S	56	0	0	82	9	5	4	0	0	8	93	3	60
TOTAL BERGERAC			<b>56</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>93</b>	<b>3</b>	<b>60</b>
BIARRITZ	RYANAIR	S	56	0	0	70	23	4	4	0	0	14	75	15	61
TOTAL BIARRITZ			<b>56</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>23</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>15</b>	<b>61</b>
CALVI	EASTERN AIRWAYS	C	2	0	0	100	0	0	0	0	0	5	0	0	0
	TITAN AIRWAYS LTD	C	7	0	0	86	14	0	0	0	0	5	0	0	0
TOTAL CALVI			<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>
CARCASSONNE	RYANAIR	S	62	2	0	74	16	8	2	0	0	10	77	12	60
TOTAL CARCASSONNE			<b>62</b>	<b>2</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>12</b>	<b>60</b>
DINARD	RYANAIR	S	38	0	0	79	18	3	0	0	0	6	91	5	44

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 DINARD			38	0	0	79	18	3	0	0	0	6	91	5	44
FIGARI	RYANAIR	S	22	0	0	82	5	5	5	5	0	20	0	0	0
TOTAL FIGARI			22	0	0	82	5	5	5	5	0	20	0	0	0
LA ROCHELLE	RYANAIR	S	34	0	0	85	9	6	0	0	0	7	90	5	42
TOTAL LA ROCHELLE			34	0	0	85	9	6	0	0	0	7	90	5	42
LIMOGES	RYANAIR	S	56	0	0	64	14	18	4	0	0	15	80	10	60
TOTAL LIMOGES			56	0	0	64	14	18	4	0	0	15	80	10	60
LYON	EASYJET AIRLINE COMPANY LTD	S	58	0	0	67	7	19	7	0	0	18	77	8	60
TOTAL LYON			58	0	0	67	7	19	7	0	0	18	77	8	60
MARSEILLE	RYANAIR	S	56	0	0	77	9	9	5	0	0	13	88	4	60
TOTAL MARSEILLE			56	0	0	77	9	9	5	0	0	13	88	4	60
NICE	EASYJET AIRLINE COMPANY LTD	S	54	0	2	35	31	15	15	4	0	37	73	18	106
TOTAL NICE			55	4	4	35	31	16	15	4	0	37	73	18	107
PAU	RYANAIR	S	22	0	0	73	14	5	9	0	0	14	48	22	33
TOTAL PAU			22	0	0	73	14	5	9	0	0	14	48	22	33
PERPIGNAN	RYANAIR	S	34	0	0	88	12	0	0	0	0	5	90	7	60
TOTAL PERPIGNAN			34	0	0	88	12	0	0	0	0	5	90	7	60
POITIERS	RYANAIR	S	36	0	0	78	8	11	3	0	0	12	91	14	34
TOTAL POITIERS			36	0	0	78	8	11	3	0	0	12	91	14	34
RODEZ	RYANAIR	S	34	0	0	65	26	6	3	0	0	13	76	7	34
TOTAL RODEZ			34	0	0	65	26	6	3	0	0	13	76	7	34
TARBES-LOURDES INTERNATIONAL	TITAN AIRWAYS LTD	C	11	0	0	82	9	9	0	0	0	7	93	5	14
TOTAL TARBES-LOURDES INTERNATIONAL			11	0	0	82	9	9	0	0	0	7	93	5	14
TOULON / HYERES	RYANAIR	S	26	0	0	88	12	0	0	0	0	5	88	6	34
TOTAL TOULON / HYERES			26	0	0	88	12	0	0	0	0	5	88	6	34
TOURS	RYANAIR	S	40	0	0	93	5	3	0	0	0	4	97	3	34
TOTAL TOURS			40	0	0	93	5	3	0	0	0	4	97	3	34
TOTAL FRANCE			705	6	4	73	14	8	4	0	0	13	83	9	865
GERMANY															
ALTENBURG - WALLBURG	RYANAIR	S	60	0	0	90	7	3	0	0	0	4	100	2	60
TOTAL ALTENBURG - WALLBURG			60	0	0	90	7	3	0	0	0	4	100	2	60
BERLIN (SCHONEFELD)	RYANAIR	S	148	0	0	85	10	5	0	0	0	6	87	5	104
TOTAL BERLIN (SCHONEFELD)			148	0	0	85	10	5	0	0	0	6	87	5	104
BREMEN	RYANAIR	S	104	0	0	87	10	3	0	1	0	8	90	5	164
	TRANSAVIA	C	2	0	0	0	50	50	0	0	0	31	0	0	0
TOTAL BREMEN			106	0	0	85	10	4	0	1	0	8	90	5	164
COLOGNE BONN	GERMANWINGS	S	156	0	0	83	12	3	3	0	0	8	74	12	156
TOTAL COLOGNE BONN			156	0	0	83	12	3	3	0	0	8	74	12	156

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
DUSSELDORF	AIR BERLIN	S	155	0	1	59	23	13	5	0	0	17	74	20	193
<b>TOTAL DUSSELDORF</b>			<b>155</b>	<b>0</b>	<b>1</b>	<b>59</b>	<b>23</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>74</b>	<b>20</b>	<b>193</b>
HAHN	RYANAIR	S	150	0	1	78	17	5	0	0	10	88	8	220	
<b>TOTAL HAHN</b>			<b>150</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>8</b>	<b>221</b>	
HANOVER	AIR BERLIN	S	110	0	2	88	6	4	0	2	10	93	6	112	
	GERMANWINGS	S	104	0	0	80	9	6	6	0	12	0	0	0	
	JET2.COM LTD	C	2	0	0	100	0	0	0	0	4	0	0	0	
<b>TOTAL HANOVER</b>			<b>216</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>11</b>	<b>93</b>	<b>6</b>	<b>113</b>	
KARLSRUHE/BADEN BADEN	RYANAIR	S	104	0	0	84	11	4	1	1	10	86	8	104	
<b>TOTAL KARLSRUHE/BADEN BADEN</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>10</b>	<b>86</b>	<b>8</b>	<b>104</b>	
LUBECK	RYANAIR	S	60	0	0	88	5	7	0	0	6	88	6	104	
<b>TOTAL LUBECK</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>6</b>	<b>88</b>	<b>6</b>	<b>104</b>	
MEMMINGEN ALLGAU	RYANAIR	S	60	0	0	53	18	15	13	0	24	84	13	85	
<b>TOTAL MEMMINGEN ALLGAU</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>18</b>	<b>15</b>	<b>13</b>	<b>0</b>	<b>24</b>	<b>84</b>	<b>13</b>	<b>85</b>	
MUNICH	EASYJET AIRLINE COMPANY LTD	S	118	0	0	47	24	14	14	2	32	78	11	120	
<b>TOTAL MUNICH</b>			<b>118</b>	<b>1</b>	<b>0</b>	<b>47</b>	<b>24</b>	<b>14</b>	<b>14</b>	<b>2</b>	<b>32</b>	<b>78</b>	<b>11</b>	<b>120</b>	
MUNSTER-OSNABRUCK	AIR BERLIN	S	107	0	5	84	7	7	2	0	8	92	4	112	
	AIR BERLIN	C	2	0	0	0	50	50	0	0	31	0	0	0	
<b>TOTAL MUNSTER-OSNABRUCK</b>			<b>109</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>4</b>	<b>112</b>	
NIEDERRHEIN	RYANAIR	S	120	0	0	84	8	5	3	0	8	85	9	120	
<b>TOTAL NIEDERRHEIN</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>9</b>	<b>120</b>	
NUREMBERG	AIR BERLIN	S	96	0	0	74	16	7	3	0	14	94	4	96	
<b>TOTAL NUREMBERG</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>94</b>	<b>4</b>	<b>96</b>	
PADERBORN	AIR BERLIN	S	60	0	0	80	7	10	3	0	10	82	9	60	
<b>TOTAL PADERBORN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>9</b>	<b>60</b>	
STUTTGART	GERMANWINGS	S	104	0	0	84	8	6	3	0	8	88	4	102	
<b>TOTAL STUTTGART</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>4</b>	<b>102</b>	
<b>TOTAL GERMANY</b>			<b>1823</b>	<b>3</b>	<b>9</b>	<b>78</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>8</b>	<b>2018</b>	
GREECE															
CORFU	THOMSON AIRWAYS LTD	C	14	0	0	100	0	0	0	0	3	100	2	15	
<b>TOTAL CORFU</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100</b>	<b>2</b>	<b>15</b>	
HERAKLION	EUROCYPRIA AIRLINES LTD	C	8	0	0	75	0	0	0	25	144	88	29	16	
	THOMSON AIRWAYS LTD	C	7	1	0	86	0	0	14	0	26	89	5	18	
<b>TOTAL HERAKLION</b>			<b>15</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>13</b>	<b>89</b>	<b>16</b>	<b>34</b>	
KEFALLINIA	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	1	88	3	8	
<b>TOTAL KEFALLINIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>3</b>	<b>8</b>	
RHODES	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	3	100	0	9	
<b>TOTAL RHODES</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>3</b>	<b>73</b>	<b>7</b>	<b>15</b>	
ZAKINTHOS	THOMAS COOK AIRLINES LTD	C	7	0	0	43	0	0	57	0	68	71	35	7	

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
ZAKINTHOS	THOMSON AIRWAYS LTD	C	8	0	0	50	25	25	0	0	0	15	100	1	10
<b>TOTAL ZAKINTHOS</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>13</b>	<b>13</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>88</b>	<b>15</b>	<b>17</b>
<b>TOTAL GREECE</b>			<b>62</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>3</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>32</b>	<b>86</b>	<b>9</b>	<b>233</b>
<b>ICELAND</b>															
KEFLAVIK	ASTRAEUS LTD	S	2	0	0	100	0	0	0	0	0	9	0	0	0
<b>TOTAL KEFLAVIK</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>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ICELAND</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>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>IRISH REPUBLIC</b>															
CORK	RYANAIR	S	120	0	0	88	7	5	1	0	0	6	92	4	172
<b>TOTAL CORK</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>4</b>	<b>172</b>
DUBLIN	RYANAIR	S	376	1	0	73	18	9	1	0	10	79	9	436	
<b>TOTAL DUBLIN</b>			<b>376</b>	<b>2</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>9</b>	<b>436</b>	
IRELAND WEST AIRPORT KNOCK	RYANAIR	S	60	0	0	98	2	0	0	0	4	98	2	112	
<b>TOTAL IRELAND WEST AIRPORT KNOCK</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>98</b>	<b>2</b>	<b>112</b>	
KERRY COUNTY	RYANAIR	S	60	0	0	97	3	0	0	0	2	96	3	120	
<b>TOTAL KERRY COUNTY</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>96</b>	<b>3</b>	<b>120</b>	
SHANNON	RYANAIR	S	112	0	0	85	11	4	1	0	6	88	5	180	
<b>TOTAL SHANNON</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>5</b>	<b>180</b>	
SLIGO	AER ARANN	C	2	0	0	50	50	0	0	0	11	0	0	0	
<b>TOTAL SLIGO</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>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>730</b>	<b>2</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>6</b>	<b>1020</b>	
<b>ITALY</b>															
ALGHERO/SASSARI	RYANAIR	S	34	0	0	59	12	15	15	0	0	26	95	7	60
<b>TOTAL ALGHERO/SASSARI</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>12</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>95</b>	<b>7</b>	<b>60</b>
ANCONA	RYANAIR	S	78	0	0	83	14	3	0	0	8	75	9	60	
<b>TOTAL ANCONA</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>9</b>	<b>60</b>	
BARI (PALESE)	RYANAIR	S	42	0	0	67	17	10	7	0	16	68	13	34	
<b>TOTAL BARI (PALESE)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>16</b>	<b>68</b>	<b>13</b>	<b>34</b>	
BERGAMO	RYANAIR	S	180	0	0	68	19	9	2	1	15	81	13	180	
<b>TOTAL BERGAMO</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>19</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>15</b>	<b>81</b>	<b>13</b>	<b>180</b>	
BOLOGNA	RYANAIR	S	94	0	0	69	26	4	0	1	15	73	13	60	
<b>TOTAL BOLOGNA</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>26</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>73</b>	<b>13</b>	<b>60</b>	
BRESCIA/MONTICHIARI	RYANAIR	S	34	0	0	65	18	9	9	0	16	50	19	34	
<b>TOTAL BRESCIA/MONTICHIARI</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>16</b>	<b>50</b>	<b>19</b>	<b>34</b>	
BRINDISI	RYANAIR	S	34	0	0	91	9	0	0	0	6	96	4	26	
<b>TOTAL BRINDISI</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>6</b>	<b>96</b>	<b>4</b>	<b>26</b>	
CAGLIARI (ELMAS)	EASYJET AIRLINE COMPANY LTD	S	60	0	0	58	13	3	25	0	37	0	0	0	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 CAGLIARI (ELMAS)			<b>60</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>13</b>	<b>3</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	0
GENOA	RYANAIR	S	60	0	0	72	12	10	7	0	0	16	66	12	59
TOTAL GENOA			<b>60</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>66</b>	<b>12</b>	59
NAPLES	EASYJET AIRLINE COMPANY LTD	S	158	0	0	49	19	15	16	2	0	34	73	16	128
TOTAL NAPLES			<b>158</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>19</b>	<b>15</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>73</b>	<b>16</b>	128
PARMA	RYANAIR	S	26	0	0	42	27	27	4	0	0	24	44	24	18
TOTAL PARMA			<b>26</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>27</b>	<b>27</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>44</b>	<b>24</b>	18
PERUGIA	RYANAIR	S	34	0	0	74	12	9	6	0	0	16	71	12	34
TOTAL PERUGIA			<b>34</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>71</b>	<b>12</b>	34
PESCARA	RYANAIR	S	44	0	0	95	5	0	0	0	0	3	98	2	42
TOTAL PESCARA			<b>44</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>98</b>	<b>2</b>	42
PISA	RYANAIR	S	180	0	0	67	18	7	8	1	0	19	61	17	181
TOTAL PISA			<b>180</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>18</b>	<b>7</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>61</b>	<b>17</b>	181
RIMINI	RYANAIR	S	26	1	0	73	15	12	0	0	0	10	81	9	26
TOTAL RIMINI			<b>26</b>	<b>1</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>81</b>	<b>9</b>	26
ROME (CIAMPINO)	RYANAIR	S	214	0	0	71	19	8	3	0	0	13	83	8	206
TOTAL ROME (CIAMPINO)			<b>214</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>19</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>8</b>	206
TRAPANI	RYANAIR	S	60	0	0	58	5	33	3	0	0	22	0	0	0
TOTAL TRAPANI			<b>60</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>5</b>	<b>33</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	0
TREVISO	RYANAIR	S	120	0	0	56	28	14	2	1	0	18	72	13	180
TOTAL TREVISO			<b>120</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>28</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>72</b>	<b>13</b>	180
TRIESTE (RONCHI DEI LEGIONARI)	RYANAIR	S	60	0	0	67	20	10	3	0	0	15	82	9	60
TOTAL TRIESTE (RONCHI DEI LEGIONARI)			<b>60</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>20</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>82</b>	<b>9</b>	60
TURIN	RYANAIR	S	60	0	0	62	23	10	3	2	0	23	65	14	34
TOTAL TURIN			<b>60</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>23</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>65</b>	<b>14</b>	34
TOTAL ITALY			<b>1599</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>12</b>	1524
LATVIA															
RIGA	RYANAIR	S	120	0	0	93	3	2	2	1	0	8	82	8	120
TOTAL RIGA			<b>120</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>8</b>	120
TOTAL LATVIA			<b>120</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>8</b>	120
LITHUANIA															
KAUNAS	RYANAIR	S	60	0	0	83	10	7	0	0	0	7	85	7	86
TOTAL KAUNAS			<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>7</b>	86
VILNIUS	STAR1 AIRLINES	S	38	0	6	68	3	18	11	0	0	18	88	7	34
TOTAL VILNIUS			<b>38</b>	<b>0</b>	<b>6</b>	<b>68</b>	<b>3</b>	<b>18</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>88</b>	<b>7</b>	34
TOTAL LITHUANIA			<b>98</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>7</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>7</b>	120

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

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			Actual (7)	Plan (8)											
<b>MALAYSIA</b>															
KUALA LUMPUR (SEPANG)	AIR ASIA	S	62	1	13	89	3	3	5	0	0	9	84	12	58
TOTAL KUALA LUMPUR (SEPANG)			<b>62</b>	<b>1</b>	<b>13</b>	<b>89</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>12</b>	<b>58</b>
TOTAL MALAYSIA			<b>62</b>	<b>1</b>	<b>13</b>	<b>89</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>12</b>	<b>58</b>
<b>MOROCCO</b>															
AGADIR	RYANAIR	S	18	0	0	67	28	6	0	0	0	12	0	0	0
TOTAL AGADIR			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>28</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>
FEZ	RYANAIR	S	26	0	0	73	8	8	12	0	0	19	0	0	0
TOTAL FEZ			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>8</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL MOROCCO			<b>44</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>50</b>	<b>19</b>	<b>28</b>
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	188	0	0	58	20	12	10	1	0	23	73	14	168
TOTAL AMSTERDAM			<b>188</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>20</b>	<b>12</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>73</b>	<b>14</b>	<b>168</b>
EINDHOVEN	RYANAIR	S	103	0	1	90	6	4	0	0	0	5	86	6	104
TOTAL EINDHOVEN			<b>103</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>6</b>	<b>104</b>
TOTAL NETHERLANDS			<b>291</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>15</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>78</b>	<b>11</b>	<b>272</b>
<b>NORWAY</b>															
HAUGESUND	RYANAIR	S	26	0	0	100	0	0	0	0	0	3	88	5	34
TOTAL HAUGESUND			<b>26</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>5</b>	<b>34</b>
TOTAL OSLO (GARDERMOEN)			<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>
RYGGE	RYANAIR	S	120	0	0	95	3	1	0	0	1	6	0	0	0
TOTAL RYGGE			<b>120</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
SANDEFJORD(TORP)	RYANAIR	S	120	0	0	89	8	3	0	1	0	6	95	3	240
TOTAL SANDEFJORD(TORP)			<b>120</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>95</b>	<b>3</b>	<b>240</b>
TOTAL NORWAY			<b>268</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>94</b>	<b>3</b>	<b>300</b>
<b>POLAND</b>															
BYDGOSZCZ	RYANAIR	S	60	0	1	85	8	5	0	2	0	8	89	5	76
TOTAL BYDGOSZCZ			<b>60</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>5</b>	<b>76</b>
GDANSK	RYANAIR	S	60	0	0	92	2	7	0	0	0	4	95	3	78
TOTAL GDANSK			<b>60</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>95</b>	<b>3</b>	<b>78</b>
KATOWICE	RYANAIR	S	60	0	0	88	7	3	2	0	0	5	92	4	60
TOTAL KATOWICE			<b>60</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>92</b>	<b>4</b>	<b>60</b>
KRAKOW	RYANAIR	S	120	0	0	90	3	2	6	0	0	8	95	3	120
TOTAL KRAKOW			<b>120</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>95</b>	<b>3</b>	<b>120</b>
LODZ LUBLINEK	RYANAIR	S	76	0	1	89	5	4	1	0	0	5	88	6	68
TOTAL LODZ LUBLINEK			<b>76</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>6</b>	<b>68</b>
POZNAN	RYANAIR	S	76	0	0	66	24	11	0	0	0	12	83	11	78



CAA AIRLINE / AIRPORT REPORTING SYSTEM

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				Actual (7)	Plan (8)										
<b>TOTAL POZNAN</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>24</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>11</b>	<b>78</b>
RZESZOW	RYANAIR	S	60	0	0	83	5	5	7	0	0	14	69	15	68
<b>TOTAL RZESZOW</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>5</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>15</b>	<b>68</b>
SZCZECIN (GOLENOW)	RYANAIR	S	34	0	0	76	21	3	0	0	0	8	85	6	34
<b>TOTAL SZCZECIN (GOLENOW)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>6</b>	<b>34</b>
WROCLAW	RYANAIR	S	104	0	0	95	4	1	0	0	0	4	88	5	104
<b>TOTAL WROCLAW</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>5</b>	<b>104</b>
<b>TOTAL POLAND</b>			<b>650</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>6</b>	<b>686</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	EASYJET AIRLINE COMPANY LTD	S	160	0	0	51	11	13	22	3	0	38	87	8	164
	RYANAIR	S	69	0	0	62	16	9	13	0	0	24	90	6	60
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	5	88	8	8
<b>TOTAL FARO</b>			<b>237</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>13</b>	<b>11</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>88</b>	<b>8</b>	<b>232</b>
OPORTO (PORTUGAL)	RYANAIR	S	104	0	0	49	20	14	15	1	0	31	83	10	120
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>20</b>	<b>14</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>83</b>	<b>10</b>	<b>120</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>341</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>15</b>	<b>12</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>86</b>	<b>8</b>	<b>353</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	EASYJET AIRLINE COMPANY LTD	S	42	0	0	43	7	36	14	0	0	36	94	4	34
<b>TOTAL FUNCHAL</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>7</b>	<b>36</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>94</b>	<b>4</b>	<b>34</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>7</b>	<b>36</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>94</b>	<b>4</b>	<b>34</b>
<b>SLOVAK REPUBLIC</b>															
BRATISLAVA	RYANAIR	S	120	0	0	93	4	3	0	0	0	5	81	9	134
<b>TOTAL BRATISLAVA</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>9</b>	<b>134</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>9</b>	<b>134</b>
<b>SLOVENIA</b>															
LJUBLJANA	EASYJET AIRLINE COMPANY LTD	S	60	0	0	55	13	23	8	0	0	23	78	18	86
<b>TOTAL LJUBLJANA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>13</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>78</b>	<b>18</b>	<b>86</b>
<b>TOTAL SLOVENIA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>13</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>78</b>	<b>18</b>	<b>86</b>
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	184	0	4	54	12	16	14	4	1	39	88	6	188
	RYANAIR	S	98	0	0	86	9	2	3	0	0	9	93	5	94
<b>TOTAL ALICANTE</b>			<b>282</b>	<b>0</b>	<b>4</b>	<b>65</b>	<b>11</b>	<b>11</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>90</b>	<b>5</b>	<b>282</b>
ALMERIA	RYANAIR	S	24	0	1	83	13	0	4	0	0	10	92	3	26
<b>TOTAL ALMERIA</b>			<b>24</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>13</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>92</b>	<b>3</b>	<b>26</b>
ASTURIAS	EASYJET AIRLINE COMPANY LTD	S	60	0	2	28	25	30	17	0	0	31	57	19	60
<b>TOTAL ASTURIAS</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>28</b>	<b>25</b>	<b>30</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>57</b>	<b>19</b>	<b>60</b>
BARCELONA	BMI BRITISH MIDLAND	C	2	0	0	50	0	50	0	0	0	28	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	114	0	2	38	22	22	17	2	0	37	71	15	120

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 BARCELONA			117	0	2	38	21	23	16	2	0	37	71	15	120
BILBAO	EASYJET AIRLINE COMPANY LTD	S	92	0	2	45	11	23	15	7	0	43	84	9	102
TOTAL BILBAO			92	0	2	45	11	23	15	7	0	43	84	9	102
CUIDAD REAL	RYANAIR	S	24	0	0	92	8	0	0	0	0	2	0	0	0
TOTAL CUIDAD REAL			24	0	0	92	8	0	0	0	0	2	0	0	0
GERONA	RYANAIR	S	118	0	0	49	15	19	14	3	0	33	78	10	162
TOTAL GERONA			118	0	0	49	15	19	14	3	0	33	78	10	162
IBIZA	EASYJET AIRLINE COMPANY LTD	S	161	0	4	49	9	17	19	4	1	43	82	12	154
	RYANAIR	S	42	0	0	79	12	0	7	2	0	19	88	7	26
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	20	0	10	10	0	42	56	40	9
	THOMSON AIRWAYS LTD	C	8	0	0	63	38	0	0	0	0	12	94	4	18
TOTAL IBIZA			221	0	4	56	11	13	16	4	1	37	83	12	207
JEREZ	RYANAIR	S	32	0	0	78	6	9	6	0	0	17	85	12	34
TOTAL JEREZ			32	0	0	78	6	9	6	0	0	17	85	12	34
MADRID	RYANAIR	S	118	0	0	19	13	33	33	2	0	55	64	18	120
TOTAL MADRID			118	0	0	19	13	33	33	2	0	55	64	18	120
MAHON	THOMAS COOK AIRLINES LTD	C	7	0	0	71	29	0	0	0	0	8	88	15	16
	THOMSON AIRWAYS LTD	C	16	0	0	100	0	0	0	0	0	2	100	1	16
TOTAL MAHON			23	0	0	91	9	0	0	0	0	4	94	8	32
MALAGA	EASYJET AIRLINE COMPANY LTD	S	173	1	3	43	19	18	16	3	1	43	87	15	188
	RYANAIR	S	86	0	0	70	9	8	13	0	0	23	97	3	59
TOTAL MALAGA			259	1	3	52	16	15	15	2	1	36	89	13	247
MURCIA SAN JAVIER	RYANAIR	S	82	0	2	78	12	5	1	4	0	17	94	4	86
TOTAL MURCIA SAN JAVIER			82	0	2	78	12	5	1	4	0	17	94	4	86
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	106	0	0	50	16	14	17	3	0	36	75	15	119
	RYANAIR	S	82	0	0	67	21	10	2	0	0	15	86	8	84
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	13	0	13	0	45	64	18	11
	THOMSON AIRWAYS LTD	C	26	0	0	54	15	23	4	4	0	28	94	8	34
TOTAL PALMA DE MALLORCA			222	0	0	58	17	14	9	2	0	28	80	12	258
REUS	RYANAIR	S	32	0	0	72	13	13	3	0	0	15	92	5	60
	THOMSON AIRWAYS LTD	C	8	0	0	50	13	0	38	0	0	54	90	3	10
TOTAL REUS			40	0	0	68	13	10	10	0	0	22	91	5	70
SANTANDER	RYANAIR	S	58	0	0	72	16	5	7	0	0	14	98	3	60
TOTAL SANTANDER			58	0	0	72	16	5	7	0	0	14	98	3	60
SANTIAGO DE COMPOSTELA (SPAIN)	RYANAIR	S	34	0	0	47	21	29	3	0	0	23	94	4	34
TOTAL SANTIAGO DE COMPOSTELA (SPAIN)			34	0	0	47	21	29	3	0	0	23	94	4	34
SEVILLE	RYANAIR	S	58	0	0	62	21	7	10	0	0	19	92	5	60
TOTAL SEVILLE			58	0	0	62	21	7	10	0	0	19	92	5	60
VALENCIA	RYANAIR	S	86	0	0	56	21	10	12	1	0	26	93	4	120
TOTAL VALENCIA			86	0	0	56	21	10	12	1	0	26	93	4	120

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2010

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
VALLADOLID	RYANAIR	S	26	0	0	58	27	0	15	0	0	28	82	8	34
<b>TOTAL VALLADOLID</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>27</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>82</b>	<b>8</b>	<b>34</b>
ZARAGOZA	RYANAIR	S	32	0	0	47	19	28	6	0	0	26	56	15	34
<b>TOTAL ZARAGOZA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>19</b>	<b>28</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>56</b>	<b>15</b>	<b>34</b>
<b>TOTAL SPAIN</b>			<b>2008</b>	<b>1</b>	<b>20</b>	<b>55</b>	<b>15</b>	<b>15</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>84</b>	<b>10</b>	<b>2182</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	RYANAIR	S	26	0	0	69	8	0	23	0	0	29	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	10	10	0	0	0	8	100	3	8
	THOMSON AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	5	88	8	8
<b>TOTAL ARRECIFE</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>9</b>	<b>2</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>94</b>	<b>6</b>	<b>16</b>
FUERTEVENTURA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	67	17	11	6	0	0	13	0	0	0
	RYANAIR	S	18	0	1	72	6	17	6	0	0	14	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	50	10	10	30	0	0	38	100	0	8
	THOMSON AIRWAYS LTD	C	8	0	0	50	0	25	25	0	0	37	100	2	8
<b>TOTAL FUERTEVENTURA</b>			<b>54</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>9</b>	<b>15</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>100</b>	<b>1</b>	<b>16</b>
LAS PALMAS	RYANAIR	S	26	0	0	81	8	8	4	0	0	12	0	0	0
<b>TOTAL LAS PALMAS</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>7</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
TENERIFE (SURREINA SOFIA)	RYANAIR	S	34	0	0	65	15	9	12	0	0	21	69	10	26
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	50	0	0	0	0	15	88	2	8
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	63	8	8
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>8</b>	<b>42</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>177</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>11</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>82</b>	<b>6</b>	<b>74</b>
<b>SWEDEN</b>															
GOTEBORG (SAVE)	RYANAIR	S	120	0	0	90	5	5	0	0	0	5	87	6	154
<b>TOTAL GOTEBORG (SAVE)</b>			<b>120</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>87</b>	<b>6</b>	<b>154</b>
STOCKHOLM (SKAVSTA)	RYANAIR	S	164	0	0	88	7	4	1	0	0	6	93	5	163
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>93</b>	<b>5</b>	<b>163</b>
VASTERAS	RYANAIR	S	60	0	0	87	10	3	0	0	0	6	58	16	60
<b>TOTAL VASTERAS</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>58</b>	<b>16</b>	<b>60</b>
<b>TOTAL SWEDEN</b>			<b>344</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>7</b>	<b>377</b>
<b>TUNISIA</b>															
MONASTIR	NOUVELAIR TUNISIE	C	2	0	0	100	0	0	0	0	0	1	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	38	25	0	0	38	0	114	50	18	8
	THOMSON AIRWAYS LTD	C	10	0	0	80	0	20	0	0	0	14	0	0	0
<b>TOTAL MONASTIR</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>53</b>	<b>50</b>	<b>18</b>	<b>8</b>
<b>TOTAL TUNISIA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>53</b>	<b>50</b>	<b>18</b>	<b>8</b>
<b>TURKEY</b>															
ANKARA (ESENBOGA)	ATLASJET INTERNATIONAL	C	26	0	0	65	19	12	4	0	0	14	0	0	0
<b>TOTAL ANKARA (ESENBOGA)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
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				Actual (7)	Plan (8)										
ANTALYA	ATLASJET INTERNATIONAL	C	34	0	0	59	15	21	6	0	0	19	0	0	0
	THOMAS COOK AIRLINES LTD	C	23	0	0	57	9	13	13	9	0	48	71	28	17
	THOMSON AIRWAYS LTD	C	8	0	0	75	0	25	0	0	0	13	100	0	8
<b>TOTAL ANTALYA</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>11</b>	<b>18</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>54</b>	<b>24</b>	<b>78</b>
BODRUM (MILAS)	EASYJET AIRLINE COMPANY LTD	S	26	0	0	69	12	19	0	0	0	12	0	0	0
	PEGASUS AIRLINES	S	7	0	0	86	14	0	0	0	0	5	100	0	8
	THOMAS COOK AIRLINES LTD	C	16	0	0	63	6	13	13	6	0	40	93	5	15
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	78	31	9
<b>TOTAL BODRUM (MILAS)</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>79</b>	<b>13</b>	<b>57</b>
DALAMAN	EASYJET AIRLINE COMPANY LTD	S	34	0	0	79	12	9	0	0	0	9	0	0	0
	THOMAS COOK AIRLINES LTD	C	25	0	0	64	36	0	0	0	0	9	85	7	26
	THOMSON AIRWAYS LTD	C	25	0	0	80	12	8	0	0	0	7	81	8	16
<b>TOTAL DALAMAN</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>8</b>	<b>52</b>
ISTANBUL (SABIHA GOKCEN)	PEGASUS AIRLINES	S	84	0	0	35	32	25	8	0	0	26	20	34	60
	THY TURK HAVA YOLLARI TURKIS	S	60	0	0	30	40	25	5	0	0	24	0	0	0
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>35</b>	<b>25</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>20</b>	<b>33</b>	<b>70</b>
<b>TOTAL TURKEY</b>			<b>376</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>23</b>	<b>17</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>56</b>	<b>23</b>	<b>362</b>
<b>UNITED KINGDOM</b>															
BELFAST CITY (GEORGE BEST)	RYANAIR	S	240	0	0	92	5	3	0	0	0	4	94	4	240
<b>TOTAL BELFAST CITY (GEORGE BEST)</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>4</b>	<b>94</b>	<b>4</b>	<b>240</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	222	0	0	73	12	10	6	0	0	16	91	5	230
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>222</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>91</b>	<b>5</b>	<b>230</b>
CITY OF DERRY (EGLINTON)	RYANAIR	S	60	0	0	93	2	5	0	0	0	4	93	4	60
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>60</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>93</b>	<b>4</b>	<b>60</b>
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	221	1	1	81	10	3	4	2	0	14	91	7	266
<b>TOTAL EDINBURGH</b>			<b>221</b>	<b>3</b>	<b>1</b>	<b>81</b>	<b>10</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>91</b>	<b>7</b>	<b>266</b>
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	223	0	0	77	8	5	9	1	0	18	91	6	222
<b>TOTAL GLASGOW</b>			<b>223</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>8</b>	<b>5</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>91</b>	<b>6</b>	<b>222</b>
GUERNSEY	AURIGNY AIR SERVICES	S	60	0	0	95	3	2	0	0	0	4	93	6	60
<b>TOTAL GUERNSEY</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>93</b>	<b>6</b>	<b>60</b>
HEATHROW	BMI BRITISH MIDLAND	S	2	0	0	100	0	0	0	0	0	5	0	21	1
<b>TOTAL HEATHROW</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>21</b>	<b>1</b>
JERSEY	AURIGNY AIR SERVICES	S	60	0	0	92	7	2	0	0	0	5	90	7	60
<b>TOTAL JERSEY</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>7</b>	<b>60</b>
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	108	0	0	75	10	5	10	0	0	17	91	6	110
<b>TOTAL NEWCASTLE</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>10</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>91</b>	<b>6</b>	<b>110</b>
PRESTWICK	RYANAIR	S	180	1	0	86	6	6	3	0	0	9	89	6	184
<b>TOTAL PRESTWICK</b>			<b>180</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>89</b>	<b>6</b>	<b>184</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1379</b>	<b>5</b>	<b>1</b>	<b>82</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>91</b>	<b>6</b>	<b>1499</b>
<b>TOTAL STANSTED</b>			<b>12244</b>	<b>25</b>	<b>59</b>	<b>72</b>	<b>13</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>84</b>	<b>9</b>	<b>13418</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2009					
					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
AALBORG																		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	13	0	0	92	8	0	0	0	0	2	100	2	26	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	13	0	0	77	15	8	0	0	0	9	96	2	26	
<b>TOTAL AALBORG</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>98</b>	<b>2</b>	<b>2</b>	
AARHUS (TIRSTRUP)																		
	STANSTED	RYANAIR	S	A	30	0	0	93	3	3	0	0	0	4	94	2	52	
	STANSTED	RYANAIR	S	D	30	0	0	77	20	3	0	0	0	9	90	6	52	
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>92</b>	<b>4</b>	<b>4</b>	
ABERDEEN																		
	GATWICK	BMI BRITISH MIDLAND	C	D	2	0	0	0	0	0	100	0	0	103	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	A	163	0	0	80	11	8	1	0	0	8	94	3	163	
	HEATHROW	BMI BRITISH MIDLAND	S	D	164	0	0	88	7	4	1	0	0	6	95	3	164	
	BIRMINGHAM	BMI REGIONAL	S	A	48	0	0	98	2	0	0	0	0	1	94	2	70	
	BIRMINGHAM	BMI REGIONAL	S	D	48	0	0	92	8	0	0	0	0	3	97	3	70	
	MANCHESTER	BMI REGIONAL	S	A	137	0	0	93	4	1	1	0	0	5	95	4	150	
	MANCHESTER	BMI REGIONAL	S	D	134	0	0	93	5	1	1	0	0	4	92	4	150	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	198	0	0	77	11	8	4	1	0	14	86	7	185	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	198	0	0	78	9	9	5	0	0	12	89	5	185	
	MANCHESTER	EASTERN AIRWAYS	C	A	3	0	0	67	0	33	0	0	0	21	100	0	3	
	MANCHESTER	EASTERN AIRWAYS	C	D	3	0	0	67	33	0	0	0	0	9	100	3	3	
	NEWCASTLE	EASTERN AIRWAYS	S	A	89	0	3	97	1	1	1	0	0	2	95	3	91	
	NEWCASTLE	EASTERN AIRWAYS	S	D	89	0	3	96	2	2	0	0	0	4	87	7	92	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	49	0	0	65	20	10	4	0	0	15	85	7	52	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	50	0	0	56	14	22	8	0	0	21	73	10	52	
	BIRMINGHAM	FLYBE LTD	S	A	64	3	0	88	3	6	3	0	0	8	81	10	72	
	BIRMINGHAM	FLYBE LTD	S	D	67	0	0	81	13	3	3	0	0	11	78	13	72	
	GATWICK	FLYBE LTD	S	A	82	0	0	91	5	2	1	0	0	5	88	7	80	
	GATWICK	FLYBE LTD	S	D	81	0	0	78	14	7	1	0	0	10	69	13	80	
<b>TOTAL ABERDEEN</b>					<b>1671</b>	<b>5</b>	<b>6</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>6</b>	<b>6</b>	
ABU DHABI INTERNATIONAL																		
	HEATHROW	ETIHAD AIRWAYS	S	A	90	0	0	90	6	2	1	1	0	8	90	6	90	
	HEATHROW	ETIHAD AIRWAYS	S	D	90	0	0	79	10	7	3	1	0	11	88	8	90	
	MANCHESTER	ETIHAD AIRWAYS	S	A	30	0	0	80	0	3	13	3	0	25	77	12	30	
	MANCHESTER	ETIHAD AIRWAYS	S	D	30	0	0	83	7	3	3	3	0	17	90	8	30	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 2009					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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>240</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>88</b>	<b>8</b>	<b>8</b>	
ABUJA																		
	HEATHROW	ARIK AIR	S	A	22	0	1	36	23	23	9	5	5	58	0	0	0	
	HEATHROW	ARIK AIR	S	D	20	0	0	75	5	5	15	0	0	17	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	33	33	20	13	0	0	28	83	13	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	80	17	3	0	0	0	10	90	4	30	
<b>TOTAL ABUJA</b>					<b>102</b>	<b>0</b>	<b>1</b>	<b>56</b>	<b>21</b>	<b>13</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>27</b>	<b>87</b>	<b>9</b>	<b>9</b>	
ACCRA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	83	13	3	0	0	0	7	87	55	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	13	40	40	7	0	0	32	77	10	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	12	0	0	33	17	42	8	0	0	34	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	0	92	8	0	0	0	0	5	0	0	0	
<b>TOTAL ACCRA</b>					<b>85</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>22</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>74</b>	<b>26</b>	<b>26</b>	
ADANA																		
ADDIS ABABA																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	13	0	0	85	8	8	0	0	0	8	77	8	13	
	HEATHROW	BMI BRITISH MIDLAND	S	D	13	0	0	23	31	31	15	0	0	33	62	23	13	
	HEATHROW	ETHIOPIAN AIRLINES	S	A	26	0	0	58	19	15	4	0	4	45	68	12	25	
	HEATHROW	ETHIOPIAN AIRLINES	S	D	26	0	0	42	42	15	0	0	0	18	68	12	25	
<b>TOTAL ADDIS ABABA</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>27</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>28</b>	<b>68</b>	<b>13</b>	<b>13</b>	
AGADIR																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	56	0	0	33	11	0	55	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	56	11	0	22	11	0	49	0	0	0	
	STANSTED	RYANAIR	S	A	9	0	0	56	33	11	0	0	0	15	0	0	0	
	STANSTED	RYANAIR	S	D	9	0	0	78	22	0	0	0	0	8	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	0	20	0	47	100	0	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	0	20	0	46	60	78	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	40	0	0	0	19	100	3	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	0	40	39	5	
	GATWICK	THOMSON AIRWAYS LTD	S	A	8	0	0	100	0	0	0	0	0	2	60	58	5	
	GATWICK	THOMSON AIRWAYS LTD	S	D	9	0	0	89	0	11	0	0	0	9	75	68	4	
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	4	0	0	25	25	50	0	0	0	26	80	8	5	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
AGADIR	MANCHESTER	THOMSON AIRWAYS LTD	S	D	4	0	0	25	50	25	0	0	0	20	100	0	4
<b>TOTAL AGADIR</b>					<b>81</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>11</b>	<b>9</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>24</b>	<b>75</b>	<b>33</b>	<b>33</b>
AHMEDABAD																	
AJACCIO	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	56	22	0	22	0	0	18	100	2	8
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	44	22	11	22	0	0	31	88	7	8
<b>TOTAL AJACCIO</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>22</b>	<b>6</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>94</b>	<b>4</b>	<b>4</b>
ALEPPO																	
ALGHERO/SASSARI	STANSTED	RYANAIR	S	A	17	0	0	53	18	18	12	0	0	25	93	11	30
	STANSTED	RYANAIR	S	D	17	0	0	65	6	12	18	0	0	26	97	3	30
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	25	75	0	0	0	0	20	100	3	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	3	0	0	67	33	0	0	0	0	14	100	1	3
<b>TOTAL ALGHERO/SASSARI</b>					<b>41</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>20</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>93</b>	<b>8</b>	<b>8</b>
ALGIERS	HEATHROW	AIR ALGERIE	S	A	19	0	0	11	5	21	42	21	0	106	50	22	18
	HEATHROW	AIR ALGERIE	S	D	19	0	0	21	11	16	42	11	0	84	83	10	18
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	50	23	3	23	0	0	35	90	8	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	83	10	7	0	0	0	7	73	12	30
<b>TOTAL ALGIERS</b>					<b>98</b>	<b>2</b>	<b>0</b>	<b>47</b>	<b>13</b>	<b>10</b>	<b>23</b>	<b>6</b>	<b>0</b>	<b>50</b>	<b>76</b>	<b>12</b>	<b>12</b>
ALICANTE	BIRMINGHAM	BMIBABY LTD	S	A	20	0	2	55	5	20	15	5	0	40	96	2	27
	BIRMINGHAM	BMIBABY LTD	S	D	20	0	0	25	20	30	25	0	0	49	93	7	27
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	6	0	0	67	17	0	17	0	0	21	83	21	6
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	6	0	0	83	0	0	17	0	0	19	67	33	6
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	123	0	4	41	21	16	19	2	1	43	81	14	132
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	124	0	3	38	23	22	15	2	1	38	71	17	132
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	53	10	17	13	7	0	42	77	10	30
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	63	7	7	20	3	0	33	87	8	30
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	44	0	1	66	11	2	18	2	0	32	81	11	59
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	43	0	1	51	16	19	12	2	0	33	71	15	59
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	24	0	0	54	13	13	21	0	0	35	57	17	21

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

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					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
ALICANTE																		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	24	0	0	67	8	17	8	0	0	18	57	18	21	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	47	0	0	57	15	17	6	4	0	31	90	9	60	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	45	0	0	64	18	9	9	0	0	20	83	8	60	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	92	0	2	54	10	15	15	4	1	44	88	6	94	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	92	0	2	53	14	16	13	3	0	34	88	5	94	
	MANCHESTER	JET2.COM LTD	S	A	26	0	0	65	4	8	15	4	4	49	50	43	24	
	MANCHESTER	JET2.COM LTD	S	D	26	0	0	35	31	19	12	0	4	50	63	27	24	
	BIRMINGHAM	MONARCH AIRLINES	S	A	29	0	1	69	3	21	7	0	0	20	100	0	30	
	BIRMINGHAM	MONARCH AIRLINES	S	D	31	0	0	52	16	16	13	3	0	35	100	3	30	
	GATWICK	MONARCH AIRLINES	S	A	36	0	0	31	11	25	25	6	3	62	68	17	47	
	GATWICK	MONARCH AIRLINES	S	D	36	0	0	39	17	25	14	3	3	50	72	14	47	
	LUTON	MONARCH AIRLINES	S	A	17	1	0	47	24	12	18	0	0	37	64	22	25	
	LUTON	MONARCH AIRLINES	S	D	17	0	0	82	6	0	12	0	0	16	79	9	24	
	MANCHESTER	MONARCH AIRLINES	S	A	45	0	0	42	13	20	20	4	0	46	84	10	43	
	MANCHESTER	MONARCH AIRLINES	S	D	45	0	0	47	22	7	22	2	0	41	81	9	43	
	BIRMINGHAM	RYANAIR	S	A	28	0	2	79	0	11	11	0	0	18	83	6	30	
	BIRMINGHAM	RYANAIR	S	D	28	0	2	61	21	11	7	0	0	21	83	8	30	
	EDINBURGH	RYANAIR	S	A	25	0	0	64	12	12	12	0	0	22	100	0	21	
	EDINBURGH	RYANAIR	S	D	25	0	0	64	16	12	4	4	0	22	100	4	21	
	GATWICK	RYANAIR	S	A	50	0	1	62	12	16	10	0	0	23	92	12	52	
	GATWICK	RYANAIR	S	D	50	0	1	54	18	14	14	0	0	31	88	7	52	
	STANSTED	RYANAIR	S	A	49	0	0	80	10	4	6	0	0	13	91	6	47	
	STANSTED	RYANAIR	S	D	49	0	0	92	8	0	0	0	0	4	94	5	47	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	0	0	0	75	0	25	0	0	36	100	0	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	13	0	25	0	0	28	100	4	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	38	0	13	25	25	0	82	56	48	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	38	13	25	13	13	0	58	33	63	9	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	25	25	25	0	0	39	100	0	9	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	0	25	0	0	24	89	5	9	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	8	0	0	75	0	0	13	13	0	45	89	3	9	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	8	0	0	75	13	0	13	0	0	28	89	8	9	
	GATWICK	THOMSON AIRWAYS LTD	C	A	17	0	0	65	6	12	18	0	0	25	75	7	16	
	GATWICK	THOMSON AIRWAYS LTD	C	D	17	0	0	65	24	6	6	0	0	15	75	9	16	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																			
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	50	0	25	25	0	0	34	60	13	5		
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	50	0	50	0	0	0	19	80	9	5		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	13	1	0	46	15	23	15	0	0	33	89	6	19		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	13	0	0	54	8	15	23	0	0	25	78	8	18		
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	8	0	0	75	0	0	13	13	0	47	89	6	9		
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	8	0	0	63	25	13	0	0	0	15	67	11	9		
<b>TOTAL ALICANTE</b>					<b>1524</b>	<b>2</b>	<b>22</b>	<b>55</b>	<b>15</b>	<b>14</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>81</b>	<b>12</b>	<b>12</b>		
ALMATY																			
	HEATHROW	AIR ASTANA	S	A	8	0	0	75	13	13	0	0	0	11	56	12	9		
	HEATHROW	AIR ASTANA	S	D	8	0	0	50	38	13	0	0	0	14	89	2	9		
<b>TOTAL ALMATY</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>7</b>	<b>7</b>		
ALMERIA																			
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	46	19	12	19	4	0	39	67	19	30		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	54	19	15	12	0	0	25	77	15	30		
	BIRMINGHAM	MONARCH AIRLINES	S	A	5	0	0	20	20	20	20	20	0	90	100	1	12		
	BIRMINGHAM	MONARCH AIRLINES	S	D	4	0	0	0	0	75	25	0	0	66	67	13	12		
	MANCHESTER	MONARCH AIRLINES	S	A	13	0	0	46	8	23	23	0	0	43	65	28	17		
	MANCHESTER	MONARCH AIRLINES	S	D	13	0	0	62	8	15	15	0	0	27	65	13	17		
	STANSTED	RYANAIR	S	A	12	0	1	83	8	0	8	0	0	14	92	3	13		
	STANSTED	RYANAIR	S	D	12	0	0	83	17	0	0	0	0	6	92	3	13		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	20	0	0	25	75	5	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	25	25	0	0	43	100	0	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	20	40	20	0	20	0	60	100	1	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	12	75	10	4		
<b>TOTAL ALMERIA</b>					<b>129</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>14</b>	<b>15</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>77</b>	<b>13</b>	<b>13</b>		
ALTENBURG - WALLBURG																			
	STANSTED	RYANAIR	S	A	30	0	0	90	7	3	0	0	0	4	100	1	30		
	STANSTED	RYANAIR	S	D	30	0	0	90	7	3	0	0	0	4	100	2	30		
<b>TOTAL ALTENBURG - WALLBURG</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>100</b>	<b>1</b>	<b>1</b>		
ALTENRHEIN																			
<b>TOTAL ALTENRHEIN</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>9</b>	<b>0</b>	<b>0</b>	<b>0</b>		
AMMAN																			

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
AMMAN	HEATHROW	BMI BRITISH MIDLAND	S	A	17	1	0	71	24	0	0	0	6	35	92	5	24
	HEATHROW	BMI BRITISH MIDLAND	S	D	17	0	0	59	18	12	12	0	0	21	83	8	23
	HEATHROW	ROYAL JORDANIAN	S	A	30	0	0	90	10	0	0	0	0	3	90	6	30
	HEATHROW	ROYAL JORDANIAN	S	D	30	0	0	80	10	10	0	0	0	11	90	6	30
<b>TOTAL AMMAN</b>					<b>94</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>89</b>	<b>6</b>	<b>6</b>
AMRITSAR	HEATHROW	AIR INDIA	S	A	18	0	0	83	6	0	11	0	0	12	64	37	28
	HEATHROW	AIR INDIA	S	D	17	0	0	71	6	18	0	6	0	23	76	9	29
<b>TOTAL AMRITSAR</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>6</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>70</b>	<b>23</b>	<b>23</b>
AMSTERDAM	LONDON CITY	BA CITYFLYER LTD	S	A	82	0	0	90	0	2	7	0	0	7	96	3	81
	LONDON CITY	BA CITYFLYER LTD	S	D	83	0	0	87	5	2	6	0	0	11	91	5	82
	BIRMINGHAM	BMIBABY LTD	S	A	53	0	1	85	8	6	2	0	0	6	91	23	55
	BIRMINGHAM	BMIBABY LTD	S	D	54	0	0	59	26	9	6	0	0	18	93	5	55
	GATWICK	BRITISH AIRWAYS PLC	S	A	106	0	0	89	7	2	2	1	0	8	93	4	112
	GATWICK	BRITISH AIRWAYS PLC	S	D	106	0	0	84	8	3	4	1	0	10	88	6	112
	HEATHROW	BRITISH AIRWAYS PLC	S	A	206	0	0	70	17	8	4	0	0	15	92	4	191
	HEATHROW	BRITISH AIRWAYS PLC	S	D	206	0	0	76	13	6	4	1	0	13	93	3	191
	LONDON CITY	CITY JET	S	A	211	0	0	94	3	2	1	0	0	3	0	0	0
	LONDON CITY	CITY JET	S	D	214	0	0	83	8	5	4	0	0	8	0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	46	0	0	78	7	4	9	2	0	17	90	7	30
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	46	0	0	85	2	9	4	0	0	11	87	8	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	127	0	0	64	15	13	9	0	0	19	64	17	105
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	127	0	0	63	19	11	7	0	0	18	66	15	106
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	80	0	1	78	9	10	3	1	0	13	89	10	82
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	81	0	1	73	9	10	7	1	0	16	83	7	82
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	94	0	0	55	19	15	10	1	0	24	70	14	84
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	94	0	0	61	20	9	11	0	0	21	76	14	84
	BIRMINGHAM	KLM	S	A	64	0	0	92	5	0	3	0	0	6	96	3	89
	BIRMINGHAM	KLM	S	D	65	1	0	97	0	3	0	0	0	3	98	3	89
	EDINBURGH	KLM	S	A	115	0	0	83	11	5	1	0	0	8	80	8	90
	EDINBURGH	KLM	S	D	115	0	0	93	4	1	2	0	0	5	87	6	90
	GLASGOW	KLM	S	A	60	0	2	85	12	3	0	0	0	7	92	4	60

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
AMSTERDAM	GLASGOW	KLM	S	D	60	0	2	83	13	0	3	0	0	11	95	5	60
	HEATHROW	KLM	S	A	247	0	5	83	8	6	2	0	0	8	93	4	223
	HEATHROW	KLM	S	D	247	0	5	82	10	5	3	0	0	9	85	5	223
	MANCHESTER	KLM	S	A	95	0	0	86	9	3	1	0	0	8	91	4	105
	MANCHESTER	KLM	S	D	95	0	0	83	11	5	0	1	0	10	87	11	104
	NEWCASTLE	KLM	S	A	60	0	0	92	7	2	0	0	0	4	90	5	60
	NEWCASTLE	KLM	S	D	60	0	0	92	3	3	2	0	0	7	88	6	60
	BIRMINGHAM	KLM CITYHOPPER	S	A	86	0	0	91	6	2	1	0	0	4	94	3	53
	BIRMINGHAM	KLM CITYHOPPER	S	D	85	0	0	82	12	2	4	0	0	10	92	5	53
	EDINBURGH	KLM CITYHOPPER	S	A	35	0	0	74	17	9	0	0	0	10	88	7	56
	EDINBURGH	KLM CITYHOPPER	S	D	35	0	0	89	9	0	3	0	0	5	95	4	56
	GLASGOW	KLM CITYHOPPER	S	A	53	0	0	85	9	2	4	0	0	10	93	6	60
	GLASGOW	KLM CITYHOPPER	S	D	53	0	0	96	0	2	2	0	0	4	92	5	60
	HEATHROW	KLM CITYHOPPER	S	A	47	0	0	68	15	6	11	0	0	18	0	0	0
	HEATHROW	KLM CITYHOPPER	S	D	47	0	0	87	9	4	0	0	0	6	0	0	0
	MANCHESTER	KLM CITYHOPPER	S	A	55	0	0	82	9	5	4	0	0	12	92	6	71
	MANCHESTER	KLM CITYHOPPER	S	D	55	0	0	91	5	4	0	0	0	3	94	4	71
	NEWCASTLE	KLM CITYHOPPER	S	A	60	0	0	75	5	8	12	0	0	18	97	2	60
	NEWCASTLE	KLM CITYHOPPER	S	D	60	0	0	92	2	5	2	0	0	7	97	2	60
<b>TOTAL AMSTERDAM</b>					<b>3971</b>	<b>5</b>	<b>18</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>6</b>	<b>6</b>
ANCONA	STANSTED	RYANAIR	S	A	39	0	0	77	18	5	0	0	0	9	67	12	30
	STANSTED	RYANAIR	S	D	39	0	0	90	10	0	0	0	0	6	83	6	30
<b>TOTAL ANCONA</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>9</b>	<b>9</b>
ANGOULEME																	
ANKARA (ESENBOGA)	STANSTED	ATLASJET INTERNATIONAL	C	A	13	0	0	54	31	8	8	0	0	16	0	0	0
	STANSTED	ATLASJET INTERNATIONAL	C	D	13	0	0	77	8	15	0	0	0	12	0	0	0
<b>TOTAL ANKARA (ESENBOGA)</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
ANTALYA	MANCHESTER	ATLASJET INTERNATIONAL	C	A	4	0	0	25	0	50	25	0	0	54	0	0	0
	MANCHESTER	ATLASJET INTERNATIONAL	C	D	4	0	0	25	25	25	25	0	0	47	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

