

# Punctuality Statistics

Economic Regulation Group



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

**Full and Summary Analysis**

**November 2010**

**Disclaimer**

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

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## FOREWORD

### 1 CONTENT

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

### 1.2 Coverage

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

### 2 ENQUIRIES

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

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

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

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

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

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

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

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

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

## INTRODUCTORY NOTES

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

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

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

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

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



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

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2010

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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>BARBADOS</b>															
BRIDGETOWN	THOMSON AIRWAYS LTD	C	12	0	0	33	0	33	8	17	8	115	75	21	12
TOTAL BRIDGETOWN			12	0	0	33	0	33	8	17	8	115	75	21	12
TOTAL BARBADOS			12	0	0	33	0	33	8	17	8	115	75	21	12
<b>BELGIUM</b>															
BRUSSELS	BRUSSELS AIRLINES	S	221	0	2	80	10	5	5	0	0	10	94	3	219
TOTAL BRUSSELS			221	0	2	80	10	5	5	0	0	10	94	3	219
TOTAL BELGIUM			221	0	2	80	10	5	5	0	0	10	94	3	219
<b>CAPE VERDE ISLANDS</b>															
ILHA DO SAL C.VERDE	THOMSON AIRWAYS LTD	S	10	0	0	50	40	10	0	0	0	14	63	20	8
TOTAL ILHA DO SAL C.VERDE			10	0	0	50	40	10	0	0	0	14	63	20	8
TOTAL CAPE VERDE ISLANDS			10	0	0	50	40	10	0	0	0	14	63	20	8
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	8	0	0	100	0	0	0	0	0	4	63	14	8
	MONARCH AIRLINES	S	23	0	0	87	13	0	0	0	0	5	72	12	18
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	0	50	10	2
TOTAL LARNACA			34	0	0	91	9	0	0	0	0	4	61	13	33
PAPHOS	THOMSON AIRWAYS LTD	C	8	0	0	50	25	0	25	0	0	30	100	5	10
TOTAL PAPHOS			9	0	0	56	22	0	22	0	0	26	100	5	12
TOTAL CYPRUS			43	0	0	84	12	0	5	0	0	9	71	11	45
<b>CZECH REPUBLIC</b>															
PRAGUE	BMIBABY LTD	S	34	0	0	76	3	9	9	3	0	20	92	4	36
TOTAL PRAGUE			34	0	0	76	3	9	9	3	0	20	90	5	72
TOTAL CZECH REPUBLIC			34	0	0	76	3	9	9	3	0	20	90	5	72
<b>DENMARK</b>															
COPENHAGEN	CIMBER AIR A/S	S	70	0	0	67	21	6	6	0	0	16	0	0	0
	SAS	S	16	0	0	69	13	19	0	0	0	14	83	10	90
TOTAL COPENHAGEN			86	0	0	67	20	8	5	0	0	16	83	10	90
TOTAL DENMARK			86	0	0	67	20	8	5	0	0	16	85	9	102
<b>DOMINICAN REPUBLIC</b>															
PUNTA CANA	THOMSON AIRWAYS LTD	C	8	0	0	75	13	0	13	0	0	15	86	7	7
TOTAL PUNTA CANA			8	0	0	75	13	0	13	0	0	15	86	7	7
TOTAL DOMINICAN REPUBLIC			8	0	0	75	13	0	13	0	0	15	88	6	8
<b>EGYPT</b>															
HURGHADA	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	0	2	100	2	8
TOTAL HURGHADA			7	0	0	100	0	0	0	0	0	2	100	2	8
LUXOR	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	3	100	1	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2010

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 LUXOR			8	0	0	88	13	0	0	0	0	3	100	1	8
SHARM EL SHEIKH (OPHIRA)	THOMAS COOK AIRLINES LTD	C	19	0	0	89	5	5	0	0	0	4	89	6	18
	THOMSON AIRWAYS LTD	S	33	1	1	88	6	3	3	0	0	11	77	16	26
TOTAL SHARM EL SHEIKH (OPHIRA)			52	1	1	88	6	4	2	0	0	8	82	12	44
TABA	THOMSON AIRWAYS LTD	C	10	0	0	50	20	30	0	0	0	18	0	0	0
TOTAL TABA			10	0	0	50	20	30	0	0	0	18	0	0	0
TOTAL EGYPT			77	1	1	84	8	6	1	0	0	8	87	9	60
FRANCE															
LYON	BRIT AIR	S	86	0	0	97	3	0	0	0	0	2	93	3	88
TOTAL LYON			86	0	0	97	3	0	0	0	0	2	93	3	88
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	44	0	0	93	7	0	0	0	0	3	0	0	0
	CITY JET	S	132	0	0	93	5	1	1	0	0	3	95	4	292
	FLYBE LTD	S	152	0	4	86	7	3	3	1	1	13	78	14	158
TOTAL PARIS (CHARLES DE GAULLE)			328	0	4	90	6	2	2	0	0	8	89	8	452
TOTAL FRANCE			414	0	4	91	6	1	1	0	0	6	90	7	558
GAMBIA															
BANJUL	THOMAS COOK AIRLINES LTD	C	9	0	0	67	33	0	0	0	0	12	57	9	7
TOTAL BANJUL			9	0	0	67	33	0	0	0	0	12	57	9	7
TOTAL GAMBIA			9	0	0	67	33	0	0	0	0	12	57	9	7
GERMANY															
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	138	1	0	78	9	7	7	0	0	14	74	13	176
	FLYBE LTD	S	183	0	12	77	8	8	5	1	1	22	84	9	197
TOTAL DUSSELDORF			321	1	12	78	8	7	6	1	1	18	79	11	373
FRANKFURT MAIN	FLYBE LTD	S	112	0	8	69	13	9	10	0	0	19	66	24	127
	LUFTHANSA	S	205	1	0	78	9	7	5	1	0	17	83	8	163
TOTAL FRANKFURT MAIN			317	1	8	74	10	8	7	1	0	18	75	15	350
HAMBURG	FLYBE LTD	S	44	0	2	66	18	9	5	0	2	22	79	9	43
TOTAL HAMBURG			44	0	2	66	18	9	5	0	2	22	79	9	43
HANOVER	AIR BERLIN	C	16	0	0	81	19	0	0	0	0	6	100	6	16
	FLYBE LTD	S	79	0	3	75	13	5	5	0	3	21	79	13	68
TOTAL HANOVER			95	0	3	76	14	4	4	0	2	19	83	12	84
MUNICH	LUFTHANSA CITY LINE	S	156	0	0	80	8	8	4	0	0	12	78	9	160
TOTAL MUNICH			156	0	0	80	8	8	4	0	0	12	78	9	160
MUNSTER-OSNABRUCK	EASTERN AIRWAYS	C	4	0	0	100	0	0	0	0	0	5	0	0	0
TOTAL MUNSTER-OSNABRUCK			4	0	0	100	0	0	0	0	0	5	0	0	0
NIEDERRHEIN	RYANAIR	S	32	0	0	88	13	0	0	0	0	4	82	9	34
TOTAL NIEDERRHEIN			32	0	0	88	13	0	0	0	0	4	82	9	34
PADERBORN	AIR BERLIN	C	8	0	0	100	0	0	0	0	0	6	60	13	10

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2010

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 PADERBORN			8	0	0	100	0	0	0	0	0	6	60	13	10
STUTTGART	FLYBE LTD	S	91	0	3	82	9	4	4	0	0	11	82	13	91
TOTAL STUTTGART			91	1	3	82	9	4	4	0	0	11	82	13	91
TOTAL GERMANY			1068	3	28	77	10	7	5	0	0	16	78	12	1147
GREECE															
RHODES	MONARCH AIRLINES	C	2	0	0	50	0	0	50	0	0	77	0	0	0
TOTAL RHODES			2	0	0	50	0	0	50	0	0	77	100	0	1
TOTAL GREECE			2	0	0	50	0	0	50	0	0	77	100	0	2
IRAN															
IMAM KHOMIENI	MAHAN AIR	S	22	0	2	68	23	0	9	0	0	22	38	94	26
TOTAL IMAM KHOMIENI			22	0	2	68	23	0	9	0	0	22	38	94	26
TOTAL IRAN			22	0	2	68	23	0	9	0	0	22	38	94	26
IRISH REPUBLIC															
CORK	AER ARANN	S	110	0	0	89	4	4	2	0	2	14	0	0	0
TOTAL CORK			110	0	2	89	4	4	2	0	2	14	95	4	94
DUBLIN	AER LINGUS	S	184	0	0	74	8	11	4	1	1	21	88	5	180
	RYANAIR	S	159	0	4	83	12	3	3	0	0	9	84	8	180
TOTAL DUBLIN			343	0	4	78	10	7	3	1	1	15	86	7	360
IRELAND WEST AIRPORT KNOCK	BMIBABY LTD	S	34	0	0	74	6	12	6	3	0	18	100	3	36
TOTAL IRELAND WEST AIRPORT KNOCK			34	0	0	74	6	12	6	3	0	18	100	3	36
SHANNON	AER ARANN	S	52	0	0	83	8	2	8	0	0	13	0	0	0
TOTAL SHANNON			52	0	0	83	8	2	8	0	0	13	92	4	36
WATERFORD	AER ARANN	S	28	0	5	89	0	7	4	0	0	7	92	11	36
TOTAL WATERFORD			28	0	5	89	0	7	4	0	0	7	92	11	36
TOTAL IRISH REPUBLIC			567	0	11	81	8	6	4	1	1	15	89	6	562
ITALY															
CAGLIARI (ELMAS)	JET2.COM LTD	C	4	0	0	100	0	0	0	0	0	0	0	0	0
	TITAN AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	11	0	0	0
TOTAL CAGLIARI (ELMAS)			6	0	0	83	17	0	0	0	0	4	0	0	0
MILAN (MALPENSA)	FLYBE LTD	S	45	0	1	60	22	13	0	4	0	23	90	8	48
TOTAL MILAN (MALPENSA)			45	0	1	60	22	13	0	4	0	23	90	8	48
TOTAL ITALY			51	0	1	63	22	12	0	4	0	21	92	6	66
JAMAICA															
MONTEGO BAY	THOMSON AIRWAYS LTD	C	8	0	0	38	25	25	13	0	0	27	100	4	4
TOTAL MONTEGO BAY			8	0	0	38	25	25	13	0	0	27	100	4	4
TOTAL JAMAICA			8	0	0	38	25	25	13	0	0	27	100	4	4

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2010

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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>LATVIA</b>															
RIGA	JET2.COM LTD	C	2	0	0	50	50	0	0	0	0	13	0	0	0
TOTAL RIGA			2	0	0	50	50	0	0	0	0	13	0	0	0
TOTAL LATVIA			2	0	0	50	50	0	0	0	0	13	0	0	0
<b>MALTA</b>															
MALTA	AIR MALTA	S	18	0	0	72	17	6	6	0	0	12	65	13	20
TOTAL MALTA			18	0	0	72	17	6	6	0	0	12	65	13	20
TOTAL MALTA			18	0	0	72	17	6	6	0	0	12	65	13	20
<b>MEXICO</b>															
CANCUN	THOMSON AIRWAYS LTD	C	9	0	0	44	11	11	33	0	0	40	67	31	9
TOTAL CANCUN			9	0	0	44	11	11	33	0	0	40	67	31	9
TOTAL MEXICO			10	0	0	40	10	10	30	10	0	58	60	30	10
<b>NETHERLANDS</b>															
AMSTERDAM	BMIBABY LTD	S	108	0	4	82	12	4	2	0	0	7	88	11	112
	KLM	S	182	0	9	84	5	5	5	0	1	13	98	2	228
	KLM CITYHOPPER	S	101	1	0	82	6	4	7	1	0	14	92	5	60
TOTAL AMSTERDAM			391	1	13	83	7	4	5	0	0	12	95	5	400
TOTAL NETHERLANDS			391	1	13	83	7	4	5	0	0	12	95	5	400
<b>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	26	0	0	15	19	46	15	4	0	51	69	18	26
TOTAL ISLAMABAD			26	0	0	15	19	46	15	4	0	51	69	18	26
TOTAL PAKISTAN			26	0	0	15	19	46	15	4	0	51	69	18	26
<b>POLAND</b>															
BYDGOSZCZ	RYANAIR	S	25	0	1	92	8	0	0	0	0	6	0	0	0
TOTAL BYDGOSZCZ			25	0	1	92	8	0	0	0	0	6	0	0	0
GDANSK	RYANAIR	S	18	0	0	72	17	11	0	0	0	10	94	3	16
TOTAL GDANSK			18	0	0	72	17	11	0	0	0	10	94	3	16
KATOWICE	RYANAIR	S	18	0	0	83	6	11	0	0	0	7	94	4	16
TOTAL KATOWICE			18	0	0	83	6	11	0	0	0	7	94	4	16
KRAKOW	RYANAIR	S	24	0	2	67	21	4	8	0	0	14	88	15	26
TOTAL KRAKOW			24	0	2	67	21	4	8	0	0	14	88	15	26
RZESZOW	RYANAIR	S	16	0	0	63	25	13	0	0	0	15	94	3	18
TOTAL RZESZOW			16	0	0	63	25	13	0	0	0	15	94	3	18
TOTAL POLAND			101	0	3	76	15	7	2	0	0	10	92	7	76
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	MONARCH AIRLINES	S	34	0	2	82	15	3	0	0	0	7	89	12	38

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2010

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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			37	1	2	84	14	3	0	0	0	7	90	11	40
TOTAL PORTUGAL(EXCLUDING MADEIRA)			37	1	2	84	14	3	0	0	0	7	90	11	40
PORTUGAL(MADEIRA)															
FUNCHAL	THOMSON AIRWAYS LTD	C	10	0	0	50	20	10	20	0	0	31	80	8	10
TOTAL FUNCHAL			10	0	0	50	20	10	20	0	0	31	80	8	10
TOTAL PORTUGAL(MADEIRA)			10	0	0	50	20	10	20	0	0	31	80	8	10
SLOVAK REPUBLIC															
BRATISLAVA	RYANAIR	S	25	0	1	52	32	12	4	0	0	20	92	3	24
	TRAVEL SERVICE AIRLINES	C	2	0	0	100	0	0	0	0	0	8	0	0	0
TOTAL BRATISLAVA			27	0	1	56	30	11	4	0	0	19	92	3	24
TOTAL SLOVAK REPUBLIC			27	0	1	56	30	11	4	0	0	19	92	3	24
SPAIN															
ALICANTE	BMIBABY LTD	S	18	0	0	67	11	0	11	11	0	50	83	8	18
	MONARCH AIRLINES	S	49	0	3	82	10	8	0	0	0	9	96	3	26
	RYANAIR	S	24	0	0	71	21	8	0	0	0	11	89	5	36
	THOMAS COOK AIRLINES LTD	C	6	0	0	67	17	0	17	0	0	15	100	0	8
	THOMSON AIRWAYS LTD	C	16	0	0	50	25	19	0	6	0	27	94	2	16
TOTAL ALICANTE			113	0	3	72	15	8	3	3	0	19	91	5	104
GERONA	RYANAIR	S	26	0	0	92	0	0	8	0	0	9	94	3	36
TOTAL GERONA			26	0	0	92	0	0	8	0	0	9	94	3	36
GRANADA	TITAN AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	5	0	0	0
TOTAL GRANADA			2	0	0	100	0	0	0	0	0	5	0	0	0
MALAGA	BMIBABY LTD	S	13	1	1	77	15	0	8	0	0	13	88	26	16
	MONARCH AIRLINES	S	42	0	2	81	14	2	0	0	2	17	95	7	42
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	RYANAIR	S	25	0	1	68	12	16	4	0	0	17	100	1	36
	THOMSON AIRWAYS LTD	C	9	0	0	56	11	33	0	0	0	17	91	8	11
TOTAL MALAGA			91	1	4	75	13	9	2	0	1	16	95	8	105
PALMA DE MALLORCA	THOMSON AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	0	67	11	12
TOTAL PALMA DE MALLORCA			4	0	0	100	0	0	0	0	0	0	65	32	17
TOTAL SPAIN			236	1	7	76	12	7	3	1	0	16	92	7	287
SPAIN(CANARY ISLANDS)															
ARRECIFE	MONARCH AIRLINES	S	26	0	0	65	15	12	8	0	0	15	100	2	19
	RYANAIR	S	17	0	1	100	0	0	0	0	0	1	94	3	18
	THOMAS COOK AIRLINES LTD	C	17	0	0	76	6	6	6	6	0	25	100	1	17
	THOMSON AIRWAYS LTD	C	16	0	0	81	6	6	6	0	0	15	83	9	18
TOTAL ARRECIFE			76	0	1	79	8	7	5	1	0	14	94	4	72
FUERTEVENTURA	MONARCH AIRLINES	S	8	0	0	100	0	0	0	0	0	1	100	2	8
	THOMAS COOK AIRLINES LTD	C	16	0	0	75	13	6	6	0	0	11	94	2	17
	THOMSON AIRWAYS LTD	C	5	0	0	80	20	0	0	0	0	7	100	4	6

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2010

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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>TOTAL FUERTEVENTURA</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>97</b>	<b>2</b>	<b>31</b>
<b>LAS PALMAS</b>	MONARCH AIRLINES	S	17	0	1	41	24	18	18	0	0	27	70	9	10
	RYANAIR	S	16	0	0	75	13	6	6	0	0	10	100	1	18
	THOMAS COOK AIRLINES LTD	C	11	0	0	55	18	18	9	0	0	20	92	5	12
	THOMSON AIRWAYS LTD	C	11	0	0	73	9	18	0	0	0	9	92	4	12
<b>TOTAL LAS PALMAS</b>			<b>55</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>16</b>	<b>15</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>90</b>	<b>4</b>	<b>52</b>
<b>TENERIFE (SURREINA SOFIA)</b>	MONARCH AIRLINES	S	69	0	2	88	1	10	0	0	0	6	88	9	66
	RYANAIR	S	25	0	1	76	8	12	4	0	0	13	100	3	24
	THOMAS COOK AIRLINES LTD	C	16	0	0	63	13	19	6	0	0	17	96	2	26
	THOMSON AIRWAYS LTD	C	24	0	0	83	4	13	0	0	0	9	81	8	32
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>134</b>	<b>0</b>	<b>3</b>	<b>82</b>	<b>4</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>7</b>	<b>148</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>294</b>	<b>0</b>	<b>5</b>	<b>77</b>	<b>8</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>92</b>	<b>5</b>	<b>303</b>
<b>SWEDEN</b>															
<b>GOTEBORG</b>	CITY AIRLINE	S	86	0	0	85	7	8	0	0	0	7	100	2	52
<b>TOTAL GOTEBORG</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>2</b>	<b>52</b>
<b>TOTAL SWEDEN</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>98</b>	<b>3</b>	<b>53</b>
<b>SWITZERLAND</b>															
<b>ZURICH</b>	HELVETIC AIRWAYS	S	166	0	0	95	4	2	0	0	0	4	87	8	180
	SWISS AIRLINES	S	10	0	2	70	20	10	0	0	0	12	0	0	0
<b>TOTAL ZURICH</b>			<b>176</b>	<b>0</b>	<b>2</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>8</b>	<b>180</b>
<b>TOTAL SWITZERLAND</b>			<b>176</b>	<b>0</b>	<b>2</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>8</b>	<b>180</b>
<b>TUNISIA</b>															
<b>MONASTIR</b>	THOMAS COOK AIRLINES LTD	C	7	0	0	57	0	43	0	0	0	18	100	0	8
	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	0	100	8	10
<b>TOTAL MONASTIR</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>100</b>	<b>5</b>	<b>18</b>
<b>TOTAL TUNISIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>100</b>	<b>5</b>	<b>18</b>
<b>TURKEY</b>															
<b>ANTALYA</b>	THOMAS COOK AIRLINES LTD	C	15	0	0	87	7	7	0	0	0	7	70	7	10
<b>TOTAL ANTALYA</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>7</b>	<b>10</b>
<b>DALAMAN</b>	THOMAS COOK AIRLINES LTD	C	6	0	0	67	0	33	0	0	0	20	100	0	2
<b>TOTAL DALAMAN</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>100</b>	<b>3</b>	<b>4</b>
<b>ISTANBUL</b>	THY TURK HAVA YOLLARI TURKIS	S	40	0	2	30	28	20	23	0	0	37	21	40	42
<b>TOTAL ISTANBUL</b>			<b>40</b>	<b>0</b>	<b>2</b>	<b>30</b>	<b>28</b>	<b>20</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>21</b>	<b>40</b>	<b>42</b>
<b>TOTAL TURKEY</b>			<b>63</b>	<b>0</b>	<b>2</b>	<b>49</b>	<b>19</b>	<b>17</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>37</b>	<b>31</b>	<b>57</b>
<b>TURKMENISTAN</b>															
<b>ASHKHABAD</b>	TURKMENISTAN AIRLINES	S	60	0	8	52	18	15	8	7	0	34	58	50	36
<b>TOTAL ASHKHABAD</b>			<b>60</b>	<b>0</b>	<b>8</b>	<b>52</b>	<b>18</b>	<b>15</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>34</b>	<b>58</b>	<b>50</b>	<b>36</b>
<b>TOTAL TURKMENISTAN</b>			<b>60</b>	<b>0</b>	<b>8</b>	<b>52</b>	<b>18</b>	<b>15</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>34</b>	<b>58</b>	<b>50</b>	<b>36</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2010

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	118	0	2	55	22	16	7	0	0	21	44	25	120
TOTAL DUBAI			<b>118</b>	<b>0</b>	<b>2</b>	<b>55</b>	<b>22</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>21</b>	<b>44</b>	<b>25</b>	<b>120</b>	
TOTAL UNITED ARAB EMIRATES			<b>118</b>	<b>0</b>	<b>2</b>	<b>55</b>	<b>22</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>21</b>	<b>44</b>	<b>25</b>	<b>120</b>	
<b>UNITED KINGDOM</b>															
ABERDEEN	FLYBE LTD	S	148	1	8	74	7	6	11	1	1	28	79	18	117
TOTAL ABERDEEN			<b>148</b>	<b>1</b>	<b>8</b>	<b>74</b>	<b>7</b>	<b>6</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>28</b>	<b>87</b>	<b>10</b>	<b>253</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	274	0	10	83	8	5	4	0	0	13	90	6	277
TOTAL BELFAST CITY (GEORGE BEST)			<b>274</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>90</b>	<b>6</b>	<b>277</b>
BELFAST INTERNATIONAL	BMIBABY LTD	S	116	1	4	66	14	8	10	2	0	24	89	8	126
TOTAL BELFAST INTERNATIONAL			<b>116</b>	<b>1</b>	<b>4</b>	<b>66</b>	<b>14</b>	<b>8</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>89</b>	<b>8</b>	<b>126</b>
CITY OF DERRY (EGLINTON)	RYANAIR	S	33	0	1	67	9	21	0	0	3	23	83	8	36
TOTAL CITY OF DERRY (EGLINTON)			<b>33</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>9</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>23</b>	<b>83</b>	<b>8</b>	<b>36</b>
DUNDEE	LOGANAIR	S	79	0	0	89	6	0	5	0	0	10	95	2	86
TOTAL DUNDEE			<b>79</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>95</b>	<b>2</b>	<b>86</b>
EDINBURGH	FLYBE LTD	S	314	1	40	83	10	4	2	0	0	11	91	7	306
TOTAL EDINBURGH			<b>314</b>	<b>2</b>	<b>40</b>	<b>83</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>90</b>	<b>7</b>	<b>386</b>
GLASGOW	FLYBE LTD	S	342	0	12	80	6	6	6	2	0	16	88	9	276
TOTAL GLASGOW			<b>342</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>89</b>	<b>8</b>	<b>357</b>
GUERNSEY	FLYBE LTD	S	51	0	1	73	8	12	4	2	2	26	77	11	26
TOTAL GUERNSEY			<b>51</b>	<b>1</b>	<b>1</b>	<b>73</b>	<b>8</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>26</b>	<b>77</b>	<b>11</b>	<b>26</b>
INVERNESS	FLYBE LTD	S	52	0	0	77	10	8	4	0	2	35	94	3	51
TOTAL INVERNESS			<b>52</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>35</b>	<b>94</b>	<b>3</b>	<b>51</b>
ISLE OF MAN	FLYBE LTD	S	93	0	7	67	12	3	9	10	0	36	94	5	101
TOTAL ISLE OF MAN			<b>93</b>	<b>0</b>	<b>7</b>	<b>67</b>	<b>12</b>	<b>3</b>	<b>9</b>	<b>10</b>	<b>0</b>	<b>36</b>	<b>94</b>	<b>5</b>	<b>101</b>
JERSEY	FLYBE LTD	S	52	0	0	77	17	2	2	0	2	15	80	19	25
TOTAL JERSEY			<b>52</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>17</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>15</b>	<b>80</b>	<b>19</b>	<b>25</b>
NEWCASTLE	EASTERN AIRWAYS	S	106	1	22	88	4	3	6	0	0	11	94	3	126
TOTAL NEWCASTLE			<b>106</b>	<b>1</b>	<b>22</b>	<b>88</b>	<b>4</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>94</b>	<b>3</b>	<b>126</b>
WICK	FLYBE LTD	C	2	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL WICK			<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>
TOTAL UNITED KINGDOM			<b>1662</b>	<b>14</b>	<b>105</b>	<b>79</b>	<b>8</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>90</b>	<b>7</b>	<b>1851</b>
<b>USA</b>															
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	46	0	0	74	9	11	2	4	0	23	88	5	48
TOTAL NEW YORK (NEWARK)			<b>46</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>9</b>	<b>11</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>88</b>	<b>5</b>	<b>48</b>
TOTAL USA			<b>46</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>9</b>	<b>11</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>88</b>	<b>5</b>	<b>48</b>
TOTAL BIRMINGHAM			<b>6011</b>	<b>21</b>	<b>199</b>	<b>78</b>	<b>10</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>86</b>	<b>9</b>	<b>6476</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2010

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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>BARBADOS</b>															
BRIDGETOWN	THOMSON AIRWAYS LTD	C	3	0	0	33	67	0	0	0	0	25	0	0	0
TOTAL BRIDGETOWN			3	0	0	33	67	0	0	0	0	25	0	0	0
TOTAL BARBADOS			3	0	0	33	67	0	0	0	0	25	0	0	0
<b>BELGIUM</b>															
BRUSSELS	BMI REGIONAL	S	139	0	0	84	3	6	6	1	0	13	88	7	146
TOTAL BRUSSELS			139	1	0	84	3	6	6	1	0	13	88	7	147
CHARLEROI	RYANAIR	S	32	0	2	91	9	0	0	0	0	5	96	1	24
TOTAL CHARLEROI			32	0	2	91	9	0	0	0	0	5	96	1	24
TOTAL BELGIUM			171	1	2	85	4	5	5	1	0	11	89	6	171
<b>CYPRUS</b>															
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	16	0	0	50	19	25	6	0	0	20	0	0	0
TOTAL PAPHOS			16	0	0	50	19	25	6	0	0	20	50	14	8
TOTAL CYPRUS			16	0	0	50	19	25	6	0	0	20	50	14	8
<b>CZECH REPUBLIC</b>															
PRAGUE	JET2.COM LTD	S	14	0	6	64	14	21	0	0	0	16	90	8	20
TOTAL PRAGUE			14	0	6	64	14	21	0	0	0	16	90	8	20
TOTAL CZECH REPUBLIC			14	0	6	64	14	21	0	0	0	16	90	8	20
<b>DENMARK</b>															
COPENHAGEN	BMI REGIONAL	S	90	0	0	87	8	0	6	0	0	9	95	3	94
	NORWEGIAN AIR SHUTTLE	S	16	0	0	19	38	31	13	0	0	39	50	24	18
TOTAL COPENHAGEN			106	1	0	76	12	5	7	0	0	14	88	7	112
TOTAL DENMARK			106	1	0	76	12	5	7	0	0	14	82	8	138
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	THOMSON AIRWAYS LTD	S	8	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL SHARM EL SHEIKH (OPHIRA)			8	0	0	100	0	0	0	0	0	2	80	12	15
TOTAL EGYPT			8	0	0	100	0	0	0	0	0	2	80	12	15
<b>FINLAND</b>															
TAMPERE	RYANAIR	S	19	3	7	95	0	5	0	0	0	2	0	0	0
TOTAL TAMPERE			19	3	7	95	0	5	0	0	0	2	0	0	0
TOTAL FINLAND			19	3	7	95	0	5	0	0	0	2	0	0	0
<b>FRANCE</b>															
BEAUVAIS	RYANAIR	S	30	0	4	100	0	0	0	0	0	2	0	0	0
TOTAL BEAUVAIS			30	0	4	100	0	0	0	0	0	2	0	0	0
LYON	EASYJET AIRLINE COMPANY LTD	S	24	0	0	96	4	0	0	0	0	3	0	0	0
TOTAL LYON			24	0	0	96	4	0	0	0	0	3	0	0	0

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Reporting Airport: EDINBURGH (Full Analysis)

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			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
PARIS (CHARLES DE GAULLE)	CITY JET	S	170	1	0	84	9	5	1	2	0	13	89	7	188
	EASYJET AIRLINE COMPANY LTD	S	34	0	0	82	15	3	0	0	0	7	95	5	42
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>204</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>90</b>	<b>7</b>	<b>230</b>
<b>TOTAL FRANCE</b>			<b>258</b>	<b>2</b>	<b>4</b>	<b>86</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>90</b>	<b>7</b>	<b>230</b>
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	RYANAIR	S	24	0	1	79	13	8	0	0	0	10	56	15	36
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>24</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>56</b>	<b>15</b>	<b>36</b>
BREMEN	RYANAIR	S	30	0	2	80	13	0	7	0	0	12	61	17	36
<b>TOTAL BREMEN</b>			<b>30</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>13</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>61</b>	<b>17</b>	<b>36</b>
COLOGNE BONN	EASYJET AIRLINE COMPANY LTD	S	2	0	0	0	50	50	0	0	0	39	0	0	0
<b>TOTAL COLOGNE BONN</b>			<b>2</b>	<b>1</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>0</b>	<b>0</b>	<b>0</b>
FRANKFURT MAIN	LUFTHANSA	S	56	0	0	70	7	21	2	0	0	16	85	11	60
<b>TOTAL FRANKFURT MAIN</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>7</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>85</b>	<b>11</b>	<b>60</b>
HAHN	RYANAIR	S	32	0	2	75	19	3	0	0	3	27	79	11	34
<b>TOTAL HAHN</b>			<b>32</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>27</b>	<b>79</b>	<b>11</b>	<b>34</b>
MEMMINGEN ALLGAU	RYANAIR	S	23	0	1	96	0	0	4	0	0	4	83	6	24
<b>TOTAL MEMMINGEN ALLGAU</b>			<b>23</b>	<b>0</b>	<b>1</b>	<b>96</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>6</b>	<b>24</b>
MUNICH	EASYJET AIRLINE COMPANY LTD	S	26	0	0	88	4	8	0	0	0	8	93	5	30
<b>TOTAL MUNICH</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>93</b>	<b>5</b>	<b>30</b>
MUNSTER-OSNABRUCK	EASTERN AIRWAYS	C	2	0	0	0	100	0	0	0	0	20	0	0	0
<b>TOTAL MUNSTER-OSNABRUCK</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
NIEDERRHEIN	RYANAIR	S	30	0	3	80	13	7	0	0	0	7	67	15	36
<b>TOTAL NIEDERRHEIN</b>			<b>30</b>	<b>0</b>	<b>3</b>	<b>80</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>67</b>	<b>15</b>	<b>36</b>
<b>TOTAL GERMANY</b>			<b>225</b>	<b>1</b>	<b>9</b>	<b>78</b>	<b>11</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>12</b>	<b>258</b>
<b>IRISH REPUBLIC</b>															
CORK	AER ARANN	S	58	0	0	79	9	3	7	2	0	16	92	4	52
<b>TOTAL CORK</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>3</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>92</b>	<b>4</b>	<b>52</b>
DUBLIN	AER ARANN	S	112	0	0	82	7	3	1	6	1	26	0	0	0
	AER LINGUS	S	48	0	6	96	0	0	0	4	0	10	80	9	60
	RYANAIR	S	177	0	14	92	3	3	2	1	0	7	70	13	148
<b>TOTAL DUBLIN</b>			<b>337</b>	<b>0</b>	<b>20</b>	<b>89</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>12</b>	<b>208</b>
GALWAY	AER ARANN	S	30	0	7	63	10	3	20	3	0	32	86	7	36
<b>TOTAL GALWAY</b>			<b>30</b>	<b>0</b>	<b>7</b>	<b>63</b>	<b>10</b>	<b>3</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>86</b>	<b>7</b>	<b>36</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>425</b>	<b>0</b>	<b>27</b>	<b>86</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>9</b>	<b>332</b>
<b>ITALY</b>															
BOLOGNA	RYANAIR	S	16	0	1	63	38	0	0	0	0	12	0	0	0
<b>TOTAL BOLOGNA</b>			<b>16</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>38</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>
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	38	0	1	61	16	8	16	0	0	25	94	9	36