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					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
ANTALYA																		
	STANSTED	ATLASJET INTERNATIONAL	C	A	17	0	0	41	29	24	6	0	0	22	0	0	0	0
	STANSTED	ATLASJET INTERNATIONAL	C	D	17	0	0	76	0	18	6	0	0	16	0	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	77	15	8	0	0	0	7	80	13	20	20
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	38	54	8	0	0	0	19	75	13	20	20
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	12	1	0	42	17	33	8	0	0	33	0	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	33	42	17	8	0	0	32	0	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	60	20	0	20	0	63	22	48	9	9
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	20	40	40	0	0	0	30	44	31	9	9
	LUTON	MONARCH AIRLINES	C	A	4	0	0	50	25	0	0	25	0	73	100	4	5	5
	LUTON	MONARCH AIRLINES	C	D	4	0	0	50	25	0	0	25	0	62	100	4	5	5
	MANCHESTER	MONARCH AIRLINES	S	A	8	1	0	13	38	25	25	0	0	53	0	0	0	0
	MANCHESTER	MONARCH AIRLINES	S	D	8	0	0	38	13	38	13	0	0	40	0	0	0	0
	MANCHESTER	PEGASUS AIRLINES	S	A	4	0	0	50	50	0	0	0	0	14	0	0	0	0
	MANCHESTER	PEGASUS AIRLINES	S	D	3	0	0	33	33	0	33	0	0	34	0	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	13	0	0	62	8	8	15	8	0	34	56	26	9	9
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	12	0	0	50	33	0	8	8	0	32	56	35	9	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	35	0	0	71	0	9	11	9	0	34	81	13	27	27
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	34	0	0	68	9	6	12	6	0	29	78	19	27	27
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	20	0	0	65	5	10	15	5	0	32	78	8	9	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	21	0	0	62	19	5	10	5	0	30	67	14	9	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	30	0	0	70	7	7	13	0	3	40	56	37	18	18
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	29	0	0	69	7	10	10	0	3	43	61	42	18	18
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	11	0	0	0	7	78	5	9	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	7	0	0	71	14	14	0	0	0	13	89	4	9	9
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	13	0	0	54	8	23	8	8	0	43	75	19	8	8
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	10	0	0	60	10	0	20	10	0	55	67	37	9	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	67	11	0	11	11	0	36	100	3	4	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	8	0	0	50	25	0	13	13	0	50	100	3	4	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	16	0	0	56	25	6	13	0	0	26	77	11	13	13
	GATWICK	THOMSON AIRWAYS LTD	C	D	15	0	0	53	40	0	7	0	0	20	77	13	13	13
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	20	20	0	40	20	0	85	0	0	0	0
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	25	0	25	25	25	0	93	0	0	0	0
	LUTON	THOMSON AIRWAYS LTD	C	A	9	0	0	78	11	0	11	0	0	17	40	13	5	5

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ANTALYA	LUTON	THOMSON AIRWAYS LTD	C	D	8	0	0	75	13	0	13	0	0	15	100	4	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	9	0	0	67	11	0	22	0	0	24	100	2	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	8	0	0	75	0	0	25	0	0	27	89	8	9
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	11	100	1	5	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	32	100	0	5
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	14	100	1	4	
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	13	100	0	4	
<b>TOTAL ANTALYA</b>					<b>479</b>	<b>3</b>	<b>0</b>	<b>59</b>	<b>15</b>	<b>11</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>32</b>	<b>67</b>	<b>20</b>	<b>20</b>
ANTIGUA	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	13	0	0	54	0	23	23	0	0	32	67	7	12
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	0	46	8	23	23	0	0	30	38	27	13
<b>TOTAL ANTIGUA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>4</b>	<b>23</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>52</b>	<b>18</b>	<b>18</b>
ANTWERP	LONDON CITY	VLM (BELGIUM)	S	A	119	0	0	97	1	3	0	0	2	98	2	113	
	LONDON CITY	VLM (BELGIUM)	S	D	118	0	0	92	3	4	2	0	5	94	3	113	
	MANCHESTER	VLM (BELGIUM)	S	A	44	0	0	89	11	0	0	0	7	96	2	48	
	MANCHESTER	VLM (BELGIUM)	S	D	44	0	0	89	9	0	0	2	11	96	1	48	
<b>TOTAL ANTWERP</b>					<b>326</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>96</b>	<b>2</b>	<b>2</b>	
AQABA	GATWICK	MONARCH AIRLINES	C	A	2	0	0	50	0	50	0	0	0	21	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	3	0	0	67	0	0	33	0	0	58	100	0	1
<b>TOTAL AQABA</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>100</b>	<b>0</b>	<b>0</b>
ARRECIFE	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	38	8	23	23	8	0	58	13	71	8
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	38	8	23	23	8	0	54	88	7	8
	MANCHESTER	JET2.COM LTD	S	A	8	1	0	100	0	0	0	0	2	75	279	4	
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	44	22	22	0	11	0	40	100	3	4
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	56	22	22	0	0	13	100	1	4	
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	11	56	11	22	0	0	35	25	25	4
	BIRMINGHAM	MONARCH AIRLINES	S	A	13	0	0	69	15	0	15	0	0	22	88	5	8
	BIRMINGHAM	MONARCH AIRLINES	S	D	13	0	0	46	23	23	8	0	0	26	63	14	8
	GATWICK	MONARCH AIRLINES	S	A	24	0	0	29	8	29	33	0	0	49	64	20	22

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2009					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
ARRECIFE																		
	GATWICK	MONARCH AIRLINES	S	D	24	0	0	54	8	21	17	0	0	29	73	16	22	
	LUTON	MONARCH AIRLINES	S	A	12	0	0	25	33	0	42	0	0	54	88	5	8	
	LUTON	MONARCH AIRLINES	S	D	13	0	0	8	31	23	31	8	0	62	75	11	8	
	MANCHESTER	MONARCH AIRLINES	S	A	30	0	1	50	13	13	20	3	0	39	67	25	21	
	MANCHESTER	MONARCH AIRLINES	S	D	31	0	0	45	16	23	10	6	0	34	71	10	21	
	BIRMINGHAM	RYANAIR	S	A	8	0	0	75	13	0	13	0	0	15	0	0	0	
	BIRMINGHAM	RYANAIR	S	D	8	0	0	63	0	13	25	0	0	37	0	0	0	
	EDINBURGH	RYANAIR	S	A	8	0	0	50	0	50	0	0	0	19	0	0	0	
	EDINBURGH	RYANAIR	S	D	8	0	0	38	13	38	13	0	0	38	0	0	0	
	LUTON	RYANAIR	S	A	9	0	0	78	11	11	0	0	0	8	0	0	0	
	LUTON	RYANAIR	S	D	9	0	0	56	33	11	0	0	0	15	0	0	0	
	STANSTED	RYANAIR	S	A	13	0	0	77	0	0	23	0	0	26	0	0	0	
	STANSTED	RYANAIR	S	D	13	0	0	62	15	0	23	0	0	32	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	0	13	25	0	0	29	88	10	8	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	10	0	0	40	20	20	20	0	0	32	88	6	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	10	0	0	50	10	30	10	0	0	25	100	1	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	0	60	40	0	0	0	0	12	100	4	8	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	33	11	33	22	0	0	49	100	0	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	12	0	0	33	8	42	17	0	0	44	75	9	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	15	0	0	47	7	7	20	20	0	73	59	42	17	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	15	0	0	27	20	7	20	27	0	94	53	50	17	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	6	100	0	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	1	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	20	0	0	0	13	100	5	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	3	100	2	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	78	11	0	11	0	0	23	88	9	8	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	67	22	0	11	0	0	17	75	14	8	
	GATWICK	THOMSON AIRWAYS LTD	C	A	15	0	0	47	7	20	27	0	0	40	58	12	12	
	GATWICK	THOMSON AIRWAYS LTD	C	D	14	0	0	36	21	29	14	0	0	38	75	10	12	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	32	100	0	4	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	33	75	7	4	
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	75	18	4	
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	16	75	27	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
ARRECIFE																		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	9	0	0	56	22	11	0	11	0	51	100	3	12	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	9	0	0	44	33	11	0	11	0	53	67	9	12	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	7	100	0	4	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	8	100	1	4	
	STANSTED	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	9	75	15	4	
	STANSTED	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	1	4	
<b>TOTAL ARRECIFE</b>					<b>507</b>	<b>1</b>	<b>1</b>	<b>52</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>35</b>	<b>76</b>	<b>18</b>	<b>18</b>	
ARUBA																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	27	50	25	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	35	60	25	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	25	25	50	0	0	0	37	100	12	1	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	6	0	0	0	
<b>TOTAL ARUBA</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>60</b>	<b>24</b>	<b>24</b>	
ASHKHABAD																		
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	A	17	0	0	76	12	0	6	6	0	32	82	5	17	
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	D	17	0	0	35	41	6	12	6	0	46	76	11	17	
	HEATHROW	TURKMENISTAN AIRLINES	S	A	8	0	0	63	25	13	0	0	0	14	89	6	9	
	HEATHROW	TURKMENISTAN AIRLINES	S	D	8	0	0	25	25	25	25	0	0	36	67	10	9	
<b>TOTAL ASHKHABAD</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>26</b>	<b>8</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>35</b>	<b>79</b>	<b>8</b>	<b>8</b>	
ASTURIAS																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	0	1	20	27	27	27	0	0	37	47	22	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	30	0	1	37	23	33	7	0	0	26	67	17	30	
<b>TOTAL ASTURIAS</b>					<b>60</b>	<b>0</b>	<b>2</b>	<b>28</b>	<b>25</b>	<b>30</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>57</b>	<b>19</b>	<b>19</b>	
ATHENS																		
	HEATHROW	AEGEAN AIRLINES	S	A	60	0	0	72	20	7	2	0	0	10	0	0	0	
	HEATHROW	AEGEAN AIRLINES	S	D	60	0	0	65	13	17	5	0	0	18	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	67	19	10	4	0	1	24	95	3	118	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	77	14	7	2	0	0	11	85	6	118	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	50	18	13	15	2	2	36	68	15	60	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	43	30	10	12	3	2	38	60	15	60	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	38	23	8	31	0	0	40	44	18	9	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	85	8	0	8	0	0	17	100	5	9	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ATHENS	HEATHROW	OLYMPIC AIR	S	A	90	0	0	77	13	8	2	0	0	11	0	0	0
	HEATHROW	OLYMPIC AIR	S	D	90	0	0	70	16	12	2	0	0	13	0	0	0
	MANCHESTER	VIKING HELLAS	S	A	9	0	0	0	11	11	56	22	0	101	0	0	0
	MANCHESTER	VIKING HELLAS	S	D	9	0	0	22	33	33	11	0	0	41	0	0	0
<b>TOTAL ATHENS</b>					<b>714</b>	<b>2</b>	<b>0</b>	<b>65</b>	<b>17</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>76</b>	<b>12</b>	<b>12</b>
ATLANTA	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	80	7	3	7	0	3	55	83	6	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	70	13	10	7	0	0	18	77	9	30
	GATWICK	DELTA AIRLINES	S	A	30	0	1	80	7	7	7	0	0	12	97	4	30
	GATWICK	DELTA AIRLINES	S	D	29	1	2	69	10	7	3	10	0	32	93	13	30
	HEATHROW	DELTA AIRLINES	S	A	30	0	0	70	20	10	0	0	0	10	80	8	30
	HEATHROW	DELTA AIRLINES	S	D	30	0	0	90	3	3	3	0	0	8	93	1	30
	MANCHESTER	DELTA AIRLINES	S	A	30	0	0	63	23	0	3	10	0	30	97	5	30
	MANCHESTER	DELTA AIRLINES	S	D	31	0	0	65	23	3	6	3	0	24	93	7	30
<b>TOTAL ATLANTA</b>					<b>240</b>	<b>1</b>	<b>3</b>	<b>73</b>	<b>13</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>89</b>	<b>7</b>	<b>7</b>
AUCKLAND INTERNATIONAL	HEATHROW	AIR NEW ZEALAND LTD	S	A	51	0	1	90	8	2	0	0	0	3	83	24	58
	HEATHROW	AIR NEW ZEALAND LTD	S	D	51	0	0	71	16	10	4	0	0	15	86	7	58
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>102</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>15</b>	<b>15</b>
AVIGNON																	
AZORES PONTA DELGADA	GATWICK	SATA	S	A	4	0	0	50	0	25	25	0	0	44	100	3	4
	GATWICK	SATA	S	D	4	0	0	50	0	25	25	0	0	44	100	0	4
	MANCHESTER	SATA	S	A	4	0	0	50	0	25	25	0	0	42	75	7	4
	MANCHESTER	SATA	S	D	4	0	0	50	0	25	25	0	0	46	100	1	4
<b>TOTAL AZORES PONTA DELGADA</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>94</b>	<b>3</b>	<b>3</b>



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
BACAU	LUTON	BLUE AIR TRANSPORT AERIAN	S	A	13	0	0	100	0	0	0	0	0	0	75	16	8
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	13	0	0	92	0	0	8	0	0	10	75	19	8
<b>TOTAL BACAU</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>75</b>	<b>18</b>	<b>18</b>
BAGHDAD INT																	
BAHRAIN	HEATHROW	GULF AIR	S	A	60	0	0	83	12	3	2	0	0	7	85	9	73
	HEATHROW	GULF AIR	S	D	60	0	0	68	18	12	0	2	0	15	82	6	73
<b>TOTAL BAHRAIN</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>7</b>	<b>7</b>
BAKU (HEYDER ALIYEV INT'L)	HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	A	13	0	0	38	0	31	31	0	0	42	100	1	13
	HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	D	13	0	0	54	8	23	15	0	0	24	100	0	13
	HEATHROW	BMI BRITISH MIDLAND	S	A	13	0	0	92	8	0	0	0	0	4	97	1	29
	HEATHROW	BMI BRITISH MIDLAND	S	D	13	0	0	38	15	38	8	0	0	28	90	9	29
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>					<b>52</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>8</b>	<b>23</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>95</b>	<b>4</b>	<b>4</b>
BALTIMORE	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	90	0	7	3	0	0	10	83	6	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	77	17	7	0	0	0	8	87	6	30
<b>TOTAL BALTIMORE</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>6</b>	<b>6</b>
BANDAR SERI BEGAWAN	HEATHROW	ROYAL BRUNEI AIRLINES	S	A	30	0	0	83	10	3	3	0	0	6	93	4	30
	HEATHROW	ROYAL BRUNEI AIRLINES	S	D	30	0	0	97	3	0	0	0	0	3	80	9	30
<b>TOTAL BANDAR SERI BEGAWAN</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>6</b>	<b>6</b>
BANGALORE (BENGALURU)	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	93	0	3	3	0	0	4	97	1	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	57	27	13	3	0	0	17	80	8	30
<b>TOTAL BANGALORE (BENGALURU)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>91</b>	<b>4</b>	<b>4</b>
BANGKOK SUVARNABHUMI A	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	A	60	0	0	78	18	3	0	0	0	7	77	10	60
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	D	60	0	0	70	22	5	2	2	0	15	90	5	60
<b>TOTAL BANGKOK SUVARNABHUMI AIRPORT</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>20</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>8</b>	<b>8</b>
BANJUL																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
BANJUL	GATWICK	VIKING AIRLINES	C	A	8	0	0	50	13	25	13	0	0	26	22	35	9
	GATWICK	VIKING AIRLINES	C	D	8	0	0	50	0	38	13	0	0	31	33	35	9
<b>TOTAL BANJUL</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>6</b>	<b>31</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>28</b>	<b>35</b>	<b>35</b>
BARCELONA	GLASGOW	BA CITYFLYER LTD	C	A	2	0	0	50	50	0	0	0	0	16	0	0	0
	GLASGOW	BA CITYFLYER LTD	C	D	2	0	0	100	0	0	0	0	0	3	0	0	0
	LONDON CITY	BA CITYFLYER LTD	S	A	27	0	0	52	26	11	7	4	0	27	54	30	24
	LONDON CITY	BA CITYFLYER LTD	S	D	28	0	0	75	7	7	7	4	0	23	79	26	24
	HEATHROW	BRITISH AIRWAYS PLC	S	A	203	0	1	40	19	17	18	5	0	44	78	12	120
	HEATHROW	BRITISH AIRWAYS PLC	C	A	3	0	0	33	0	0	67	0	0	51	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	C	D	3	0	0	33	0	67	0	0	0	32	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	205	0	0	62	11	13	12	2	0	25	84	6	120
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	139	1	2	50	13	16	14	6	1	47	68	15	120
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	138	0	1	54	16	14	14	1	1	32	79	10	120
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	57	0	3	49	18	9	19	4	2	44	77	13	60
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	57	0	2	51	18	18	9	5	0	34	63	15	60
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	29	0	0	72	10	3	14	0	0	21	80	11	30
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	29	0	0	69	14	7	10	0	0	21	93	5	30
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	57	0	1	32	28	19	18	4	0	42	63	18	60
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	57	0	1	44	16	25	16	0	0	32	78	11	60
	MANCHESTER	JET2.COM LTD	C	A	6	0	0	17	67	17	0	0	0	30	0	0	0
	MANCHESTER	JET2.COM LTD	C	D	6	0	0	67	17	17	0	0	0	12	0	0	0
	MANCHESTER	MONARCH AIRLINES	S	A	29	0	0	41	17	17	17	7	0	46	48	37	25
	MANCHESTER	MONARCH AIRLINES	S	D	30	0	0	63	10	3	23	0	0	31	80	29	25
	EDINBURGH	RYANAIR	S	A	2	8	1	0	100	0	0	0	0	24	0	0	0
	EDINBURGH	RYANAIR	S	D	2	8	1	50	50	0	0	0	0	15	0	0	0
	EDINBURGH	SPANAIR	S	A	18	0	0	39	17	22	17	6	0	41	0	0	0
	EDINBURGH	SPANAIR	S	D	18	0	0	44	17	17	22	0	0	35	0	0	0
	EDINBURGH	VUELING AIRLINES	S	A	5	0	0	40	20	0	40	0	0	58	0	0	0
	EDINBURGH	VUELING AIRLINES	S	D	5	0	0	20	40	0	40	0	0	62	0	0	0
<b>TOTAL BARCELONA</b>					<b>1161</b>	<b>18</b>	<b>13</b>	<b>51</b>	<b>16</b>	<b>15</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>36</b>	<b>76</b>	<b>15</b>	<b>15</b>
BARI (PALESE)	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	77	15	8	0	0	0	8	62	15	13

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 2009					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BARI (PALESE)																		
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	69	15	15	0	0	0	13	85	8	13	
	STANSTED	RYANAIR	S	A	21	0	0	76	10	14	0	0	0	12	53	18	17	
	STANSTED	RYANAIR	S	D	21	0	0	57	24	5	14	0	0	20	82	8	17	
<b>TOTAL BARI (PALESE)</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>12</b>	<b>12</b>	
BARRA																		
	GLASGOW	LOGANAIR	S	A	37	1	0	81	5	11	3	0	0	9	93	5	41	
	GLASGOW	LOGANAIR	S	D	38	0	0	79	5	13	3	0	0	10	88	8	41	
<b>TOTAL BARRA</b>					<b>75</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>5</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>90</b>	<b>6</b>	<b>6</b>	
BASLE MULHOUSE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	69	17	13	1	0	0	12	97	2	86	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	78	12	7	3	0	0	10	98	1	86	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	24	0	0	50	21	13	17	0	0	27	73	11	26	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	24	0	1	42	17	25	17	0	0	32	46	21	26	
	GATWICK	EASYJET SWITZERLAND	S	A	30	0	0	80	7	7	0	7	0	25	92	4	26	
	GATWICK	EASYJET SWITZERLAND	S	D	30	0	0	47	30	13	10	0	0	25	77	14	26	
	LONDON CITY	SWISS AIRLINES	S	A	52	0	0	94	6	0	0	0	0	2	100	2	52	
	LONDON CITY	SWISS AIRLINES	S	D	52	0	0	92	8	0	0	0	0	3	94	2	52	
	MANCHESTER	SWISS AIRLINES	S	A	17	0	0	94	0	6	0	0	0	6	100	2	13	
	MANCHESTER	SWISS AIRLINES	S	D	17	0	0	94	0	6	0	0	0	3	100	1	13	
<b>TOTAL BASLE MULHOUSE</b>					<b>433</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>91</b>	<b>4</b>	<b>4</b>	
BASTIA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	10	0	0	40	40	0	10	10	0	36	100	2	8	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	33	44	11	11	0	0	35	100	5	8	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	100	0	0	0	0	0	4	100	0	4	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	3	0	0	67	0	33	0	0	0	17	75	9	4	
	GATWICK	VIKING AIRLINES	C	A	4	0	0	0	25	25	50	0	0	53	75	14	4	
	GATWICK	VIKING AIRLINES	C	D	4	0	0	75	0	25	0	0	0	16	75	11	4	
<b>TOTAL BASTIA</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>28</b>	<b>13</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>91</b>	<b>6</b>	<b>6</b>	
BEAUVAIS																		
	EDINBURGH	RYANAIR	S	A	11	0	2	91	0	9	0	0	0	7	0	0	0	
	EDINBURGH	RYANAIR	S	D	11	0	1	82	9	9	0	0	0	8	0	0	0	
<b>TOTAL BEAUVAIS</b>					<b>22</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
BEIJING	HEATHROW	AIR CHINA	S	A	30	0	0	70	23	7	0	0	0	9	67	25	30
	HEATHROW	AIR CHINA	S	D	30	0	0	93	3	0	3	0	0	8	90	11	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	63	30	7	0	0	0	10	60	22	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	73	20	7	0	0	0	11	80	14	30
<b>TOTAL BEIJING</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>18</b>	<b>18</b>
BEIRUT	HEATHROW	BMI BRITISH MIDLAND	S	A	23	0	0	83	9	9	0	0	0	9	87	5	15
	HEATHROW	BMI BRITISH MIDLAND	S	D	22	0	0	68	18	9	5	0	0	13	80	16	15
	HEATHROW	MEA	S	A	30	0	0	70	10	17	3	0	0	16	74	9	31
	HEATHROW	MEA	S	D	30	0	0	63	13	13	10	0	0	18	90	3	30
<b>TOTAL BEIRUT</b>					<b>105</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>12</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>82</b>	<b>8</b>	<b>8</b>
BELFAST CITY (GEORGE BES)	HEATHROW	BMI BRITISH MIDLAND	S	A	176	0	0	77	13	7	3	1	0	12	94	4	232
	HEATHROW	BMI BRITISH MIDLAND	S	D	176	0	0	77	11	8	3	1	0	11	91	5	232
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	57	0	0	79	14	2	5	0	0	13	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	57	0	0	60	23	12	5	0	0	17	0	0	0
	BIRMINGHAM	FLYBE LTD	S	A	152	0	0	93	4	2	1	0	0	4	90	5	139
	BIRMINGHAM	FLYBE LTD	S	D	152	0	0	86	10	2	3	0	0	8	84	10	138
	EDINBURGH	FLYBE LTD	S	A	104	0	0	89	7	0	4	0	0	6	94	4	98
	EDINBURGH	FLYBE LTD	S	D	104	0	0	91	7	0	2	0	0	6	93	6	98
	GATWICK	FLYBE LTD	S	A	112	0	0	97	1	2	0	0	0	2	97	2	107
	GATWICK	FLYBE LTD	S	D	112	0	0	88	7	4	0	0	0	6	87	7	107
	GLASGOW	FLYBE LTD	S	A	98	0	0	94	3	2	1	0	0	4	97	3	86
	GLASGOW	FLYBE LTD	S	D	98	0	0	94	2	4	0	0	0	3	95	2	86
	MANCHESTER	FLYBE LTD	S	A	160	0	0	86	9	5	0	1	0	7	89	6	158
	MANCHESTER	FLYBE LTD	S	D	160	0	0	84	11	4	1	0	0	7	89	8	158
	NEWCASTLE	FLYBE LTD	S	A	52	0	0	94	0	4	2	0	0	5	74	15	46
	NEWCASTLE	FLYBE LTD	S	D	52	0	0	92	2	4	2	0	0	6	80	13	46
	STANSTED	RYANAIR	S	A	120	0	0	93	3	3	1	1	0	5	95	5	120
	STANSTED	RYANAIR	S	D	120	0	0	90	7	3	0	0	0	4	93	4	120
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>					<b>2062</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>6</b>	<b>6</b>
BELFAST INTERNATIONAL	HEATHROW	AER LINGUS	S	A	116	0	0	65	16	9	10	0	0	19	93	5	90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2009				
					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
BELFAST INTERNATIONAL																	
	HEATHROW	AER LINGUS	S	D	116	0	0	71	9	11	9	0	0	16	90	4	90
	BIRMINGHAM	BMIBABY LTD	S	A	54	0	1	81	6	7	4	2	0	14	89	11	61
	BIRMINGHAM	BMIBABY LTD	S	D	54	0	1	67	13	15	4	2	0	21	74	16	61
	MANCHESTER	BMIBABY LTD	S	A	52	0	0	81	8	6	4	2	0	13	91	7	56
	MANCHESTER	BMIBABY LTD	S	D	52	0	0	83	6	6	4	2	0	14	93	8	56
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	77	0	0	86	4	4	6	0	0	10	93	4	76
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	77	0	0	86	4	4	6	0	0	11	92	4	76
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	110	0	1	61	12	13	13	2	0	28	83	10	103
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	109	0	2	45	20	17	15	4	0	34	78	11	104
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	98	0	0	80	8	7	4	1	0	13	91	7	86
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	98	0	0	78	10	5	6	1	0	13	90	7	86
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	61	0	0	72	7	5	16	0	0	20	93	6	67
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	61	0	0	56	21	8	15	0	0	25	91	9	67
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	111	0	0	74	14	6	6	0	0	14	93	4	115
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	111	0	0	71	10	14	5	0	0	17	90	5	115
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>1358</b>	<b>0</b>	<b>5</b>	<b>71</b>	<b>11</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>88</b>	<b>7</b>	<b>7</b>
BELGRADE																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	1	90	10	0	0	0	0	4	100	1	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	90	7	3	0	0	0	5	97	2	30
	HEATHROW	JATAIRWAYS	S	A	35	0	0	77	11	11	0	0	0	11	83	8	35
	HEATHROW	JATAIRWAYS	S	D	35	0	0	66	20	9	6	0	0	15	89	6	35
	LUTON	WIZZ AIR	S	A	15	0	0	60	27	0	13	0	0	28	0	0	0
	LUTON	WIZZ AIR	S	D	15	0	0	73	13	0	13	0	0	25	0	0	0
<b>TOTAL BELGRADE</b>					<b>161</b>	<b>2</b>	<b>1</b>	<b>78</b>	<b>14</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>92</b>	<b>5</b>	<b>5</b>
BENBECULA																	
	GLASGOW	LOGANAIR	S	A	49	0	0	96	2	2	0	0	0	3	95	5	56
	GLASGOW	LOGANAIR	S	D	49	1	0	92	4	4	0	0	0	6	95	7	56
<b>TOTAL BENBECULA</b>					<b>98</b>	<b>1</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>95</b>	<b>6</b>	<b>6</b>
BERGAMO																	
	STANSTED	RYANAIR	S	A	90	0	0	57	26	12	4	1	0	22	72	19	90
	STANSTED	RYANAIR	S	D	90	0	0	80	13	7	0	0	0	8	90	6	90
<b>TOTAL BERGAMO</b>					<b>180</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>19</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>79</b>	<b>13</b>	<b>13</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

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					Actual (7)	Plan (8)												
BERGEN																		
	NEWCASTLE	EASTERN AIRWAYS	S	A	22	0	0	100	0	0	0	0	0	1	0	0	0	
	NEWCASTLE	EASTERN AIRWAYS	S	D	22	0	0	91	0	5	5	0	0	9	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	56	0	0	93	2	4	2	0	0	6	88	7	26	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	56	0	0	77	13	4	5	2	0	14	65	11	26	
	GATWICK	SAS BRAATHENS	S	A	17	0	0	100	0	0	0	0	0	3	94	3	16	
	GATWICK	SAS BRAATHENS	S	D	17	0	0	82	12	0	6	0	0	9	100	1	16	
<b>TOTAL BERGEN</b>					<b>190</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>8</b>	<b>8</b>	
BERGERAC																		
	BIRMINGHAM	FLYBE LTD	S	A	11	0	0	64	18	9	0	0	9	131	67	18	9	
	BIRMINGHAM	FLYBE LTD	S	D	11	0	0	64	9	18	0	0	9	138	56	22	9	
	EDINBURGH	FLYBE LTD	S	A	4	0	0	100	0	0	0	0	0	100	0	4		
	EDINBURGH	FLYBE LTD	S	D	4	0	0	100	0	0	0	0	5	75	9	4		
	GATWICK	FLYBE LTD	S	A	4	0	0	75	0	25	0	0	10	100	1	4		
	GATWICK	FLYBE LTD	S	D	4	0	0	100	0	0	0	0	4	100	5	4		
	STANSTED	RYANAIR	S	A	28	0	0	79	11	7	4	0	10	90	4	30		
	STANSTED	RYANAIR	S	D	28	0	0	86	7	4	4	0	7	97	3	30		
<b>TOTAL BERGERAC</b>					<b>94</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>37</b>	<b>90</b>	<b>5</b>	<b>5</b>	
BERLIN (SCHONEFELD)																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	82	0	0	71	10	7	11	1	0	23	75	22	56	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	82	0	0	60	15	9	17	0	0	26	71	19	56	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	50	20	20	7	3	0	31	90	5	30	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	50	10	27	10	3	0	35	93	7	30	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	70	0	0	71	11	9	7	1	0	16	87	13	30	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	70	0	0	66	13	11	7	3	0	23	93	4	30	
	EDINBURGH	RYANAIR	S	A	17	0	0	76	24	0	0	0	0	7	88	6	17	
	EDINBURGH	RYANAIR	S	D	17	0	0	100	0	0	0	0	0	5	94	5	17	
	STANSTED	RYANAIR	S	A	74	0	0	86	9	4	0	0	0	5	88	4	52	
	STANSTED	RYANAIR	S	D	74	0	0	84	11	5	0	0	0	7	85	7	52	
<b>TOTAL BERLIN (SCHONEFELD)</b>					<b>547</b>	<b>2</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>84</b>	<b>11</b>	<b>11</b>	
BERLIN (TEGEL)																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	150	0	0	67	19	11	2	0	0	13	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	D	150	0	0	81	8	7	4	0	0	10	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	179	0	0	79	12	6	3	0	0	10	94	3	157	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
BERLIN (TEGEL)	HEATHROW	BRITISH AIRWAYS PLC		S D	179	0	0	78	11	7	4	0	0	10	97	2	157
<b>TOTAL BERLIN (TEGEL)</b>					<b>659</b>	<b>1</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>88</b>	<b>6</b>	<b>6</b>
BERMUDA	GATWICK	BRITISH AIRWAYS PLC		S A	28	0	0	89	7	0	4	0	0	6	97	3	30
	GATWICK	BRITISH AIRWAYS PLC		S D	28	0	0	93	4	0	4	0	0	7	97	2	30
<b>TOTAL BERMUDA</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>97</b>	<b>3</b>	<b>3</b>
BEZIERS	LUTON	RYANAIR		S A	11	0	1	73	27	0	0	0	0	9	77	8	13
	LUTON	RYANAIR		S D	11	0	0	82	18	0	0	0	0	6	77	9	13
<b>TOTAL BEZIERS</b>					<b>22</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>8</b>	<b>8</b>
BIARRITZ	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	4	0	0	75	25	0	0	0	0	11	100	1	7
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	4	0	0	25	50	25	0	0	0	25	100	2	7
	BIRMINGHAM	RYANAIR		S A	7	0	1	71	0	29	0	0	0	12	77	14	13
	BIRMINGHAM	RYANAIR		S D	7	0	0	57	14	14	14	0	0	25	85	7	13
	STANSTED	RYANAIR		S A	28	0	0	64	25	7	4	0	0	15	65	24	31
	STANSTED	RYANAIR		S D	28	0	0	75	21	0	4	0	0	12	87	5	30
<b>TOTAL BIARRITZ</b>					<b>78</b>	<b>2</b>	<b>1</b>	<b>67</b>	<b>22</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>12</b>	<b>12</b>
BILBAO	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	46	0	1	48	9	26	11	7	0	42	80	9	51
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	46	0	1	41	13	20	20	7	0	43	88	8	51
	HEATHROW	VUELING AIRLINES		S A	28	0	0	39	25	21	14	0	0	28	93	4	30
	HEATHROW	VUELING AIRLINES		S D	28	0	0	50	21	11	18	0	0	30	97	3	30
<b>TOTAL BILBAO</b>					<b>148</b>	<b>0</b>	<b>2</b>	<b>45</b>	<b>16</b>	<b>20</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>37</b>	<b>88</b>	<b>7</b>	<b>7</b>
BILLUND	GATWICK	CIMBER AIR A/S		S A	56	0	0	96	0	0	4	0	0	6	89	6	45
	GATWICK	CIMBER AIR A/S		S D	56	0	0	91	5	0	4	0	0	7	93	4	45
	EDINBURGH	RYANAIR		S A	13	0	0	92	0	8	0	0	0	8	92	3	13
	EDINBURGH	RYANAIR		S D	13	0	0	54	38	8	0	0	0	15	85	8	13
	STANSTED	RYANAIR		S A	60	0	0	93	3	2	2	0	0	4	96	3	67
	STANSTED	RYANAIR		S D	60	0	0	92	5	2	2	0	0	5	96	3	67
	LONDON CITY	SUN AIR OF SCANDINAVIA		S A	33	0	0	94	6	0	0	0	0	5	83	7	30

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
<b>BILLUND</b>																		
	LONDON CITY	SUN AIR OF SCANDINAVIA	S	D	33	0	0	79	18	3	0	0	0	8	94	4	31	
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	A	47	0	1	85	9	2	2	2	0	14	78	8	46	
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	D	47	0	1	87	6	2	2	2	0	10	89	8	47	
<b>TOTAL BILLUND</b>					<b>419</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>5</b>	<b>5</b>	
<b>BIRMINGHAM</b>																		
	NEWCASTLE	EASTERN AIRWAYS	S	A	64	0	2	94	5	2	0	0	0	2	97	1	64	
	NEWCASTLE	EASTERN AIRWAYS	S	D	65	0	1	98	2	0	0	0	0	3	98	2	66	
	EDINBURGH	FLYBE LTD	S	A	186	0	2	88	6	2	3	0	0	7	85	8	178	
	EDINBURGH	FLYBE LTD	S	D	187	0	1	86	9	1	4	1	0	10	87	11	178	
	GLASGOW	FLYBE LTD	S	A	160	0	0	84	5	6	6	0	0	11	86	10	161	
	GLASGOW	FLYBE LTD	S	D	157	0	3	82	10	5	3	0	0	10	88	7	161	
<b>TOTAL BIRMINGHAM</b>					<b>820</b>	<b>2</b>	<b>10</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>8</b>	<b>8</b>	
<b>BISHKEK (FRUNZE)</b>																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	12	0	0	67	17	8	0	0	8	88	85	50	13	
	HEATHROW	BMI BRITISH MIDLAND	S	D	13	0	0	46	15	31	8	0	0	27	75	9	12	
<b>TOTAL BISHKEK (FRUNZE)</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>16</b>	<b>20</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>56</b>	<b>80</b>	<b>31</b>	<b>31</b>	
<b>BOA VISTA (RABIL)</b>																		
	GATWICK	THOMSON AIRWAYS LTD	S	A	5	0	0	40	20	0	0	40	0	101	0	38	4	
	GATWICK	THOMSON AIRWAYS LTD	S	D	5	0	0	60	20	0	20	0	0	19	50	10	4	
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	4	0	0	0	75	0	25	0	0	33	0	40	4	
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	4	0	0	75	0	25	0	0	0	16	100	5	4	
<b>TOTAL BOA VISTA (RABIL)</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>28</b>	<b>6</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>44</b>	<b>38</b>	<b>23</b>	<b>23</b>	
<b>BODRUM (MILAS)</b>																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	13	1	0	31	23	23	15	8	0	41	53	33	15	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	21	36	29	7	7	0	43	47	45	15	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	77	0	23	0	0	0	9	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	62	23	15	0	0	0	14	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	11	0	0	45	9	9	27	0	9	99	86	3	7	
	GATWICK	MONARCH AIRLINES	C	D	11	0	0	55	0	9	18	9	9	100	83	5	6	
	LUTON	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	0	100	0	4	
	LUTON	MONARCH AIRLINES	S	A	9	0	0	89	0	0	0	11	0	32	0	0	0	
	LUTON	MONARCH AIRLINES	S	D	9	0	1	56	22	11	0	11	0	44	0	0	0	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2009					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
BODRUM (MILAS)																		
	MANCHESTER	MONARCH AIRLINES	C	A	8	0	0	63	0	0	38	0	0	41	0	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	8	0	0	50	0	13	25	13	0	56	0	0	0	0
	GATWICK	ONUR AIR	C	A	9	0	0	89	11	0	0	0	0	3	90	3	20	
	GATWICK	ONUR AIR	C	D	9	0	0	89	11	0	0	0	0	7	79	6	19	
	MANCHESTER	ONUR AIR	C	A	13	0	0	100	0	0	0	0	0	4	89	4	19	
	MANCHESTER	ONUR AIR	C	D	13	0	0	69	15	15	0	0	0	13	63	13	19	
	NEWCASTLE	ONUR AIR	C	A	2	0	0	100	0	0	0	0	0	5	77	6	13	
	NEWCASTLE	ONUR AIR	C	D	2	0	0	100	0	0	0	0	0	7	69	15	13	
	STANSTED	PEGASUS AIRLINES	S	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	STANSTED	PEGASUS AIRLINES	S	D	3	0	0	67	33	0	0	0	0	12	100	1	4	
	GATWICK	SAGA AIRLINES	C	A	4	0	0	75	25	0	0	0	0	8	90	4	21	
	GATWICK	SAGA AIRLINES	C	D	4	0	0	75	25	0	0	0	0	13	76	6	21	
	BIRMINGHAM	SKY AIRLINES	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0	
	BIRMINGHAM	SKY AIRLINES	C	D	4	0	0	75	25	0	0	0	0	9	0	0	0	
	GLASGOW	SKY AIRLINES	C	A	4	0	0	100	0	0	0	0	0	5	0	0	0	
	GLASGOW	SKY AIRLINES	C	D	4	0	0	75	25	0	0	0	0	15	0	0	0	
	NEWCASTLE	SKY AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	NEWCASTLE	SKY AIRLINES	C	D	4	0	0	75	25	0	0	0	0	8	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	0	0	25	0	0	34	56	33	9	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	13	0	25	0	0	38	63	40	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	29	0	0	72	3	7	10	3	3	36	92	5	25	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	27	0	0	67	11	0	15	4	4	41	92	9	24	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	33	11	33	22	0	0	50	78	33	9	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	9	0	0	33	11	22	33	0	0	57	63	23	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	26	0	0	77	0	8	15	0	0	19	76	21	21	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	25	0	0	72	4	4	20	0	0	26	55	28	20	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	0	0	0	13	0	28	100	0	9	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	13	0	0	13	0	36	100	1	8	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	0	13	13	0	0	32	100	2	7	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	8	0	0	50	13	13	13	13	0	49	88	9	8	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	67	22	0	11	0	0	16	88	9	8	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	67	11	11	11	0	0	21	86	10	7	
	GATWICK	THOMSON AIRWAYS LTD	C	A	25	0	0	76	8	8	8	0	0	13	80	20	20	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BODRUM (MILAS)																		
	GATWICK	THOMSON AIRWAYS LTD	C	D	25	0	0	72	16	4	8	0	0	15	72	8	18	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	50	25	0	25	0	0	21	75	7	4	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	0	0	25	118	75	9	4	
	LUTON	THOMSON AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	16	100	1	4		
	LUTON	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	16	100	4	4		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	20	0	0	70	10	5	10	5	0	22	88	12	17	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	21	0	0	67	14	10	0	5	5	39	73	18	15	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	100	0	4		
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	3	75	7	4		
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	1	80	25	5		
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	7	75	39	4		
<b>TOTAL BODRUM (MILAS)</b>					<b>521</b>	<b>1</b>	<b>1</b>	<b>70</b>	<b>10</b>	<b>7</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>28</b>	<b>80</b>	<b>14</b>	<b>14</b>	
BOLOGNA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	86	0	0	64	26	6	5	0	0	17	80	15	86	
	GATWICK	BRITISH AIRWAYS PLC	S	D	86	0	0	67	27	5	1	0	0	12	90	7	86	
	EDINBURGH	RYANAIR	S	A	13	0	0	92	8	0	0	0	0	6	69	18	13	
	EDINBURGH	RYANAIR	S	D	13	0	0	69	15	15	0	0	0	14	54	25	13	
	STANSTED	RYANAIR	S	A	47	0	0	62	32	4	0	2	0	19	73	13	30	
	STANSTED	RYANAIR	S	D	47	0	0	77	19	4	0	0	0	11	73	12	30	
<b>TOTAL BOLOGNA</b>					<b>292</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>25</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>13</b>	<b>13</b>	
BORDEAUX																		
	MANCHESTER	BMIBABY LTD	S	A	9	0	0	44	11	44	0	0	0	22	91	5	11	
	MANCHESTER	BMIBABY LTD	S	D	9	0	0	67	33	0	0	0	0	9	64	12	11	
	GATWICK	BRITISH AIRWAYS PLC	S	A	58	0	0	79	7	9	5	0	0	12	88	6	60	
	GATWICK	BRITISH AIRWAYS PLC	S	D	59	0	0	83	5	7	5	0	0	11	92	4	60	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	28	0	0	46	11	21	18	4	0	36	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	28	0	0	36	14	25	21	4	0	44	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	31	0	1	68	16	6	10	0	0	17	100	1	31	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	0	1	74	19	3	3	0	0	11	90	3	31	
	EDINBURGH	RYANAIR	S	A	17	0	0	88	6	6	0	0	0	7	0	0	0	
	EDINBURGH	RYANAIR	S	D	17	0	0	47	41	12	0	0	0	14	0	0	0	
<b>TOTAL BORDEAUX</b>					<b>287</b>	<b>1</b>	<b>2</b>	<b>68</b>	<b>13</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>90</b>	<b>4</b>	<b>4</b>	
BOSTON																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BOSTON																		
	HEATHROW	AMERICAN AIRLINES	S	A	89	0	1	90	8	1	1	0	0	7	88	11	56	
	HEATHROW	AMERICAN AIRLINES	S	D	89	0	1	82	11	4	2	0	0	9	91	5	56	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	91	2	1	6	0	0	9	91	11	90	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	68	18	10	2	2	0	17	88	6	90	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	90	3	0	7	0	0	10	90	5	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	67	17	13	3	0	0	14	87	9	30	
<b>TOTAL BOSTON</b>					<b>418</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>89</b>	<b>8</b>	<b>8</b>	
BOURNEMOUTH																		
	MANCHESTER	FLYBE LTD	S	A	26	0	0	77	12	0	8	4	0	26	0	0	0	
	MANCHESTER	FLYBE LTD	S	D	26	0	0	92	4	4	0	0	0	5	0	0	0	
<b>TOTAL BOURNEMOUTH</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>74</b>	<b>10</b>	<b>10</b>	
BRATISLAVA																		
	BIRMINGHAM	RYANAIR	S	A	13	0	0	77	8	0	15	0	0	17	85	6	13	
	BIRMINGHAM	RYANAIR	S	D	13	0	0	62	8	15	15	0	0	27	62	13	13	
	EDINBURGH	RYANAIR	S	A	18	0	0	89	6	0	6	0	0	7	94	4	17	
	EDINBURGH	RYANAIR	S	D	18	0	0	72	17	6	6	0	0	15	94	3	17	
	LUTON	RYANAIR	S	A	30	0	0	77	13	10	0	0	0	9	0	0	0	
	LUTON	RYANAIR	S	D	30	0	0	87	10	3	0	0	0	7	0	0	0	
	STANSTED	RYANAIR	S	A	60	0	0	90	5	5	0	0	0	6	79	10	67	
	STANSTED	RYANAIR	S	D	60	0	0	95	3	2	0	0	0	4	82	8	67	
<b>TOTAL BRATISLAVA</b>					<b>242</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>8</b>	<b>8</b>	
BREMEN																		
	EDINBURGH	RYANAIR	S	A	17	0	0	47	18	35	0	0	0	23	67	12	21	
	EDINBURGH	RYANAIR	S	D	17	0	0	65	24	12	0	0	0	14	90	5	21	
	STANSTED	RYANAIR	S	A	52	0	0	81	13	4	0	2	0	12	90	5	82	
	STANSTED	RYANAIR	S	D	52	0	0	92	6	2	0	0	0	4	89	5	82	
<b>TOTAL BREMEN</b>					<b>140</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>6</b>	<b>6</b>	
BRESCIA/MONTICHIARI																		
	STANSTED	RYANAIR	S	A	17	0	0	65	18	6	12	0	0	17	47	21	17	
	STANSTED	RYANAIR	S	D	17	0	0	65	18	12	6	0	0	15	53	17	17	
<b>TOTAL BRESCIA/MONTICHIARI</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>50</b>	<b>19</b>	<b>19</b>	
BREST																		

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					Actual (7)	Plan (8)												
BREST																		
	LUTON	RYANAIR	S	A	11	0	1	100	0	0	0	0	0	4	77	15	13	
	LUTON	RYANAIR	S	D	11	0	0	100	0	0	0	0	0	1	85	10	13	
<b>TOTAL BREST</b>					<b>22</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>3</b>	<b>81</b>	<b>12</b>	<b>12</b>	
BRIDGETOWN																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	97	3	0	0	0	0	2	90	5	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	100	0	0	0	0	0	2	93	3	30	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	22	0	0	91	5	0	5	0	0	6	60	16	15	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	14	0	0	71	7	7	14	0	0	25	57	28	14	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	8	80	10	5	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	5	80	11	5	
<b>TOTAL BRIDGETOWN</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>10</b>	<b>10</b>	
BRINDISI																		
	STANSTED	RYANAIR	S	A	17	0	0	82	18	0	0	0	0	7	92	7	13	
	STANSTED	RYANAIR	S	D	17	0	0	100	0	0	0	0	0	4	100	2	13	
<b>TOTAL BRINDISI</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>6</b>	<b>96</b>	<b>4</b>	<b>4</b>	
BRISTOL																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	77	0	0	55	18	18	9	0	0	25	79	12	78	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	77	0	0	52	19	13	14	1	0	31	79	12	78	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	74	0	1	69	16	8	7	0	0	15	90	9	77	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	74	0	1	59	23	11	7	0	0	18	82	11	77	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	73	0	0	78	7	10	5	0	0	12	89	5	76	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	72	0	0	69	11	10	10	0	0	18	86	7	76	
<b>TOTAL BRISTOL</b>					<b>448</b>	<b>4</b>	<b>2</b>	<b>63</b>	<b>16</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>84</b>	<b>9</b>	<b>9</b>	
BRIVE-LA-GAILLARDE																		
	LONDON CITY	CITY JET	S	A	10	0	0	40	20	30	10	0	0	25	0	0	0	
	LONDON CITY	CITY JET	S	D	10	0	0	90	0	10	0	0	0	3	0	0	0	
<b>TOTAL BRIVE-LA-GAILLARDE</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>10</b>	<b>20</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	
BRNO (TURANY)																		
	STANSTED	RYANAIR	S	A	17	0	0	82	12	6	0	0	0	8	93	4	30	
	STANSTED	RYANAIR	S	D	17	0	0	88	0	12	0	0	0	8	90	5	30	
<b>TOTAL BRNO (TURANY)</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>4</b>	<b>4</b>	
BRUSSELS																		

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																	MATCHED
BRUSSELS	EDINBURGH	BMI REGIONAL	S	A	75	0	0	95	3	3	0	0	0	5	92	5	77
	EDINBURGH	BMI REGIONAL	S	D	75	0	0	97	1	0	1	0	0	4	83	8	77
	HEATHROW	BRITISH AIRWAYS PLC	S	A	179	0	0	74	17	7	2	0	0	11	94	4	167
	HEATHROW	BRITISH AIRWAYS PLC	S	D	180	0	0	71	15	10	4	0	0	12	93	4	168
	BIRMINGHAM	BRUSSELS AIRLINES	S	A	116	0	0	90	3	4	3	0	0	8	91	5	122
	BIRMINGHAM	BRUSSELS AIRLINES	S	D	116	0	0	82	13	3	3	0	0	9	80	10	121
	HEATHROW	BRUSSELS AIRLINES	S	A	103	0	0	67	17	8	8	0	0	16	0	0	0
	HEATHROW	BRUSSELS AIRLINES	S	D	103	0	0	83	8	5	4	0	0	9	0	0	0
	MANCHESTER	BRUSSELS AIRLINES	S	A	97	0	0	86	9	4	1	0	0	9	80	13	100
	MANCHESTER	BRUSSELS AIRLINES	S	D	97	0	0	82	9	7	1	0	0	8	69	15	100
	NEWCASTLE	BRUSSELS AIRLINES	S	A	72	0	0	96	3	1	0	0	0	3	88	6	25
	NEWCASTLE	BRUSSELS AIRLINES	S	D	72	0	0	86	8	3	3	0	0	8	84	4	25
	MANCHESTER	FLYBE LTD	S	A	47	0	0	81	4	13	2	0	0	11	66	18	44
	MANCHESTER	FLYBE LTD	S	D	47	0	0	79	11	6	4	0	0	11	61	20	44
<b>TOTAL BRUSSELS</b>					<b>1380</b>	<b>2</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>8</b>	<b>8</b>
BUCHAREST (BANEASA)	LUTON	BLUE AIR TRANSPORT AERIAN	S	A	29	0	0	45	21	17	17	0	0	31	0	0	0
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	29	0	0	38	17	31	14	0	0	35	0	0	0
	LUTON	WIZZ AIR	S	A	55	0	0	95	2	2	2	0	0	4	95	6	39
	LUTON	WIZZ AIR	S	D	56	0	0	91	5	2	2	0	0	5	70	19	40
<b>TOTAL BUCHAREST (BANEASA)</b>					<b>169</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>9</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>83</b>	<b>12</b>	<b>12</b>
BUCHAREST (OTOPENI)	HEATHROW	BRITISH AIRWAYS PLC	S	A	72	0	0	78	11	4	6	1	0	15	94	2	63
	HEATHROW	BRITISH AIRWAYS PLC	S	D	72	0	0	65	13	18	4	0	0	15	95	3	63
	HEATHROW	TAROM	S	A	30	0	0	80	10	7	0	3	0	14	97	5	30
	HEATHROW	TAROM	S	D	30	0	0	67	10	17	3	3	0	22	90	6	30
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>205</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>94</b>	<b>4</b>	<b>4</b>
BUDAPEST	HEATHROW	BRITISH AIRWAYS PLC	S	A	119	0	0	85	8	6	2	0	0	7	91	4	92
	HEATHROW	BRITISH AIRWAYS PLC	S	D	119	0	0	81	10	7	3	0	0	9	90	4	92
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	29	0	0	52	17	17	7	7	0	33	80	7	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	29	0	0	62	14	3	17	3	0	32	67	12	30
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	70	13	7	10	0	0	17	80	7	30

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																	MATCHED	UNMATCHED
BUDAPEST																		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	70	10	10	10	0	0	19	67	14	30	
	MANCHESTER	JET2.COM LTD	S	A	27	0	0	41	15	26	11	4	4	48	83	10	24	
	MANCHESTER	JET2.COM LTD	S	D	27	0	0	33	19	30	15	4	0	42	58	14	24	
	GATWICK	MALEV (HUNGARIAN AIRLINES)	S	A	54	0	0	46	28	19	7	0	0	23	72	15	60	
	GATWICK	MALEV (HUNGARIAN AIRLINES)	S	D	54	0	0	56	6	22	17	0	0	28	67	19	60	
	LUTON	WIZZ AIR	S	A	85	0	0	78	7	7	8	0	0	15	91	6	56	
	LUTON	WIZZ AIR	S	D	85	0	0	53	22	14	9	1	0	25	71	13	55	
<b>TOTAL BUDAPEST</b>					<b>688</b>	<b>2</b>	<b>0</b>	<b>67</b>	<b>13</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>79</b>	<b>10</b>	<b>10</b>	
BUENOS AIRES																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	63	23	7	7	0	0	15	60	67	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	47	20	20	13	0	0	27	87	10	30	
<b>TOTAL BUENOS AIRES</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>22</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>73</b>	<b>38</b>	<b>38</b>	
BURGAS																		
	BIRMINGHAM	BH AIR	C	A	6	0	0	17	50	33	0	0	0	27	100	7	5	
	BIRMINGHAM	BH AIR	C	D	5	0	0	40	20	20	20	0	0	29	100	6	4	
	EDINBURGH	BH AIR	C	A	4	0	0	75	25	0	0	0	0	5	100	4	4	
	EDINBURGH	BH AIR	C	D	3	0	0	100	0	0	0	0	0	1	100	3	3	
	GATWICK	BH AIR	C	A	5	0	0	60	20	0	20	0	0	29	100	2	4	
	GATWICK	BH AIR	C	D	5	0	0	80	0	0	20	0	0	22	100	4	3	
	GLASGOW	BH AIR	C	A	4	0	0	75	25	0	0	0	0	9	50	30	4	
	GLASGOW	BH AIR	C	D	4	0	0	75	0	25	0	0	0	12	50	31	4	
	MANCHESTER	BH AIR	C	A	12	0	0	83	17	0	0	0	0	9	67	7	12	
	MANCHESTER	BH AIR	C	D	12	0	0	75	8	17	0	0	0	11	58	16	12	
	NEWCASTLE	BH AIR	C	A	8	0	0	63	25	13	0	0	0	15	25	27	4	
	NEWCASTLE	BH AIR	C	D	7	0	0	57	29	14	0	0	0	14	50	20	4	
	STANSTED	BH AIR	C	A	4	0	0	0	75	25	0	0	0	25	50	12	4	
	STANSTED	BH AIR	C	D	4	0	0	50	25	25	0	0	0	22	75	7	4	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	6	100	8	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	0	25	0	50	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	0	0	0	33	0	69	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	0	25	25	0	98	60	134	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	0	25	25	0	107	50	30	4	