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			Actual (7)	Plan (8)											
TOTAL MILAN (MALPENSA)			<b>38</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>16</b>	<b>8</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>94</b>	<b>9</b>	36
ROME (CIAMPINO)	RYANAIR	S	24	0	1	58	25	17	0	0	0	16	50	20	36
TOTAL ROME (CIAMPINO)			<b>24</b>	<b>1</b>	<b>1</b>	<b>58</b>	<b>25</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>50</b>	<b>20</b>	36
TREVISO	STAR1 AIRLINES	C	2	0	0	50	50	0	0	0	0	9	0	0	0
TOTAL TREVISO			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	0
VENICE	JET2.COM LTD	S	2	0	0	50	50	0	0	0	0	17	0	0	0
TOTAL VENICE			<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
TOTAL ITALY			<b>82</b>	<b>1</b>	<b>3</b>	<b>60</b>	<b>24</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>74</b>	<b>13</b>	88
LITHUANIA															
KAUNAS	RYANAIR	S	14	0	1	93	7	0	0	0	0	2	0	0	0
TOTAL KAUNAS			<b>14</b>	<b>0</b>	<b>1</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	0
TOTAL LITHUANIA			<b>14</b>	<b>0</b>	<b>1</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	0
MALTA															
MALTA	RYANAIR	S	16	0	0	69	31	0	0	0	0	11	100	0	16
TOTAL MALTA			<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>100</b>	<b>0</b>	16
TOTAL MALTA			<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>100</b>	<b>0</b>	16
MOROCCO															
MARRAKESH	RYANAIR	S	17	0	1	94	0	0	0	0	6	26	0	0	0
TOTAL MARRAKESH			<b>17</b>	<b>0</b>	<b>1</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>26</b>	<b>0</b>	<b>0</b>	0
TOTAL MOROCCO			<b>17</b>	<b>0</b>	<b>1</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>26</b>	<b>0</b>	<b>0</b>	0
NETHERLANDS															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	78	0	0	68	18	9	4	1	0	16	87	19	52
	KLM	S	167	1	24	81	8	8	2	1	1	14	94	3	170
	KLM CITYHOPPER	S	109	0	0	75	16	4	4	1	1	16	92	6	126
TOTAL AMSTERDAM			<b>354</b>	<b>3</b>	<b>24</b>	<b>76</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>15</b>	<b>92</b>	<b>7</b>	348
TOTAL NETHERLANDS			<b>354</b>	<b>4</b>	<b>24</b>	<b>76</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>15</b>	<b>92</b>	<b>7</b>	348
NORWAY															
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	24	0	0	83	8	8	0	0	0	7	77	14	26
TOTAL OSLO (GARDERMOEN)			<b>24</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>14</b>	26
SANDEFJORD(TORP)	RYANAIR	S	22	0	2	95	5	0	0	0	0	6	96	2	24
TOTAL SANDEFJORD(TORP)			<b>22</b>	<b>0</b>	<b>2</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>96</b>	<b>2</b>	24
TOTAL NORWAY			<b>46</b>	<b>2</b>	<b>2</b>	<b>89</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>8</b>	50
POLAND															
GDANSK	RYANAIR	S	17	1	1	82	6	0	0	0	12	55	100	2	21
TOTAL GDANSK			<b>17</b>	<b>1</b>	<b>1</b>	<b>82</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>55</b>	<b>100</b>	<b>2</b>	21
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	22	0	0	73	14	14	0	0	0	11	71	17	28
	RYANAIR	S	24	0	2	75	13	4	0	0	8	39	73	15	26

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			Actual (7)	Plan (8)											
TOTAL KRAKOW			46	0	2	74	13	9	0	0	4	25	72	16	54
LODZ LUBLINEK	RYANAIR	S	14	0	2	86	14	0	0	0	0	9	94	37	18
TOTAL LODZ LUBLINEK			14	0	2	86	14	0	0	0	0	9	94	37	18
POZNAN	RYANAIR	S	16	0	2	81	13	6	0	0	0	9	92	6	26
TOTAL POZNAN			16	0	2	81	13	6	0	0	0	9	92	6	26
TOTAL POLAND			93	1	7	78	12	5	0	0	4	25	85	14	119
PORTUGAL(EXCLUDING MADEIRA)															
FARO	JET2.COM LTD	S	14	0	2	64	14	21	0	0	0	15	0	0	0
	RYANAIR	S	14	0	2	43	21	29	7	0	0	23	0	0	0
TOTAL FARO			28	0	4	54	18	25	4	0	0	19	94	5	18
LISBON	EASYJET AIRLINE COMPANY LTD	S	2	0	0	50	50	0	0	0	0	9	0	0	0
TOTAL LISBON			2	1	0	50	50	0	0	0	0	9	0	0	0
TOTAL PORTUGAL(EXCLUDING MADEIRA)			30	1	4	53	20	23	3	0	0	18	94	5	18
SLOVAK REPUBLIC															
BRATISLAVA	RYANAIR	S	16	0	1	88	13	0	0	0	0	4	83	8	18
TOTAL BRATISLAVA			16	0	1	88	13	0	0	0	0	4	83	8	18
TOTAL SLOVAK REPUBLIC			16	0	1	88	13	0	0	0	0	4	83	8	18
SPAIN															
ALICANTE	RYANAIR	S	26	0	0	85	8	0	0	0	8	39	88	5	16
TOTAL ALICANTE			26	0	0	85	8	0	0	0	8	39	73	12	41
BARCELONA	RYANAIR	S	30	0	3	37	23	23	17	0	0	30	0	0	0
TOTAL BARCELONA			30	0	3	37	23	23	17	0	0	30	0	0	0
MADRID	EASYJET AIRLINE COMPANY LTD	S	48	0	0	69	17	4	6	4	0	22	61	24	54
TOTAL MADRID			48	0	0	69	17	4	6	4	0	22	61	24	54
MALAGA	RYANAIR	S	31	0	3	90	6	3	0	0	0	7	100	2	24
TOTAL MALAGA			31	0	3	90	6	3	0	0	0	7	78	11	46
TOTAL SPAIN			135	3	6	70	14	7	6	1	1	24	73	15	165
SPAIN(CANARY ISLANDS)															
ARRECIFE	RYANAIR	S	24	0	0	75	8	8	8	0	0	14	61	24	18
TOTAL ARRECIFE			24	0	0	75	8	8	8	0	0	14	54	35	28
FUERTEVENTURA	RYANAIR	S	16	0	2	31	6	0	63	0	0	63	0	0	0
TOTAL FUERTEVENTURA			16	0	2	31	6	0	63	0	0	63	0	0	0
LAS PALMAS	RYANAIR	S	14	0	2	79	7	14	0	0	0	11	94	3	16
TOTAL LAS PALMAS			14	0	2	79	7	14	0	0	0	11	77	10	26
TENERIFE (SURREINA SOFIA)	RYANAIR	S	24	0	2	88	8	4	0	0	0	5	94	4	16
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	0	0	0
TOTAL TENERIFE (SURREINA SOFIA)			32	0	2	88	9	3	0	0	0	5	76	16	25

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				Actual (7)	Plan (8)										
TOTAL SPAIN(CANARY ISLANDS)			86	0	6	72	8	6	14	0	0	19	68	21	79
<b>SWEDEN</b>															
GOTEBORG (SAVE)	RYANAIR	S	24	0	1	92	8	0	0	0	0	4	0	0	0
TOTAL GOTEBORG (SAVE)			24	0	1	92	8	0	0	0	0	4	0	0	0
STOCKHOLM (ARLANDA)	NORWEGIAN AIR SHUTTLE	S	16	0	0	44	6	13	31	0	6	83	0	0	0
TOTAL STOCKHOLM (ARLANDA)			16	0	0	44	6	13	31	0	6	83	0	0	0
STOCKHOLM (SKAVSTA)	RYANAIR	S	22	0	2	95	5	0	0	0	0	4	81	13	36
TOTAL STOCKHOLM (SKAVSTA)			22	0	2	95	5	0	0	0	0	4	81	13	36
TOTAL SWEDEN			62	0	3	81	6	3	8	0	2	24	81	13	36
<b>SWITZERLAND</b>															
GENEVA	EASYJET AIRLINE COMPANY LTD	S	38	0	0	82	8	5	0	5	0	16	83	9	36
TOTAL GENEVA			38	0	0	82	8	5	0	5	0	16	83	9	36
ZURICH	BMI REGIONAL	S	22	0	0	95	5	0	0	0	0	3	89	5	28
TOTAL ZURICH			22	1	0	95	5	0	0	0	0	3	89	5	28
TOTAL SWITZERLAND			60	1	0	87	7	3	0	3	0	11	86	7	65
<b>UNITED KINGDOM</b>															
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	178	0	18	89	4	5	2	0	0	7	86	8	186
TOTAL BELFAST CITY (GEORGE BEST)			178	0	18	89	4	5	2	0	0	7	86	8	186
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	140	1	3	82	10	5	3	0	0	9	92	8	156
TOTAL BELFAST INTERNATIONAL			140	1	3	82	10	5	3	0	0	9	92	8	156
BIRMINGHAM	FLYBE LTD	S	317	0	37	83	9	3	3	1	1	16	88	9	306
TOTAL BIRMINGHAM			317	0	37	83	9	3	3	1	1	16	87	8	386
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	189	2	1	87	7	3	2	1	0	7	89	7	153
TOTAL BRISTOL			189	2	1	87	7	3	2	1	0	7	89	7	153
CARDIFF WALES	BMIBABY LTD	S	31	0	3	71	6	3	16	3	0	29	96	3	110
	FLYBE LTD	S	108	0	12	86	2	5	6	2	0	17	91	11	117
TOTAL CARDIFF WALES			139	0	15	83	3	4	8	2	0	19	94	7	227
EAST MIDLANDS INTERNATIONAL	BMIBABY LTD	S	118	0	10	82	4	4	8	2	0	16	91	6	128
TOTAL EAST MIDLANDS INTERNATIONAL			118	0	10	82	4	4	8	2	0	16	91	6	128
EXETER	FLYBE LTD	S	78	0	6	72	10	4	13	1	0	21	80	9	94
TOTAL EXETER			78	0	6	72	10	4	13	1	0	21	80	9	94
FARNBOROUGH	PAN EUROPEAN AIR SERVICE	C	2	0	0	50	0	50	0	0	0	23	0	0	0
TOTAL FARNBOROUGH			2	1	0	50	0	50	0	0	0	23	0	0	0
GATWICK	BRITISH AIRWAYS PLC	S	224	0	1	88	8	2	1	0	0	14	88	5	240
	EASYJET AIRLINE COMPANY LTD	S	206	0	4	74	17	5	4	0	0	12	81	10	224
TOTAL GATWICK			430	1	5	81	13	4	3	0	0	13	85	7	464
HEATHROW	BMI BRITISH MIDLAND	S	373	2	12	72	10	10	6	1	0	18	80	9	351
	BRITISH AIRWAYS PLC	S	503	5	4	73	10	7	9	1	0	22	74	14	494

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2010

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 HEATHROW			876	8	16	72	10	8	8	1	0	20	76	12	845
ISLE OF MAN	LOGANAIR	S	44	0	0	82	7	2	5	5	0	23	92	5	52
TOTAL ISLE OF MAN			44	0	0	82	7	2	5	5	0	23	92	5	52
KIRKWALL	LOGANAIR	S	116	0	0	85	8	3	3	0	0	8	91	6	128
TOTAL KIRKWALL			116	0	0	85	8	3	3	0	0	8	91	6	128
LEEDS BRADFORD	BMI REGIONAL	S	77	0	0	96	3	1	0	0	0	2	95	4	84
TOTAL LEEDS BRADFORD			77	0	0	96	3	1	0	0	0	2	95	4	84
LONDON CITY	BA CITYFLYER LTD	S	312	1	0	88	5	3	4	1	0	9	82	11	308
	CITY JET	S	252	1	0	80	11	5	4	0	0	12	89	7	312
TOTAL LONDON CITY			564	4	0	84	8	4	4	0	0	10	85	9	620
LUTON	EASYJET AIRLINE COMPANY LTD	S	158	1	3	77	13	6	3	0	0	11	86	7	206
TOTAL LUTON			158	1	3	77	13	6	3	0	0	11	86	7	206
MANCHESTER	BMI REGIONAL	S	227	0	0	93	3	1	3	0	0	5	92	5	236
	FLYBE LTD	S	148	0	12	91	3	3	2	1	0	8	86	16	196
TOTAL MANCHESTER			375	0	12	92	3	2	2	0	0	6	90	10	432
MANSTON (KENT INT)	FLYBE LTD	S	54	0	6	91	4	4	2	0	0	8	0	0	0
TOTAL MANSTON (KENT INT)			54	0	6	91	4	4	2	0	0	8	0	0	0
NORWICH	FLYBE LTD	S	93	0	11	80	4	2	6	6	1	32	83	25	101
TOTAL NORWICH			93	0	11	80	4	2	6	6	1	32	83	25	101
SOUTHAMPTON	FLYBE LTD	S	258	1	22	83	9	3	4	1	0	13	90	7	272
TOTAL SOUTHAMPTON			258	1	22	83	9	3	4	1	0	13	90	7	272
STANSTED	EASYJET AIRLINE COMPANY LTD	S	268	2	2	84	10	5	1	0	0	8	86	8	250
TOTAL STANSTED			268	2	2	84	10	5	1	0	0	8	86	8	250
STORNOWAY	LOGANAIR	S	91	1	0	67	7	12	13	1	0	28	90	6	152
TOTAL STORNOWAY			91	1	0	67	7	12	13	1	0	28	90	6	152
SUMBURGH	LOGANAIR	S	101	2	0	77	7	4	9	3	0	20	89	6	110
TOTAL SUMBURGH			101	2	0	77	7	4	9	3	0	20	89	6	110
WICK	LOGANAIR	S	38	0	0	76	5	5	8	5	0	28	91	6	44
TOTAL WICK			38	0	0	76	5	5	8	5	0	28	91	6	44
TOTAL UNITED KINGDOM			4705	25	167	81	8	5	5	1	0	14	86	9	5168
USA															
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	54	0	4	69	15	13	2	0	2	23	85	9	60
TOTAL NEW YORK (NEWARK)			54	0	4	69	15	13	2	0	2	23	85	9	60
TOTAL USA			54	1	4	69	15	13	2	0	2	23	85	9	60
TOTAL EDINBURGH			7015	49	284	81	9	5	4	1	0	14	85	9	7413

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2010

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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	43	0	0	84	14	2	0	0	0	5	92	6	26
TOTAL TIRANA			43	0	0	84	14	2	0	0	0	5	92	6	26
TOTAL ALBANIA			43	0	0	84	14	2	0	0	0	5	92	6	26
<b>ALGERIA</b>															
HASSI MESSAOUD	MONARCH AIRLINES	C	26	0	0	69	27	4	0	0	0	10	69	14	26
TOTAL HASSI MESSAOUD			26	0	0	69	27	4	0	0	0	10	69	14	26
TOTAL ALGERIA			26	0	0	69	27	4	0	0	0	10	69	14	26
<b>ANTIGUA AND BARBUDA</b>															
ANTIGUA	BRITISH AIRWAYS PLC	S	8	0	0	75	0	25	0	0	0	11	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	16	0	0	69	6	25	0	0	0	13	65	18	17
TOTAL ANTIGUA			24	0	0	71	4	25	0	0	0	12	65	18	17
TOTAL ANTIGUA AND BARBUDA			24	0	0	71	4	25	0	0	0	12	65	18	17
<b>AUSTRIA</b>															
SALZBURG	BRITISH AIRWAYS PLC	S	42	0	0	90	5	2	2	0	0	5	94	3	36
TOTAL SALZBURG			42	0	0	90	5	2	2	0	0	5	95	3	38
VIENNA	EASYJET AIRLINE COMPANY LTD	S	111	0	1	84	7	6	2	1	0	10	79	14	110
TOTAL VIENNA			111	0	1	84	7	6	2	1	0	10	80	13	170
TOTAL AUSTRIA			153	0	1	86	7	5	2	1	0	9	83	11	208
<b>BARBADOS</b>															
BRIDGETOWN	BRITISH AIRWAYS PLC	S	68	0	0	87	7	0	4	1	0	10	89	7	87
	THOMAS COOK AIRLINES LTD	C	26	0	0	50	12	8	23	4	4	63	60	32	15
	THOMSON AIRWAYS LTD	C	26	0	0	65	12	8	12	0	4	56	55	64	20
	VIRGIN ATLANTIC AIRWAYS LTD	S	54	0	0	63	7	19	9	2	0	25	58	31	52
TOTAL BRIDGETOWN			174	0	0	71	9	8	10	2	1	29	73	23	174
TOTAL BARBADOS			174	0	0	71	9	8	10	2	1	29	73	23	174
<b>BELARUS</b>															
MINSK INT'L	BELAVIA (BELARUSSIAN AIRLINES)	S	24	0	0	67	21	4	8	0	0	15	65	20	26
TOTAL MINSK INT'L			24	0	0	67	21	4	8	0	0	15	65	20	26
TOTAL BELARUS			24	0	0	67	21	4	8	0	0	15	65	20	26
<b>BERMUDA</b>															
BERMUDA	BRITISH AIRWAYS PLC	S	41	0	1	98	0	2	0	0	0	2	94	6	51
TOTAL BERMUDA			41	0	1	98	0	2	0	0	0	2	94	6	51
TOTAL BERMUDA			41	0	1	98	0	2	0	0	0	2	94	6	51
<b>BULGARIA</b>															
SOFIA	EASYJET AIRLINE COMPANY LTD	S	50	0	0	94	4	2	0	0	0	4	89	5	45
TOTAL SOFIA			50	0	0	94	4	2	0	0	0	4	89	5	45

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2010

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 BULGARIA			50	0	0	94	4	2	0	0	0	4	89	5	45
<b>CANADA</b>															
CALGARY	THOMAS COOK AIRLINES LTD	S	8	1	0	50	25	13	13	0	0	21	0	0	0
TOTAL CALGARY			8	1	0	50	25	13	13	0	0	21	100	2	6
TORONTO	AIR TRANSAT	S	22	0	0	55	18	14	14	0	0	23	74	11	23
	THOMAS COOK AIRLINES LTD	S	8	0	0	100	0	0	0	0	0	3	50	43	8
TOTAL TORONTO			30	0	0	67	13	10	10	0	0	17	68	19	31
VANCOUVER	THOMAS COOK AIRLINES LTD	S	9	0	0	78	0	11	11	0	0	24	25	38	8
TOTAL VANCOUVER			9	0	0	78	0	11	11	0	0	24	53	22	17
TOTAL CANADA			47	1	0	66	13	11	11	0	0	19	67	18	54
<b>CAPE VERDE ISLANDS</b>															
BOA VISTA (RABIL)	THOMSON AIRWAYS LTD	S	8	0	0	75	13	0	13	0	0	15	88	5	8
TOTAL BOA VISTA (RABIL)			8	0	0	75	13	0	13	0	0	15	88	5	8
ILHA DO SAL C.VERDE	THOMSON AIRWAYS LTD	S	10	0	0	40	20	40	0	0	0	25	50	27	10
TOTAL ILHA DO SAL C.VERDE			10	0	0	40	20	40	0	0	0	25	50	27	10
TOTAL CAPE VERDE ISLANDS			18	0	0	56	17	22	6	0	0	21	67	17	18
<b>COSTA RICA</b>															
LIBERIA	THOMSON AIRWAYS LTD	C	8	0	0	13	13	0	50	13	13	129	0	0	0
TOTAL LIBERIA			8	0	0	13	13	0	50	13	13	129	0	0	0
TOTAL COSTA RICA			8	0	0	13	13	0	50	13	13	129	0	0	0
<b>CROATIA</b>															
DUBROVNIK	BRITISH AIRWAYS PLC	S	34	0	0	91	0	9	0	0	0	6	89	5	18
	EASYJET AIRLINE COMPANY LTD	S	2	0	0	0	0	100	0	0	0	41	100	7	2
TOTAL DUBROVNIK			36	0	0	86	0	14	0	0	0	8	90	5	20
ZAGREB	CROATIA AIRLINES	S	26	0	0	88	12	0	0	0	0	8	75	12	28
TOTAL ZAGREB			26	0	0	88	12	0	0	0	0	8	75	12	28
TOTAL CROATIA			62	0	0	87	5	8	0	0	0	8	82	9	50
<b>CUBA</b>															
CUNAGUA (CAYO COCO)	THOMAS COOK AIRLINES LTD	C	5	0	0	60	20	0	20	0	0	38	75	26	8
TOTAL CUNAGUA (CAYO COCO)			5	0	0	60	20	0	20	0	0	38	75	26	8
HAVANA	CUBANA	S	8	0	0	50	25	25	0	0	0	15	63	11	8
	VIRGIN ATLANTIC AIRWAYS LTD	S	17	0	0	35	12	6	47	0	0	51	17	50	18
TOTAL HAVANA			25	0	0	40	16	12	32	0	0	39	31	38	26
HOLGUIN (FRANK PAIS)	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	0	75	11	4
	THOMSON AIRWAYS LTD	C	10	0	0	70	30	0	0	0	0	9	67	13	9
TOTAL HOLGUIN (FRANK PAIS)			14	0	0	79	21	0	0	0	0	6	69	12	13
VARADERO	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	7	75	35	4
	THOMSON AIRWAYS LTD	C	3	0	0	33	0	0	0	67	0	160	50	15	4



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2010

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 VARADERO			7	0	0	71	0	0	0	29	0	73	63	25	8
TOTAL CUBA			51	0	0	57	16	6	18	4	0	35	51	28	55
<b>CYPRUS</b>															
LARNACA	EASYJET AIRLINE COMPANY LTD	S	46	0	0	72	17	11	0	0	0	11	70	15	54
	MONARCH AIRLINES	S	6	0	0	67	33	0	0	0	0	12	67	14	18
	THOMAS COOK AIRLINES LTD	C	3	1	0	67	33	0	0	0	0	9	100	0	2
<b>TOTAL LARNACA</b>			<b>55</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>20</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>14</b>	<b>79</b>
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	64	0	1	84	8	5	3	0	0	9	78	11	64
	MONARCH AIRLINES	C	2	0	0	50	0	0	0	0	50	189	67	47	3
	THOMAS COOK AIRLINES LTD	C	13	0	0	100	0	0	0	0	0	3	56	14	16
	THOMSON AIRWAYS LTD	C	17	0	0	71	18	12	0	0	0	10	71	26	24
<b>TOTAL PAPHOS</b>			<b>96</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>73</b>	<b>16</b>	<b>168</b>
<b>TOTAL CYPRUS</b>			<b>151</b>	<b>1</b>	<b>1</b>	<b>79</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>72</b>	<b>16</b>	<b>247</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	99	0	1	77	12	6	5	0	0	14	82	8	102
<b>TOTAL PRAGUE</b>			<b>99</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>12</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>8</b>	<b>102</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>99</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>12</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>8</b>	<b>102</b>
<b>DENMARK</b>															
AALBORG	NORWEGIAN AIR SHUTTLE	S	25	0	1	80	12	0	8	0	0	13	88	5	26
<b>TOTAL AALBORG</b>			<b>25</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>12</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>5</b>	<b>26</b>
BILLUND	CIMBER AIR A/S	S	111	0	1	75	3	12	11	0	0	20	93	5	94
<b>TOTAL BILLUND</b>			<b>111</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>3</b>	<b>12</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>93</b>	<b>5</b>	<b>94</b>
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	103	1	1	81	6	6	8	0	0	14	79	12	102
	NORWEGIAN AIR SHUTTLE	S	111	0	1	64	15	7	12	2	0	25	67	13	112
<b>TOTAL COPENHAGEN</b>			<b>214</b>	<b>1</b>	<b>2</b>	<b>72</b>	<b>11</b>	<b>7</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>74</b>	<b>13</b>	<b>378</b>
<b>TOTAL DENMARK</b>			<b>350</b>	<b>1</b>	<b>4</b>	<b>73</b>	<b>8</b>	<b>8</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>78</b>	<b>11</b>	<b>498</b>
<b>DOMINICAN REPUBLIC</b>															
LA ROMANA	THOMSON AIRWAYS LTD	C	8	0	0	63	13	25	0	0	0	20	0	0	0
<b>TOTAL LA ROMANA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
PUERTO PLATA	THOMAS COOK AIRLINES LTD	C	5	0	0	40	0	20	40	0	0	45	78	43	9
	THOMSON AIRWAYS LTD	C	9	0	0	78	11	0	11	0	0	17	82	22	17
<b>TOTAL PUERTO PLATA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>7</b>	<b>7</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>81</b>	<b>29</b>	<b>26</b>
PUNTA CANA	BRITISH AIRWAYS PLC	S	17	0	0	71	6	12	6	6	0	30	100	4	17
	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	0	88	5	8
	THOMSON AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	9	60	34	10
<b>TOTAL PUNTA CANA</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>3</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>86</b>	<b>13</b>	<b>35</b>
SAMANA (EL CATEY)	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL SAMANA (EL CATEY)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>5</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>84</b>	<b>20</b>	<b>61</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2010

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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>															
ALEXANDRIA (BORG EL ARAB)	THOMSON AIRWAYS LTD	C	4	0	0	50	0	50	0	0	0	19	0	0	0
<b>TOTAL ALEXANDRIA (BORG EL ARAB)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>67</b>	<b>18</b>	<b>3</b>
ASWAN	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL ASWAN</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>HURGHADA</b>															
	EASYJET AIRLINE COMPANY LTD	S	26	0	0	81	15	4	0	0	0	8	83	9	18
	THOMAS COOK AIRLINES LTD	C	17	0	0	59	6	12	24	0	0	30	88	5	16
	THOMSON AIRWAYS LTD	S	8	0	0	88	0	0	13	0	0	22	63	17	8
	VIKING HELLAS	C	8	0	0	75	25	0	0	0	0	9	0	0	0
<b>TOTAL HURGHADA</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>9</b>	<b>58</b>
<b>LUXOR</b>															
	EASYJET AIRLINE COMPANY LTD	S	16	0	0	94	0	6	0	0	0	5	0	0	0
	MONARCH AIRLINES	C	20	0	0	80	10	0	10	0	0	13	59	30	34
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	86	12	7
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	0	0	0
<b>TOTAL LUXOR</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>63</b>	<b>25</b>	<b>49</b>
MARSA ALAM	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL MARSA ALAM</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>8</b>	<b>8</b>
<b>SHARM EL SHEIKH (OPHIRA)</b>															
	BRITISH AIRWAYS PLC	S	26	0	0	85	0	8	0	0	8	46	88	5	26
	EASYJET AIRLINE COMPANY LTD	S	65	0	1	65	11	9	15	0	0	23	66	19	50
	MONARCH AIRLINES	C	22	0	0	55	27	14	5	0	0	20	69	20	45
	THOMAS COOK AIRLINES LTD	C	36	0	0	86	11	3	0	0	0	6	74	12	43
	THOMSON AIRWAYS LTD	S	69	2	2	68	13	10	7	1	0	20	61	16	77
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>218</b>	<b>2</b>	<b>3</b>	<b>71</b>	<b>12</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>22</b>	<b>64</b>	<b>19</b>	<b>284</b>
<b>TABA</b>															
	MONARCH AIRLINES	C	17	0	0	71	18	0	12	0	0	15	95	7	19
	THOMSON AIRWAYS LTD	C	9	0	0	89	0	0	11	0	0	18	0	0	0
<b>TOTAL TABA</b>			<b>26</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>12</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>89</b>	<b>8</b>	<b>27</b>
<b>TOTAL EGYPT</b>			<b>377</b>	<b>2</b>	<b>4</b>	<b>75</b>	<b>10</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>68</b>	<b>17</b>	<b>429</b>
<b>ESTONIA</b>															
TALLIN	ESTONIAN AIR	S	15	0	0	73	13	0	13	0	0	14	61	40	18
<b>TOTAL TALLIN</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>61</b>	<b>40</b>	<b>18</b>
<b>TOTAL ESTONIA</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>61</b>	<b>40</b>	<b>18</b>
<b>FINLAND</b>															
HELSINKI	EASYJET AIRLINE COMPANY LTD	S	42	0	0	90	5	5	0	0	0	6	80	8	50
<b>TOTAL HELSINKI</b>			<b>42</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>6</b>	<b>80</b>	<b>8</b>	<b>50</b>
ROVANIEMI	THOMAS COOK AIRLINES LTD	C	3	0	0	67	0	0	0	33	0	73	0	0	0
<b>TOTAL ROVANIEMI</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>73</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FINLAND</b>			<b>46</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>8</b>	<b>50</b>
<b>FRANCE</b>															
BORDEAUX	BRITISH AIRWAYS PLC	S	120	0	0	93	5	3	0	0	0	4	96	6	110
	EASYJET AIRLINE COMPANY LTD	S	46	0	0	91	0	2	7	0	0	8	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2010

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 BORDEAUX</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>96</b>	<b>6</b>	110
<b>LYON</b>	ASTRAEUS LTD	C	2	0	0	50	0	50	0	0	0	22	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	90	0	2	66	19	10	6	0	0	18	78	15	90
<b>TOTAL LYON</b>			<b>92</b>	<b>0</b>	<b>2</b>	<b>65</b>	<b>18</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>78</b>	<b>15</b>	90
<b>MARSEILLE</b>	BRITISH AIRWAYS PLC	S	104	0	0	93	5	2	0	0	0	4	88	5	86
	EASYJET AIRLINE COMPANY LTD	S	60	0	0	88	8	0	3	0	0	10	90	7	60
<b>TOTAL MARSEILLE</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>6</b>	147
<b>MONTPELLIER</b>	EASYJET AIRLINE COMPANY LTD	S	36	0	0	92	3	0	6	0	0	11	82	8	22
<b>TOTAL MONTPELLIER</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>8</b>	22
<b>NANTES</b>	FLYBE LTD	S	52	0	0	81	13	2	4	0	0	10	0	0	0
<b>TOTAL NANTES</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	0
<b>NICE</b>	EASYJET AIRLINE COMPANY LTD	S	108	0	2	68	16	9	7	0	0	18	59	13	94
<b>TOTAL NICE</b>			<b>108</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>16</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>59</b>	<b>13</b>	94
<b>TOULOUSE (BLAGNAC)</b>	EASYJET AIRLINE COMPANY LTD	S	138	0	2	72	15	10	2	0	0	12	86	9	156
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>138</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>15</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>9</b>	156
<b>TOTAL FRANCE</b>			<b>756</b>	<b>1</b>	<b>6</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>9</b>	619
<b>GAMBIA</b>															
<b>BANJUL</b>	MONARCH AIRLINES	C	17	0	0	76	24	0	0	0	0	7	75	33	16
	THOMAS COOK AIRLINES LTD	C	24	0	0	54	21	13	13	0	0	27	74	12	19
<b>TOTAL BANJUL</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>22</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>74</b>	<b>21</b>	35
<b>TOTAL GAMBIA</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>22</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>74</b>	<b>21</b>	35
<b>GERMANY</b>															
<b>BERLIN (SCHONEFELD)</b>	EASYJET AIRLINE COMPANY LTD	S	170	0	2	76	10	10	4	0	0	12	79	17	162
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>170</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>10</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>17</b>	162
<b>COLOGNE BONN</b>	EASYJET AIRLINE COMPANY LTD	S	102	0	2	57	22	13	8	1	0	23	53	21	102
<b>TOTAL COLOGNE BONN</b>			<b>102</b>	<b>0</b>	<b>2</b>	<b>57</b>	<b>22</b>	<b>13</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>53</b>	<b>21</b>	102
<b>DUSSELDORF</b>	EASYJET AIRLINE COMPANY LTD	S	58	0	0	69	19	5	5	2	0	22	0	0	0
	FLYBE LTD	S	146	0	6	83	7	2	7	1	0	14	76	14	148
<b>TOTAL DUSSELDORF</b>			<b>204</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>10</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>14</b>	148
<b>HAMBURG</b>	EASYJET AIRLINE COMPANY LTD	S	103	0	1	77	7	10	7	0	0	15	0	0	0
<b>TOTAL HAMBURG</b>			<b>103</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>7</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	0
<b>MUNICH</b>	EASYJET AIRLINE COMPANY LTD	S	137	0	1	81	10	5	4	0	0	11	83	8	157
<b>TOTAL MUNICH</b>			<b>137</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>8</b>	273
<b>TOTAL GERMANY</b>			<b>716</b>	<b>3</b>	<b>12</b>	<b>75</b>	<b>11</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>13</b>	685
<b>GIBRALTAR</b>															
<b>GIBRALTAR</b>	EASYJET AIRLINE COMPANY LTD	S	60	0	0	78	8	3	7	3	0	22	78	21	60
<b>TOTAL GIBRALTAR</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>3</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>78</b>	<b>21</b>	60
<b>TOTAL GIBRALTAR</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>3</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>78</b>	<b>21</b>	60

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>GREECE</b>															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	99	0	1	71	8	13	8	0	0	17	64	14	104
	OLYMPIC AIR	S	2	0	0	100	0	0	0	0	0	2	100	1	32
<b>TOTAL ATHENS</b>			<b>101</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>8</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>11</b>	<b>136</b>
CORFU	EASYJET AIRLINE COMPANY LTD	S	4	0	0	100	0	0	0	0	0	3	100	1	4
<b>TOTAL CORFU</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100</b>	<b>4</b>	<b>5</b>
HERAKLION	EASYJET AIRLINE COMPANY LTD	S	2	0	0	100	0	0	0	0	0	0	100	3	4
<b>TOTAL HERAKLION</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>2</b>	<b>5</b>
KOS	EASYJET AIRLINE COMPANY LTD	S	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL KOS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>2</b>
SALONIKA	BRITISH AIRWAYS PLC	S	34	0	0	94	3	3	0	0	0	4	92	9	26
	EASYJET AIRLINE COMPANY LTD	S	34	0	0	94	3	0	3	0	0	5	72	11	36
	OLYMPIC AIR	S	42	0	0	98	0	0	2	0	0	3	0	0	0
<b>TOTAL SALONIKA</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>81</b>	<b>10</b>	<b>62</b>
<b>TOTAL GREECE</b>			<b>219</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>5</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>15</b>	<b>220</b>
<b>GRENADA</b>															
GRENADA	BRITISH AIRWAYS PLC	S	18	0	0	78	22	0	0	0	0	8	100	1	16
	MONARCH AIRLINES	C	4	0	0	50	25	0	25	0	0	30	50	14	4
	VIRGIN ATLANTIC AIRWAYS LTD	S	8	0	0	63	13	13	13	0	0	23	75	11	8
<b>TOTAL GRENADA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>86</b>	<b>6</b>	<b>28</b>
<b>TOTAL GRENADA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>86</b>	<b>6</b>	<b>28</b>
<b>HUNGARY</b>															
BUDAPEST	EASYJET AIRLINE COMPANY LTD	S	60	0	0	75	10	8	7	0	0	12	87	6	60
	MALEV (HUNGARIAN AIRLINES)	S	110	0	0	59	21	18	2	0	0	18	53	20	120
<b>TOTAL BUDAPEST</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>17</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>64</b>	<b>15</b>	<b>180</b>
<b>TOTAL HUNGARY</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>17</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>64</b>	<b>15</b>	<b>180</b>
<b>ICELAND</b>															
KEFLAVIK	ASTRAEUS LTD	S	56	0	0	70	14	11	5	0	0	15	89	6	76
<b>TOTAL KEFLAVIK</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>89</b>	<b>6</b>	<b>76</b>
<b>TOTAL ICELAND</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>89</b>	<b>6</b>	<b>76</b>
<b>INDIA</b>															
GOA	MONARCH AIRLINES	C	15	0	0	47	13	27	0	7	7	83	53	20	15
	THOMAS COOK AIRLINES LTD	C	7	0	0	43	43	0	14	0	0	22	0	0	0
	THOMSON AIRWAYS LTD	C	14	0	0	43	14	21	21	0	0	36	71	12	7
<b>TOTAL GOA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>19</b>	<b>19</b>	<b>11</b>	<b>3</b>	<b>3</b>	<b>53</b>	<b>59</b>	<b>17</b>	<b>22</b>
<b>TOTAL INDIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>19</b>	<b>19</b>	<b>11</b>	<b>3</b>	<b>3</b>	<b>53</b>	<b>59</b>	<b>17</b>	<b>22</b>
<b>IRISH REPUBLIC</b>															
CORK	AER LINGUS	S	58	0	0	76	16	9	0	0	0	10	0	0	0
	RYANAIR	S	60	0	0	88	3	2	7	0	0	10	97	2	60