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					Actual (7)	Plan (8)											
BURGAS	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	25	0	0	30	0	152	3
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	25	50	116	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	50	25	0	25	0	0	42	78	42	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	7	0	0	57	14	0	29	0	0	49	57	70	7
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	26	75	7	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	3	0	0	67	0	0	33	0	0	52	75	17	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	78	11	0	11	0	0	10	100	0	9
	GATWICK	THOMSON AIRWAYS LTD	C	D	8	0	0	63	13	13	13	0	0	21	100	2	8
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	1	4
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	10	75	58	4
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	17	75	64	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	8	0	0	88	0	13	0	0	0	7	89	10	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	8	0	0	75	0	13	13	0	0	14	88	14	8
	LUTON	WIZZ AIR	S	A	20	0	0	45	25	25	5	0	0	27	59	17	17
	LUTON	WIZZ AIR	S	D	20	0	0	50	25	20	5	0	0	27	88	8	17
<b>TOTAL BURGAS</b>					<b>225</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>15</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>77</b>	<b>22</b>	<b>22</b>
BURSA/YENISEHIR																	
<b>TOTAL BURSA/YENISEHIR</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>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
BYDGOSZCZ																	
	BIRMINGHAM	RYANAIR	S	A	13	0	0	69	31	0	0	0	0	11	88	9	8
	BIRMINGHAM	RYANAIR	S	D	13	0	0	77	15	8	0	0	0	10	100	7	8
	STANSTED	RYANAIR	S	A	30	0	0	80	10	7	0	3	0	12	87	5	38
	STANSTED	RYANAIR	S	D	30	0	1	90	7	3	0	0	0	4	92	5	38
<b>TOTAL BYDGOSZCZ</b>					<b>86</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>6</b>	<b>6</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 2009						
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
CAGLIARI (ELMAS)																			
	EDINBURGH	BA CITYFLYER LTD	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0	0	
	EDINBURGH	BA CITYFLYER LTD	C	D	3	0	0	67	33	0	0	0	0	8	0	0	0	0	
	MANCHESTER	BA CITYFLYER LTD	C	A	4	0	0	50	25	25	0	0	0	16	0	0	0	0	
	MANCHESTER	BA CITYFLYER LTD	C	D	4	0	0	25	25	50	0	0	0	23	0	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	77	0	0	23	0	0	19	62	17	13	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	69	15	15	0	0	0	12	92	9	13	13	
	HEATHROW	BRITISH AIRWAYS PLC	C	A	4	0	0	25	75	0	0	0	0	19	0	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	C	D	4	0	0	75	25	0	0	0	0	4	0	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	53	17	3	27	0	0	40	0	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	63	10	3	23	0	0	34	0	0	0	0	
<b>TOTAL CAGLIARI (ELMAS)</b>					<b>109</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>16</b>	<b>6</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>68</b>	<b>17</b>	<b>17</b>	<b>17</b>	
CAIRO																			
	HEATHROW	BMI BRITISH MIDLAND	S	A	30	0	0	63	20	13	3	0	0	15	80	16	30	30	
	HEATHROW	BMI BRITISH MIDLAND	S	D	30	0	0	57	33	7	3	0	0	14	73	21	30	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	87	13	0	0	0	0	4	97	1	30	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	57	20	13	7	3	0	26	77	17	30	30	
	HEATHROW	EGYPT AIR	S	A	42	0	0	55	31	12	2	0	0	16	47	25	34	34	
	HEATHROW	EGYPT AIR	S	D	42	0	0	45	29	17	10	0	0	21	41	24	34	34	
<b>TOTAL CAIRO</b>					<b>204</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>25</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>66</b>	<b>19</b>	<b>19</b>	<b>19</b>	
CALCUTTA																			
CALGARY																			
	HEATHROW	AIR CANADA	S	A	51	0	0	86	10	2	0	2	0	13	84	8	44	44	
	HEATHROW	AIR CANADA	S	D	52	0	0	81	13	4	0	2	0	12	88	6	42	42	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	93	3	3	0	0	0	4	97	6	30	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	80	10	7	3	0	0	9	93	4	30	30	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	13	0	0	69	15	0	15	0	0	22	87	17	15	15	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	14	0	0	71	7	0	21	0	0	27	80	26	15	15	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	7	0	0	57	0	14	29	0	0	52	100	0	3	3	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	7	0	0	57	0	0	43	0	0	55	100	7	3	3	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	8	0	0	50	0	13	38	0	0	39	100	1	8	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	8	0	0	63	0	13	25	0	0	37	75	10	8	8	
<b>TOTAL CALGARY</b>					<b>220</b>	<b>2</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>4</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>89</b>	<b>8</b>	<b>8</b>	<b>8</b>	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
CALVI	STANSTED	TITAN AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0
	STANSTED	TITAN AIRWAYS LTD	C	D	3	0	0	67	33	0	0	0	0	10	0	0	0
<b>TOTAL CALVI</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>81</b>	<b>6</b>	<b>6</b>
CAMPBELTOWN	GLASGOW	LOGANAIR	S	A	41	2	0	93	2	0	5	0	0	6	95	4	39
	GLASGOW	LOGANAIR	S	D	43	0	0	93	2	0	5	0	0	7	90	6	40
<b>TOTAL CAMPBELTOWN</b>					<b>84</b>	<b>2</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>92</b>	<b>5</b>	<b>5</b>
CANCUN	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	40	20	40	0	0	0	25	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	25	75	0	0	0	0	22	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	0	11	11	0	0	22	88	14	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	50	13	13	25	0	0	43	67	28	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	9	100	0	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	21	100	2	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	0	20	0	39	91	13	11
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	6	0	0	83	0	0	0	17	0	47	45	32	11
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	0	25	0	56	100	0	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	50	0	0	25	25	0	84	100	7	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	17	0	0	76	6	6	12	0	0	19	82	19	17
	GATWICK	THOMSON AIRWAYS LTD	C	D	17	0	0	71	12	6	12	0	0	23	82	24	17
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	20	4
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	9	75	41	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	13	0	0	38	23	15	23	0	0	30	78	10	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	14	9	0	64	7	0	29	0	0	44	33	24	6
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	60	20	0	20	0	0	26	100	3	5
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	75	8	4
<b>TOTAL CANCUN</b>					<b>132</b>	<b>9</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>7</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>79</b>	<b>18</b>	<b>18</b>
CAPE TOWN	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	83	14	3	0	0	0	7	90	7	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	67	13	17	3	0	0	18	90	7	30
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	25	0	0	92	4	0	4	0	0	9	87	6	30
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	25	0	0	80	16	4	0	0	0	7	93	5	30
<b>TOTAL CAPE TOWN</b>					<b>109</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>90</b>	<b>6</b>	<b>6</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
CARCASSONNE																		
	STANSTED	RYANAIR		S A	31	1	0	71	10	16	3	0	0	13	73	14	30	
	STANSTED	RYANAIR		S D	31	1	0	77	23	0	0	0	0	8	80	11	30	
<b>TOTAL CARCASSONNE</b>					<b>62</b>	<b>2</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>9</b>	<b>9</b>	
CARDIFF WALES																		
	EDINBURGH	BMIBABY LTD		S A	23	0	0	48	13	13	26	0	0	28	98	2	50	
	EDINBURGH	BMIBABY LTD		S D	23	0	0	52	9	17	22	0	0	30	84	6	50	
	NEWCASTLE	EASTERN AIRWAYS		S A	44	0	0	86	9	2	2	0	0	5	93	4	44	
	NEWCASTLE	EASTERN AIRWAYS		S D	43	0	1	91	5	5	0	0	0	4	100	1	42	
	EDINBURGH	FLYBE LTD		S A	56	0	0	82	5	4	4	4	2	34	93	12	58	
	EDINBURGH	FLYBE LTD		S D	56	0	0	86	5	2	7	0	0	12	90	7	58	
	GLASGOW	FLYBE LTD		S A	17	0	0	100	0	0	0	0	0	1	0	0	0	
	GLASGOW	FLYBE LTD		S D	17	0	0	88	12	0	0	0	0	8	0	0	0	
	NEWCASTLE	FLYBE LTD		S A	20	0	0	100	0	0	0	0	0	100	1	20		
	NEWCASTLE	FLYBE LTD		S D	20	0	0	95	0	0	0	5	0	13	95	14	20	
<b>TOTAL CARDIFF WALES</b>					<b>319</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>6</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>93</b>	<b>6</b>	<b>6</b>	
CASABLANCA MOHAMED V																		
	GATWICK	ROYAL AIR MAROC		S A	12	0	0	75	8	8	8	0	0	22	0	0	0	
	GATWICK	ROYAL AIR MAROC		S D	12	0	0	67	8	17	0	8	0	27	0	0	0	
<b>TOTAL CASABLANCA MOHAMED V</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>8</b>	<b>13</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>24</b>	<b>48</b>	<b>27</b>	<b>27</b>	
CATANIA (FONTANAROSSA)																		
	GATWICK	BRITISH AIRWAYS PLC		S A	30	0	0	53	30	7	10	0	0	21	93	5	43	
	GATWICK	BRITISH AIRWAYS PLC		S D	30	0	0	63	27	7	3	0	0	18	93	5	43	
	GATWICK	THOMSON AIRWAYS LTD		C A	4	0	0	50	25	0	0	0	25	159	75	8	4	
	GATWICK	THOMSON AIRWAYS LTD		C D	5	0	0	60	20	0	20	0	0	26	75	15	4	
	MANCHESTER	THOMSON AIRWAYS LTD		C A	4	0	0	25	25	0	0	50	0	140	75	6	4	
	MANCHESTER	THOMSON AIRWAYS LTD		C D	4	0	0	75	0	0	0	25	0	56	75	15	4	
<b>TOTAL CATANIA (FONTANAROSSA)</b>					<b>77</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>26</b>	<b>5</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>36</b>	<b>86</b>	<b>10</b>	<b>10</b>	
CHANIA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	13	0	0	38	31	23	0	8	0	39	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	13	0	0	23	62	0	8	8	0	43	0	0	0	
	GATWICK	MONARCH AIRLINES		C A	8	0	0	63	13	13	13	0	0	16	86	4	14	
	GATWICK	MONARCH AIRLINES		C D	8	0	0	63	13	13	13	0	0	26	86	7	14	

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					Actual (7)	MATCHED UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m 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)												
CHANIA																		
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	4	100	2	9	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	14	100	3	9	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	13	100	3	5	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	25	50	25	0	0	0	24	100	4	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	4	80	4	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	60	8	5	
<b>TOTAL CHANIA</b>					<b>66</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>29</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>86</b>	<b>5</b>	<b>5</b>	
CHARLEROI																		
	EDINBURGH	RYANAIR	S	A	12	0	1	92	0	0	8	0	0	6	0	0	0	
	EDINBURGH	RYANAIR	S	D	12	0	1	58	33	0	8	0	0	16	0	0	0	
<b>TOTAL CHARLEROI</b>					<b>24</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>17</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>5</b>	<b>5</b>	
CHARLOTTE																		
	GATWICK	US AIRWAYS	S	A	30	0	0	93	3	3	0	0	0	3	83	14	30	
	GATWICK	US AIRWAYS	S	D	30	0	0	83	10	7	0	0	0	7	87	18	30	
<b>TOTAL CHARLOTTE</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>16</b>	<b>16</b>	
CHENNAI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	0	81	10	10	0	0	0	7	100	1	22	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	20	0	0	70	15	10	5	0	0	15	76	8	21	
<b>TOTAL CHENNAI</b>					<b>41</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>5</b>	<b>5</b>	
CHICAGO (O'HARE)																		
	HEATHROW	AMERICAN AIRLINES	S	A	119	0	0	77	14	4	3	0	1	15	86	8	84	
	HEATHROW	AMERICAN AIRLINES	S	D	119	0	0	79	8	7	5	1	0	13	88	6	85	
	MANCHESTER	AMERICAN AIRLINES	S	A	30	0	0	80	7	10	0	0	3	20	83	11	30	
	MANCHESTER	AMERICAN AIRLINES	S	D	30	0	0	80	3	7	7	3	0	25	97	4	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	87	5	5	2	2	0	10	85	7	86	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	70	15	12	3	0	0	13	83	9	86	
	HEATHROW	UNITED AIRLINES	S	A	90	0	0	86	7	4	3	0	0	7	89	8	90	
	HEATHROW	UNITED AIRLINES	S	D	91	0	0	92	4	2	1	0	0	5	87	10	90	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	13	0	0	92	8	0	0	0	0	3	78	5	9	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	12	0	0	92	8	0	0	0	0	2	63	9	8	
<b>TOTAL CHICAGO (O'HARE)</b>					<b>624</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>8</b>	<b>8</b>	
CHISINAU (KISHINEV)																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h to 3 hours	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
CHISINAU (KISHINEV)																		
	GATWICK	AIR MOLDOVA INTERNATIONAL	S	A	4	0	0	0	50	50	0	0	0	30	80	21	5	
	GATWICK	AIR MOLDOVA INTERNATIONAL	S	D	4	0	0	25	25	50	0	0	0	27	80	14	5	
<b>TOTAL CHISINAU (KISHINEV)</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>38</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>80</b>	<b>17</b>	<b>17</b>	
CITY OF DERRY (EGLINTON)																		
	BIRMINGHAM	RYANAIR	S	A	17	0	0	100	0	0	0	0	0	97	2	30		
	BIRMINGHAM	RYANAIR	S	D	17	0	0	88	12	0	0	0	4	80	8	30		
	STANSTED	RYANAIR	S	A	30	0	0	93	0	7	0	0	3	93	4	30		
	STANSTED	RYANAIR	S	D	30	0	0	93	3	3	0	0	4	93	4	30		
<b>TOTAL CITY OF DERRY (EGLINTON)</b>					<b>94</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>92</b>	<b>4</b>	<b>4</b>		
CLERMONT FERRAND																		
<b>TOTAL CLERMONT FERRAND</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>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	
CLEVELAND																		
CLUJ NAPOCA																		
	LUTON	WIZZ AIR	S	A	29	0	0	93	0	3	0	3	0	9	79	9	24	
	LUTON	WIZZ AIR	S	D	29	0	0	48	24	24	0	3	0	24	46	19	24	
<b>TOTAL CLUJ NAPOCA</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>14</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>63</b>	<b>14</b>	<b>14</b>	
COLOGNE BONN																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	52	0	0	50	19	17	13	0	0	25	50	19	26	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	52	0	0	65	13	17	4	0	0	17	65	13	26	
	EDINBURGH	GERMANWINGS	S	A	21	0	0	81	14	5	0	0	7	81	9	21		
	EDINBURGH	GERMANWINGS	S	D	21	0	0	81	10	10	0	0	10	67	12	21		
	MANCHESTER	GERMANWINGS	S	A	21	0	0	90	5	0	5	0	9	0	0	0		
	MANCHESTER	GERMANWINGS	S	D	21	0	0	76	19	0	5	0	10	0	0	0		
	STANSTED	GERMANWINGS	S	A	78	0	0	85	12	1	3	0	7	77	11	78		
	STANSTED	GERMANWINGS	S	D	78	0	0	82	12	4	3	0	8	71	12	78		
	HEATHROW	LUFTHANSA	S	A	90	0	0	78	13	4	4	0	12	81	10	78		
	HEATHROW	LUFTHANSA	S	D	90	0	0	67	14	10	8	1	19	68	12	78		
<b>TOTAL COLOGNE BONN</b>					<b>524</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>12</b>	<b>12</b>		
COLOMBO																		
	HEATHROW	SRILANKAN AIRLINES	S	A	44	0	0	75	11	7	7	0	14	71	12	34		
	HEATHROW	SRILANKAN AIRLINES	S	D	44	0	0	59	14	14	9	5	31	65	15	34		
<b>TOTAL COLOMBO</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>13</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>22</b>	<b>68</b>	<b>14</b>	<b>14</b>		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2009				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
COPENHAGEN	LONDON CITY	BA CITYFLYER LTD	S	A	16	0	0	100	0	0	0	0	0	1	0	0	0
	LONDON CITY	BA CITYFLYER LTD	S	D	17	0	0	88	6	0	6	0	0	12	0	0	0
	EDINBURGH	BMI REGIONAL	S	A	52	0	0	92	6	2	0	0	0	5	100	1	52
	EDINBURGH	BMI REGIONAL	S	D	52	0	0	90	6	2	2	0	0	4	94	2	52
	GLASGOW	BMI REGIONAL	S	A	30	0	0	100	0	0	0	0	0	1	97	1	30
	GLASGOW	BMI REGIONAL	S	D	30	0	0	97	0	3	0	0	0	2	100	1	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	171	0	0	85	6	6	4	0	0	8	95	2	152
	HEATHROW	BRITISH AIRWAYS PLC	S	D	171	0	0	74	12	9	4	0	0	11	93	3	153
	EDINBURGH	CIMBER AIR A/S	S	A	8	0	0	75	0	13	13	0	0	21	63	10	8
	EDINBURGH	CIMBER AIR A/S	S	D	8	0	0	63	13	13	13	0	0	23	63	15	8
	LONDON CITY	CIMBER AIR A/S	S	A	28	0	0	79	7	14	0	0	0	13	96	2	48
	LONDON CITY	CIMBER AIR A/S	S	D	28	0	1	75	11	14	0	0	0	11	92	6	48
	NEWCASTLE	CIMBER AIR A/S	S	A	29	0	1	76	7	14	3	0	0	14	77	12	26
	NEWCASTLE	CIMBER AIR A/S	S	D	29	0	1	62	17	21	0	0	0	15	81	10	26
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	52	0	0	54	21	15	10	0	0	22	75	18	52
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	52	0	0	58	19	15	8	0	0	21	83	10	52
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	25	0	0	60	20	4	12	0	4	37	0	0	0
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	25	0	0	68	12	8	8	0	4	36	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	85	0	1	58	14	19	9	0	0	23	71	15	85
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	86	0	0	67	9	14	8	1	0	20	79	9	85
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	8	0	0	63	38	0	0	0	0	13	75	16	8
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	8	0	0	50	38	13	0	0	0	14	63	21	8
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	56	0	0	75	13	7	4	2	0	15	75	18	52
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	56	0	0	71	11	9	7	2	0	19	85	16	52
	BIRMINGHAM	SAS	S	A	43	0	0	93	2	5	0	0	0	4	92	4	48
	BIRMINGHAM	SAS	S	D	43	0	0	95	2	2	0	0	0	3	94	5	48
	HEATHROW	SAS	S	A	161	0	0	78	12	7	2	0	0	10	92	6	168
	HEATHROW	SAS	S	D	160	0	0	84	9	4	3	0	0	7	93	3	168
	MANCHESTER	SAS	S	A	56	0	1	88	11	2	0	0	0	6	83	7	60
	MANCHESTER	SAS	S	D	56	0	1	86	13	0	2	0	0	6	88	8	60
<b>TOTAL COPENHAGEN</b>					<b>1642</b>	<b>2</b>	<b>6</b>	<b>78</b>	<b>10</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>88</b>	<b>7</b>	<b>7</b>
CORFU	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	47	0	1	77	4	4	9	6	0	25	78	10	46

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2009					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
CORFU																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	47	0	0	62	15	9	11	4	0	34	66	14	47	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	25	17	8	50	0	0	66	25	64	8	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	17	17	25	33	8	0	68	25	59	8	
	NEWCASTLE	JET2.COM LTD	S	A	4	0	0	100	0	0	0	0	0	1	50	83	2	
	NEWCASTLE	JET2.COM LTD	S	D	4	0	0	100	0	0	0	0	0	5	50	89	2	
	BIRMINGHAM	MONARCH AIRLINES	C	A	8	0	0	75	13	0	13	0	0	16	100	0	9	
	BIRMINGHAM	MONARCH AIRLINES	C	D	8	0	0	75	0	0	25	0	0	30	100	3	8	
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	25	0	0	56	24	4	4	4	8	123	83	12	29	
	GATWICK	MONARCH AIRLINES	C	D	25	0	0	68	12	12	0	4	4	87	70	17	27	
	LUTON	MONARCH AIRLINES	C	A	3	0	0	67	33	0	0	0	0	7	100	1	4	
	LUTON	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	3	100	3	4	
	MANCHESTER	MONARCH AIRLINES	C	A	15	0	0	60	7	0	13	7	13	105	68	24	19	
	MANCHESTER	MONARCH AIRLINES	C	D	15	0	0	53	13	0	13	7	13	108	82	25	17	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	3	88	8	8	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	25	0	13	0	0	17	88	13	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	16	0	0	75	0	25	0	0	0	11	75	21	20	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	14	0	0	86	0	7	7	0	0	10	72	25	18	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	25	25	25	0	0	53	75	11	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	25	0	50	0	0	74	25	32	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	12	0	0	58	25	8	8	0	0	21	69	13	13	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	11	0	0	64	27	9	0	0	0	10	83	7	12	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	1	78	25	9	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	25	0	0	0	0	7	75	14	8	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	89	0	11	0	0	0	6	100	2	8	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	8	0	0	88	13	0	0	0	0	6	100	3	8	
	GATWICK	THOMSON AIRWAYS LTD	C	A	20	0	0	85	5	0	10	0	0	15	86	4	21	
	GATWICK	THOMSON AIRWAYS LTD	C	D	17	0	0	76	18	0	6	0	0	18	76	9	17	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	5	100	3	4	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	0	4	
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	75	4	4	
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	7	75	13	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
CORFU																			
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	13	0	0	77	0	8	8	0	8	84	93	7	15		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	13	0	0	54	23	8	15	0	0	31	69	12	13		
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	2	100	1	4		
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	8	0	0	75	13	13	0	0	0	10	100	3	4		
	STANSTED	THOMSON AIRWAYS LTD	C	A	7	0	0	100	0	0	0	0	0	3	100	2	8		
	STANSTED	THOMSON AIRWAYS LTD	C	D	7	0	0	100	0	0	0	0	0	3	100	2	7		
	GATWICK	VIKING AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	29	37	7		
	GATWICK	VIKING AIRLINES	C	D	4	0	0	100	0	0	0	0	0	3	80	7	5		
<b>TOTAL CORFU</b>					<b>462</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>11</b>	<b>6</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>37</b>	<b>76</b>	<b>16</b>	<b>16</b>		
CORK																			
	EDINBURGH	AER ARANN	S	A	47	0	0	98	0	0	2	0	0	3	100	3	26		
	EDINBURGH	AER ARANN	S	D	47	0	0	89	9	2	0	0	0	5	100	3	26		
	GLASGOW	AER ARANN	S	A	30	0	0	100	0	0	0	0	0	2	0	0	0		
	GLASGOW	AER ARANN	S	D	30	0	0	100	0	0	0	0	0	2	0	0	0		
	BIRMINGHAM	AER LINGUS	S	A	26	0	0	81	15	4	0	0	0	4	100	2	21		
	BIRMINGHAM	AER LINGUS	S	D	26	0	0	85	12	4	0	0	0	5	90	5	21		
	GATWICK	AER LINGUS	S	A	60	0	0	82	0	7	8	3	0	18	0	0	0		
	GATWICK	AER LINGUS	S	D	60	0	0	65	13	7	12	3	0	27	0	0	0		
	HEATHROW	AER LINGUS	S	A	120	0	0	79	13	4	3	0	0	10	88	5	146		
	HEATHROW	AER LINGUS	S	D	120	0	0	86	8	5	2	0	0	7	92	3	146		
	MANCHESTER	AER LINGUS	S	A	26	0	0	77	19	0	4	0	0	9	71	13	21		
	MANCHESTER	AER LINGUS	S	D	25	0	0	88	8	0	4	0	0	7	76	9	21		
	NEWCASTLE	JET2.COM LTD	S	A	8	0	0	63	25	0	13	0	0	17	63	22	8		
	NEWCASTLE	JET2.COM LTD	S	D	8	0	0	88	0	0	13	0	0	14	100	9	8		
	GATWICK	RYANAIR	S	A	30	0	0	100	0	0	0	0	0	1	100	1	30		
	GATWICK	RYANAIR	S	D	30	0	0	90	7	3	0	0	0	4	90	4	30		
	STANSTED	RYANAIR	S	A	60	0	0	88	5	5	2	0	0	6	88	5	86		
	STANSTED	RYANAIR	S	D	60	0	0	87	8	5	0	0	0	5	95	4	86		
<b>TOTAL CORK</b>					<b>813</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>6</b>	<b>6</b>		
COZUMEL																			
CUIDAD REAL																			
	STANSTED	RYANAIR	S	A	12	0	0	100	0	0	0	0	0	0	0	0	0		
	STANSTED	RYANAIR	S	D	12	0	0	83	17	0	0	0	0	4	0	0	0		

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
CUIDAD REAL																		
<b>TOTAL CUIDAD REAL</b>						<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
CUNAGUA (CAYO COCO)																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	0	50	0	0	39	80	134	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	0	0	50	0	0	74	80	145	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	0	0	20	0	52	100	2	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	20	60	0	20	0	0	26	100	9	4	
<b>TOTAL CUNAGUA (CAYO COCO)</b>						<b>14</b>	<b>1</b>	<b>0</b>	<b>43</b>	<b>29</b>	<b>0</b>	<b>21</b>	<b>7</b>	<b>44</b>	<b>89</b>	<b>80</b>	<b>80</b>	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2009						
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records			
																	MATCHED	UNMATCHED	
DALAMAN																			
	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	100	0	0	0	0	0	3	75	6	4		
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	25	50	25	0	0	0	22	75	11	4		
	MANCHESTER	BMI BRITISH MIDLAND	C	A	4	0	0	75	25	0	0	0	0	5	35	86	20		
	MANCHESTER	BMI BRITISH MIDLAND	C	D	4	0	0	100	0	0	0	0	0	5	52	19	21		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	23	9	27	36	5	0	63	50	18	28		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	9	23	32	32	5	0	66	43	20	28		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	59	14	14	14	0	0	26	82	23	11		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	36	27	23	14	0	0	30	58	31	12		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	82	12	6	0	0	0	5	0	0	0		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	76	12	12	0	0	0	13	0	0	0		
	MANCHESTER	JET2.COM LTD	S	A	12	0	0	75	8	8	8	0	0	19	89	11	9		
	MANCHESTER	JET2.COM LTD	S	D	11	0	0	73	9	9	9	0	0	27	50	11	8		
	NEWCASTLE	JET2.COM LTD	S	A	8	0	0	100	0	0	0	0	0	1	0	0	0		
	NEWCASTLE	JET2.COM LTD	S	D	8	0	0	63	38	0	0	0	0	12	0	0	0		
	BIRMINGHAM	MONARCH AIRLINES	S	A	13	0	0	46	0	31	15	8	0	47	0	0	0		
	BIRMINGHAM	MONARCH AIRLINES	S	D	13	0	0	38	8	23	23	8	0	58	0	0	0		
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	50	50	0	0	0	0	10	75	8	4		
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	5	100	6	4		
	GATWICK	MONARCH AIRLINES	C	A	49	0	0	80	2	10	4	0	4	40	75	17	40		
	GATWICK	MONARCH AIRLINES	C	D	45	0	0	71	9	11	4	0	4	43	68	16	37		
	LUTON	MONARCH AIRLINES	S	A	8	0	0	63	0	25	13	0	0	24	0	0	0		
	LUTON	MONARCH AIRLINES	C	A	4	0	0	75	0	0	25	0	0	18	75	35	4		
	LUTON	MONARCH AIRLINES	S	D	8	0	0	75	0	0	25	0	0	25	0	0	0		
	LUTON	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	28	75	46	4		
	MANCHESTER	MONARCH AIRLINES	C	A	28	0	0	68	7	4	14	4	4	44	77	19	13		
	MANCHESTER	MONARCH AIRLINES	C	D	27	0	0	56	11	4	22	4	4	59	50	30	12		
	BIRMINGHAM	ONUR AIR	C	A	9	0	0	89	0	11	0	0	0	8	94	5	17		
	BIRMINGHAM	ONUR AIR	C	D	9	0	0	89	11	0	0	0	0	7	65	15	17		
	GATWICK	ONUR AIR	C	A	8	0	0	100	0	0	0	0	0	3	88	5	16		
	GATWICK	ONUR AIR	C	D	7	0	0	43	29	29	0	0	0	19	80	10	15		
	GLASGOW	ONUR AIR	C	A	9	0	0	11	22	22	22	11	11	117	25	24	4		
	GLASGOW	ONUR AIR	C	D	9	0	0	33	0	22	22	11	11	133	40	24	5		
	MANCHESTER	ONUR AIR	C	A	7	0	0	71	14	0	14	0	0	16	96	5	27		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 2009				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
DALAMAN																		
	MANCHESTER	ONUR AIR	C	D	6	0	0	50	33	0	17	0	0	31	76	10	25	
	NEWCASTLE	ONUR AIR	C	A	12	0	0	50	42	8	0	0	16	100	1	16		
	NEWCASTLE	ONUR AIR	C	D	11	0	0	73	18	9	0	0	12	81	9	16		
	GATWICK	PEGASUS AIRLINES	C	A	5	0	0	100	0	0	0	0	0	80	6	10		
	GATWICK	PEGASUS AIRLINES	S	A	4	0	0	75	0	0	25	0	18	0	0	0		
	GATWICK	PEGASUS AIRLINES	S	D	4	0	0	75	0	0	25	0	22	0	0	0		
	GATWICK	PEGASUS AIRLINES	C	D	4	0	0	100	0	0	0	0	4	90	5	10		
	MANCHESTER	PEGASUS AIRLINES	S	A	8	0	0	100	0	0	0	0	0	0	0	0		
	MANCHESTER	PEGASUS AIRLINES	C	A	4	0	0	100	0	0	0	0	0	100	1	14		
	MANCHESTER	PEGASUS AIRLINES	S	D	8	0	0	75	13	0	13	0	14	0	0	0		
	MANCHESTER	PEGASUS AIRLINES	C	D	4	0	0	50	50	0	0	0	15	79	8	14		
	MANCHESTER	SKY AIRLINES	C	A	4	0	0	75	25	0	0	0	10	0	0	0		
	MANCHESTER	SKY AIRLINES	C	D	4	0	0	75	0	25	0	0	19	0	0	0		
	NEWCASTLE	SKY AIRLINES	C	A	4	0	0	100	0	0	0	0	2	0	0	0		
	NEWCASTLE	SKY AIRLINES	C	D	4	0	0	100	0	0	0	0	9	0	0	0		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	29	0	0	55	17	14	7	7	33	83	17	29		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	29	0	0	45	10	21	21	3	41	83	48	29		
	EDINBURGH	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	0	25	55	33	38	3		
	EDINBURGH	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	20	0	0	20	47	25	61	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	59	0	0	68	7	10	15	0	24	64	28	58		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	53	0	0	70	9	9	11	0	22	56	34	57		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	32	0	0	66	13	9	9	0	53	81	19	21		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	34	0	0	50	18	15	15	3	38	81	23	21		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	63	3	0	65	8	6	17	3	30	66	71	68		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	61	0	0	61	10	7	21	2	32	64	37	66		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	25	0	0	76	8	0	12	4	27	90	9	21		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	24	0	0	75	4	4	8	8	35	90	9	20		
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	13	0	0	69	31	0	0	0	7	86	8	14		
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	12	0	0	58	42	0	0	0	10	83	5	12		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	21	0	0	81	10	5	5	0	10	92	3	13		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	22	0	0	68	18	9	5	0	17	92	6	12		
	GATWICK	THOMSON AIRWAYS LTD	C	A	46	0	0	78	2	7	11	2	20	93	3	44		
	GATWICK	THOMSON AIRWAYS LTD	C	D	48	0	0	65	13	6	15	2	29	79	9	42		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 2009				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	GLASGOW	THOMSON AIRWAYS LTD	C	A	8	1	0	63	13	13	13	0	0	20	100	0	5
	GLASGOW	THOMSON AIRWAYS LTD	C	D	9	0	0	56	11	11	22	0	0	32	100	0	4
	LUTON	THOMSON AIRWAYS LTD	C	A	12	0	0	75	17	0	8	0	0	11	100	2	4
	LUTON	THOMSON AIRWAYS LTD	C	D	13	0	0	54	23	15	8	0	0	22	100	0	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	40	1	0	95	3	0	3	0	0	5	91	4	34
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	40	0	0	73	13	10	3	3	0	20	69	15	29
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	12	0	0	58	25	8	8	0	0	16	75	5	4
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	13	0	0	69	8	8	15	0	0	20	100	2	4
	STANSTED	THOMSON AIRWAYS LTD	C	A	12	0	0	83	17	0	0	0	0	5	88	4	8
	STANSTED	THOMSON AIRWAYS LTD	C	D	13	0	0	77	8	15	0	0	0	10	75	12	8
<b>TOTAL DALAMAN</b>					<b>1283</b>	<b>6</b>	<b>8</b>	<b>66</b>	<b>11</b>	<b>9</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>29</b>	<b>72</b>	<b>22</b>	<b>22</b>
DALLAS/FORT WORTH	HEATHROW	AMERICAN AIRLINES	S	A	85	0	0	61	19	5	13	2	0	27	69	20	85
	HEATHROW	AMERICAN AIRLINES	S	D	84	0	0	67	19	8	5	1	0	19	79	10	85
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	90	3	0	7	0	0	7	90	7	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	73	20	3	3	0	0	12	73	11	30
<b>TOTAL DALLAS/FORT WORTH</b>					<b>229</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>5</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>76</b>	<b>14</b>	<b>14</b>
DAMASCUS	HEATHROW	BMI BRITISH MIDLAND	S	A	30	0	0	73	17	7	3	0	0	15	88	5	17
	HEATHROW	BMI BRITISH MIDLAND	S	D	30	0	0	60	13	13	13	0	0	22	56	25	18
	HEATHROW	SYRIANAIR	S	A	9	0	0	44	44	0	11	0	0	17	75	27	12
	HEATHROW	SYRIANAIR	S	D	9	0	0	67	0	22	11	0	0	22	83	24	12
<b>TOTAL DAMASCUS</b>					<b>78</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>17</b>	<b>10</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>75</b>	<b>19</b>	<b>19</b>
DAMMAM	HEATHROW	BMI BRITISH MIDLAND	S	A	13	0	0	62	0	8	31	0	0	32	85	7	13
	HEATHROW	BMI BRITISH MIDLAND	S	D	12	0	1	58	8	0	33	0	0	40	85	13	13
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	5	0	0	80	20	0	0	0	0	12	0	23	4
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	4	0	0	75	25	0	0	0	0	11	75	6	4
<b>TOTAL DAMMAM</b>					<b>34</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>9</b>	<b>3</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>74</b>	<b>11</b>	<b>11</b>
DAR-ES-SALAAM	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	100	0	0	0	0	0	2	83	5	12
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	85	0	15	0	0	0	6	92	2	13

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
DAR-ES-SALAAM																		
<b>TOTAL DAR-ES-SALAAM</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>4</b>	<b>4</b>	
DEAUVILLE																		
	LONDON CITY	VLM (BELGIUM)	S	A	16	0	0	100	0	0	0	0	0	2	0	0	0	0
	LONDON CITY	VLM (BELGIUM)	S	D	16	0	0	100	0	0	0	0	0	1	0	0	0	0
<b>TOTAL DEAUVILLE</b>					<b>32</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>1</b>	<b>0</b>	<b>224</b>	<b>224</b>	
DELHI																		
	HEATHROW	AIR INDIA	S	A	42	0	0	52	29	14	5	0	0	19	0	0	0	0
	HEATHROW	AIR INDIA	S	D	43	0	0	63	19	14	2	2	0	18	0	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	1	71	19	5	3	2	0	16	90	9	60	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	72	12	13	3	0	0	15	85	9	60	60
	HEATHROW	JET AIRWAYS	S	A	30	0	0	77	10	10	3	0	0	11	81	9	26	26
	HEATHROW	JET AIRWAYS	S	D	30	0	0	80	13	3	3	0	0	10	92	7	26	26
	HEATHROW	KINGFISHER AIRLINES	S	A	30	0	0	27	20	47	7	0	0	29	0	0	0	0
	HEATHROW	KINGFISHER AIRLINES	S	D	30	0	0	93	3	3	0	0	0	2	0	0	0	0
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	1	37	30	23	7	3	0	35	33	42	27	27
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	1	77	10	7	7	0	0	13	93	10	27	27
<b>TOTAL DELHI</b>					<b>384</b>	<b>0</b>	<b>3</b>	<b>65</b>	<b>17</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>81</b>	<b>13</b>	<b>13</b>	
DENVER INTERNATIONAL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	60	20	17	3	0	0	16	73	12	30	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	63	27	7	3	0	0	14	73	12	30	30
	HEATHROW	UNITED AIRLINES	S	A	30	0	0	90	3	7	0	0	0	5	100	0	1	1
	HEATHROW	UNITED AIRLINES	S	D	30	0	0	90	7	0	3	0	0	7	0	27	1	1
<b>TOTAL DENVER INTERNATIONAL</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>12</b>	<b>12</b>	
DETROIT																		
	HEATHROW	DELTA AIRLINES	S	A	30	0	0	87	10	0	3	0	0	5	0	0	0	0
	HEATHROW	DELTA AIRLINES	S	D	30	0	0	93	3	3	0	0	0	4	0	0	0	0
<b>TOTAL DETROIT</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>11</b>	<b>11</b>	
DHAKHA																		
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	A	18	0	0	78	6	0	11	6	0	27	40	104	15	15
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	18	0	0	56	0	28	11	6	0	39	60	86	15	15
<b>TOTAL DHAKHA</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>3</b>	<b>14</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>33</b>	<b>50</b>	<b>95</b>	<b>95</b>	
DINARD																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
DINARD																		
	STANSTED	RYANAIR	S	A	19	0	0	68	26	5	0	0	0	8	91	6	22	
	STANSTED	RYANAIR	S	D	19	0	0	89	11	0	0	0	0	4	91	5	22	
<b>TOTAL DINARD</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>91</b>	<b>5</b>	<b>5</b>	
DJIBOUTI																		
DOHA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	1	90	3	3	3	0	0	6	83	7	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	53	37	10	0	0	0	14	73	10	30	
	GATWICK	QATAR AIRWAYS	S	A	30	0	0	100	0	0	0	0	0	1	97	4	30	
	GATWICK	QATAR AIRWAYS	S	D	30	0	0	80	17	3	0	0	0	7	67	13	30	
	HEATHROW	QATAR AIRWAYS	S	A	120	0	0	90	8	2	0	1	0	5	91	7	114	
	HEATHROW	QATAR AIRWAYS	S	D	120	0	0	83	8	8	3	0	0	9	88	9	113	
	MANCHESTER	QATAR AIRWAYS	S	A	30	0	0	90	7	3	0	0	0	5	83	9	30	
	MANCHESTER	QATAR AIRWAYS	S	D	30	0	0	80	17	3	0	0	0	10	77	13	30	
<b>TOTAL DOHA</b>					<b>419</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>8</b>	<b>8</b>	
DONCASTER SHEFFIELD																		
DONEGAL																		
	GLASGOW	AER ARANN	S	A	14	0	0	86	0	14	0	0	0	10	0	0	0	
	GLASGOW	AER ARANN	S	D	14	0	0	79	14	7	0	0	0	9	0	0	0	
<b>TOTAL DONEGAL</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	
DORTMUND																		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	56	0	0	70	11	5	13	2	0	20	57	36	56	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	64	20	11	5	0	0	14	73	13	56	
<b>TOTAL DORTMUND</b>					<b>112</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>8</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>65</b>	<b>24</b>	<b>24</b>	
DRESDEN																		
	HEATHROW	LUFTHANSA	S	A	30	0	0	90	7	0	3	0	0	9	0	0	0	
	HEATHROW	LUFTHANSA	S	D	30	0	0	83	13	3	0	0	0	8	0	0	0	
<b>TOTAL DRESDEN</b>					<b>60</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>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	
DUBAI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	85	10	5	0	0	0	5	86	5	74	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	77	12	12	0	0	0	10	93	3	75	
	BIRMINGHAM	EMIRATES	S	A	60	0	0	60	32	7	2	0	0	14	85	6	60	
	BIRMINGHAM	EMIRATES	S	D	60	0	0	47	35	15	3	0	0	20	73	12	60	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 2009						
			CHARTER/ SCHED	ARR/ DEP	MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)												
DUBAI																		
	GATWICK	EMIRATES	S	A	90	0	0	80	14	3	2	0	0	9	86	8	90	
	GATWICK	EMIRATES	S	D	90	0	0	64	29	4	2	0	0	13	69	12	90	
	GLASGOW	EMIRATES	S	A	30	0	0	70	20	10	0	0	0	13	67	13	30	
	GLASGOW	EMIRATES	S	D	30	0	0	50	33	13	3	0	0	20	63	15	30	
	HEATHROW	EMIRATES	S	A	150	0	0	61	20	15	3	1	0	19	73	13	150	
	HEATHROW	EMIRATES	S	D	150	0	0	51	27	17	3	2	0	22	77	18	150	
	MANCHESTER	EMIRATES	S	A	60	0	0	52	32	13	3	0	0	18	62	15	60	
	MANCHESTER	EMIRATES	S	D	59	1	0	37	39	20	3	0	0	22	42	23	60	
	NEWCASTLE	EMIRATES	S	A	30	0	0	73	13	7	7	0	0	16	90	6	30	
	NEWCASTLE	EMIRATES	S	D	30	0	0	57	20	10	13	0	0	23	77	11	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	83	3	10	3	0	0	8	80	7	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	70	10	20	0	0	0	12	87	5	30	
<b>TOTAL DUBAI</b>					<b>1019</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>23</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>12</b>	<b>12</b>	
DUBLIN																		
	EDINBURGH	AER ARANN	S	A	56	0	0	93	4	0	4	0	0	6	0	0	0	
	EDINBURGH	AER ARANN	S	D	56	0	0	89	7	0	4	0	0	5	0	0	0	
	GLASGOW	AER ARANN	S	A	111	0	0	97	1	2	0	0	0	2	0	0	0	
	GLASGOW	AER ARANN	S	D	111	0	0	96	2	2	0	0	0	2	0	0	0	
	BIRMINGHAM	AER LINGUS	S	A	89	1	0	96	3	1	0	0	0	3	91	4	82	
	BIRMINGHAM	AER LINGUS	S	D	89	0	0	91	8	1	0	0	0	5	85	7	82	
	EDINBURGH	AER LINGUS	S	A	30	0	0	93	3	0	3	0	0	9	89	5	56	
	EDINBURGH	AER LINGUS	S	D	30	0	0	90	7	0	3	0	0	9	86	6	56	
	GATWICK	AER LINGUS	S	A	148	0	0	88	8	3	1	0	0	5	94	4	140	
	GATWICK	AER LINGUS	S	D	147	0	0	80	12	7	1	1	0	10	86	8	140	
	HEATHROW	AER LINGUS	S	A	373	0	1	75	10	10	5	0	0	13	88	6	313	
	HEATHROW	AER LINGUS	S	D	374	0	0	83	6	8	3	0	0	9	93	3	313	
	MANCHESTER	AER LINGUS	S	A	98	0	0	81	14	4	1	0	0	8	89	5	90	
	MANCHESTER	AER LINGUS	S	D	98	0	1	82	11	4	3	0	0	8	84	6	90	
	HEATHROW	BMI BRITISH MIDLAND	S	A	123	0	0	76	11	10	3	0	0	12	91	5	173	
	HEATHROW	BMI BRITISH MIDLAND	S	D	123	0	0	80	8	9	3	0	0	11	89	6	174	
	LONDON CITY	CITY JET	S	A	155	0	0	92	3	4	1	0	0	4	94	3	143	
	LONDON CITY	CITY JET	S	D	154	0	0	88	6	1	4	0	0	7	92	4	142	
	MANCHESTER	CITY JET	C	A	2	0	0	50	50	0	0	0	0	9	100	0	1	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009				
					90	MISMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
DUBLIN																		
	BIRMINGHAM	RYANAIR	S	A	90	1	0	88	4	7	1	0	0	6	96	3	90	
	BIRMINGHAM	RYANAIR	S	D	91	0	1	78	11	7	3	1	0	15	87	11	90	
	EDINBURGH	RYANAIR	S	A	72	0	0	71	14	11	4	0	0	12	95	4	93	
	EDINBURGH	RYANAIR	S	D	72	0	0	63	14	18	4	1	0	19	85	7	93	
	GATWICK	RYANAIR	S	A	120	0	0	83	14	3	1	0	0	7	78	9	180	
	GATWICK	RYANAIR	S	D	120	0	0	80	14	4	2	0	0	9	73	13	180	
	LUTON	RYANAIR	S	A	68	0	0	66	15	15	4	0	0	16	85	8	99	
	LUTON	RYANAIR	S	D	68	0	0	72	7	13	3	4	0	22	91	9	99	
	MANCHESTER	RYANAIR	S	A	72	0	0	81	11	7	1	0	0	10	82	7	99	
	MANCHESTER	RYANAIR	S	D	72	0	0	71	13	14	3	0	0	14	69	10	99	
	NEWCASTLE	RYANAIR	S	A	38	0	0	76	21	3	0	0	0	8	89	4	38	
	NEWCASTLE	RYANAIR	S	D	38	0	0	68	18	11	3	0	0	16	76	12	38	
	STANSTED	RYANAIR	S	A	188	1	0	68	20	12	1	0	0	12	73	11	218	
	STANSTED	RYANAIR	S	D	188	0	0	79	15	5	1	0	0	8	85	7	218	
<b>TOTAL DUBLIN</b>					<b>3671</b>	<b>6</b>	<b>3</b>	<b>81</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>7</b>	<b>7</b>	
DUBROVNIK																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	87	10	3	0	0	0	6	87	6	47	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	77	20	3	0	0	0	10	85	7	47	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	29	0	0	83	3	14	0	0	0	9	94	3	16	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	29	0	0	59	17	21	3	0	0	18	88	8	17	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	69	15	8	0	8	0	27	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	46	38	8	0	8	0	36	0	0	0	
	BIRMINGHAM	FLYBE LTD	S	A	4	0	0	100	0	0	0	0	0	7	100	0	4	
	BIRMINGHAM	FLYBE LTD	S	D	4	0	0	50	25	25	0	0	0	23	75	7	4	
	EDINBURGH	JET2.COM LTD	S	A	4	0	0	0	25	75	0	0	0	39	0	0	0	
	EDINBURGH	JET2.COM LTD	S	D	4	0	0	50	50	0	0	0	0	13	0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	9	0	0	78	0	0	22	0	0	21	0	0	0	
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	67	11	11	11	0	0	20	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	75	6	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	2	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	100	4	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	5	100	5	4	
	LUTON	WIZZ AIR	S	A	6	0	0	83	17	0	0	0	0	5	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
DUBROVNIK	LUTON	WIZZ AIR	S	D	6	0	0	83	17	0	0	0	0	9	0	0	0
<b>TOTAL DUBROVNIK</b>					<b>208</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>85</b>	<b>8</b>	<b>8</b>
DUNDEE	LONDON CITY	CITY JET	S	A	100	0	0	92	3	3	2	0	0	4	97	2	98
	LONDON CITY	CITY JET	S	D	100	0	0	94	2	3	1	0	0	4	99	2	99
	BIRMINGHAM	LOGANAIR	S	A	44	0	0	98	0	2	0	0	0	1	96	2	48
	BIRMINGHAM	LOGANAIR	S	D	44	0	0	95	2	2	0	0	0	3	96	3	47
<b>TOTAL DUNDEE</b>					<b>288</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>97</b>	<b>2</b>	<b>2</b>
DURHAM TEES VALLEY																	
DUSSELDORF	STANSTED	AIR BERLIN	S	A	77	0	1	64	19	12	5	0	0	15	73	20	97
	STANSTED	AIR BERLIN	S	D	78	0	0	55	26	14	5	0	0	18	75	20	96
	HEATHROW	BRITISH AIRWAYS PLC	S	A	172	0	0	78	13	5	4	0	0	10	91	4	143
	HEATHROW	BRITISH AIRWAYS PLC	S	D	171	0	1	74	13	8	5	0	0	12	92	4	143
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	43	13	17	23	3	0	37	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	50	10	17	23	0	0	35	0	0	0
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	74	0	0	84	8	5	3	0	0	8	83	7	92
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	74	0	0	77	14	5	4	0	0	12	74	11	92
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	A	48	0	0	63	19	15	4	0	0	18	60	18	30
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	D	48	0	0	63	23	10	4	0	0	16	77	13	30
	BIRMINGHAM	FLYBE LTD	S	A	96	0	1	88	6	5	1	0	0	6	71	18	96
	BIRMINGHAM	FLYBE LTD	S	D	97	0	1	79	11	8	1	0	0	10	72	17	97
	GATWICK	FLYBE LTD	S	A	75	0	1	72	19	5	4	0	0	11	74	13	73
	GATWICK	FLYBE LTD	S	D	76	0	0	74	14	7	5	0	0	14	74	10	74
	MANCHESTER	FLYBE LTD	S	A	77	0	1	81	8	12	0	0	0	9	71	12	73
	MANCHESTER	FLYBE LTD	S	D	77	0	0	82	8	10	0	0	0	9	81	9	73
	HEATHROW	LUFTHANSA	S	A	150	0	0	74	15	7	4	0	0	13	90	5	112
	HEATHROW	LUFTHANSA	S	D	150	0	0	81	11	5	4	0	0	11	82	7	112
	EDINBURGH	LUFTHANSA CITY LINE	S	A	26	0	0	77	15	4	4	0	0	12	0	0	0
	EDINBURGH	LUFTHANSA CITY LINE	S	D	26	0	0	81	12	8	0	0	0	10	0	0	0
	MANCHESTER	LUFTHANSA CITY LINE	S	A	74	0	0	82	9	7	1	0	0	9	60	16	100
	MANCHESTER	LUFTHANSA CITY LINE	S	D	73	0	0	82	12	4	1	0	0	9	74	11	100
<b>TOTAL DUSSELDORF</b>					<b>1799</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>11</b>	<b>11</b>



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 2009					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	68	0	0	79	12	1	7	0	0	12	90	6	59
		EDINBURGH	BMIBABY LTD	S	D	68	0	0	84	6	3	7	0	0	12	90	6	60
		GLASGOW	BMIBABY LTD	S	A	60	0	2	72	12	3	10	3	0	23	91	5	55
		GLASGOW	BMIBABY LTD	S	D	60	0	2	70	10	8	8	3	0	26	85	8	55
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>						<b>256</b>	<b>0</b>	<b>4</b>	<b>77</b>	<b>10</b>	<b>4</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>89</b>	<b>6</b>	<b>6</b>
EDINBURGH		LONDON CITY	BA CITYFLYER LTD	S	A	173	0	0	88	6	5	1	0	0	6	94	5	140
		LONDON CITY	BA CITYFLYER LTD	S	D	174	0	0	87	8	4	1	0	0	6	87	8	143
		HEATHROW	BMI BRITISH MIDLAND	S	A	187	0	0	81	9	9	1	0	0	9	92	4	226
		HEATHROW	BMI BRITISH MIDLAND	S	D	190	0	0	82	11	7	1	0	0	7	92	4	226
		MANCHESTER	BMI REGIONAL	S	A	122	0	0	93	3	3	1	0	0	4	94	3	121
		MANCHESTER	BMI REGIONAL	S	D	121	0	0	94	2	3	1	0	0	3	96	3	120
		GATWICK	BRITISH AIRWAYS PLC	S	A	120	0	0	73	17	8	2	0	0	11	74	11	119
		GATWICK	BRITISH AIRWAYS PLC	S	D	120	0	0	71	19	7	3	0	0	12	85	8	120
		HEATHROW	BRITISH AIRWAYS PLC	S	A	302	0	0	77	10	7	6	0	0	12	90	4	242
		HEATHROW	BRITISH AIRWAYS PLC	S	D	302	0	0	72	14	9	5	1	0	15	90	4	242
		LONDON CITY	CITY JET	S	A	143	0	0	92	4	2	1	0	0	5	99	1	161
		LONDON CITY	CITY JET	S	D	144	0	0	96	3	1	0	0	0	2	95	3	161
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	108	0	0	58	12	13	16	1	0	25	76	10	108
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	108	0	0	55	12	17	16	1	0	28	74	12	108
		LUTON	EASYJET AIRLINE COMPANY LTD	S	A	79	0	1	82	4	5	9	0	0	14	85	11	108
		LUTON	EASYJET AIRLINE COMPANY LTD	S	D	79	0	1	78	10	8	4	0	0	13	83	12	108
		STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	110	1	1	81	9	3	5	3	0	16	91	8	133
		STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	111	0	0	80	11	4	4	2	0	13	92	6	133
		BIRMINGHAM	FLYBE LTD	S	A	187	0	1	94	1	2	2	1	0	6	92	7	178
		BIRMINGHAM	FLYBE LTD	S	D	186	0	2	84	9	3	3	0	0	10	83	10	178
		MANCHESTER	FLYBE LTD	S	A	103	0	1	84	10	3	3	0	0	9	96	3	90
		MANCHESTER	FLYBE LTD	S	D	104	0	1	86	8	5	2	0	0	7	91	5	90
<b>TOTAL EDINBURGH</b>						<b>3274</b>	<b>14</b>	<b>8</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>6</b>	<b>6</b>
EDMONTON		HEATHROW	AIR CANADA	S	A	29	0	0	69	14	14	0	3	0	17	97	1	29
		HEATHROW	AIR CANADA	S	D	29	0	0	76	14	3	7	0	0	12	87	8	30
<b>TOTAL EDMONTON</b>						<b>58</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>92</b>	<b>5</b>	<b>5</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2009					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	51	0	1	90	6	4	0	0	0	5	85	7	52	
	STANSTED	RYANAIR	S	D	52	0	0	90	6	4	0	0	0	4	87	5	52	
	LONDON CITY	VLM (BELGIUM)	S	A	47	0	0	96	0	2	0	2	0	6	96	2	48	
	LONDON CITY	VLM (BELGIUM)	S	D	48	0	0	85	10	0	2	2	0	12	94	3	48	
<b>TOTAL EINDHOVEN</b>					<b>198</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>4</b>	<b>4</b>	
ENFIDHA																		
	GATWICK	TUNISAIR	C	A	4	0	0	100	0	0	0	0	0	11	0	0	0	
	GATWICK	TUNISAIR	C	D	4	0	0	75	25	0	0	0	0	9	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>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ENTEBBE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	0	71	10	10	10	0	0	20	100	2	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	0	90	0	10	0	0	0	6	92	3	13	
<b>TOTAL ENTEBBE</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>5</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>96</b>	<b>2</b>	<b>2</b>	
EXETER																		
	EDINBURGH	FLYBE LTD	S	A	60	0	0	77	12	10	2	0	0	10	85	7	60	
	EDINBURGH	FLYBE LTD	S	D	60	0	0	70	12	10	8	0	0	21	77	11	60	
	GLASGOW	FLYBE LTD	S	A	30	0	0	77	17	7	0	0	0	7	85	8	34	
	GLASGOW	FLYBE LTD	S	D	30	0	0	67	17	17	0	0	0	14	82	8	34	
	MANCHESTER	FLYBE LTD	S	A	47	0	1	91	6	0	2	0	0	5	94	4	48	
	MANCHESTER	FLYBE LTD	S	D	48	0	0	90	2	4	4	0	0	9	94	6	48	
	NEWCASTLE	FLYBE LTD	S	A	30	0	0	90	3	0	3	3	0	11	85	5	34	
	NEWCASTLE	FLYBE LTD	S	D	30	0	0	77	13	10	0	0	0	10	79	7	34	
<b>TOTAL EXETER</b>					<b>335</b>	<b>1</b>	<b>1</b>	<b>80</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>7</b>	<b>7</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 2009				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																	
<b>TOTAL FARNBOROUGH</b>					<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>67</b>	<b>16</b>	<b>16</b>
FARO																	
	BIRMINGHAM	BMIBABY LTD	S	A	17	0	0	71	12	0	18	0	0	22	80	27	20
	BIRMINGHAM	BMIBABY LTD	S	D	17	0	0	59	18	12	6	6	0	30	75	34	20
	GATWICK	BRITISH AIRWAYS PLC	S	A	60	0	1	55	20	13	12	0	0	23	67	14	60
	GATWICK	BRITISH AIRWAYS PLC	S	D	60	0	0	63	12	10	15	0	0	19	77	15	60
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	151	0	0	50	15	12	19	3	1	40	79	9	154
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	151	0	0	42	17	23	17	1	1	39	75	12	154
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	100	0	0	0	0	0	0	78	8	9
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	63	38	0	0	0	0	10	67	15	9
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	65	10	8	17	0	0	27	83	10	60
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	60	13	13	13	0	0	25	78	11	60
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	57	13	7	20	3	0	37	82	8	38
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	57	10	13	20	0	0	33	84	10	38
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	80	0	0	51	10	13	21	5	0	42	87	9	82
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	80	0	0	51	13	13	23	1	0	35	88	8	82
	BIRMINGHAM	FLYBE LTD	C	A	5	0	0	80	0	0	20	0	0	14	0	0	0
	BIRMINGHAM	FLYBE LTD	C	D	4	0	0	100	0	0	0	0	0	12	0	0	0
	EDINBURGH	JET2.COM LTD	S	A	17	0	0	41	35	12	12	0	0	24	0	0	0
	EDINBURGH	JET2.COM LTD	S	D	17	0	0	71	18	6	6	0	0	15	0	0	0
	MANCHESTER	JET2.COM LTD	S	A	26	0	0	65	12	15	8	0	0	21	79	9	24
	MANCHESTER	JET2.COM LTD	S	D	26	0	0	31	31	27	12	0	0	28	79	8	24
	BIRMINGHAM	MONARCH AIRLINES	S	A	30	0	0	70	3	20	7	0	0	17	93	5	30
	BIRMINGHAM	MONARCH AIRLINES	S	D	30	0	0	70	10	10	10	0	0	20	97	4	30
	GATWICK	MONARCH AIRLINES	S	A	39	0	0	31	15	23	28	3	0	49	67	40	43
	GATWICK	MONARCH AIRLINES	S	D	39	0	0	44	13	15	26	3	0	39	73	40	44
	LUTON	MONARCH AIRLINES	S	A	21	0	0	62	24	5	10	0	0	19	82	9	17
	LUTON	MONARCH AIRLINES	S	D	20	0	0	65	15	20	0	0	0	16	65	14	17
	MANCHESTER	MONARCH AIRLINES	S	A	49	0	0	49	16	12	14	8	0	45	80	9	55
	MANCHESTER	MONARCH AIRLINES	S	D	49	0	0	47	20	12	14	6	0	44	73	12	55
	BIRMINGHAM	RYANAIR	S	A	18	0	0	44	22	17	17	0	0	29	0	0	0
	BIRMINGHAM	RYANAIR	S	D	18	0	0	28	11	39	22	0	0	47	0	0	0
	EDINBURGH	RYANAIR	S	A	13	0	0	77	0	15	8	0	0	23	0	0	0