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2010

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 CORK			118	0	0	82	9	5	3	0	0	10	97	2	60
DUBLIN	AER LINGUS	S	236	0	2	79	7	4	6	5	0	23	73	11	224
	RYANAIR	S	308	0	3	90	4	2	2	1	0	9	96	3	302
TOTAL DUBLIN			544	0	5	85	6	3	4	3	0	15	86	7	526
IRELAND WEST AIRPORT KNOCK	AER LINGUS	S	34	0	0	82	15	3	0	0	0	7	86	11	59
TOTAL IRELAND WEST AIRPORT KNOCK			34	0	0	82	15	3	0	0	0	7	86	11	59
SHANNON	RYANAIR	S	52	0	0	79	10	2	10	0	0	17	89	8	120
TOTAL SHANNON			52	0	0	79	10	2	10	0	0	17	89	8	120
TOTAL IRISH REPUBLIC			748	0	5	84	7	3	4	2	0	14	87	7	765
ITALY															
BERGAMO	RYANAIR	S	59	0	1	98	0	0	2	0	0	3	0	0	0
TOTAL BERGAMO			59	0	1	98	0	0	2	0	0	3	0	0	0
BOLOGNA	BRITISH AIRWAYS PLC	S	166	0	0	89	5	4	1	1	0	7	94	5	114
	RYANAIR	S	34	0	0	88	6	6	0	0	0	4	0	0	0
TOTAL BOLOGNA			200	0	0	89	5	5	1	1	0	7	94	5	114
CATANIA (FONTANAROSSA)	BRITISH AIRWAYS PLC	S	26	0	0	85	4	0	8	4	0	21	100	1	16
TOTAL CATANIA (FONTANAROSSA)			26	0	0	85	4	0	8	4	0	21	93	3	29
FLORENCE	MERIDIANA AIR	S	116	0	4	72	15	10	3	0	0	13	91	6	106
TOTAL FLORENCE			116	0	4	72	15	10	3	0	0	13	91	6	106
GENOA	BRITISH AIRWAYS PLC	S	60	0	0	90	10	0	0	0	0	5	96	11	56
TOTAL GENOA			60	0	0	90	10	0	0	0	0	5	96	11	56
MILAN (LINATE)	EASYJET AIRLINE COMPANY LTD	S	60	0	0	77	8	5	8	2	0	17	70	12	60
TOTAL MILAN (LINATE)			60	0	0	77	8	5	8	2	0	17	70	12	60
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	222	0	2	65	17	9	6	3	0	25	71	16	222
TOTAL MILAN (MALPENSA)			222	0	2	65	17	9	6	3	0	25	71	16	222
NAPLES	BRITISH AIRWAYS PLC	S	120	0	0	84	10	3	3	0	0	8	81	10	80
	EASYJET AIRLINE COMPANY LTD	S	59	0	0	88	7	2	3	0	0	9	78	9	60
TOTAL NAPLES			179	0	0	85	9	3	3	0	0	8	80	10	140
PALERMO	EASYJET AIRLINE COMPANY LTD	S	18	0	0	61	22	6	11	0	0	19	50	16	2
TOTAL PALERMO			18	0	0	61	22	6	11	0	0	19	50	16	2
PISA	EASYJET AIRLINE COMPANY LTD	S	60	0	0	62	15	17	7	0	0	21	60	22	60
TOTAL PISA			60	0	0	62	15	17	7	0	0	21	60	22	60
ROME (CIAMPINO)	RYANAIR	S	60	0	0	83	12	5	0	0	0	7	0	0	0
TOTAL ROME (CIAMPINO)			60	0	0	83	12	5	0	0	0	7	0	0	0
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	60	0	0	90	7	3	0	0	0	5	93	4	59
	EASYJET AIRLINE COMPANY LTD	S	175	0	1	73	13	10	3	1	0	15	57	21	161
TOTAL ROME (FIUMICINO)			235	0	1	77	11	8	3	1	0	12	66	16	224
TURIN	BRITISH AIRWAYS PLC	S	84	0	0	87	6	5	2	0	0	7	93	6	60

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2010

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 TURIN			84	0	0	87	6	5	2	0	0	7	93	6	60
VENICE	BRITISH AIRWAYS PLC	S	176	1	1	92	4	3	1	0	0	4	87	7	154
	EASYJET AIRLINE COMPANY LTD	S	120	0	0	74	11	9	4	0	2	20	77	9	119
	MONARCH AIRLINES	C	2	0	0	0	100	0	0	0	0	23	0	0	0
TOTAL VENICE			298	1	1	84	7	5	2	0	1	11	83	8	273
VERONA VILLAFRANCA	BRITISH AIRWAYS PLC	S	61	0	0	82	13	5	0	0	0	6	92	4	36
TOTAL VERONA VILLAFRANCA			61	0	0	82	13	5	0	0	0	6	92	4	38
TOTAL ITALY			1738	1	9	80	10	6	3	1	0	12	79	11	1386
JAMAICA															
KINGSTON	BRITISH AIRWAYS PLC	S	18	0	0	83	17	0	0	0	0	8	96	3	25
	VIRGIN ATLANTIC AIRWAYS LTD	S	18	0	0	50	22	17	11	0	0	21	18	56	17
TOTAL KINGSTON			36	0	0	67	19	8	6	0	0	14	64	25	42
MONTEGO BAY	BRITISH AIRWAYS PLC	S	16	0	0	81	13	0	6	0	0	10	71	9	17
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	25	25	0	0	0	21	62	59	13
	THOMSON AIRWAYS LTD	C	19	0	0	58	11	11	21	0	0	33	88	4	8
	VIRGIN ATLANTIC AIRWAYS LTD	S	17	0	0	35	35	12	18	0	0	29	18	48	17
TOTAL MONTEGO BAY			60	0	0	57	20	10	13	0	0	24	55	33	55
TOTAL JAMAICA			96	0	0	60	20	9	10	0	0	20	59	29	97
JORDAN															
AQABA	MONARCH AIRLINES	C	8	0	0	50	38	13	0	0	0	13	63	11	8
TOTAL AQABA			8	0	0	50	38	13	0	0	0	13	63	11	8
TOTAL JORDAN			8	0	0	50	38	13	0	0	0	13	63	11	8
KENYA															
MOMBASA	MONARCH AIRLINES	C	16	0	0	19	38	38	6	0	0	32	22	41	9
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	33	27	9
TOTAL MOMBASA			24	0	0	46	25	25	4	0	0	22	28	34	18
TOTAL KENYA			25	0	0	44	24	28	4	0	0	23	28	34	18
KOSOVO															
PRISTINA	BRITISH AIRWAYS PLC	S	26	0	0	77	15	8	0	0	0	8	85	6	26
TOTAL PRISTINA			26	0	0	77	15	8	0	0	0	8	85	6	26
TOTAL KOSOVO			26	0	0	77	15	8	0	0	0	8	85	6	26
LATVIA															
RIGA	AIR BALTIC	S	60	0	0	67	27	3	3	0	0	15	77	9	60
TOTAL RIGA			60	0	0	67	27	3	3	0	0	15	77	9	60
TOTAL LATVIA			60	0	0	67	27	3	3	0	0	15	77	9	60
LIBYA															
TRIPOLI	AFRIQIYAH AIRWAYS	S	60	0	0	55	17	10	18	0	0	30	12	49	60
TOTAL TRIPOLI			60	0	0	55	17	10	18	0	0	30	12	49	60

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2010

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2009		
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				Actual (7)	Plan (8)										
TOTAL LIBYA			60	0	0	55	17	10	18	0	0	30	12	49	60
LITHUANIA															
KAUNAS	RYANAIR	S	60	0	0	77	15	8	0	0	0	10	0	0	0
TOTAL KAUNAS			60	0	0	77	15	8	0	0	0	10	0	0	0
TOTAL LITHUANIA			60	0	0	77	15	8	0	0	0	10	87	7	60
LUXEMBOURG															
LUXEMBOURG	BRITISH AIRWAYS PLC	S	95	0	1	85	6	5	3	0	0	9	97	3	94
TOTAL LUXEMBOURG			96	0	1	85	6	5	3	0	0	9	97	3	94
TOTAL LUXEMBOURG			96	0	1	85	6	5	3	0	0	9	97	3	94
MALDIVE ISLANDS															
MALE INTERNATIONAL	BRITISH AIRWAYS PLC	S	26	0	0	88	8	0	4	0	0	6	73	12	26
	THOMSON AIRWAYS LTD	C	16	0	0	69	0	13	6	13	0	48	46	33	13
TOTAL MALE INTERNATIONAL			43	0	0	81	5	5	5	5	0	22	53	25	49
TOTAL MALDIVE ISLANDS			43	0	0	81	5	5	5	5	0	22	53	25	49
MALTA															
MALTA	AIR MALTA	S	62	0	0	89	5	3	3	0	0	7	95	3	85
	EASYJET AIRLINE COMPANY LTD	S	60	0	0	80	13	3	3	0	0	11	69	12	54
	THOMSON AIRWAYS LTD	C	14	0	0	93	7	0	0	0	0	4	88	44	8
TOTAL MALTA			136	0	0	85	9	3	3	0	0	9	85	9	148
TOTAL MALTA			136	0	0	85	9	3	3	0	0	9	85	9	148
MEXICO															
ACAPULCO	THOMAS COOK AIRLINES LTD	C	2	0	0	0	50	0	50	0	0	67	100	7	2
	THOMSON AIRWAYS LTD	C	2	0	0	0	50	50	0	0	0	38	100	3	2
TOTAL ACAPULCO			4	0	0	0	50	25	25	0	0	53	100	5	4
CANCUN	BRITISH AIRWAYS PLC	S	16	0	0	81	19	0	0	0	0	6	0	0	0
	THOMAS COOK AIRLINES LTD	C	16	0	0	38	0	19	38	6	0	65	70	83	10
	THOMSON AIRWAYS LTD	C	32	0	0	59	9	16	9	0	6	52	78	11	32
TOTAL CANCUN			64	0	0	59	9	13	14	2	3	44	76	29	42
TOTAL MEXICO			68	0	0	56	12	13	15	1	3	45	76	28	80
MOROCCO															
AGADIR	EASYJET AIRLINE COMPANY LTD	S	16	0	0	88	13	0	0	0	0	6	88	9	16
	THOMSON AIRWAYS LTD	S	18	0	0	100	0	0	0	0	0	1	80	74	10
TOTAL AGADIR			34	0	0	94	6	0	0	0	0	4	85	34	26
CASABLANCA MOHAMED V	JET2.COM LTD	C	2	0	0	50	50	0	0	0	0	9	0	0	0
	ROYAL AIR MAROC	S	22	0	0	50	36	5	9	0	0	21	50	17	8
TOTAL CASABLANCA MOHAMED V			24	0	0	50	38	4	8	0	0	20	50	17	8
MARRAKESH	EASYJET AIRLINE COMPANY LTD	S	106	0	1	81	10	2	7	0	0	11	89	6	114
	ROYAL AIR MAROC	S	38	0	0	76	8	8	8	0	0	18	100	3	34
	THOMSON AIRWAYS LTD	S	18	0	0	89	0	0	0	11	0	27	60	20	5

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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				Actual (7)	Plan (8)										
TOTAL MARRAKESH			162	0	1	81	9	3	6	1	0	14	90	6	153
TOTAL MOROCCO			220	0	1	80	11	3	5	1	0	13	87	10	189
<b>NETHERLANDS</b>															
AMSTERDAM	BRITISH AIRWAYS PLC	S	223	0	1	81	9	4	6	0	0	12	91	5	221
	EASYJET AIRLINE COMPANY LTD	S	257	0	3	75	12	7	6	0	0	15	83	8	214
	KLM CITYHOPPER	S	3	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL AMSTERDAM			483	0	4	78	10	6	6	0	0	13	87	6	435
TOTAL NETHERLANDS			483	0	4	78	10	6	6	0	0	13	89	5	595
<b>NORWAY</b>															
BERGEN	NORWEGIAN AIR SHUTTLE	S	93	0	1	84	13	3	0	0	0	6	94	10	87
	SAS BRAATHENS	S	24	0	0	71	13	8	8	0	0	21	89	8	36
TOTAL BERGEN			117	0	1	81	13	4	2	0	0	9	93	10	123
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	155	0	1	81	9	10	1	0	0	8	56	18	154
TOTAL OSLO (GARDERMOEN)			155	1	1	81	9	10	1	0	0	8	56	18	154
RYGGE	RYANAIR	S	84	0	0	79	5	5	12	0	0	18	0	0	0
TOTAL RYGGE			84	0	0	79	5	5	12	0	0	18	0	0	0
STAVANGER	NORWEGIAN AIR SHUTTLE	S	42	0	0	69	14	10	7	0	0	15	82	7	44
TOTAL STAVANGER			42	0	0	69	14	10	7	0	0	15	82	7	44
TROMSOE	NORWEGIAN AIR SHUTTLE	S	17	0	1	94	6	0	0	0	0	3	69	13	16
TOTAL TROMSOE			17	0	1	94	6	0	0	0	0	3	69	13	16
TRONDHEIM (VAERNES)	NORWEGIAN AIR SHUTTLE	S	26	0	0	58	31	12	0	0	0	13	0	0	0
TOTAL TRONDHEIM (VAERNES)			26	0	0	58	31	12	0	0	0	13	0	0	0
TOTAL NORWAY			441	1	3	78	11	7	4	0	0	11	74	13	337
<b>POLAND</b>															
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	60	0	0	87	3	3	7	0	0	14	72	11	60
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	7	0	0	0
TOTAL KRAKOW			62	0	0	87	3	3	6	0	0	14	72	11	61
TOTAL POLAND			62	0	0	87	3	3	6	0	0	14	74	12	122
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	BRITISH AIRWAYS PLC	S	34	0	0	82	6	9	3	0	0	11	87	5	60
	EASYJET AIRLINE COMPANY LTD	S	97	0	1	85	7	6	2	0	0	8	83	6	106
	MONARCH AIRLINES	S	36	1	0	81	11	8	0	0	0	8	72	11	32
	RYANAIR	S	32	0	0	94	6	0	0	0	0	1	0	0	0
TOTAL FARO			199	1	1	85	8	6	2	0	0	7	85	6	275
LISBON	AIR PORTUGAL	S	78	1	0	95	4	0	1	0	0	3	73	8	26
	EASYJET AIRLINE COMPANY LTD	S	65	1	1	66	20	5	6	3	0	22	92	9	59
TOTAL LISBON			143	2	1	82	11	2	3	1	0	12	86	9	85
OPORTO (PORTUGAL)	AIR PORTUGAL	S	57	0	1	91	4	2	2	2	0	8	88	5	60
	EASYJET AIRLINE COMPANY LTD	S	58	0	0	84	10	3	2	0	0	8	86	8	58



CAA AIRLINE / AIRPORT REPORTING SYSTEM

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				Actual (7)	Plan (8)										
OPORTO (PORTUGAL)	RYANAIR	S	40	0	0	90	3	8	0	0	0	5	0	0	0
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>155</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>7</b>	<b>122</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>497</b>	<b>3</b>	<b>3</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>6</b>	<b>482</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR PORTUGAL	S	58	0	0	93	2	2	2	2	0	7	88	3	60
	EASYJET AIRLINE COMPANY LTD	S	32	0	0	78	3	13	6	0	0	15	88	6	34
	THOMSON AIRWAYS LTD	C	19	0	0	79	16	0	5	0	0	9	78	7	18
<b>TOTAL FUNCHAL</b>			<b>109</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>6</b>	<b>116</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>109</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>6</b>	<b>116</b>
<b>PUERTO RICO</b>															
SAN JUAN (PUERTO RICO)	VIRGIN ATLANTIC AIRWAYS LTD	S	8	0	0	50	25	0	25	0	0	29	38	81	8
<b>TOTAL SAN JUAN (PUERTO RICO)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>38</b>	<b>81</b>	<b>8</b>
<b>TOTAL PUERTO RICO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>38</b>	<b>81</b>	<b>8</b>
<b>QATAR</b>															
DOHA	QATAR AIRWAYS	S	60	1	0	87	7	5	0	2	0	8	85	7	60
<b>TOTAL DOHA</b>			<b>60</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>7</b>	<b>60</b>
<b>TOTAL QATAR</b>			<b>60</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>7</b>	<b>60</b>
<b>REPUBLIC OF MOLDOVA</b>															
CHISINAU (KISHINEV)	AIR MOLDOVA INTERNATIONAL	S	8	0	0	25	0	13	63	0	0	70	88	5	8
<b>TOTAL CHISINAU (KISHINEV)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>88</b>	<b>5</b>	<b>8</b>
<b>TOTAL REPUBLIC OF MOLDOVA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>88</b>	<b>5</b>	<b>8</b>
<b>REPUBLIC OF MONTENEGRO</b>															
PODGORICA	MONTENEGRO AIRLINES	S	24	0	0	92	0	8	0	0	0	4	72	22	18
<b>TOTAL PODGORICA</b>			<b>24</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>72</b>	<b>22</b>	<b>18</b>
<b>TOTAL REPUBLIC OF MONTENEGRO</b>			<b>24</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>72</b>	<b>22</b>	<b>18</b>
<b>ROMANIA</b>															
BUCHAREST (BANEASA)	SWIFTAIR	C	2	0	0	100	0	0	0	0	0	10	0	0	0
<b>TOTAL BUCHAREST (BANEASA)</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>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ROMANIA</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>10</b>	<b>87</b>	<b>7</b>	<b>60</b>
<b>SAINT KITTS AND NEVIS</b>															
ST KITTS	BRITISH AIRWAYS PLC	S	17	0	0	82	6	12	0	0	0	8	78	7	9
<b>TOTAL ST KITTS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>7</b>	<b>9</b>
<b>TOTAL SAINT KITTS AND NEVIS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>7</b>	<b>9</b>
<b>SAUDI ARABIA</b>															
JEDDAH	MONARCH AIRLINES	C	2	0	0	50	0	0	0	50	0	101	0	0	0
<b>TOTAL JEDDAH</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>101</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2010

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 SAUDI ARABIA			3	0	0	33	33	0	0	33	0	76	100	6	1
SEYCHELLES															
SEYCHELLES	AIR SEYCHELLES	S	10	0	0	80	10	0	10	0	0	12	0	0	0
TOTAL SEYCHELLES			10	0	0	80	10	0	10	0	0	12	0	0	0
TOTAL SEYCHELLES			10	0	0	80	10	0	10	0	0	12	0	0	0
SLOVENIA															
LJUBLJANA	ADRIA AIRWAYS	S	26	0	0	81	12	4	4	0	0	8	71	15	52
TOTAL LJUBLJANA			26	0	0	81	12	4	4	0	0	8	72	14	53
TOTAL SLOVENIA			26	0	0	81	12	4	4	0	0	8	72	14	53
SPAIN															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	93	0	0	75	13	6	5	0	0	12	80	8	95
	MONARCH AIRLINES	S	66	1	0	71	12	9	6	2	0	17	87	6	54
	RYANAIR	S	60	0	0	80	15	5	0	0	0	7	80	8	60
	THOMSON AIRWAYS LTD	C	24	0	0	88	8	4	0	0	0	5	96	3	25
TOTAL ALICANTE			243	1	0	77	13	7	4	0	0	11	83	7	234
ALMERIA	EASYJET AIRLINE COMPANY LTD	S	38	0	0	79	8	5	5	3	0	19	98	2	42
TOTAL ALMERIA			38	0	0	79	8	5	5	3	0	19	98	2	42
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	223	0	1	73	14	6	6	0	0	15	68	13	172
TOTAL BARCELONA			223	0	1	73	14	6	6	0	0	15	68	14	177
GERONA	RYANAIR	S	60	0	0	92	8	0	0	0	0	5	85	13	60
TOTAL GERONA			60	0	0	92	8	0	0	0	0	5	85	13	60
MADRID	AIR EUROPA	S	120	0	0	63	21	13	4	0	0	17	84	7	120
	EASYJET AIRLINE COMPANY LTD	S	221	0	2	46	14	14	20	5	0	47	59	27	222
	RYANAIR	S	119	0	1	70	20	7	3	0	0	14	62	17	60
TOTAL MADRID			460	0	3	57	17	12	12	2	0	30	67	20	408
MALAGA	AER LINGUS	S	119	0	1	82	8	6	3	2	0	12	85	8	120
	EASYJET AIRLINE COMPANY LTD	S	181	0	2	82	8	4	4	1	0	12	79	10	189
	MONARCH AIRLINES	S	56	0	0	55	29	16	0	0	0	15	71	20	49
	THOMAS COOK AIRLINES LTD	C	4	0	0	25	25	50	0	0	0	29	0	0	0
	THOMSON AIRWAYS LTD	C	27	0	0	74	15	7	4	0	0	14	83	7	36
TOTAL MALAGA			387	0	3	77	12	7	3	1	0	13	80	11	395
MURCIA SAN JAVIER	EASYJET AIRLINE COMPANY LTD	S	42	0	0	74	14	10	2	0	0	12	81	12	48
TOTAL MURCIA SAN JAVIER			42	0	0	74	14	10	2	0	0	12	82	12	50
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	57	0	0	79	12	4	5	0	0	12	75	10	64
	MONARCH AIRLINES	S	16	0	0	44	31	25	0	0	0	21	0	0	0
	THOMSON AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	5	89	4	19
TOTAL PALMA DE MALLORCA			76	0	0	72	16	8	4	0	0	14	79	8	85
SEVILLE	RYANAIR	S	26	0	0	81	19	0	0	0	0	5	0	0	0
TOTAL SEVILLE			26	0	0	81	19	0	0	0	0	5	0	0	0
VALENCIA	EASYJET AIRLINE COMPANY LTD	S	59	0	1	58	19	17	5	2	0	24	63	18	60

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL VALENCIA			59	0	1	58	19	17	5	2	0	24	63	18	60
VALLADOLID	THOMSON AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL VALLADOLID			3	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL SPAIN			1617	1	8	70	14	8	6	1	0	18	76	13	1514
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	EASYJET AIRLINE COMPANY LTD	S	50	0	0	80	8	4	8	0	0	15	72	14	50
	MONARCH AIRLINES	S	22	1	0	82	5	5	5	5	0	20	89	11	28
	THOMAS COOK AIRLINES LTD	C	17	1	0	53	18	18	12	0	0	22	87	14	23
	THOMSON AIRWAYS LTD	C	28	2	0	64	7	0	14	11	4	60	85	7	26
TOTAL ARRECIFE			117	4	0	73	9	5	9	3	1	28	82	19	152
FUERTEVENTURA	MONARCH AIRLINES	S	8	0	0	75	25	0	0	0	0	6	100	0	8
	THOMAS COOK AIRLINES LTD	C	17	0	0	88	12	0	0	0	0	5	74	15	19
	THOMSON AIRWAYS LTD	C	16	0	0	81	13	6	0	0	0	7	90	5	20
TOTAL FUERTEVENTURA			41	0	0	83	15	2	0	0	0	6	85	8	47
LAS PALMAS	EASYJET AIRLINE COMPANY LTD	S	59	0	1	83	10	2	3	2	0	14	70	20	60
	MONARCH AIRLINES	S	18	0	0	78	6	0	0	0	17	109	83	7	18
	THOMAS COOK AIRLINES LTD	C	24	0	0	67	8	17	8	0	0	20	83	10	23
	THOMSON AIRWAYS LTD	C	26	0	0	65	23	4	4	4	0	18	84	7	32
TOTAL LAS PALMAS			128	2	1	75	13	5	4	2	2	29	76	14	136
SANTA CRUZ DE LA PALMA	THOMSON AIRWAYS LTD	C	10	0	0	90	0	0	10	0	0	10	70	8	10
TOTAL SANTA CRUZ DE LA PALMA			10	0	0	90	0	0	10	0	0	10	70	8	10
TENERIFE (SURREINA SOFIA)	EASYJET AIRLINE COMPANY LTD	S	119	0	1	85	8	5	3	0	0	10	80	11	117
	MONARCH AIRLINES	S	50	1	0	44	18	24	10	4	0	39	73	13	66
	THOMAS COOK AIRLINES LTD	C	26	0	0	54	31	4	8	4	0	31	88	5	24
	THOMSON AIRWAYS LTD	C	68	0	0	78	10	4	7	0	0	13	88	5	57
TOTAL TENERIFE (SURREINA SOFIA)			263	1	1	72	13	8	6	1	0	18	78	13	310
TOTAL SPAIN(CANARY ISLANDS)			559	7	2	74	12	6	6	2	1	22	79	14	655
<b>ST LUCIA</b>															
ST LUCIA (HEWANORRA)	BRITISH AIRWAYS PLC	S	3	0	0	100	0	0	0	0	0	3	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	23	0	0	83	0	0	9	9	0	37	77	14	26
TOTAL ST LUCIA (HEWANORRA)			26	0	0	85	0	0	8	8	0	33	77	14	26
TOTAL ST LUCIA			26	0	0	85	0	0	8	8	0	33	77	14	26
<b>SWEDEN</b>															
GOTEBORG	EASYJET AIRLINE COMPANY LTD	S	60	0	0	85	7	2	7	0	0	10	0	0	0
TOTAL GOTEBORG			60	0	0	85	7	2	7	0	0	10	0	0	0
STOCKHOLM (ARLANDA)	NORWEGIAN AIR SHUTTLE	S	111	0	1	36	21	27	16	0	0	35	0	0	0
	VIKING HELLAS	C	26	0	0	42	4	19	23	4	8	71	0	0	0
TOTAL STOCKHOLM (ARLANDA)			137	0	1	37	18	26	18	1	1	42	56	51	27
STOCKHOLM (SKAVSTA)	RYANAIR	S	60	0	0	68	18	10	3	0	0	15	50	17	52
TOTAL STOCKHOLM (SKAVSTA)			60	0	0	68	18	10	3	0	0	15	50	17	52

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			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL SWEDEN</b>			<b>257</b>	<b>1</b>	<b>1</b>	<b>56</b>	<b>15</b>	<b>16</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>28</b>	<b>52</b>	<b>28</b>	<b>79</b>
<b>SWITZERLAND</b>															
<b>BASLE MULHOUSE</b>	EASYJET AIRLINE COMPANY LTD	S	58	0	2	60	17	16	7	0	0	17	75	12	60
	EASYJET SWITZERLAND	S	52	0	0	69	15	6	6	2	2	28	93	4	44
<b>TOTAL BASLE MULHOUSE</b>			<b>110</b>	<b>0</b>	<b>2</b>	<b>65</b>	<b>16</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>83</b>	<b>9</b>	<b>104</b>
<b>GENEVA</b>	EASYJET AIRLINE COMPANY LTD	S	109	0	3	78	16	4	3	0	0	9	70	10	50
	EASYJET SWITZERLAND	S	162	0	2	75	14	7	4	1	0	15	78	10	208
<b>TOTAL GENEVA</b>			<b>271</b>	<b>1</b>	<b>5</b>	<b>76</b>	<b>14</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>10</b>	<b>258</b>
<b>ZURICH</b>	EASYJET AIRLINE COMPANY LTD	S	102	0	2	69	22	7	3	0	0	13	93	6	94
<b>TOTAL ZURICH</b>			<b>102</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>22</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>91</b>	<b>6</b>	<b>154</b>
<b>TOTAL SWITZERLAND</b>			<b>483</b>	<b>1</b>	<b>9</b>	<b>72</b>	<b>16</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>82</b>	<b>9</b>	<b>516</b>
<b>TRINIDAD AND TOBAGO</b>															
<b>PORT OF SPAIN</b>	BRITISH AIRWAYS PLC	S	39	0	0	62	21	13	5	0	0	18	95	3	42
<b>TOTAL PORT OF SPAIN</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>21</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>95</b>	<b>3</b>	<b>42</b>
<b>TOBAGO</b>	BRITISH AIRWAYS PLC	S	18	0	0	89	6	0	6	0	0	7	89	5	18
	MONARCH AIRLINES	C	4	0	0	100	0	0	0	0	0	3	25	24	4
<b>TOTAL TOBAGO</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>9</b>	<b>22</b>
<b>TOTAL TRINIDAD AND TOBAGO</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>89</b>	<b>5</b>	<b>64</b>
<b>TUNISIA</b>															
<b>JERBA</b>	TUNISAIR	S	18	0	0	83	17	0	0	0	0	5	0	0	0
<b>TOTAL JERBA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MONASTIR</b>	THOMAS COOK AIRLINES LTD	C	22	0	0	91	5	0	5	0	0	5	84	5	19
	THOMSON AIRWAYS LTD	C	16	0	0	81	6	13	0	0	0	7	95	3	19
<b>TOTAL MONASTIR</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>4</b>	<b>38</b>
<b>TUNIS</b>	BRITISH AIRWAYS PLC	S	42	0	0	90	5	0	5	0	0	8	75	9	36
<b>TOTAL TUNIS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>14</b>	<b>37</b>
<b>TOTAL TUNISIA</b>			<b>98</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>7</b>	<b>81</b>	<b>9</b>	<b>75</b>
<b>TURKEY</b>															
<b>ANTALYA</b>	EASYJET AIRLINE COMPANY LTD	S	2	0	0	100	0	0	0	0	0	0	0	0	0
	THOMAS COOK AIRLINES LTD	C	28	0	0	79	18	0	4	0	0	8	70	29	20
	THOMSON AIRWAYS LTD	C	10	0	0	60	20	0	20	0	0	21	0	0	0
<b>TOTAL ANTALYA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>18</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>18</b>	<b>38</b>
<b>BODRUM (MILAS)</b>	EASYJET AIRLINE COMPANY LTD	S	2	0	0	100	0	0	0	0	0	0	0	0	0
	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	0	2	83	8	6
<b>TOTAL BODRUM (MILAS)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>6</b>	<b>8</b>
<b>DALAMAN</b>	EASYJET AIRLINE COMPANY LTD	S	2	0	0	0	0	100	0	0	0	48	67	9	3
	ONUR AIR	C	4	0	0	100	0	0	0	0	0	0	0	18	1
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	2	90	3	20
	THOMSON AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	10	67	7	3

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2010

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 DALAMAN			19	0	0	84	0	11	5	0	0	15	80	8	30
ISTANBUL (SABIHA GOKCEN)	EASYJET AIRLINE COMPANY LTD	S	34	0	0	71	9	9	9	0	3	31	67	12	48
TOTAL ISTANBUL (SABIHA GOKCEN)			34	0	0	71	9	9	9	0	3	31	67	12	48
TOTAL TURKEY			103	0	0	78	10	5	7	0	1	17	78	11	143
UKRAINE															
KIEV (BORISPOL)	UKRAINE INTERNATIONAL AIRLIN	S	62	0	0	73	13	11	3	0	0	12	78	8	60
TOTAL KIEV (BORISPOL)			62	2	0	73	13	11	3	0	0	12	78	8	60
TOTAL UKRAINE			62	2	0	73	13	11	3	0	0	12	78	8	60
UNITED ARAB EMIRATES															
DUBAI	EMIRATES	S	179	0	1	69	18	9	4	0	0	14	61	14	180
TOTAL DUBAI			179	1	1	69	18	9	4	0	0	14	61	14	180
TOTAL UNITED ARAB EMIRATES			179	2	1	69	18	9	4	0	0	14	61	14	180
UNITED KINGDOM															
ABERDEEN	FLYBE LTD	S	153	0	4	82	4	7	5	1	0	14	86	7	160
TOTAL ABERDEEN			153	0	4	82	4	7	5	1	0	14	86	7	160
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	224	0	0	84	9	5	1	0	0	8	91	7	222
TOTAL BELFAST CITY (GEORGE BEST)			224	0	0	84	9	5	1	0	0	8	91	7	222
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	220	0	4	75	11	10	3	0	0	12	81	10	224
TOTAL BELFAST INTERNATIONAL			221	0	4	76	11	10	3	0	0	12	81	10	225
EDINBURGH	BRITISH AIRWAYS PLC	S	225	0	3	87	8	2	1	1	0	8	88	5	240
	EASYJET AIRLINE COMPANY LTD	S	207	0	5	75	18	4	3	0	0	10	82	9	224
	PAN EUROPEAN AIR SERVICE	C	2	0	0	0	100	0	0	0	0	26	0	0	0
TOTAL EDINBURGH			434	1	8	81	13	3	2	0	0	9	85	7	464
GLASGOW	BRITISH AIRWAYS PLC	S	237	0	0	84	7	5	3	0	0	11	90	5	240
	EASYJET AIRLINE COMPANY LTD	S	168	0	2	80	8	5	6	1	0	12	84	7	170
TOTAL GLASGOW			406	0	2	82	7	5	5	0	0	12	88	6	411
GUERNSEY	AURIGNY AIR SERVICES	S	278	0	6	86	4	4	3	3	0	16	90	6	278
	FLYBE LTD	S	295	1	4	87	4	3	5	0	0	10	90	6	280
TOTAL GUERNSEY			573	1	10	87	4	4	4	2	0	13	90	6	558
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	58	0	2	84	3	2	9	2	0	17	93	4	60
	FLYBE LTD	S	154	0	5	82	5	5	5	2	0	14	90	6	152
TOTAL INVERNESS			212	0	7	83	5	4	6	2	0	15	91	5	212
ISLE OF MAN	FLYBE LTD	S	212	0	5	85	5	3	7	1	0	14	95	3	222
TOTAL ISLE OF MAN			212	0	5	85	5	3	7	1	0	14	95	3	222
JERSEY	BRITISH AIRWAYS PLC	S	294	0	3	87	4	6	2	1	0	9	93	4	260
	FLYBE LTD	S	341	0	8	86	5	5	2	1	1	14	92	6	383
TOTAL JERSEY			636	0	11	86	5	6	2	1	0	11	93	5	643
LEEDS BRADFORD	FLYBE LTD	S	140	0	2	80	11	8	1	0	0	9	77	17	150
	JET2.COM LTD	C	2	0	0	100	0	0	0	0	0	7	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2010