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2009				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
FARO	EDINBURGH	RYANAIR	S	D	13	0	0	69	0	15	15	0	0	24	0	0	0
	STANSTED	RYANAIR	S	A	34	0	0	71	12	9	9	0	0	17	83	9	30
	STANSTED	RYANAIR	S	D	35	0	0	54	20	9	17	0	0	30	97	3	30
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	20	20	0	0	34	88	6	8
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	0	50	0	0	53	88	10	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	13	0	0	54	23	0	8	15	0	53	75	22	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	13	0	0	46	23	8	15	0	8	53	88	26	8
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	25	25	0	0	46	75	28	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	0	50	0	0	54	75	37	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	10	0	0	60	10	30	0	0	0	16	83	26	12
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	10	0	0	70	20	10	0	0	0	9	92	4	12
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	2	100	2	8
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	6	75	8	8
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	67	11	11	11	0	0	19	75	16	8
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	89	0	11	0	0	0	12	75	8	8
	GATWICK	THOMSON AIRWAYS LTD	C	A	13	0	0	46	23	15	8	8	0	36	85	8	20
	GATWICK	THOMSON AIRWAYS LTD	C	D	13	0	0	54	23	8	8	8	0	33	90	6	20
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	60	20	0	20	0	0	40	25	25	4
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	12	75	15	4
	LUTON	THOMSON AIRWAYS LTD	C	A	9	0	0	78	11	0	11	0	0	16	100	1	8
	LUTON	THOMSON AIRWAYS LTD	C	D	9	0	0	78	11	11	0	0	0	10	88	5	8
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	13	0	0	92	0	0	8	0	0	15	89	2	19
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	13	0	0	77	8	8	8	0	0	15	100	4	19
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	60	0	20	20	0	0	29	100	2	4
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	40	20	40	0	0	0	22	100	5	4
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	8	75	15	4
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	0	4
<b>TOTAL FARO</b>					<b>1504</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>14</b>	<b>13</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>80</b>	<b>12</b>	<b>12</b>
FEZ	STANSTED	RYANAIR	S	A	13	0	0	69	8	8	15	0	0	24	0	0	0
	STANSTED	RYANAIR	S	D	13	0	0	77	8	8	8	0	0	15	0	0	0
<b>TOTAL FEZ</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>8</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>36</b>	<b>49</b>	<b>49</b>
FIGARI																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
FIGARI																		
	STANSTED	RYANAIR	S	A	11	0	0	73	9	0	9	9	0	34	0	0	0	0
	STANSTED	RYANAIR	S	D	11	0	0	91	0	9	0	0	0	6	0	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	11	100	2	4	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	75	13	4	4
<b>TOTAL FIGARI</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>88</b>	<b>8</b>	<b>8</b>	<b>8</b>
FLORENCE																		
	GATWICK	MERIDIANA AIR	S	A	60	0	0	55	20	13	10	2	0	27	67	19	58	58
	GATWICK	MERIDIANA AIR	S	D	59	0	1	44	20	20	14	2	0	30	58	24	59	59
<b>TOTAL FLORENCE</b>					<b>119</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>20</b>	<b>17</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>62</b>	<b>21</b>	<b>21</b>	<b>21</b>
FORLI																		
	GATWICK	WINDJET SPA	S	A	9	0	0	33	67	0	0	0	0	17	0	0	0	0
	GATWICK	WINDJET SPA	S	D	9	0	0	89	11	0	0	0	0	4	0	0	0	0
<b>TOTAL FORLI</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>60</b>	<b>13</b>	<b>13</b>	<b>13</b>
FRANKFURT MAIN																		
	LONDON CITY	BA CITYFLYER LTD	S	A	70	0	0	93	0	6	1	0	0	5	88	6	84	84
	LONDON CITY	BA CITYFLYER LTD	S	D	69	0	0	78	14	4	3	0	0	11	81	10	86	86
	HEATHROW	BRITISH AIRWAYS PLC	S	A	187	0	1	72	15	10	3	0	0	13	78	9	165	165
	HEATHROW	BRITISH AIRWAYS PLC	S	D	188	0	0	72	17	8	3	0	0	12	87	7	165	165
	BIRMINGHAM	FLYBE LTD	S	A	64	0	5	80	8	6	5	2	0	13	74	14	68	68
	BIRMINGHAM	FLYBE LTD	S	D	67	0	2	79	6	10	3	1	0	16	50	23	68	68
	GLASGOW	FLYBE LTD	S	A	25	0	1	80	0	4	16	0	0	17	0	0	0	0
	GLASGOW	FLYBE LTD	S	D	26	0	0	96	4	0	0	0	0	6	0	0	0	0
	MANCHESTER	FLYBE LTD	S	A	69	0	0	65	23	4	6	1	0	19	76	13	71	71
	MANCHESTER	FLYBE LTD	S	D	70	0	0	66	21	11	1	0	0	13	56	20	73	73
	BIRMINGHAM	LUFTHANSA	S	A	111	0	1	85	13	3	0	0	0	7	82	12	112	112
	BIRMINGHAM	LUFTHANSA	S	D	111	0	1	73	21	4	3	0	0	12	75	15	112	112
	EDINBURGH	LUFTHANSA	S	A	60	0	0	80	13	2	5	0	0	12	83	10	60	60
	EDINBURGH	LUFTHANSA	S	D	59	0	1	73	15	8	3	0	0	15	80	11	60	60
	HEATHROW	LUFTHANSA	S	A	300	0	1	55	27	13	4	0	0	18	76	11	299	299
	HEATHROW	LUFTHANSA	S	D	300	0	1	70	15	10	4	1	0	14	80	10	299	299
	MANCHESTER	LUFTHANSA	S	A	120	0	0	67	24	8	2	0	0	15	72	14	120	120
	MANCHESTER	LUFTHANSA	S	D	120	0	0	78	15	6	2	0	0	11	73	14	120	120
	LONDON CITY	LUFTHANSA CITY LINE	S	A	86	0	0	66	21	10	2	0	0	13	84	9	107	107

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
FRANKFURT MAIN	LONDON CITY	LUFTHANSA CITY LINE	S	D	86	0	0	66	19	10	5	0	0	16	72	14	106
<b>TOTAL FRANKFURT MAIN</b>					<b>2188</b>	<b>3</b>	<b>14</b>	<b>71</b>	<b>17</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>11</b>	<b>11</b>
FREDERICTON																	
FREETOWN	HEATHROW	BMI BRITISH MIDLAND	S	A	18	0	6	83	6	11	0	0	0	7	65	14	17
	HEATHROW	BMI BRITISH MIDLAND	S	D	17	0	0	65	18	12	6	0	0	23	61	14	18
<b>TOTAL FREETOWN</b>					<b>35</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>11</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>63</b>	<b>14</b>	<b>14</b>
FRIEDRICHSHAFEN																	
FUERTEVENTURA	MANCHESTER	BMI BRITISH MIDLAND	C	A	3	0	0	100	0	0	0	0	0	1	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	C	D	3	0	0	33	67	0	0	0	0	16	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	89	11	0	0	0	0	4	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	44	22	22	11	0	0	22	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	S	A	9	0	0	78	11	0	11	0	0	19	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	S	D	9	0	0	44	0	56	0	0	0	27	0	0	0
	GATWICK	MONARCH AIRLINES	S	A	6	0	0	33	33	17	17	0	0	46	0	0	0
	GATWICK	MONARCH AIRLINES	S	D	5	0	0	60	20	20	0	0	0	16	0	0	0
	LUTON	MONARCH AIRLINES	S	A	5	0	0	80	0	0	0	20	0	45	0	0	0
	LUTON	MONARCH AIRLINES	S	D	5	0	0	80	20	0	0	0	0	5	0	0	0
	MANCHESTER	MONARCH AIRLINES	S	A	9	0	0	33	11	33	22	0	0	41	0	0	0
	MANCHESTER	MONARCH AIRLINES	S	D	9	0	0	56	11	22	11	0	0	29	0	0	0
	STANSTED	RYANAIR	S	A	9	0	1	67	11	22	0	0	0	12	0	0	0
	STANSTED	RYANAIR	S	D	9	0	0	78	0	11	11	0	0	16	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	20	0	40	20	20	0	76	100	0	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	0	20	40	0	0	44	100	2	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	18	0	0	67	11	17	6	0	0	18	71	35	14
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	17	0	0	59	24	12	6	0	0	21	50	51	14
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	0	13	13	0	13	125	67	14	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	0	38	0	0	0	22	67	22	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	14	0	0	57	36	0	7	0	0	17	43	30	14
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	62	31	0	8	0	0	16	57	30	14
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	20	0	0	22	75	29	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	80	35	5	5

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: F

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					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
FUERTEVENTURA	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	20	0	40	0	0	51	100	0	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	0	20	20	0	0	24	100	0	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	10	100	1	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	4	80	8	5
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	67	0	11	22	0	0	28	100	1	13
	GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	56	33	11	0	0	0	14	93	4	14
	LUTON	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	34	100	4	5
	LUTON	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	5	100	2	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	9	0	0	78	22	0	0	0	0	7	44	29	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	9	0	0	78	22	0	0	0	0	10	56	18	9
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	50	0	25	25	0	0	33	100	3	4
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	50	0	25	25	0	0	41	100	1	4
<b>TOTAL FUERTEVENTURA</b>					<b>272</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>14</b>	<b>13</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>71</b>	<b>19</b>	<b>19</b>
FUNCHAL	GATWICK	AIR PORTUGAL	S	A	30	0	0	67	13	20	0	0	0	13	79	7	28
	GATWICK	AIR PORTUGAL	S	D	30	0	0	27	20	37	17	0	0	35	75	12	28
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	38	46	8	0	8	0	29	63	15	8
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	31	31	31	8	0	0	32	88	12	8
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	43	5	38	14	0	0	37	88	5	17
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	43	10	33	14	0	0	35	100	3	17
	MANCHESTER	JET2.COM LTD	S	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	JET2.COM LTD	S	D	4	0	0	50	50	0	0	0	0	12	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	6	100	1	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	6	75	12	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	7	100	0	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	11	100	1	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	18	100	3	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	0	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	8	0	0	50	25	13	0	13	0	45	100	3	8
	GATWICK	THOMSON AIRWAYS LTD	C	D	8	0	0	50	38	0	0	13	0	51	63	10	8
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	28	100	0	4
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	25	50	0	25	0	0	36	100	4	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	8	0	0	88	0	0	0	13	0	25	88	3	8

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2009					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
FUNCHAL	MANCHESTER	THOMSON AIRWAYS LTD	C	D	8	0	0	75	0	13	0	13	0	34	88	8	8	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	17	100	2	4	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	4	75	13	4	
<b>TOTAL FUNCHAL</b>					<b>208</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>17</b>	<b>19</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>86</b>	<b>7</b>	<b>7</b>	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
GALWAY																		
	EDINBURGH	AER ARANN	S	A	23	0	0	78	9	13	0	0	0	11	88	7	16	
	EDINBURGH	AER ARANN	S	D	23	0	0	78	13	9	0	0	0	10	81	7	16	
	LUTON	AER ARANN	S	A	66	0	0	82	8	2	9	0	0	12	91	5	55	
	LUTON	AER ARANN	S	D	65	1	0	85	9	2	5	0	0	9	91	5	55	
	MANCHESTER	AER ARANN	S	A	30	0	0	93	3	3	0	0	0	5	88	9	34	
	MANCHESTER	AER ARANN	S	D	30	0	0	77	13	10	0	0	0	10	91	8	33	
<b>TOTAL GALWAY</b>					<b>237</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>7</b>	<b>7</b>	
GATWICK																		
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	120	0	0	71	20	7	3	0	0	14	82	9	120	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	120	0	0	72	19	7	3	0	0	12	79	10	119	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	116	0	0	81	13	5	1	0	0	9	84	9	120	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	116	0	0	82	10	5	2	1	0	10	83	10	120	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	150	0	0	67	22	7	4	0	0	15	78	11	150	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	150	0	0	78	11	5	5	0	0	11	81	10	150	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	108	0	0	56	9	19	16	1	0	28	75	13	108	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	108	0	0	47	16	19	16	2	0	30	69	14	108	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	80	0	0	70	11	15	3	1	0	17	80	12	81	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	80	0	0	59	16	19	6	0	0	21	75	15	81	
	NEWCASTLE	FLYBE LTD	S	A	106	0	2	80	9	6	4	1	0	12	90	5	107	
	NEWCASTLE	FLYBE LTD	S	D	106	0	2	85	8	4	4	0	0	11	93	6	107	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	3	0	0	33	33	0	33	0	0	44	67	17	3	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	4	0	0	25	25	25	25	0	0	58	67	8	3	
<b>TOTAL GATWICK</b>					<b>1368</b>	<b>1</b>	<b>4</b>	<b>71</b>	<b>14</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>81</b>	<b>10</b>	<b>10</b>	
GAZIANTEP																		
GDANSK																		
	BIRMINGHAM	RYANAIR	S	A	8	0	0	75	0	0	25	0	0	25	78	13	9	
	BIRMINGHAM	RYANAIR	S	D	8	0	0	75	0	0	25	0	0	31	56	16	9	
	EDINBURGH	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	0	0	0	0	
	EDINBURGH	RYANAIR	S	D	13	0	0	92	0	8	0	0	0	6	0	0	0	
	STANSTED	RYANAIR	S	A	30	0	0	93	3	3	0	0	0	2	95	2	39	
	STANSTED	RYANAIR	S	D	30	0	0	90	0	10	0	0	0	6	95	3	39	
	LUTON	WIZZ AIR	S	A	57	0	0	95	2	2	2	0	0	3	98	2	51	
	LUTON	WIZZ AIR	S	D	57	0	0	67	21	9	4	0	0	14	82	8	51	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
GDANSK																	
<b>TOTAL GDANSK</b>					<b>216</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>5</b>	<b>5</b>
GENEVA																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	216	0	0	49	16	21	14	0	0	27	91	4	231
	HEATHROW	BRITISH AIRWAYS PLC	S	D	216	0	0	75	10	9	6	0	0	13	92	4	231
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	33	0	0	42	21	24	12	0	0	29	60	23	30
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	32	0	0	75	13	9	3	0	0	16	87	17	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	18	23	18	41	0	0	56	59	14	22
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	23	9	27	41	0	0	57	68	13	22
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	58	0	1	57	12	16	14	2	0	28	79	11	86
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	58	0	1	52	16	17	12	3	0	35	78	13	86
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	38	19	31	12	0	0	31	72	9	29
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	24	0	1	42	21	29	8	0	0	26	86	6	29
	GATWICK	EASYJET SWITZERLAND	S	A	114	0	0	64	13	11	7	5	0	32	66	28	120
	GATWICK	EASYJET SWITZERLAND	S	D	114	0	0	45	23	21	11	1	0	30	66	21	120
	LONDON CITY	FLYBABOO	S	A	22	0	0	82	9	9	0	0	0	8	0	0	0
	LONDON CITY	FLYBABOO	S	D	26	0	0	88	4	8	0	0	0	6	0	0	0
	HEATHROW	SWISS AIRLINES	S	A	180	0	0	71	15	13	1	0	0	13	0	0	0
	HEATHROW	SWISS AIRLINES	S	D	180	0	0	76	11	11	2	0	0	10	0	0	0
	LONDON CITY	SWISS AIRLINES	S	A	106	0	0	89	7	5	0	0	0	6	95	2	149
	LONDON CITY	SWISS AIRLINES	S	D	105	0	0	90	7	4	0	0	0	5	93	3	149
<b>TOTAL GENEVA</b>					<b>1555</b>	<b>9</b>	<b>3</b>	<b>65</b>	<b>13</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>84</b>	<b>10</b>	<b>10</b>
GENOA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	29	0	0	31	14	24	28	3	0	45	73	11	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	29	0	0	76	10	10	3	0	0	13	83	7	30
	STANSTED	RYANAIR	S	A	30	0	0	63	10	17	10	0	0	21	69	12	29
	STANSTED	RYANAIR	S	D	30	0	0	80	13	3	3	0	0	11	63	12	30
<b>TOTAL GENOA</b>					<b>118</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>12</b>	<b>14</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>72</b>	<b>11</b>	<b>11</b>
GEORGETOWN (GUYANA)																	
GERONA																	
	BIRMINGHAM	RYANAIR	S	A	17	0	0	65	24	0	12	0	0	18	100	0	13
	BIRMINGHAM	RYANAIR	S	D	17	0	0	59	12	18	6	0	6	45	100	6	13
	EDINBURGH	RYANAIR	S	A	11	0	8	91	9	0	0	0	0	4	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
GERONA																		
	EDINBURGH	RYANAIR	S	D	11	0	8	82	9	9	0	0	0	11	0	0	0	
	GATWICK	RYANAIR	S	A	29	0	0	62	21	7	10	0	0	20	97	2	30	
	GATWICK	RYANAIR	S	D	29	0	0	52	17	17	14	0	0	31	93	4	30	
	LUTON	RYANAIR	S	A	16	0	1	69	6	6	19	0	0	23	90	4	30	
	LUTON	RYANAIR	S	D	16	0	1	50	31	6	13	0	0	20	100	3	30	
	NEWCASTLE	RYANAIR	S	A	13	0	0	77	8	8	8	0	0	13	100	2	17	
	NEWCASTLE	RYANAIR	S	D	13	0	0	54	23	8	15	0	0	34	71	13	17	
	STANSTED	RYANAIR	S	A	59	0	0	34	17	25	19	5	0	45	69	13	81	
	STANSTED	RYANAIR	S	D	59	0	0	64	14	12	10	0	0	21	88	7	81	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	8	100	0	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	10	100	2	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	8	0	0	88	0	0	13	0	0	21	100	1	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	7	0	0	71	14	14	0	0	0	12	100	3	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	8	0	0	63	13	13	13	0	0	31	56	18	9	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	7	0	0	57	29	14	0	0	0	14	67	11	9	
<b>TOTAL GERONA</b>					<b>328</b>	<b>0</b>	<b>18</b>	<b>59</b>	<b>16</b>	<b>13</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>84</b>	<b>7</b>	<b>7</b>	
GIBRALTAR																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	47	17	17	13	3	3	48	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	63	13	7	17	0	0	25	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	30	43	7	13	7	0	44	49	23	51	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	50	23	7	13	7	0	39	77	11	52	
	LUTON	MONARCH AIRLINES	S	A	31	0	0	39	26	19	13	3	0	38	68	13	25	
	LUTON	MONARCH AIRLINES	S	D	31	0	0	68	13	13	6	0	0	22	76	9	25	
	MANCHESTER	MONARCH AIRLINES	S	A	16	0	0	13	25	44	6	13	0	67	31	28	13	
	MANCHESTER	MONARCH AIRLINES	S	D	16	0	0	56	6	25	6	0	6	45	77	11	13	
<b>TOTAL GIBRALTAR</b>					<b>214</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>21</b>	<b>15</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>39</b>	<b>71</b>	<b>14</b>	<b>14</b>	
GLASGOW																		
	LONDON CITY	BA CITYFLYER LTD	S	A	88	0	0	81	7	9	3	0	0	10	98	1	88	
	LONDON CITY	BA CITYFLYER LTD	S	D	87	0	0	89	2	8	1	0	0	6	90	5	88	
	HEATHROW	BMI BRITISH MIDLAND	S	A	185	0	0	82	12	4	2	1	0	9	92	4	203	
	HEATHROW	BMI BRITISH MIDLAND	S	D	185	0	0	81	9	6	4	0	0	10	91	4	208	
	GATWICK	BRITISH AIRWAYS PLC	S	A	116	0	0	81	12	4	2	1	0	10	87	10	120	
	GATWICK	BRITISH AIRWAYS PLC	S	D	116	0	0	82	13	4	1	0	0	8	87	9	120	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2009				
					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
GLASGOW	HEATHROW	BRITISH AIRWAYS PLC	S	A	246	0	0	72	16	7	5	0	0	13	90	6	216
	HEATHROW	BRITISH AIRWAYS PLC	S	D	246	0	0	75	11	9	5	0	0	13	92	4	216
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	80	0	0	63	16	15	6	0	0	19	78	13	81
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	80	0	0	68	10	16	5	1	0	20	74	14	81
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	91	0	1	70	12	8	10	0	0	17	91	5	123
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	92	0	0	73	13	4	10	0	0	19	81	9	123
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	111	0	0	78	6	6	8	1	0	17	89	7	111
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	112	0	0	76	10	4	9	1	0	18	92	4	111
	BIRMINGHAM	FLYBE LTD	S	A	157	0	3	90	3	4	3	0	0	5	95	3	161
	BIRMINGHAM	FLYBE LTD	S	D	160	0	0	78	10	8	4	1	0	14	83	11	161
	MANCHESTER	FLYBE LTD	S	A	99	0	0	95	2	2	1	0	0	4	97	2	99
	MANCHESTER	FLYBE LTD	S	D	99	0	0	93	2	1	4	0	0	6	89	6	99
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	0	0	0	100	0	0	88	0	0	0
<b>TOTAL GLASGOW</b>					<b>2355</b>	<b>3</b>	<b>4</b>	<b>79</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>90</b>	<b>6</b>	<b>6</b>
GOTEBORG	BIRMINGHAM	CITY AIRLINE	S	A	41	0	0	95	5	0	0	0	0	2	96	3	26
	BIRMINGHAM	CITY AIRLINE	S	D	41	0	0	95	5	0	0	0	0	3	96	2	26
	MANCHESTER	CITY AIRLINE	S	A	48	0	0	90	8	2	0	0	0	6	92	6	48
	MANCHESTER	CITY AIRLINE	S	D	48	0	0	98	2	0	0	0	0	1	98	1	48
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	24	0	0	92	0	4	4	0	0	8	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	24	0	0	79	8	8	4	0	0	13	0	0	0
	HEATHROW	SAS	S	A	55	0	1	87	7	2	4	0	0	6	94	3	52
	HEATHROW	SAS	S	D	56	0	0	86	5	4	4	2	0	10	98	1	52
	GATWICK	VIKING AIRLINES	C	A	2	0	0	0	50	0	50	0	0	51	0	0	0
	GATWICK	VIKING AIRLINES	C	D	2	0	0	0	50	50	0	0	0	31	0	0	0
<b>TOTAL GOTEBORG</b>					<b>343</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>96</b>	<b>3</b>	<b>3</b>
GOTEBORG (SAVE)	STANSTED	RYANAIR	S	A	60	0	0	92	5	3	0	0	0	4	91	5	77
	STANSTED	RYANAIR	S	D	60	0	0	88	5	7	0	0	0	6	83	8	77
<b>TOTAL GOTEBORG (SAVE)</b>					<b>120</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>87</b>	<b>6</b>	<b>6</b>
GRANADA																	
GRAND CAYMAN																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
GRAND CAYMAN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	1	83	6	0	6	6	0	17	100	1	17	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	71	6	12	6	6	0	29	89	7	18	
<b>TOTAL GRAND CAYMAN</b>					<b>35</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>23</b>	<b>94</b>	<b>4</b>	<b>4</b>	
GRAZ																		
	STANSTED	RYANAIR	S	A	22	0	0	50	27	9	14	0	0	22	65	16	17	
	STANSTED	RYANAIR	S	D	22	0	0	64	23	5	9	0	0	16	71	12	17	
<b>TOTAL GRAZ</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>25</b>	<b>7</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>68</b>	<b>14</b>	<b>14</b>	
GRENADA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	89	0	11	0	0	0	4	100	2	5	
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	88	13	0	0	0	0	3	100	3	5	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	20	40	0	40	0	0	37	25	42	4	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	4	0	0	25	25	25	25	0	0	39	25	31	4	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	5	0	0	20	40	20	20	0	0	38	50	37	4	
<b>TOTAL GRENADA</b>					<b>31</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>19</b>	<b>10</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>64</b>	<b>21</b>	<b>21</b>	
GRENOBLE																		
GUERNSEY																		
	GATWICK	AURIGNY AIR SERVICES	S	A	145	0	1	93	3	2	1	0	0	4	92	5	145	
	GATWICK	AURIGNY AIR SERVICES	S	D	145	0	1	86	8	4	1	0	0	7	89	7	145	
	MANCHESTER	AURIGNY AIR SERVICES	S	A	60	0	0	98	2	0	0	0	0	4	88	5	60	
	MANCHESTER	AURIGNY AIR SERVICES	S	D	60	0	0	95	3	0	2	0	0	5	90	4	60	
	STANSTED	AURIGNY AIR SERVICES	S	A	30	0	0	100	0	0	0	0	0	3	93	6	30	
	STANSTED	AURIGNY AIR SERVICES	S	D	30	0	0	90	7	3	0	0	0	5	93	5	30	
	BIRMINGHAM	FLYBE LTD	S	A	30	0	0	70	27	0	3	0	0	11	88	10	26	
	BIRMINGHAM	FLYBE LTD	S	D	31	0	0	84	6	6	3	0	0	11	85	9	26	
	GATWICK	FLYBE LTD	S	A	149	0	0	96	1	1	1	0	0	3	93	4	171	
	GATWICK	FLYBE LTD	S	D	174	0	1	90	5	3	2	1	0	7	88	5	171	
	MANCHESTER	FLYBE LTD	S	A	14	0	0	100	0	0	0	0	0	3	83	11	18	
	MANCHESTER	FLYBE LTD	S	D	14	0	0	100	0	0	0	0	0	2	83	10	18	
<b>TOTAL GUERNSEY</b>					<b>882</b>	<b>0</b>	<b>3</b>	<b>91</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>6</b>	<b>6</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	21	0	0	62	24	14	0	0	0	14	94	7	17	
	EDINBURGH	RYANAIR	S	D	21	0	0	52	24	19	0	5	0	30	59	14	17	
	STANSTED	RYANAIR	S	A	75	0	1	81	13	5	0	0	9	89	10	110		
	STANSTED	RYANAIR	S	D	75	0	0	75	20	5	0	0	10	86	7	110		
<b>TOTAL HAHN</b>					<b>193</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>8</b>	<b>8</b>	
HALIFAX INT																		
	HEATHROW	AIR CANADA	S	A	30	0	0	80	10	3	7	0	0	12	90	3	30	
	HEATHROW	AIR CANADA	S	D	30	0	0	100	0	0	0	0	0	2	83	10	30	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	4	0	0	25	25	25	25	0	0	46	75	5	4	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	5	0	0	60	0	20	20	0	0	40	75	5	4	
<b>TOTAL HALIFAX INT</b>					<b>69</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>6</b>	<b>6</b>	
HAMBURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	120	0	0	79	13	4	4	0	0	11	92	4	120	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	120	0	0	83	8	7	3	0	0	10	94	4	120	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	52	0	0	52	23	19	6	0	0	20	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	52	0	0	54	15	21	10	0	0	23	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	28	0	0	75	7	14	4	0	0	16	88	9	26	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	28	0	0	75	11	7	7	0	0	17	92	5	26	
	BIRMINGHAM	FLYBE LTD	S	A	30	0	0	93	7	0	0	0	0	3	81	9	26	
	BIRMINGHAM	FLYBE LTD	S	D	30	0	0	83	13	3	0	0	0	7	69	19	26	
	HEATHROW	LUFTHANSA	S	A	119	0	0	89	7	1	3	0	0	6	89	7	82	
	HEATHROW	LUFTHANSA	S	D	119	0	0	91	4	3	3	0	0	6	90	6	82	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	73	0	0	90	7	1	1	0	0	7	84	5	70	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	74	0	0	78	15	7	0	0	0	7	90	5	70	
<b>TOTAL HAMBURG</b>					<b>847</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>6</b>	<b>6</b>	
HAMILTON (CANADA)																		
HANOVER																		
	BIRMINGHAM	AIR BERLIN	C	A	9	0	0	78	11	0	11	0	0	17	88	4	8	
	BIRMINGHAM	AIR BERLIN	C	D	9	0	0	78	11	0	11	0	0	20	78	9	9	
	STANSTED	AIR BERLIN	S	A	54	0	2	93	6	0	0	2	0	9	95	6	56	
	STANSTED	AIR BERLIN	S	D	56	0	0	84	7	7	0	2	0	12	91	6	56	
	HEATHROW	BMI BRITISH MIDLAND	S	A	82	0	0	83	10	4	4	0	0	8	99	1	81	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
HANOVER																		
	HEATHROW	BMI BRITISH MIDLAND	S	D	82	0	0	89	6	2	2	0	0	6	95	2	81	
	BIRMINGHAM	FLYBE LTD	S	A	44	0	0	82	2	9	7	0	0	13	95	3	39	
	BIRMINGHAM	FLYBE LTD	S	D	44	0	0	68	11	11	9	0	0	20	85	9	39	
	MANCHESTER	FLYBE LTD	S	A	30	0	0	77	7	10	3	3	0	20	77	10	26	
	MANCHESTER	FLYBE LTD	S	D	30	0	0	80	7	7	3	3	0	15	84	7	25	
	NEWCASTLE	FLYBE LTD	S	A	13	0	0	77	8	8	8	0	0	17	0	0	0	
	NEWCASTLE	FLYBE LTD	S	D	13	0	0	69	15	8	8	0	0	18	0	0	0	
	STANSTED	GERMANWINGS	S	A	52	0	0	83	8	4	6	0	0	11	0	0	0	
	STANSTED	GERMANWINGS	S	D	52	0	0	77	10	8	6	0	0	13	0	0	0	
<b>TOTAL HANOVER</b>					<b>576</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>92</b>	<b>5</b>	<b>5</b>	
HARARE																		
	GATWICK	AIR ZIMBABWE	S	A	4	0	7	25	0	50	25	0	0	46	78	12	9	
	GATWICK	AIR ZIMBABWE	S	D	4	0	7	75	0	0	25	0	0	23	44	161	9	
<b>TOTAL HARARE</b>					<b>8</b>	<b>0</b>	<b>14</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>61</b>	<b>86</b>	<b>86</b>	
HASSI MESSAOUD																		
	GATWICK	MONARCH AIRLINES	C	A	14	0	0	57	14	21	7	0	0	24	50	30	12	
	GATWICK	MONARCH AIRLINES	C	D	14	0	0	86	7	7	0	0	0	5	58	17	12	
<b>TOTAL HASSI MESSAOUD</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>11</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>54</b>	<b>23</b>	<b>23</b>	
HAUGESUND																		
	STANSTED	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	2	82	6	17	
	STANSTED	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	4	94	5	17	
<b>TOTAL HAUGESUND</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>92</b>	<b>4</b>	<b>4</b>	
HAVANA																		
	GATWICK	CUBANA	S	A	5	0	0	100	0	0	0	0	0	0	80	6	5	
	GATWICK	CUBANA	S	D	5	0	0	40	20	20	0	20	0	60	20	20	5	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	1	89	0	11	0	0	0	5	88	7	8	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	33	33	22	11	0	0	29	67	25	9	
<b>TOTAL HAVANA</b>					<b>28</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>14</b>	<b>14</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>22</b>	<b>67</b>	<b>15</b>	<b>15</b>	
HEATHROW																		
	EDINBURGH	BMI BRITISH MIDLAND	S	A	190	0	1	72	18	8	2	0	0	10	85	7	226	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	187	0	0	83	8	7	1	0	0	8	88	6	226	
	GLASGOW	BMI BRITISH MIDLAND	S	A	185	0	0	79	11	5	4	0	0	11	88	6	208	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	BMI BRITISH MIDLAND	S	D	185	0	0	85	8	5	2	1	0	9	89	6	203	
	MANCHESTER	BMI BRITISH MIDLAND	S	A	178	0	0	75	13	8	4	0	0	11	85	7	170	
	MANCHESTER	BMI BRITISH MIDLAND	S	D	175	0	0	86	6	6	2	0	0	8	88	7	170	
	STANSTED	BMI BRITISH MIDLAND	S	D	2	0	0	100	0	0	0	0	0	5	0	21	1	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	302	0	0	64	17	13	6	1	0	19	85	7	241	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	302	0	0	82	7	6	5	0	0	11	88	6	242	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	246	0	0	67	15	13	5	0	0	17	91	6	216	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	246	0	0	79	9	8	4	0	0	12	85	8	216	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	220	0	0	58	21	15	6	0	0	20	80	9	219	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	220	0	0	80	10	6	3	0	0	10	86	7	219	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	167	1	1	69	13	13	5	0	0	15	93	4	168	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	168	0	0	72	16	6	6	0	0	15	92	6	168	
<b>TOTAL HEATHROW</b>					<b>2974</b>	<b>3</b>	<b>2</b>	<b>75</b>	<b>12</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>87</b>	<b>7</b>	<b>7</b>	
HELSINKI																		
	HEATHROW	BLUE 1	S	A	56	0	0	59	16	20	5	0	0	17	87	5	30	
	HEATHROW	BLUE 1	S	D	56	0	0	91	7	2	0	0	0	3	100	0	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	70	12	10	8	0	0	18	83	7	58	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	72	15	8	5	0	0	14	95	2	58	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	52	10	19	19	0	0	27	80	9	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	57	14	14	14	0	0	22	90	7	30	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	53	18	18	12	0	0	25	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	59	0	24	18	0	0	24	0	0	0	
	HEATHROW	FINNAIR	S	A	120	0	0	89	5	3	3	0	0	6	89	5	120	
	HEATHROW	FINNAIR	S	D	120	0	0	85	8	5	3	0	0	7	93	3	120	
	MANCHESTER	FINNAIR	S	A	60	0	0	82	15	3	0	0	0	6	78	10	54	
	MANCHESTER	FINNAIR	S	D	60	0	0	95	2	2	2	0	0	5	89	5	53	
<b>TOTAL HELSINKI</b>					<b>668</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>89</b>	<b>5</b>	<b>5</b>	
HERAKLION																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	46	0	0	50	13	24	11	2	0	30	75	15	51	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	46	0	0	59	17	15	7	2	0	26	79	11	52	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	12	1	1	33	8	8	50	0	0	75	56	17	9	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	54	0	23	23	0	0	49	67	10	9	
	NEWCASTLE	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	2	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

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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)											
HERAKLION	NEWCASTLE	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	4	100	4	2
	STANSTED	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	75	0	0	0	0	25	143	88	27	8
	STANSTED	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	75	0	0	0	0	25	146	88	31	8
	MANCHESTER	JET2.COM LTD	S	A	4	0	0	100	0	0	0	0	0	0	80	7	5
	MANCHESTER	JET2.COM LTD	S	D	4	0	0	75	25	0	0	0	0	11	100	0	5
	NEWCASTLE	JET2.COM LTD	S	A	4	0	0	50	25	25	0	0	0	20	0	0	0
	NEWCASTLE	JET2.COM LTD	S	D	4	0	0	50	25	25	0	0	0	21	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	13	0	0	92	0	0	8	0	0	7	100	0	12
	BIRMINGHAM	MONARCH AIRLINES	C	D	12	0	0	58	8	25	8	0	0	28	100	2	14
	GATWICK	MONARCH AIRLINES	C	A	21	0	0	86	5	5	5	0	0	12	88	5	24
	GATWICK	MONARCH AIRLINES	C	D	18	0	0	67	11	11	11	0	0	21	92	8	24
	MANCHESTER	MONARCH AIRLINES	C	A	17	0	0	65	18	6	12	0	0	26	83	5	18
	MANCHESTER	MONARCH AIRLINES	C	D	16	0	0	38	31	13	6	6	6	74	89	6	18
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	22	33	11	33	0	0	52	89	24	9
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	7	0	0	0	14	43	43	0	0	80	89	27	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	13	0	0	54	8	0	31	8	0	61	76	18	21
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	13	0	0	46	15	0	23	15	0	64	75	24	20
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	10	0	0	30	30	0	20	10	10	108	89	12	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	9	0	0	33	33	0	11	22	0	71	89	22	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	18	0	0	50	17	11	17	6	0	41	79	19	19
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	16	0	0	63	0	6	25	6	0	47	78	23	18
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	19	67	9	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	0	50	25	25	0	0	40	38	27	8
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	11	0	0	100	0	0	0	0	0	1	80	7	10
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	11	0	0	73	27	0	0	0	0	8	78	11	9
	GATWICK	THOMSON AIRWAYS LTD	C	A	19	0	0	79	11	11	0	0	0	8	89	5	19
	GATWICK	THOMSON AIRWAYS LTD	C	D	17	0	0	53	29	18	0	0	0	16	61	15	18
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	9	100	3	5
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	18	80	6	5
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	10	80	8	5
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	15	80	6	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	15	0	0	73	0	13	7	7	0	30	94	7	17
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	14	0	0	79	0	0	7	7	7	65	76	12	17

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
HERAKLION																		
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	4	75	9	4	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	75	5	4	
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	45	89	3	9	
	STANSTED	THOMSON AIRWAYS LTD	C	D	3	1	0	100	0	0	0	0	0	89	6	9		
	GATWICK	VIKING AIRLINES	C	A	2	0	0	0	100	0	0	0	0	18	83	26	6	
<b>TOTAL HERAKLION</b>					<b>472</b>	<b>2</b>	<b>1</b>	<b>61</b>	<b>13</b>	<b>11</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>35</b>	<b>80</b>	<b>13</b>	<b>13</b>	
HOLGUIN (FRANK PAIS)																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	0	33	33	33	0	0	0	16	100	0	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	50	0	0	0	0	14	100	1	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	6	0	0	50	17	0	0	33	0	84	100	0	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	6	0	0	67	0	0	17	17	0	48	80	7	5	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	100	2	5		
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	75	9	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	6	0	0	0	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	8	0	0	0	
<b>TOTAL HOLGUIN (FRANK PAIS)</b>					<b>33</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>29</b>	<b>93</b>	<b>3</b>	<b>3</b>	
HONG KONG (CHEP LAP KOK)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	70	18	5	7	0	0	14	95	2	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	67	20	8	5	0	0	15	89	5	61	
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	120	0	0	59	15	16	8	1	1	27	86	10	96	
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	120	0	0	70	18	10	1	0	1	23	83	6	96	
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>					<b>360</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>21</b>	<b>85</b>	<b>7</b>	<b>7</b>	
HOUSTON																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	83	8	2	3	3	0	14	97	3	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	70	17	7	3	3	0	20	80	9	60	
	HEATHROW	CONTINENTAL AIRLINES	S	A	60	0	0	83	10	3	3	0	0	9	83	6	60	
	HEATHROW	CONTINENTAL AIRLINES	S	D	60	0	0	82	7	7	2	2	2	20	68	17	60	
<b>TOTAL HOUSTON</b>					<b>240</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>82</b>	<b>9</b>	<b>9</b>	
HURGHADA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	88	0	13	0	0	0	6	88	4	8	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	25	38	25	13	0	0	41	25	27	8	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	0	40	20	0	0	38	60	37	5	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2009					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
HURGHADA		BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	25	0	0	0	21	40	66	5
		GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	13	0	13	0	0	14	78	14	9
		GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	38	38	13	13	0	0	33	67	28	9
		MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	33	0	44	0	11	11	108	63	48	8
		MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	38	0	0	38	13	13	134	89	29	9
		GATWICK	THOMSON AIRWAYS LTD	S	A	4	0	0	50	0	25	25	0	0	39	0	0	0
		GATWICK	THOMSON AIRWAYS LTD	S	D	4	0	0	50	0	0	50	0	0	42	0	0	0
		MANCHESTER	THOMSON AIRWAYS LTD	S	A	4	0	0	75	0	25	0	0	0	14	0	0	0
		MANCHESTER	THOMSON AIRWAYS LTD	S	D	4	0	0	75	0	0	25	0	0	21	0	0	0
		GATWICK	VIKING AIRLINES	C	A	5	0	0	60	20	0	20	0	0	28	88	10	8
		GATWICK	VIKING AIRLINES	C	D	5	0	0	60	0	20	20	0	0	29	63	13	8
<b>TOTAL HURGHADA</b>						<b>84</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>11</b>	<b>17</b>	<b>15</b>	<b>2</b>	<b>2</b>	<b>45</b>	<b>69</b>	<b>20</b>	<b>20</b>
HYDERABAD ( RAJIV GHANDI )		HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	86	9	5	0	0	0	4	100	2	22
		HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	0	67	24	10	0	0	0	12	77	8	22
<b>TOTAL HYDERABAD ( RAJIV GHANDI )</b>						<b>43</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>5</b>	<b>5</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	LONDON CITY	BA CITYFLYER LTD	S	A	11	0	0	55	9	9	27	0	0	33	0	0	0	0
	LONDON CITY	BA CITYFLYER LTD	S	D	11	0	0	64	18	9	9	0	0	16	0	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	34	0	0	53	9	15	15	6	3	78	70	13	30	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	34	0	0	82	0	3	15	0	0	21	80	10	30	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	57	1	0	51	12	16	19	2	0	37	60	21	55	55
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	58	0	1	59	12	14	16	0	0	26	71	10	55	55
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	26	1	1	65	4	12	19	0	0	29	59	19	29	29
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	26	0	1	58	8	12	23	0	0	31	54	26	28	28
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	4	0	1	50	0	25	25	0	0	31	80	8	5	5
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	3	0	1	33	0	33	33	0	0	39	80	13	5	5
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	81	0	3	49	9	12	23	5	1	47	77	15	77	77
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	80	0	1	49	10	23	15	3	1	38	87	8	77	77
	EDINBURGH	FLYBE LTD	C	A	4	0	0	25	0	75	0	0	0	33	0	0	0	0
	EDINBURGH	FLYBE LTD	C	D	4	0	0	25	25	50	0	0	0	25	0	0	0	0
	EDINBURGH	JET2.COM LTD	S	A	6	0	0	50	33	17	0	0	0	22	100	2	1	1
	EDINBURGH	JET2.COM LTD	S	D	6	0	0	83	17	0	0	0	0	8	100	0	2	2
	MANCHESTER	JET2.COM LTD	S	A	27	0	0	41	11	19	26	4	0	48	79	17	28	28
	MANCHESTER	JET2.COM LTD	S	D	27	0	0	48	26	11	15	0	0	30	57	23	28	28
	NEWCASTLE	JET2.COM LTD	S	A	8	0	0	38	13	38	13	0	0	34	63	26	8	8
	NEWCASTLE	JET2.COM LTD	S	D	8	0	0	50	0	38	13	0	0	30	63	21	8	8
	BIRMINGHAM	MONARCH AIRLINES	S	A	16	0	0	63	19	13	6	0	0	20	100	1	16	16
	BIRMINGHAM	MONARCH AIRLINES	S	D	17	0	1	53	18	12	12	6	0	31	88	9	16	16
	GATWICK	MONARCH AIRLINES	S	A	16	0	0	44	25	6	19	6	0	57	80	15	20	20
	GATWICK	MONARCH AIRLINES	S	D	17	0	0	35	29	12	24	0	0	53	75	21	20	20
	MANCHESTER	MONARCH AIRLINES	S	A	25	0	0	44	16	8	20	12	0	55	80	25	20	20
	MANCHESTER	MONARCH AIRLINES	S	D	25	0	1	48	12	12	24	4	0	44	65	32	20	20
	BIRMINGHAM	RYANAIR	S	A	13	0	0	85	0	0	8	8	0	27	0	0	0	0
	BIRMINGHAM	RYANAIR	S	D	13	0	0	77	15	0	8	0	0	19	0	0	0	0
	STANSTED	RYANAIR	S	A	21	0	0	76	14	0	5	5	0	25	85	7	13	13
	STANSTED	RYANAIR	S	D	21	0	0	81	10	0	10	0	0	12	92	7	13	13
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	10	0	0	60	10	20	10	0	0	18	100	0	13	13
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	0	33	0	0	0	18	92	4	12	12
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	17	0	0	76	6	6	12	0	0	18	100	0	9	9

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2009				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
IBIZA	GATWICK	THOMAS COOK AIRLINES LTD	C	D	17	0	0	76	0	12	12	0	0	19	100	1	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	10	0	0	40	10	20	30	0	0	45	77	45	13
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	9	0	0	33	22	11	33	0	0	49	69	22	13
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	14	0	0	50	14	0	21	7	7	73	76	55	17
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	14	0	0	64	7	0	14	7	7	68	76	34	17
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	2	82	18	11
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	10	55	31	11
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	0	20	0	0	27	40	62	5
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	20	0	0	20	0	56	75	13	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	12	0	0	75	17	0	8	0	0	11	92	5	12
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	12	0	0	67	8	8	17	0	0	29	91	7	11
	GATWICK	THOMSON AIRWAYS LTD	C	A	26	0	0	65	23	4	8	0	0	16	80	10	20
	GATWICK	THOMSON AIRWAYS LTD	C	D	23	0	0	61	26	9	4	0	0	17	84	11	19
	GLASGOW	THOMSON AIRWAYS LTD	C	A	9	0	0	33	11	56	0	0	0	31	78	9	9
	GLASGOW	THOMSON AIRWAYS LTD	C	D	9	0	0	33	0	56	11	0	0	30	89	5	9
	LUTON	THOMSON AIRWAYS LTD	C	A	9	0	0	67	11	22	0	0	0	13	77	31	13
	LUTON	THOMSON AIRWAYS LTD	C	D	9	0	0	67	11	22	0	0	0	17	67	14	12
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	22	0	0	64	23	9	5	0	0	14	95	7	22
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	21	0	0	81	19	0	0	0	0	7	80	8	20
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	11	0	0	73	0	9	18	0	0	19	92	7	13
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	11	0	0	100	0	0	0	0	0	1	92	5	13
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	25	75	0	0	0	0	19	89	5	9
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	6	100	4	9
<b>TOTAL IBIZA</b>					<b>1006</b>	<b>2</b>	<b>11</b>	<b>58</b>	<b>12</b>	<b>12</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>77</b>	<b>15</b>	<b>15</b>
ILHA DO SAL C.VERDE	BIRMINGHAM	THOMSON AIRWAYS LTD	S	A	4	0	0	75	0	0	25	0	0	25	100	4	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	D	4	0	0	75	0	0	25	0	0	30	80	16	5
	GATWICK	THOMSON AIRWAYS LTD	S	A	4	0	0	75	25	0	0	0	0	8	25	22	4
	GATWICK	THOMSON AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	5	100	8	4
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	5	0	0	60	20	20	0	0	0	16	25	51	4
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	5	0	0	100	0	0	0	0	0	5	25	24	4
<b>TOTAL ILHA DO SAL C.VERDE</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>62</b>	<b>20</b>	<b>20</b>
IMAM KHOMIENI																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
IMAM KHOMIENI																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	30	0	0	67	7	7	20	0	0	26	87	9	30	
	HEATHROW	BMI BRITISH MIDLAND	S	D	30	0	0	50	13	23	7	7	0	40	60	18	30	
	HEATHROW	IRAN AIR	S	A	15	0	0	27	27	40	7	0	0	35	71	20	17	
	HEATHROW	IRAN AIR	S	D	15	0	0	53	13	33	0	0	0	20	47	36	17	
	BIRMINGHAM	MAHAN AIR	S	A	13	0	0	69	8	23	0	0	0	15	75	17	12	
	BIRMINGHAM	MAHAN AIR	S	D	13	0	0	54	15	15	15	0	0	25	42	34	12	
<b>TOTAL IMAM KHOMIENI</b>					<b>116</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>13</b>	<b>22</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>66</b>	<b>20</b>	<b>20</b>	
INNSBRUCK																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	44	11	11	22	0	11	68	78	6	9	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	67	11	0	22	0	0	23	78	10	9	
	BIRMINGHAM	FLYBE LTD	C	A	3	0	0	100	0	0	0	0	0	100	0	0	3	
	BIRMINGHAM	FLYBE LTD	C	D	2	0	0	50	50	0	0	0	0	15	0	25	2	
	EDINBURGH	FLYBE LTD	C	A	2	0	0	50	0	0	0	0	50	477	100	0	2	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	2	100	8	3	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	2	0	21	2	
<b>TOTAL INNSBRUCK</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>9</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>6</b>	<b>58</b>	<b>75</b>	<b>8</b>	<b>8</b>	
INVERNESS																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	57	23	17	3	0	0	17	47	20	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	57	30	10	3	0	0	16	43	20	30	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	33	0	1	73	12	9	6	0	0	13	91	13	34	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	33	0	1	58	21	15	6	0	0	17	85	17	34	
	BIRMINGHAM	FLYBE LTD	S	A	30	0	0	90	3	0	7	0	0	11	92	4	26	
	BIRMINGHAM	FLYBE LTD	S	D	30	0	0	80	17	0	3	0	0	15	73	10	26	
	GATWICK	FLYBE LTD	S	A	85	0	0	92	4	4	1	0	0	4	99	1	85	
	GATWICK	FLYBE LTD	S	D	86	0	0	84	6	9	1	0	0	9	88	6	85	
	MANCHESTER	FLYBE LTD	S	A	52	0	0	92	0	2	0	6	0	17	96	3	52	
	MANCHESTER	FLYBE LTD	S	D	52	0	0	90	4	2	4	0	0	6	85	7	52	
<b>TOTAL INVERNESS</b>					<b>461</b>	<b>2</b>	<b>2</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>8</b>	<b>8</b>	
IRELAND WEST AIRPORT KN																		
	GATWICK	AER LINGUS	S	A	30	0	0	37	13	10	30	10	0	63	86	3	29	
	GATWICK	AER LINGUS	S	D	30	0	0	33	13	13	30	10	0	71	73	10	30	
	BIRMINGHAM	BMIBABY LTD	S	A	18	0	0	50	6	17	28	0	0	41	83	4	24	
	BIRMINGHAM	BMIBABY LTD	S	D	18	0	0	17	22	22	39	0	0	58	83	10	24	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
IRELAND WEST AIRPORT KN																		
	MANCHESTER	BMIBABY LTD	S	A	22	0	0	68	18	5	9	0	0	14	54	25	28	
	MANCHESTER	BMIBABY LTD	S	D	22	0	0	73	9	14	5	0	0	15	57	17	28	
	LUTON	RYANAIR	S	A	17	0	0	76	12	12	0	0	0	10	93	5	30	
	LUTON	RYANAIR	S	D	17	0	0	65	29	6	0	0	0	12	90	8	30	
	STANSTED	RYANAIR	S	A	30	0	0	97	3	0	0	0	0	6	96	3	56	
	STANSTED	RYANAIR	S	D	30	0	0	100	0	0	0	0	0	2	100	2	56	
<b>TOTAL IRELAND WEST AIRPORT KNOCK</b>					<b>234</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>12</b>	<b>9</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>30</b>	<b>84</b>	<b>8</b>	<b>8</b>	
IRKUTSK																		
ISLAMABAD																		
	MANCHESTER	AIR BLUE	S	A	17	0	0	59	12	18	6	0	6	42	94	2	16	
	MANCHESTER	AIR BLUE	S	D	17	0	0	35	35	6	18	0	6	54	50	29	16	
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	A	15	0	0	80	7	0	7	7	0	24	100	3	17	
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	D	15	0	0	73	0	13	7	7	0	25	76	8	17	
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	16	0	0	38	31	6	19	6	0	46	88	4	17	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	16	0	0	63	31	6	0	0	0	13	88	7	17	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	18	0	0	39	33	28	0	0	0	23	75	16	16	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	18	0	0	61	22	17	0	0	0	15	38	28	16	
<b>TOTAL ISLAMABAD</b>					<b>132</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>22</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>30</b>	<b>77</b>	<b>12</b>	<b>12</b>	
ISLAY																		
	GLASGOW	LOGANAIR	S	A	52	2	0	100	0	0	0	0	0	1	85	8	55	
	GLASGOW	LOGANAIR	S	D	52	2	0	100	0	0	0	0	0	1	91	9	55	
<b>TOTAL ISLAY</b>					<b>104</b>	<b>4</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>8</b>	<b>8</b>	
ISLE OF MAN																		
	LONDON CITY	AER ARANN	S	A	78	0	0	87	8	3	3	0	0	9	94	6	77	
	LONDON CITY	AER ARANN	S	D	78	0	0	94	1	3	3	0	0	7	94	5	77	
	NEWCASTLE	FLIGHTLINE SL	S	A	4	0	0	100	0	0	0	0	0	1	0	0	0	
	NEWCASTLE	FLIGHTLINE SL	S	D	4	0	0	100	0	0	0	0	0	0	0	0	0	
	NEWCASTLE	FLM AVIATION	S	A	22	0	8	100	0	0	0	0	0	1	100	0	15	
	NEWCASTLE	FLM AVIATION	S	D	22	0	8	100	0	0	0	0	0	1	100	1	15	
	BIRMINGHAM	FLYBE LTD	S	A	52	0	0	96	4	0	0	0	0	1	73	20	51	
	BIRMINGHAM	FLYBE LTD	S	D	52	0	0	88	10	2	0	0	0	6	69	21	51	
	GATWICK	FLYBE LTD	S	A	112	0	0	96	2	2	1	0	0	2	93	6	111	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2009					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
ISLE OF MAN																		
	GATWICK	FLYBE LTD	S	D	112	0	0	88	5	3	4	0	0	7	87	9	111	
	LUTON	FLYBE LTD	S	A	29	0	0	90	7	3	0	0	0	3	100	2	30	
	LUTON	FLYBE LTD	S	D	29	0	0	76	14	10	0	0	0	8	97	3	30	
	MANCHESTER	FLYBE LTD	S	A	132	0	0	92	5	3	1	0	0	4	83	13	126	
	MANCHESTER	FLYBE LTD	S	D	132	0	0	90	4	3	3	0	0	5	80	9	127	
	EDINBURGH	LOGANAIR	S	A	25	4	0	100	0	0	0	0	0	0	80	5	30	
	EDINBURGH	LOGANAIR	S	D	25	4	0	96	4	0	0	0	0	2	87	6	30	
	GLASGOW	LOGANAIR	S	A	25	0	0	96	4	0	0	0	0	2	93	4	30	
	GLASGOW	LOGANAIR	S	D	25	0	0	96	4	0	0	0	0	2	90	5	30	
<b>TOTAL ISLE OF MAN</b>					<b>958</b>	<b>8</b>	<b>16</b>	<b>92</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>9</b>	<b>9</b>	
ISTANBUL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	69	12	14	4	0	0	15	92	8	90	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	67	13	16	4	0	0	17	86	8	90	
	BIRMINGHAM	THY TURK HAVA YOLLARI TURKISH	S	A	21	0	0	43	19	19	19	0	0	36	86	6	21	
	BIRMINGHAM	THY TURK HAVA YOLLARI TURKISH	S	D	21	0	0	24	43	5	24	5	0	46	52	19	21	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	132	0	0	52	22	17	9	0	0	22	79	9	90	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	132	0	0	57	17	17	9	0	0	21	67	13	90	
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	A	30	0	0	20	40	13	27	0	0	41	62	16	42	
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	D	30	0	0	17	27	20	37	0	0	51	31	26	42	
<b>TOTAL ISTANBUL</b>					<b>547</b>	<b>1</b>	<b>0</b>	<b>53</b>	<b>20</b>	<b>16</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>72</b>	<b>13</b>	<b>13</b>	
ISTANBUL (SABIHA GOKCEN)																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	16	0	0	69	0	6	25	0	0	25	90	5	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	16	0	0	63	6	6	25	0	0	32	90	7	30	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	24	0	0	54	29	13	4	0	0	17	76	11	29	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	24	0	0	67	8	21	4	0	0	15	87	8	30	
	STANSTED	PEGASUS AIRLINES	S	A	42	0	0	40	31	26	2	0	0	23	17	35	30	
	STANSTED	PEGASUS AIRLINES	S	D	42	0	0	29	33	24	14	0	0	29	23	34	30	
	STANSTED	THY TURK HAVA YOLLARI TURKISH	S	A	30	0	0	37	33	27	3	0	0	23	0	0	0	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ISTANBUL (SABIHA GOKCEN)	STANSTED	THY TURK HAVA YOLLARI TURKISH	S	D	30	0	0	23	47	23	7	0	0	25	0	0	0
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>					<b>224</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>27</b>	<b>21</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>61</b>	<b>17</b>	<b>17</b>
IZMIR (ADNAM MENDERES)	GATWICK	BRITISH AIRWAYS PLC	S	A	17	0	0	88	12	0	0	0	0	4	95	4	20
	GATWICK	BRITISH AIRWAYS PLC	S	D	17	0	0	59	24	18	0	0	0	13	85	8	20
	MANCHESTER	FREEBIRD AIRLINES	C	A	2	0	0	50	50	0	0	0	0	8	0	0	0
	MANCHESTER	FREEBIRD AIRLINES	C	D	2	0	0	100	0	0	0	0	0	9	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	33	11	33	11	11	0	48	100	0	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	9	0	0	44	0	11	33	11	0	59	60	10	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	10	0	0	30	40	20	10	0	0	30	13	107	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	0	10	50	20	20	0	0	40	11	116	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	15	0	0	53	13	0	33	0	0	43	79	16	14
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	14	0	0	43	14	7	36	0	0	51	87	16	15
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	0	25	0	64	0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	0	25	0	81	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	A	8	0	0	75	25	0	0	0	0	11	75	5	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	8	0	0	88	13	0	0	0	0	4	100	2	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	8	0	0	75	13	0	13	0	0	15	100	10	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	8	0	0	88	0	0	13	0	0	14	100	8	4
<b>TOTAL IZMIR (ADNAM MENDERES)</b>					<b>145</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>17</b>	<b>8</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>73</b>	<b>24</b>	<b>24</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
JEDDAH	HEATHROW	BMI BRITISH MIDLAND	S	A	12	0	1	75	8	0	8	8	0	36	38	29	13
	HEATHROW	BMI BRITISH MIDLAND	S	D	13	1	0	38	31	23	0	0	8	49	69	11	13
	HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	0	95	0	0	5	0	0	5	90	4	21
	HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	0	62	29	5	0	5	0	20	95	3	21
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	30	0	0	70	10	20	0	0	0	13	37	25	30
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	30	0	0	80	10	7	3	0	0	12	100	2	30
<b>TOTAL JEDDAH</b>					<b>128</b>	<b>2</b>	<b>1</b>	<b>72</b>	<b>13</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>19</b>	<b>73</b>	<b>12</b>	<b>12</b>
JERBA	GATWICK	TUNISAIR	S	A	4	0	0	50	50	0	0	0	0	13	0	0	0
	GATWICK	TUNISAIR	S	D	4	0	0	50	25	25	0	0	0	18	0	0	0
<b>TOTAL JERBA</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>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
JEREZ	STANSTED	RYANAIR	S	A	16	0	0	75	6	6	13	0	0	25	88	16	17
	STANSTED	RYANAIR	S	D	16	0	0	81	6	13	0	0	0	9	82	8	17
<b>TOTAL JEREZ</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>6</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>85</b>	<b>12</b>	<b>12</b>
JERSEY	STANSTED	AURIGNY AIR SERVICES	S	A	30	0	0	83	13	3	0	0	0	9	83	10	30
	STANSTED	AURIGNY AIR SERVICES	S	D	30	0	0	100	0	0	0	0	0	2	97	3	30
	MANCHESTER	BMIBABY LTD	S	A	30	0	0	83	7	0	7	3	0	16	88	9	24
	MANCHESTER	BMIBABY LTD	S	D	30	0	0	77	13	3	7	0	0	13	92	7	24
	GATWICK	BRITISH AIRWAYS PLC	S	A	176	0	0	85	8	6	1	0	0	7	83	10	150
	GATWICK	BRITISH AIRWAYS PLC	S	D	176	0	0	81	11	6	2	0	0	8	83	10	150
	BIRMINGHAM	FLYBE LTD	S	A	54	0	0	80	9	9	2	0	0	10	84	6	37
	BIRMINGHAM	FLYBE LTD	S	D	53	0	0	77	13	8	2	0	0	13	84	35	62
	EDINBURGH	FLYBE LTD	S	A	20	0	0	85	15	0	0	0	0	5	91	3	33
	EDINBURGH	FLYBE LTD	S	D	20	0	0	75	15	10	0	0	0	10	91	5	33
	GATWICK	FLYBE LTD	S	A	194	0	1	91	4	2	3	1	0	6	89	6	169
	GATWICK	FLYBE LTD	S	D	170	0	2	91	3	4	2	0	0	7	86	8	169
	GLASGOW	FLYBE LTD	S	A	15	0	0	93	0	0	7	0	0	7	83	7	6
	GLASGOW	FLYBE LTD	S	D	15	0	0	73	20	0	7	0	0	12	100	7	6
	LUTON	FLYBE LTD	S	A	21	0	0	76	14	10	0	0	0	9	100	1	16
	LUTON	FLYBE LTD	S	D	21	0	0	86	0	14	0	0	0	7	100	2	16
	MANCHESTER	FLYBE LTD	S	A	41	0	0	80	7	5	7	0	0	12	81	11	42

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2009					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
JERSEY																		
	MANCHESTER	FLYBE LTD	S	D	41	0	0	83	5	5	7	0	0	12	69	13	42	
	NEWCASTLE	FLYBE LTD	S	A	21	0	0	95	5	0	0	0	0	2	52	31	21	
	NEWCASTLE	FLYBE LTD	S	D	21	0	0	95	5	0	0	0	0	4	62	17	21	
	LONDON CITY	VLM (BELGIUM)	S	A	22	0	0	100	0	0	0	0	0	1	100	1	22	
	LONDON CITY	VLM (BELGIUM)	S	D	22	0	0	73	5	9	9	5	0	25	95	3	22	
<b>TOTAL JERSEY</b>					<b>1223</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>10</b>	<b>10</b>	
JOHANNESBURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	71	0	0	90	6	0	1	1	1	24	90	5	69	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	71	0	0	70	15	10	4	0	0	14	90	9	69	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	48	0	0	81	13	0	4	0	2	23	75	28	55	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	48	0	0	88	6	6	0	0	0	8	93	4	55	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	80	7	10	3	0	0	9	57	18	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	63	30	7	0	0	0	12	97	3	30	
<b>TOTAL JOHANNESBURG</b>					<b>298</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>85</b>	<b>11</b>	<b>11</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2009					
					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
KABUL																		
KALAMATA																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	1	75	7	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	7	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	7	100	2	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	50	0	0	0	0	8	100	1	4	
	GATWICK	VIKING AIRLINES	C	A	12	0	0	58	25	0	17	0	0	24	63	13	8	
	GATWICK	VIKING AIRLINES	C	D	12	0	0	75	8	8	8	0	0	18	75	13	8	
<b>TOTAL KALAMATA</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>10</b>	<b>10</b>	
KARACHI																		
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	16	0	0	44	31	19	6	0	0	22	9	34	11	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	20	0	0	60	15	15	10	0	0	22	91	5	11	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	8	0	0	25	0	38	38	0	0	59	67	26	9	
<b>TOTAL KARACHI</b>					<b>45</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>18</b>	<b>20</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>55</b>	<b>21</b>	<b>21</b>	
KARLSRUHE/BADEN BADEN																		
	STANSTED	RYANAIR	S	A	52	0	0	79	12	6	2	2	0	13	88	6	52	
	STANSTED	RYANAIR	S	D	52	0	0	88	10	2	0	0	0	6	83	9	52	
<b>TOTAL KARLSRUHE/BADEN BADEN</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>8</b>	<b>8</b>	
KATOWICE																		
	BIRMINGHAM	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	4	71	19	17	
	BIRMINGHAM	RYANAIR	S	D	8	0	0	88	13	0	0	0	0	5	88	14	17	
	STANSTED	RYANAIR	S	A	30	0	0	83	10	3	3	0	0	7	97	3	30	
	STANSTED	RYANAIR	S	D	30	0	0	93	3	3	0	0	0	3	87	5	30	
	LUTON	WIZZ AIR	S	A	60	0	0	90	3	0	7	0	0	8	89	9	57	
	LUTON	WIZZ AIR	S	D	60	0	0	78	17	3	0	2	0	13	60	24	57	
<b>TOTAL KATOWICE</b>					<b>196</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>13</b>	<b>13</b>	
KAUNAS																		
	BIRMINGHAM	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	0	100	0	9	
	BIRMINGHAM	RYANAIR	S	D	9	0	0	78	11	11	0	0	0	9	89	7	9	
	EDINBURGH	RYANAIR	S	A	11	0	0	100	0	0	0	0	0	0	0	0	0	
	EDINBURGH	RYANAIR	S	D	11	0	0	91	9	0	0	0	0	2	0	0	0	
	GATWICK	RYANAIR	S	A	30	0	0	93	3	3	0	0	0	3	0	0	0	
	GATWICK	RYANAIR	S	D	30	0	0	80	17	0	3	0	0	11	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
KAUNAS	LUTON	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	3	100	2	13
	LUTON	RYANAIR	S	D	13	0	0	77	23	0	0	0	0	6	92	5	13
	STANSTED	RYANAIR	S	A	30	0	0	87	10	3	0	0	0	7	88	5	43
	STANSTED	RYANAIR	S	D	30	0	0	80	10	10	0	0	0	8	81	9	43
<b>TOTAL KAUNAS</b>					<b>189</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>88</b>	<b>6</b>	<b>6</b>
KAVALLA	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	100	0	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	9	100	0	3	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	1	50	39	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	5	100	0	3	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	100	0	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	4	100	7	3	
<b>TOTAL KAVALLA</b>					<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>3</b>	<b>90</b>	<b>8</b>	<b>8</b>	
KEFALLINIA	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	75	0	0	25	0	0	18	75	12	4
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	75	25	0	0	0	9	100	3	4	
	MANCHESTER	BMI BRITISH MIDLAND	C	A	8	0	0	75	13	0	0	13	0	43	42	103	12
	MANCHESTER	BMI BRITISH MIDLAND	C	D	8	0	0	100	0	0	0	0	2	83	16	12	
	GATWICK	MONARCH AIRLINES	C	A	12	0	0	42	25	25	8	0	0	29	63	12	8
	GATWICK	MONARCH AIRLINES	C	D	12	0	0	58	17	17	8	0	0	23	88	3	8
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	25	0	0	45	100	0	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	25	0	25	0	59	80	6	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	0	13	25	0	0	30	100	0	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	13	0	25	0	0	33	89	5	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	0	0	13	13	0	50	75	17	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	13	0	13	13	0	55	78	24	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	0	25	0	76	100	0	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	25	25	0	0	31	100	3	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	100	5	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	10	75	9	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	16	0	0	69	19	0	13	0	0	24	89	7	18
	GATWICK	THOMSON AIRWAYS LTD	C	D	15	0	0	53	27	13	0	7	0	27	82	14	17
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2009					
					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
KEFALLINIA																		
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	13	0	0	0	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	17	0	0	76	0	18	6	0	0	13	94	3	17	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	16	0	0	69	6	19	6	0	0	18	88	6	16	
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	75	6	4	
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	1	4	
	GATWICK	VIKING AIRLINES	C	A	4	0	0	25	25	25	0	25	0	74	100	1	4	
	GATWICK	VIKING AIRLINES	C	D	4	0	0	50	50	0	0	0	0	16	100	6	4	
<b>TOTAL KEFALLINIA</b>					<b>193</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>12</b>	<b>9</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>26</b>	<b>84</b>	<b>14</b>	<b>14</b>	
KEFLAVIK																		
	GATWICK	ASTRAEUS LTD	S	A	31	1	0	42	32	16	6	0	3	40	83	15	35	
	GATWICK	ASTRAEUS LTD	S	D	32	1	0	44	25	19	13	0	0	24	65	21	34	
	GLASGOW	ICELANDAIR	S	A	19	0	0	89	5	0	5	0	0	13	100	2	10	
	GLASGOW	ICELANDAIR	S	D	19	0	0	84	11	0	0	5	0	14	80	10	10	
	HEATHROW	ICELANDAIR	S	A	59	0	1	69	20	10	0	0	0	12	97	2	60	
	HEATHROW	ICELANDAIR	S	D	60	0	0	62	18	13	7	0	0	16	100	1	60	
	MANCHESTER	ICELANDAIR	S	A	19	0	0	89	11	0	0	0	0	4	100	1	10	
	MANCHESTER	ICELANDAIR	S	D	19	0	0	74	21	0	0	5	0	18	100	3	10	
<b>TOTAL KEFLAVIK</b>					<b>260</b>	<b>4</b>	<b>1</b>	<b>66</b>	<b>19</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>90</b>	<b>7</b>	<b>7</b>	
KERRY COUNTY																		
	MANCHESTER	AER ARANN	S	A	17	0	0	47	35	12	6	0	0	19	0	0	0	
	MANCHESTER	AER ARANN	S	D	17	0	0	88	6	6	0	0	0	6	0	0	0	
	LUTON	RYANAIR	S	A	30	0	0	97	3	0	0	0	0	2	94	1	17	
	LUTON	RYANAIR	S	D	30	0	0	90	7	3	0	0	0	5	88	3	17	
	STANSTED	RYANAIR	S	A	30	0	0	97	3	0	0	0	0	2	98	1	60	
	STANSTED	RYANAIR	S	D	30	0	0	97	3	0	0	0	0	3	93	4	60	
<b>TOTAL KERRY COUNTY</b>					<b>154</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>95</b>	<b>3</b>	<b>3</b>	
KHARTOUM																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	12	0	0	58	25	0	17	0	0	26	86	11	21	
	HEATHROW	BMI BRITISH MIDLAND	S	D	13	0	0	54	15	31	0	0	0	20	71	11	21	
<b>TOTAL KHARTOUM</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>20</b>	<b>16</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>79</b>	<b>11</b>	<b>11</b>	
KIEV (BORISPOL)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	43	0	1	74	21	2	2	0	0	12	83	11	30	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
KIEV (BORISPOL)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	44	0	0	89	9	2	0	0	0	6	77	9	30	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	38	0	0	74	13	11	3	0	0	13	87	12	30	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	38	0	0	66	24	5	5	0	0	18	80	15	30	
	LUTON	WIZZ AIR UKRAINE	S	A	13	0	0	62	31	0	0	8	0	28	53	42	15	
	LUTON	WIZZ AIR UKRAINE	S	D	13	0	0	69	23	0	0	8	0	30	47	37	15	
<b>TOTAL KIEV (BORISPOL)</b>					<b>189</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>18</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>17</b>	<b>17</b>	
KINGSTON																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	92	0	0	8	0	0	9	92	6	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	85	15	0	0	0	0	7	85	12	13	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	0	0	38	25	25	13	0	0	29	44	46	9	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	78	0	11	11	0	0	22	50	39	8	
<b>TOTAL KINGSTON</b>					<b>43</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>32</b>	<b>32</b>	
KIRKWALL																		
	EDINBURGH	LOGANAIR	S	A	70	0	0	90	4	1	4	0	0	9	99	1	72	
	EDINBURGH	LOGANAIR	S	D	70	0	0	94	0	4	1	0	0	7	97	5	72	
	GLASGOW	LOGANAIR	S	A	30	1	1	97	0	3	0	0	0	2	87	12	30	
	GLASGOW	LOGANAIR	S	D	30	0	1	90	7	0	3	0	0	5	90	8	30	
<b>TOTAL KIRKWALL</b>					<b>200</b>	<b>1</b>	<b>2</b>	<b>93</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>95</b>	<b>5</b>	<b>5</b>	
KLAGENFURT																		
	STANSTED	RYANAIR	S	A	13	0	0	38	31	31	0	0	0	23	54	14	13	
	STANSTED	RYANAIR	S	D	13	0	0	77	15	8	0	0	0	9	100	1	13	
<b>TOTAL KLAGENFURT</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>23</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>8</b>	<b>8</b>	
KOS																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	33	11	22	33	0	0	45	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	28	17	22	33	0	0	49	0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	5	0	0	80	20	0	0	0	0	7	0	0	0	
	MANCHESTER	JET2.COM LTD	S	D	5	0	0	20	20	60	0	0	0	30	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	56	0	0	22	22	0	70	89	10	9	
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	22	22	11	22	22	0	96	44	28	9	
	MANCHESTER	MONARCH AIRLINES	C	A	14	0	0	93	0	0	0	0	7	30	88	6	8	
	MANCHESTER	MONARCH AIRLINES	C	D	14	0	0	71	21	0	0	0	7	38	67	9	9	

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009			
					Actual (7)	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
						Plan (8)	Actual (7)										
KOS	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	25	0	0	30	75	51	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	0	50	25	25	0	0	44	75	10	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	10	0	0	80	10	0	0	0	10	45	88	17	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	0	70	20	10	0	0	0	14	75	25	8
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	25	25	0	0	54	75	9	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	0	20	20	0	0	44	75	15	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	11	0	0	73	0	0	18	9	0	36	88	3	16
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	10	0	0	70	0	0	20	10	0	42	73	12	15
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	22	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	67	50	3
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	60	20	0	20	0	0	39	80	6	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	5	80	12	5
	GATWICK	THOMSON AIRWAYS LTD	C	A	14	0	0	93	7	0	0	0	0	4	79	8	14
	GATWICK	THOMSON AIRWAYS LTD	C	D	14	0	0	71	21	7	0	0	0	10	77	10	13
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	14	0	0	79	14	0	7	0	0	11	91	4	11
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	14	0	0	50	29	14	7	0	0	18	70	9	10
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	2	0	0	0
	GATWICK	VIKING AIRLINES	C	A	10	0	0	60	10	10	10	10	0	38	53	16	17
	GATWICK	VIKING AIRLINES	C	D	10	0	0	10	10	50	20	10	0	55	24	32	17
<b>TOTAL KOS</b>					<b>253</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>13</b>	<b>10</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>32</b>	<b>65</b>	<b>17</b>	<b>17</b>
KRAKOW	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	71	18	6	6	0	0	16	83	12	12
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	76	0	18	6	0	0	17	100	2	12
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	63	20	7	10	0	0	22	77	9	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	43	30	17	10	0	0	25	77	9	30
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	77	7	7	10	0	0	18	100	2	30
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	60	13	13	13	0	0	25	77	10	30
	BIRMINGHAM	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	1	88	5	17
	BIRMINGHAM	RYANAIR	S	D	13	0	0	85	15	0	0	0	0	6	100	2	17
	EDINBURGH	RYANAIR	S	A	13	0	0	54	23	8	8	8	0	34	54	26	13
	EDINBURGH	RYANAIR	S	D	13	0	0	77	8	8	0	8	0	29	92	3	13
	STANSTED	RYANAIR	S	A	60	0	0	88	2	2	8	0	0	9	95	2	60



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2009					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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 D	60	0	0	92	3	2	3	0	0	6	95	3	60	
<b>TOTAL KRAKOW</b>					<b>328</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>6</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>88</b>	<b>7</b>	<b>7</b>	
KUALA LUMPUR (SEPANG)																		
	STANSTED	AIR ASIA		S A	31	0	7	90	3	3	3	0	0	6	89	11	28	
	STANSTED	AIR ASIA		S D	31	1	6	87	3	3	6	0	0	11	80	14	30	
	HEATHROW	MALAYSIAN AIRLINES SYSTEM- MAS		S A	60	0	0	88	0	2	7	2	2	27	85	16	60	
	HEATHROW	MALAYSIAN AIRLINES SYSTEM- MAS		S D	60	0	0	68	13	10	7	0	2	23	93	4	59	
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>182</b>	<b>1</b>	<b>13</b>	<b>82</b>	<b>5</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>88</b>	<b>11</b>	<b>11</b>	
KUWAIT																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	30	0	0	87	13	0	0	0	0	5	97	5	30	
	HEATHROW	BRITISH AIRWAYS PLC		S D	30	0	0	77	7	13	3	0	0	13	90	5	30	
	HEATHROW	KUWAIT AIRWAYS		S A	30	0	0	40	20	33	7	0	0	25	57	22	30	
	HEATHROW	KUWAIT AIRWAYS		S D	30	0	0	73	13	3	10	0	0	19	67	11	30	
<b>TOTAL KUWAIT</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>11</b>	<b>11</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	29	0	1	38	28	28	7	0	0	26	87	9	30	
	HEATHROW	VUELING AIRLINES		S D	29	0	1	31	14	31	21	3	0	43	87	5	30	
<b>TOTAL LA CORUNA</b>					<b>58</b>	<b>0</b>	<b>2</b>	<b>34</b>	<b>21</b>	<b>29</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>87</b>	<b>7</b>	<b>7</b>	
LA ROCHELLE																		
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	4	0	0	0	25	75	0	0	0	43	80	64	5	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	4	0	0	25	0	75	0	0	0	30	100	1	5	
	BIRMINGHAM	FLYBE LTD		S A	6	0	0	100	0	0	0	0	0	86	2	7		
	BIRMINGHAM	FLYBE LTD		S D	6	0	0	83	17	0	0	0	9	71	17	7		
	MANCHESTER	FLYBE LTD		S A	4	0	0	75	0	0	0	25	0	69	67	41	3	
	MANCHESTER	FLYBE LTD		S D	4	0	0	75	0	0	0	25	0	66	67	22	3	
	STANSTED	RYANAIR		S A	17	0	0	82	6	12	0	0	0	11	81	7	21	
	STANSTED	RYANAIR		S D	17	0	0	88	12	0	0	0	0	4	100	2	21	
<b>TOTAL LA ROCHELLE</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>9</b>	<b>14</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>84</b>	<b>13</b>	<b>13</b>	
LA ROMANA																		
	GATWICK	THOMSON AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	8	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD		C D	4	0	0	25	50	0	25	0	0	33	0	0	0	
<b>TOTAL LA ROMANA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	
LAGOS																		
	HEATHROW	ARIK AIR		S A	28	0	0	25	21	21	18	14	0	62	76	13	29	
	HEATHROW	ARIK AIR		S D	29	0	1	66	21	10	3	0	0	15	86	10	29	
	HEATHROW	BRITISH AIRWAYS PLC		S A	30	0	0	93	3	3	0	0	0	4	90	5	30	
	HEATHROW	BRITISH AIRWAYS PLC		S D	30	0	0	17	33	30	20	0	0	37	37	25	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	30	0	1	67	13	7	7	0	7	48	90	4	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	30	0	0	17	37	27	17	3	0	42	70	10	30	
<b>TOTAL LAGOS</b>					<b>178</b>	<b>3</b>	<b>2</b>	<b>47</b>	<b>21</b>	<b>16</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>35</b>	<b>74</b>	<b>12</b>	<b>12</b>	
LAHORE																		
	GLASGOW	PAKISTAN INTL AIRLINES		S A	8	0	0	88	13	0	0	0	0	4	80	9	5	
	GLASGOW	PAKISTAN INTL AIRLINES		S D	8	0	0	13	38	13	38	0	0	46	60	19	5	
	HEATHROW	PAKISTAN INTL AIRLINES		S A	13	0	0	46	31	15	0	0	8	52	83	5	12	
	HEATHROW	PAKISTAN INTL AIRLINES		S D	9	0	0	67	22	11	0	0	0	16	67	16	12	
	MANCHESTER	PAKISTAN INTL AIRLINES		S A	13	0	0	31	38	23	0	0	8	60	75	5	8	
	MANCHESTER	PAKISTAN INTL AIRLINES		S D	8	0	0	75	13	0	0	0	13	70	75	10	8	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 2009					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
LAHORE																		
<b>TOTAL LAHORE</b>					<b>59</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>27</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>43</b>	<b>74</b>	<b>10</b>	<b>10</b>	
LAMETIA-TERME																		
LARNACA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	73	13	13	0	0	0	14	90	8	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	77	17	7	0	0	0	11	77	10	30	
	BIRMINGHAM	CYPRUS AIRWAYS	S	A	9	0	0	67	11	11	0	11	0	39	22	64	9	
	BIRMINGHAM	CYPRUS AIRWAYS	S	D	9	0	0	56	0	33	0	11	0	50	11	80	9	
	HEATHROW	CYPRUS AIRWAYS	S	A	78	0	0	68	18	10	1	3	0	18	65	16	78	
	HEATHROW	CYPRUS AIRWAYS	S	D	78	0	0	58	26	10	4	3	0	22	79	11	78	
	MANCHESTER	CYPRUS AIRWAYS	S	A	21	0	0	62	5	19	14	0	0	28	45	43	22	
	MANCHESTER	CYPRUS AIRWAYS	S	D	21	0	0	33	33	14	14	5	0	39	18	58	22	
	STANSTED	CYPRUS AIRWAYS	S	A	17	0	0	53	29	12	6	0	0	19	61	19	18	
	STANSTED	CYPRUS AIRWAYS	S	D	17	0	0	29	35	24	12	0	0	30	67	23	18	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	57	20	7	17	0	0	26	78	13	18	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	37	37	13	13	0	0	31	50	25	18	
	BIRMINGHAM	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	50	50	0	0	0	0	12	100	0	4	
	BIRMINGHAM	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	50	50	0	0	0	0	18	0	26	4	
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	A	15	0	0	47	20	20	7	7	0	32	78	14	23	
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	D	19	0	0	42	21	21	11	5	0	31	30	26	23	
	NEWCASTLE	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	8	63	18	8	
	NEWCASTLE	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	50	50	0	0	0	0	11	50	22	8	
	STANSTED	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	25	50	25	0	0	0	25	100	0	4	
	STANSTED	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	50	25	25	0	0	0	20	100	0	4	
	BIRMINGHAM	MONARCH AIRLINES	S	A	13	0	0	62	31	8	0	0	0	11	67	12	9	
	BIRMINGHAM	MONARCH AIRLINES	S	D	13	0	0	38	23	31	8	0	0	25	78	9	9	
	GATWICK	MONARCH AIRLINES	S	A	27	0	0	59	11	4	22	4	0	36	85	9	26	
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	56	11	22	0	11	0	53	100	5	5	
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	33	33	22	0	0	11	63	60	10	5	
	GATWICK	MONARCH AIRLINES	S	D	27	0	0	48	19	11	19	4	0	38	70	10	27	
	LUTON	MONARCH AIRLINES	S	A	30	0	0	70	10	10	10	0	0	20	86	8	35	
	LUTON	MONARCH AIRLINES	S	D	31	0	0	55	29	6	10	0	0	24	86	7	35	
	MANCHESTER	MONARCH AIRLINES	S	A	31	0	0	35	19	16	29	0	0	45	74	8	23	
	MANCHESTER	MONARCH AIRLINES	S	D	31	0	0	39	13	23	26	0	0	42	77	9	22	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2009						
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records			
																	MATCHED	UNMATCHED	
LARNACA																			
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	44	22	11	11	11	0	51	86	6	14		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	9	0	0	56	22	0	22	0	0	29	71	19	14		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	14	0	0	50	0	21	29	0	0	40	67	15	15		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	12	0	0	58	8	0	25	8	0	39	67	21	15		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	22	22	0	33	22	0	116	89	3	9		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	10	0	0	40	10	0	20	20	10	164	70	32	10		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	46	31	23	0	0	0	21	50	27	12		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	54	23	15	8	0	0	21	77	24	13		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	56	33	0	0	11	0	30	60	25	5		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	44	22	22	0	11	0	37	60	21	5		
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0	25	25	50	0	0	69	100	3	4		
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	0	50	0	0	51	40	35	5		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	67	22	11	0	0	0	11	63	35	8		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	4	89	20	9		
	GATWICK	THOMSON AIRWAYS LTD	C	A	14	0	0	14	29	43	14	0	0	35	67	17	21		
	GATWICK	THOMSON AIRWAYS LTD	C	D	13	0	0	62	23	0	15	0	0	23	80	8	20		
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	4	75	14	4		
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	5	100	5	4		
	LUTON	THOMSON AIRWAYS LTD	C	A	5	0	0	60	0	20	20	0	0	23	80	10	5		
	LUTON	THOMSON AIRWAYS LTD	C	D	5	0	0	60	20	20	0	0	0	15	80	5	5		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	9	0	0	67	11	0	11	11	0	52	69	13	13		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	9	0	0	44	33	0	0	22	0	58	86	13	14		
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	9	50	70	4		
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	8	75	60	4		
	STANSTED	THOMSON AIRWAYS LTD	C	A	5	0	0	40	20	20	20	0	0	28	100	3	5		
	STANSTED	THOMSON AIRWAYS LTD	C	D	5	0	0	40	20	20	20	0	0	27	100	1	5		
<b>TOTAL LARNACA</b>					<b>863</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>21</b>	<b>12</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>30</b>	<b>70</b>	<b>17</b>	<b>17</b>		
LAS PALMAS																			
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	7	21	14	50	7	0	88	46	18	13		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	57	0	7	36	0	0	52	77	12	13		
	MANCHESTER	JET2.COM LTD	S	A	4	0	0	100	0	0	0	0	0	3	0	0	0		
	MANCHESTER	JET2.COM LTD	S	D	4	0	0	25	25	50	0	0	0	28	0	0	0		
	NEWCASTLE	JET2.COM LTD	S	A	4	0	0	25	25	0	50	0	0	52	0	0	0		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2009					
					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
LAS PALMAS																		
	NEWCASTLE	JET2.COM LTD	S	D	4	0	0	25	0	25	50	0	0	66	0	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	S	A	8	0	0	50	0	13	38	0	0	57	0	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	S	D	8	0	0	50	0	13	38	0	0	49	0	0	0	0
	GATWICK	MONARCH AIRLINES	S	A	4	0	0	25	25	25	0	25	0	73	0	0	0	0
	GATWICK	MONARCH AIRLINES	S	D	4	0	0	0	0	50	25	25	0	95	0	0	0	0
	LUTON	MONARCH AIRLINES	S	A	4	0	0	75	0	25	0	0	0	11	0	0	0	0
	LUTON	MONARCH AIRLINES	S	D	4	0	0	75	25	0	0	0	0	9	0	0	0	0
	MANCHESTER	MONARCH AIRLINES	S	A	8	0	0	0	13	13	50	0	25	169	0	0	0	0
	MANCHESTER	MONARCH AIRLINES	S	D	8	0	0	0	13	13	50	0	25	183	0	0	0	0
	BIRMINGHAM	RYANAIR	S	A	9	0	0	89	0	11	0	0	0	6	0	0	0	0
	BIRMINGHAM	RYANAIR	S	D	9	0	0	33	44	11	11	0	0	25	0	0	0	0
	EDINBURGH	RYANAIR	S	A	9	0	0	67	11	11	11	0	0	17	0	0	0	0
	EDINBURGH	RYANAIR	S	D	9	0	0	44	33	11	11	0	0	24	0	0	0	0
	LUTON	RYANAIR	S	A	8	0	0	75	0	25	0	0	0	13	0	0	0	0
	LUTON	RYANAIR	S	D	8	0	0	63	25	0	13	0	0	20	0	0	0	0
	STANSTED	RYANAIR	S	A	13	0	0	69	8	15	8	0	0	16	0	0	0	0
	STANSTED	RYANAIR	S	D	13	0	0	92	8	0	0	0	0	8	0	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	0	4	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	11	75	15	4	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	50	38	13	0	0	0	17	67	39	12	12
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	13	25	0	0	0	16	67	31	12	12
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	7	0	0	29	14	29	29	0	0	32	100	1	9	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	7	0	0	86	0	14	0	0	0	13	88	10	8	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	1	0	60	0	20	20	0	0	31	85	4	13	13
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	25	25	25	0	0	33	75	9	12	12
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	34	100	1	4	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	32	100	0	4	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	63	10	8	8
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	88	6	8	8
	GATWICK	THOMSON AIRWAYS LTD	C	A	17	0	0	59	12	24	0	6	0	31	76	26	21	21
	GATWICK	THOMSON AIRWAYS LTD	C	D	17	0	0	65	24	6	0	6	0	26	86	23	21	21
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	17	100	5	4	4
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	12	100	4	4	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
LAS PALMAS	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	6	50	50	4
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	21	50	49	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	13	0	0	54	31	0	15	0	0	22	63	18	16
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	13	0	0	54	23	15	8	0	0	20	76	13	17
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	10	80	4	5
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	15	100	3	4
<b>TOTAL LAS PALMAS</b>					<b>318</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>14</b>	<b>13</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>35</b>	<b>71</b>	<b>20</b>	<b>20</b>
LAS VEGAS	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	63	17	13	3	3	0	23	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	63	23	10	0	3	0	23	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	2	88	4	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	40	0	0	0	0	10	89	13	9
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	73	17	7	0	3	0	17	53	35	30
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	80	7	13	0	0	0	11	50	25	30
<b>TOTAL LAS VEGAS</b>					<b>130</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>10</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>60</b>	<b>26</b>	<b>26</b>
LEEDS BRADFORD	EDINBURGH	BMI REGIONAL	S	A	42	0	0	95	0	2	2	0	0	4	95	2	44
	EDINBURGH	BMI REGIONAL	S	D	43	0	0	93	5	0	2	0	0	3	100	1	43
	GLASGOW	BMI REGIONAL	S	A	40	0	0	98	0	3	0	0	0	2	98	5	42
	GLASGOW	BMI REGIONAL	S	D	42	1	0	90	10	0	0	0	0	3	93	8	44
	GATWICK	FLYBE LTD	S	A	78	0	0	77	12	3	8	1	0	17	89	9	75
	GATWICK	FLYBE LTD	S	D	78	0	0	72	13	8	6	1	0	17	88	7	75
<b>TOTAL LEEDS BRADFORD</b>					<b>323</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>93</b>	<b>6</b>	<b>6</b>
LEIPZIG																	
LEMNOS	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	50	0	0	0	0	12	25	23	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	9	25	47	4
	GATWICK	VIKING AIRLINES	C	D	4	0	0	25	0	75	0	0	0	31	25	22	4
<b>TOTAL LEMNOS</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>17</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>25</b>	<b>30</b>	<b>30</b>
LIEGE																	
LIMOGES	NEWCASTLE	FLYBE LTD	S	A	3	0	0	100	0	0	0	0	0	2	0	19	1

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
LIMOGES																			
	NEWCASTLE	FLYBE LTD	S	D	3	0	0	67	33	0	0	0	0	9	100	15	1		
	STANSTED	RYANAIR	S	A	28	0	0	64	14	18	4	0	0	16	77	13	30		
	STANSTED	RYANAIR	S	D	28	0	0	64	14	18	4	0	0	15	83	8	30		
<b>TOTAL LIMOGES</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>15</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>87</b>	<b>7</b>	<b>7</b>		
LINZ																			
	STANSTED	RYANAIR	S	A	17	0	0	82	6	0	6	6	0	22	88	5	17		
	STANSTED	RYANAIR	S	D	17	0	0	94	0	0	6	0	0	9	94	5	17		
<b>TOTAL LINZ</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>91</b>	<b>5</b>	<b>5</b>		
LISBON																			
	GATWICK	AIR PORTUGAL	S	A	21	0	0	86	10	5	0	0	0	6	75	9	12		
	GATWICK	AIR PORTUGAL	S	D	21	0	0	81	14	5	0	0	0	7	75	10	12		
	HEATHROW	AIR PORTUGAL	S	A	186	1	0	61	17	14	8	1	0	21	80	9	145		
	HEATHROW	AIR PORTUGAL	S	D	186	0	1	61	15	14	10	1	0	23	78	12	145		
	MANCHESTER	BMIBABY LTD	S	A	8	0	0	75	13	0	13	0	0	14	56	37	9		
	MANCHESTER	BMIBABY LTD	S	D	8	0	0	63	0	38	0	0	0	16	78	32	9		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	120	0	0	45	27	16	11	2	0	28	79	9	116		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	120	0	0	68	9	15	7	1	0	20	83	8	116		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	62	8	8	23	0	0	36	0	0	0		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	54	15	0	31	0	0	37	0	0	0		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	28	0	0	36	32	18	14	0	0	31	53	27	30		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	28	0	0	57	14	18	11	0	0	20	57	25	30		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	59	0	1	44	22	10	20	3	0	44	65	14	60		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	59	0	1	51	25	7	17	0	0	31	78	11	60		
<b>TOTAL LISBON</b>					<b>870</b>	<b>5</b>	<b>3</b>	<b>58</b>	<b>17</b>	<b>13</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>76</b>	<b>12</b>	<b>12</b>		
LIVERPOOL																			
LJUBLJANA																			
	GATWICK	ADRIA AIRWAYS	S	A	22	0	0	77	14	5	5	0	0	11	97	5	30		
	GATWICK	ADRIA AIRWAYS	S	D	22	0	0	68	27	0	5	0	0	16	83	8	30		
	MANCHESTER	ADRIA AIRWAYS	S	A	8	0	0	100	0	0	0	0	0	6	75	10	8		
	MANCHESTER	ADRIA AIRWAYS	S	D	7	0	0	57	43	0	0	0	0	12	75	12	8		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	57	10	27	7	0	0	23	77	18	43		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	53	17	20	10	0	0	22	79	19	43		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2009				
					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
LJUBLJANA																	
<b>TOTAL LJUBLJANA</b>					<b>119</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>17</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>82</b>	<b>13</b>	<b>13</b>
LODZ LUBLINEK																	
	EDINBURGH	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	7	78	14	9
	EDINBURGH	RYANAIR	S	D	8	0	0	88	13	0	0	0	0	5	89	12	9
	STANSTED	RYANAIR	S	A	38	0	0	89	5	3	3	0	0	5	94	3	34
	STANSTED	RYANAIR	S	D	38	0	1	89	5	5	0	0	0	5	82	10	34
<b>TOTAL LODZ LUBLINEK</b>					<b>92</b>	<b>1</b>	<b>1</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>8</b>	<b>8</b>
LONDON CITY																	
	EDINBURGH	BA CITYFLYER LTD	S	A	174	0	0	85	9	4	2	0	0	6	90	6	143
	EDINBURGH	BA CITYFLYER LTD	S	D	175	0	0	83	10	5	1	0	0	8	88	10	142
	GLASGOW	BA CITYFLYER LTD	S	A	87	0	0	86	9	3	1	0	0	6	91	4	88
	GLASGOW	BA CITYFLYER LTD	S	D	89	0	0	73	13	9	4	0	0	14	94	3	88
	EDINBURGH	CITY JET	S	A	143	0	0	94	6	0	0	0	0	3	94	5	161
	EDINBURGH	CITY JET	S	D	143	0	0	87	10	1	1	0	0	6	98	2	161
<b>TOTAL LONDON CITY</b>					<b>811</b>	<b>3</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>92</b>	<b>5</b>	<b>5</b>
LOS ANGELES INTERNATIONAL																	
	HEATHROW	AMERICAN AIRLINES	S	A	30	0	0	93	7	0	0	0	0	3	97	8	30
	HEATHROW	AMERICAN AIRLINES	S	D	30	0	0	67	27	7	0	0	0	11	97	2	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	61	21	10	7	0	1	22	84	6	90
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	58	24	12	6	0	0	18	71	13	90
	HEATHROW	UNITED AIRLINES	S	A	30	0	0	87	3	0	10	0	0	16	93	5	30
	HEATHROW	UNITED AIRLINES	S	D	30	0	0	83	10	3	3	0	0	7	90	9	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	60	0	0	75	13	10	2	0	0	10	98	1	55
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	60	0	0	72	18	10	0	0	0	11	80	9	54
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>420</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>18</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>86</b>	<b>7</b>	<b>7</b>
LUANDA																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	100	0	0	0	0	0	0	100	1	4
	HEATHROW	BRITISH AIRWAYS PLC	S	D	8	0	0	50	0	38	13	0	0	37	25	57	4
<b>TOTAL LUANDA</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>0</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>29</b>	<b>29</b>
LUBECK																	
	EDINBURGH	RYANAIR	S	A	13	0	0	46	15	38	0	0	0	21	0	0	0
	EDINBURGH	RYANAIR	S	D	13	0	0	62	31	8	0	0	0	13	0	0	0



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
LUBECK	STANSTED	RYANAIR	S	A	30	0	0	87	7	7	0	0	0	6	90	5	52
	STANSTED	RYANAIR	S	D	30	0	0	90	3	7	0	0	0	6	85	6	52
<b>TOTAL LUBECK</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>6</b>	<b>6</b>
LUSAKA	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	92	0	0	8	0	0	9	92	5	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	69	15	8	8	0	0	20	100	2	13
<b>TOTAL LUSAKA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>96</b>	<b>4</b>	<b>4</b>
LUTON	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	79	0	1	81	9	6	4	0	0	11	80	12	108
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	79	0	1	78	8	5	9	0	0	15	81	15	108
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	92	0	0	67	18	4	10	0	0	21	79	10	123
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	91	0	1	67	14	9	10	0	0	19	90	6	123
<b>TOTAL LUTON</b>					<b>342</b>	<b>1</b>	<b>3</b>	<b>73</b>	<b>13</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>82</b>	<b>11</b>	<b>11</b>
LUXEMBOURG	GATWICK	BRITISH AIRWAYS PLC	S	A	46	0	0	89	7	2	2	0	0	5	89	5	47
	GATWICK	BRITISH AIRWAYS PLC	S	D	46	0	0	89	9	2	0	0	0	7	91	6	47
	LONDON CITY	LUXAIR	S	A	97	0	0	86	5	6	3	0	0	8	96	3	94
	LONDON CITY	LUXAIR	S	D	97	0	0	87	7	4	2	0	0	7	96	3	94
	LONDON CITY	VLM (BELGIUM)	S	A	77	0	0	95	3	3	0	0	0	3	99	1	78
	LONDON CITY	VLM (BELGIUM)	S	D	78	0	0	85	10	3	3	0	0	8	96	3	78
<b>TOTAL LUXEMBOURG</b>					<b>441</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>95</b>	<b>3</b>	<b>3</b>
LUXOR	HEATHROW	EGYPT AIR	S	A	4	0	0	0	25	75	0	0	0	37	25	29	4
	HEATHROW	EGYPT AIR	S	D	4	0	0	50	25	25	0	0	0	14	75	8	4
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	11	100	2	8
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	25	0	25	0	0	31	63	12	8
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	25	0	25	25	25	0	98	75	5	4
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	25	0	25	25	25	0	122	50	15	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	2	100	0	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	60	40	0	0	0	0	9	100	8	5
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	35	100	0	5
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	60	20	0	0	20	0	42	100	1	5

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
LUXOR	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	6	80	15	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	14	60	32	5
<b>TOTAL LUXOR</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>13</b>	<b>13</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>33</b>	<b>68</b>	<b>23</b>	<b>23</b>
LYON	MANCHESTER	BMI REGIONAL	S	A	21	0	0	76	10	5	10	0	0	11	95	3	22
	MANCHESTER	BMI REGIONAL	S	D	22	0	0	82	5	14	0	0	0	7	95	2	22
	BIRMINGHAM	BRIT AIR	S	A	45	0	0	91	7	2	0	0	0	5	94	2	47
	BIRMINGHAM	BRIT AIR	S	D	44	0	0	80	16	2	2	0	0	8	94	3	47
	HEATHROW	BRITISH AIRWAYS PLC	S	A	88	0	0	68	9	11	11	0	0	19	92	5	90
	HEATHROW	BRITISH AIRWAYS PLC	S	D	88	0	0	67	8	13	13	0	0	21	90	6	90
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	78	11	11	0	0	0	9	0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	78	11	11	0	0	0	10	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	51	0	0	43	20	24	12	2	0	31	80	14	55
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	51	0	0	47	14	29	8	2	0	29	71	13	55
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	29	0	0	59	10	24	7	0	0	21	77	10	30
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	29	0	0	76	3	14	7	0	0	14	77	7	30
<b>TOTAL LYON</b>					<b>488</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>10</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>87</b>	<b>7</b>	<b>7</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009			
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
MADRID	GATWICK	AIR EUROPA	S	A	59	0	0	63	7	10	19	2	0	33	92	4	60
	GATWICK	AIR EUROPA	S	D	59	0	0	49	17	12	20	2	0	40	92	5	60
	LONDON CITY	BA CITYFLYER LTD	S	A	46	0	0	67	17	7	9	0	0	18	93	6	43
	LONDON CITY	BA CITYFLYER LTD	S	D	46	0	0	35	22	24	15	4	0	40	77	14	44
	HEATHROW	BRITISH AIRWAYS PLC	S	A	142	0	0	30	21	23	20	5	0	45	79	9	131
	HEATHROW	BRITISH AIRWAYS PLC	S	D	142	0	0	55	20	8	15	2	0	28	88	6	131
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	47	27	17	7	3	0	30	80	25	30
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	57	13	20	7	3	0	26	63	31	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	106	0	0	26	12	21	30	9	1	74	82	14	111
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	106	0	0	25	16	25	30	3	0	53	67	17	111
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	71	0	1	34	31	14	18	3	0	42	92	9	60
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	71	0	1	46	15	18	17	3	0	37	87	11	60
	HEATHROW	IBERIA	S	A	230	0	1	46	19	20	14	1	0	31	88	7	228
	HEATHROW	IBERIA	S	D	230	0	1	41	23	17	16	3	0	36	83	9	226
	EDINBURGH	JET2.COM LTD	C	A	2	0	0	50	0	50	0	0	0	26	0	0	0
	EDINBURGH	JET2.COM LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	RYANAIR	S	A	29	0	1	14	24	31	31	0	0	49	60	22	30
	GATWICK	RYANAIR	S	D	29	0	1	17	24	24	31	3	0	59	43	30	30
	STANSTED	RYANAIR	S	A	59	0	0	24	12	36	29	0	0	48	68	18	60
	STANSTED	RYANAIR	S	D	59	0	0	15	14	31	37	3	0	61	60	18	60
	EDINBURGH	SPANAIR	S	A	12	0	0	25	8	0	67	0	0	58	0	0	0
	EDINBURGH	SPANAIR	S	D	12	0	0	17	8	33	42	0	0	62	0	0	0
<b>TOTAL MADRID</b>					<b>1574</b>	<b>1</b>	<b>6</b>	<b>39</b>	<b>19</b>	<b>19</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>41</b>	<b>81</b>	<b>11</b>	<b>11</b>
MAHON	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	37	0	0	49	22	11	11	5	3	49	53	29	34
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	37	0	0	46	22	14	14	5	0	40	59	21	34
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	11	0	0	45	18	9	18	0	9	73	88	5	8
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	11	0	0	64	18	18	0	0	0	17	88	9	8
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	11	0	0	82	18	0	0	0	0	7	0	0	0
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	11	0	0	55	18	27	0	0	0	16	0	0	0
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	100	0	0	0	0	0	3	50	53	2
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	100	0	0	0	0	0	11	50	12	2
	NEWCASTLE	JET2.COM LTD	S	A	4	0	0	25	0	0	75	0	0	53	0	39	1

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
MAHON																		
	NEWCASTLE	JET2.COM LTD	S	D	4	0	0	25	0	0	75	0	0	59	0	41	1	
	BIRMINGHAM	MONARCH AIRLINES	S	A	16	0	0	69	0	0	13	19	0	65	95	23	21	
	BIRMINGHAM	MONARCH AIRLINES	S	D	16	0	0	31	25	13	19	13	0	72	100	4	21	
	GATWICK	MONARCH AIRLINES	S	A	21	0	0	57	14	10	14	5	0	38	85	19	20	
	GATWICK	MONARCH AIRLINES	S	D	21	0	0	67	14	0	14	5	0	30	80	23	20	
	LUTON	MONARCH AIRLINES	S	A	13	0	0	77	8	8	8	0	0	13	100	1	26	
	LUTON	MONARCH AIRLINES	S	D	13	0	0	54	15	23	8	0	0	22	85	13	26	
	MANCHESTER	MONARCH AIRLINES	S	A	25	0	0	40	12	28	4	16	0	58	80	10	25	
	MANCHESTER	MONARCH AIRLINES	S	D	25	0	0	44	20	12	12	12	0	51	72	13	25	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	88	3	8	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	8	71	11	7	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	13	0	0	54	15	15	15	0	0	22	92	10	12	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	11	0	0	73	18	0	9	0	0	14	82	16	11	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	6	0	0	33	0	33	17	0	17	98	75	12	8	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	0	0	50	25	25	0	0	0	20	50	27	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	12	0	0	42	25	0	25	0	8	71	92	8	12	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	11	0	0	73	9	18	0	0	0	12	75	12	12	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	44	100	0	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	40	100	1	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	50	0	0	0	0	14	88	12	8	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	0	88	17	8	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	89	0	0	0	11	0	26	100	2	9	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	67	22	0	0	11	0	30	67	10	9	
	GATWICK	THOMSON AIRWAYS LTD	C	A	36	0	0	75	14	8	0	3	0	15	93	7	30	
	GATWICK	THOMSON AIRWAYS LTD	C	D	31	0	0	77	16	3	0	3	0	14	83	10	29	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	5	100	2	4	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	8	100	5	4	
	LUTON	THOMSON AIRWAYS LTD	C	A	9	0	0	56	33	11	0	0	0	18	100	0	9	
	LUTON	THOMSON AIRWAYS LTD	C	D	9	0	0	33	33	22	11	0	0	22	100	4	9	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	26	0	0	65	0	15	19	0	0	28	97	2	30	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	25	0	0	52	24	0	24	0	0	28	70	9	27	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	20	20	0	40	20	0	82	100	1	5	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	20	20	0	60	0	0	80	100	1	5	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MAHON	STANSTED	THOMSON AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	3	100	0	8
	STANSTED	THOMSON AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	2	100	2	8
<b>TOTAL MAHON</b>					<b>556</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>15</b>	<b>10</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>34</b>	<b>83</b>	<b>12</b>	<b>12</b>
MALABO																	
MALAGA	GATWICK	AER LINGUS	S	A	88	0	0	30	22	18	27	3	0	52	87	6	90
	GATWICK	AER LINGUS	S	D	88	0	0	53	14	15	16	2	0	32	87	7	90
	GLASGOW	BA CITYFLYER LTD	C	A	4	0	0	50	0	50	0	0	0	28	0	0	0
	GLASGOW	BA CITYFLYER LTD	C	D	4	0	0	50	0	25	25	0	0	28	0	0	0
	BIRMINGHAM	BMIBABY LTD	S	A	29	0	2	45	17	21	17	0	0	29	88	23	32
	BIRMINGHAM	BMIBABY LTD	S	D	29	0	3	45	24	17	14	0	0	28	91	13	32
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	0	17	24	24	32	3	0	58	70	12	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	0	54	19	17	8	2	0	24	100	1	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	162	0	2	36	15	20	23	6	1	53	78	14	208
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	160	0	1	37	21	18	22	3	0	42	75	13	207
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	29	0	0	34	41	10	14	0	0	29	67	11	30
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	29	0	0	52	28	17	3	0	0	21	83	8	30
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	67	0	0	48	16	12	21	3	0	38	82	9	87
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	66	0	0	55	8	21	15	2	0	30	81	10	86
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	29	14	19	33	5	0	52	37	20	30
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	24	43	14	19	0	0	36	70	12	30
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	42	0	0	40	14	19	24	2	0	41	84	8	56
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	42	0	0	60	12	10	19	0	0	30	86	8	56
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	85	1	2	44	16	16	19	4	1	45	85	24	94
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	88	0	1	42	22	20	13	2	1	41	89	7	94
	MANCHESTER	JET2.COM LTD	S	A	21	0	0	29	14	19	38	0	0	52	58	35	24
	MANCHESTER	JET2.COM LTD	S	D	21	0	0	52	14	10	24	0	0	35	46	38	24
	NEWCASTLE	JET2.COM LTD	S	A	17	0	0	41	29	24	6	0	0	28	38	22	16
	NEWCASTLE	JET2.COM LTD	S	D	17	0	0	71	18	0	12	0	0	22	88	9	16
	BIRMINGHAM	MONARCH AIRLINES	S	A	30	0	1	40	10	20	23	3	3	59	60	21	30
	BIRMINGHAM	MONARCH AIRLINES	S	D	30	0	1	40	10	20	23	3	3	55	83	18	30
	GATWICK	MONARCH AIRLINES	S	A	44	0	0	20	14	25	32	5	5	80	53	32	55
	GATWICK	MONARCH AIRLINES	S	D	43	0	0	30	19	19	23	2	7	77	60	32	55