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 LEEDS BRADFORD			142	0	2	80	11	8	1	0	0	9	77	17	150
MANCHESTER	BRITISH AIRWAYS PLC	S	240	0	0	85	9	4	2	0	0	7	89	6	300
	MONARCH AIRLINES	C	3	3	0	0	33	67	0	0	35	0	0	0	0
	THOMAS COOK AIRLINES LTD	C	5	0	0	40	0	40	0	20	63	100	0	3	3
TOTAL MANCHESTER			248	3	0	83	9	5	2	0	8	89	6	304	
NEWCASTLE	FLYBE LTD	S	195	0	7	81	4	8	6	2	15	90	7	214	
TOTAL NEWCASTLE			197	0	7	80	5	8	6	2	15	90	7	214	
NEWQUAY	AIR SOUTHWEST	S	90	0	0	97	2	1	0	0	2	93	5	89	
	FLYBE LTD	S	155	0	1	85	2	4	8	0	16	86	9	161	
TOTAL NEWQUAY			245	0	1	89	2	3	5	0	10	89	8	250	
PLYMOUTH	AIR SOUTHWEST	S	150	0	0	93	5	2	0	0	3	85	8	149	
TOTAL PLYMOUTH			150	0	0	93	5	2	0	0	3	85	8	149	
TOTAL UNITED KINGDOM			4054	9	61	84	7	5	3	1	11	88	7	4187	
USA															
ATLANTA	DELTA AIRLINES	S	60	0	0	77	8	10	5	0	11	93	3	60	
TOTAL ATLANTA			60	0	0	77	8	10	5	0	11	93	3	60	
CHARLOTTE	US AIRWAYS	S	56	1	0	89	5	0	2	2	13	91	6	58	
TOTAL CHARLOTTE			56	1	0	89	5	0	2	2	13	91	6	58	
LAS VEGAS	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	60	18	13	8	0	19	55	24	60	
TOTAL LAS VEGAS			60	0	0	60	18	13	8	0	19	55	24	60	
ORLANDO	BRITISH AIRWAYS PLC	S	60	0	0	78	17	3	2	0	9	93	4	60	
	VIRGIN ATLANTIC AIRWAYS LTD	S	105	0	0	53	19	19	9	0	23	54	26	112	
TOTAL ORLANDO			165	0	0	62	18	13	6	0	18	68	19	172	
SANFORD	THOMSON AIRWAYS LTD	C	9	0	0	67	0	0	0	33	86	91	6	11	
TOTAL SANFORD			10	0	0	70	0	0	0	30	78	94	5	18	
TAMPA	BRITISH AIRWAYS PLC	S	43	0	0	91	2	0	7	0	8	89	6	44	
TOTAL TAMPA			43	0	0	91	2	0	7	0	8	89	6	44	
TOTAL USA			394	3	0	71	13	9	6	1	17	76	13	412	
ZIMBABWE															
HARARE	AIR ZIMBABWE	S	17	0	9	24	41	24	6	6	37	56	16	18	
TOTAL HARARE			17	0	9	24	41	24	6	6	37	56	16	18	
TOTAL ZIMBABWE			17	0	9	24	41	24	6	6	37	56	16	18	
TOTAL GATWICK			16946	43	149	78	10	6	5	1	14	81	11	17066	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2010

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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>BARBADOS</b>															
BRIDGETOWN	THOMSON AIRWAYS LTD	C	4	1	0	25	25	50	0	0	0	30	50	22	4
TOTAL BRIDGETOWN			5	1	0	20	20	40	20	0	0	55	50	22	4
TOTAL BARBADOS			5	1	0	20	20	40	20	0	0	55	50	22	4
<b>CANADA</b>															
TORONTO	AIR TRANSAT	S	16	0	0	81	6	6	6	0	0	13	88	5	8
TOTAL TORONTO			17	0	0	76	6	6	12	0	0	17	88	5	8
TOTAL CANADA			17	0	0	76	6	6	12	0	0	17	88	5	8
<b>CYPRUS</b>															
PAPHOS	THOMSON AIRWAYS LTD	C	8	0	0	63	38	0	0	0	0	11	88	6	8
TOTAL PAPHOS			9	1	0	67	33	0	0	0	0	10	81	8	16
TOTAL CYPRUS			10	1	0	60	30	0	10	0	0	20	81	8	16
<b>DENMARK</b>															
COPENHAGEN	BMI REGIONAL	S	52	0	0	88	6	0	2	4	0	14	92	12	52
TOTAL COPENHAGEN			52	0	0	88	6	0	2	4	0	14	92	12	52
TOTAL DENMARK			52	0	0	88	6	0	2	4	0	14	92	12	52
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	THOMAS COOK AIRLINES LTD	C	17	0	0	76	0	18	6	0	0	16	63	16	16
	THOMSON AIRWAYS LTD	S	17	0	1	53	24	12	12	0	0	28	44	68	16
TOTAL SHARM EL SHEIKH (OPHIRA)			34	0	1	65	12	15	9	0	0	22	59	35	39
TOTAL EGYPT			34	0	1	65	12	15	9	0	0	22	57	32	47
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	34	0	0	82	12	6	0	0	0	8	91	5	44
	FLYBE LTD	S	60	0	0	87	5	0	3	3	2	29	90	11	52
TOTAL PARIS (CHARLES DE GAULLE)			94	1	0	85	7	2	2	2	1	21	91	8	96
TOTAL FRANCE			94	1	0	85	7	2	2	2	1	21	91	8	96
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	34	0	0	50	18	21	12	0	0	27	92	3	36
TOTAL BERLIN (SCHONEFELD)			34	0	0	50	18	21	12	0	0	27	92	3	36
FRANKFURT MAIN	FLYBE LTD	S	50	0	2	86	2	4	6	2	0	13	0	0	0
TOTAL FRANKFURT MAIN			50	0	2	86	2	4	6	2	0	13	0	0	0
TOTAL GERMANY			84	0	2	71	8	11	8	1	0	18	86	6	50
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	34	0	0	91	9	0	0	0	0	3	76	8	34
TOTAL KEFLAVIK			34	0	0	91	9	0	0	0	0	3	76	8	34
TOTAL ICELAND			34	0	0	91	9	0	0	0	0	3	76	8	34

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2010

Reporting Airport: GLASGOW (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>IRISH REPUBLIC</b>															
CORK	AER ARANN	S	59	0	0	80	7	5	8	0	0	14	0	0	0
<b>TOTAL CORK</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
DONEGAL	AER ARANN	S	16	0	2	56	19	19	6	0	0	17	0	0	0
<b>TOTAL DONEGAL</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>56</b>	<b>19</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
DUBLIN	AER ARANN	S	220	0	0	86	4	1	7	1	0	15	0	0	0
	AER LINGUS	S	2	0	2	100	0	0	0	0	0	0	82	10	60
<b>TOTAL DUBLIN</b>			<b>222</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>4</b>	<b>1</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>82</b>	<b>10</b>	<b>61</b>
SHANNON	AER ARANN	S	41	0	0	51	2	5	2	39	0	100	0	0	0
<b>TOTAL SHANNON</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>39</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>338</b>	<b>0</b>	<b>4</b>	<b>80</b>	<b>5</b>	<b>3</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>25</b>	<b>82</b>	<b>10</b>	<b>61</b>
<b>ISRAEL</b>															
TEL AVIV	THOMSON AIRWAYS LTD	C	2	0	0	50	0	0	50	0	0	63	0	0	0
<b>TOTAL TEL AVIV</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>63</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ISRAEL</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>63</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MALTA</b>															
MALTA	THOMAS COOK AIRLINES LTD	C	5	0	0	20	20	20	40	0	0	61	100	3	7
<b>TOTAL MALTA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>100</b>	<b>2</b>	<b>9</b>
<b>TOTAL MALTA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>100</b>	<b>2</b>	<b>9</b>
<b>NETHERLANDS</b>															
AMSTERDAM	KLM	S	156	2	0	80	13	5	2	0	0	9	96	3	222
	KLM CITYHOPPER	S	64	0	0	70	11	5	14	0	0	20	0	0	0
<b>TOTAL AMSTERDAM</b>			<b>220</b>	<b>2</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>96</b>	<b>3</b>	<b>222</b>
<b>TOTAL NETHERLANDS</b>			<b>220</b>	<b>2</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>96</b>	<b>3</b>	<b>222</b>
<b>PAKISTAN</b>															
LAHORE	PAKISTAN INTL AIRLINES	S	14	0	0	7	14	36	29	7	7	92	39	63	18
<b>TOTAL LAHORE</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>14</b>	<b>36</b>	<b>29</b>	<b>7</b>	<b>7</b>	<b>92</b>	<b>39</b>	<b>63</b>	<b>18</b>
<b>TOTAL PAKISTAN</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>14</b>	<b>36</b>	<b>29</b>	<b>7</b>	<b>7</b>	<b>92</b>	<b>39</b>	<b>63</b>	<b>18</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	EASYJET AIRLINE COMPANY LTD	S	18	0	0	78	22	0	0	0	0	6	94	9	16
<b>TOTAL FARO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>93</b>	<b>5</b>	<b>40</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>93</b>	<b>5</b>	<b>40</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	THOMSON AIRWAYS LTD	C	10	0	0	60	20	0	10	10	0	33	60	17	10
<b>TOTAL FUNCHAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>33</b>	<b>60</b>	<b>17</b>	<b>10</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>33</b>	<b>60</b>	<b>17</b>	<b>10</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2010

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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	38	0	0	84	5	11	0	0	0	8	89	7	36
	THOMAS COOK AIRLINES LTD	C	11	0	0	73	0	9	18	0	0	30	75	7	8
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	5	75	8	8
<b>TOTAL ALICANTE</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>3</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>8</b>	<b>69</b>
MALAGA	EASYJET AIRLINE COMPANY LTD	S	48	0	0	79	13	4	4	0	0	10	100	2	34
<b>TOTAL MALAGA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>93</b>	<b>5</b>	<b>56</b>
PALMA DE MALLORCA	THOMSON AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	0	60	20	10
<b>TOTAL PALMA DE MALLORCA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>19</b>	<b>19</b>
VALENCIA	JET2.COM LTD	C	2	0	0	50	50	0	0	0	0	17	0	0	0
	MONARCH AIRLINES	C	4	0	0	75	25	0	0	0	0	11	0	0	0
	THOMAS COOK AIRLINES LTD	C	2	0	0	0	100	0	0	0	0	23	0	0	0
	THOMSON AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	12	0	0	0
<b>TOTAL VALENCIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>8</b>	<b>144</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	THOMAS COOK AIRLINES LTD	C	16	0	0	38	25	13	25	0	0	44	94	3	18
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	5	88	4	8
<b>TOTAL ARRECIFE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>17</b>	<b>8</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>84</b>	<b>6</b>	<b>44</b>
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	C	16	0	0	69	19	6	6	0	0	16	86	4	7
	THOMSON AIRWAYS LTD	C	7	0	0	57	14	29	0	0	0	18	63	14	8
<b>TOTAL FUERTEVENTURA</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>17</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>9</b>	<b>15</b>
LAS PALMAS	THOMAS COOK AIRLINES LTD	C	10	0	0	30	20	30	20	0	0	37	94	3	18
	THOMSON AIRWAYS LTD	C	9	0	0	67	22	0	11	0	0	18	70	12	10
<b>TOTAL LAS PALMAS</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>21</b>	<b>16</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>82</b>	<b>8</b>	<b>39</b>
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	C	42	1	0	67	7	7	19	0	0	24	91	13	33
	THOMSON AIRWAYS LTD	C	34	0	0	59	15	18	9	0	0	19	84	5	25
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>76</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>11</b>	<b>12</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>84</b>	<b>21</b>	<b>109</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>142</b>	<b>1</b>	<b>0</b>	<b>61</b>	<b>14</b>	<b>12</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>83</b>	<b>14</b>	<b>207</b>
<b>TUNISIA</b>															
MONASTIR	THOMAS COOK AIRLINES LTD	C	13	0	0	62	8	31	0	0	0	18	79	21	14
	THOMSON AIRWAYS LTD	C	9	1	0	44	11	0	44	0	0	45	86	6	7
<b>TOTAL MONASTIR</b>			<b>22</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>9</b>	<b>18</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>81</b>	<b>16</b>	<b>21</b>
<b>TOTAL TUNISIA</b>			<b>22</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>9</b>	<b>18</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>81</b>	<b>16</b>	<b>21</b>
<b>TURKEY</b>															
ANTALYA	THOMAS COOK AIRLINES LTD	C	16	0	0	63	13	19	6	0	0	19	73	10	15
<b>TOTAL ANTALYA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>73</b>	<b>10</b>	<b>15</b>
<b>TOTAL TURKEY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>11</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>73</b>	<b>10</b>	<b>15</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2010

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	60	0	0	55	18	13	10	0	3	37	60	16	60
TOTAL DUBAI			<b>60</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>18</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>3</b>	<b>37</b>	<b>60</b>	<b>16</b>	<b>60</b>
TOTAL UNITED ARAB EMIRATES			<b>60</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>18</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>3</b>	<b>37</b>	<b>60</b>	<b>16</b>	<b>60</b>
<b>UNITED KINGDOM</b>															
BARRA	LOGANAIR	S	48	2	0	83	8	2	6	0	0	9	87	5	46
TOTAL BARRA			<b>48</b>	<b>2</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>5</b>	<b>46</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	234	0	6	84	4	8	4	0	0	10	92	7	186
TOTAL BELFAST CITY (GEORGE BEST)			<b>234</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>4</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>92</b>	<b>7</b>	<b>186</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	190	2	0	89	7	2	1	0	1	7	94	3	154
TOTAL BELFAST INTERNATIONAL			<b>190</b>	<b>2</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>94</b>	<b>3</b>	<b>155</b>
BENBECULA	LOGANAIR	S	105	0	0	82	7	7	1	4	0	17	88	6	110
TOTAL BENBECULA			<b>105</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>88</b>	<b>6</b>	<b>110</b>
BIRMINGHAM	FLYBE LTD	S	341	1	13	79	6	7	6	2	0	20	83	10	274
TOTAL BIRMINGHAM			<b>341</b>	<b>2</b>	<b>13</b>	<b>79</b>	<b>6</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>83</b>	<b>9</b>	<b>352</b>
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	152	1	2	82	7	8	3	0	0	9	91	6	153
TOTAL BRISTOL			<b>152</b>	<b>1</b>	<b>2</b>	<b>82</b>	<b>7</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>91</b>	<b>6</b>	<b>153</b>
CAMPBELTOWN	LOGANAIR	S	76	0	0	89	8	0	3	0	0	7	88	7	76
TOTAL CAMPBELTOWN			<b>76</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>7</b>	<b>76</b>
CARDIFF WALES	FLYBE LTD	S	37	0	1	81	5	5	8	0	0	17	82	17	50
TOTAL CARDIFF WALES			<b>38</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>5</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>80</b>	<b>18</b>	<b>51</b>
EAST MIDLANDS INTERNATIONAL	BMIBABY LTD	S	110	0	2	79	10	7	4	0	0	11	90	5	110
TOTAL EAST MIDLANDS INTERNATIONAL			<b>110</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>90</b>	<b>5</b>	<b>110</b>
EXETER	FLYBE LTD	S	50	0	2	66	10	12	10	2	0	28	87	13	60
TOTAL EXETER			<b>50</b>	<b>0</b>	<b>2</b>	<b>66</b>	<b>10</b>	<b>12</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>87</b>	<b>13</b>	<b>60</b>
GATWICK	BRITISH AIRWAYS PLC	S	237	0	0	81	10	5	3	0	0	12	91	5	240
	EASYJET AIRLINE COMPANY LTD	S	168	2	0	79	8	4	8	1	0	14	87	7	170
TOTAL GATWICK			<b>405</b>	<b>3</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>90</b>	<b>6</b>	<b>410</b>
HEATHROW	BMI BRITISH MIDLAND	S	367	4	10	73	10	10	6	1	0	17	77	10	349
	BRITISH AIRWAYS PLC	S	476	2	2	67	14	8	10	1	0	23	77	12	436
TOTAL HEATHROW			<b>843</b>	<b>6</b>	<b>12</b>	<b>69</b>	<b>12</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>77</b>	<b>11</b>	<b>785</b>
ISLAY	LOGANAIR	S	104	0	0	84	7	4	6	0	0	12	97	4	96
TOTAL ISLAY			<b>104</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>97</b>	<b>4</b>	<b>96</b>
ISLE OF MAN	LOGANAIR	S	30	0	0	93	0	0	0	7	0	21	86	5	51
TOTAL ISLE OF MAN			<b>30</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>21</b>	<b>86</b>	<b>5</b>	<b>51</b>
KIRKWALL	LOGANAIR	S	58	2	2	78	5	5	7	2	3	31	90	5	60
TOTAL KIRKWALL			<b>58</b>	<b>2</b>	<b>2</b>	<b>78</b>	<b>5</b>	<b>5</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>31</b>	<b>90</b>	<b>5</b>	<b>60</b>
LEEDS BRADFORD	BMI REGIONAL	S	79	0	0	86	8	3	4	0	0	8	96	4	84

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2010

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)
TOTAL LEEDS BRADFORD			79	0	0	86	8	3	4	0	0	8	96	4	84
LONDON CITY	BA CITYFLYER LTD	S	173	0	0	87	4	2	6	1	0	11	78	15	174
TOTAL LONDON CITY			173	0	0	87	4	2	6	1	0	11	78	15	174
LUTON	EASYJET AIRLINE COMPANY LTD	S	206	3	0	81	11	5	3	0	0	11	92	4	250
TOTAL LUTON			206	3	0	81	11	5	3	0	0	11	92	4	250
MANCHESTER	FLYBE LTD	S	153	0	9	88	2	7	3	0	0	8	79	13	183
TOTAL MANCHESTER			155	0	9	88	2	7	3	0	0	9	79	13	183
PLYMOUTH	AIR SOUTHWEST	S	52	0	0	87	4	10	0	0	0	7	81	15	48
TOTAL PLYMOUTH			52	0	0	87	4	10	0	0	0	7	81	15	48
SOUTHAMPTON	FLYBE LTD	S	194	0	4	76	7	11	5	1	0	16	88	7	228
TOTAL SOUTHAMPTON			194	0	4	76	7	11	5	1	0	16	88	7	228
STANSTED	EASYJET AIRLINE COMPANY LTD	S	257	0	5	92	4	2	2	0	0	5	93	4	224
TOTAL STANSTED			257	0	5	92	4	2	2	0	0	5	93	4	224
STORNOWAY	LOGANAIR	S	156	2	0	84	10	5	1	0	0	7	91	9	152
TOTAL STORNOWAY			156	2	0	84	10	5	1	0	0	7	91	9	152
SUMBURGH	LOGANAIR	S	58	5	0	74	9	5	10	2	0	22	88	6	60
TOTAL SUMBURGH			58	5	0	74	9	5	10	2	0	22	88	6	60
TREE	LOGANAIR	S	48	1	0	77	13	2	8	0	0	17	82	24	50
TOTAL TREE			48	1	0	77	13	2	8	0	0	17	82	24	50
TOTAL UNITED KINGDOM			4164	32	58	80	8	6	5	1	0	14	86	8	4158
USA															
LAS VEGAS	THOMAS COOK AIRLINES LTD	C	2	0	0	0	50	0	50	0	0	58	0	0	0
TOTAL LAS VEGAS			2	0	0	0	50	0	50	0	0	58	0	0	0
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	58	2	2	81	7	7	5	0	0	12	87	13	60
TOTAL NEW YORK (NEWARK)			58	2	2	81	7	7	5	0	0	12	87	13	60
TOTAL USA			61	3	2	77	8	7	8	0	0	14	85	28	62
TOTAL GLASGOW			5527	42	67	79	8	6	6	1	0	16	85	9	5351

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2010

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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	34	0	0	26	12	12	44	6	0	70	56	26	34
	BRITISH AIRWAYS PLC	S	60	0	0	83	10	3	3	0	0	10	80	18	60
<b>TOTAL ALGIERS</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>11</b>	<b>6</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>71</b>	<b>21</b>	<b>94</b>
<b>TOTAL ALGERIA</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>11</b>	<b>6</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>71</b>	<b>21</b>	<b>94</b>
<b>ANGOLA</b>															
LUANDA	BRITISH AIRWAYS PLC	S	17	0	0	82	6	6	0	6	0	22	71	10	17
<b>TOTAL LUANDA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>22</b>	<b>71</b>	<b>10</b>	<b>17</b>
<b>TOTAL ANGOLA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>22</b>	<b>71</b>	<b>10</b>	<b>17</b>
<b>ARGENTINA</b>															
BUENOS AIRES	BRITISH AIRWAYS PLC	S	59	0	1	63	17	7	12	2	0	24	67	23	60
<b>TOTAL BUENOS AIRES</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>17</b>	<b>7</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>67</b>	<b>23</b>	<b>60</b>
<b>TOTAL ARGENTINA</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>17</b>	<b>7</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>67</b>	<b>23</b>	<b>60</b>
<b>ARMENIA</b>															
YEREVAN	BMI BRITISH MIDLAND	S	25	0	1	60	20	8	8	4	0	34	0	0	0
<b>TOTAL YEREVAN</b>			<b>25</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>20</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ARMENIA</b>			<b>25</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>20</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>AUSTRALIA</b>															
MELBOURNE	QANTAS	S	119	0	1	70	10	11	7	2	1	26	67	20	105
<b>TOTAL MELBOURNE</b>			<b>119</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>10</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>26</b>	<b>67</b>	<b>20</b>	<b>105</b>
SYDNEY	BRITISH AIRWAYS PLC	S	117	0	2	76	11	11	2	0	0	11	72	13	69
	QANTAS	S	107	0	2	60	19	10	7	3	2	42	45	47	96
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	42	28	23	7	0	0	22	65	15	60
<b>TOTAL SYDNEY</b>			<b>284</b>	<b>0</b>	<b>4</b>	<b>63</b>	<b>18</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>59</b>	<b>28</b>	<b>225</b>
<b>TOTAL AUSTRALIA</b>			<b>403</b>	<b>0</b>	<b>5</b>	<b>65</b>	<b>15</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>61</b>	<b>25</b>	<b>330</b>
<b>AUSTRIA</b>															
VIENNA	AUSTRIAN AIRLINES	S	180	0	0	70	11	12	4	3	0	20	71	13	192
	BMI BRITISH MIDLAND	S	120	0	0	83	5	8	3	2	0	14	0	0	0
	BRITISH AIRWAYS PLC	S	238	0	0	81	8	5	4	2	0	13	68	14	234
<b>TOTAL VIENNA</b>			<b>538</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>14</b>	<b>472</b>
<b>TOTAL AUSTRIA</b>			<b>538</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>14</b>	<b>472</b>
<b>AZERBAIJAN</b>															
BAKU (HEYDER ALIYEV INT'L)	AZERBAIJAN AIRLINES (AZAL)	S	26	0	0	58	12	27	4	0	0	17	67	13	24
	BMI BRITISH MIDLAND	S	26	0	0	81	12	8	0	0	0	9	77	7	60
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>12</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>9</b>	<b>84</b>
<b>TOTAL AZERBAIJAN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>12</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>9</b>	<b>84</b>
<b>BAHRAIN</b>															
BAHRAIN	GULF AIR	S	120	0	2	85	8	4	3	0	0	8	80	8	168

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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 BAHRAIN			120	0	2	85	8	4	3	0	0	8	80	8	168
TOTAL BAHRAIN			120	0	2	85	8	4	3	0	0	8	80	8	168
<b>BANGLADESH</b>															
DHAKHA	BIMAN BANGLADESH AIRLINES	S	41	0	2	39	12	10	22	5	12	94	47	27	34
TOTAL DHAKHA			41	0	2	39	12	10	22	5	12	94	47	27	34
TOTAL BANGLADESH			41	0	2	39	12	10	22	5	12	94	47	27	34
<b>BELGIUM</b>															
BRUSSELS	BRITISH AIRWAYS PLC	S	340	0	1	78	11	5	5	0	1	14	76	13	300
	BRUSSELS AIRLINES	S	216	0	0	65	13	12	8	0	0	22	0	0	0
TOTAL BRUSSELS			556	0	1	73	12	8	6	0	1	17	77	12	682
TOTAL BELGIUM			556	0	1	73	12	8	6	0	1	17	77	12	682
<b>BRAZIL</b>															
RIO DE JANEIRO (GALEAO)	BRITISH AIRWAYS PLC	S	25	0	0	44	20	12	20	4	0	39	35	50	26
	TAM LINHAS AEREAS	S	25	0	1	52	20	16	12	0	0	22	0	0	0
TOTAL RIO DE JANEIRO (GALEAO)			50	0	1	48	20	14	16	2	0	31	35	50	26
SAO PAULO (GUARULHOS)	TAM LINHAS AEREAS	S	60	0	0	72	23	3	2	0	0	10	65	19	60
TOTAL SAO PAULO (GUARULHOS)			60	0	0	72	23	3	2	0	0	10	65	19	60
TOTAL BRAZIL			110	0	1	61	22	8	8	1	0	19	56	28	86
<b>BRUNEI</b>															
BANDAR SERI BEGAWAN	ROYAL BRUNEI AIRLINES	S	60	0	0	87	8	3	2	0	0	7	78	33	60
TOTAL BANDAR SERI BEGAWAN			60	0	0	87	8	3	2	0	0	7	78	33	60
TOTAL BRUNEI			60	0	0	87	8	3	2	0	0	7	78	33	60
<b>BULGARIA</b>															
SOFIA	BRITISH AIRWAYS PLC	S	60	0	0	80	7	7	5	2	0	15	85	10	60
	BULGARIA AIR	S	44	0	0	80	7	2	11	0	0	14	71	19	52
TOTAL SOFIA			104	0	0	80	7	5	8	1	0	15	79	14	112
TOTAL BULGARIA			104	0	0	80	7	5	8	1	0	15	79	14	112
<b>CANADA</b>															
CALGARY	AIR CANADA	S	58	0	2	72	14	10	3	0	0	11	90	6	60
	BRITISH AIRWAYS PLC	S	60	0	0	68	15	8	8	0	0	17	80	11	60
TOTAL CALGARY			118	0	2	70	14	9	6	0	0	14	85	8	120
EDMONTON	AIR CANADA	S	31	0	0	61	19	13	3	0	3	28	83	9	29
TOTAL EDMONTON			31	0	0	61	19	13	3	0	3	28	83	9	29
HALIFAX INT	AIR CANADA	S	29	0	0	76	17	0	7	0	0	11	82	9	34
TOTAL HALIFAX INT			29	0	0	76	17	0	7	0	0	11	82	9	34
MONTREAL (DORVAL)	AIR CANADA	S	60	0	0	72	15	7	5	2	0	14	73	10	60
	BRITISH AIRWAYS PLC	S	60	0	0	80	10	5	5	0	0	11	60	18	60

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			Actual (7)	Plan (8)											
<b>TOTAL MONTREAL (DORVAL)</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>14</b>	<b>120</b>
OTTAWA INTERNATIONAL	AIR CANADA	S	60	1	0	73	8	13	3	0	2	18	83	12	60
<b>TOTAL OTTAWA INTERNATIONAL</b>			<b>60</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>8</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>18</b>	<b>83</b>	<b>12</b>	<b>60</b>
TORONTO	AIR CANADA	S	228	1	0	72	15	8	4	1	0	19	79	9	225
	BRITISH AIRWAYS PLC	S	120	0	0	64	15	14	3	2	3	37	72	11	120
<b>TOTAL TORONTO</b>			<b>348</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>74</b>	<b>12</b>	<b>405</b>
VANCOUVER	AIR CANADA	S	60	0	0	68	13	15	3	0	0	14	75	10	60
	BRITISH AIRWAYS PLC	S	59	0	0	51	22	20	5	0	2	27	77	10	60
<b>TOTAL VANCOUVER</b>			<b>119</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>18</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>21</b>	<b>76</b>	<b>10</b>	<b>120</b>
<b>TOTAL CANADA</b>			<b>825</b>	<b>2</b>	<b>2</b>	<b>69</b>	<b>15</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>20</b>	<b>76</b>	<b>11</b>	<b>888</b>
<b>CAYMAN ISLANDS</b>															
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	33	0	0	76	21	3	0	0	0	9	94	4	34
<b>TOTAL GRAND CAYMAN</b>			<b>33</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>9</b>	<b>94</b>	<b>4</b>	<b>34</b>
<b>TOTAL CAYMAN ISLANDS</b>			<b>33</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>9</b>	<b>94</b>	<b>4</b>	<b>34</b>
<b>CHINA</b>															
BEIJING	AIR CHINA	S	60	0	0	58	25	17	0	0	0	15	60	34	60
	BRITISH AIRWAYS PLC	S	50	0	0	58	16	20	4	2	0	25	63	20	52
<b>TOTAL BEIJING</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>21</b>	<b>18</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>62</b>	<b>28</b>	<b>112</b>
SHANGHAI (PU DONG)	BRITISH AIRWAYS PLC	S	51	0	0	45	18	14	18	6	0	44	66	16	44
	CHINA EASTERN AIRLINES	S	34	0	0	44	6	26	21	3	0	39	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	57	10	18	13	2	0	29	63	21	46
<b>TOTAL SHANGHAI (PU DONG)</b>			<b>145</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>12</b>	<b>19</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>37</b>	<b>64</b>	<b>18</b>	<b>90</b>
<b>TOTAL CHINA</b>			<b>255</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>16</b>	<b>18</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>63</b>	<b>24</b>	<b>202</b>
<b>CROATIA</b>															
ZAGREB	CROATIA AIRLINES	S	76	0	0	68	20	8	3	1	0	16	63	21	76
<b>TOTAL ZAGREB</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>20</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>63</b>	<b>21</b>	<b>76</b>
<b>TOTAL CROATIA</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>20</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>63</b>	<b>21</b>	<b>76</b>
<b>CYPRUS</b>															
LARNACA	BRITISH AIRWAYS PLC	S	60	0	0	78	8	5	8	0	0	16	58	21	60
	CYPRUS AIRWAYS	S	98	0	0	65	11	10	13	0	0	21	47	24	120
<b>TOTAL LARNACA</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>8</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>51</b>	<b>23</b>	<b>180</b>
<b>TOTAL CYPRUS</b>			<b>159</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>9</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>51</b>	<b>23</b>	<b>180</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	BRITISH AIRWAYS PLC	S	237	0	1	78	8	5	5	3	0	17	71	14	198
<b>TOTAL PRAGUE</b>			<b>237</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>8</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>69</b>	<b>16</b>	<b>318</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>237</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>8</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>69</b>	<b>16</b>	<b>318</b>
<b>DENMARK</b>															
COPENHAGEN	BRITISH AIRWAYS PLC	S	298	0	0	76	9	8	6	1	0	14	80	10	282

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			Actual (7)	Plan (8)											
COPENHAGEN	SAS	S	325	1	1	58	13	15	13	1	0	26	73	12	334
<b>TOTAL COPENHAGEN</b>			<b>623</b>	<b>1</b>	<b>1</b>	<b>67</b>	<b>11</b>	<b>12</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>77</b>	<b>11</b>	<b>616</b>
<b>TOTAL DENMARK</b>			<b>623</b>	<b>1</b>	<b>1</b>	<b>67</b>	<b>11</b>	<b>12</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>77</b>	<b>11</b>	<b>616</b>
<b>EGYPT</b>															
CAIRO	BMI BRITISH MIDLAND	S	60	0	0	85	8	7	0	0	0	7	75	17	60
	BRITISH AIRWAYS PLC	S	60	0	0	65	17	10	7	2	0	20	63	14	60
	EGYPT AIR	S	84	0	0	56	24	10	8	2	0	27	26	40	68
<b>TOTAL CAIRO</b>			<b>204</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>54</b>	<b>24</b>	<b>188</b>
LUXOR	EGYPT AIR	S	10	0	0	70	10	20	0	0	0	15	30	32	10
<b>TOTAL LUXOR</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>30</b>	<b>32</b>	<b>10</b>
<b>TOTAL EGYPT</b>			<b>214</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>53</b>	<b>25</b>	<b>198</b>
<b>ETHIOPIA</b>															
ADDIS ABABA	BMI BRITISH MIDLAND	S	26	0	1	62	8	15	15	0	0	25	65	15	26
	ETHIOPIAN AIRLINES	S	50	0	0	52	26	14	8	0	0	20	54	18	52
<b>TOTAL ADDIS ABABA</b>			<b>76</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>20</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>58</b>	<b>17</b>	<b>78</b>
<b>TOTAL ETHIOPIA</b>			<b>76</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>20</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>58</b>	<b>17</b>	<b>78</b>
<b>FINLAND</b>															
HELSINKI	BLUE 1	S	109	0	1	63	9	16	11	1	0	25	70	13	60
	BRITISH AIRWAYS PLC	S	120	0	0	76	14	3	6	1	0	16	74	15	120
	FINNAIR	S	235	0	0	73	12	9	6	1	0	15	69	16	215
<b>TOTAL HELSINKI</b>			<b>464</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>12</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>71</b>	<b>15</b>	<b>395</b>
<b>TOTAL FINLAND</b>			<b>464</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>12</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>71</b>	<b>15</b>	<b>395</b>
<b>FRANCE</b>															
LYON	BRITISH AIRWAYS PLC	S	171	0	0	85	7	4	4	1	0	9	81	11	171
<b>TOTAL LYON</b>			<b>171</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>11</b>	<b>171</b>
NICE	BRITISH AIRWAYS PLC	S	289	0	0	81	8	6	3	2	0	12	74	12	294
<b>TOTAL NICE</b>			<b>289</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>12</b>	<b>294</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	474	0	0	77	11	7	4	1	0	15	73	11	525
	BRITISH AIRWAYS PLC	S	484	0	1	80	10	6	4	1	0	13	78	10	502
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>958</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>10</b>	<b>1027</b>
TOULOUSE (BLAGNAC)	BRITISH AIRWAYS PLC	S	176	0	0	77	9	7	6	2	0	18	85	10	120
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>85</b>	<b>10</b>	<b>120</b>
<b>TOTAL FRANCE</b>			<b>1594</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>11</b>	<b>1613</b>
<b>GEORGIA</b>															
TBILISI	BMI BRITISH MIDLAND	S	34	0	1	79	9	3	9	0	0	16	76	15	34
<b>TOTAL TBILISI</b>			<b>34</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>9</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>15</b>	<b>34</b>
<b>TOTAL GEORGIA</b>			<b>34</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>9</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>15</b>	<b>34</b>