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2009				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
MALAGA	LUTON	MONARCH AIRLINES	S	A	22	0	0	55	5	14	23	5	0	41	76	11	34
	LUTON	MONARCH AIRLINES	S	D	22	0	0	41	9	32	18	0	0	36	85	7	34
	MANCHESTER	MONARCH AIRLINES	S	A	57	0	1	28	19	19	23	7	4	74	66	13	64
	MANCHESTER	MONARCH AIRLINES	S	D	59	0	0	39	19	17	15	5	5	61	77	10	64
	BIRMINGHAM	RYANAIR	S	A	33	0	1	58	6	9	27	0	0	41	88	6	34
	BIRMINGHAM	RYANAIR	S	D	33	0	1	55	15	6	24	0	0	35	88	6	34
	EDINBURGH	RYANAIR	S	A	25	0	0	60	12	8	16	4	0	30	88	5	17
	EDINBURGH	RYANAIR	S	D	25	0	0	68	8	4	20	0	0	25	88	7	17
	STANSTED	RYANAIR	S	A	43	0	0	67	7	7	19	0	0	28	93	5	29
	STANSTED	RYANAIR	S	D	43	0	0	72	12	9	7	0	0	18	100	2	30
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	9	100	0	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	5	100	3	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	17	0	0	47	12	12	29	0	0	36	88	9	24
	GATWICK	THOMSON AIRWAYS LTD	C	D	17	0	0	65	6	12	12	0	6	43	83	13	23
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	0	75	25	0	0	0	27	100	5	4
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	14	100	8	4
	LUTON	THOMSON AIRWAYS LTD	C	A	9	0	0	33	44	11	11	0	0	26	100	3	8
	LUTON	THOMSON AIRWAYS LTD	C	D	9	0	0	78	11	11	0	0	0	9	100	3	8
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	17	0	0	59	24	12	6	0	0	18	80	12	25
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	17	0	0	94	0	6	0	0	0	4	72	14	25
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	25	50	0	25	0	0	32	100	5	4
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	13	100	2	4
<b>TOTAL MALAGA</b>					<b>1871</b>	<b>3</b>	<b>16</b>	<b>44</b>	<b>17</b>	<b>16</b>	<b>19</b>	<b>2</b>	<b>1</b>	<b>42</b>	<b>79</b>	<b>13</b>	<b>13</b>
MALE INTERNATIONAL	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	69	8	15	8	0	0	15	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	83	0	8	8	0	0	14	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	0	50	25	0	0	61	75	11	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	25	0	50	0	0	65	50	19	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	44	50	71	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	25	50	0	0	25	0	68	50	73	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	60	0	0	20	20	0	86	75	9	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	40	20	0	0	40	0	108	75	18	4
<b>TOTAL MALE INTERNATIONAL</b>					<b>51</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>10</b>	<b>10</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>45</b>	<b>63</b>	<b>33</b>	<b>33</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2009				
					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
MALMO	BIRMINGHAM	VIKING AIRLINES	C	A	2	0	0	0	50	50	0	0	0	36	0	0	0
	BIRMINGHAM	VIKING AIRLINES	C	D	2	0	0	50	0	50	0	0	0	18	0	0	0
<b>TOTAL MALMO</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
MALTA	BIRMINGHAM	AIR MALTA	S	A	9	0	0	89	0	0	11	0	0	22	83	15	12
	BIRMINGHAM	AIR MALTA	S	D	9	0	0	89	0	0	0	11	0	25	58	23	12
	GATWICK	AIR MALTA	S	A	59	0	1	75	15	7	3	0	0	12	91	10	67
	GATWICK	AIR MALTA	S	D	59	0	1	78	7	12	3	0	0	13	89	7	55
	HEATHROW	AIR MALTA	S	A	66	0	0	68	20	9	3	0	0	13	88	8	68
	HEATHROW	AIR MALTA	S	D	66	0	0	55	20	17	9	0	0	21	79	10	68
	MANCHESTER	AIR MALTA	S	A	30	0	0	60	23	13	0	3	0	21	60	17	30
	MANCHESTER	AIR MALTA	S	D	30	0	0	37	27	27	7	3	0	32	37	29	30
	NEWCASTLE	AIR MALTA	C	A	4	0	0	75	25	0	0	0	0	7	80	30	5
	NEWCASTLE	AIR MALTA	C	D	4	0	0	50	25	25	0	0	0	20	40	37	5
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	43	0	0	49	19	14	16	0	2	35	67	14	43
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	43	0	0	56	23	9	9	0	2	28	74	14	43
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	59	23	5	14	0	0	18	68	11	22
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	73	14	14	0	0	0	14	77	9	22
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	75	0	25	0	0	0	12	88	15	8
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	75	0	13	13	0	0	23	63	27	8
	EDINBURGH	RYANAIR	S	A	13	0	0	69	8	23	0	0	0	12	100	0	9
	EDINBURGH	RYANAIR	S	D	13	0	0	62	15	8	15	0	0	17	89	5	9
	LUTON	RYANAIR	S	A	30	0	0	70	17	7	7	0	0	13	93	3	30
	LUTON	RYANAIR	S	D	30	0	0	73	13	10	3	0	0	13	83	7	30
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	4	80	26	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	80	30	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	20	80	4	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	14	40	16	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	13	0	0	0	0	4	40	33	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	100	0	0	0	0	0	1	40	51	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	60	33	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	60	44	5
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	60	40	0	0	0	0	13	100	1	5

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 2009					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	10	80	5	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	1	100	5	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	5	5	
<b>TOTAL MALTA</b>					<b>632</b>	<b>0</b>	<b>2</b>	<b>66</b>	<b>16</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>76</b>	<b>13</b>	<b>13</b>	
MANCHESTER																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	175	0	0	82	9	6	3	0	0	9	87	8	171	
	HEATHROW	BMI BRITISH MIDLAND	S	D	178	0	0	80	8	7	4	0	0	9	86	5	171	
	EDINBURGH	BMI REGIONAL	S	A	121	0	0	93	3	2	1	0	0	4	97	3	120	
	EDINBURGH	BMI REGIONAL	S	D	122	0	0	95	2	2	1	0	0	4	93	4	121	
	GATWICK	BRITISH AIRWAYS PLC	S	A	150	0	0	71	16	7	6	0	0	13	81	10	150	
	GATWICK	BRITISH AIRWAYS PLC	S	D	150	0	0	81	9	6	3	0	0	9	83	8	150	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	220	0	0	74	14	8	4	0	0	13	85	7	219	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	220	0	0	73	14	8	5	0	0	13	89	6	219	
	EDINBURGH	FLYBE LTD	S	A	104	0	1	86	9	4	2	0	0	7	90	6	90	
	EDINBURGH	FLYBE LTD	S	D	103	0	2	88	3	4	5	0	0	10	97	4	90	
	GLASGOW	FLYBE LTD	S	A	99	0	1	94	1	1	4	0	0	6	89	6	99	
	GLASGOW	FLYBE LTD	S	D	98	0	2	93	4	2	1	0	0	5	94	4	99	
<b>TOTAL MANCHESTER</b>					<b>1745</b>	<b>5</b>	<b>6</b>	<b>82</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>6</b>	<b>6</b>	
MANSTON (KENT INT)																		
	EDINBURGH	FLYBE LTD	S	A	30	0	0	77	17	3	3	0	0	12	0	0	0	
	EDINBURGH	FLYBE LTD	S	D	30	0	0	73	13	7	7	0	0	15	0	0	0	
	MANCHESTER	FLYBE LTD	S	A	22	0	0	91	5	5	0	0	0	5	0	0	0	
	MANCHESTER	FLYBE LTD	S	D	22	0	0	100	0	0	0	0	0	4	0	0	0	
<b>TOTAL MANSTON (KENT INT)</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	
MARIBOR																		
MARRAKESH																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	47	7	17	23	0	7	72	83	18	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	33	23	13	27	0	3	51	73	10	30	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	62	15	8	8	8	0	45	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	46	8	31	15	0	0	33	0	0	0	
	GATWICK	ROYAL AIR MAROC	S	A	19	0	0	74	5	11	11	0	0	14	0	0	0	
	GATWICK	ROYAL AIR MAROC	S	D	19	0	0	74	0	11	11	0	5	76	0	0	0	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MARRAKESH	HEATHROW	ROYAL AIR MAROC	S	A	30	0	0	23	30	37	10	0	0	34	72	15	29
	HEATHROW	ROYAL AIR MAROC	S	D	30	0	0	33	10	37	20	0	0	37	90	10	29
	EDINBURGH	RYANAIR	S	A	8	0	0	88	0	0	13	0	0	14	0	0	0
	EDINBURGH	RYANAIR	S	D	8	0	0	63	25	0	13	0	0	17	0	0	0
	LUTON	RYANAIR	S	A	17	0	0	53	12	18	18	0	0	26	100	3	17
	LUTON	RYANAIR	S	D	17	0	0	53	12	24	12	0	0	25	100	5	17
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	8	0	0	38	38	13	13	0	0	28	0	0	0
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	8	0	0	75	0	13	13	0	0	24	0	0	0
<b>TOTAL MARRAKESH</b>					<b>250</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>14</b>	<b>20</b>	<b>16</b>	<b>0</b>	<b>2</b>	<b>40</b>	<b>81</b>	<b>13</b>	<b>13</b>
MARSA ALAM	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	60	40	0	0	0	0	9	60	9	5
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	8	100	9	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	60	20	0	20	0	0	23	40	245	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	40	40	20	0	0	0	20	60	28	5
<b>TOTAL MARSA ALAM</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>30</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>50</b>	<b>50</b>
MARSEILLE	GATWICK	BRITISH AIRWAYS PLC	S	A	86	0	0	57	22	10	10	0	0	21	92	5	60
	GATWICK	BRITISH AIRWAYS PLC	S	D	86	0	0	67	10	10	10	1	0	21	87	5	60
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	29	0	0	45	24	24	7	0	0	22	65	18	34
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	29	0	0	48	28	17	7	0	0	20	74	10	34
	EDINBURGH	RYANAIR	S	A	11	0	1	82	0	18	0	0	0	10	88	8	8
	EDINBURGH	RYANAIR	S	D	11	0	0	73	9	9	9	0	0	17	75	11	8
	STANSTED	RYANAIR	S	A	28	0	0	79	7	11	4	0	0	11	87	4	30
	STANSTED	RYANAIR	S	D	28	0	0	75	11	7	7	0	0	14	90	5	30
<b>TOTAL MARSEILLE</b>					<b>316</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>16</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>85</b>	<b>7</b>	<b>7</b>
MAURITIUS	HEATHROW	AIR MAURITIUS LTD	S	A	18	0	0	83	6	6	6	0	0	8	93	4	15
	HEATHROW	AIR MAURITIUS LTD	S	D	18	0	0	44	22	11	22	0	0	27	80	7	15
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	92	0	0	8	0	0	15	83	6	12
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	77	8	15	0	0	0	15	92	6	13
<b>TOTAL MAURITIUS</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>87</b>	<b>6</b>	<b>6</b>
MELBOURNE																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

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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)											
MELBOURNE	HEATHROW	QANTAS	S	A	60	0	0	82	8	3	3	3	0	14	73	56	52
	HEATHROW	QANTAS	S	D	60	0	0	73	20	5	2	0	0	10	81	24	52
<b>TOTAL MELBOURNE</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>40</b>	<b>40</b>
MEMMINGEN ALLGAU	EDINBURGH	RYANAIR	S	A	17	0	0	76	0	24	0	0	0	12	0	0	0
	EDINBURGH	RYANAIR	S	D	17	0	0	35	24	35	6	0	0	26	0	0	0
	STANSTED	RYANAIR	S	A	30	0	0	40	20	27	13	0	0	31	81	20	42
	STANSTED	RYANAIR	S	D	30	0	0	67	17	3	13	0	0	17	86	7	43
<b>TOTAL MEMMINGEN ALLGAU</b>					<b>94</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>16</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>84</b>	<b>13</b>	<b>13</b>
MERSA MATROUH	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	0	0	0
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	50	25	0	25	0	0	23	0	0	0
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	25	25	25	25	0	0	33	0	0	0
<b>TOTAL MERSA MATROUH</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
METZ																	
MEXICO CITY	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	88	12	0	0	0	0	4	76	10	17
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	82	18	0	0	0	0	9	65	12	17
<b>TOTAL MEXICO CITY</b>					<b>34</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>7</b>	<b>70</b>	<b>12</b>	<b>12</b>
MIAMI INTERNATIONAL	HEATHROW	AMERICAN AIRLINES	S	A	34	0	0	65	18	15	3	0	0	18	59	29	34
	HEATHROW	AMERICAN AIRLINES	S	D	35	0	0	77	17	6	0	0	0	7	88	6	34
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	77	12	8	2	0	2	36	70	38	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	58	22	17	3	0	0	16	75	16	60
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	93	3	3	0	0	0	2	90	5	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	83	13	0	3	0	0	10	80	7	30
<b>TOTAL MIAMI INTERNATIONAL</b>					<b>249</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>76</b>	<b>19</b>	<b>19</b>
MIKONOS	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	46	23	15	15	0	0	22	93	5	15
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	31	38	15	15	0	0	27	80	15	15
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	7	0	0	0

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
MIKONOS																		
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	8	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	6	0	0	0	
<b>TOTAL MIKONOS</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>26</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>85</b>	<b>10</b>	<b>10</b>	
MILAN (Linate)																		
	HEATHROW	ALITALIA (CAI)	S	A	141	0	0	85	7	6	1	0	0	7	88	5	128	
	HEATHROW	ALITALIA (CAI)	S	D	141	0	0	75	16	6	2	0	0	10	95	2	128	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	150	0	0	71	15	10	3	0	0	12	93	3	120	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	150	0	0	81	13	4	3	0	0	9	94	3	120	
	LONDON CITY	CITY JET	S	A	47	1	0	85	11	4	0	0	0	5	0	0	0	
	LONDON CITY	CITY JET	S	D	48	0	0	79	17	0	4	0	0	10	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	30	13	47	10	0	0	33	57	17	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	37	20	40	3	0	0	28	57	17	30	
<b>TOTAL MILAN (Linate)</b>					<b>737</b>	<b>4</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>90</b>	<b>5</b>	<b>5</b>	
MILAN (MALPENSA)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	118	0	1	56	24	16	4	0	0	17	88	6	120	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	119	0	0	76	12	8	4	0	0	11	97	3	120	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	63	27	10	0	0	0	13	80	8	30	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	50	30	17	3	0	0	19	80	8	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	109	0	0	61	12	11	15	1	0	27	84	8	99	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	108	0	1	39	27	20	11	3	0	37	77	12	99	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	42	0	0	40	17	14	24	5	0	46	80	7	35	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	42	0	0	43	19	19	14	2	2	49	80	12	35	
	BIRMINGHAM	FLYBE LTD	S	A	30	0	0	67	17	13	3	0	0	13	67	17	30	
	BIRMINGHAM	FLYBE LTD	S	D	30	0	0	70	20	10	0	0	0	12	63	18	30	
	MANCHESTER	FLYBE LTD	S	A	30	0	0	40	17	40	3	0	0	27	73	14	52	
	MANCHESTER	FLYBE LTD	S	D	30	0	0	67	13	20	0	0	0	15	77	12	52	
	HEATHROW	LUFTHANSA	S	A	142	0	0	35	28	26	11	0	0	30	85	8	166	
	HEATHROW	LUFTHANSA	S	D	142	0	0	57	11	21	11	0	0	23	90	6	166	
<b>TOTAL MILAN (MALPENSA)</b>					<b>1003</b>	<b>0</b>	<b>2</b>	<b>54</b>	<b>19</b>	<b>18</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>84</b>	<b>8</b>	<b>8</b>	
MINNEAPOLIS-ST PAUL																		
	HEATHROW	DELTA AIRLINES	S	A	30	0	0	80	13	3	3	0	0	10	0	0	0	
	HEATHROW	DELTA AIRLINES	S	D	30	0	0	97	3	0	0	0	0	2	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2009					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
<b>TOTAL MINNEAPOLIS-ST PAUL</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>91</b>	<b>4</b>	<b>4</b>	
MINSK INT'L																		
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	A	13	0	0	69	31	0	0	0	0	10	92	8	13	
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	D	13	0	0	92	0	8	0	0	0	6	92	6	13	
<b>TOTAL MINSK INT'L</b>					<b>29</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>92</b>	<b>7</b>	<b>7</b>	
MITILINI																		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	4	75	12	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	25	25	0	0	0	20	25	25	4	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	75	0	0	25	0	0	21	100	4	4	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	25	75	15	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	2	50	34	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	25	35	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	7	75	9	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	2	100	7	4	
<b>TOTAL MITILINI</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>66</b>	<b>17</b>	<b>17</b>	
MOMBASA																		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	50	0	0	0	0	14	100	2	5	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	11	100	4	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	25	50	0	25	0	0	40	40	41	5	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	40	25	122	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	25	25	25	25	0	0	61	50	35	2	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	40	0	20	40	0	0	72	0	59	1	
<b>TOTAL MOMBASA</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>24</b>	<b>8</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>59</b>	<b>38</b>	<b>38</b>	
MONASTIR																		
	MANCHESTER	JET2.COM LTD	S	A	4	0	0	0	25	25	50	0	0	65	0	0	0	
	MANCHESTER	JET2.COM LTD	S	D	4	0	0	25	25	25	25	0	0	48	0	0	0	
	GATWICK	NOUVELAIR TUNISIE	C	A	4	0	0	25	25	25	25	0	0	38	0	0	0	
	GATWICK	NOUVELAIR TUNISIE	C	D	4	0	0	0	50	0	50	0	0	63	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	0	50	0	0	56	75	17	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	21	60	19	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	24	0	0	79	4	8	4	4	0	22	64	32	14	

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					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
MONASTIR	GATWICK	THOMAS COOK AIRLINES LTD	C	D	24	0	0	67	17	4	8	4	0	28	64	83	14
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	12	0	0	33	33	17	8	8	0	44	78	124	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	13	0	0	38	23	23	0	15	0	64	22	59	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	15	0	0	40	7	27	20	7	0	48	69	8	13
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	54	23	0	23	0	0	26	77	9	13
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	25	25	0	0	28	100	3	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	9	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	25	0	0	50	0	155	50	17	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	0	0	25	0	74	50	20	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	5	89	24	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	5	89	27	9
	GATWICK	THOMSON AIRWAYS LTD	C	A	14	0	0	86	14	0	0	0	0	4	88	7	16
	GATWICK	THOMSON AIRWAYS LTD	C	D	14	0	0	79	14	7	0	0	0	7	75	16	16
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	9	0	0	0
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	13	0	0	0
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	16	100	0	4
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	8	100	1	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	9	0	0	33	33	22	11	0	0	27	82	25	11
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	9	0	0	78	11	11	0	0	0	12	80	9	10
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	50	15	4
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	6	50	15	4
	STANSTED	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	15	0	0	0
	STANSTED	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	13	0	0	0
	GATWICK	TUNISAIR	S	A	5	0	0	100	0	0	0	0	0	5	0	0	0
	GATWICK	TUNISAIR	S	D	5	0	0	80	0	0	20	0	0	15	0	0	0
<b>TOTAL MONASTIR</b>					<b>253</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>10</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>27</b>	<b>69</b>	<b>28</b>	<b>28</b>
MONTEGO BAY	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	50	13	38	0	0	0	25	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	78	0	11	11	0	0	20	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	7	80	30	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	9	75	47	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	8	100	0	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	20	75	11	4

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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)												
MONTEGO BAY																		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	14	80	6	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	60	20	20	0	0	0	17	100	7	5	
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	11	100	5	5	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	7	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	3	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	9	60	24	5	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	67	11	22	0	0	0	13	33	71	9	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	0	75	13	13	0	0	0	11	44	61	9	
<b>TOTAL MONTEGO BAY</b>					<b>76</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>9</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>28</b>	<b>28</b>	
MONTPELLIER																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	57	10	23	10	0	0	22	85	8	33	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	57	10	17	17	0	0	25	82	9	33	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	75	0	0	0	25	0	76	78	23	9	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	88	0	0	13	0	0	24	56	34	9	
<b>TOTAL MONTPELLIER</b>					<b>76</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>8</b>	<b>16</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>83</b>	<b>11</b>	<b>11</b>	
MONTREAL (DORVAL)																		
	HEATHROW	AIR CANADA	S	A	30	0	0	90	7	3	0	0	0	4	77	25	30	
	HEATHROW	AIR CANADA	S	D	30	0	0	83	10	7	0	0	0	9	87	11	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	57	30	10	3	0	0	15	83	8	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	77	10	13	0	0	0	12	83	10	30	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	4	0	0	75	0	0	25	0	0	32	100	0	4	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	4	0	0	75	0	0	25	0	0	41	75	13	4	
<b>TOTAL MONTREAL (DORVAL)</b>					<b>128</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>13</b>	<b>13</b>	
MOSCOW (DOMODEDOVO)																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	60	0	0	92	3	3	2	0	0	7	95	2	59	
	HEATHROW	BMI BRITISH MIDLAND	S	D	60	0	0	87	8	3	2	0	0	6	92	4	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	86	0	0	86	6	5	1	2	0	11	94	3	68	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	86	0	0	69	14	10	6	1	0	15	79	9	68	
	HEATHROW	TRANSAERO AIRLINES	S	A	60	0	0	70	18	10	2	0	0	12	73	18	60	
	HEATHROW	TRANSAERO AIRLINES	S	D	60	0	0	68	18	12	2	0	0	12	87	7	60	
<b>TOTAL MOSCOW (DOMODEDOVO)</b>					<b>412</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>7</b>	<b>7</b>	
MOSCOW (SHEREMETYEVO)																		

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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)												
MOSCOW (SHEREMETYEVO)																		
	HEATHROW	AEROFLOT	S	A	88	0	0	72	16	8	5	0	0	14	90	4	78	
	HEATHROW	AEROFLOT	S	D	88	0	0	74	9	13	3	0	1	20	96	3	76	
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>					<b>176</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>93</b>	<b>3</b>	<b>3</b>	
MOSCOW (VNUKOVO)																		
MULHOUSE HABSHEIM																		
<b>TOTAL MULHOUSE HABSHEIM</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>	
MUMBAI																		
	HEATHROW	AIR INDIA	S	A	30	0	0	87	3	10	0	0	0	6	0	0	0	
	HEATHROW	AIR INDIA	S	D	30	0	0	77	7	10	3	3	0	21	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	0	81	12	5	2	0	0	8	85	10	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	0	73	20	3	3	0	0	12	85	7	60	
	HEATHROW	JET AIRWAYS	S	A	60	0	0	82	7	10	2	0	0	9	72	12	60	
	HEATHROW	JET AIRWAYS	S	D	60	0	0	78	10	10	2	0	0	10	85	9	60	
	HEATHROW	KINGFISHER AIRLINES	S	A	30	0	0	93	0	7	0	0	0	4	90	6	30	
	HEATHROW	KINGFISHER AIRLINES	S	D	30	0	0	83	10	7	0	0	0	6	100	1	30	
<b>TOTAL MUMBAI</b>					<b>358</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>8</b>	<b>8</b>	
MUNICH																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	199	0	0	69	17	11	3	0	0	14	94	3	199	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	199	0	0	72	16	9	3	0	0	12	94	4	199	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	29	0	0	69	24	7	0	0	0	10	87	8	30	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	29	0	0	59	17	21	3	0	0	18	87	4	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	78	0	1	54	14	15	14	3	0	32	78	10	50	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	78	0	1	54	15	15	14	1	0	29	72	12	50	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	26	0	1	62	8	19	8	4	0	28	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	26	0	1	73	12	0	15	0	0	19	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	59	0	0	41	27	17	14	2	0	34	77	12	60	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	59	0	0	54	20	10	14	2	0	30	78	10	60	
	HEATHROW	LUFTHANSA	S	A	210	0	0	68	20	10	2	0	0	13	87	6	240	
	HEATHROW	LUFTHANSA	S	D	209	0	0	72	15	10	4	0	0	13	86	7	239	
	MANCHESTER	LUFTHANSA	S	A	85	0	1	76	19	5	0	0	0	11	78	12	86	
	MANCHESTER	LUFTHANSA	S	D	85	0	0	85	12	4	0	0	0	9	69	14	86	
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	82	0	0	83	11	4	2	0	0	9	86	8	77	

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					Actual (7)	Plan (8)											
MUNICH	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	82	0	0	70	23	5	2	0	0	13	76	13	76
	LONDON CITY	LUFTHANSA CITY LINE	S	A	42	0	0	83	12	5	0	0	0	9	92	6	65
	LONDON CITY	LUFTHANSA CITY LINE	S	D	42	0	0	71	21	7	0	0	0	11	85	8	65
<b>TOTAL MUNICH</b>					<b>1624</b>	<b>2</b>	<b>5</b>	<b>69</b>	<b>17</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>85</b>	<b>7</b>	<b>7</b>
MUNSTER-OSNABRUCK	STANSTED	AIR BERLIN	S	A	55	0	1	85	4	9	2	0	0	8	96	3	56
	STANSTED	AIR BERLIN	S	D	52	0	4	83	12	4	2	0	0	7	88	5	56
<b>TOTAL MUNSTER-OSNABRUCK</b>					<b>109</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>4</b>	<b>4</b>
MURCIA SAN JAVIER	BIRMINGHAM	BMIBABY LTD	S	A	14	0	0	71	7	14	7	0	0	14	85	4	13
	BIRMINGHAM	BMIBABY LTD	S	D	14	0	0	71	21	7	0	0	0	11	85	8	13
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	32	0	0	47	16	25	9	3	0	36	82	11	34
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	32	0	0	41	16	19	19	6	0	41	76	15	34
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	58	8	17	17	0	0	23	92	2	13
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	50	8	17	17	8	0	44	85	8	13
	EDINBURGH	JET2.COM LTD	S	A	13	0	0	46	8	15	23	8	0	49	90	14	20
	EDINBURGH	JET2.COM LTD	S	D	13	0	0	31	23	23	15	8	0	43	90	12	20
	MANCHESTER	JET2.COM LTD	S	A	28	0	0	75	7	4	7	4	4	34	88	18	24
	MANCHESTER	JET2.COM LTD	S	D	28	0	0	57	14	11	18	0	0	31	63	28	24
	NEWCASTLE	JET2.COM LTD	S	A	22	0	0	50	27	18	0	0	5	34	73	12	22
	NEWCASTLE	JET2.COM LTD	S	D	22	0	0	55	18	18	5	5	0	28	86	9	22
	BIRMINGHAM	RYANAIR	S	A	19	1	4	74	16	5	5	0	0	14	94	18	18
	BIRMINGHAM	RYANAIR	S	D	20	0	2	75	15	5	5	0	0	16	83	21	18
	LUTON	RYANAIR	S	A	28	0	2	61	4	25	11	0	0	25	93	4	30
	LUTON	RYANAIR	S	D	28	0	1	82	11	4	4	0	0	12	97	3	30
	STANSTED	RYANAIR	S	A	41	0	1	71	20	2	2	5	0	23	91	6	43
	STANSTED	RYANAIR	S	D	41	0	1	85	5	7	0	2	0	12	98	3	43
<b>TOTAL MURCIA SAN JAVIER</b>					<b>419</b>	<b>1</b>	<b>11</b>	<b>63</b>	<b>13</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>84</b>	<b>11</b>	<b>11</b>
MUSCAT	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	93	3	0	3	0	0	6	97	2	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	77	17	7	0	0	0	9	80	6	30
	HEATHROW	OMAN AIR	S	A	30	0	0	87	13	0	0	0	0	4	97	1	30
	HEATHROW	OMAN AIR	S	D	30	0	0	90	7	3	0	0	0	3	97	2	30



ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 2009				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
<b>TOTAL MUSCAT</b>					120	0	0	87	10	3	1	0	0	6	93	3	3	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	80	17	0	3	0	0	8	87	9	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	70	17	10	3	0	0	15	77	13	30	
	HEATHROW	KENYA AIRWAYS	S	A	34	0	0	85	6	6	3	0	0	10	94	22	35	
	HEATHROW	KENYA AIRWAYS	S	D	34	0	0	82	12	3	3	0	0	7	94	2	35	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	28	0	2	68	7	11	11	0	4	47	92	2	26	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	28	0	0	71	18	7	4	0	0	14	92	3	26	
<b>TOTAL NAIROBI</b>					<b>184</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>90</b>	<b>9</b>	<b>9</b>	
NANTES																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	5	0	0	60	40	0	0	0	0	11	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	5	0	0	60	40	0	0	0	0	13	0	0	0	
	GATWICK	FLYBE LTD	S	A	24	0	1	88	0	13	0	0	0	7	0	0	0	
	GATWICK	FLYBE LTD	S	D	25	0	1	88	0	4	8	0	0	12	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	A	50	0	0	84	4	6	6	0	0	12	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	D	50	0	0	74	4	16	6	0	0	14	0	0	0	
<b>TOTAL NANTES</b>					<b>159</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>5</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>96</b>	<b>2</b>	<b>2</b>	
NAPLES																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	90	0	0	48	23	19	10	0	0	24	89	5	90	
	GATWICK	BRITISH AIRWAYS PLC	S	D	90	0	0	62	24	9	4	0	0	16	92	4	90	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	60	13	10	17	0	0	26	60	14	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	47	20	17	17	0	0	31	77	10	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	79	0	0	43	22	15	18	3	0	38	67	20	64	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	79	0	0	54	16	14	14	1	0	30	78	12	64	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	25	25	0	0	39	75	40	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	0	0	33	0	0	50	67	57	3	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	5	75	9	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	50	0	0	0	0	14	50	24	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	50	25	0	25	0	0	35	100	0	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	50	0	25	25	0	0	45	100	1	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	12	0	0	83	17	0	0	0	0	4	75	13	12	
	GATWICK	THOMSON AIRWAYS LTD	C	D	12	0	0	92	8	0	0	0	0	6	67	13	12	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	9	100	1	4	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	7	100	1	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	12	0	0	58	17	17	8	0	0	14	83	6	12	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 2009					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
NAPLES																		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	12	0	0	67	0	25	8	0	0	23	100	4	12	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	2	4	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	15	100	0	4	
	GATWICK	VIKING AIRLINES	C	A	2	0	0	0	0	50	50	0	0	82	0	152	1	
<b>TOTAL NAPLES</b>					<b>488</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>13</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>81</b>	<b>10</b>	<b>10</b>	
NEW YORK (JF KENNEDY)																		
	HEATHROW	AMERICAN AIRLINES	S	A	146	0	0	71	6	11	10	2	0	25	84	8	128	
	HEATHROW	AMERICAN AIRLINES	S	D	146	0	0	70	18	7	5	0	0	14	87	6	128	
	MANCHESTER	AMERICAN AIRLINES	S	A	30	0	0	47	30	7	13	3	0	38	0	0	0	
	MANCHESTER	AMERICAN AIRLINES	S	D	30	0	0	93	0	3	0	3	0	10	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	179	0	0	83	4	7	4	1	0	13	88	6	180	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	179	0	0	74	15	6	6	0	0	15	80	10	181	
	LONDON CITY	BRITISH AIRWAYS PLC	S	A	48	0	0	88	4	2	6	0	0	7	100	0	1	
	LONDON CITY	BRITISH AIRWAYS PLC	S	D	48	0	0	100	0	0	0	0	0	0	50	52	2	
	HEATHROW	DELTA AIRLINES	S	A	71	0	0	46	17	18	17	1	0	33	72	14	60	
	HEATHROW	DELTA AIRLINES	S	D	71	0	0	80	14	3	3	0	0	9	87	6	60	
	MANCHESTER	DELTA AIRLINES	S	A	31	0	0	81	6	3	10	0	0	12	97	3	30	
	MANCHESTER	DELTA AIRLINES	S	D	30	0	0	80	13	3	3	0	0	11	97	9	30	
	HEATHROW	KUWAIT AIRWAYS	S	A	13	0	0	92	0	8	0	0	0	4	100	0	13	
	HEATHROW	KUWAIT AIRWAYS	S	D	13	0	0	23	0	38	38	0	0	54	23	40	13	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	13	0	0	31	46	0	15	8	0	46	78	29	9	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	90	0	0	73	10	4	11	1	0	19	79	21	90	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	90	0	0	69	18	6	8	0	0	16	83	11	90	
<b>TOTAL NEW YORK (JF KENNEDY)</b>					<b>1228</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>84</b>	<b>9</b>	<b>9</b>	
NEW YORK (NEWARK)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	85	0	0	84	6	4	6	1	0	11	84	8	86	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	86	0	0	66	26	3	5	0	0	14	82	14	85	
	BIRMINGHAM	CONTINENTAL AIRLINES	S	A	30	0	0	90	3	0	7	0	0	6	90	6	30	
	BIRMINGHAM	CONTINENTAL AIRLINES	S	D	30	0	0	87	10	3	0	0	0	5	93	4	30	
	EDINBURGH	CONTINENTAL AIRLINES	S	A	60	0	0	73	8	10	8	0	0	15	86	6	59	
	EDINBURGH	CONTINENTAL AIRLINES	S	D	60	0	0	88	3	7	2	0	0	7	95	3	59	
	GLASGOW	CONTINENTAL AIRLINES	S	A	30	0	0	90	3	0	7	0	0	8	90	3	30	
	GLASGOW	CONTINENTAL AIRLINES	S	D	30	0	0	90	3	0	7	0	0	7	90	3	30	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2009					
					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
NEW YORK (NEWARK)																		
	HEATHROW	CONTINENTAL AIRLINES	S	A	120	0	0	83	6	6	3	2	0	14	76	15	90	
	HEATHROW	CONTINENTAL AIRLINES	S	D	120	0	0	79	10	7	3	1	0	13	73	13	90	
	MANCHESTER	CONTINENTAL AIRLINES	S	A	60	0	0	85	10	3	2	0	0	5	88	7	60	
	MANCHESTER	CONTINENTAL AIRLINES	S	D	60	0	0	87	10	2	2	0	0	7	87	7	60	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	60	0	1	85	8	2	5	0	0	8	84	6	57	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	60	0	0	83	8	7	2	0	0	11	86	7	56	
<b>TOTAL NEW YORK (NEWARK)</b>					<b>892</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>8</b>	<b>8</b>	
NEWCASTLE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	168	0	0	73	14	7	6	0	0	14	93	4	168	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	168	0	0	75	10	11	4	0	0	13	93	3	168	
	BIRMINGHAM	EASTERN AIRWAYS	S	A	65	0	1	98	2	0	0	0	0	2	95	2	66	
	BIRMINGHAM	EASTERN AIRWAYS	S	D	65	0	1	95	2	3	0	0	0	3	95	2	66	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	54	0	0	76	9	6	9	0	0	16	87	8	55	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	54	0	0	74	11	4	11	0	0	18	95	5	55	
	GATWICK	FLYBE LTD	S	A	106	0	0	86	8	3	3	0	0	8	94	4	107	
	GATWICK	FLYBE LTD	S	D	106	0	0	76	12	7	4	1	0	13	90	7	107	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	2	0	0	0	0	100	0	0	0	37	0	0	0	
<b>TOTAL NEWCASTLE</b>					<b>788</b>	<b>8</b>	<b>2</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>93</b>	<b>4</b>	<b>4</b>	
NEWQUAY																		
	GATWICK	AIR SOUTHWEST	S	D	90	0	0	93	1	3	2	0	0	4	88	8	89	
	MANCHESTER	AIR SOUTHWEST	S	A	30	0	0	80	10	0	10	0	0	13	75	13	28	
	MANCHESTER	BMIBABY LTD	S	A	23	0	0	87	4	9	0	0	0	6	77	8	31	
	MANCHESTER	BMIBABY LTD	S	D	23	0	0	87	0	13	0	0	0	7	77	9	31	
	EDINBURGH	FLYBE LTD	S	A	20	0	0	85	15	0	0	0	0	7	89	2	18	
	EDINBURGH	FLYBE LTD	S	D	20	0	0	80	15	5	0	0	0	8	89	6	18	
	GATWICK	FLYBE LTD	S	A	82	0	0	94	4	2	0	0	0	4	90	7	86	
	GATWICK	FLYBE LTD	S	D	82	0	0	94	5	0	1	0	0	4	81	10	86	
<b>TOTAL NEWQUAY</b>					<b>370</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>9</b>	<b>9</b>	
NICE																		
	LONDON CITY	BA CITYFLYER LTD	S	A	28	0	0	86	4	4	7	0	0	11	97	4	29	
	LONDON CITY	BA CITYFLYER LTD	S	D	29	0	0	69	10	10	7	3	0	23	90	6	29	
	BIRMINGHAM	BMIBABY LTD	S	A	24	0	0	71	8	13	8	0	0	20	89	24	18	
	BIRMINGHAM	BMIBABY LTD	S	D	24	0	0	46	33	21	0	0	0	19	88	13	24	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2009					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
NICE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	207	0	0	63	16	11	8	1	0	22	89	7	180	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	207	0	0	66	14	10	9	0	0	20	91	5	180	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	12	0	1	67	17	0	17	0	0	25	92	6	13	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	12	0	1	58	8	17	17	0	0	25	100	2	13	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	113	0	1	47	16	19	17	2	0	33	63	19	114	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	112	1	1	49	18	21	12	1	0	28	79	13	114	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	50	0	3	54	20	14	10	2	0	29	83	8	90	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	50	0	3	68	8	14	10	0	0	25	79	10	90	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	10	0	2	80	0	10	10	0	0	17	80	7	30	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	10	0	2	50	20	20	10	0	0	25	97	5	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	27	0	1	26	33	22	15	4	0	40	68	20	53	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	27	0	1	44	30	7	15	4	0	34	77	16	53	
	MANCHESTER	JET2.COM LTD	S	A	18	0	1	56	22	0	11	11	0	40	64	40	22	
	MANCHESTER	JET2.COM LTD	S	D	18	0	1	50	17	11	22	0	0	31	45	45	22	
<b>TOTAL NICE</b>					<b>987</b>	<b>11</b>	<b>20</b>	<b>59</b>	<b>16</b>	<b>13</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>83</b>	<b>11</b>	<b>11</b>	
NIEDERRHEIN																		
	BIRMINGHAM	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	0	94	3	17	
	BIRMINGHAM	RYANAIR	S	D	13	0	0	77	15	0	0	8	0	34	76	10	17	
	EDINBURGH	RYANAIR	S	A	30	0	0	73	17	10	0	0	0	12	80	8	30	
	EDINBURGH	RYANAIR	S	D	30	0	0	80	13	3	3	0	0	11	80	10	30	
	STANSTED	RYANAIR	S	A	60	0	0	88	5	5	2	0	0	6	90	9	60	
	STANSTED	RYANAIR	S	D	60	0	0	80	12	5	3	0	0	10	80	9	60	
<b>TOTAL NIEDERRHEIN</b>					<b>206</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>10</b>	<b>10</b>	
NIMES																		
	LUTON	RYANAIR	S	A	28	0	2	86	7	7	0	0	0	6	93	3	30	
	LUTON	RYANAIR	S	D	28	0	0	61	25	14	0	0	0	13	90	4	30	
<b>TOTAL NIMES</b>					<b>56</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>16</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>92</b>	<b>3</b>	<b>3</b>	
NORWICH																		
	EDINBURGH	FLYBE LTD	S	A	52	0	0	96	4	0	0	0	0	2	88	6	52	
	EDINBURGH	FLYBE LTD	S	D	52	0	0	88	12	0	0	0	0	6	88	8	52	
	MANCHESTER	FLYBE LTD	S	A	48	0	0	88	4	2	4	0	2	25	81	13	47	
	MANCHESTER	FLYBE LTD	S	D	48	0	0	77	15	6	2	0	0	11	71	17	48	
<b>TOTAL NORWICH</b>					<b>200</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>82</b>	<b>11</b>	<b>11</b>	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 2009				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
NUREMBERG	STANSTED	AIR BERLIN	S	A	48	0	0	71	21	6	2	0	0	14	96	4	48	
	STANSTED	AIR BERLIN	S	D	48	0	0	77	10	8	4	0	0	13	92	4	48	
<b>TOTAL NUREMBERG</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>94</b>	<b>4</b>	<b>4</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2009					
					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
OAKLAND																		
OHRID																		
OLBIA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	30	30	23	17	0	0	33	50	22	32	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	47	20	27	7	0	0	21	75	12	32	
	EDINBURGH	JET2.COM LTD	S	A	4	0	0	0	0	75	25	0	0	70	75	16	4	
	EDINBURGH	JET2.COM LTD	S	D	4	0	0	0	25	50	25	0	0	54	100	1	4	
<b>TOTAL OLBIA</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>24</b>	<b>29</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>68</b>	<b>14</b>	<b>14</b>	
OPORTO (PORTUGAL)																		
	GATWICK	AIR PORTUGAL	S	A	60	0	0	47	25	18	10	0	0	22	56	21	48	
	GATWICK	AIR PORTUGAL	S	D	60	0	0	57	25	15	3	0	0	17	78	14	49	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	63	13	10	13	0	0	21	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	60	7	17	17	0	0	28	0	0	0	
	BIRMINGHAM	RYANAIR	S	A	8	0	0	63	0	13	25	0	0	24	75	8	8	
	BIRMINGHAM	RYANAIR	S	D	8	0	0	63	0	13	25	0	0	29	88	8	8	
	STANSTED	RYANAIR	S	A	52	0	0	50	21	13	13	2	0	30	77	12	60	
	STANSTED	RYANAIR	S	D	52	0	0	48	19	15	17	0	0	31	88	8	60	
<b>TOTAL OPORTO (PORTUGAL)</b>					<b>306</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>19</b>	<b>15</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>77</b>	<b>12</b>	<b>12</b>	
ORLANDO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	33	0	0	88	9	0	3	0	0	5	90	7	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	33	0	0	88	3	6	3	0	0	9	94	8	31	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	36	0	0	75	6	14	6	0	0	15	63	17	41	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	35	0	0	69	20	3	9	0	0	15	41	37	39	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	39	0	0	95	0	5	0	0	0	2	82	9	39	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	39	0	1	77	15	5	3	0	0	12	69	13	39	
<b>TOTAL ORLANDO</b>					<b>215</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>16</b>	<b>16</b>	
OSLO (GARDERMOEN)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	118	0	1	78	13	6	3	0	0	10	96	4	120	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	119	0	0	77	12	9	2	0	0	10	95	3	120	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	22	0	0	86	5	9	0	0	0	6	90	5	21	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	22	0	0	82	5	9	5	0	0	12	48	21	21	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	78	0	0	88	8	4	0	0	0	4	88	8	78	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	78	0	0	81	12	6	1	0	0	8	78	14	78	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2009					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
OSLO (GARDERMOEN)																		
	HEATHROW	SAS	S	A	146	0	0	86	8	3	3	0	0	7	94	2	146	
	HEATHROW	SAS	S	D	145	0	1	87	8	4	1	0	0	6	94	3	144	
	MANCHESTER	SAS	S	A	16	0	0	94	0	6	0	0	0	3	75	9	16	
	MANCHESTER	SAS	S	D	16	0	0	81	6	6	6	0	0	11	94	3	16	
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>764</b>	<b>1</b>	<b>2</b>	<b>83</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>5</b>	<b>5</b>	
OSTRAVA																		
OTTAWA INTERNATIONAL																		
	HEATHROW	AIR CANADA	S	A	30	0	0	90	10	0	0	0	0	5	80	12	30	
	HEATHROW	AIR CANADA	S	D	30	0	0	87	7	7	0	0	0	6	83	9	30	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	4	0	0	75	0	0	25	0	0	40	100	0	5	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	4	0	0	75	0	0	25	0	0	43	100	0	4	
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>9</b>	<b>9</b>	
OUARZAZATE																		



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
PADERBORN																		
	BIRMINGHAM	AIR BERLIN	C	A	4	0	0	75	25	0	0	0	0	8	75	12	4	
	BIRMINGHAM	AIR BERLIN	C	D	4	0	0	50	50	0	0	0	0	17	75	8	4	
	MANCHESTER	AIR BERLIN	S	A	13	0	0	69	15	8	8	0	0	17	54	20	13	
	MANCHESTER	AIR BERLIN	S	D	13	0	0	69	23	0	8	0	0	12	54	16	13	
	STANSTED	AIR BERLIN	S	A	30	0	0	77	10	10	3	0	0	11	80	9	30	
	STANSTED	AIR BERLIN	S	D	30	0	0	83	3	10	3	0	0	9	83	8	30	
<b>TOTAL PADERBORN</b>					<b>94</b>	<b>2</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>11</b>	<b>11</b>	
PALERMO																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	19	0	0	47	32	11	5	5	0	36	59	12	17	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	19	0	0	58	16	16	11	0	0	19	88	7	17	
<b>TOTAL PALERMO</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>24</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>84</b>	<b>10</b>	<b>10</b>	
PALMA DE MALLORCA																		
	GLASGOW	BA CITYFLYER LTD	C	A	4	0	0	25	25	50	0	0	0	27	0	0	0	
	GLASGOW	BA CITYFLYER LTD	C	D	4	0	0	75	25	0	0	0	0	9	0	0	0	
	LONDON CITY	BA CITYFLYER LTD	S	A	11	0	0	18	18	27	36	0	0	60	0	0	0	
	LONDON CITY	BA CITYFLYER LTD	S	D	11	0	0	64	9	0	27	0	0	30	0	0	0	
	BIRMINGHAM	BMIBABY LTD	S	A	20	0	1	50	25	5	20	0	0	30	81	33	27	
	BIRMINGHAM	BMIBABY LTD	S	D	20	0	0	60	20	0	20	0	0	31	70	23	27	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	7	0	0	29	57	0	14	0	0	39	80	21	5	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	7	0	0	57	14	14	14	0	0	26	100	5	5	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	119	2	1	33	15	20	29	3	1	51	57	19	127	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	120	1	1	45	13	18	22	1	1	39	73	13	128	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	4	0	0	25	50	25	0	0	0	29	50	33	4	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	4	0	0	50	50	0	0	0	0	14	100	1	4	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	45	17	13	22	3	0	48	84	10	63	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	45	17	17	18	3	0	36	78	12	64	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	48	0	0	40	19	10	25	6	0	50	76	18	55	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	48	0	0	60	8	4	25	2	0	37	77	18	56	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	53	0	0	42	17	17	19	6	0	46	69	20	59	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	53	0	0	58	15	11	15	0	0	26	80	10	60	
	EDINBURGH	JET2.COM LTD	S	A	8	0	0	0	25	50	25	0	0	68	0	0	0	
	EDINBURGH	JET2.COM LTD	S	D	8	0	0	75	0	13	13	0	0	26	0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	25	0	0	20	20	24	28	8	0	58	71	13	24	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2009					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
PALMA DE MALLORCA																		
	MANCHESTER	JET2.COM LTD	S	D	25	0	0	44	20	20	16	0	0	32	63	15	24	
	NEWCASTLE	JET2.COM LTD	S	A	21	0	0	33	38	5	19	5	0	45	70	16	20	
	NEWCASTLE	JET2.COM LTD	S	D	21	0	0	57	24	5	10	5	0	36	80	19	20	
	BIRMINGHAM	MONARCH AIRLINES	S	A	17	0	0	53	6	12	24	0	6	61	85	4	34	
	BIRMINGHAM	MONARCH AIRLINES	S	D	17	0	0	53	18	12	18	0	0	30	82	7	34	
	EDINBURGH	MONARCH AIRLINES	C	A	9	0	0	11	22	11	44	11	0	95	0	0	0	
	EDINBURGH	MONARCH AIRLINES	C	D	9	0	0	89	0	0	11	0	0	15	0	0	0	
	GATWICK	MONARCH AIRLINES	S	A	13	1	0	8	0	31	46	8	8	113	0	0	0	
	GATWICK	MONARCH AIRLINES	S	D	13	0	0	31	23	23	15	0	8	70	0	0	0	
	LUTON	MONARCH AIRLINES	S	A	16	0	0	44	31	13	13	0	0	28	63	30	16	
	LUTON	MONARCH AIRLINES	S	D	16	0	0	56	19	6	19	0	0	25	75	24	16	
	MANCHESTER	MONARCH AIRLINES	S	A	53	0	0	25	9	30	23	6	8	88	51	36	55	
	MANCHESTER	MONARCH AIRLINES	S	D	53	0	0	38	25	15	11	6	6	65	64	32	56	
	BIRMINGHAM	RYANAIR	S	A	22	1	0	41	23	18	9	9	0	42	85	7	13	
	BIRMINGHAM	RYANAIR	S	D	22	0	0	77	9	0	9	5	0	26	85	7	13	
	EDINBURGH	RYANAIR	S	A	21	0	1	76	10	0	5	10	0	35	77	8	13	
	EDINBURGH	RYANAIR	S	D	21	0	1	71	14	5	5	5	0	24	69	12	13	
	STANSTED	RYANAIR	S	A	41	0	0	59	24	15	2	0	0	17	81	10	42	
	STANSTED	RYANAIR	S	D	41	0	0	76	17	5	2	0	0	13	90	5	42	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	13	0	0	46	8	15	31	0	0	45	75	11	16	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	13	0	0	69	0	8	15	8	0	40	63	21	16	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	24	0	0	38	21	13	25	4	0	44	64	54	22	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	21	0	0	33	24	19	19	5	0	39	70	44	20	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	20	0	0	25	20	15	35	5	0	71	78	11	18	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	21	0	0	43	24	10	19	5	0	41	78	16	18	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	30	0	0	40	27	10	20	0	3	48	54	33	39	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	29	0	0	66	10	7	14	3	0	32	49	42	39	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	0	0	50	25	0	13	13	0	53	92	5	13	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	13	0	13	0	0	14	83	8	12	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	0	25	0	77	67	21	6	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	13	60	15	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	30	0	0	40	17	27	13	3	0	41	79	12	34	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	28	0	0	61	21	7	7	4	0	28	81	13	32	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2009					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
PALMA DE MALLORCA																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	64	0	0	50	14	13	19	5	0	39	71	11	76	
	GATWICK	THOMSON AIRWAYS LTD	C	D	60	0	0	78	7	2	12	2	0	22	83	8	70	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	17	0	0	29	18	24	24	6	0	53	56	24	18	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	16	0	0	75	13	6	0	6	0	22	88	10	17	
	LUTON	THOMSON AIRWAYS LTD	C	A	23	0	0	35	9	30	22	0	4	57	68	12	28	
	LUTON	THOMSON AIRWAYS LTD	C	D	20	0	0	65	20	10	0	0	5	34	85	8	27	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	73	0	0	38	15	23	18	4	1	55	58	17	84	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	67	0	0	64	15	10	9	0	1	31	76	11	78	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	24	0	0	42	25	17	17	0	0	31	80	11	25	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	23	0	0	70	17	13	0	0	0	12	91	5	23	
	STANSTED	THOMSON AIRWAYS LTD	C	A	13	0	0	38	15	31	8	8	0	45	88	13	17	
	STANSTED	THOMSON AIRWAYS LTD	C	D	13	0	0	69	15	15	0	0	0	12	100	2	17	
<b>TOTAL PALMA DE MALLORCA</b>					<b>1816</b>	<b>5</b>	<b>5</b>	<b>48</b>	<b>17</b>	<b>14</b>	<b>17</b>	<b>3</b>	<b>1</b>	<b>41</b>	<b>73</b>	<b>17</b>	<b>17</b>	
PAPHOS																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	16	0	0	88	0	0	6	6	0	25	90	4	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	16	0	0	56	44	0	0	0	0	13	70	10	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	59	1	1	51	20	12	10	3	3	48	69	10	59	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	32	30	20	13	2	3	56	65	15	60	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	77	0	8	15	0	0	34	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	23	31	23	23	0	0	46	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	15	23	19	31	12	0	66	38	28	26	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	31	23	15	23	8	0	51	42	21	26	
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	50	0	25	25	0	0	34	100	2	4	
	STANSTED	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	2	5	
	STANSTED	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	50	50	0	0	0	0	15	100	4	4	
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	89	11	0	0	0	0	6	0	0	0	
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	44	33	22	0	0	0	20	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	A	9	0	0	78	11	11	0	0	0	9	100	0	9	
	BIRMINGHAM	MONARCH AIRLINES	C	D	9	0	0	44	33	11	11	0	0	23	89	9	9	
	EDINBURGH	MONARCH AIRLINES	C	A	5	0	0	40	40	20	0	0	0	19	0	0	0	
	EDINBURGH	MONARCH AIRLINES	C	D	5	0	0	40	60	0	0	0	0	14	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	10	0	0	100	0	0	0	0	0	1	85	6	13	
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	67	22	11	0	0	0	11	92	6	13	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	MONARCH AIRLINES	C	A	5	0	0	60	20	20	0	0	0	15	50	36	10
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	20	40	40	0	0	0	32	70	20	10
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	11	40	30	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	25	0	0	0	19	40	55	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	10	0	0	60	30	0	10	0	0	14	78	14	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	13	13	0	0	0	11	70	56	10
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	0	0	50	0	0	38	13	0	66	75	9	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	0	0	25	13	0	67	75	11	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	62	23	0	8	8	0	30	50	31	14
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	62	8	8	15	8	0	39	62	25	13
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	5	83	23	12
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	50	0	0	0	22	67	22	12
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	13	0	0	85	0	8	8	0	0	10	92	1	13
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	13	0	0	69	8	8	15	0	0	21	69	9	13
	GATWICK	THOMSON AIRWAYS LTD	C	A	22	0	0	82	9	9	0	0	0	10	88	5	25
	GATWICK	THOMSON AIRWAYS LTD	C	D	22	0	0	64	32	5	0	0	0	12	77	10	26
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	100	2	8
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	14	56	12	9
	LUTON	THOMSON AIRWAYS LTD	C	A	9	0	0	44	11	44	0	0	0	22	78	7	9
	LUTON	THOMSON AIRWAYS LTD	C	D	9	0	0	33	33	22	11	0	0	29	100	2	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	18	0	0	61	6	22	6	6	0	41	62	19	21
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	18	0	0	56	17	11	11	6	0	45	67	20	21
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	9	0	0	56	0	22	22	0	0	37	75	11	8
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	9	0	0	11	44	11	33	0	0	59	78	11	9
	STANSTED	THOMSON AIRWAYS LTD	C	A	9	0	0	78	11	11	0	0	0	8	78	7	9
	STANSTED	THOMSON AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	5	100	3	9
<b>TOTAL PAPHOS</b>					<b>560</b>	<b>1</b>	<b>1</b>	<b>55</b>	<b>19</b>	<b>13</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>33</b>	<b>71</b>	<b>15</b>	<b>15</b>
PARIS (CHARLES DE GAULLE)	HEATHROW	AIR FRANCE	S	A	250	0	3	65	18	12	6	0	0	16	72	11	210
	HEATHROW	AIR FRANCE	S	D	250	0	3	87	8	4	1	0	0	6	91	4	210
	MANCHESTER	AIR FRANCE	S	A	122	0	0	91	7	1	2	0	0	7	90	6	120
	MANCHESTER	AIR FRANCE	S	D	122	0	0	80	13	5	2	0	0	9	89	6	120
	NEWCASTLE	BRIT AIR	S	A	82	0	0	83	9	5	4	0	0	10	91	6	82

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	D	82	0	0	76	13	7	4	0	0	13	94	5	81	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	247	0	0	75	12	7	6	0	0	13	93	4	254	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	247	0	0	72	13	9	6	0	0	13	91	4	254	
	BIRMINGHAM	CITY JET	S	A	165	0	0	94	3	2	1	0	0	4	95	3	168	
	BIRMINGHAM	CITY JET	S	D	165	0	0	93	4	3	1	0	0	5	94	5	167	
	EDINBURGH	CITY JET	S	A	119	0	0	91	6	3	1	0	0	4	93	6	120	
	EDINBURGH	CITY JET	S	D	117	0	0	82	11	5	2	0	0	10	82	8	120	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	28	0	1	68	18	11	4	0	0	13	93	4	30	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	28	0	1	61	21	11	7	0	0	15	93	5	30	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	25	0	1	36	28	24	12	0	0	28	80	10	30	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	25	0	1	36	24	32	8	0	0	29	47	19	30	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	73	0	3	55	16	15	14	0	0	26	75	11	112	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	73	0	3	53	19	16	10	1	0	26	72	12	112	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	25	0	2	56	8	16	20	0	0	34	93	8	30	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	25	0	2	48	12	20	20	0	0	37	93	6	30	
	BIRMINGHAM	FLYBE LTD	S	A	75	0	1	80	8	8	4	0	0	11	75	15	84	
	BIRMINGHAM	FLYBE LTD	S	D	75	1	1	75	15	8	3	0	0	14	80	13	84	
	GLASGOW	FLYBE LTD	S	A	30	0	0	80	13	0	7	0	0	14	92	3	50	
	GLASGOW	FLYBE LTD	S	D	30	0	0	77	13	7	3	0	0	11	84	9	51	
	MANCHESTER	FLYBE LTD	S	A	75	0	0	65	15	13	5	1	0	22	73	9	96	
	MANCHESTER	FLYBE LTD	S	D	75	0	1	72	11	12	4	1	0	17	76	11	97	
	MANCHESTER	REGIONAL COMPAGNIE AERIENNE EUROPEENNE	S	A	26	0	0	88	12	0	0	0	0	9	80	7	30	
	MANCHESTER	REGIONAL COMPAGNIE AERIENNE EUROPEENNE	S	D	25	0	0	100	0	0	0	0	0	3	93	3	30	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>2684</b>	<b>2</b>	<b>23</b>	<b>77</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>7</b>	<b>7</b>	
PARIS (LE BOURGET)																		
PARIS (ORLY)																		
	LONDON CITY	CITY JET	S	A	44	0	0	84	5	11	0	0	0	7	96	2	108	
	LONDON CITY	CITY JET	S	D	44	0	0	66	14	20	0	0	0	14	95	4	110	
	LONDON CITY	VLM (BELGIUM)	S	A	84	0	0	83	6	7	4	0	0	8	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	D	85	0	0	88	6	5	1	0	0	6	0	0	0	
<b>TOTAL PARIS (ORLY)</b>					<b>257</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>96</b>	<b>3</b>	<b>3</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
PARMA																		
	STANSTED	RYANAIR	S	A	13	0	0	23	31	38	8	0	0	33	33	26	9	
	STANSTED	RYANAIR	S	D	13	0	0	62	23	15	0	0	0	15	56	21	9	
<b>TOTAL PARMA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>27</b>	<b>27</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>44</b>	<b>24</b>	<b>24</b>	
PAU																		
	STANSTED	RYANAIR	S	A	11	0	0	73	18	0	9	0	0	15	44	31	16	
	STANSTED	RYANAIR	S	D	11	0	0	73	9	9	9	0	0	14	53	14	17	
<b>TOTAL PAU</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>14</b>	<b>48</b>	<b>22</b>	<b>22</b>	
PERPIGNAN																		
	MANCHESTER	BMIBABY LTD	S	A	9	0	0	78	11	11	0	0	0	9	88	5	8	
	MANCHESTER	BMIBABY LTD	S	D	9	0	0	67	22	11	0	0	0	11	88	7	8	
	STANSTED	RYANAIR	S	A	17	0	0	82	18	0	0	0	0	6	83	9	30	
	STANSTED	RYANAIR	S	D	17	0	0	94	6	0	0	0	0	3	97	4	30	
<b>TOTAL PERPIGNAN</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>6</b>	<b>6</b>	
PERUGIA																		
	STANSTED	RYANAIR	S	A	17	0	0	71	12	12	6	0	0	16	59	14	17	
	STANSTED	RYANAIR	S	D	17	0	0	76	12	6	6	0	0	15	82	10	17	
<b>TOTAL PERUGIA</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>71</b>	<b>12</b>	<b>12</b>	
PESCARA																		
	STANSTED	RYANAIR	S	A	22	0	0	100	0	0	0	0	0	1	100	1	21	
	STANSTED	RYANAIR	S	D	22	0	0	91	9	0	0	0	0	5	95	3	21	
<b>TOTAL PESCARA</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>98</b>	<b>2</b>	<b>2</b>	
PHILADELPHIA INTERNATIONAL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	80	10	5	5	0	0	8	77	11	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	73	18	7	2	0	0	12	82	13	60	
	GLASGOW	US AIRWAYS	S	A	30	0	0	93	7	0	0	0	0	2	73	11	30	
	GLASGOW	US AIRWAYS	S	D	30	0	0	100	0	0	0	0	0	1	93	9	30	
	HEATHROW	US AIRWAYS	S	A	30	0	0	87	10	3	0	0	0	5	90	9	30	
	HEATHROW	US AIRWAYS	S	D	30	0	0	90	7	3	0	0	0	6	73	10	30	
	MANCHESTER	US AIRWAYS	S	A	30	0	0	93	0	0	7	0	0	11	87	5	30	
	MANCHESTER	US AIRWAYS	S	D	30	0	0	90	0	3	7	0	0	11	90	6	30	
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>300</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>9</b>	<b>9</b>	
PHOENIX																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
PHOENIX	HEATHROW	BRITISH AIRWAYS PLC	S	A	25	0	0	68	24	4	4	0	0	12	81	11	26
	HEATHROW	BRITISH AIRWAYS PLC	S	D	25	0	0	60	24	16	0	0	0	14	68	11	25
<b>TOTAL PHOENIX</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>24</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>11</b>	<b>11</b>
PIESTANY																	
<b>TOTAL PIESTANY</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
PISA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	29	0	0	72	21	3	3	0	0	11	76	14	87
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	67	20	10	3	0	0	15	79	12	87
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	0	59	15	15	8	2	0	24	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	0	78	12	10	0	0	0	10	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	35	0	0	31	29	40	0	0	0	26	41	27	34
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	36	0	0	56	25	17	3	0	0	18	68	15	34
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	37	13	17	33	0	0	41	63	20	30
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	47	10	20	23	0	0	35	63	15	30
	MANCHESTER	JET2.COM LTD	S	A	15	0	0	13	47	33	7	0	0	32	31	21	13
	MANCHESTER	JET2.COM LTD	S	D	15	0	0	47	33	20	0	0	0	19	69	11	13
	NEWCASTLE	JET2.COM LTD	S	A	3	0	0	0	0	67	33	0	0	56	20	28	5
	NEWCASTLE	JET2.COM LTD	S	D	3	0	0	33	33	33	0	0	0	25	60	8	5
	EDINBURGH	RYANAIR	S	A	13	0	0	77	15	8	0	0	0	9	85	7	13
	EDINBURGH	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	4	92	3	13
	STANSTED	RYANAIR	S	A	90	0	0	60	18	10	11	1	0	25	52	22	91
	STANSTED	RYANAIR	S	D	90	0	0	73	18	3	6	0	0	14	71	11	90
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	11	100	3	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	6	75	12	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	75	4	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	25	20	4
<b>TOTAL PISA</b>					<b>566</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>18</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>67</b>	<b>15</b>	<b>15</b>
PLYMOUTH																	
	GATWICK	AIR SOUTHWEST	S	A	120	0	0	81	13	4	3	0	0	8	77	11	119
	GATWICK	AIR SOUTHWEST	S	D	30	0	0	83	10	7	0	0	0	6	87	9	30
	GLASGOW	AIR SOUTHWEST	S	A	30	0	0	80	7	0	10	3	0	21	50	22	30
	GLASGOW	AIR SOUTHWEST	S	D	30	0	0	80	3	0	13	3	0	25	63	22	30
	MANCHESTER	AIR SOUTHWEST	S	A	23	0	0	74	22	0	4	0	0	13	67	19	24

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2009					
					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
PLYMOUTH																		
	MANCHESTER	AIR SOUTHWEST	S	D	53	0	0	87	4	4	6	0	0	8	83	10	52	
	NEWCASTLE	AIR SOUTHWEST	S	A	29	0	0	79	10	7	3	0	0	11	88	8	32	
	NEWCASTLE	AIR SOUTHWEST	S	D	29	0	0	76	10	3	7	3	0	16	75	10	32	
<b>TOTAL PLYMOUTH</b>					<b>345</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>13</b>	<b>13</b>	
PODGORICA																		
	GATWICK	MONTENEGRO AIRLINES	S	A	16	0	0	69	19	13	0	0	0	13	0	0	0	
	GATWICK	MONTENEGRO AIRLINES	S	D	16	0	0	75	6	13	6	0	0	16	0	0	0	
<b>TOTAL PODGORICA</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	
POITIERS																		
	EDINBURGH	RYANAIR	S	A	8	0	1	100	0	0	0	0	0	0	100	0	5	
	EDINBURGH	RYANAIR	S	D	8	0	1	100	0	0	0	0	0	2	100	0	9	
	STANSTED	RYANAIR	S	A	18	0	0	83	6	6	6	0	0	13	94	25	17	
	STANSTED	RYANAIR	S	D	18	0	0	72	11	17	0	0	0	10	88	3	17	
<b>TOTAL POITIERS</b>					<b>52</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>6</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>8</b>	<b>8</b>	
PORT HARCOURT																		
PORT OF SPAIN																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	95	0	5	0	0	0	3	92	3	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	82	9	9	0	0	0	9	92	6	13	
<b>TOTAL PORT OF SPAIN</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>5</b>	<b>5</b>	
PORTO SANTO																		
	GATWICK	VIKING AIRLINES	C	A	3	0	0	67	0	0	0	33	0	62	0	0	0	
	GATWICK	VIKING AIRLINES	C	D	3	0	0	67	0	0	33	0	0	28	0	0	0	
<b>TOTAL PORTO SANTO</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>0</b>	
POZNAN																		
	EDINBURGH	RYANAIR	S	A	9	0	3	78	0	11	0	11	0	30	77	8	13	
	EDINBURGH	RYANAIR	S	D	9	0	3	44	33	11	0	11	0	40	54	16	13	
	STANSTED	RYANAIR	S	A	38	0	0	71	18	11	0	0	0	11	79	15	39	
	STANSTED	RYANAIR	S	D	38	0	0	61	29	11	0	0	0	13	87	6	39	
	LUTON	WIZZ AIR	S	A	27	0	0	93	0	4	0	4	0	9	100	0	27	
	LUTON	WIZZ AIR	S	D	27	0	0	59	30	7	4	0	0	16	85	5	27	
<b>TOTAL POZNAN</b>					<b>148</b>	<b>0</b>	<b>6</b>	<b>69</b>	<b>20</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>84</b>	<b>8</b>	<b>8</b>	
PRAGUE																		



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
PRAGUE	MANCHESTER	BMIBABY LTD	S	A	17	0	0	71	18	6	6	0	0	17	76	7	17
	MANCHESTER	BMIBABY LTD	S	D	17	0	0	71	12	12	6	0	0	21	76	13	17
	HEATHROW	BRITISH AIRWAYS PLC	S	A	120	0	0	74	16	8	2	0	0	11	89	4	93
	HEATHROW	BRITISH AIRWAYS PLC	S	D	120	0	0	78	13	8	1	0	0	11	92	4	93
	HEATHROW	CSA CZECH AIRLINES	S	A	60	0	0	70	18	8	3	0	0	11	87	7	76
	HEATHROW	CSA CZECH AIRLINES	S	D	60	0	0	75	18	5	2	0	0	10	89	4	76
	MANCHESTER	CSA CZECH AIRLINES	S	A	18	0	0	89	6	0	6	0	0	8	92	5	26
	MANCHESTER	CSA CZECH AIRLINES	S	D	17	0	0	71	29	0	0	0	0	11	69	12	26
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	51	0	1	57	10	20	14	0	0	24	71	13	51
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	51	0	0	63	14	10	14	0	0	21	78	10	51
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	81	10	6	3	0	0	10	70	17	56
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	87	10	0	3	0	0	8	88	6	56
	EDINBURGH	JET2.COM LTD	S	A	17	0	0	29	35	29	6	0	0	27	56	21	16
	EDINBURGH	JET2.COM LTD	S	D	17	0	0	59	24	12	6	0	0	18	69	7	16
	MANCHESTER	JET2.COM LTD	S	A	22	0	0	27	32	27	14	0	0	39	0	0	0
	MANCHESTER	JET2.COM LTD	S	D	22	0	0	32	36	23	9	0	0	31	0	0	0
	LUTON	WIZZ AIR	S	A	28	0	0	68	14	11	4	4	0	21	96	2	28
	LUTON	WIZZ AIR	S	D	27	1	1	59	11	19	7	4	0	27	86	5	28
<b>TOTAL PRAGUE</b>					<b>726</b>	<b>3</b>	<b>2</b>	<b>68</b>	<b>16</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>84</b>	<b>7</b>	<b>7</b>
PRESTWICK	STANSTED	RYANAIR	S	A	90	1	0	84	7	6	3	0	0	10	88	9	90
	STANSTED	RYANAIR	S	D	90	0	0	87	4	7	2	0	0	8	90	4	94
<b>TOTAL PRESTWICK</b>					<b>180</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>89</b>	<b>6</b>	<b>6</b>
PREVEZA	GATWICK	MONARCH AIRLINES	C	A	8	0	0	63	0	25	13	0	0	29	88	9	8
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	50	13	13	25	0	0	34	100	2	8
	MANCHESTER	MONARCH AIRLINES	C	A	4	1	0	0	50	0	50	0	0	60	100	8	4
	MANCHESTER	MONARCH AIRLINES	C	D	4	1	0	0	0	25	75	0	0	76	0	27	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	1	0	75	0	0	0	25	0	49	100	0	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	20	20	0	20	0	50	75	8	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	2	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	7	100	7	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	8	0	0	75	0	25	0	0	0	12	83	6	12

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
PREVEZA	GATWICK	THOMSON AIRWAYS LTD	C	D	8	0	0	63	25	13	0	0	0	15	92	3	12
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	50	0	25	25	0	0	47	75	37	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	25	25	25	25	0	0	59	75	50	4
	GATWICK	VIKING AIRLINES	C	A	8	0	0	75	25	0	0	0	0	5	75	15	4
	GATWICK	VIKING AIRLINES	C	D	8	0	0	75	13	13	0	0	0	11	25	30	4
	MANCHESTER	VIKING AIRLINES	C	A	4	0	0	75	25	0	0	0	0	5	0	0	0
	MANCHESTER	VIKING AIRLINES	C	D	4	0	0	50	0	50	0	0	0	19	0	0	0
<b>TOTAL PREVEZA</b>					<b>89</b>	<b>3</b>	<b>0</b>	<b>58</b>	<b>13</b>	<b>15</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>79</b>	<b>12</b>	<b>12</b>
PRISTINA	GATWICK	BRITISH AIRWAYS PLC	S	A	21	0	0	71	14	10	5	0	0	12	82	5	17
	GATWICK	BRITISH AIRWAYS PLC	S	D	21	0	0	86	10	0	5	0	0	10	82	9	17
<b>TOTAL PRISTINA</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>7</b>	<b>7</b>
PROVIDENCIALES	HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	75	0	0	25	0	0	41	100	1	4
	HEATHROW	BRITISH AIRWAYS PLC	S	D	4	0	0	75	0	25	0	0	0	15	100	5	4
<b>TOTAL PROVIDENCIALES</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>100</b>	<b>3</b>	<b>3</b>
PUERTO PLATA	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	11	89	9	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	50	0	25	0	0	35	75	14	8
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	50	0	0	0	0	14	80	30	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	0	50	0	0	63	100	0	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	0	25	25	0	99	25	22	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	80	9	5
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	8	75	12	4
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	0	3
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	33	31	3
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	1	7
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	13	100	6	6
<b>TOTAL PUERTO PLATA</b>					<b>43</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>2</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>80</b>	<b>15</b>	<b>15</b>
PULA	STANSTED	RYANAIR	S	A	13	0	0	92	8	0	0	0	0	4	100	0	13
	STANSTED	RYANAIR	S	D	13	0	0	77	23	0	0	0	0	8	100	3	13

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
PULA																			
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	80	67	5		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	13	75	99	4		
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	6	100	0	4		
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	7	100	1	3		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	5		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	80	10	5		
<b>TOTAL PULA</b>					<b>53</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>91</b>	<b>14</b>	<b>14</b>		
PUNTA CANA																			
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	100	0	0	0	0	0	4	0	0	0		
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	100	0	0	0	0	0	2	0	0	0		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	0	0	40	0	106	50	109	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	0	20	0	20	0	77	60	104	5		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	0	50	0	0	85	100	0	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	0	0	0	40	0	94	100	2	4		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	19	100	0	1		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	39	0	0	0		
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	16	83	5	6		
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	26	83	7	6		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	9	0	0	89	0	11	0	0	0	7	100	3	6		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	9	0	0	78	11	11	0	0	0	12	33	13	6		
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	16	0	0	0		
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	0	0	0	20	106	0	0	0		
<b>TOTAL PUNTA CANA</b>					<b>82</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>1</b>	<b>5</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>37</b>	<b>77</b>	<b>26</b>	<b>26</b>		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
RALEIGH	HEATHROW	AMERICAN AIRLINES	S	A	30	0	0	90	10	0	0	0	0	5	90	8	30
	HEATHROW	AMERICAN AIRLINES	S	D	30	0	0	83	13	3	0	0	0	8	90	5	30
<b>TOTAL RALEIGH</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>7</b>	<b>7</b>
RENNES	MANCHESTER	FLYBE LTD	S	A	3	0	0	100	0	0	0	0	0	2	67	14	9
	MANCHESTER	FLYBE LTD	S	D	3	0	0	67	33	0	0	0	0	7	78	6	9
<b>TOTAL RENNES</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>4</b>	<b>81</b>	<b>8</b>	<b>8</b>
REUS	GLASGOW	BMI BRITISH MIDLAND	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0
	GLASGOW	BMI BRITISH MIDLAND	C	D	3	0	0	100	0	0	0	0	0	0	0	0	0
	EDINBURGH	JET2.COM LTD	C	A	4	0	0	25	75	0	0	0	0	18	0	0	0
	EDINBURGH	JET2.COM LTD	C	D	3	0	0	100	0	0	0	0	0	5	0	0	0
	MANCHESTER	JET2.COM LTD	S	A	8	0	0	25	25	25	13	13	0	72	0	0	0
	MANCHESTER	JET2.COM LTD	S	D	8	0	0	38	13	25	13	13	0	71	0	0	0
	BIRMINGHAM	RYANAIR	S	A	13	0	0	77	0	15	8	0	0	14	100	1	22
	BIRMINGHAM	RYANAIR	S	D	13	0	0	69	0	15	15	0	0	21	86	6	22
	LUTON	RYANAIR	S	A	16	0	1	69	13	19	0	0	0	11	97	2	30
	LUTON	RYANAIR	S	D	16	0	0	50	31	19	0	0	0	17	97	2	30
	STANSTED	RYANAIR	S	A	16	0	0	69	6	19	6	0	0	18	93	4	30
	STANSTED	RYANAIR	S	D	16	0	0	75	19	6	0	0	0	11	90	6	30
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	22	100	0	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	0	33	0	0	0	17	100	0	3
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	0	13	13	0	0	26	88	6	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	6	0	0	67	17	17	0	0	0	19	100	0	7
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	0	50	0	25	0	93	69	45	13
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	50	0	25	0	0	52	64	39	11
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	12	0	0	58	17	17	8	0	0	22	75	27	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	11	0	0	55	36	0	9	0	0	21	75	33	8
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	22	89	12	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	0	25	0	0	23	100	2	8
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	8	0	0	75	0	13	13	0	0	17	89	23	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	8	0	0	75	0	0	25	0	0	21	89	25	9
	GATWICK	THOMSON AIRWAYS LTD	C	A	12	0	0	42	25	25	8	0	0	27	94	3	17

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
REUS																			
	GATWICK	THOMSON AIRWAYS LTD	C	D	12	0	0	58	33	0	8	0	0	20	94	5	16		
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	17	78	12	9		
	GLASGOW	THOMSON AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	8	78	15	9		
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	50	25	0	25	0	0	23	100	0	5		
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	21	80	6	5		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	12	0	0	42	8	42	8	0	0	31	69	23	13		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	12	0	0	83	0	17	0	0	0	11	69	15	13		
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	8	0	0	38	38	0	25	0	0	31	100	2	9		
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	8	0	0	63	13	13	13	0	0	17	100	5	9		
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	50	0	0	50	0	0	66	80	5	5		
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	42	100	1	5		
<b>TOTAL REUS</b>					<b>284</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>16</b>	<b>14</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>89</b>	<b>10</b>	<b>10</b>		
RHODES																			
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	39	17	4	39	0	0	45	76	11	17		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	36	9	27	27	0	0	44	76	15	17		
	MANCHESTER	JET2.COM LTD	S	A	5	0	0	80	20	0	0	0	0	7	60	7	5		
	MANCHESTER	JET2.COM LTD	S	D	5	0	0	80	20	0	0	0	0	11	100	3	5		
	NEWCASTLE	JET2.COM LTD	S	A	5	0	0	100	0	0	0	0	0	2	100	0	5		
	NEWCASTLE	JET2.COM LTD	S	D	5	0	0	60	40	0	0	0	0	11	80	6	5		
	BIRMINGHAM	MONARCH AIRLINES	C	A	9	0	0	78	0	11	11	0	0	18	88	5	8		
	BIRMINGHAM	MONARCH AIRLINES	C	D	9	0	0	78	0	11	11	0	0	20	78	9	9		
	GATWICK	MONARCH AIRLINES	C	A	18	0	0	56	11	22	11	0	0	20	93	5	15		
	GATWICK	MONARCH AIRLINES	C	D	18	0	0	56	11	17	17	0	0	22	88	7	16		
	MANCHESTER	MONARCH AIRLINES	C	A	13	1	0	54	23	15	0	8	0	27	92	69	13		
	MANCHESTER	MONARCH AIRLINES	C	D	13	0	0	23	31	31	15	0	0	39	93	3	14		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	0	20	0	0	21	100	0	4		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	50	0	25	0	0	40	80	13	5		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	17	0	0	71	6	0	24	0	0	26	88	9	16		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	16	0	0	38	31	13	19	0	0	34	79	20	14		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	56	33	0	11	0	0	20	75	8	4		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	9	0	0	44	33	11	11	0	0	22	60	26	5		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	12	0	0	67	8	0	8	8	8	59	86	9	14		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	10	0	0	60	10	20	0	10	0	47	100	3	13		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 2009					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
RHODES																		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	18	75	17	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	0	33	0	0	0	16	40	35	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	78	11	11	0	0	0	10	100	1	9	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	56	11	33	0	0	0	20	100	2	9	
	GATWICK	THOMSON AIRWAYS LTD	C	A	21	0	0	76	5	10	5	5	0	27	100	2	15	
	GATWICK	THOMSON AIRWAYS LTD	C	D	20	0	0	45	25	5	20	5	0	44	93	4	15	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	40	0	40	20	0	0	33	100	3	4	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	0	20	40	40	0	0	48	75	5	4	
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	7	75	11	4	
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	8	100	0	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	18	0	0	78	11	0	11	0	0	15	88	5	17	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	18	0	0	50	28	11	11	0	0	24	71	15	17	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	100	3	4		
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	1	5	
	STANSTED	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	100	0	4		
	STANSTED	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	6	100	0	5	
<b>TOTAL RHODES</b>					<b>367</b>	<b>2</b>	<b>0</b>	<b>59</b>	<b>15</b>	<b>11</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>84</b>	<b>11</b>	<b>11</b>	
RIGA																		
	GATWICK	AIR BALTIC	S	A	44	0	0	80	16	2	2	0	0	10	92	7	38	
	GATWICK	AIR BALTIC	S	D	44	0	0	66	20	7	5	0	2	27	82	9	38	
	STANSTED	RYANAIR	S	A	60	0	0	92	3	2	2	2	0	9	77	10	60	
	STANSTED	RYANAIR	S	D	60	0	0	93	3	2	2	0	0	6	87	6	60	
	LUTON	WIZZ AIR	S	A	13	0	0	100	0	0	0	0	0	1	0	0	0	
	LUTON	WIZZ AIR	S	D	13	0	0	62	38	0	0	0	0	10	0	0	0	
<b>TOTAL RIGA</b>					<b>234</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>12</b>	<b>84</b>	<b>8</b>	<b>8</b>	
RIMINI																		
	STANSTED	RYANAIR	S	A	13	1	0	54	31	15	0	0	0	14	62	15	13	
	STANSTED	RYANAIR	S	D	13	0	0	92	0	8	0	0	0	6	100	4	13	
<b>TOTAL RIMINI</b>					<b>26</b>	<b>1</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>79</b>	<b>15</b>	<b>15</b>	
RIO DE JANEIRO (GALEAO)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	12	0	0	75	17	8	0	0	0	10	69	13	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	46	31	15	8	0	0	21	92	7	12	
	HEATHROW	TAM LINHAS AEREAS	S	A	12	0	0	42	25	17	17	0	0	28	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
RIO DE JANEIRO (GALEAO)	HEATHROW	TAM LINHAS AEREAS	S	D	12	0	0	50	8	42	0	0	0	24	0	0	0
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>					<b>49</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>20</b>	<b>20</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>80</b>	<b>10</b>	<b>10</b>
RIYADH	HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	0	67	19	14	0	0	0	12	81	7	21
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	82	9	5	5	0	0	9	91	4	22
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	16	0	0	81	13	6	0	0	0	6	50	25	16
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	17	0	0	71	6	0	24	0	0	27	100	2	16
<b>TOTAL RIYADH</b>					<b>77</b>	<b>2</b>	<b>1</b>	<b>74</b>	<b>12</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>19</b>	<b>19</b>
RODEZ	STANSTED	RYANAIR	S	A	17	0	0	53	29	12	6	0	0	19	76	8	17
	STANSTED	RYANAIR	S	D	17	0	0	76	24	0	0	0	0	7	76	6	17
<b>TOTAL RODEZ</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>26</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>7</b>	<b>7</b>
ROME (CIAMPINO)	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	16	0	0	50	13	25	13	0	0	25	88	6	16
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	16	0	0	56	13	19	13	0	0	24	88	7	17
	EDINBURGH	RYANAIR	S	A	17	0	0	0	29	53	18	0	0	48	6	38	17
	EDINBURGH	RYANAIR	S	D	17	0	0	88	6	6	0	0	0	8	82	10	17
	STANSTED	RYANAIR	S	A	107	0	0	59	26	10	5	0	0	17	80	9	103
	STANSTED	RYANAIR	S	D	107	0	0	82	11	6	1	0	0	9	85	7	103
<b>TOTAL ROME (CIAMPINO)</b>					<b>281</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>10</b>	<b>10</b>
ROME (FIUMICINO)	GATWICK	AIR TRANSAT	C	D	3	0	0	33	33	33	0	0	0	21	0	0	0
	HEATHROW	ALITALIA (CAI)	S	A	150	0	0	60	17	15	7	0	0	19	72	14	137
	HEATHROW	ALITALIA (CAI)	S	D	150	0	0	48	22	19	11	0	0	25	67	15	138
	GATWICK	BRITISH AIRWAYS PLC	S	A	56	0	0	23	23	30	23	0	0	39	84	7	86
	GATWICK	BRITISH AIRWAYS PLC	S	D	56	0	0	61	20	14	5	0	0	16	76	10	86
	HEATHROW	BRITISH AIRWAYS PLC	S	A	178	0	0	44	25	21	10	0	0	24	82	11	157
	HEATHROW	BRITISH AIRWAYS PLC	S	D	178	0	0	69	18	11	3	0	0	14	92	4	157
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	79	0	0	22	23	35	19	1	0	44	35	36	78
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	79	0	0	54	25	11	9	0	0	23	79	10	78
	MANCHESTER	JET2.COM LTD	S	A	30	0	0	43	13	23	20	0	0	32	19	63	21
	MANCHESTER	JET2.COM LTD	S	D	30	0	0	53	17	20	10	0	0	25	90	5	21

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 2009					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
ROME (FIUMICINO)																		
<b>TOTAL ROME (FIUMICINO)</b>					<b>993</b>	<b>2</b>	<b>0</b>	<b>51</b>	<b>21</b>	<b>19</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>74</b>	<b>14</b>	<b>14</b>	
ROSKILDE																		
ROTTERDAM																		
	GATWICK	TRANSAVIA	S	A	48	0	1	58	19	17	4	2	0	22	0	0	0	
	GATWICK	TRANSAVIA	S	D	48	0	1	67	13	13	6	2	0	22	0	0	0	
	BIRMINGHAM	VLM (BELGIUM)	C	A	3	0	0	67	33	0	0	0	0	7	0	0	0	
	BIRMINGHAM	VLM (BELGIUM)	C	D	3	0	0	67	33	0	0	0	0	11	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	A	192	0	0	93	3	2	2	0	0	5	99	1	165	
	LONDON CITY	VLM (BELGIUM)	S	D	192	0	0	90	3	4	4	0	0	8	99	1	165	
<b>TOTAL ROTTERDAM</b>					<b>487</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>95</b>	<b>4</b>	<b>4</b>	
RYGGE																		
	NEWCASTLE	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	0	0	0	0	
	NEWCASTLE	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	0	0	0	0	
	STANSTED	RYANAIR	S	A	60	0	0	97	2	0	0	0	2	8	0	0	0	
	STANSTED	RYANAIR	S	D	60	0	0	93	5	2	0	0	0	4	0	0	0	
<b>TOTAL RYGGE</b>					<b>146</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	
RZESZOW																		
	BIRMINGHAM	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	0	100	2	9	
	BIRMINGHAM	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	5	100	4	9	
	LUTON	RYANAIR	S	A	9	0	0	44	33	22	0	0	0	21	100	3	9	
	LUTON	RYANAIR	S	D	9	0	0	33	56	0	11	0	0	22	100	2	9	
	STANSTED	RYANAIR	S	A	30	0	0	83	3	7	7	0	0	15	71	18	34	
	STANSTED	RYANAIR	S	D	30	0	0	83	7	3	7	0	0	13	68	13	34	
<b>TOTAL RZESZOW</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>11</b>	<b>11</b>	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2009					
					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
SALONIKA																		
	GATWICK	BRITISH AIRWAYS PLC		S A	21	0	0	52	24	5	14	5	0	34	90	7	30	
	GATWICK	BRITISH AIRWAYS PLC		S D	21	0	0	71	14	0	10	5	0	28	73	12	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	22	0	0	82	9	5	0	5	0	15	94	3	17	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	22	0	0	77	14	5	0	5	0	18	65	12	17	
	GATWICK	THOMAS COOK AIRLINES LTD		C A	4	0	0	75	0	25	0	0	0	8	75	11	8	
	GATWICK	THOMAS COOK AIRLINES LTD		C D	4	0	0	100	0	0	0	0	0	2	63	19	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	4	0	0	75	25	0	0	0	0	8	100	1	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	4	0	0	50	50	0	0	0	0	13	88	9	8	
	GATWICK	THOMSON AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	3	100	3	8	
	GATWICK	THOMSON AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	5	88	7	8	
	LUTON	THOMSON AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	0	80	13	5	
	LUTON	THOMSON AIRWAYS LTD		C D	3	0	0	100	0	0	0	0	0	3	100	2	4	
	MANCHESTER	THOMSON AIRWAYS LTD		C A	4	0	0	75	0	25	0	0	0	10	88	12	8	
	MANCHESTER	THOMSON AIRWAYS LTD		C D	4	0	0	75	0	25	0	0	0	12	75	19	8	
	NEWCASTLE	THOMSON AIRWAYS LTD		C A	2	0	0	100	0	0	0	0	0	0	75	34	4	
<b>TOTAL SALONIKA</b>					<b>128</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>83</b>	<b>10</b>	<b>10</b>	
SALZBURG																		
	GLASGOW	BMI BRITISH MIDLAND		C A	3	0	0	100	0	0	0	0	0	0	100	0	3	
	GLASGOW	BMI BRITISH MIDLAND		C D	2	0	0	100	0	0	0	0	0	1	100	3	2	
	GATWICK	BRITISH AIRWAYS PLC		S A	17	0	0	88	12	0	0	0	0	6	100	1	21	
	GATWICK	BRITISH AIRWAYS PLC		S D	17	0	0	88	6	6	0	0	0	7	81	8	21	
	STANSTED	RYANAIR		S A	17	0	0	53	24	18	6	0	0	19	80	11	30	
	STANSTED	RYANAIR		S D	17	0	0	71	12	12	6	0	0	17	87	9	30	
	BIRMINGHAM	THOMSON AIRWAYS LTD		C A	3	0	0	100	0	0	0	0	0	0	33	50	3	
	BIRMINGHAM	THOMSON AIRWAYS LTD		C D	2	0	0	50	50	0	0	0	0	11	50	108	2	
	GATWICK	THOMSON AIRWAYS LTD		C A	6	0	0	100	0	0	0	0	0	0	83	4	6	
	GATWICK	THOMSON AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	4	100	3	5	
	MANCHESTER	THOMSON AIRWAYS LTD		C A	7	0	0	100	0	0	0	0	0	4	86	8	7	
	MANCHESTER	THOMSON AIRWAYS LTD		C D	6	0	0	50	17	33	0	0	0	16	80	22	5	
	NEWCASTLE	THOMSON AIRWAYS LTD		C A	3	0	0	100	0	0	0	0	0	0	100	0	6	
	NEWCASTLE	THOMSON AIRWAYS LTD		C D	2	0	0	100	0	0	0	0	0	1	75	8	4	
<b>TOTAL SALZBURG</b>					<b>112</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>10</b>	<b>10</b>	
SAMANA (EL CATEY)																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
SAMANA (EL CATEY)																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	0	25	0	61	25	18	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	1	4	
<b>TOTAL SAMANA (EL CATEY)</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>30</b>	<b>63</b>	<b>9</b>	<b>9</b>	
SAMOS																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	2	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	8	100	1	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	60	40	0	0	0	0	11	75	14	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	5	4	
	GATWICK	VIKING AIRLINES	C	A	5	0	0	80	0	0	20	0	0	17	50	16	4	
	GATWICK	VIKING AIRLINES	C	D	4	0	0	100	0	0	0	0	0	4	0	0	0	
<b>TOTAL SAMOS</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>7</b>	<b>7</b>	
SAN FRANCISCO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	63	22	12	2	0	2	25	95	29	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	62	25	10	2	0	2	24	85	10	60	
	HEATHROW	UNITED AIRLINES	S	A	60	0	0	83	2	7	7	2	0	14	95	6	60	
	HEATHROW	UNITED AIRLINES	S	D	60	0	0	92	2	5	2	0	0	7	93	6	60	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	87	7	3	3	0	0	8	77	10	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	73	10	10	7	0	0	15	87	8	30	
<b>TOTAL SAN FRANCISCO</b>					<b>300</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>90</b>	<b>12</b>	<b>12</b>	
SANAA																		
SANDEFJORD(TORP)																		
	EDINBURGH	RYANAIR	S	A	13	0	0	77	15	8	0	0	0	7	0	0	0	
	EDINBURGH	RYANAIR	S	D	13	0	0	69	15	8	8	0	0	15	0	0	0	
	STANSTED	RYANAIR	S	A	60	0	0	90	7	2	0	2	0	7	96	2	120	
	STANSTED	RYANAIR	S	D	60	0	0	88	8	3	0	0	0	5	95	3	120	
<b>TOTAL SANDEFJORD(TORP)</b>					<b>146</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>96</b>	<b>3</b>	<b>3</b>	
SANFORD																		
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	63	25	13	0	0	0	16	63	13	8	
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	56	22	11	11	0	0	20	63	19	8	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	25	0	0	25	25	25	478	75	14	4	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	25	25	0	25	25	0	106	50	16	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	1	10	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2009					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
SANFORD																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	3	9	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	0	0	25	0	0	28	100	0	9	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	6	0	0	50	50	0	0	0	13	100	5	11		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	14	0	0	93	0	0	0	7	18	93	4	15		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	11	0	0	22	64	77	18	13		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	1	50	15	4		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	13	75	7	4		
	GATWICK	THOMSON AIRWAYS LTD	C	A	12	0	0	100	0	0	0	0	0	90	15	10		
	GATWICK	THOMSON AIRWAYS LTD	C	D	13	0	0	77	8	8	0	0	45	89	26	9		
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	1	100	0	4		
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	3	100	9	4		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	12	0	0	100	0	0	0	0	1	92	3	12		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	13	0	0	62	38	0	0	0	15	64	12	11		
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	3	100	0	4		
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	5	75	12	4		
<b>TOTAL SANFORD</b>					<b>146</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>32</b>	<b>78</b>	<b>17</b>	<b>17</b>	
SANTA CLARA																		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	0	0	0	100	0	0	92	0	158	2	
<b>TOTAL SANTA CLARA</b>					<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>124</b>	<b>25</b>	<b>165</b>	<b>165</b>	
SANTA CRUZ DE LA PALMA																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	100	0	4		
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	2	100	1	4		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	16	100	0	1		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	6	0	0	0		
<b>TOTAL SANTA CRUZ DE LA PALMA</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>6</b>	<b>100</b>	<b>0</b>	<b>0</b>		
SANTANDER																		
	STANSTED	RYANAIR	S	A	29	0	0	62	17	7	14	0	0	22	97	5	30	
	STANSTED	RYANAIR	S	D	29	0	0	83	14	3	0	0	0	7	100	1	30	
<b>TOTAL SANTANDER</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>98</b>	<b>3</b>	<b>3</b>	
SANTIAGO DE COMPOSTELA																		
	STANSTED	RYANAIR	S	A	17	0	0	41	18	35	6	0	0	27	94	4	17	
	STANSTED	RYANAIR	S	D	17	0	0	53	24	24	0	0	0	19	94	4	17	

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
SANTIAGO DE COMPOSTELA																	
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>21</b>	<b>29</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>94</b>	<b>4</b>	<b>4</b>
SAO PAULO (GUARULHOS)																	
	HEATHROW	TAM LINHAS AEREAS	S	A	30	0	0	57	20	17	7	0	0	18	60	12	30
	HEATHROW	TAM LINHAS AEREAS	S	D	30	0	0	90	3	3	3	0	0	7	97	1	30
<b>TOTAL SAO PAULO (GUARULHOS)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>7</b>	<b>7</b>
SEATTLE (TACOMA)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	50	23	20	3	0	3	58	76	18	49
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	63	23	10	3	0	0	18	75	14	48
<b>TOTAL SEATTLE (TACOMA)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>23</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>38</b>	<b>75</b>	<b>16</b>	<b>16</b>
SEOUL (INCHEON)																	
	HEATHROW	ASIANA AIRLINES	S	A	17	0	0	18	24	24	35	0	0	47	25	27	20
	HEATHROW	ASIANA AIRLINES	S	D	17	0	0	88	6	6	0	0	0	6	95	2	20
	HEATHROW	KOREAN AIR	S	A	30	0	0	30	17	43	10	0	0	31	53	14	30
	HEATHROW	KOREAN AIR	S	D	30	0	0	83	13	3	0	0	0	8	97	4	30
<b>TOTAL SEOUL (INCHEON)</b>					<b>94</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>15</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>69</b>	<b>11</b>	<b>11</b>
SEVILLE																	
	STANSTED	RYANAIR	S	A	29	0	0	62	14	7	17	0	0	24	90	4	30
	STANSTED	RYANAIR	S	D	29	0	0	62	28	7	3	0	0	14	93	5	30
	HEATHROW	VUELING AIRLINES	S	A	29	0	0	41	28	10	17	3	0	34	74	12	19
	HEATHROW	VUELING AIRLINES	S	D	29	0	0	52	21	14	10	3	0	33	79	7	19
<b>TOTAL SEVILLE</b>					<b>116</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>22</b>	<b>9</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>84</b>	<b>7</b>	<b>7</b>
SEYCHELLES																	
	GATWICK	AIR SEYCHELLES	S	A	4	0	0	50	25	0	25	0	0	20	0	0	0
	GATWICK	AIR SEYCHELLES	S	D	4	0	0	25	25	25	25	0	0	35	0	0	0
	HEATHROW	AIR SEYCHELLES	S	A	9	0	0	0	22	44	22	11	0	75	38	22	8
	HEATHROW	AIR SEYCHELLES	S	D	8	0	0	50	13	25	13	0	0	27	100	1	8
<b>TOTAL SEYCHELLES</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>20</b>	<b>28</b>	<b>20</b>	<b>4</b>	<b>0</b>	<b>44</b>	<b>69</b>	<b>11</b>	<b>11</b>
SHANGHAI (PU DONG)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	0	29	24	14	24	10	0	59	24	48	21
	HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	0	57	24	10	5	5	0	33	95	7	21
	HEATHROW	CHINA EASTERN AIRLINES	S	A	17	0	0	71	12	6	12	0	0	14	0	0	0
	HEATHROW	CHINA EASTERN AIRLINES	S	D	17	0	0	82	6	6	6	0	0	9	0	0	0

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
SHANGHAI (PU DONG)																		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	10	10	23	53	3	0	69	7	59	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	77	17	7	0	0	0	9	87	11	30	
<b>TOTAL SHANGHAI (PU DONG)</b>					<b>136</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>15</b>	<b>12</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>34</b>	<b>52</b>	<b>32</b>	<b>32</b>	
SHANNON																		
	BIRMINGHAM	AER ARANN	S	A	26	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	AER ARANN	S	D	26	0	0	100	0	0	0	0	0	2	0	0	0	
	GLASGOW	AER ARANN	S	A	26	0	0	92	4	0	4	0	0	8	0	0	0	
	GLASGOW	AER ARANN	S	D	26	0	0	92	4	0	4	0	0	8	0	0	0	
	MANCHESTER	AER ARANN	S	A	30	0	0	93	0	3	0	3	0	9	0	0	0	
	MANCHESTER	AER ARANN	S	D	30	0	0	93	0	3	0	3	0	8	0	0	0	
	HEATHROW	AER LINGUS	S	A	89	0	1	94	1	2	1	1	0	6	92	2	52	
	HEATHROW	AER LINGUS	S	D	89	0	1	92	3	3	0	1	0	7	98	1	52	
	EDINBURGH	RYANAIR	S	A	13	0	0	54	15	15	15	0	0	23	73	13	30	
	EDINBURGH	RYANAIR	S	D	13	0	0	31	15	38	15	0	0	40	47	24	30	
	GATWICK	RYANAIR	S	A	30	0	0	90	3	3	3	0	0	8	95	2	60	
	GATWICK	RYANAIR	S	D	30	0	0	83	10	3	3	0	0	9	87	6	60	
	STANSTED	RYANAIR	S	A	56	0	0	82	13	5	0	0	0	6	81	7	90	
	STANSTED	RYANAIR	S	D	56	0	0	88	9	2	2	0	0	6	96	3	90	
<b>TOTAL SHANNON</b>					<b>541</b>	<b>1</b>	<b>2</b>	<b>89</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>6</b>	<b>6</b>	
SHARM EL SHEIKH (OPHIRA)																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	0	75	17	8	0	0	0	8	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	53	6	18	24	0	0	35	71	18	17	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	29	18	6	47	0	0	57	47	33	17	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	90	5	5	0	0	0	4	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	76	24	0	0	0	0	11	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	62	0	23	0	15	0	42	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	62	0	0	38	0	0	45	0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	8	1	0	50	13	25	13	0	0	22	50	35	4	
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	44	11	22	11	11	0	62	100	3	4	
	NEWCASTLE	JET2.COM LTD	S	A	5	0	0	80	20	0	0	0	0	6	0	0	0	
	NEWCASTLE	JET2.COM LTD	S	D	5	0	0	100	0	0	0	0	0	8	0	0	0	
	BIRMINGHAM	KORAL BLUE AIRLINES	C	A	5	0	0	100	0	0	0	0	0	4	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

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					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
SHARM EL SHEIKH (OPHIRA)																		
	BIRMINGHAM	KORAL BLUE AIRLINES	C	D	5	0	0	80	20	0	0	0	0	7	0	0	0	0
	EDINBURGH	LOTUS AIR	C	A	5	0	0	80	20	0	0	0	0	5	0	0	0	0
	EDINBURGH	LOTUS AIR	C	D	5	0	0	80	20	0	0	0	0	7	0	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	19	0	0	58	11	5	5	11	11	123	64	21	25	25
	GATWICK	MONARCH AIRLINES	C	D	21	0	0	52	19	5	0	14	10	118	72	24	25	25
	MANCHESTER	MONARCH AIRLINES	C	A	9	0	0	89	0	11	0	0	0	8	100	1	16	16
	MANCHESTER	MONARCH AIRLINES	C	D	9	0	0	78	22	0	0	0	0	10	81	6	16	16
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	13	0	0	69	8	8	15	0	0	22	67	44	9	9
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	13	0	0	69	15	8	8	0	0	21	75	58	8	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	67	11	0	22	0	0	32	88	16	16	16
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	44	22	11	22	0	0	41	65	30	17	17
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	0	0	25	25	25	25	0	0	36	100	3	4	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	9	0	0	56	22	0	22	0	0	27	100	1	4	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	21	0	0	29	24	14	29	0	5	75	71	21	7	7
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	21	0	0	48	5	29	14	0	5	56	63	12	8	8
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	10	0	0	100	0	0	0	0	0	2	89	8	9	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	10	0	0	90	0	10	0	0	0	8	67	24	9	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	A	8	0	0	63	0	25	13	0	0	29	64	13	14	14
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	D	9	0	0	44	22	11	22	0	0	37	77	18	13	13
	GATWICK	THOMSON AIRWAYS LTD	S	A	30	0	0	67	7	10	17	0	0	26	87	8	31	31
	GATWICK	THOMSON AIRWAYS LTD	S	D	30	0	0	70	10	3	17	0	0	25	83	9	30	30
	GLASGOW	THOMSON AIRWAYS LTD	S	A	9	0	0	44	33	0	22	0	0	26	0	31	4	4
	GLASGOW	THOMSON AIRWAYS LTD	S	D	9	0	0	56	22	0	22	0	0	28	20	21	5	5
	LUTON	THOMSON AIRWAYS LTD	S	A	4	0	0	50	25	25	0	0	0	20	100	0	4	4
	LUTON	THOMSON AIRWAYS LTD	S	D	4	0	0	25	25	25	25	0	0	30	75	9	4	4
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	21	0	0	76	5	14	5	0	0	13	65	19	26	26
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	21	0	0	62	19	10	10	0	0	22	65	24	26	26
	NEWCASTLE	THOMSON AIRWAYS LTD	S	A	6	0	0	83	0	17	0	0	0	15	25	25	4	4
	NEWCASTLE	THOMSON AIRWAYS LTD	S	D	6	0	0	83	0	17	0	0	0	13	100	12	4	4
	STANSTED	THOMSON AIRWAYS LTD	S	A	4	0	0	75	0	25	0	0	0	14	0	0	0	0
	STANSTED	THOMSON AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	1	0	0	0	0
	GATWICK	VIKING AIRLINES	C	A	5	0	0	40	60	0	0	0	0	16	59	24	22	22
	GATWICK	VIKING AIRLINES	C	D	5	0	0	100	0	0	0	0	0	2	67	22	21	21

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
<b>SHARM EL SHEIKH (OPHIRA)</b>					<b>532</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>12</b>	<b>9</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>33</b>	<b>68</b>	<b>20</b>	<b>20</b>
<b>SIBIU</b>																	
	LUTON	BLUE AIR TRANSPORT AERIAN	S	A	13	0	0	69	8	23	0	0	0	11	0	0	0
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	13	0	0	54	23	23	0	0	0	17	0	0	0
<b>TOTAL SIBIU</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>15</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SINGAPORE</b>																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	0	89	4	4	4	0	0	6	93	7	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	0	74	11	11	0	4	0	19	86	8	29
	HEATHROW	SINGAPORE AIRLINES	S	A	90	0	0	72	18	7	2	1	0	12	77	9	90
	HEATHROW	SINGAPORE AIRLINES	S	D	90	0	0	86	8	4	1	0	1	17	88	5	90
	MANCHESTER	SINGAPORE AIRLINES	S	A	30	0	0	93	7	0	0	0	0	2	100	2	13
	MANCHESTER	SINGAPORE AIRLINES	S	D	30	0	0	80	20	0	0	0	0	9	77	11	13
<b>TOTAL SINGAPORE</b>					<b>294</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>7</b>	<b>7</b>
<b>SKIATHOS</b>																	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	1	25	48	4
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	50	50	0	0	0	0	12	100	7	8
	MANCHESTER	MONARCH AIRLINES	C	A	8	0	0	50	13	13	25	0	0	47	63	20	8
	MANCHESTER	MONARCH AIRLINES	C	D	8	0	0	38	25	13	25	0	0	42	50	21	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	1	0	100	0	0	0	0	0	5	80	66	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	50	0	0	0	22	60	78	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	0	0	60	0	0	66	80	24	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	0	0	75	0	0	101	60	34	5
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	50	0	0	0	17	75	20	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	13	25	39	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	0	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	7	100	8	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	8	0	0	75	13	13	0	0	0	10	100	2	8
	GATWICK	THOMSON AIRWAYS LTD	C	D	8	0	0	63	0	25	13	0	0	19	88	7	8
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	8	0	0	63	25	0	13	0	0	21	78	60	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	8	0	0	63	0	25	13	0	0	29	67	61	9
	GATWICK	VIKING AIRLINES	C	A	4	0	0	25	25	50	0	0	0	32	100	2	4
<b>TOTAL SKIATHOS</b>					<b>97</b>	<b>1</b>	<b>0</b>	<b>61</b>	<b>11</b>	<b>14</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>74</b>	<b>29</b>	<b>29</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 2009					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
SKOPJE																		
SLIGO																		
<b>TOTAL SLIGO</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>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
SOFIA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	34	0	0	82	9	6	3	0	0	9	91	17	34	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	34	0	0	79	9	9	3	0	0	11	82	8	34	
	HEATHROW	BULGARIA AIR	S	A	22	0	0	50	36	14	0	0	0	16	90	6	29	
	HEATHROW	BULGARIA AIR	S	D	22	0	0	59	18	18	5	0	0	19	83	8	29	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	73	12	0	8	0	8	48	80	10	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	77	8	0	8	4	4	42	77	12	30	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	67	11	22	0	0	0	17	60	14	10	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	89	11	0	0	0	0	5	78	9	9	
	LUTON	WIZZ AIR	S	A	30	0	0	83	7	7	3	0	0	10	93	2	30	
	LUTON	WIZZ AIR	S	D	30	0	0	40	20	37	3	0	0	27	50	18	30	
<b>TOTAL SOFIA</b>					<b>244</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>21</b>	<b>80</b>	<b>10</b>	<b>10</b>	
SONDRE STROMFJORD																		
	EDINBURGH	TITAN AIRWAYS LTD	C	A	13	0	0	62	8	0	8	23	0	60	0	0	0	
	EDINBURGH	TITAN AIRWAYS LTD	C	D	13	0	0	85	15	0	0	0	0	9	0	0	0	
<b>TOTAL SONDRE STROMFJORD</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>0</b>	<b>4</b>	<b>11</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SOUTHAMPTON																		
	EDINBURGH	FLYBE LTD	S	A	150	0	2	77	10	7	5	1	0	14	91	4	138	
	EDINBURGH	FLYBE LTD	S	D	150	0	2	70	15	9	6	0	0	16	88	6	138	
	GLASGOW	FLYBE LTD	S	A	112	0	0	80	9	3	7	1	0	13	78	10	116	
	GLASGOW	FLYBE LTD	S	D	112	0	0	77	7	6	10	0	0	17	81	10	117	
	MANCHESTER	FLYBE LTD	S	A	124	0	3	77	12	4	5	2	0	15	80	9	127	
	MANCHESTER	FLYBE LTD	S	D	127	0	2	78	10	6	5	1	0	13	83	7	127	
	NEWCASTLE	FLYBE LTD	S	A	103	0	1	84	5	3	6	2	0	14	91	7	82	
	NEWCASTLE	FLYBE LTD	S	D	103	0	1	88	5	0	5	2	0	14	90	11	82	
<b>TOTAL SOUTHAMPTON</b>					<b>982</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>9</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>85</b>	<b>8</b>	<b>8</b>	
SPLIT																		
	GATWICK	CROATIA AIRLINES	S	A	8	0	0	50	25	13	13	0	0	20	69	8	13	
	GATWICK	CROATIA AIRLINES	S	D	8	0	0	38	25	25	13	0	0	28	77	10	13	
	HEATHROW	CROATIA AIRLINES	S	A	4	0	0	75	25	0	0	0	0	10	100	0	4	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2009					
					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
SPLIT																		
	HEATHROW	CROATIA AIRLINES		S D	4	0	0	0	100	0	0	0	0	24	50	12	4	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	36	0	0	81	8	8	3	0	10	88	8	42		
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	36	0	0	78	6	8	8	0	15	76	10	41		
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	18	0	0	72	17	6	6	0	14	0	0	0		
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	18	0	0	72	6	11	11	0	23	0	0	0		
	BIRMINGHAM	FLYBE LTD		S A	4	0	0	50	25	25	0	0	22	100	3	4		
	BIRMINGHAM	FLYBE LTD		S D	4	0	0	50	25	25	0	0	24	100	6	4		
	MANCHESTER	JET2.COM LTD		S A	4	0	0	0	0	50	50	0	57	0	0	0		
	MANCHESTER	JET2.COM LTD		S D	4	0	0	0	0	75	25	0	48	0	0	0		
	NEWCASTLE	JET2.COM LTD		S A	4	0	0	75	0	25	0	0	15	100	0	4		
	NEWCASTLE	JET2.COM LTD		S D	4	0	0	25	0	75	0	0	36	100	8	4		
	LUTON	WIZZ AIR		S A	8	0	0	100	0	0	0	0	2	0	0	0		
	LUTON	WIZZ AIR		S D	8	0	0	88	13	0	0	0	7	0	0	0		
<b>TOTAL SPLIT</b>					<b>172</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>12</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>17</b>	<b>83</b>	<b>8</b>	<b>8</b>		
ST JOHNS																		
	HEATHROW	AIR CANADA		S A	25	0	0	60	16	4	16	0	4	62	0	0	0	
	HEATHROW	AIR CANADA		S D	25	0	0	80	16	0	0	0	4	32	0	0	0	
<b>TOTAL ST JOHNS</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ST KITTS																		
	GATWICK	BRITISH AIRWAYS PLC		S A	9	0	0	89	0	11	0	0	7	100	0	4		
	GATWICK	BRITISH AIRWAYS PLC		S D	8	0	0	88	13	0	0	0	4	75	6	4		
<b>TOTAL ST KITTS</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>3</b>	<b>3</b>		
ST LUCIA (HEWANORRA)																		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S A	5	0	0	40	20	20	20	0	31	85	5	13		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S D	12	0	0	83	8	8	0	0	10	77	9	13		
<b>TOTAL ST LUCIA (HEWANORRA)</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>16</b>	<b>81</b>	<b>7</b>	<b>7</b>		
ST PETERSBURG																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	30	0	0	77	17	3	3	0	10	87	6	30		
	HEATHROW	BRITISH AIRWAYS PLC		S D	30	0	0	87	7	3	3	0	8	90	6	30		
<b>TOTAL ST PETERSBURG</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>6</b>	<b>6</b>		
STANSTED																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S A	111	0	1	81	8	5	5	2	13	88	7	133		