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			Actual (7)	Plan (8)											
<b>GERMANY</b>															
BERLIN (TEGEL)	BMI BRITISH MIDLAND	S	295	0	1	71	14	7	7	1	0	16	0	0	0
	BRITISH AIRWAYS PLC	S	290	0	0	82	6	7	4	1	0	12	74	14	288
<b>TOTAL BERLIN (TEGEL)</b>			<b>585</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>10</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>13</b>	467
COLOGNE BONN	LUFTHANSA	S	178	0	2	70	11	10	7	2	0	21	70	18	177
<b>TOTAL COLOGNE BONN</b>			<b>178</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>11</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>70</b>	<b>18</b>	177
DRESDEN	LUFTHANSA	S	60	0	0	53	18	12	15	2	0	30	0	0	0
<b>TOTAL DRESDEN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>18</b>	<b>12</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	0
DUSSELDORF	BRITISH AIRWAYS PLC	S	315	0	1	80	8	7	4	1	0	14	70	15	303
	LUFTHANSA	S	293	0	0	72	13	7	7	1	0	16	76	13	238
<b>TOTAL DUSSELDORF</b>			<b>608</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>11</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>14</b>	541
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	325	0	0	71	10	9	8	2	0	22	68	17	348
	LUFTHANSA	S	579	0	0	63	16	10	9	2	0	24	72	13	590
<b>TOTAL FRANKFURT MAIN</b>			<b>904</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>70</b>	<b>15</b>	938
HAMBURG	BRITISH AIRWAYS PLC	S	239	0	1	82	5	4	8	1	0	14	73	13	231
	LUFTHANSA	S	234	0	0	76	11	8	5	0	0	13	74	13	180
<b>TOTAL HAMBURG</b>			<b>473</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>8</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>13</b>	411
HANOVER	BMI BRITISH MIDLAND	S	162	0	2	78	9	4	9	1	0	16	88	7	162
<b>TOTAL HANOVER</b>			<b>162</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>9</b>	<b>4</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>88</b>	<b>7</b>	162
MUNICH	BRITISH AIRWAYS PLC	S	356	0	0	81	6	6	6	1	0	13	76	12	374
	LUFTHANSA	S	408	1	0	66	15	10	8	1	0	19	76	10	471
<b>TOTAL MUNICH</b>			<b>764</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>11</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>11</b>	845
STUTT GART	BRITISH AIRWAYS PLC	S	166	0	1	92	3	2	2	1	0	6	81	11	173
	CONTACTAIR FLUGDIENST	S	171	0	0	68	15	9	6	1	0	17	0	0	0
<b>TOTAL STUTT GART</b>			<b>337</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>10</b>	349
<b>TOTAL GERMANY</b>			<b>4071</b>	<b>1</b>	<b>8</b>	<b>73</b>	<b>11</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>74</b>	<b>13</b>	3890
<b>GHANA</b>															
ACCRA	BRITISH AIRWAYS PLC	S	58	0	1	55	28	10	7	0	0	19	58	17	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	25	0	0	64	24	8	4	0	0	12	0	0	0
<b>TOTAL ACCRA</b>			<b>83</b>	<b>0</b>	<b>1</b>	<b>58</b>	<b>27</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>58</b>	<b>17</b>	60
<b>TOTAL GHANA</b>			<b>83</b>	<b>0</b>	<b>1</b>	<b>58</b>	<b>27</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>58</b>	<b>17</b>	60
<b>GIBRALTAR</b>															
GIBRALTAR	BRITISH AIRWAYS PLC	S	59	0	0	71	8	12	5	3	0	20	60	18	60
<b>TOTAL GIBRALTAR</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>8</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>60</b>	<b>18</b>	60
<b>TOTAL GIBRALTAR</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>8</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>60</b>	<b>18</b>	60
<b>GREECE</b>															
ATHENS	AEGEAN AIRLINES	S	120	0	0	71	15	6	8	0	0	18	0	0	0
	BRITISH AIRWAYS PLC	S	174	0	0	76	11	5	4	3	0	19	73	13	179
	OLYMPIC AIR	S	144	0	0	83	9	4	4	0	0	10	67	17	148



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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 ATHENS			438	0	0	77	11	5	5	1	0	16	70	15	327
TOTAL GREECE			438	0	0	77	11	5	5	1	0	16	70	15	327
<b>HONG KONG</b>															
HONG KONG (CHEP LAP KOK)	BRITISH AIRWAYS PLC	S	120	0	0	78	10	3	7	3	0	19	88	6	120
	CATHAY PACIFIC AIRWAYS	S	238	0	2	62	18	11	6	1	2	31	72	10	212
TOTAL HONG KONG (CHEP LAP KOK)			358	0	2	67	15	8	6	2	1	27	78	8	332
TOTAL HONG KONG			358	0	2	67	15	8	6	2	1	27	78	8	332
<b>HUNGARY</b>															
BUDAPEST	BRITISH AIRWAYS PLC	S	176	0	0	78	9	6	5	2	0	15	72	15	174
TOTAL BUDAPEST			176	0	0	78	9	6	5	2	0	15	72	15	174
TOTAL HUNGARY			176	0	0	78	9	6	5	2	0	15	72	15	174
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	112	0	0	79	10	5	4	1	0	13	66	13	112
TOTAL KEFLAVIK			112	0	0	79	10	5	4	1	0	13	66	13	112
TOTAL ICELAND			112	0	0	79	10	5	4	1	0	13	66	13	112
<b>INDIA</b>															
AMRITSAR	AIR INDIA	S	60	0	0	27	7	17	45	5	0	71	46	41	35
TOTAL AMRITSAR			60	0	0	27	7	17	45	5	0	71	46	41	35
BANGALORE (BENGALURU)	BRITISH AIRWAYS PLC	S	60	0	0	87	3	8	2	0	0	8	65	20	60
TOTAL BANGALORE (BENGALURU)			60	0	0	87	3	8	2	0	0	8	65	20	60
CHENNAI	BRITISH AIRWAYS PLC	S	44	0	2	77	9	9	5	0	0	10	85	8	34
TOTAL CHENNAI			44	0	2	77	9	9	5	0	0	10	85	8	34
DELHI	AIR INDIA	S	59	0	1	15	8	25	47	2	2	85	67	12	85
	BRITISH AIRWAYS PLC	S	120	0	0	48	27	17	8	1	0	24	42	30	103
	JET AIRWAYS	S	60	0	0	35	10	15	37	3	0	54	67	15	60
	KINGFISHER AIRLINES	S	60	0	0	92	7	2	0	0	0	4	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	45	25	17	12	2	0	30	67	12	60
TOTAL DELHI			359	0	1	47	17	15	19	1	0	37	58	18	308
HYDERABAD ( RAJIV GHANDI )	BRITISH AIRWAYS PLC	S	43	0	0	74	12	7	7	0	0	15	71	16	42
TOTAL HYDERABAD ( RAJIV GHANDI )			43	0	0	74	12	7	7	0	0	15	71	16	42
MUMBAI	AIR INDIA	S	59	1	1	64	10	17	8	0	0	18	33	47	60
	BRITISH AIRWAYS PLC	S	119	0	1	76	8	10	5	0	0	13	68	16	120
	JET AIRWAYS	S	120	0	0	78	12	6	4	0	0	11	72	15	120
	KINGFISHER AIRLINES	S	60	0	2	90	7	2	2	0	0	5	65	13	60
TOTAL MUMBAI			358	1	4	77	9	8	5	0	0	11	63	20	360
TOTAL INDIA			924	1	7	63	12	12	13	1	0	25	62	20	839
<b>IRAN</b>															
IMAM KHOMIENI	BMI BRITISH MIDLAND	S	60	0	0	30	10	22	35	3	0	58	85	5	60
	IRAN AIR	S	26	0	0	54	15	19	12	0	0	22	58	15	26

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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 IMAM KHOMIENI			86	0	0	37	12	21	28	2	0	47	77	8	86
TOTAL IRAN			86	0	0	37	12	21	28	2	0	47	77	8	86
IRISH REPUBLIC															
CORK	AER LINGUS	S	234	0	0	70	14	8	8	1	0	19	53	25	238
TOTAL CORK			234	0	0	70	14	8	8	1	0	19	53	25	238
DUBLIN	AER LINGUS	S	723	0	1	69	9	8	12	2	0	24	72	14	724
	BMI BRITISH MIDLAND	S	236	0	0	67	14	7	11	1	0	20	78	10	362
TOTAL DUBLIN			959	0	1	68	11	8	11	2	0	23	74	13	1086
SHANNON	AER LINGUS	S	178	0	0	67	10	12	11	1	0	22	72	13	178
TOTAL SHANNON			178	0	0	67	10	12	11	1	0	22	72	13	178
TOTAL IRISH REPUBLIC			1371	0	1	68	11	9	11	1	0	22	70	15	1502
ISRAEL															
TEL AVIV	BRITISH AIRWAYS PLC	S	120	0	0	76	8	9	5	2	1	21	76	12	120
	EL AL	S	96	0	0	78	7	7	5	0	2	21	73	10	96
TOTAL TEL AVIV			216	0	0	77	7	8	5	1	1	21	68	15	320
TOTAL ISRAEL			216	0	0	77	7	8	5	1	1	21	68	15	320
ITALY															
MILAN (LINATE)	ALITALIA (CAI)	S	264	0	0	73	11	11	5	0	0	14	80	11	252
	BRITISH AIRWAYS PLC	S	302	0	0	79	10	5	5	1	0	13	77	12	294
TOTAL MILAN (LINATE)			566	0	0	76	10	8	5	1	0	13	78	11	546
MILAN (MALPENSA)	BRITISH AIRWAYS PLC	S	186	0	0	82	7	6	4	2	0	13	84	9	225
	LUFTHANSA	S	277	0	5	55	18	18	9	0	0	24	67	17	338
TOTAL MILAN (MALPENSA)			463	0	5	66	13	13	7	1	0	19	74	14	563
PISA	BRITISH AIRWAYS PLC	S	117	0	1	77	6	6	9	2	0	20	69	15	59
TOTAL PISA			117	0	1	77	6	6	9	2	0	20	69	15	59
ROME (FIUMICINO)	ALITALIA (CAI)	S	282	0	0	60	15	13	11	1	0	23	61	22	275
	BRITISH AIRWAYS PLC	S	346	0	0	73	8	9	8	2	0	19	66	18	311
	BRITISH AIRWAYS PLC	C	4	0	0	50	25	0	25	0	0	28	0	0	0
TOTAL ROME (FIUMICINO)			632	0	0	67	11	11	9	1	0	20	63	20	586
VENICE	BRITISH AIRWAYS PLC	S	60	0	0	77	10	7	5	2	0	15	75	11	20
TOTAL VENICE			60	0	0	77	10	7	5	2	0	15	80	11	50
TOTAL ITALY			1838	1	6	70	11	10	7	1	0	18	72	15	1804
JAPAN															
TOKYO (NARITA)	ALL NIPPON AIRWAYS	S	60	0	0	87	8	5	0	0	0	7	80	11	60
	BRITISH AIRWAYS PLC	S	60	0	0	63	20	8	5	3	0	26	50	19	60
	JAPAN AIRLINES	S	60	0	0	83	8	7	2	0	0	8	82	7	120
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	65	17	7	12	0	0	19	67	12	52
TOTAL TOKYO (NARITA)			240	0	0	75	13	7	5	1	0	15	72	11	292
TOTAL JAPAN			240	0	0	75	13	7	5	1	0	15	72	11	292

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			Actual (7)	Plan (8)											
<b>JORDAN</b>															
AMMAN	BMI BRITISH MIDLAND	S	34	0	0	62	29	3	3	3	0	18	74	11	34
	ROYAL JORDANIAN	S	60	0	0	53	28	13	5	0	0	18	38	21	60
<b>TOTAL AMMAN</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>29</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>51</b>	<b>18</b>	<b>94</b>
<b>TOTAL JORDAN</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>29</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>51</b>	<b>18</b>	<b>94</b>
<b>KAZAKHSTAN</b>															
ALMATY	AIR ASTANA	S	18	0	1	67	0	22	0	11	0	48	38	38	16
<b>TOTAL ALMATY</b>			<b>18</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>48</b>	<b>38</b>	<b>38</b>	<b>16</b>
<b>TOTAL KAZAKHSTAN</b>			<b>18</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>48</b>	<b>38</b>	<b>38</b>	<b>16</b>
<b>KENYA</b>															
NAIROBI	BRITISH AIRWAYS PLC	S	60	0	0	73	13	7	7	0	0	16	73	13	60
	KENYA AIRWAYS	S	75	0	1	89	4	4	3	0	0	6	77	12	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	54	0	0	91	4	2	4	0	0	7	75	8	44
<b>TOTAL NAIROBI</b>			<b>189</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>11</b>	<b>166</b>
<b>TOTAL KENYA</b>			<b>189</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>11</b>	<b>166</b>
<b>KUWAIT</b>															
KUWAIT	BRITISH AIRWAYS PLC	S	59	0	0	88	8	0	3	0	0	6	90	10	60
	KUWAIT AIRWAYS	S	60	0	0	68	20	8	3	0	0	12	57	20	60
<b>TOTAL KUWAIT</b>			<b>119</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>15</b>	<b>120</b>
<b>TOTAL KUWAIT</b>			<b>119</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>15</b>	<b>120</b>
<b>KYRGYZSTAN</b>															
BISHKEK (FRUNZE)	BMI BRITISH MIDLAND	S	26	0	0	62	27	4	4	0	4	39	62	14	26
<b>TOTAL BISHKEK (FRUNZE)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>27</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>39</b>	<b>62</b>	<b>14</b>	<b>26</b>
<b>TOTAL KYRGYZSTAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>27</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>39</b>	<b>62</b>	<b>14</b>	<b>26</b>
<b>LEBANON</b>															
BEIRUT	BMI BRITISH MIDLAND	S	32	1	1	72	6	13	6	3	0	23	73	11	33
	MEA	S	60	0	0	55	25	13	7	0	0	19	52	26	60
<b>TOTAL BEIRUT</b>			<b>92</b>	<b>1</b>	<b>1</b>	<b>61</b>	<b>18</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>59</b>	<b>21</b>	<b>93</b>
<b>TOTAL LEBANON</b>			<b>92</b>	<b>1</b>	<b>1</b>	<b>61</b>	<b>18</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>59</b>	<b>21</b>	<b>93</b>
<b>LIBYA</b>															
TRIPOLI	BRITISH AIRWAYS PLC	S	60	0	0	90	2	3	5	0	0	7	73	18	60
	LIBYAN ARAB AIRLINES	S	16	0	0	44	19	25	0	13	0	44	63	22	16
<b>TOTAL TRIPOLI</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>5</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>19</b>	<b>76</b>
<b>TOTAL LIBYA</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>5</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>19</b>	<b>76</b>
<b>MALAYSIA</b>															
KUALA LUMPUR (SEPANG)	MALYSIAN AIRLINES SYSTEM-M	S	120	0	1	79	8	6	6	1	0	13	85	8	120
<b>TOTAL KUALA LUMPUR (SEPANG)</b>			<b>120</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>8</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>85</b>	<b>8</b>	<b>120</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2010

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 MALAYSIA</b>			<b>120</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>8</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>85</b>	<b>8</b>	<b>120</b>
<b>MALTA</b>															
MALTA	AIR MALTA	S	118	0	0	72	13	9	6	0	0	16	78	14	120
<b>TOTAL MALTA</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>14</b>	<b>120</b>
<b>TOTAL MALTA</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>14</b>	<b>120</b>
<b>MAURITIUS</b>															
MAURITIUS	AIR MAURITIUS LTD	S	42	0	0	48	29	17	7	0	0	22	44	24	34
	BRITISH AIRWAYS PLC	S	25	0	0	80	20	0	0	0	0	7	54	17	26
<b>TOTAL MAURITIUS</b>			<b>67</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>25</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>53</b>	<b>20</b>	<b>72</b>
<b>TOTAL MAURITIUS</b>			<b>67</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>25</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>53</b>	<b>20</b>	<b>72</b>
<b>MEXICO</b>															
MEXICO CITY	BRITISH AIRWAYS PLC	S	26	0	0	46	23	31	0	0	0	21	40	24	25
<b>TOTAL MEXICO CITY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>23</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>40</b>	<b>24</b>	<b>25</b>
<b>TOTAL MEXICO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>23</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>40</b>	<b>24</b>	<b>25</b>
<b>MOROCCO</b>															
MARRAKESH	ROYAL AIR MAROC	S	60	0	0	60	13	13	13	0	0	27	76	13	59
<b>TOTAL MARRAKESH</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>76</b>	<b>13</b>	<b>59</b>
TANGIERS (IBN BATUTA)	ROYAL AIR MAROC	S	18	0	0	39	33	6	11	11	0	42	63	78	16
<b>TOTAL TANGIERS (IBN BATUTA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>33</b>	<b>6</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>42</b>	<b>63</b>	<b>78</b>	<b>16</b>
<b>TOTAL MOROCCO</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>18</b>	<b>12</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>31</b>	<b>74</b>	<b>26</b>	<b>80</b>
<b>NETHERLANDS</b>															
AMSTERDAM	BRITISH AIRWAYS PLC	S	449	0	0	72	11	8	7	2	0	19	79	13	374
	KLM	S	391	0	14	74	13	7	5	1	0	15	86	7	455
	KLM CITYHOPPER	S	215	0	0	73	10	9	8	0	0	14	84	8	141
<b>TOTAL AMSTERDAM</b>			<b>1055</b>	<b>1</b>	<b>14</b>	<b>73</b>	<b>12</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>83</b>	<b>9</b>	<b>1192</b>
<b>TOTAL NETHERLANDS</b>			<b>1055</b>	<b>1</b>	<b>14</b>	<b>73</b>	<b>12</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>83</b>	<b>9</b>	<b>1192</b>
<b>NEW ZEALAND</b>															
AUCKLAND INTERNATIONAL	AIR NEW ZEALAND LTD	S	102	0	4	56	22	13	8	2	0	26	75	24	102
<b>TOTAL AUCKLAND INTERNATIONAL</b>			<b>102</b>	<b>0</b>	<b>4</b>	<b>56</b>	<b>22</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>75</b>	<b>24</b>	<b>102</b>
<b>TOTAL NEW ZEALAND</b>			<b>102</b>	<b>0</b>	<b>4</b>	<b>56</b>	<b>22</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>75</b>	<b>24</b>	<b>102</b>
<b>NIGERIA</b>															
ABUJA	ARIK AIR	S	42	0	0	60	17	12	12	0	0	23	86	6	7
	BRITISH AIRWAYS PLC	S	60	0	0	62	28	5	5	0	0	13	90	5	60
<b>TOTAL ABUJA</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>24</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>90</b>	<b>5</b>	<b>67</b>
LAGOS	ARIK AIR	S	59	0	0	68	15	17	0	0	0	12	82	7	55
	BRITISH AIRWAYS PLC	S	60	0	0	62	12	13	13	0	0	23	63	18	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	59	0	1	61	17	15	7	0	0	18	78	14	60
<b>TOTAL LAGOS</b>			<b>178</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>15</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>74</b>	<b>13</b>	<b>175</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2010

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 NIGERIA</b>			<b>280</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>18</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>79</b>	<b>11</b>	<b>242</b>
<b>NORWAY</b>															
<b>OSLO (GARDERMOEN)</b>	BRITISH AIRWAYS PLC	S	231	0	1	82	10	2	5	1	0	13	77	11	221
	SAS	S	290	0	0	80	10	4	4	1	0	13	74	13	292
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>521</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>10</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>12</b>	<b>513</b>
<b>STAVANGER</b>	SAS	S	102	0	0	75	12	5	7	1	0	16	74	11	104
<b>TOTAL STAVANGER</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>5</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>74</b>	<b>11</b>	<b>104</b>
<b>TOTAL NORWAY</b>			<b>624</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>10</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>12</b>	<b>617</b>
<b>OMAN</b>															
<b>MUSCAT</b>	BRITISH AIRWAYS PLC	S	60	0	0	85	7	2	7	0	0	9	88	9	60
	OMAN AIR	S	60	0	0	87	10	3	0	0	0	4	90	3	60
<b>TOTAL MUSCAT</b>			<b>121</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>6</b>	<b>120</b>
<b>TOTAL OMAN</b>			<b>121</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>6</b>	<b>120</b>
<b>PAKISTAN</b>															
<b>ISLAMABAD</b>	PAKISTAN INTL AIRLINES	S	34	0	0	32	29	29	6	3	0	34	61	20	36
<b>TOTAL ISLAMABAD</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>29</b>	<b>29</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>34</b>	<b>61</b>	<b>20</b>	<b>36</b>
<b>KARACHI</b>	PAKISTAN INTL AIRLINES	S	18	0	0	33	28	28	11	0	0	29	23	47	26
<b>TOTAL KARACHI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>28</b>	<b>28</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>23</b>	<b>47</b>	<b>26</b>
<b>LAHORE</b>	PAKISTAN INTL AIRLINES	S	28	0	0	29	18	29	18	4	4	67	38	27	24
<b>TOTAL LAHORE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>18</b>	<b>29</b>	<b>18</b>	<b>4</b>	<b>4</b>	<b>67</b>	<b>38</b>	<b>27</b>	<b>24</b>
<b>TOTAL PAKISTAN</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>25</b>	<b>29</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>44</b>	<b>43</b>	<b>30</b>	<b>86</b>
<b>POLAND</b>															
<b>WARSAW</b>	BRITISH AIRWAYS PLC	S	174	0	0	76	7	7	7	2	1	23	81	10	180
	LOT-POLISH AIRLINES	S	167	0	1	69	13	10	5	2	0	18	77	10	171
<b>TOTAL WARSAW</b>			<b>341</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>10</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>21</b>	<b>79</b>	<b>10</b>	<b>351</b>
<b>TOTAL POLAND</b>			<b>341</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>10</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>21</b>	<b>79</b>	<b>10</b>	<b>351</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
<b>LISBON</b>	AIR PORTUGAL	S	293	0	1	66	15	11	6	1	0	19	80	10	320
	BRITISH AIRWAYS PLC	C	2	0	0	50	0	50	0	0	0	26	0	0	0
	BRITISH AIRWAYS PLC	S	170	0	0	78	9	5	7	1	0	15	70	16	180
<b>TOTAL LISBON</b>			<b>465</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>13</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>77</b>	<b>12</b>	<b>500</b>
<b>OPORTO (PORTUGAL)</b>	AIR PORTUGAL	S	46	0	0	100	0	0	0	0	0	1	95	4	60
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>95</b>	<b>4</b>	<b>60</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>511</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>12</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>11</b>	<b>560</b>
<b>QATAR</b>															
<b>DOHA</b>	BRITISH AIRWAYS PLC	S	59	0	1	78	12	8	2	0	0	10	85	24	60
	QATAR AIRWAYS	S	238	0	1	84	7	5	3	1	0	11	75	12	232
<b>TOTAL DOHA</b>			<b>297</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>15</b>	<b>292</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 QATAR			297	0	2	82	8	6	3	1	0	11	77	15	292
REPUBLIC OF KOREA															
SEOUL (INCHEON)	ASIANA AIRLINES	S	31	0	3	61	16	19	3	0	0	17	79	10	28
	KOREAN AIR	S	60	0	0	63	20	15	2	0	0	13	63	15	60
TOTAL SEOUL (INCHEON)			91	0	3	63	19	16	2	0	0	14	68	13	88
TOTAL REPUBLIC OF KOREA			91	0	3	63	19	16	2	0	0	14	68	13	88
REPUBLIC OF SERBIA															
BELGRADE	BRITISH AIRWAYS PLC	S	56	0	0	91	2	5	2	0	0	5	77	12	44
	JATAIRWAYS	S	60	0	0	82	3	7	7	2	0	16	45	32	60
TOTAL BELGRADE			116	0	0	86	3	6	4	1	0	11	59	24	104
TOTAL REPUBLIC OF SERBIA			116	0	0	86	3	6	4	1	0	11	59	24	104
REPUBLIC OF SOUTH AFRICA															
CAPE TOWN	BRITISH AIRWAYS PLC	S	110	0	1	64	20	9	5	2	0	20	63	18	112
	SOUTH AFRICAN AIRWAYS	S	60	0	0	80	12	8	0	0	0	7	97	2	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	42	0	1	81	5	12	2	0	0	12	86	11	44
TOTAL CAPE TOWN			212	0	2	72	15	9	3	1	0	15	77	12	216
JOHANNESBURG	BRITISH AIRWAYS PLC	S	119	0	1	82	4	5	5	3	1	28	78	10	120
	SOUTH AFRICAN AIRWAYS	S	98	4	4	66	18	9	5	0	1	24	86	14	112
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	72	18	7	3	0	0	14	63	30	62
TOTAL JOHANNESBURG			277	4	5	74	12	7	5	1	1	23	78	16	294
TOTAL REPUBLIC OF SOUTH AFRICA			489	4	7	73	13	8	4	1	0	20	77	14	510
ROMANIA															
BUCHAREST (OTOPENI)	BRITISH AIRWAYS PLC	S	120	0	0	74	8	12	4	2	0	17	75	13	120
	TAROM	S	56	0	0	68	11	9	11	2	0	20	60	25	60
TOTAL BUCHAREST (OTOPENI)			176	0	0	72	9	11	6	2	0	18	70	17	180
TOTAL ROMANIA			176	0	0	72	9	11	6	2	0	18	70	17	180
RUSSIA															
MOSCOW (DOMODEDOVO)	BMI BRITISH MIDLAND	S	120	0	0	76	18	2	4	0	0	10	93	4	117
	BRITISH AIRWAYS PLC	S	177	0	0	84	8	4	3	0	0	9	85	8	147
	TRANSAERO AIRLINES	S	120	0	0	50	21	19	9	1	0	25	60	16	114
TOTAL MOSCOW (DOMODEDOVO)			417	0	0	72	15	8	5	0	0	14	80	9	378
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	152	0	0	60	22	13	5	0	0	17	66	12	145
TOTAL MOSCOW (SHEREMETYEVO)			152	0	0	60	22	13	5	0	0	17	66	12	145
ST PETERSBURG	BRITISH AIRWAYS PLC	S	60	0	0	87	7	3	3	0	0	6	87	6	60
TOTAL ST PETERSBURG			60	0	0	87	7	3	3	0	0	6	85	7	68
TOTAL RUSSIA			629	0	0	70	16	8	5	0	0	14	77	10	591
SAUDI ARABIA															
DAMMAM	BMI BRITISH MIDLAND	S	26	0	1	65	8	15	8	4	0	28	73	10	26
	SAUDI ARABIAN AIRLINES	S	7	0	0	57	14	0	29	0	0	28	43	61	7

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				Actual (7)	Plan (8)										
<b>TOTAL DAMMAM</b>			<b>33</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>9</b>	<b>12</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>67</b>	<b>21</b>	<b>33</b>
JEDDAH	BMI BRITISH MIDLAND	S	26	0	1	54	23	15	8	0	0	19	50	20	26
	BMI BRITISH MIDLAND	C	15	0	0	0	27	33	27	13	0	84	11	31	9
	BRITISH AIRWAYS PLC	S	41	0	0	83	5	2	10	0	0	14	70	10	43
	SAUDI ARABIAN AIRLINES	S	60	0	0	82	8	5	5	0	0	13	53	36	17
<b>TOTAL JEDDAH</b>			<b>142</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>12</b>	<b>9</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>56</b>	<b>20</b>	<b>95</b>
RIYADH	BRITISH AIRWAYS PLC	S	48	0	0	83	10	4	2	0	0	10	79	12	42
	SAUDI ARABIAN AIRLINES	S	35	0	0	43	26	23	9	0	0	25	42	34	12
<b>TOTAL RIYADH</b>			<b>83</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>17</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>17</b>	<b>54</b>
<b>TOTAL SAUDI ARABIA</b>			<b>258</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>13</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>61</b>	<b>19</b>	<b>190</b>
<b>SEYCHELLES</b>															
SEYCHELLES	AIR SEYCHELLES	S	16	0	0	75	0	19	6	0	0	23	56	15	18
<b>TOTAL SEYCHELLES</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>56</b>	<b>15</b>	<b>18</b>
<b>TOTAL SEYCHELLES</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>56</b>	<b>15</b>	<b>18</b>
<b>SIERRA LEONE</b>															
FREETOWN	BMI BRITISH MIDLAND	S	34	0	2	53	12	18	15	3	0	32	53	20	34
<b>TOTAL FREETOWN</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>53</b>	<b>12</b>	<b>18</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>53</b>	<b>20</b>	<b>34</b>
<b>TOTAL SIERRA LEONE</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>53</b>	<b>12</b>	<b>18</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>53</b>	<b>20</b>	<b>34</b>
<b>SINGAPORE</b>															
SINGAPORE	BRITISH AIRWAYS PLC	S	60	0	1	80	7	10	3	0	0	10	84	7	58
	SINGAPORE AIRLINES	S	180	0	2	77	10	7	4	1	2	24	86	7	180
<b>TOTAL SINGAPORE</b>			<b>240</b>	<b>0</b>	<b>3</b>	<b>78</b>	<b>9</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>86</b>	<b>7</b>	<b>238</b>
<b>TOTAL SINGAPORE</b>			<b>240</b>	<b>0</b>	<b>3</b>	<b>78</b>	<b>9</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>86</b>	<b>7</b>	<b>238</b>
<b>SPAIN</b>															
BARCELONA	BRITISH AIRWAYS PLC	S	446	0	0	71	12	10	5	2	0	17	70	15	417
<b>TOTAL BARCELONA</b>			<b>446</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>70</b>	<b>15</b>	<b>417</b>
BILBAO	VUELING AIRLINES	S	60	0	0	60	15	18	3	3	0	24	78	11	60
<b>TOTAL BILBAO</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>15</b>	<b>18</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>78</b>	<b>11</b>	<b>60</b>
LA CORUNA	VUELING AIRLINES	S	60	0	0	80	12	2	2	5	0	20	72	12	60
<b>TOTAL LA CORUNA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>20</b>	<b>72</b>	<b>12</b>	<b>60</b>
MADRID	BRITISH AIRWAYS PLC	S	288	0	0	65	16	10	8	0	0	18	76	11	300
	IBERIA	S	453	0	6	64	15	11	8	1	0	22	68	16	468
<b>TOTAL MADRID</b>			<b>741</b>	<b>0</b>	<b>6</b>	<b>64</b>	<b>16</b>	<b>11</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>71</b>	<b>14</b>	<b>768</b>
MALAGA	BRITISH AIRWAYS PLC	S	116	0	1	72	14	9	4	2	0	18	79	11	108
<b>TOTAL MALAGA</b>			<b>116</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>14</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>79</b>	<b>11</b>	<b>108</b>
SEVILLE	BRITISH AIRWAYS PLC	C	2	0	0	100	0	0	0	0	0	4	0	0	0
	VUELING AIRLINES	S	57	0	1	56	19	19	5	0	0	19	77	13	60
<b>TOTAL SEVILLE</b>			<b>59</b>	<b>1</b>	<b>1</b>	<b>58</b>	<b>19</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>77</b>	<b>13</b>	<b>60</b>

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 SPAIN</b>			<b>1482</b>	<b>1</b>	<b>8</b>	<b>67</b>	<b>15</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>72</b>	<b>14</b>	<b>1479</b>
<b>SRI LANKA</b>															
COLOMBO	SRILANKAN AIRLINES	S	76	0	0	63	16	9	12	0	0	19	52	23	66
<b>TOTAL COLOMBO</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>16</b>	<b>9</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>52</b>	<b>23</b>	<b>66</b>
<b>TOTAL SRI LANKA</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>16</b>	<b>9</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>52</b>	<b>23</b>	<b>66</b>
<b>SUDAN</b>															
KHARTOUM	BMI BRITISH MIDLAND	S	27	0	0	59	11	15	11	0	4	65	67	14	27
<b>TOTAL KHARTOUM</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>11</b>	<b>15</b>	<b>11</b>	<b>0</b>	<b>4</b>	<b>65</b>	<b>67</b>	<b>14</b>	<b>27</b>
<b>TOTAL SUDAN</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>11</b>	<b>15</b>	<b>11</b>	<b>0</b>	<b>4</b>	<b>65</b>	<b>67</b>	<b>14</b>	<b>27</b>
<b>SWEDEN</b>															
GOTEBORG	BRITISH AIRWAYS PLC	S	12	0	0	75	0	8	17	0	0	29	0	0	0
	SAS	S	112	0	0	73	13	7	6	1	0	16	78	9	112
<b>TOTAL GOTEBORG</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>11</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>78</b>	<b>9</b>	<b>112</b>
LULEA	SAS	S	8	0	0	63	13	0	25	0	0	24	0	0	0
<b>TOTAL LULEA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS PLC	S	334	0	1	71	12	10	5	2	0	19	79	11	291
	SAS	S	364	0	1	64	13	13	9	1	0	22	71	15	327
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>698</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>13</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>75</b>	<b>13</b>	<b>618</b>
<b>TOTAL SWEDEN</b>			<b>830</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>12</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>75</b>	<b>12</b>	<b>730</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	BRITISH AIRWAYS PLC	S	178	0	0	83	8	1	7	2	0	13	80	13	173
<b>TOTAL BASLE MULHOUSE</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>1</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>13</b>	<b>173</b>
GENEVA	BRITISH AIRWAYS PLC	S	417	1	1	78	8	7	6	1	0	15	77	11	448
	SWISS AIRLINES	S	345	0	2	74	11	9	5	1	0	15	0	0	0
<b>TOTAL GENEVA</b>			<b>762</b>	<b>2</b>	<b>3</b>	<b>76</b>	<b>9</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>11</b>	<b>448</b>
ZURICH	BRITISH AIRWAYS PLC	S	308	0	0	79	7	8	4	1	0	13	74	13	300
	SWISS AIRLINES	S	350	0	0	81	9	5	4	1	0	12	72	14	354
<b>TOTAL ZURICH</b>			<b>658</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>13</b>	<b>654</b>
<b>TOTAL SWITZERLAND</b>			<b>1598</b>	<b>2</b>	<b>3</b>	<b>79</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>13</b>	<b>1275</b>
<b>SYRIA</b>															
DAMASCUS	BMI BRITISH MIDLAND	S	60	0	0	72	15	8	5	0	0	12	76	9	34
	SYRIANAIR	S	22	0	0	59	18	23	0	0	0	17	25	29	20
<b>TOTAL DAMASCUS</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>57</b>	<b>16</b>	<b>54</b>
<b>TOTAL SYRIA</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>59</b>	<b>36</b>	<b>80</b>
<b>TAIWAN</b>															
TAIPEI	CHINA AIRLINES	S	22	0	1	55	18	23	5	0	0	19	0	0	0
	EVA AIR	S	60	0	0	78	15	7	0	0	0	8	74	9	50
<b>TOTAL TAIPEI</b>			<b>82</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>16</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>9</b>	<b>50</b>



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				Actual (7)	Plan (8)										
TOTAL TAIWAN			82	0	1	72	16	11	1	0	0	11	74	9	50
TANZANIA															
DAR-ES-SALAAM	BRITISH AIRWAYS PLC	S	26	0	0	81	12	4	0	0	4	46	62	15	26
TOTAL DAR-ES-SALAAM			26	0	0	81	12	4	0	0	4	46	62	15	26
TOTAL TANZANIA			26	0	0	81	12	4	0	0	4	46	62	15	26
THAILAND															
BANGKOK SUVARNABHUMI AIRPORT	THAI AIRWAYS INTERNATIONAL	S	120	0	1	85	8	6	2	0	0	8	84	6	120
TOTAL BANGKOK SUVARNABHUMI AIRPORT			121	0	1	85	7	6	2	0	0	8	84	6	120
TOTAL THAILAND			121	0	1	85	7	6	2	0	0	8	84	6	120
TUNISIA															
TUNIS	TUNISAIR	S	34	0	0	12	21	38	24	6	0	56	26	47	34
TOTAL TUNIS			34	0	0	12	21	38	24	6	0	56	26	47	34
TOTAL TUNISIA			34	0	0	12	21	38	24	6	0	56	26	47	34
TURKEY															
ISTANBUL	BRITISH AIRWAYS PLC	S	142	0	1	67	10	10	10	2	1	35	52	26	138
	THY TURK HAVA YOLLARI TURKIS	S	255	0	1	44	16	20	17	1	2	46	26	48	178
TOTAL ISTANBUL			397	0	2	52	14	16	14	2	2	42	38	38	316
TOTAL TURKEY			397	0	2	52	14	16	14	2	2	42	39	37	334
TURKMENISTAN															
ASHKHABAD	TURKMENISTAN AIRLINES	S	18	0	0	28	28	39	6	0	0	29	38	47	16
TOTAL ASHKHABAD			18	0	0	28	28	39	6	0	0	29	38	47	16
TOTAL TURKMENISTAN			18	0	0	28	28	39	6	0	0	29	38	47	16
TURKS AND CAICOS ISLANDS															
PROVIDENCIALES	BRITISH AIRWAYS PLC	S	9	0	0	56	44	0	0	0	0	13	100	6	9
TOTAL PROVIDENCIALES			9	0	0	56	44	0	0	0	0	13	100	6	9
TOTAL TURKS AND CAICOS ISLANDS			9	0	0	56	44	0	0	0	0	13	100	6	9
UGANDA															
ENTEBBE	BRITISH AIRWAYS PLC	S	42	0	0	74	14	7	5	0	0	14	70	26	43
TOTAL ENTEBBE			42	0	0	74	14	7	5	0	0	14	70	26	43
TOTAL UGANDA			42	0	0	74	14	7	5	0	0	14	70	26	43
UKRAINE															
KIEV (BORISPOL)	BRITISH AIRWAYS PLC	S	60	0	0	73	12	10	3	2	0	13	73	17	60
TOTAL KIEV (BORISPOL)			60	0	0	73	12	10	3	2	0	13	71	15	104
TOTAL UKRAINE			60	0	0	73	12	10	3	2	0	13	71	15	104
UNITED ARAB EMIRATES															
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	180	0	0	79	9	9	3	0	0	10	83	8	180

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			Actual (7)	Plan (8)											
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>181</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>8</b>	<b>180</b>
DUBAI	BRITISH AIRWAYS PLC	S	178	0	2	83	6	7	3	0	1	14	73	15	151
	EMIRATES	S	300	0	0	68	15	12	5	0	0	14	62	16	300
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	85	10	5	0	0	0	7	88	6	56
<b>TOTAL DUBAI</b>			<b>538</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>12</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>15</b>	<b>507</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>719</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>11</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>13</b>	<b>687</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BMI BRITISH MIDLAND	S	307	0	8	68	12	8	10	1	0	21	77	12	324
	BRITISH AIRWAYS PLC	S	355	0	2	73	9	9	7	2	0	18	78	12	324
<b>TOTAL ABERDEEN</b>			<b>662</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>11</b>	<b>9</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>78</b>	<b>12</b>	<b>648</b>
BELFAST CITY (GEORGE BEST)	BMI BRITISH MIDLAND	S	348	0	0	76	9	8	6	1	0	14	79	11	410
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>348</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>9</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>11</b>	<b>410</b>
BELFAST INTERNATIONAL	AER LINGUS	S	178	0	0	85	4	2	9	0	0	11	72	14	178
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>14</b>	<b>178</b>
EDINBURGH	BMI BRITISH MIDLAND	S	374	0	4	74	8	10	6	1	0	17	82	8	351
	BRITISH AIRWAYS PLC	S	504	2	5	73	10	6	9	2	0	22	73	14	495
<b>TOTAL EDINBURGH</b>			<b>878</b>	<b>2</b>	<b>9</b>	<b>73</b>	<b>9</b>	<b>8</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>77</b>	<b>11</b>	<b>846</b>
GLASGOW	BMI BRITISH MIDLAND	S	368	0	5	72	11	10	7	1	0	17	75	10	349
	BRITISH AIRWAYS PLC	S	476	0	2	69	12	8	10	1	0	22	77	12	435
<b>TOTAL GLASGOW</b>			<b>844</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>12</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>76</b>	<b>11</b>	<b>784</b>
MANCHESTER	BMI BRITISH MIDLAND	S	383	0	4	75	10	9	6	1	0	16	78	10	357
	BRITISH AIRWAYS PLC	S	446	0	2	73	10	9	6	2	0	18	73	14	408
<b>TOTAL MANCHESTER</b>			<b>829</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>10</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>12</b>	<b>765</b>
NEWCASTLE	BRITISH AIRWAYS PLC	S	336	0	2	73	9	8	8	1	1	19	79	12	290
<b>TOTAL NEWCASTLE</b>			<b>336</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>9</b>	<b>8</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>79</b>	<b>12</b>	<b>290</b>
<b>TOTAL UNITED KINGDOM</b>			<b>4075</b>	<b>4</b>	<b>34</b>	<b>73</b>	<b>10</b>	<b>8</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>77</b>	<b>12</b>	<b>3923</b>
<b>USA</b>															
ATLANTA	BRITISH AIRWAYS PLC	S	56	0	0	84	7	5	4	0	0	10	77	10	56
	DELTA AIRLINES	S	94	0	0	67	14	15	4	0	0	15	78	12	60
<b>TOTAL ATLANTA</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>11</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>11</b>	<b>116</b>
BALTIMORE	BRITISH AIRWAYS PLC	S	58	0	0	84	5	7	3	0	0	8	86	7	58
<b>TOTAL BALTIMORE</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>7</b>	<b>58</b>
BOSTON	AMERICAN AIRLINES	S	108	0	0	76	14	7	3	0	0	10	85	8	107
	BRITISH AIRWAYS PLC	S	176	0	0	76	11	7	3	2	1	20	81	8	172
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	78	8	3	3	7	0	26	80	7	59
<b>TOTAL BOSTON</b>			<b>344</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>82</b>	<b>8</b>	<b>338</b>
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	172	0	0	76	8	6	9	1	0	16	82	10	167
	BRITISH AIRWAYS PLC	S	116	0	0	75	15	5	5	0	0	15	71	11	111
	UNITED AIRLINES	S	174	0	0	87	7	3	2	1	0	8	84	10	177
<b>TOTAL CHICAGO (O'HARE)</b>			<b>462</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>10</b>	<b>456</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2010

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)											
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	118	0	0	69	13	10	8	0	0	17	70	14	112
	BRITISH AIRWAYS PLC	S	58	0	0	66	16	16	3	0	0	16	79	10	58
<b>TOTAL DALLAS/FORT WORTH</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>73</b>	<b>13</b>	<b>170</b>
DENVER INTERNATIONAL	BRITISH AIRWAYS PLC	S	58	0	0	74	14	3	9	0	0	16	63	23	56
<b>TOTAL DENVER INTERNATIONAL</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>63</b>	<b>23</b>	<b>56</b>
DETROIT	DELTA AIRLINES	S	84	0	2	80	7	7	4	2	0	14	0	0	0
<b>TOTAL DETROIT</b>			<b>84</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>7</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>11</b>	<b>60</b>
HOUSTON	BRITISH AIRWAYS PLC	S	110	0	0	69	9	15	7	0	0	17	75	12	104
	CONTINENTAL AIRLINES	S	108	0	0	73	13	7	6	0	1	20	62	39	110
<b>TOTAL HOUSTON</b>			<b>218</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>11</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>18</b>	<b>68</b>	<b>68</b>	<b>26</b>	<b>214</b>
LAS VEGAS	BRITISH AIRWAYS PLC	S	60	0	0	45	30	18	7	0	0	24	60	22	60
<b>TOTAL LAS VEGAS</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>30</b>	<b>18</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>60</b>	<b>22</b>	<b>60</b>
LOS ANGELES INTERNATIONAL	AMERICAN AIRLINES	S	60	0	0	68	13	17	2	0	0	14	72	9	60
	BRITISH AIRWAYS PLC	S	118	0	0	48	23	14	12	3	0	31	52	33	118
	UNITED AIRLINES	S	56	0	0	75	14	5	5	0	0	13	87	11	54
	VIRGIN ATLANTIC AIRWAYS LTD	S	112	0	0	62	20	13	6	0	0	16	63	14	63
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>346</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>19</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>65</b>	<b>20</b>	<b>295</b>
MIAMI INTERNATIONAL	AMERICAN AIRLINES	S	84	0	0	61	21	10	8	0	0	18	66	15	86
	BRITISH AIRWAYS PLC	S	119	1	0	66	18	8	8	1	0	20	73	11	120
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	77	10	7	7	0	0	12	65	13	60
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>263</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>69</b>	<b>13</b>	<b>266</b>
MINNEAPOLIS-ST PAUL	DELTA AIRLINES	S	60	0	0	78	13	8	0	0	0	8	0	0	0
<b>TOTAL MINNEAPOLIS-ST PAUL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>10</b>	<b>42</b>
NEW YORK (JF KENNEDY)	AMERICAN AIRLINES	S	282	0	5	76	12	8	4	0	0	12	86	7	258
	BRITISH AIRWAYS PLC	S	345	0	2	79	12	4	4	0	0	12	82	9	347
	DELTA AIRLINES	S	180	0	0	84	6	7	3	0	0	9	82	10	119
	KUWAIT AIRWAYS	S	25	0	0	56	8	28	8	0	0	23	64	21	25
	VIRGIN ATLANTIC AIRWAYS LTD	S	178	0	2	77	10	10	4	0	0	12	71	15	174
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>1010</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>10</b>	<b>923</b>
NEW YORK (NEWARK)	BRITISH AIRWAYS PLC	S	176	0	0	76	10	9	5	0	0	13	83	8	120
	CONTINENTAL AIRLINES	S	269	0	3	84	6	7	3	0	0	10	63	25	152
	VIRGIN ATLANTIC AIRWAYS LTD	S	118	0	0	73	11	8	7	1	0	17	74	9	120
<b>TOTAL NEW YORK (NEWARK)</b>			<b>563</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>15</b>	<b>392</b>
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	112	0	0	77	11	8	4	0	0	12	71	14	114
	US AIRWAYS	S	58	0	0	79	5	2	3	9	2	40	67	18	58
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>22</b>	<b>70</b>	<b>15</b>	<b>172</b>
PHOENIX	BRITISH AIRWAYS PLC	S	50	0	0	64	20	8	8	0	0	21	64	13	50
<b>TOTAL PHOENIX</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>20</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>64</b>	<b>13</b>	<b>50</b>
RALEIGH	AMERICAN AIRLINES	S	58	0	0	79	9	7	2	3	0	16	71	16	58
<b>TOTAL RALEIGH</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>71</b>	<b>16</b>	<b>58</b>
SAN FRANCISCO	BRITISH AIRWAYS PLC	S	116	0	0	67	17	9	5	1	0	16	63	18	116
	UNITED AIRLINES	S	60	0	0	77	12	7	5	0	0	13	78	25	60

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2010

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)										
SAN FRANCISCO	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	67	8	10	12	0	3	32	87	5	60
<b>TOTAL SAN FRANCISCO</b>			<b>237</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>73</b>	<b>16</b>	<b>236</b>
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	60	0	0	80	7	7	7	0	0	14	88	6	60
<b>TOTAL SEATTLE (TACOMA)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>88</b>	<b>6</b>	<b>60</b>
WASHINGTON (DULLES)	BRITISH AIRWAYS PLC	S	174	0	0	75	10	7	7	1	0	17	72	12	174
	UNITED AIRLINES	S	178	0	0	85	7	4	4	0	0	10	83	9	173
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	88	3	5	3	0	0	7	85	9	60
<b>TOTAL WASHINGTON (DULLES)</b>			<b>412</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>10</b>	<b>407</b>
<b>TOTAL USA</b>			<b>4840</b>	<b>3</b>	<b>14</b>	<b>75</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>13</b>	<b>4429</b>
<b>UZBEKISTAN</b>															
TASHKENT	UZBEKISTAN AIRLINES	S	18	0	0	6	28	39	28	0	0	46	63	21	16
<b>TOTAL TASHKENT</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>28</b>	<b>39</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>63</b>	<b>21</b>	<b>16</b>
<b>TOTAL UZBEKISTAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>28</b>	<b>39</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>63</b>	<b>21</b>	<b>16</b>
<b>ZAMBIA</b>															
LUSAKA	BRITISH AIRWAYS PLC	S	25	0	0	80	4	16	0	0	0	10	62	15	26
<b>TOTAL LUSAKA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>4</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>62</b>	<b>15</b>	<b>26</b>
<b>TOTAL ZAMBIA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>4</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>62</b>	<b>15</b>	<b>26</b>
<b>TOTAL HEATHROW</b>			<b>37787</b>	<b>22</b>	<b>158</b>	<b>72</b>	<b>12</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>73</b>	<b>14</b>	<b>36626</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2010

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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	228	0	0	90	3	4	3	0	0	8	83	9	213
TOTAL ANTWERP			<b>228</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>9</b>	<b>213</b>
TOTAL BELGIUM			<b>228</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>9</b>	<b>213</b>
<b>DENMARK</b>															
BILLUND	SUN AIR OF SCANDINAVIA	S	58	0	0	76	22	2	0	0	0	9	77	14	57
TOTAL BILLUND			<b>58</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>14</b>	<b>57</b>
COPENHAGEN	BA CITYFLYER LTD	S	92	0	0	77	9	4	10	0	0	14	0	0	0
TOTAL COPENHAGEN			<b>92</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>4</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>10</b>	<b>94</b>
TOTAL DENMARK			<b>150</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>11</b>	<b>151</b>
<b>FRANCE</b>															
NANTES	VLM (BELGIUM)	S	100	0	0	90	5	3	2	0	0	5	90	7	100
TOTAL NANTES			<b>100</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>5</b>	<b>90</b>	<b>7</b>	<b>100</b>
NICE	BA CITYFLYER LTD	S	34	0	0	91	3	3	3	0	0	6	69	13	36
TOTAL NICE			<b>34</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>69</b>	<b>13</b>	<b>36</b>
PARIS (ORLY)	VLM (BELGIUM)	S	269	0	0	86	4	5	5	0	0	9	0	0	0
TOTAL PARIS (ORLY)			<b>269</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>4</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>9</b>	<b>199</b>
TOTAL FRANCE			<b>403</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>9</b>	<b>335</b>
<b>GERMANY</b>															
FRANKFURT MAIN	BA CITYFLYER LTD	S	122	0	0	80	10	4	5	1	0	12	77	11	163
	LUFTHANSA CITY LINE	S	160	0	0	72	15	6	7	0	0	15	56	22	148
TOTAL FRANKFURT MAIN			<b>282</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>16</b>	<b>311</b>
MUNICH	LUFTHANSA CITY LINE	S	78	0	0	73	12	9	6	0	0	14	71	18	80
TOTAL MUNICH			<b>78</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>18</b>	<b>80</b>
TOTAL GERMANY			<b>360</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>15</b>	<b>519</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	CITY JET	S	226	0	0	84	8	4	4	0	0	9	84	7	276
TOTAL DUBLIN			<b>226</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>7</b>	<b>276</b>
TOTAL IRISH REPUBLIC			<b>226</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>7</b>	<b>276</b>
<b>ITALY</b>															
MILAN (LINATE)	CITY JET	S	89	0	0	82	9	4	4	0	0	11	0	0	0
TOTAL MILAN (LINATE)			<b>89</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>9</b>	<b>89</b>
VENICE	FLYBABOO	S	6	0	0	100	0	0	0	0	0	0	76	10	46
TOTAL VENICE			<b>6</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>46</b>
TOTAL ITALY			<b>95</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>9</b>	<b>135</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	CITY JET	S	5	0	0	80	20	0	0	0	0	7	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2010

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)										
LUXEMBOURG	LUXAIR	S	200	0	0	75	15	7	3	1	0	13	90	6	202
	VLM (BELGIUM)	S	145	0	0	83	10	3	4	0	0	10	82	9	153
<b>TOTAL LUXEMBOURG</b>			<b>350</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>7</b>	<b>355</b>
<b>TOTAL LUXEMBOURG</b>			<b>350</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>7</b>	<b>355</b>
<b>NETHERLANDS</b>															
AMSTERDAM	BA CITYFLYER LTD	S	172	0	0	85	6	5	3	0	0	8	75	10	171
	CITY JET	S	325	0	0	77	12	5	6	0	0	13	0	0	0
<b>TOTAL AMSTERDAM</b>			<b>498</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>9</b>	<b>545</b>
EINDHOVEN	VLM (BELGIUM)	S	80	0	0	93	4	1	3	0	0	7	94	7	93
<b>TOTAL EINDHOVEN</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>94</b>	<b>7</b>	<b>93</b>
ROTTERDAM	VLM (BELGIUM)	S	361	0	6	88	4	5	3	1	0	9	91	7	359
<b>TOTAL ROTTERDAM</b>			<b>361</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>4</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>91</b>	<b>7</b>	<b>359</b>
<b>TOTAL NETHERLANDS</b>			<b>939</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>7</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>8</b>	<b>997</b>
<b>SPAIN</b>															
BARCELONA	BA CITYFLYER LTD	S	32	0	0	75	13	0	13	0	0	17	0	0	0
<b>TOTAL BARCELONA</b>			<b>32</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>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
MADRID	BA CITYFLYER LTD	S	89	1	0	74	9	12	3	1	0	15	62	27	81
<b>TOTAL MADRID</b>			<b>89</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>9</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>62</b>	<b>27</b>	<b>81</b>
<b>TOTAL SPAIN</b>			<b>121</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>10</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>62</b>	<b>27</b>	<b>81</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	98	0	0	85	6	6	3	0	0	8	86	7	100
<b>TOTAL BASLE MULHOUSE</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>7</b>	<b>100</b>
GENEVA	FLYBABOO	S	6	0	6	83	17	0	0	0	0	5	83	11	46
	SWISS AIRLINES	S	206	0	3	89	6	4	1	0	0	5	91	5	319
<b>TOTAL GENEVA</b>			<b>212</b>	<b>0</b>	<b>9</b>	<b>89</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>5</b>	<b>365</b>
ZURICH	BA CITYFLYER LTD	S	176	2	0	88	5	5	2	0	0	6	77	12	179
	SWISS AIRLINES	S	343	0	6	87	5	5	2	0	0	8	85	7	351
<b>TOTAL ZURICH</b>			<b>519</b>	<b>2</b>	<b>6</b>	<b>88</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>9</b>	<b>530</b>
<b>TOTAL SWITZERLAND</b>			<b>829</b>	<b>2</b>	<b>15</b>	<b>88</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>7</b>	<b>995</b>
<b>UNITED KINGDOM</b>															
DUNDEE	CITY JET	S	136	0	0	90	5	4	1	0	0	5	91	4	190
<b>TOTAL DUNDEE</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>4</b>	<b>190</b>
EDINBURGH	BA CITYFLYER LTD	S	309	0	0	89	4	3	4	1	0	8	81	10	303
	CITY JET	S	252	0	0	83	10	4	4	0	0	10	88	7	310
<b>TOTAL EDINBURGH</b>			<b>561</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>8</b>	<b>613</b>
GLASGOW	BA CITYFLYER LTD	S	172	1	0	89	3	1	6	1	0	9	75	14	175
<b>TOTAL GLASGOW</b>			<b>172</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>3</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>14</b>	<b>175</b>
ISLE OF MAN	AER ARANN	S	140	0	14	78	11	7	4	1	0	12	82	8	152

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Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)											Plan (8)
TOTAL ISLE OF MAN			140	0	14	78	11	7	4	1	0	12	82	8	152
TOTAL UNITED KINGDOM			1009	1	14	86	6	4	4	0	0	9	84	9	1263
USA															
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	87	0	6	95	3	1	0	0	0	1	97	1	91
TOTAL NEW YORK (JF KENNEDY)			87	0	6	95	3	1	0	0	0	1	97	1	91
TOTAL USA			87	0	6	95	3	1	0	0	0	1	97	1	91
TOTAL LONDON CITY			4797	4	42	84	7	4	4	0	0	9	83	9	5411

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Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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	WIZZ AIR	S	17	0	0	65	18	12	6	0	0	20	89	9	18
TOTAL BURGAS			17	1	0	65	18	12	6	0	0	20	89	9	18
SOFIA	WIZZ AIR	S	61	0	0	82	10	0	5	3	0	16	85	10	60
TOTAL SOFIA			61	0	0	82	10	0	5	3	0	16	85	10	60
VARNA	WIZZ AIR	S	16	0	0	69	19	13	0	0	0	12	50	43	10
TOTAL VARNA			16	0	0	69	19	13	0	0	0	12	50	43	10
TOTAL BULGARIA			94	1	0	77	13	4	4	2	0	16	82	13	88
<b>CROATIA</b>															
ZAGREB	WIZZ AIR	S	26	0	0	85	8	8	0	0	0	8	79	7	24
TOTAL ZAGREB			26	1	0	85	8	8	0	0	0	8	79	7	24
TOTAL CROATIA			26	1	0	85	8	8	0	0	0	8	79	7	24
<b>CYPRUS</b>															
LARNACA	MONARCH AIRLINES	S	9	0	0	78	22	0	0	0	0	9	58	34	19
TOTAL LARNACA			9	0	0	78	22	0	0	0	0	9	58	34	19
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	16	0	0	63	19	19	0	0	0	15	71	12	24
	THOMSON AIRWAYS LTD	C	7	0	0	71	29	0	0	0	0	11	50	96	8
TOTAL PAPHOS			23	0	0	65	22	13	0	0	0	14	66	33	32
TOTAL CYPRUS			32	0	0	69	22	9	0	0	0	12	63	33	51
<b>CZECH REPUBLIC</b>															
PRAGUE	WIZZ AIR	S	78	0	0	77	4	14	5	0	0	13	79	15	52
TOTAL PRAGUE			78	0	0	77	4	14	5	0	0	13	79	15	52
TOTAL CZECH REPUBLIC			78	0	0	77	4	14	5	0	0	13	79	15	52
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	EASYJET AIRLINE COMPANY LTD	S	44	0	0	57	14	25	5	0	0	20	81	9	31
	THOMSON AIRWAYS LTD	S	16	3	3	44	25	13	13	6	0	45	67	20	18
TOTAL SHARM EL SHEIKH (OPHIRA)			60	4	3	53	17	22	7	2	0	27	76	13	49
TOTAL EGYPT			60	5	3	53	17	22	7	2	0	27	76	13	49
<b>FRANCE</b>															
BEZIERS	RYANAIR	S	18	0	0	61	11	6	22	0	0	26	100	1	16
TOTAL BEZIERS			18	0	0	61	11	6	22	0	0	26	100	1	16
BORDEAUX	EASYJET AIRLINE COMPANY LTD	S	34	0	0	76	12	12	0	0	0	9	49	30	39
TOTAL BORDEAUX			34	0	0	76	12	12	0	0	0	9	49	30	39
BREST	RYANAIR	S	26	0	0	69	19	0	12	0	0	22	83	7	24
TOTAL BREST			26	0	0	69	19	0	12	0	0	22	83	7	24
NICE	EASYJET AIRLINE COMPANY LTD	S	36	0	0	47	39	11	3	0	0	19	81	8	74
TOTAL NICE			36	4	0	47	39	11	3	0	0	19	81	8	74



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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)										
NIMES	RYANAIR	S	34	0	0	82	12	6	0	0	0	7	75	11	36
<b>TOTAL NIMES</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>11</b>	<b>36</b>
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	173	0	0	68	18	10	5	0	0	15	87	11	181
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>173</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>87</b>	<b>11</b>	<b>181</b>
TOTAL PARIS (LE BOURGET)			2	1	0	50	0	0	50	0	0	51	100	0	1
<b>TOTAL FRANCE</b>			<b>323</b>	<b>6</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>81</b>	<b>11</b>	<b>371</b>
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	122	1	1	84	11	3	2	0	0	8	78	9	102
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>122</b>	<b>2</b>	<b>1</b>	<b>84</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>9</b>	<b>102</b>
DORTMUND	EASYJET AIRLINE COMPANY LTD	S	119	0	0	82	10	3	6	0	0	14	90	7	132
<b>TOTAL DORTMUND</b>			<b>119</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>90</b>	<b>7</b>	<b>132</b>
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	60	1	0	85	8	3	3	0	0	7	46	17	56
<b>TOTAL HAMBURG</b>			<b>60</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>46</b>	<b>17</b>	<b>56</b>
<b>TOTAL GERMANY</b>			<b>302</b>	<b>6</b>	<b>1</b>	<b>83</b>	<b>10</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>10</b>	<b>290</b>
<b>GIBRALTAR</b>															
GIBRALTAR	MONARCH AIRLINES	S	53	0	0	51	28	13	8	0	0	20	74	14	39
<b>TOTAL GIBRALTAR</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>28</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>74</b>	<b>14</b>	<b>39</b>
<b>TOTAL GIBRALTAR</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>28</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>74</b>	<b>14</b>	<b>39</b>
<b>HUNGARY</b>															
BUDAPEST	EASYJET AIRLINE COMPANY LTD	S	59	0	1	81	12	5	2	0	0	8	68	18	56
	WIZZ AIR	S	154	0	11	83	14	3	1	0	0	7	78	15	120
<b>TOTAL BUDAPEST</b>			<b>213</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>16</b>	<b>176</b>
<b>TOTAL HUNGARY</b>			<b>213</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>16</b>	<b>176</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	RYANAIR	S	181	0	0	66	15	12	5	1	1	20	85	10	179
<b>TOTAL DUBLIN</b>			<b>181</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>15</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>20</b>	<b>85</b>	<b>10</b>	<b>179</b>
GALWAY	AER ARANN	S	117	0	1	79	5	4	9	3	0	21	88	8	103
<b>TOTAL GALWAY</b>			<b>117</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>5</b>	<b>4</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>88</b>	<b>8</b>	<b>103</b>
IRELAND WEST AIRPORT KNOCK	RYANAIR	S	60	0	0	73	15	10	2	0	0	11	81	13	59
<b>TOTAL IRELAND WEST AIRPORT KNOCK</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>13</b>	<b>59</b>
KERRY COUNTY	RYANAIR	S	59	0	1	83	2	10	5	0	0	11	92	4	60
<b>TOTAL KERRY COUNTY</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>2</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>92</b>	<b>4</b>	<b>60</b>
WATERFORD	AER ARANN	S	90	1	4	79	7	8	2	2	2	21	89	10	105
<b>TOTAL WATERFORD</b>			<b>90</b>	<b>1</b>	<b>4</b>	<b>79</b>	<b>7</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>21</b>	<b>89</b>	<b>10</b>	<b>105</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>507</b>	<b>2</b>	<b>6</b>	<b>74</b>	<b>10</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>87</b>	<b>9</b>	<b>506</b>
<b>ISRAEL</b>															
TEL AVIV	EASYJET AIRLINE COMPANY LTD	S	60	1	0	47	25	22	7	0	0	24	47	23	49

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ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2010

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)										
TEL AVIV	EL AL	S	25	1	1	84	8	4	4	0	0	10	72	12	50
<b>TOTAL TEL AVIV</b>			<b>85</b>	<b>5</b>	<b>1</b>	<b>58</b>	<b>20</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>60</b>	<b>17</b>	<b>99</b>
<b>TOTAL ISRAEL</b>			<b>85</b>	<b>5</b>	<b>1</b>	<b>58</b>	<b>20</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>60</b>	<b>17</b>	<b>99</b>
<b>ITALY</b>															
MILAN (MALPENSA)	ALITALIA (CAI)	C	2	0	0	50	0	50	0	0	0	19	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	90	1	0	66	19	13	2	0	0	15	87	13	102
<b>TOTAL MILAN (MALPENSA)</b>			<b>92</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>87</b>	<b>13</b>	<b>102</b>
PISA	EASYJET AIRLINE COMPANY LTD	S	4	0	0	100	0	0	0	0	0	2	100	5	4
<b>TOTAL PISA</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>100</b>	<b>5</b>	<b>4</b>
TURIN	JET2.COM LTD	C	2	0	0	0	0	50	50	0	0	69	0	0	0
<b>TOTAL TURIN</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>69</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ITALY</b>			<b>98</b>	<b>14</b>	<b>0</b>	<b>65</b>	<b>17</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>86</b>	<b>13</b>	<b>145</b>
<b>LATVIA</b>															
RIGA	WIZZ AIR	S	26	0	0	92	8	0	0	0	0	5	0	0	0
<b>TOTAL RIGA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL LATVIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>LITHUANIA</b>															
KAUNAS	RYANAIR	S	26	0	0	73	8	4	8	8	0	38	85	5	33
<b>TOTAL KAUNAS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>8</b>	<b>4</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>38</b>	<b>85</b>	<b>5</b>	<b>33</b>
<b>TOTAL LITHUANIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>8</b>	<b>4</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>38</b>	<b>85</b>	<b>5</b>	<b>34</b>
<b>MALTA</b>															
MALTA	RYANAIR	S	26	0	0	54	12	15	19	0	0	28	86	5	42
<b>TOTAL MALTA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>12</b>	<b>15</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>86</b>	<b>5</b>	<b>42</b>
<b>TOTAL MALTA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>12</b>	<b>15</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>86</b>	<b>5</b>	<b>42</b>
<b>MOROCCO</b>															
MARRAKESH	RYANAIR	S	24	0	0	67	21	13	0	0	0	12	85	7	34
<b>TOTAL MARRAKESH</b>			<b>26</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>7</b>	<b>34</b>
<b>TOTAL MOROCCO</b>			<b>26</b>	<b>2</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>7</b>	<b>34</b>
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	174	0	0	61	11	14	13	1	0	27	92	5	154
<b>TOTAL AMSTERDAM</b>			<b>174</b>	<b>1</b>	<b>0</b>	<b>61</b>	<b>11</b>	<b>14</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>92</b>	<b>5</b>	<b>154</b>
<b>TOTAL NETHERLANDS</b>			<b>174</b>	<b>1</b>	<b>0</b>	<b>61</b>	<b>11</b>	<b>14</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>91</b>	<b>5</b>	<b>158</b>
<b>POLAND</b>															
GDANSK	WIZZ AIR	S	94	0	12	84	7	3	4	1	0	11	85	7	102
<b>TOTAL GDANSK</b>			<b>94</b>	<b>0</b>	<b>12</b>	<b>84</b>	<b>7</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>7</b>	<b>102</b>
KATOWICE	WIZZ AIR	S	118	0	2	74	14	8	4	0	0	13	77	13	110