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					Actual (7)	Plan (8)												
STANSTED																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	111	0	1	81	5	5	5	4	0	19	86	9	133	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	112	0	0	78	8	5	8	1	0	18	90	5	111	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	111	0	0	79	5	7	8	1	0	17	88	8	111	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	54	0	0	76	9	4	11	0	0	18	95	5	55	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	54	0	0	76	7	7	9	0	0	18	85	11	55	
<b>TOTAL STANSTED</b>					<b>553</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>7</b>	<b>6</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>88</b>	<b>7</b>	<b>7</b>	
STAVANGER																		
	NEWCASTLE	EASTERN AIRWAYS	S	A	22	0	0	100	0	0	0	0	0	1	100	0	22	
	NEWCASTLE	EASTERN AIRWAYS	S	D	22	0	0	95	0	5	0	0	0	3	100	1	22	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	26	0	0	92	8	0	0	0	0	3	81	9	21	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	26	0	0	88	4	8	0	0	0	7	71	23	21	
	HEATHROW	SAS	S	A	52	0	0	83	6	10	2	0	0	10	88	6	52	
	HEATHROW	SAS	S	D	52	0	0	87	6	6	2	0	0	6	98	1	52	
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S	S	A	12	0	0	92	0	0	8	0	0	6	100	0	12	
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S	S	D	12	0	0	75	17	8	0	0	0	11	100	5	12	
<b>TOTAL STAVANGER</b>					<b>230</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>5</b>	<b>5</b>	
STOCKHOLM (ARLANDA)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	171	0	1	81	10	7	2	0	0	8	95	4	155	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	172	0	0	75	11	12	2	1	0	12	92	5	156	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	13	0	0	77	23	0	0	0	0	6	0	0	0	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	13	0	0	62	31	8	0	0	0	12	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	52	0	0	81	12	4	4	0	0	11	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	52	0	0	62	27	6	6	0	0	16	0	0	0	
	EDINBURGH	SAS	S	A	9	0	0	89	0	0	11	0	0	18	75	37	8	
	EDINBURGH	SAS	S	D	9	0	0	89	0	0	11	0	0	16	63	36	8	
	HEATHROW	SAS	S	A	188	0	0	85	9	5	2	0	0	7	86	6	162	
	HEATHROW	SAS	S	D	187	0	1	89	4	6	1	0	0	5	93	4	162	
	MANCHESTER	SAS	S	A	44	0	0	100	0	0	0	0	0	1	87	7	46	
	MANCHESTER	SAS	S	D	44	0	0	95	2	0	2	0	0	4	96	2	46	
	GATWICK	VIKING AIRLINES	C	A	14	0	0	29	21	14	29	7	0	61	13	108	8	
	GATWICK	VIKING AIRLINES	C	D	14	0	0	64	0	0	21	14	0	56	22	69	9	
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>985</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>7</b>	<b>7</b>	
STOCKHOLM (BROMMA)																		

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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)													
STOCKHOLM (SKAVSTA)																			
	EDINBURGH	RYANAIR	S	A	17	0	3	82	0	0	18	0	0	31	94	6	17		
	EDINBURGH	RYANAIR	S	D	17	0	3	82	0	0	12	6	0	31	100	4	17		
	GATWICK	RYANAIR	S	A	30	0	0	77	17	3	3	0	0	13	0	0	0		
	GATWICK	RYANAIR	S	D	30	0	0	70	17	10	3	0	0	15	0	0	0		
	STANSTED	RYANAIR	S	A	82	0	0	87	7	4	2	0	0	8	91	7	81		
	STANSTED	RYANAIR	S	D	82	0	0	89	7	4	0	0	0	5	94	3	82		
<b>TOTAL STOCKHOLM (SKAVSTA)</b>					<b>258</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>92</b>	<b>5</b>	<b>5</b>		
STORNOWAY																			
	EDINBURGH	LOGANAIR	S	A	51	0	0	92	2	4	2	0	0	6	92	5	78		
	EDINBURGH	LOGANAIR	S	D	51	0	0	94	2	4	0	0	0	5	86	7	78		
	GLASGOW	LOGANAIR	S	A	90	0	0	96	2	2	0	0	0	2	95	6	94		
	GLASGOW	LOGANAIR	S	D	91	0	0	96	2	0	2	0	0	4	96	5	93		
<b>TOTAL STORNOWAY</b>					<b>283</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>6</b>	<b>6</b>		
STRASBOURG																			
STUTTART																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	83	7	9	1	0	0	8	93	4	87		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	70	12	12	6	0	0	14	92	3	89		
	HEATHROW	CONTACTAIR FLUGDIENST	S	A	77	0	0	75	10	10	4	0	0	11	0	0	0		
	HEATHROW	CONTACTAIR FLUGDIENST	S	D	77	0	0	79	16	3	3	0	0	10	0	0	0		
	BIRMINGHAM	FLYBE LTD	S	A	48	0	0	85	4	6	4	0	0	8	76	21	46		
	BIRMINGHAM	FLYBE LTD	S	D	48	0	0	83	8	6	2	0	0	11	66	28	47		
	STANSTED	GERMANWINGS	S	A	52	0	0	92	0	4	4	0	0	6	92	2	51		
	STANSTED	GERMANWINGS	S	D	52	0	0	75	15	8	2	0	0	11	84	6	51		
	HEATHROW	LUFTHANSA CITY LINE	S	A	12	0	0	92	8	0	0	0	0	2	0	0	0		
	HEATHROW	LUFTHANSA CITY LINE	S	D	12	0	0	92	8	0	0	0	0	3	0	0	0		
	MANCHESTER	LUFTHANSA CITY LINE	S	A	25	0	0	72	20	8	0	0	0	9	0	0	0		
	MANCHESTER	LUFTHANSA CITY LINE	S	D	25	0	0	84	8	8	0	0	0	6	0	0	0		
<b>TOTAL STUTTART</b>					<b>610</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>7</b>	<b>7</b>		
SUMBURGH																			
	EDINBURGH	LOGANAIR	S	A	68	0	0	93	3	0	4	0	0	6	88	14	67		
	EDINBURGH	LOGANAIR	S	D	69	0	0	88	7	0	4	0	0	6	82	13	67		
	GLASGOW	LOGANAIR	S	A	30	0	0	93	0	3	3	0	0	5	90	10	30		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	GLASGOW	LOGANAIR		S D	30	2	0	90	10	0	0	0	0	5	90	5	30
<b>TOTAL SUMBURGH</b>					<b>197</b>	<b>2</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>12</b>	<b>12</b>
SYDNEY	HEATHROW	BRITISH AIRWAYS PLC		S A	60	0	0	75	15	7	3	0	0	11	68	31	60
	HEATHROW	BRITISH AIRWAYS PLC		S D	60	0	0	65	22	8	5	0	0	16	70	11	60
	HEATHROW	QANTAS		S A	57	0	0	74	16	7	4	0	0	16	67	27	57
	HEATHROW	QANTAS		S D	56	0	0	70	18	11	2	0	0	15	77	18	57
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	30	0	0	70	17	0	13	0	0	21	97	5	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	30	0	0	60	27	7	7	0	0	20	93	2	30
<b>TOTAL SYDNEY</b>					<b>293</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>18</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>18</b>	<b>18</b>
SZCZECIN (GOLENOW)	STANSTED	RYANAIR		S A	17	0	0	82	18	0	0	0	0	6	82	5	17
	STANSTED	RYANAIR		S D	17	0	0	71	24	6	0	0	0	9	88	7	17
<b>TOTAL SZCZECIN (GOLENOW)</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>6</b>	<b>6</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	8	0	0	63	13	13	0	0	13	64	75	9	8	
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	13	38	25	13	0	13	85	63	13	8	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	0	50	0	50	0	0	58	40	29	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	25	25	25	25	0	0	53	80	12	5	
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	40	20	0	20	20	0	66	80	10	5	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	25	25	25	0	25	0	73	100	4	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	60	20	0	20	0	0	34	40	24	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	50	0	25	25	0	0	41	100	5	5	
<b>TOTAL TABA</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>24</b>	<b>14</b>	<b>17</b>	<b>5</b>	<b>5</b>	<b>62</b>	<b>74</b>	<b>13</b>	<b>13</b>	
TAIPEI																		
	HEATHROW	CHINA AIRLINES	S	A	13	0	0	62	15	23	0	0	0	14	0	0	0	
	HEATHROW	CHINA AIRLINES	S	D	13	0	0	62	15	23	0	0	0	16	0	0	0	
	HEATHROW	EVA AIR	S	A	30	0	0	70	17	13	0	0	0	12	73	8	26	
	HEATHROW	EVA AIR	S	D	30	0	0	77	10	10	3	0	0	11	85	3	26	
<b>TOTAL TAIPEI</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>6</b>	<b>6</b>	
TALLIN																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	65	13	9	13	0	0	20	81	10	21	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	61	4	17	17	0	0	26	90	9	21	
	GATWICK	ESTONIAN AIR	S	A	9	0	0	78	0	0	0	22	0	80	100	3	8	
	GATWICK	ESTONIAN AIR	S	D	9	0	0	78	0	0	0	22	0	78	88	7	8	
<b>TOTAL TALLIN</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>6</b>	<b>9</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>39</b>	<b>88</b>	<b>9</b>	<b>9</b>	
TAMPA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	21	0	0	86	14	0	0	0	0	6	95	6	21	
	GATWICK	BRITISH AIRWAYS PLC	S	D	21	0	0	90	5	5	0	0	0	7	90	7	21	
<b>TOTAL TAMPA</b>					<b>42</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>6</b>	<b>93</b>	<b>6</b>	<b>6</b>	
TAMPERE																		
	EDINBURGH	RYANAIR	S	A	9	4	4	100	0	0	0	0	0	0	0	0	0	
	EDINBURGH	RYANAIR	S	D	13	0	0	92	8	0	0	0	0	4	0	0	0	
	STANSTED	RYANAIR	S	A	21	0	0	90	10	0	0	0	0	4	97	2	30	
	STANSTED	RYANAIR	S	D	21	0	0	76	10	14	0	0	0	11	93	3	30	
<b>TOTAL TAMPERE</b>					<b>64</b>	<b>4</b>	<b>4</b>	<b>88</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>95</b>	<b>2</b>	<b>2</b>	
TANGIERS (IBN BATUTA)																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)																		
	HEATHROW	ROYAL AIR MAROC	S	A	10	0	0	80	0	10	10	0	0	17	0	0	0	
	HEATHROW	ROYAL AIR MAROC	S	D	10	0	0	60	20	0	20	0	0	29	0	0	0	
<b>TOTAL TANGIERS (IBN BATUTA)</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>5</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>94</b>	<b>4</b>	<b>4</b>	
TARBES-LOURDES INTERNA																		
	MANCHESTER	BMIBABY LTD	S	A	8	0	0	88	0	0	13	0	0	20	0	0	0	
	MANCHESTER	BMIBABY LTD	S	D	8	0	0	75	0	13	13	0	0	27	0	0	0	
	STANSTED	TITAN AIRWAYS LTD	C	A	6	0	0	67	17	17	0	0	0	13	86	9	7	
	STANSTED	TITAN AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	1	7	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>4</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>76</b>	<b>9</b>	<b>9</b>	
TASHKENT																		
	HEATHROW	UZBEKISTAN AIRLINES	S	A	8	0	0	38	38	13	13	0	0	24	78	11	9	
	HEATHROW	UZBEKISTAN AIRLINES	S	D	8	0	0	0	0	88	13	0	0	48	33	24	9	
<b>TOTAL TASHKENT</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>19</b>	<b>50</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>56</b>	<b>17</b>	<b>17</b>	
TBILISI																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	17	0	0	100	0	0	0	0	0	2	88	4	17	
	HEATHROW	BMI BRITISH MIDLAND	S	D	17	0	0	59	12	12	18	0	0	29	39	19	18	
<b>TOTAL TBILISI</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>6</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>63</b>	<b>12</b>	<b>12</b>	
TEHRAN																		
TEL AVIV																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	75	9	13	4	0	0	12	67	12	57	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	1	88	4	5	4	0	0	9	84	9	57	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	24	0	0	58	4	0	38	0	0	35	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	24	0	0	29	13	21	38	0	0	55	0	0	0	
	HEATHROW	EL AL	S	A	37	0	0	78	16	3	3	0	0	11	79	10	43	
	HEATHROW	EL AL	S	D	37	0	0	57	30	11	3	0	0	16	72	13	43	
	LUTON	EL AL	S	A	24	0	0	79	13	4	4	0	0	11	96	4	24	
	LUTON	EL AL	S	D	23	0	1	61	35	0	4	0	0	16	71	17	24	
	MANCHESTER	JET2.COM LTD	S	A	9	0	0	11	33	33	11	11	0	50	0	74	4	
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	44	56	0	0	0	0	15	75	22	4	
<b>TOTAL TEL AVIV</b>					<b>301</b>	<b>3</b>	<b>2</b>	<b>67</b>	<b>16</b>	<b>8</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>76</b>	<b>13</b>	<b>13</b>	
TENERIFE (SURREINA SOFIA)																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	34	0	0	41	12	21	24	3	0	41	90	5	30	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

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					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
TENERIFE (SURREINA SOFIA)																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	34	0	0	12	44	15	26	3	0	46	73	11	30	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	25	0	0	28	20	20	32	0	0	50	63	15	30	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	25	0	0	36	24	20	20	0	0	38	67	14	30	
	MANCHESTER	JET2.COM LTD	S	A	14	0	0	71	7	7	14	0	0	17	85	10	13	
	MANCHESTER	JET2.COM LTD	S	D	13	0	0	54	15	8	23	0	0	34	77	12	13	
	NEWCASTLE	JET2.COM LTD	S	A	11	1	0	73	9	9	0	9	0	33	67	18	9	
	NEWCASTLE	JET2.COM LTD	S	D	12	0	0	50	17	8	17	8	0	49	78	10	9	
	BIRMINGHAM	MONARCH AIRLINES	S	A	24	0	2	46	17	13	13	13	0	53	77	7	22	
	BIRMINGHAM	MONARCH AIRLINES	S	D	25	0	1	24	20	24	24	8	0	66	55	17	22	
	EDINBURGH	MONARCH AIRLINES	C	A	5	0	0	20	20	20	40	0	0	53	60	17	5	
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	0	25	25	50	0	0	67	60	16	5	
	GATWICK	MONARCH AIRLINES	S	A	36	0	0	39	19	11	25	6	0	49	48	20	27	
	GATWICK	MONARCH AIRLINES	S	D	35	0	0	46	14	17	17	6	0	45	67	15	27	
	LUTON	MONARCH AIRLINES	S	A	33	1	0	73	9	9	9	0	0	15	88	4	25	
	LUTON	MONARCH AIRLINES	S	D	34	0	0	56	15	9	21	0	0	30	80	8	25	
	MANCHESTER	MONARCH AIRLINES	S	A	38	0	0	26	13	32	21	3	5	66	62	14	39	
	MANCHESTER	MONARCH AIRLINES	S	D	38	0	0	34	26	16	16	3	5	60	62	14	39	
	BIRMINGHAM	RYANAIR	S	A	13	0	0	62	0	8	31	0	0	46	0	0	0	
	BIRMINGHAM	RYANAIR	S	D	13	0	0	38	23	8	31	0	0	46	0	0	0	
	EDINBURGH	RYANAIR	S	A	13	0	0	77	0	15	8	0	0	16	0	0	0	
	EDINBURGH	RYANAIR	S	D	13	0	0	62	15	23	0	0	0	15	0	0	0	
	LUTON	RYANAIR	S	A	8	0	0	88	0	13	0	0	0	8	0	0	0	
	LUTON	RYANAIR	S	D	8	0	0	88	0	13	0	0	0	12	0	0	0	
	STANSTED	RYANAIR	S	A	17	0	0	65	18	6	12	0	0	18	77	8	13	
	STANSTED	RYANAIR	S	D	17	0	0	65	12	12	12	0	0	24	62	12	13	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	40	0	20	0	0	25	100	0	8	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	25	0	0	0	22	75	6	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	19	0	0	58	0	16	11	11	5	67	79	47	14	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	16	0	0	44	19	13	6	13	6	68	64	58	14	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	21	0	0	38	10	14	29	10	0	62	77	27	13	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	24	0	0	38	4	25	25	8	0	58	77	26	13	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	22	0	0	36	9	14	27	14	0	84	41	71	17	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	22	0	0	36	9	9	27	18	0	79	59	79	17	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

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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)												
TENERIFE (SURREINA SOFIA)																		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	13	0	13	0	0	13	67	16	9	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	0	0	13	0	0	15	56	23	9	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	50	0	0	0	0	14	100	0	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	50	0	0	0	0	15	75	5	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	78	0	11	11	0	0	13	89	6	9	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	8	0	0	63	25	0	13	0	0	15	78	14	9	
	GATWICK	THOMSON AIRWAYS LTD	C	A	21	0	0	57	19	19	0	5	0	29	73	13	22	
	GATWICK	THOMSON AIRWAYS LTD	C	D	20	0	0	40	30	25	0	5	0	38	82	19	22	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	3	4	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	5	4	
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	50	25	0	25	0	0	36	100	1	4	
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	29	100	3	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	16	0	0	69	13	6	0	13	0	36	71	14	17	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	16	0	0	56	25	6	0	13	0	39	82	12	17	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	20	40	0	20	20	0	72	80	6	5	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	25	25	0	25	25	0	89	100	1	5	
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	25	17	4	
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	0	4	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>824</b>	<b>2</b>	<b>3</b>	<b>48</b>	<b>16</b>	<b>14</b>	<b>17</b>	<b>5</b>	<b>1</b>	<b>43</b>	<b>70</b>	<b>20</b>	<b>20</b>	
TETERBORO																		
THIRA (SANTORINI)																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	50	0	14	29	7	0	57	46	18	13	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	36	7	29	21	7	0	49	92	8	13	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	25	0	75	0	0	115	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	0	0	75	0	0	107	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	50	0	25	25	0	0	47	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	30	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	0	0	25	111	60	31	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	25	0	0	25	116	40	43	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	1	0	25	0	0	50	0	25	160	100	0	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	0	0	50	0	25	171	100	2	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	10	0	0	0	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	50	0	50	0	0	0	18	0	0	0	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
THIRA (SANTORINI)																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	26	78	9	9	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	33	89	9	9	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	22	60	10	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	34	20	28	5	
<b>TOTAL THIRA (SANTORINI)</b>					<b>84</b>	<b>1</b>	<b>0</b>	<b>46</b>	<b>7</b>	<b>12</b>	<b>27</b>	<b>2</b>	<b>5</b>	<b>65</b>	<b>73</b>	<b>12</b>	<b>12</b>	
TIMISOARA																		
	LUTON	WIZZ AIR	S	A	13	0	0	85	8	0	8	0	0	16	94	6	17	
	LUTON	WIZZ AIR	S	D	13	0	0	69	15	8	8	0	0	22	53	20	17	
<b>TOTAL TIMISOARA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>74</b>	<b>13</b>	<b>13</b>	
TIRANA																		
	STANSTED	ALBANIAN AIRLINES	S	A	8	0	0	50	13	13	0	0	25	163	45	66	11	
	STANSTED	ALBANIAN AIRLINES	S	D	8	0	0	63	0	13	0	0	25	160	40	53	10	
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	80	13	3	3	0	0	11	87	8	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	77	13	3	7	0	0	13	73	11	30	
<b>TOTAL TIRANA</b>					<b>76</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>44</b>	<b>70</b>	<b>23</b>	<b>23</b>	
TIREE																		
	GLASGOW	LOGANAIR	S	A	25	0	0	96	0	4	0	0	0	3	88	5	26	
	GLASGOW	LOGANAIR	S	D	25	0	0	92	8	0	0	0	0	3	88	6	26	
<b>TOTAL TIREE</b>					<b>50</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>88</b>	<b>6</b>	<b>6</b>	
TIVAT																		
TOBAGO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	63	13	25	0	0	0	13	75	9	8	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	89	0	0	11	0	0	13	88	5	8	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	40	60	0	0	0	0	16	80	32	5	
<b>TOTAL TOBAGO</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>81</b>	<b>13</b>	<b>13</b>	
TOKYO (NARITA)																		
	HEATHROW	ALL NIPPON AIRWAYS	S	A	30	0	1	53	27	17	3	0	0	16	80	8	30	
	HEATHROW	ALL NIPPON AIRWAYS	S	D	30	0	0	93	3	0	3	0	0	8	97	2	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	57	20	17	3	3	0	24	63	13	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	67	20	10	0	3	0	18	80	7	30	
	HEATHROW	JAPAN AIRLINES	S	A	30	0	1	80	13	3	3	0	0	8	92	4	60	
	HEATHROW	JAPAN AIRLINES	S	D	30	0	0	90	7	0	3	0	0	6	90	5	60	

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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)											
TOKYO (NARITA)	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	63	17	13	7	0	0	16	83	10	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	83	10	3	3	0	0	8	90	10	30
<b>TOTAL TOKYO (NARITA)</b>					<b>240</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>86</b>	<b>7</b>	<b>7</b>
TORONTO	HEATHROW	AIR CANADA	S	A	120	0	0	73	12	13	2	0	0	11	81	12	119
	HEATHROW	AIR CANADA	S	D	120	0	0	83	9	4	4	0	0	10	87	12	119
	HEATHROW	AIR INDIA	S	A	30	0	0	93	0	3	0	3	0	10	86	9	29
	HEATHROW	AIR INDIA	S	D	30	0	0	63	17	10	10	0	0	18	75	31	28
	GATWICK	AIR TRANSAT	S	A	34	1	0	91	6	0	3	0	0	5	90	6	21
	GATWICK	AIR TRANSAT	S	D	34	0	0	79	6	9	6	0	0	15	71	13	21
	GLASGOW	AIR TRANSAT	S	A	4	0	0	50	25	0	25	0	0	27	0	0	0
	GLASGOW	AIR TRANSAT	S	D	4	0	0	25	25	25	25	0	0	38	0	0	0
	HEATHROW	AIR TRANSAT	S	A	6	0	0	100	0	0	0	0	0	2	75	13	8
	HEATHROW	AIR TRANSAT	S	D	6	0	0	83	17	0	0	0	0	5	75	12	8
	NEWCASTLE	AIR TRANSAT	S	A	5	0	0	80	0	0	0	20	0	37	80	24	5
	NEWCASTLE	AIR TRANSAT	S	D	5	0	0	60	0	20	20	0	0	43	80	24	5
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	78	15	5	2	0	0	9	80	9	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	65	22	7	7	0	0	17	68	12	60
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	8	0	0	75	0	0	13	13	0	38	78	13	9
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	8	0	0	75	13	0	0	13	0	32	89	6	9
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	18	0	0	67	11	6	11	6	0	33	92	3	13
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	17	0	0	65	6	6	24	0	0	32	77	8	13
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	21	0	0	48	24	10	14	5	0	31	95	2	21
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	21	0	0	76	10	0	10	5	0	24	70	11	20
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	31	0	0	68	6	16	10	0	0	19	88	22	32
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	30	0	0	63	13	7	17	0	0	23	81	35	32
<b>TOTAL TORONTO</b>					<b>673</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>81</b>	<b>14</b>	<b>14</b>
TORREJON DE ARDOZ																	
TOULON / HYERES	STANSTED	RYANAIR	S	A	13	0	0	77	23	0	0	0	0	6	88	6	17
	STANSTED	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	4	88	5	17
<b>TOTAL TOULON / HYERES</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>88</b>	<b>6</b>	<b>6</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
TOULOUSE (BLAGNAC)																		
	MANCHESTER	BMIBABY LTD	S	A	13	0	0	62	8	15	15	0	0	22	92	8	13	
	MANCHESTER	BMIBABY LTD	S	D	13	0	0	69	0	15	15	0	0	22	100	1	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	89	0	0	67	12	10	7	3	0	22	90	3	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	89	0	0	75	11	8	6	0	0	15	95	4	60	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	78	0	2	37	17	19	24	3	0	44	72	21	79	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	78	0	1	51	13	14	19	3	0	35	84	12	79	
	BIRMINGHAM	FLYBE LTD	S	A	3	0	0	0	67	33	0	0	0	27	25	26	4	
	BIRMINGHAM	FLYBE LTD	S	D	3	0	0	0	0	100	0	0	0	47	25	30	4	
	EDINBURGH	JET2.COM LTD	S	A	4	0	0	50	25	0	25	0	0	30	88	16	8	
	EDINBURGH	JET2.COM LTD	S	D	4	0	0	25	50	0	25	0	0	30	88	17	8	
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>375</b>	<b>0</b>	<b>3</b>	<b>58</b>	<b>13</b>	<b>13</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>84</b>	<b>11</b>	<b>11</b>	
TOURS																		
	STANSTED	RYANAIR	S	A	20	0	0	90	10	0	0	0	0	4	94	3	17	
	STANSTED	RYANAIR	S	D	20	0	0	95	0	5	0	0	0	4	100	3	17	
<b>TOTAL TOURS</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>97</b>	<b>3</b>	<b>3</b>	
TRAPANI																		
	LUTON	RYANAIR	S	A	13	0	0	46	31	8	15	0	0	26	85	14	13	
	LUTON	RYANAIR	S	D	13	0	0	38	15	15	31	0	0	44	85	17	13	
	STANSTED	RYANAIR	S	A	30	0	0	53	3	37	7	0	0	27	0	0	0	
	STANSTED	RYANAIR	S	D	30	0	0	63	7	30	0	0	0	17	0	0	0	
<b>TOTAL TRAPANI</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>10</b>	<b>27</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>77</b>	<b>24</b>	<b>24</b>	
TREVISO																		
	STANSTED	RYANAIR	S	A	60	0	0	45	30	20	3	2	0	24	68	14	90	
	STANSTED	RYANAIR	S	D	60	0	0	67	25	8	0	0	0	12	76	11	90	
<b>TOTAL TREVISO</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>28</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>72</b>	<b>13</b>	<b>13</b>	
TRIESTE (RONCHI DEI LEGIO)																		
	BIRMINGHAM	RYANAIR	S	A	9	0	0	89	0	0	0	11	0	30	100	2	9	
	BIRMINGHAM	RYANAIR	S	D	9	0	0	89	0	0	0	11	0	32	100	3	9	
	STANSTED	RYANAIR	S	A	30	0	0	53	27	17	3	0	0	18	77	11	30	
	STANSTED	RYANAIR	S	D	30	0	0	80	13	3	3	0	0	11	87	7	30	
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>86</b>	<b>8</b>	<b>8</b>	
TRIPOLI																		

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					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
TRIPOLI	GATWICK	AFRIQIYAH AIRWAYS	S	A	30	0	0	10	17	53	20	0	0	46	7	109	30
	GATWICK	AFRIQIYAH AIRWAYS	S	D	30	0	0	20	30	30	20	0	0	38	20	94	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	50	23	27	0	0	0	20	90	3	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	83	10	7	0	0	0	9	90	5	30
	HEATHROW	LIBYAN ARAB AIRLINES	S	A	9	0	0	78	11	11	0	0	0	10	67	41	9
	HEATHROW	LIBYAN ARAB AIRLINES	S	D	9	0	0	56	11	11	22	0	0	33	56	49	9
	MANCHESTER	LIBYAN ARAB AIRLINES	S	A	26	0	0	58	23	19	0	0	0	17	60	24	20
	MANCHESTER	LIBYAN ARAB AIRLINES	S	D	26	0	0	62	8	12	15	4	0	34	65	25	20
<b>TOTAL TRIPOLI</b>					<b>190</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>18</b>	<b>24</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>55</b>	<b>46</b>	<b>46</b>
TROMSOE	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	8	0	0	88	13	0	0	0	0	3	78	11	9
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	8	0	0	75	25	0	0	0	0	8	67	9	9
<b>TOTAL TROMSOE</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>72</b>	<b>10</b>	<b>10</b>
TRONDHEIM (VAERNES)	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	13	0	0	92	8	0	0	0	0	4	0	0	0
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	13	0	0	77	15	8	0	0	0	8	0	0	0
<b>TOTAL TRONDHEIM (VAERNES)</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>4</b>	<b>4</b>
TUNIS	GATWICK	BRITISH AIRWAYS PLC	S	A	21	0	0	43	14	38	5	0	0	25	73	9	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	21	0	0	81	5	14	0	0	0	13	90	6	30
	HEATHROW	TUNISAIR	S	A	16	0	0	13	25	25	38	0	0	51	71	12	17
	HEATHROW	TUNISAIR	S	D	16	0	0	13	6	38	44	0	0	64	59	20	17
<b>TOTAL TUNIS</b>					<b>74</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>12</b>	<b>28</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>76</b>	<b>11</b>	<b>11</b>
TURIN	GATWICK	BRITISH AIRWAYS PLC	S	A	29	0	0	34	24	17	24	0	0	34	97	1	60
	GATWICK	BRITISH AIRWAYS PLC	S	D	29	0	0	52	31	7	10	0	0	20	93	3	60
	STANSTED	RYANAIR	S	A	30	0	0	47	30	17	3	3	0	32	53	16	17
	STANSTED	RYANAIR	S	D	30	0	0	77	17	3	3	0	0	13	76	12	17
<b>TOTAL TURIN</b>					<b>121</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>26</b>	<b>11</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>88</b>	<b>5</b>	<b>5</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	58	0	0	43	21	16	17	2	2	41	58	23	59		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	59	0	0	51	22	15	10	2	0	27	76	12	59		
	MANCHESTER	JET2.COM LTD	C	A	3	0	0	67	33	0	0	0	0	5	0	0	0		
	MANCHESTER	JET2.COM LTD	C	D	3	0	0	100	0	0	0	0	0	4	0	0	0		
	STANSTED	RYANAIR	S	A	43	0	0	33	35	21	9	2	0	35	95	4	60		
	STANSTED	RYANAIR	S	D	43	0	0	79	7	0	14	0	0	18	92	5	60		
<b>TOTAL VALENCIA</b>					<b>211</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>21</b>	<b>13</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>80</b>	<b>11</b>	<b>11</b>		
VALLADOLID																			
	GATWICK	PRIVILEGE STYLE	C	A	2	0	0	0	0	50	50	0	0	102	0	100	1		
	STANSTED	RYANAIR	S	A	13	0	0	46	38	0	15	0	0	31	71	12	17		
	STANSTED	RYANAIR	S	D	13	0	0	69	15	0	15	0	0	24	94	3	17		
<b>TOTAL VALLADOLID</b>					<b>29</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>24</b>	<b>3</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>80</b>	<b>10</b>	<b>10</b>		
VANCOUVER																			
	HEATHROW	AIR CANADA	S	A	39	0	0	77	10	5	8	0	0	14	92	9	37		
	HEATHROW	AIR CANADA	S	D	38	0	0	76	13	11	0	0	0	11	92	5	37		
	GATWICK	AIR TRANSAT	S	A	3	0	0	67	0	33	0	0	0	12	0	0	0		
	GATWICK	AIR TRANSAT	S	D	3	0	0	0	67	33	0	0	0	32	0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	84	9	5	2	0	0	7	92	4	53		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	70	18	9	4	0	0	16	69	11	52		
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	21	0	0	100	0	0	0	0	0	1	78	58	18		
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	22	0	0	73	5	18	5	0	0	16	56	69	18		
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	5	0	0	60	0	0	20	20	0	62	75	12	4		
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	5	0	0	20	40	0	20	20	0	100	60	22	5		
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	8	0	0	88	0	13	0	0	0	6	88	8	8		
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	8	0	0	25	38	13	25	0	0	33	75	21	8		
<b>TOTAL VANCOUVER</b>					<b>264</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>20</b>	<b>20</b>		
VARADERO																			
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	0	100	0	5		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	16	100	0	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	25	0	0	25	100	0	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	24	0	19	4		
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0		
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	60	0	40	0	0	0	22	0	0	0		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
VARADERO																		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	100	6	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	60	0	0	40	0	0	37	75	9	4	
<b>TOTAL VARADERO</b>					<b>34</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>3</b>	<b>9</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>80</b>	<b>5</b>	<b>5</b>	
VARNA																		
	MANCHESTER	BH AIR	C	A	4	0	0	50	25	0	25	0	0	27	50	18	4	
	MANCHESTER	BH AIR	C	D	4	0	0	50	0	25	25	0	0	30	75	12	4	
	NEWCASTLE	BH AIR	C	A	4	0	0	50	0	25	25	0	0	29	100	1	4	
	NEWCASTLE	BH AIR	C	D	4	0	0	50	0	50	0	0	0	26	100	5	4	
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	56	11	22	11	0	0	22	76	12	17	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	44	33	0	22	0	0	24	75	12	16	
	GATWICK	BULGARIA AIR	S	A	6	0	0	100	0	0	0	0	0	1	83	4	12	
	GATWICK	BULGARIA AIR	S	D	6	0	0	33	33	33	0	0	0	22	67	8	12	
	LUTON	WIZZ AIR	S	A	10	0	0	80	10	10	0	0	0	6	38	17	8	
	LUTON	WIZZ AIR	S	D	10	0	0	80	10	10	0	0	0	10	100	4	8	
<b>TOTAL VARNA</b>					<b>66</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>14</b>	<b>15</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>10</b>	<b>10</b>	
VASTERAS																		
	STANSTED	RYANAIR	S	A	30	0	0	87	10	3	0	0	0	6	53	18	30	
	STANSTED	RYANAIR	S	D	30	0	0	87	10	3	0	0	0	6	63	14	30	
<b>TOTAL VASTERAS</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>58</b>	<b>16</b>	<b>16</b>	
VENICE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	90	0	0	61	13	19	7	0	0	18	83	11	115	
	GATWICK	BRITISH AIRWAYS PLC	S	D	90	0	0	56	22	19	3	0	0	19	78	12	115	
	HEATHROW	BRITISH AIRWAYS PLC	C	A	6	0	0	50	17	17	17	0	0	25	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	35	0	0	49	23	11	17	0	0	26	94	3	34	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	35	0	0	49	31	11	9	0	0	22	79	10	34	
	HEATHROW	BRITISH AIRWAYS PLC	C	D	6	0	0	33	0	67	0	0	0	33	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	47	12	15	27	0	0	35	84	8	61	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	40	25	22	12	2	0	31	82	10	60	
	LONDON CITY	FLYBABOO	S	A	26	0	0	92	4	4	0	0	0	3	0	0	0	
	LONDON CITY	FLYBABOO	S	D	22	0	0	73	14	9	5	0	0	12	0	0	0	
	MANCHESTER	FLYBE LTD	C	A	4	0	0	75	0	0	25	0	0	18	0	0	0	
	MANCHESTER	FLYBE LTD	C	D	4	0	0	50	25	25	0	0	0	26	0	0	0	
	EDINBURGH	JET2.COM LTD	S	A	12	0	0	25	17	42	17	0	0	34	50	18	8	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
VENICE	EDINBURGH	JET2.COM LTD	S	D	12	0	0	25	50	17	8	0	0	27	75	13	8
	MANCHESTER	JET2.COM LTD	C	A	2	0	0	0	0	50	50	0	0	48	0	0	0
	MANCHESTER	JET2.COM LTD	S	A	16	0	0	38	31	19	6	6	0	36	0	0	0
	MANCHESTER	JET2.COM LTD	C	D	2	0	0	50	50	0	0	0	0	11	0	0	0
	MANCHESTER	JET2.COM LTD	S	D	16	0	0	50	25	13	13	0	0	30	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	0	25	75	0	0	0	33	40	41	5
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	0	25	75	0	0	0	33	100	2	3
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	60	21	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	75	24	4
<b>TOTAL VENICE</b>					<b>516</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>19</b>	<b>18</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>82</b>	<b>11</b>	<b>11</b>
VERONA VILAFRANCA	GATWICK	BRITISH AIRWAYS PLC	S	A	60	0	0	77	8	10	5	0	0	14	86	9	59
	GATWICK	BRITISH AIRWAYS PLC	S	D	60	0	0	82	7	10	2	0	0	12	86	8	59
	MANCHESTER	FLYBE LTD	C	A	4	0	0	75	0	0	25	0	0	35	100	2	4
	MANCHESTER	FLYBE LTD	C	D	3	0	0	33	33	0	33	0	0	61	100	7	3
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	78	0	11	11	0	0	15	89	6	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	8	0	0	88	0	0	13	0	0	12	100	2	7
	GATWICK	THOMSON AIRWAYS LTD	C	A	13	0	0	69	8	23	0	0	0	13	83	7	18
	GATWICK	THOMSON AIRWAYS LTD	C	D	10	0	0	80	10	10	0	0	0	9	88	7	16
	GLASGOW	THOMSON AIRWAYS LTD	C	A	9	0	0	67	11	0	22	0	0	23	75	9	8
	GLASGOW	THOMSON AIRWAYS LTD	C	D	7	0	0	71	0	0	29	0	0	26	100	5	6
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	18	0	0	44	0	28	17	6	6	65	67	13	18
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	15	0	0	53	20	7	7	7	7	58	94	4	16
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	9	0	0	44	22	33	0	0	0	17	57	11	7
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	7	0	0	29	29	43	0	0	0	29	100	1	6
<b>TOTAL VERONA VILAFRANCA</b>					<b>234</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>9</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>86</b>	<b>8</b>	<b>8</b>
VIENNA	HEATHROW	AUSTRIAN AIRLINES	S	A	90	0	0	61	24	11	3	0	0	16	95	3	109
	HEATHROW	AUSTRIAN AIRLINES	S	D	90	0	0	42	26	19	13	0	0	26	88	7	109
	HEATHROW	BMI BRITISH MIDLAND	S	A	60	0	0	68	18	12	2	0	0	13	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	D	60	0	0	78	12	8	2	0	0	10	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	120	0	0	63	17	12	8	0	0	19	91	5	120
	HEATHROW	BRITISH AIRWAYS PLC	S	D	120	0	0	66	11	15	8	0	0	19	88	5	120

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2009					
					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)												
VIENNA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	52	0	0	65	15	15	4	0	0	16	77	16	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	52	0	0	58	27	12	4	0	0	19	77	14	30	
	EDINBURGH	NIKI	C	D	2	0	0	100	0	0	0	0	0	0	0	50	1	
<b>TOTAL VIENNA</b>					<b>648</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>18</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>86</b>	<b>7</b>	<b>7</b>	
VIGO																		
VILNIUS																		
	MANCHESTER	AIR BALTIC	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	AIR BALTIC	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	EDINBURGH	STAR1 AIRLINES	S	A	4	0	0	100	0	0	0	0	0	1	0	0	0	
	EDINBURGH	STAR1 AIRLINES	S	D	4	0	0	100	0	0	0	0	0	1	0	0	0	
	STANSTED	STAR1 AIRLINES	S	A	19	0	3	68	5	16	11	0	0	19	82	10	17	
	STANSTED	STAR1 AIRLINES	S	D	19	0	3	68	0	21	11	0	0	17	94	5	17	
<b>TOTAL VILNIUS</b>					<b>51</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>2</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>87</b>	<b>8</b>	<b>8</b>	
VOLOS																		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	50	0	25	0	0	37	25	28	4	
<b>TOTAL VOLOS</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>63</b>	<b>17</b>	<b>17</b>	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	74	0	0	58	23	14	5	0	0	18	85	7	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	74	0	1	77	11	7	5	0	0	12	90	4	60
	HEATHROW	LOT-POLISH AIRLINES	S	A	74	0	0	49	19	19	14	0	0	27	84	10	86
	HEATHROW	LOT-POLISH AIRLINES	S	D	74	0	0	68	12	11	9	0	0	19	91	6	86
	LUTON	WIZZ AIR	S	A	85	0	0	85	8	2	5	0	0	9	89	8	74
	LUTON	WIZZ AIR	S	D	85	0	0	65	21	8	5	0	1	21	64	15	74
<b>TOTAL WARSAW</b>					<b>466</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>16</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>84</b>	<b>8</b>	<b>8</b>
WASHINGTON (DULLES)	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	82	9	2	4	0	2	19	80	7	87
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	68	21	8	3	0	0	13	74	12	86
	HEATHROW	UNITED AIRLINES	S	A	90	0	0	83	9	6	1	1	0	9	64	11	91
	HEATHROW	UNITED AIRLINES	S	D	89	0	0	93	7	0	0	0	0	3	90	4	91
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	87	7	3	3	0	0	9	87	7	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	73	17	10	0	0	0	11	71	16	31
<b>TOTAL WASHINGTON (DULLES)</b>					<b>419</b>	<b>2</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>9</b>	<b>9</b>
WATERFORD	BIRMINGHAM	AER ARANN	S	A	17	0	0	94	0	6	0	0	0	4	100	0	17
	BIRMINGHAM	AER ARANN	S	D	17	0	0	76	12	12	0	0	0	10	100	0	17
	LUTON	AER ARANN	S	A	53	0	0	94	2	4	0	0	0	3	95	2	60
	LUTON	AER ARANN	S	D	53	0	0	87	9	2	2	0	0	5	85	5	60
	MANCHESTER	AER ARANN	S	A	22	0	0	95	5	0	0	0	0	2	95	4	21
	MANCHESTER	AER ARANN	S	D	22	0	0	95	0	5	0	0	0	3	95	2	21
<b>TOTAL WATERFORD</b>					<b>184</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>93</b>	<b>3</b>	<b>3</b>
WICK	EDINBURGH	LOGANAIR	S	A	22	0	0	100	0	0	0	0	0	3	91	5	22
	EDINBURGH	LOGANAIR	S	D	22	0	0	91	9	0	0	0	0	3	86	7	22
<b>TOTAL WICK</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>6</b>	<b>6</b>
WROCLAW	STANSTED	RYANAIR	S	A	52	0	0	94	4	2	0	0	0	4	90	5	52
	STANSTED	RYANAIR	S	D	52	0	0	96	4	0	0	0	0	3	85	6	52
	LUTON	WIZZ AIR	S	A	24	0	0	96	4	0	0	0	0	2	94	2	17
	LUTON	WIZZ AIR	S	D	24	0	0	58	33	8	0	0	0	14	82	10	17

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009				
			CHARTER/ SCHED	ARR/ DEP	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
WROCLAW																	
<b>TOTAL WROCLAW</b>					152	0	0	89	9	2	0	0	0	5	89	5	5

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: Y

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2009		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
YEREVAN	HEATHROW	BMI BRITISH MIDLAND	S	A	18	0	0	94	6	0	0	0	0	4	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	D	17	0	0	29	12	41	18	0	0	35	0	0	0
<b>TOTAL YEREVAN</b>					<b>39</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>13</b>	<b>21</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 2009				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ZADAR	STANSTED	RYANAIR	S	A	21	0	0	90	10	0	0	0	0	4	92	3	13
	STANSTED	RYANAIR	S	D	21	0	0	95	5	0	0	0	0	4	85	5	13
<b>TOTAL ZADAR</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>4</b>	<b>86</b>	<b>5</b>	<b>5</b>
ZAGREB	GATWICK	CROATIA AIRLINES	S	A	17	0	0	65	35	0	0	0	11	78	9	18	
	GATWICK	CROATIA AIRLINES	S	D	17	0	0	71	18	12	0	0	14	67	12	18	
	HEATHROW	CROATIA AIRLINES	S	A	35	0	0	51	31	14	3	0	17	83	9	35	
	HEATHROW	CROATIA AIRLINES	S	D	35	0	0	49	23	26	3	0	20	80	12	35	
	LUTON	WIZZ AIR	S	A	17	0	0	65	12	18	6	0	22	100	1	16	
	LUTON	WIZZ AIR	S	D	17	0	0	59	24	12	6	0	22	94	5	16	
<b>TOTAL ZAGREB</b>					<b>138</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>25</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>77</b>	<b>12</b>	<b>12</b>	
ZAKINTHOS	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	82	0	6	12	0	14	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	65	12	6	18	0	23	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	25	25	25	25	0	44	100	4	4	
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	20	40	20	20	0	48	75	11	4	
	GATWICK	MONARCH AIRLINES	C	A	17	0	0	35	29	24	12	0	31	82	20	17	
	GATWICK	MONARCH AIRLINES	C	D	17	0	0	35	18	24	24	0	36	82	20	17	
	LUTON	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	7	25	25	4	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	9	50	14	4	
	MANCHESTER	MONARCH AIRLINES	C	A	13	0	0	62	15	15	8	0	17	50	38	12	
	MANCHESTER	MONARCH AIRLINES	C	D	13	0	0	62	15	8	15	0	18	42	40	12	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	12	0	0	75	0	17	8	0	15	92	8	12	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	11	0	0	55	18	9	18	0	27	83	11	12	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	17	0	0	88	0	6	6	0	13	69	19	16	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	15	0	0	80	13	7	0	0	7	53	28	15	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	44	22	11	22	0	29	50	23	8	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	9	0	0	33	22	22	22	0	36	38	40	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	19	0	0	68	16	5	11	0	16	80	8	20	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	17	0	0	65	12	6	18	0	26	75	20	20	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	0	11	0	18	88	4	8	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	0	11	11	0	23	88	3	8	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	0	50	0	54	75	35	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009			
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
ZAKINTHOS	STANSTED	THOMAS COOK AIRLINES LTD	C	D	3	0	0	33	0	0	67	0	0	87	67	34	3
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	8	0	0	75	0	25	0	0	0	13	75	6	8
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	8	0	0	50	25	13	13	0	0	23	88	11	8
	GATWICK	THOMSON AIRWAYS LTD	C	A	22	0	0	86	0	14	0	0	0	7	64	25	22
	GATWICK	THOMSON AIRWAYS LTD	C	D	19	0	0	74	5	21	0	0	0	12	67	12	21
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	11	25	23	4
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	5	100	2	4
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	11	20	95	5
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	40	91	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	14	0	0	50	7	36	0	7	0	32	75	13	12
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	13	0	0	46	8	31	8	8	0	42	75	15	12
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	5	25	31	4
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	25	50	25	0	0	0	22	50	20	4
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	15	100	2	5
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	16	100	0	5
<b>TOTAL ZAKINTHOS</b>					<b>362</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>12</b>	<b>14</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>68</b>	<b>21</b>	<b>21</b>
ZARAGOZA	STANSTED	RYANAIR	S	A	16	0	0	31	25	31	13	0	0	38	53	16	17
	STANSTED	RYANAIR	S	D	16	0	0	63	13	25	0	0	0	14	59	14	17
<b>TOTAL ZARAGOZA</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>19</b>	<b>28</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>56</b>	<b>15</b>	<b>15</b>
ZURICH	LONDON CITY	BA CITYFLYER LTD	S	A	91	0	0	88	5	3	3	0	0	6	94	5	83
	LONDON CITY	BA CITYFLYER LTD	S	D	91	0	0	80	2	12	5	0	0	13	85	8	86
	EDINBURGH	BMI REGIONAL	S	A	30	0	0	83	10	7	0	0	0	8	100	0	28
	EDINBURGH	BMI REGIONAL	S	D	30	0	0	87	10	0	3	0	0	5	96	4	28
	HEATHROW	BRITISH AIRWAYS PLC	S	A	176	0	0	64	18	11	6	1	0	19	88	5	150
	HEATHROW	BRITISH AIRWAYS PLC	S	D	176	0	0	70	15	8	6	0	0	15	92	5	150
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	52	0	0	63	13	13	10	0	0	22	83	7	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	52	0	0	63	15	13	8	0	0	21	83	8	30
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	52	0	0	58	8	15	17	2	0	31	85	6	47
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	52	0	0	50	13	13	23	0	0	35	85	11	47
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	65	12	4	8	12	0	44	0	0	0
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	69	12	0	8	12	0	43	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2010

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2009					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
ZURICH																		
	BIRMINGHAM	HELVETIC AIRWAYS	S	A	85	0	0	92	6	2	0	0	0	5	97	3	60	
	BIRMINGHAM	HELVETIC AIRWAYS	S	D	85	0	0	85	13	2	0	0	0	7	87	6	60	
	BIRMINGHAM	SWISS AIRLINES	S	A	5	0	0	100	0	0	0	0	0	5	0	0	0	
	BIRMINGHAM	SWISS AIRLINES	S	D	5	0	0	60	40	0	0	0	0	12	0	0	0	
	HEATHROW	SWISS AIRLINES	S	A	180	0	0	69	18	10	3	0	0	14	87	5	179	
	HEATHROW	SWISS AIRLINES	S	D	180	0	0	77	11	9	2	1	0	11	84	6	179	
	LONDON CITY	SWISS AIRLINES	S	A	179	1	0	86	9	4	1	0	0	7	95	4	168	
	LONDON CITY	SWISS AIRLINES	S	D	180	1	0	86	9	3	2	0	0	7	90	5	167	
	MANCHESTER	SWISS AIRLINES	S	A	90	0	0	68	26	3	3	0	0	13	61	13	67	
	MANCHESTER	SWISS AIRLINES	S	D	90	0	0	71	21	4	3	0	0	14	64	14	66	
<b>TOTAL ZURICH</b>					<b>1934</b>	<b>4</b>	<b>1</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>87</b>	<b>6</b>	<b>6</b>	
ZWEIBRUKEN																		

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2010

Reporting Airport: BIRMINGHAM (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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)	1187	0	0	67	12	9	10	2	0	23	83	13	1218
SCHEDULED FLIGHTS(ALL ROUTES)	6915	16	61	79	10	6	4	1	0	14	85	9	7471
AIRPORT TOTAL	8102	16	61	77	10	6	5	1	0	15	85	10	8689

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2010

Reporting Airport: EDINBURGH (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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)	168	8	0	66	15	7	8	4	1	30	73	16	122
SCHEDULED FLIGHTS(ALL ROUTES)	8852	30	64	78	10	7	4	0	0	13	86	8	8821
AIRPORT TOTAL	9020	38	64	78	10	7	4	0	0	13	86	8	8943



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2010

Reporting Airport: GATWICK (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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)	3283	13	0	64	14	10	9	2	1	30	75	18	3612
SCHEDULED FLIGHTS(ALL ROUTES)	19092	20	68	64	14	11	9	1	0	23	79	12	19866
AIRPORT TOTAL	22375	33	68	64	14	11	9	1	0	24	78	13	23478

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2010

Reporting Airport: GLASGOW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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)	876	8	0	54	14	14	14	3	1	40	76	18	786
SCHEDULED FLIGHTS(ALL ROUTES)	5608	13	22	81	9	6	4	0	0	12	86	9	5800
AIRPORT TOTAL	6484	21	22	77	10	7	6	1	0	15	85	10	6586

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2010

Reporting Airport: HEATHROW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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)	49	11	0	55	18	18	8	0	0	20	67	18	36
SCHEDULED FLIGHTS(ALL ROUTES)	39726	7	65	72	13	9	5	0	0	15	86	8	37617
AIRPORT TOTAL	39775	18	65	72	13	9	5	0	0	15	86	8	37653

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2010

Reporting Airport: LONDON CITY (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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)	5523	3	2	86	6	5	3	0	0	8	93	4	5483
AIRPORT TOTAL	5523	3	2	86	6	5	3	0	0	8	93	4	5483

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2010

Reporting Airport: LUTON (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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)	359	87	0	66	14	11	7	1	1	21	80	14	387
SCHEDULED FLIGHTS(ALL ROUTES)	5829	5	49	66	14	10	9	1	0	21	82	10	6229
AIRPORT TOTAL	6188	92	49	66	14	10	9	1	0	21	82	10	6616

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2010

Reporting Airport: MANCHESTER (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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)	2902	44	0	62	13	9	11	3	1	34	71	21	3415
SCHEDULED FLIGHTS(ALL ROUTES)	11499	6	27	73	12	8	6	1	0	18	79	11	11661
AIRPORT TOTAL	14401	50	27	71	12	8	7	1	0	21	77	13	15076

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2010

Reporting Airport: NEWCASTLE (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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)	770	4	0	71	13	8	7	2	0	20	81	12	858
SCHEDULED FLIGHTS(ALL ROUTES)	3772	3	45	76	10	7	6	1	0	15	87	8	3692
AIRPORT TOTAL	4542	7	45	75	10	7	7	1	0	16	86	8	4550

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2010

Reporting Airport: STANSTED (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2009			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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)	490	4	0	67	15	10	6	2	0	23	85	10	476
SCHEDULED FLIGHTS(ALL ROUTES)	11754	21	59	72	13	9	6	1	0	16	84	9	12942
AIRPORT TOTAL	12244	25	59	72	13	9	6	1	0	17	84	9	13418