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2010

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 KATOWICE			118	0	2	74	14	8	4	0	0	13	77	13	110
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	2	0	0	50	50	0	0	0	0	11	85	10	60
TOTAL KRAKOW			2	0	0	50	50	0	0	0	0	11	85	10	60
POZNAN	WIZZ AIR	S	60	0	0	87	5	5	3	0	0	9	79	10	58
TOTAL POZNAN			60	0	0	87	5	5	3	0	0	9	79	10	58
RZESZOW	RYANAIR	S	16	0	0	94	6	0	0	0	0	5	78	8	18
TOTAL RZESZOW			16	0	0	94	6	0	0	0	0	5	78	8	18
WARSAW	WIZZ AIR	S	150	0	16	81	12	5	1	0	0	9	74	11	156
TOTAL WARSAW			150	0	16	81	12	5	1	0	0	9	74	11	156
WROCLAW	WIZZ AIR	S	34	0	0	74	15	9	3	0	0	11	64	17	36
TOTAL WROCLAW			34	0	0	74	15	9	3	0	0	11	64	17	36
TOTAL POLAND			474	0	30	80	11	5	3	0	0	10	78	11	540
PORTUGAL(EXCLUDING MADEIRA)															
FARO	EASYJET AIRLINE COMPANY LTD	S	33	0	0	85	9	3	3	0	0	8	74	16	50
	MONARCH AIRLINES	S	2	0	0	100	0	0	0	0	0	9	100	0	2
TOTAL FARO			35	0	0	86	9	3	3	0	0	8	75	15	52
LISBON	EASYJET AIRLINE COMPANY LTD	S	58	0	0	60	12	17	10	0	0	22	64	12	50
TOTAL LISBON			58	2	0	60	12	17	10	0	0	22	64	12	50
TOTAL PORTUGAL(EXCLUDING MADEIRA)			93	3	0	70	11	12	8	0	0	16	70	14	102
REPUBLIC OF SERBIA															
BELGRADE	WIZZ AIR	S	24	0	0	75	13	4	8	0	0	14	0	0	0
TOTAL BELGRADE			24	0	0	75	13	4	8	0	0	14	0	0	0
TOTAL REPUBLIC OF SERBIA			24	0	0	75	13	4	8	0	0	14	0	0	0
ROMANIA															
BACAU	BLUE AIR TRANSPORT AERIAN	S	26	0	0	81	4	8	8	0	0	19	50	49	18
TOTAL BACAU			26	0	0	81	4	8	8	0	0	19	50	49	18
BUCHAREST (BANEASA)	BLUE AIR TRANSPORT AERIAN	S	42	0	0	38	17	36	7	2	0	33	0	0	0
	WIZZ AIR	S	93	0	0	82	11	8	0	0	0	7	68	22	60
TOTAL BUCHAREST (BANEASA)			135	0	0	68	13	16	2	1	0	15	68	22	60
CLUJ NAPOCA	WIZZ AIR	S	42	0	0	67	24	10	0	0	0	10	50	33	44
TOTAL CLUJ NAPOCA			42	0	0	67	24	10	0	0	0	10	50	33	44
TIMISOARA	WIZZ AIR	S	24	0	2	75	21	4	0	0	0	8	65	16	34
TOTAL TIMISOARA			24	0	2	75	21	4	0	0	0	8	65	16	34
TOTAL ROMANIA			227	0	2	70	15	13	2	0	0	14	60	27	156
SLOVAK REPUBLIC															
BRATISLAVA	RYANAIR	S	59	0	1	71	15	8	5	0	0	13	0	0	0
TOTAL BRATISLAVA			59	0	1	71	15	8	5	0	0	13	0	0	0

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				Actual (7)	Plan (8)										
TOTAL SLOVAK REPUBLIC			59	0	1	71	15	8	5	0	0	13	0	0	0
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	2	0	0	100	0	0	0	0	0	5	82	6	38
	MONARCH AIRLINES	S	26	0	0	50	23	8	19	0	0	32	100	3	2
<b>TOTAL ALICANTE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>21</b>	<b>7</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>83</b>	<b>6</b>	<b>40</b>
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	120	0	0	80	9	6	4	1	0	12	81	11	122
<b>TOTAL BARCELONA</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>11</b>	<b>122</b>
GERONA	RYANAIR	S	26	0	0	81	4	8	8	0	0	12	89	5	36
<b>TOTAL GERONA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>4</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>89</b>	<b>5</b>	<b>36</b>
MADRID	EASYJET AIRLINE COMPANY LTD	S	142	1	0	68	19	6	6	1	0	18	77	12	141
<b>TOTAL MADRID</b>			<b>142</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>19</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>76</b>	<b>12</b>	<b>142</b>
MAHON	MONARCH AIRLINES	S	8	0	0	100	0	0	0	0	0	0	100	1	8
<b>TOTAL MAHON</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>1</b>	<b>8</b>
MALAGA	EASYJET AIRLINE COMPANY LTD	S	41	0	0	61	22	10	7	0	0	15	77	21	44
	MONARCH AIRLINES	S	35	0	0	49	26	20	3	0	3	31	82	17	39
<b>TOTAL MALAGA</b>			<b>76</b>	<b>3</b>	<b>0</b>	<b>55</b>	<b>24</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>22</b>	<b>78</b>	<b>34</b>	<b>90</b>
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	2	0	0	100	0	0	0	0	0	7	100	1	2
<b>TOTAL PALMA DE MALLORCA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>10</b>	<b>10</b>
VIGO	TITAN AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL VIGO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN</b>			<b>405</b>	<b>15</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>80</b>	<b>15</b>	<b>486</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	MONARCH AIRLINES	S	25	0	1	60	12	12	16	0	0	26	86	6	22
	RYANAIR	S	16	0	0	81	13	6	0	0	0	8	83	6	18
	THOMSON AIRWAYS LTD	C	9	0	0	44	22	22	11	0	0	25	100	6	10
<b>TOTAL ARRECIFE</b>			<b>50</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>14</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>88</b>	<b>6</b>	<b>50</b>
FUERTEVENTURA	MONARCH AIRLINES	S	6	0	0	50	50	0	0	0	0	12	75	9	8
	RYANAIR	S	18	0	0	89	11	0	0	0	0	4	0	0	0
	THOMSON AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	0	71	46	7
<b>TOTAL FUERTEVENTURA</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>73</b>	<b>27</b>	<b>15</b>
LAS PALMAS	RYANAIR	S	18	0	0	78	22	0	0	0	0	7	83	10	18
	THOMSON AIRWAYS LTD	C	8	0	0	88	0	0	0	13	0	33	70	26	10
<b>TOTAL LAS PALMAS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>15</b>	<b>79</b>	<b>15</b>	<b>28</b>
TENERIFE (SURREINA SOFIA)	MONARCH AIRLINES	S	51	0	1	55	24	14	8	0	0	20	84	7	56
	RYANAIR	S	18	0	0	94	0	6	0	0	0	3	100	3	15
	THOMSON AIRWAYS LTD	C	18	1	0	67	0	22	11	0	0	24	94	10	17
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>87</b>	<b>4</b>	<b>1</b>	<b>66</b>	<b>14</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>89</b>	<b>7</b>	<b>88</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>194</b>	<b>4</b>	<b>2</b>	<b>70</b>	<b>14</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>86</b>	<b>10</b>	<b>181</b>
<b>SWITZERLAND</b>															
GENEVA	EASYJET AIRLINE COMPANY LTD	S	119	0	0	82	5	5	8	1	0	15	87	7	110

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			Actual (7)	Plan (8)											
TOTAL GENEVA			119	4	0	82	5	5	8	1	0	15	87	7	110
ZURICH	EASYJET AIRLINE COMPANY LTD	S	86	0	0	70	19	7	5	0	0	15	81	9	86
TOTAL ZURICH			86	4	0	70	19	7	5	0	0	15	81	9	86
TOTAL SWITZERLAND			205	8	0	77	11	6	6	0	0	15	85	7	196
TUNISIA															
MONASTIR	THOMSON AIRWAYS LTD	C	7	0	0	71	0	29	0	0	0	15	100	0	1
TOTAL MONASTIR			7	0	0	71	0	29	0	0	0	15	100	0	1
TOTAL TUNISIA			7	0	0	71	0	29	0	0	0	15	100	0	1
TURKEY															
TOTAL DALAMAN			2	0	0	100	0	0	0	0	0	0	100	3	1
ISTANBUL (SABIHA GOKCEN)	EASYJET AIRLINE COMPANY LTD	S	35	0	1	71	17	6	6	0	0	16	65	19	46
TOTAL ISTANBUL (SABIHA GOKCEN)			36	0	1	72	17	6	6	0	0	16	65	19	46
TOTAL TURKEY			40	0	1	73	15	8	5	0	0	15	66	19	47
UKRAINE															
DONETSK	THOMSON AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	37	0	0	0
TOTAL DONETSK			2	2	0	50	0	50	0	0	0	37	0	0	0
KIEV (BORISPOL)	WIZZ AIR	S	26	0	0	54	27	12	8	0	0	20	0	0	0
TOTAL KIEV (BORISPOL)			26	2	0	54	27	12	8	0	0	20	58	18	24
TOTAL UKRAINE			28	4	0	54	25	14	7	0	0	22	58	18	24
UNITED KINGDOM															
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	102	0	1	70	17	7	7	0	0	16	73	12	60
TOTAL ABERDEEN			102	0	1	70	17	7	7	0	0	16	73	12	60
BELFAST CITY (GEORGE BEST)	EASYJET AIRLINE COMPANY LTD	S	164	0	0	76	13	8	3	0	0	10	0	0	0
TOTAL BELFAST CITY (GEORGE BEST)			164	0	0	76	13	8	3	0	0	10	0	0	0
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	160	0	0	81	11	6	3	0	0	9	89	6	206
TOTAL EDINBURGH			160	0	0	81	11	6	3	0	0	9	89	6	206
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	206	0	0	82	8	6	3	0	0	11	93	4	250
TOTAL GLASGOW			206	0	0	82	8	6	3	0	0	11	93	4	250
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	58	0	0	71	12	9	7	2	0	21	79	13	62
TOTAL INVERNESS			58	3	0	71	12	9	7	2	0	21	79	13	62
ISLE OF MAN	FLYBE LTD	S	55	0	1	75	0	16	7	2	0	18	87	13	52
TOTAL ISLE OF MAN			55	0	1	75	0	16	7	2	0	18	87	13	52
JERSEY	FLYBE LTD	S	30	0	2	53	10	27	10	0	0	22	96	3	26
TOTAL JERSEY			30	0	2	53	10	27	10	0	0	22	96	3	26
TOTAL UNITED KINGDOM			777	19	4	76	11	8	5	0	0	14	88	8	877
TOTAL LUTON			4684	161	63	73	13	8	5	0	0	15	81	11	4803

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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)											
<b>BARBADOS</b>															
BRIDGETOWN	THOMAS COOK AIRLINES LTD	C	25	0	0	40	16	12	16	16	0	64	57	39	14
	THOMSON AIRWAYS LTD	C	21	1	0	38	10	33	14	5	0	40	80	14	25
	VIRGIN ATLANTIC AIRWAYS LTD	S	9	0	0	78	11	0	0	0	11	81	62	21	13
<b>TOTAL BRIDGETOWN</b>			<b>55</b>	<b>1</b>	<b>0</b>	<b>45</b>	<b>13</b>	<b>18</b>	<b>13</b>	<b>9</b>	<b>2</b>	<b>58</b>	<b>69</b>	<b>23</b>	<b>52</b>
<b>TOTAL BARBADOS</b>			<b>55</b>	<b>1</b>	<b>0</b>	<b>45</b>	<b>13</b>	<b>18</b>	<b>13</b>	<b>9</b>	<b>2</b>	<b>58</b>	<b>69</b>	<b>23</b>	<b>52</b>
<b>BELGIUM</b>															
ANTWERP	VLM (BELGIUM)	S	84	0	0	86	5	4	5	1	0	13	87	7	89
<b>TOTAL ANTWERP</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>87</b>	<b>7</b>	<b>89</b>
BRUSSELS	BRUSSELS AIRLINES	S	193	1	0	75	12	7	6	0	0	13	86	8	185
	FLYBE LTD	S	91	0	1	63	11	14	10	2	0	26	77	14	92
<b>TOTAL BRUSSELS</b>			<b>285</b>	<b>1</b>	<b>1</b>	<b>71</b>	<b>12</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>83</b>	<b>10</b>	<b>277</b>
<b>TOTAL BELGIUM</b>			<b>369</b>	<b>1</b>	<b>1</b>	<b>75</b>	<b>10</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>84</b>	<b>9</b>	<b>366</b>
<b>BULGARIA</b>															
SOFIA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	78	11	11	0	0	0	9	80	14	20
<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>9</b>	<b>80</b>	<b>14</b>	<b>20</b>
<b>TOTAL BULGARIA</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>9</b>	<b>80</b>	<b>14</b>	<b>20</b>
<b>CANADA</b>															
TORONTO	AIR TRANSAT	S	12	0	0	83	8	8	0	0	0	10	83	11	12
<b>TOTAL TORONTO</b>			<b>13</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>11</b>	<b>12</b>
<b>TOTAL CANADA</b>			<b>14</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>26</b>	<b>83</b>	<b>11</b>	<b>12</b>
<b>CAPE VERDE ISLANDS</b>															
BOA VISTA (RABIL)	THOMSON AIRWAYS LTD	S	8	0	0	75	25	0	0	0	0	6	20	36	10
<b>TOTAL BOA VISTA (RABIL)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>20</b>	<b>36</b>	<b>10</b>
ILHA DO SAL C.VERDE	THOMSON AIRWAYS LTD	S	8	0	0	13	25	13	25	25	0	89	63	22	8
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>13</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>89</b>	<b>63</b>	<b>22</b>	<b>8</b>
<b>TOTAL CAPE VERDE ISLANDS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>25</b>	<b>6</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>47</b>	<b>39</b>	<b>30</b>	<b>18</b>
<b>CUBA</b>															
CUNAGUA (CAYO COCO)	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	13	13	0	0	19	70	12	10
<b>TOTAL CUNAGUA (CAYO COCO)</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>19</b>	<b>70</b>	<b>12</b>	<b>10</b>
HOLGUIN (FRANK PAIS)	THOMAS COOK AIRLINES LTD	C	4	0	0	50	0	0	25	25	0	91	100	2	5
	THOMSON AIRWAYS LTD	C	7	0	0	86	14	0	0	0	0	8	0	0	0
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>9</b>	<b>0</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>38</b>	<b>100</b>	<b>2</b>	<b>5</b>
VARADERO	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	5	67	12	3
	THOMSON AIRWAYS LTD	C	8	0	0	63	0	25	0	0	13	87	25	34	4
<b>TOTAL VARADERO</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>60</b>	<b>43</b>	<b>24</b>	<b>7</b>
<b>TOTAL CUBA</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>3</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>41</b>	<b>68</b>	<b>14</b>	<b>22</b>

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			Actual (7)	Plan (8)											
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	34	0	0	88	9	3	0	0	0	6	27	66	30
	MONARCH AIRLINES	S	23	0	0	74	13	4	9	0	18	59	17	27	
	THOMAS COOK AIRLINES LTD	C	4	0	0	50	0	25	25	0	41	33	21	3	
<b>TOTAL LARNACA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>12</b>	<b>40</b>	<b>42</b>	<b>62</b>	
<b>PAPHOS</b>															
	EASYJET AIRLINE COMPANY LTD	S	42	0	1	74	14	5	7	0	14	71	21	52	
	THOMAS COOK AIRLINES LTD	C	19	0	0	74	11	5	11	0	14	62	24	21	
	THOMSON AIRWAYS LTD	C	16	0	0	94	0	0	6	0	10	58	29	19	
<b>TOTAL PAPHOS</b>			<b>77</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>10</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>22</b>	<b>102</b>	
<b>TOTAL CYPRUS</b>			<b>139</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>10</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>57</b>	<b>29</b>	<b>164</b>	
<b>CZECH REPUBLIC</b>															
PRAGUE	BMIBABY LTD	S	36	0	0	89	6	3	0	3	10	68	26	44	
	JET2.COM LTD	S	18	1	0	39	39	17	0	6	28	0	0	0	
<b>TOTAL PRAGUE</b>			<b>54</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>4</b>	<b>16</b>	<b>68</b>	<b>26</b>	<b>44</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>54</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>4</b>	<b>16</b>	<b>68</b>	<b>26</b>	<b>44</b>	
<b>DENMARK</b>															
BILLUND	SUN AIR OF SCANDINAVIA	S	96	0	0	79	15	2	2	2	12	80	10	94	
<b>TOTAL BILLUND</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>12</b>	<b>79</b>	<b>10</b>	<b>96</b>	
<b>COPENHAGEN</b>															
	EASYJET AIRLINE COMPANY LTD	S	42	0	0	71	14	5	10	0	20	77	10	30	
	SAS	S	104	0	1	73	13	7	8	0	15	88	9	112	
<b>TOTAL COPENHAGEN</b>			<b>146</b>	<b>1</b>	<b>1</b>	<b>73</b>	<b>13</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>16</b>	<b>85</b>	<b>9</b>	<b>142</b>	
<b>TOTAL DENMARK</b>			<b>242</b>	<b>1</b>	<b>1</b>	<b>75</b>	<b>14</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>15</b>	<b>83</b>	<b>10</b>	<b>238</b>	
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	0	25	0	23	78	17	9	
	THOMSON AIRWAYS LTD	C	9	0	0	33	22	22	11	11	58	88	8	8	
<b>TOTAL PUERTO PLATA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>18</b>	<b>12</b>	<b>18</b>	<b>6</b>	<b>42</b>	<b>82</b>	<b>13</b>	<b>17</b>	
<b>PUNTA CANA</b>															
	THOMAS COOK AIRLINES LTD	C	4	0	0	25	0	25	50	0	58	88	6	8	
	THOMSON AIRWAYS LTD	C	15	0	0	73	7	20	0	0	15	67	19	9	
<b>TOTAL PUNTA CANA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>5</b>	<b>21</b>	<b>11</b>	<b>0</b>	<b>24</b>	<b>76</b>	<b>13</b>	<b>17</b>	
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>11</b>	<b>17</b>	<b>14</b>	<b>3</b>	<b>32</b>	<b>79</b>	<b>13</b>	<b>34</b>	
<b>EGYPT</b>															
ALEXANDRIA (BORG EL ARAB)	THOMSON AIRWAYS LTD	C	2	0	0	50	0	50	0	0	17	0	0	0	
<b>TOTAL ALEXANDRIA (BORG EL ARAB)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>33</b>	<b>96</b>	<b>3</b>	
<b>HURGHADA</b>															
	JET2.COM LTD	S	8	0	0	25	50	25	0	0	23	0	0	0	
	THOMAS COOK AIRLINES LTD	C	17	0	0	82	6	12	0	0	7	100	3	16	
	THOMSON AIRWAYS LTD	S	8	0	0	75	0	25	0	0	11	75	6	8	
<b>TOTAL HURGHADA</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>6</b>	<b>34</b>	
<b>LUXOR</b>															
	MONARCH AIRLINES	C	10	0	0	50	20	10	20	0	30	60	28	10	
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	0	0	0	13	49	17	8	
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	5	0	0	0	

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				Actual (7)	Plan (8)										
<b>TOTAL LUXOR</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>28</b>	<b>77</b>	<b>18</b>	26
<b>MARSA ALAM</b>	THOMSON AIRWAYS LTD	C	8	0	0	63	13	0	25	0	0	23	0	0	0
<b>TOTAL MARSA ALAM</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>56</b>	<b>18</b>	16
<b>SHARM EL SHEIKH (OPHIRA)</b>	EASYJET AIRLINE COMPANY LTD	S	34	0	2	76	3	15	6	0	0	13	0	0	0
	JET2.COM LTD	S	8	1	1	63	13	25	0	0	0	14	70	184	10
	MONARCH AIRLINES	C	26	0	0	42	35	19	0	4	0	29	28	53	18
	THOMAS COOK AIRLINES LTD	C	30	1	0	73	10	7	7	3	0	24	45	29	29
	THOMSON AIRWAYS LTD	S	53	1	1	77	15	4	4	0	0	10	55	19	53
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>151</b>	<b>3</b>	<b>4</b>	<b>70</b>	<b>15</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>45</b>	<b>43</b>	155
<b>TABA</b>	THOMSON AIRWAYS LTD	C	9	0	0	33	67	0	0	0	0	16	0	0	0
<b>TOTAL TABA</b>			<b>9</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>88</b>	<b>6</b>	8
<b>TOTAL EGYPT</b>			<b>230</b>	<b>3</b>	<b>5</b>	<b>68</b>	<b>16</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>56</b>	<b>33</b>	242
<b>FINLAND</b>															
<b>HELSINKI</b>	EASYJET AIRLINE COMPANY LTD	S	34	0	0	74	15	6	6	0	0	17	0	0	0
	FINNAIR	S	118	0	0	82	9	5	3	0	0	9	76	13	79
<b>TOTAL HELSINKI</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>13</b>	79
<b>ROVANIEMI</b>	THOMAS COOK AIRLINES LTD	C	3	0	0	33	0	33	0	33	0	85	0	0	0
<b>TOTAL ROVANIEMI</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>85</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL FINLAND</b>			<b>155</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>13</b>	80
<b>FRANCE</b>															
<b>LYON</b>	BMI REGIONAL	S	42	0	0	95	5	0	0	0	0	2	90	5	31
<b>TOTAL LYON</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>2</b>	<b>90</b>	<b>5</b>	31
<b>PARIS (CHARLES DE GAULLE)</b>	AIR FRANCE	S	172	0	0	78	8	10	4	0	0	11	83	8	240
	FLYBE LTD	S	205	2	1	80	11	3	5	0	0	12	74	15	173
	REGIONAL COMPAGNIE AERIENN	S	8	0	0	100	0	0	0	0	0	1	88	10	58
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>385</b>	<b>2</b>	<b>1</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>11</b>	471
<b>TOTAL FRANCE</b>			<b>428</b>	<b>3</b>	<b>1</b>	<b>82</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>10</b>	506
<b>GAMBIA</b>															
<b>BANJUL</b>	THOMAS COOK AIRLINES LTD	C	14	0	0	64	21	14	0	0	0	13	59	70	17
<b>TOTAL BANJUL</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>21</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>59</b>	<b>70</b>	17
<b>TOTAL GAMBIA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>21</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>59</b>	<b>70</b>	17
<b>GERMANY</b>															
<b>COLOGNE BONN</b>	GERMANWINGS	S	44	0	0	77	14	7	2	0	0	10	80	12	44
<b>TOTAL COLOGNE BONN</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>12</b>	44
<b>DUSSELDORF</b>	FLYBE LTD	S	147	0	0	70	14	7	7	1	1	20	72	14	145
	LUFTHANSA CITY LINE	S	188	0	0	77	11	9	4	0	0	14	65	18	186
<b>TOTAL DUSSELDORF</b>			<b>335</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>68</b>	<b>17</b>	331
<b>FRANKFURT MAIN</b>	FLYBE LTD	S	114	0	1	72	14	9	4	1	0	15	71	19	133
	LUFTHANSA	S	233	1	2	65	17	10	7	1	0	19	69	15	240



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2010

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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>TOTAL FRANKFURT MAIN</b>			<b>347</b>	<b>1</b>	<b>3</b>	<b>67</b>	<b>16</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>70</b>	<b>16</b>	373
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	10	0	0	90	0	10	0	0	0	10	0	0	0
	LUFTHANSA CITY LINE	S	142	0	0	71	14	10	5	0	0	13	82	9	142
<b>TOTAL HAMBURG</b>			<b>152</b>	<b>1</b>	<b>1</b>	<b>72</b>	<b>13</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>9</b>	142
HANOVER	FLYBE LTD	S	58	0	0	66	19	9	7	0	0	17	86	10	51
<b>TOTAL HANOVER</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>19</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>86</b>	<b>10</b>	51
MUNICH	EASYJET AIRLINE COMPANY LTD	S	58	0	1	90	3	7	0	0	0	6	73	19	30
	LUFTHANSA	S	168	1	1	82	11	6	2	0	0	9	83	8	171
<b>TOTAL MUNICH</b>			<b>226</b>	<b>2</b>	<b>2</b>	<b>84</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>10</b>	201
PADERBORN	AIR BERLIN	S	24	0	0	96	4	0	0	0	0	5	88	11	26
<b>TOTAL PADERBORN</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>11</b>	26
STUTT GART	LUFTHANSA CITY LINE	S	36	0	0	97	3	0	0	0	0	2	0	0	0
<b>TOTAL STUTT GART</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL GERMANY</b>			<b>1222</b>	<b>4</b>	<b>6</b>	<b>75</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>14</b>	1168
<b>GIBRALTAR</b>															
GIBRALTAR	MONARCH AIRLINES	S	30	0	0	50	23	13	3	3	7	50	65	13	26
<b>TOTAL GIBRALTAR</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>23</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>7</b>	<b>50</b>	<b>65</b>	<b>13</b>	26
<b>TOTAL GIBRALTAR</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>23</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>7</b>	<b>50</b>	<b>65</b>	<b>13</b>	26
<b>GREECE</b>															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	26	0	0	96	0	4	0	0	0	3	25	66	4
	VIKING HELLAS	S	13	0	1	46	31	0	0	23	0	76	0	0	0
<b>TOTAL ATHENS</b>			<b>39</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>27</b>	<b>25</b>	<b>66</b>	4
HERAKLION	EASYJET AIRLINE COMPANY LTD	S	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL HERAKLION</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>	1
<b>TOTAL GREECE</b>			<b>42</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>25</b>	<b>69</b>	<b>28</b>	16
<b>HUNGARY</b>															
BUDAPEST	JET2.COM LTD	S	44	0	0	77	18	2	2	0	0	11	92	8	26
<b>TOTAL BUDAPEST</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>18</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>92</b>	<b>8</b>	26
<b>TOTAL HUNGARY</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>18</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>92</b>	<b>8</b>	26
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	34	0	0	91	9	0	0	0	0	5	74	10	34
<b>TOTAL KEFLAVIK</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>5</b>	<b>74</b>	<b>10</b>	34
<b>TOTAL ICELAND</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>5</b>	<b>74</b>	<b>10</b>	34
<b>INDIA</b>															
GOA	MONARCH AIRLINES	C	7	0	0	29	29	14	14	14	0	67	71	12	7
	THOMAS COOK AIRLINES LTD	C	16	0	0	56	0	13	25	6	0	50	88	7	16
	THOMSON AIRWAYS LTD	C	8	0	0	50	25	0	25	0	0	41	88	7	8
<b>TOTAL GOA</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>13</b>	<b>10</b>	<b>23</b>	<b>6</b>	<b>0</b>	<b>52</b>	<b>84</b>	<b>8</b>	31

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2010

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 INDIA			31	0	0	48	13	10	23	6	0	52	84	8	31
IRISH REPUBLIC															
CORK	AER ARANN	S	118	0	0	81	8	6	4	0	0	10	0	0	0
TOTAL CORK			118	0	2	81	8	6	4	0	0	10	80	14	106
DUBLIN	AER ARANN	C	4	0	0	25	0	25	50	0	0	50	0	0	0
	AER LINGUS	S	194	0	2	85	5	4	3	2	1	16	85	7	206
	RYANAIR	S	228	0	2	77	10	10	3	1	0	14	75	10	216
TOTAL DUBLIN			426	0	4	80	8	7	3	1	0	15	80	8	432
GALWAY	AER ARANN	S	59	0	0	85	7	5	2	2	0	11	79	12	70
TOTAL GALWAY			59	0	0	85	7	5	2	2	0	11	79	12	70
IRELAND WEST AIRPORT KNOCK	BMIBABY LTD	S	34	0	0	76	9	3	12	0	0	16	85	20	40
TOTAL IRELAND WEST AIRPORT KNOCK			34	0	0	76	9	3	12	0	0	16	85	20	40
KERRY COUNTY	AER ARANN	S	34	0	0	82	3	15	0	0	0	7	0	0	0
TOTAL KERRY COUNTY			34	0	0	82	3	15	0	0	0	7	0	0	0
SHANNON	AER ARANN	S	94	0	1	82	10	2	5	1	0	14	0	0	0
TOTAL SHANNON			94	0	1	82	10	2	5	1	0	14	0	0	0
WATERFORD	AER ARANN	S	30	2	4	77	17	3	3	0	0	10	84	14	44
TOTAL WATERFORD			30	2	4	77	17	3	3	0	0	10	84	14	44
TOTAL IRISH REPUBLIC			795	2	11	81	8	6	4	1	0	13	80	11	692
ISRAEL															
TEL AVIV	JET2.COM LTD	S	17	0	1	12	24	47	12	6	0	59	0	57	8
TOTAL TEL AVIV			17	0	1	12	24	47	12	6	0	59	0	53	9
TOTAL ISRAEL			17	0	1	12	24	47	12	6	0	59	0	53	9
ITALY															
CAGLIARI (ELMAS)	TITAN AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL CAGLIARI (ELMAS)			2	0	0	100	0	0	0	0	0	0	0	0	0
MILAN (MALPENSA)	FLYBE LTD	S	59	1	1	92	5	0	3	0	0	6	80	15	59
TOTAL MILAN (MALPENSA)			59	1	1	92	5	0	3	0	0	6	80	15	59
ROME (FIUMICINO)	JET2.COM LTD	S	47	0	0	79	9	6	6	0	0	16	57	13	28
	JET2.COM LTD	C	4	0	0	75	25	0	0	0	0	9	0	0	0
TOTAL ROME (FIUMICINO)			51	0	0	78	10	6	6	0	0	15	57	13	28
VENICE	MONARCH AIRLINES	C	2	0	0	50	50	0	0	0	0	18	0	0	0
TOTAL VENICE			2	0	0	50	50	0	0	0	0	18	0	0	0
TOTAL ITALY			114	1	1	85	8	3	4	0	0	10	72	14	87
JAMAICA															
MONTEGO BAY	THOMAS COOK AIRLINES LTD	C	8	0	0	50	25	25	0	0	0	16	69	55	13
	THOMSON AIRWAYS LTD	C	9	0	0	56	11	11	22	0	0	28	44	44	9
TOTAL MONTEGO BAY			17	0	0	53	18	18	12	0	0	22	59	50	22

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 JAMAICA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>18</b>	<b>18</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>59</b>	<b>50</b>	<b>22</b>
<b>KENYA</b>															
<b>MOMBASA</b>	MONARCH AIRLINES	C	8	0	0	13	38	13	38	0	0	45	70	11	10
	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	9	0	0	0
<b>TOTAL MOMBASA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>31</b>	<b>6</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>70</b>	<b>11</b>	<b>10</b>
<b>TOTAL KENYA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>31</b>	<b>6</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>70</b>	<b>11</b>	<b>10</b>
<b>LIBYA</b>															
<b>TRIPOLI</b>	LIBYAN ARAB AIRLINES	S	42	1	0	71	7	12	5	0	5	29	78	11	36
<b>TOTAL TRIPOLI</b>			<b>42</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>7</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>29</b>	<b>78</b>	<b>11</b>	<b>36</b>
<b>TOTAL LIBYA</b>			<b>42</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>7</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>29</b>	<b>78</b>	<b>11</b>	<b>36</b>
<b>MALDIVE ISLANDS</b>															
<b>MALE INTERNATIONAL</b>	THOMSON AIRWAYS LTD	C	9	0	0	89	0	11	0	0	0	6	63	18	8
<b>TOTAL MALE INTERNATIONAL</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>63</b>	<b>18</b>	<b>8</b>
<b>TOTAL MALDIVE ISLANDS</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>63</b>	<b>18</b>	<b>8</b>
<b>MALTA</b>															
<b>MALTA</b>	AIR MALTA	S	42	0	0	88	7	2	2	0	0	5	72	12	46
	EASYJET AIRLINE COMPANY LTD	S	26	1	0	88	12	0	0	0	0	3	86	13	28
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	88	6	8
	THOMSON AIRWAYS LTD	C	9	0	0	67	11	11	11	0	0	17	100	2	8
<b>TOTAL MALTA</b>			<b>85</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>80</b>	<b>11</b>	<b>90</b>
<b>TOTAL MALTA</b>			<b>85</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>80</b>	<b>11</b>	<b>90</b>
<b>MEXICO</b>															
<b>ACAPULCO</b>	THOMAS COOK AIRLINES LTD	C	2	0	0	0	50	0	50	0	0	73	100	6	2
	THOMSON AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	9	50	181	2
<b>TOTAL ACAPULCO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>75</b>	<b>93</b>	<b>4</b>
<b>CANCUN</b>	THOMAS COOK AIRLINES LTD	C	17	0	0	59	6	24	6	0	6	92	67	11	9
	THOMSON AIRWAYS LTD	C	25	1	0	52	20	12	8	4	4	45	56	24	18
<b>TOTAL CANCUN</b>			<b>42</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>14</b>	<b>17</b>	<b>7</b>	<b>2</b>	<b>5</b>	<b>64</b>	<b>59</b>	<b>20</b>	<b>27</b>
<b>TOTAL MEXICO</b>			<b>46</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>15</b>	<b>15</b>	<b>9</b>	<b>2</b>	<b>4</b>	<b>62</b>	<b>61</b>	<b>29</b>	<b>31</b>
<b>MOROCCO</b>															
<b>AGADIR</b>	THOMSON AIRWAYS LTD	S	18	0	0	89	11	0	0	0	0	5	70	14	10
<b>TOTAL AGADIR</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>70</b>	<b>14</b>	<b>10</b>
<b>MARRAKESH</b>	EASYJET AIRLINE COMPANY LTD	S	19	0	1	89	11	0	0	0	0	4	92	4	24
	THOMSON AIRWAYS LTD	S	18	0	0	100	0	0	0	0	0	2	75	7	4
<b>TOTAL MARRAKESH</b>			<b>37</b>	<b>0</b>	<b>1</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>4</b>	<b>28</b>
<b>TOTAL MOROCCO</b>			<b>55</b>	<b>0</b>	<b>1</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>7</b>	<b>38</b>
<b>NETHERLANDS</b>															
<b>AMSTERDAM</b>	EASYJET AIRLINE COMPANY LTD	S	112	0	0	79	10	3	8	1	0	14	0	0	0

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				Actual (7)	Plan (8)										
AMSTERDAM	KLM	S	294	0	4	87	7	3	3	0	0	8	92	5	298
	KLM CITYHOPPER	S	4	1	0	50	50	0	0	0	0	12	0	0	0
	TRANSAVIA	C	2	0	0	100	0	0	0	0	0	7	0	0	0
<b>TOTAL AMSTERDAM</b>			<b>412</b>	<b>1</b>	<b>4</b>	<b>84</b>	<b>8</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>6</b>	<b>371</b>
<b>TOTAL NETHERLANDS</b>			<b>412</b>	<b>1</b>	<b>4</b>	<b>84</b>	<b>8</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>6</b>	<b>445</b>
<b>NORWAY</b>															
OSLO (GARDERMOEN)	SAS	C	2	0	0	100	0	0	0	0	0	7	0	0	0
	SAS	S	34	0	0	94	6	0	0	0	0	4	89	6	36
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>6</b>	<b>36</b>
<b>TOTAL NORWAY</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>6</b>	<b>36</b>
<b>PAKISTAN</b>															
ISLAMABAD	AIR BLUE	S	26	0	0	19	27	23	23	8	0	57	44	20	32
	PAKISTAN INTL AIRLINES	S	44	0	0	16	20	27	36	0	0	49	9	47	34
<b>TOTAL ISLAMABAD</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>23</b>	<b>26</b>	<b>31</b>	<b>3</b>	<b>0</b>	<b>52</b>	<b>26</b>	<b>34</b>	<b>66</b>
KARACHI	PAKISTAN INTL AIRLINES	S	9	0	0	22	44	22	11	0	0	27	38	19	8
<b>TOTAL KARACHI</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>44</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>38</b>	<b>19</b>	<b>8</b>
LAHORE	PAKISTAN INTL AIRLINES	S	18	0	0	6	17	56	22	0	0	53	38	22	16
<b>TOTAL LAHORE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>17</b>	<b>56</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>38</b>	<b>22</b>	<b>16</b>
<b>TOTAL PAKISTAN</b>			<b>97</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>24</b>	<b>31</b>	<b>28</b>	<b>2</b>	<b>0</b>	<b>50</b>	<b>29</b>	<b>30</b>	<b>90</b>
<b>POLAND</b>															
KRAKOW	THOMAS COOK AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	16	0	0	0
<b>TOTAL KRAKOW</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
WARSAW	JET2.COM LTD	C	2	0	0	50	50	0	0	0	0	13	0	0	0
	MONARCH AIRLINES	C	2	0	0	50	50	0	0	0	0	12	0	0	0
	TITAN AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	27	0	0	0
<b>TOTAL WARSAW</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>33</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL POLAND</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>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	JET2.COM LTD	S	21	0	0	86	5	5	0	5	0	15	100	0	2
	MONARCH AIRLINES	S	52	0	0	85	12	4	0	0	0	5	87	6	54
<b>TOTAL FARO</b>			<b>74</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>8</b>	<b>77</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>74</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>8</b>	<b>77</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	JET2.COM LTD	S	10	0	0	90	0	0	10	0	0	9	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	10	0	10	0	0	15	80	6	10
	THOMSON AIRWAYS LTD	C	18	0	0	83	6	0	6	6	0	16	78	12	18
<b>TOTAL FUNCHAL</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>10</b>	<b>28</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>10</b>	<b>28</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2010

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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>QATAR</b>																
DOHA	QATAR AIRWAYS	S	60	0	0	80	13	7	0	0	0	7	65	19	60	
TOTAL DOHA			<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>65</b>	<b>19</b>	<b>60</b>	
TOTAL QATAR			<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>65</b>	<b>19</b>	<b>60</b>	
<b>SAUDI ARABIA</b>																
JEDDAH	BMI REGIONAL	C	9	0	0	11	11	11	22	33	11	155	0	0	0	
	JET2.COM LTD	C	6	1	0	67	17	0	0	17	0	42	0	0	0	
TOTAL JEDDAH			<b>15</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>13</b>	<b>7</b>	<b>13</b>	<b>27</b>	<b>7</b>	<b>110</b>	<b>29</b>	<b>44</b>	<b>17</b>	
TOTAL SAUDI ARABIA			<b>15</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>13</b>	<b>7</b>	<b>13</b>	<b>27</b>	<b>7</b>	<b>110</b>	<b>38</b>	<b>58</b>	<b>24</b>	
<b>SINGAPORE</b>																
SINGAPORE	SINGAPORE AIRLINES	S	60	0	1	72	8	10	8	2	0	17	46	16	26	
TOTAL SINGAPORE			<b>60</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>8</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>46</b>	<b>16</b>	<b>26</b>	
TOTAL SINGAPORE			<b>60</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>8</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>46</b>	<b>16</b>	<b>26</b>	
<b>SPAIN</b>																
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	44	0	0	93	7	0	0	0	0	3	93	10	44	
	JET2.COM LTD	S	26	2	1	58	8	12	19	4	0	38	0	30	1	
	MONARCH AIRLINES	S	95	1	2	84	11	5	0	0	0	7	89	5	72	
	THOMAS COOK AIRLINES LTD	C	25	0	0	88	4	4	4	0	0	8	85	10	33	
	THOMSON AIRWAYS LTD	C	33	0	0	82	6	6	6	0	0	12	95	4	39	
TOTAL ALICANTE			<b>223</b>	<b>3</b>	<b>3</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>90</b>	<b>7</b>	<b>199</b>	
ALMERIA	MONARCH AIRLINES	S	6	0	0	100	0	0	0	0	0	0	50	10	2	
TOTAL ALMERIA			<b>6</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>10</b>	<b>2</b>	
BARCELONA	MONARCH AIRLINES	S	34	0	0	79	15	6	0	0	0	8	67	12	39	
TOTAL BARCELONA			<b>34</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>68</b>	<b>12</b>	<b>41</b>	
MALAGA	EASYJET AIRLINE COMPANY LTD	S	38	0	0	79	11	5	5	0	0	14	92	4	50	
	JET2.COM LTD	S	10	1	0	60	30	10	0	0	0	16	50	170	2	
	MONARCH AIRLINES	S	84	1	0	73	17	10	1	0	0	12	86	10	74	
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	20	10	10	0	0	17	83	6	12	
	THOMSON AIRWAYS LTD	C	26	0	0	88	12	0	0	0	0	5	76	14	29	
TOTAL MALAGA			<b>168</b>	<b>2</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>10</b>	<b>177</b>	
MURCIA SAN JAVIER	JET2.COM LTD	S	28	0	0	68	18	4	11	0	0	17	100	0	2	
TOTAL MURCIA SAN JAVIER			<b>28</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>4</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>86</b>	<b>7</b>	<b>42</b>	
PALMA DE MALLORCA	BMIBABY LTD	S	18	0	0	78	11	11	0	0	0	8	45	32	20	
	MONARCH AIRLINES	S	20	0	0	50	40	10	0	0	0	15	75	11	4	
	THOMSON AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	5	79	10	19	
TOTAL PALMA DE MALLORCA			<b>41</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>24</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>62</b>	<b>20</b>	<b>47</b>	
TOTAL SPAIN			<b>500</b>	<b>5</b>	<b>3</b>	<b>78</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>9</b>	<b>511</b>	
<b>SPAIN(CANARY ISLANDS)</b>																
ARRECIFE	JET2.COM LTD	S	14	1	0	57	14	21	7	0	0	20	67	14	18	
	MONARCH AIRLINES	S	34	0	1	74	9	6	12	0	0	19	82	6	33	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)										
ARRECIFE	THOMAS COOK AIRLINES LTD	C	43	0	0	65	9	21	5	0	0	17	68	30	50
	THOMSON AIRWAYS LTD	C	28	0	0	54	21	11	14	0	0	28	77	11	26
<b>TOTAL ARRECIFE</b>			<b>119</b>	<b>1</b>	<b>1</b>	<b>64</b>	<b>13</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>73</b>	<b>21</b>	<b>128</b>
FUERTEVENTURA	MONARCH AIRLINES	S	16	0	0	94	0	6	0	0	0	3	75	8	16
	THOMAS COOK AIRLINES LTD	C	27	0	0	59	26	11	4	0	0	15	96	7	26
	THOMSON AIRWAYS LTD	C	16	0	0	81	6	13	0	0	0	7	94	5	17
<b>TOTAL FUERTEVENTURA</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>7</b>	<b>59</b>
LAS PALMAS	MONARCH AIRLINES	S	18	0	0	50	33	11	0	0	6	81	83	7	18
	THOMAS COOK AIRLINES LTD	C	26	0	0	81	8	8	4	0	0	11	95	4	37
	THOMSON AIRWAYS LTD	C	25	0	0	52	12	24	8	0	4	39	66	21	35
<b>TOTAL LAS PALMAS</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>16</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>40</b>	<b>80</b>	<b>13</b>	<b>94</b>
SANTA CRUZ DE LA PALMA	THOMSON AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	2	78	10	9
<b>TOTAL SANTA CRUZ DE LA PALMA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>10</b>	<b>9</b>
TENERIFE (SURREINA SOFIA)	EASYJET AIRLINE COMPANY LTD	S	44	0	0	86	9	5	0	0	0	6	83	12	42
	JET2.COM LTD	S	18	0	0	67	0	17	6	11	0	37	79	9	14
	MONARCH AIRLINES	S	78	2	2	54	18	26	3	0	0	19	62	16	76
	THOMAS COOK AIRLINES LTD	C	49	1	0	67	16	14	0	2	0	17	73	15	56
	THOMSON AIRWAYS LTD	C	74	2	0	78	12	8	1	0	0	9	86	8	57
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>263</b>	<b>5</b>	<b>2</b>	<b>70</b>	<b>13</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>14</b>	<b>255</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>520</b>	<b>6</b>	<b>3</b>	<b>68</b>	<b>13</b>	<b>14</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>77</b>	<b>14</b>	<b>545</b>
<b>SWEDEN</b>															
GOTEBORG	CITY AIRLINE	S	97	1	1	78	18	2	2	0	0	11	76	12	94
<b>TOTAL GOTEBORG</b>			<b>97</b>	<b>1</b>	<b>1</b>	<b>78</b>	<b>18</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>12</b>	<b>94</b>
STOCKHOLM (ARLANDA)	SAS	S	94	0	0	85	6	2	6	0	0	11	83	7	94
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>94</b>	<b>1</b>	<b>1</b>	<b>85</b>	<b>6</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>7</b>	<b>94</b>
<b>TOTAL SWEDEN</b>			<b>191</b>	<b>2</b>	<b>2</b>	<b>82</b>	<b>12</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>9</b>	<b>188</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	34	0	0	88	12	0	0	0	0	4	73	13	26
<b>TOTAL BASLE MULHOUSE</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>4</b>	<b>73</b>	<b>13</b>	<b>26</b>
GENEVA	EASYJET AIRLINE COMPANY LTD	S	34	0	0	74	3	9	15	0	0	18	75	13	40
<b>TOTAL GENEVA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>3</b>	<b>9</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>13</b>	<b>40</b>
ZURICH	EASYJET AIRLINE COMPANY LTD	S	52	0	0	77	8	12	4	0	0	13	0	0	0
	HELVETIC AIRWAYS	S	40	1	0	80	13	5	3	0	0	9	83	6	24
	SWISS AIRLINES	S	140	0	2	85	14	1	0	0	0	6	51	19	156
<b>TOTAL ZURICH</b>			<b>232</b>	<b>1</b>	<b>2</b>	<b>82</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>56</b>	<b>17</b>	<b>180</b>
<b>TOTAL SWITZERLAND</b>			<b>300</b>	<b>1</b>	<b>2</b>	<b>82</b>	<b>11</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>61</b>	<b>16</b>	<b>246</b>
<b>TUNISIA</b>															
MONASTIR	THOMAS COOK AIRLINES LTD	C	33	0	0	94	3	3	0	0	0	4	64	35	25
	THOMSON AIRWAYS LTD	C	16	0	0	100	0	0	0	0	0	0	78	24	18
<b>TOTAL MONASTIR</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>70</b>	<b>30</b>	<b>43</b>

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 TUNISIA			49	0	0	96	2	2	0	0	0	3	70	30	43
TURKEY															
ANTALYA	THOMAS COOK AIRLINES LTD	C	30	0	0	67	10	13	7	3	0	23	75	10	16
	THOMSON AIRWAYS LTD	C	10	0	0	80	0	0	20	0	0	17	0	0	0
TOTAL ANTALYA			40	0	0	70	8	10	10	3	0	21	75	10	16
BODRUM (MILAS)	ONUR AIR	C	2	0	0	100	0	0	0	0	0	0	67	9	3
	THOMAS COOK AIRLINES LTD	C	7	0	0	86	0	0	14	0	0	10	86	13	7
TOTAL BODRUM (MILAS)			10	0	0	90	0	0	10	0	0	7	82	11	11
BURSA/YENISEHIR	MONARCH AIRLINES	C	2	0	0	50	50	0	0	0	0	16	0	0	0
	THY TURK HAVA YOLLARI TURKIS	C	2	0	0	50	50	0	0	0	0	12	0	0	0
TOTAL BURSA/YENISEHIR			4	0	0	50	50	0	0	0	0	14	0	0	0
DALAMAN	THOMAS COOK AIRLINES LTD	C	17	0	0	82	0	12	0	0	6	60	78	12	18
TOTAL DALAMAN			19	0	0	79	0	11	5	0	5	60	66	18	35
ISTANBUL	THY TURK HAVA YOLLARI TURKIS	S	60	2	2	42	12	28	18	0	0	35	15	54	60
TOTAL ISTANBUL			60	2	2	42	12	28	18	0	0	35	15	54	62
TOTAL TURKEY			134	2	2	60	9	17	13	1	1	32	43	34	124
UNITED ARAB EMIRATES															
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	60	0	2	85	7	2	7	0	0	9	87	7	60
TOTAL ABU DHABI INTERNATIONAL			60	0	2	85	7	2	7	0	0	9	87	7	60
DUBAI	EMIRATES	S	121	2	1	55	26	17	2	0	0	17	47	18	120
TOTAL DUBAI			121	2	1	55	26	17	2	0	0	17	47	18	120
TOTAL UNITED ARAB EMIRATES			181	2	3	65	20	12	3	0	0	14	60	15	180
UNITED KINGDOM															
ABERDEEN	BMI REGIONAL	S	305	1	0	81	7	6	4	2	1	16	92	5	301
	EASTERN AIRWAYS	C	6	0	0	67	0	33	0	0	0	16	75	7	4
TOTAL ABERDEEN			312	4	4	80	7	6	4	2	1	16	92	5	305
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	326	0	1	81	6	6	7	0	0	13	80	12	295
TOTAL BELFAST CITY (GEORGE BEST)			326	0	1	81	6	6	7	0	0	13	80	12	295
BELFAST INTERNATIONAL	AIR SOUTHWEST	C	2	0	0	50	0	50	0	0	0	19	0	0	0
	BMIBABY LTD	S	112	0	0	81	8	5	5	0	0	10	90	10	110
TOTAL BELFAST INTERNATIONAL			114	3	1	81	8	6	5	0	0	10	90	10	111
EDINBURGH	BMI REGIONAL	S	227	0	0	93	3	1	3	0	0	5	92	5	237
	FLYBE LTD	S	148	1	8	91	5	2	1	1	0	7	86	14	196
TOTAL EDINBURGH			375	1	8	92	4	2	2	0	0	6	89	9	433
EXETER	FLYBE LTD	S	89	0	0	80	9	8	2	1	0	11	74	22	92
TOTAL EXETER			89	0	0	80	9	8	2	1	0	11	74	22	92
GATWICK	BRITISH AIRWAYS PLC	S	240	1	1	84	11	5	1	0	0	7	89	7	300
TOTAL GATWICK			241	6	2	84	11	5	1	0	0	7	89	7	300
GLASGOW	FLYBE LTD	S	154	0	5	90	1	6	3	0	0	8	83	12	182

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2010

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 GLASGOW			155	0	5	90	1	6	3	0	0	8	83	12	182
GUERNSEY	AURIGNY AIR SERVICES	S	112	0	0	81	7	6	2	2	2	20	86	11	119
TOTAL GUERNSEY			112	0	0	81	7	6	2	2	2	20	85	12	144
HEATHROW	BMI BRITISH MIDLAND	S	383	0	10	72	13	8	7	1	0	17	76	10	357
	BRITISH AIRWAYS PLC	S	445	1	4	69	14	8	7	2	0	20	67	16	408
TOTAL HEATHROW			829	1	15	70	14	8	7	1	0	18	72	13	765
INVERNESS	FLYBE LTD	S	99	0	0	73	7	9	7	4	0	23	79	14	100
TOTAL INVERNESS			99	0	0	73	7	9	7	4	0	23	79	14	100
ISLE OF MAN	FLYBE LTD	S	245	1	7	84	9	4	2	1	0	9	88	6	253
TOTAL ISLE OF MAN			245	1	7	84	9	4	2	1	0	9	88	6	253
JERSEY	BMIBABY LTD	S	26	0	0	73	12	15	0	0	0	9	85	10	26
	FLYBE LTD	S	60	0	0	88	2	5	2	3	0	15	90	6	59
TOTAL JERSEY			86	0	0	84	5	8	1	2	0	13	88	7	85
LONDON CITY	CITY JET	C	2	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL LONDON CITY			2	0	0	100	0	0	0	0	0	1	0	0	0
MANSTON (KENT INT)	FLYBE LTD	S	40	0	2	78	3	5	15	0	0	17	0	0	0
TOTAL MANSTON (KENT INT)			40	0	2	78	3	5	15	0	0	17	0	0	0
TOTAL NEWCASTLE			2	1	1	50	0	0	50	0	0	33	0	0	0
NEWQUAY	AIR SOUTHWEST	S	26	0	0	81	12	0	8	0	0	12	90	10	29
TOTAL NEWQUAY			26	0	0	81	12	0	8	0	0	12	90	10	29
NORWICH	FLYBE LTD	S	95	0	3	67	7	8	14	3	0	28	78	16	90
TOTAL NORWICH			95	0	3	67	7	8	14	3	0	28	78	16	90
PLYMOUTH	AIR SOUTHWEST	S	72	0	0	85	7	4	4	0	0	11	76	15	71
TOTAL PLYMOUTH			72	0	0	85	7	4	4	0	0	11	76	15	71
SOUTHAMPTON	FLYBE LTD	S	202	0	0	70	13	7	7	1	0	17	84	12	250
TOTAL SOUTHAMPTON			203	0	1	70	14	7	7	1	0	17	83	12	254
TOTAL UNITED KINGDOM			3423	19	52	79	9	6	5	1	0	14	83	11	3515
USA															
ATLANTA	DELTA AIRLINES	S	60	0	0	73	17	2	7	0	2	25	70	12	60
TOTAL ATLANTA			60	0	0	73	17	2	7	0	2	25	70	12	60
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	58	0	0	81	7	9	3	0	0	9	95	3	59
TOTAL CHICAGO (O'HARE)			58	0	0	81	7	9	3	0	0	9	95	3	59
LAS VEGAS	THOMAS COOK AIRLINES LTD	C	2	0	0	0	0	0	100	0	0	127	71	7	7
TOTAL LAS VEGAS			2	0	0	0	0	0	100	0	0	127	71	7	7
NEW YORK (JF KENNEDY)	DELTA AIRLINES	S	42	0	0	95	5	0	0	0	0	4	95	3	60
	PAKISTAN INTL AIRLINES	S	13	0	0	23	38	23	15	0	0	39	75	7	8
TOTAL NEW YORK (JF KENNEDY)			55	0	0	78	13	5	4	0	0	12	93	4	68
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	100	0	0	73	9	13	4	0	1	17	81	29	94



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2010

Reporting Airport: MANCHESTER (Full Analysis)

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				Actual (7)	Plan (8)										
TOTAL NEW YORK (NEWARK)			100	0	0	73	9	13	4	0	1	17	81	29	94
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	70	0	0	73	14	7	6	0	0	15	71	16	79
TOTAL ORLANDO			70	0	0	73	14	7	6	0	0	15	71	16	79
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	58	0	0	78	12	5	3	2	0	15	84	17	58
TOTAL PHILADELPHIA INTERNATIONAL			58	0	0	78	12	5	3	2	0	15	84	17	58
SANFORD	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	0	80	9	5
	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	10	50	16	12
TOTAL SANFORD			12	0	0	83	17	0	0	0	0	7	59	14	17
TOTAL USA			415	0	0	75	12	7	5	0	0	16	81	15	442
TOTAL MANCHESTER			10915	62	102	76	11	7	5	1	0	15	78	13	10721

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2010

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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>															
BRUSSELS	BRUSSELS AIRLINES	S	138	0	0	63	12	7	13	5	0	34	96	1	52
TOTAL BRUSSELS			<b>138</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>12</b>	<b>7</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>34</b>	<b>96</b>	<b>1</b>	<b>52</b>
TOTAL BELGIUM			<b>138</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>12</b>	<b>7</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>34</b>	<b>96</b>	<b>1</b>	<b>52</b>
<b>CYPRUS</b>															
PAPHOS	THOMSON AIRWAYS LTD	C	9	0	0	78	11	11	0	0	0	8	67	11	9
TOTAL PAPHOS			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>60</b>	<b>14</b>	<b>10</b>
TOTAL CYPRUS			<b>11</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>55</b>	<b>14</b>	<b>11</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	JET2.COM LTD	S	16	0	0	63	13	6	6	13	0	49	0	0	0
TOTAL PRAGUE			<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL CZECH REPUBLIC			<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>DENMARK</b>															
COPENHAGEN	CIMBER AIR A/S	S	50	0	2	48	18	14	14	6	0	40	62	14	53
TOTAL COPENHAGEN			<b>50</b>	<b>0</b>	<b>2</b>	<b>48</b>	<b>18</b>	<b>14</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>40</b>	<b>62</b>	<b>14</b>	<b>53</b>
TOTAL DENMARK			<b>50</b>	<b>0</b>	<b>2</b>	<b>48</b>	<b>18</b>	<b>14</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>40</b>	<b>62</b>	<b>14</b>	<b>53</b>
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	JET2.COM LTD	S	7	0	1	57	0	14	29	0	0	43	56	81	9
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	0	13	0	0	17	89	3	9
	THOMSON AIRWAYS LTD	S	17	0	1	59	6	0	35	0	0	47	79	12	19
TOTAL SHARM EL SHEIKH (OPHIRA)			<b>32</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>6</b>	<b>3</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>76</b>	<b>27</b>	<b>37</b>
TOTAL EGYPT			<b>32</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>6</b>	<b>3</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>76</b>	<b>27</b>	<b>37</b>
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	BRIT AIR	S	142	0	0	86	5	6	2	1	0	11	87	9	163
	EASYJET AIRLINE COMPANY LTD	S	44	0	0	61	11	7	16	5	0	37	86	19	36
TOTAL PARIS (CHARLES DE GAULLE)			<b>186</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>6</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>87</b>	<b>11</b>	<b>199</b>
TOTAL FRANCE			<b>186</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>6</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>87</b>	<b>11</b>	<b>201</b>
<b>GERMANY</b>															
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	92	0	0	74	13	8	4	1	0	17	67	15	94
TOTAL DUSSELDORF			<b>92</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>67</b>	<b>15</b>	<b>94</b>
TOTAL GERMANY			<b>92</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>67</b>	<b>15</b>	<b>94</b>
<b>IRISH REPUBLIC</b>															
CORK	JET2.COM LTD	S	16	0	0	63	13	13	13	0	0	25	100	3	18
TOTAL CORK			<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>25</b>	<b>100</b>	<b>3</b>	<b>18</b>
DUBLIN	RYANAIR	S	76	0	0	76	11	7	4	3	0	19	77	11	78
	THOMAS COOK AIRLINES LTD	C	2	0	0	0	0	0	100	0	0	97	0	0	0
TOTAL DUBLIN			<b>78</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>10</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>76</b>	<b>11</b>	<b>80</b>

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				Actual (7)	Plan (8)										
TOTAL IRISH REPUBLIC			94	0	0	72	11	7	7	2	0	21	81	10	98
<b>MALTA</b>															
MALTA	EASYJET AIRLINE COMPANY LTD	S	17	0	0	88	0	6	6	0	0	12	94	3	18
TOTAL MALTA			17	0	0	88	0	6	6	0	0	12	94	3	18
TOTAL MALTA			17	0	0	88	0	6	6	0	0	12	94	3	18
<b>MEXICO</b>															
CANCUN	THOMSON AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	16	0	0	0
TOTAL CANCUN			2	0	0	50	50	0	0	0	0	16	0	0	0
TOTAL MEXICO			2	0	0	50	50	0	0	0	0	16	0	0	0
<b>NETHERLANDS</b>															
AMSTERDAM	KLM	S	180	1	0	74	13	8	6	0	0	14	96	4	178
TOTAL AMSTERDAM			180	2	0	74	13	8	6	0	0	14	96	4	178
TOTAL NETHERLANDS			180	2	0	74	13	8	6	0	0	14	96	4	178
<b>NORWAY</b>															
RYGGE	RYANAIR	S	24	0	8	100	0	0	0	0	0	0	0	0	0
TOTAL RYGGE			24	0	8	100	0	0	0	0	0	0	0	0	0
STAVANGER	EASTERN AIRWAYS	S	43	1	1	77	9	2	7	5	0	20	92	4	52
	WIDEROE FLYVESELSKAP A/S	S	26	0	0	73	0	23	4	0	0	15	93	4	28
TOTAL STAVANGER			69	1	1	75	6	10	6	3	0	18	93	4	80
TOTAL NORWAY			93	1	9	82	4	8	4	2	0	13	93	3	123
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	EASYJET AIRLINE COMPANY LTD	S	34	0	0	71	9	6	12	3	0	28	96	4	28
TOTAL FARO			34	0	0	71	9	6	12	3	0	28	97	4	33
TOTAL PORTUGAL(EXCLUDING MADEIRA)			34	0	0	71	9	6	12	3	0	28	97	4	33
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	44	0	1	77	7	2	9	5	0	19	97	4	62
	THOMAS COOK AIRLINES LTD	C	5	0	0	100	0	0	0	0	0	2	100	0	5
	THOMSON AIRWAYS LTD	C	17	1	0	71	12	6	0	6	6	48	57	33	14
TOTAL ALICANTE			67	1	1	76	7	4	6	4	1	25	90	9	81
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	44	0	0	75	5	9	11	0	0	23	100	1	44
TOTAL BARCELONA			44	0	0	75	5	9	11	0	0	23	100	1	44
MALAGA	EASYJET AIRLINE COMPANY LTD	S	45	0	0	82	4	7	2	4	0	21	95	2	63
	THOMSON AIRWAYS LTD	C	6	0	0	83	17	0	0	0	0	5	89	5	9
TOTAL MALAGA			51	0	0	82	6	6	2	4	0	19	93	6	75
MURCIA SAN JAVIER	JET2.COM LTD	S	18	0	0	83	17	0	0	0	0	7	100	0	2
TOTAL MURCIA SAN JAVIER			18	0	0	83	17	0	0	0	0	7	94	2	18
PALMA DE MALLORCA	THOMSON AIRWAYS LTD	C	3	0	0	33	0	33	33	0	0	44	80	6	5

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			Actual (7)	Plan (8)											
TOTAL PALMA DE MALLORCA			3	0	0	33	0	33	33	0	0	44	91	3	22
TOTAL SPAIN			183	1	1	78	7	6	6	3	1	21	93	5	242
SPAIN(CANARY ISLANDS)															
ARRECIFE	JET2.COM LTD	S	8	0	0	75	0	0	25	0	0	32	100	2	10
	THOMAS COOK AIRLINES LTD	C	9	0	0	67	0	11	11	0	11	128	100	3	8
	THOMSON AIRWAYS LTD	C	8	0	0	75	0	0	25	0	0	29	75	9	8
TOTAL ARRECIFE			25	0	0	72	0	4	20	0	4	65	92	5	26
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	C	7	0	0	71	0	14	0	0	14	58	100	2	15
TOTAL FUERTEVENTURA			7	0	0	71	0	14	0	0	14	58	100	2	15
LAS PALMAS	THOMAS COOK AIRLINES LTD	C	10	0	0	80	0	0	20	0	0	28	100	2	10
	THOMSON AIRWAYS LTD	C	10	0	0	70	0	10	10	10	0	43	80	11	10
TOTAL LAS PALMAS			20	0	0	75	0	5	15	5	0	36	90	6	20
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	10	0	0	70	10	0	20	0	0	34	63	12	8
	THOMAS COOK AIRLINES LTD	C	21	0	0	76	19	5	0	0	0	10	100	3	23
	THOMSON AIRWAYS LTD	C	30	0	0	67	3	3	23	3	0	34	91	4	23
TOTAL TENERIFE (SURREINA SOFIA)			61	0	0	70	10	3	15	2	0	26	91	5	54
TOTAL SPAIN(CANARY ISLANDS)			113	0	0	72	5	4	15	2	2	38	92	5	115
TUNISIA															
MONASTIR	THOMAS COOK AIRLINES LTD	C	6	0	0	100	0	0	0	0	0	1	100	6	7
	THOMSON AIRWAYS LTD	C	6	0	0	83	17	0	0	0	0	5	100	0	1
TOTAL MONASTIR			12	0	0	92	8	0	0	0	0	3	100	5	8
TOTAL TUNISIA			12	0	0	92	8	0	0	0	0	3	100	5	8
TURKEY															
ANTALYA	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	2	100	13	1
TOTAL ANTALYA			2	0	0	100	0	0	0	0	0	2	100	13	1
TOTAL TURKEY			4	0	0	100	0	0	0	0	0	2	100	3	5
UNITED ARAB EMIRATES															
DUBAI	EMIRATES	S	60	0	0	55	18	22	5	0	0	22	55	18	60
TOTAL DUBAI			60	0	0	55	18	22	5	0	0	22	55	18	60
TOTAL UNITED ARAB EMIRATES			60	0	0	55	18	22	5	0	0	22	55	18	60
UNITED KINGDOM															
ABERDEEN	EASTERN AIRWAYS	S	168	1	15	81	4	3	8	4	1	23	92	6	176
TOTAL ABERDEEN			168	1	15	81	4	3	8	4	1	23	92	6	176
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	96	0	4	68	7	10	14	1	0	24	89	11	99
TOTAL BELFAST CITY (GEORGE BEST)			96	0	4	68	7	10	14	1	0	24	89	11	99
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	142	2	0	66	9	11	12	1	0	23	93	3	148
TOTAL BELFAST INTERNATIONAL			142	2	0	66	9	11	12	1	0	23	93	3	148
BIRMINGHAM	EASTERN AIRWAYS	S	104	0	23	88	4	4	5	0	0	12	95	3	125

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2010

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 BIRMINGHAM			104	0	23	88	4	4	5	0	0	12	95	3	125
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	142	0	1	75	9	4	10	2	0	22	89	8	145
TOTAL BRISTOL			142	0	1	75	9	4	10	2	0	22	89	8	146
CARDIFF WALES	EASTERN AIRWAYS	S	83	0	14	90	0	2	7	0	0	11	98	2	83
TOTAL CARDIFF WALES			83	0	14	90	0	2	7	0	0	11	96	3	113
EXETER	FLYBE LTD	S	52	0	0	71	12	4	6	8	0	27	75	12	60
TOTAL EXETER			52	0	0	71	12	4	6	8	0	27	75	12	60
TOTAL FARNBOROUGH			2	0	0	0	0	50	50	0	0	98	0	0	0
GATWICK	FLYBE LTD	S	196	0	12	79	6	6	9	2	0	18	90	7	214
TOTAL GATWICK			197	0	12	79	6	6	9	2	0	18	90	7	214
HEATHROW	BRITISH AIRWAYS PLC	S	333	0	4	72	10	9	8	1	0	19	80	12	289
TOTAL HEATHROW			333	0	4	72	10	9	8	1	0	19	80	12	289
ISLE OF MAN	FLM AVIATION	S	23	0	5	35	4	35	22	0	4	57	98	2	48
	VANAIR EUROPE AS	S	26	0	0	31	0	27	42	0	0	46	100	3	2
TOTAL ISLE OF MAN			49	0	5	33	2	31	33	0	2	51	98	2	50
PLYMOUTH	AIR SOUTHWEST	S	32	0	1	78	6	6	9	0	0	15	78	7	37
TOTAL PLYMOUTH			32	0	1	78	6	6	9	0	0	15	78	7	37
SOUTHAMPTON	FLYBE LTD	S	152	2	4	70	6	7	14	2	1	35	85	13	186
TOTAL SOUTHAMPTON			152	3	4	70	6	7	14	2	1	35	81	13	280
STANSTED	EASYJET AIRLINE COMPANY LTD	S	112	1	0	79	7	4	6	4	0	20	96	4	112
TOTAL STANSTED			112	1	0	79	7	4	6	4	0	20	96	4	112
TOTAL UNITED KINGDOM			1665	10	83	74	7	7	10	2	0	22	88	8	1851
TOTAL NEWCASTLE			2982	17	97	73	8	7	9	2	0	22	87	8	3196

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2010

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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>															
GRAZ	RYANAIR	S	34	0	0	65	26	6	3	0	0	15	78	7	36
<b>TOTAL GRAZ</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>15</b>	<b>78</b>	<b>7</b>	<b>36</b>
KLAGENFURT	RYANAIR	S	26	0	0	73	12	4	12	0	0	19	71	10	24
<b>TOTAL KLAGENFURT</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>71</b>	<b>10</b>	<b>24</b>
LINZ	RYANAIR	S	26	0	0	65	31	4	0	0	0	11	100	2	36
<b>TOTAL LINZ</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>31</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>100</b>	<b>2</b>	<b>36</b>
SALZBURG	RYANAIR	S	34	0	0	85	3	12	0	0	0	8	97	4	60
<b>TOTAL SALZBURG</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>3</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>97</b>	<b>4</b>	<b>60</b>
<b>TOTAL AUSTRIA</b>			<b>121</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>18</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>89</b>	<b>5</b>	<b>156</b>
<b>BULGARIA</b>															
PLOVDIV	RYANAIR	S	18	0	0	67	17	11	6	0	0	19	0	0	0
<b>TOTAL PLOVDIV</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BULGARIA</b>			<b>18</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	18	0	0	83	6	11	0	0	0	8	44	33	18
<b>TOTAL LARNACA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>47</b>	<b>32</b>	<b>19</b>
PAPHOS	THOMSON AIRWAYS LTD	C	7	0	0	57	14	14	14	0	0	20	75	11	8
<b>TOTAL PAPHOS</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>75</b>	<b>11</b>	<b>8</b>
<b>TOTAL CYPRUS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>8</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>56</b>	<b>25</b>	<b>27</b>
<b>CZECH REPUBLIC</b>															
BRNO (TURANY)	RYANAIR	S	60	0	0	93	5	2	0	0	0	4	94	4	36
<b>TOTAL BRNO (TURANY)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>4</b>	<b>36</b>
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	86	0	0	79	9	6	3	2	0	16	87	9	94
<b>TOTAL PRAGUE</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>87</b>	<b>9</b>	<b>94</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>89</b>	<b>8</b>	<b>130</b>
<b>DENMARK</b>															
AARHUS (TIRSTRUP)	RYANAIR	S	34	0	0	76	15	6	0	3	0	14	87	5	52
<b>TOTAL AARHUS (TIRSTRUP)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>87</b>	<b>5</b>	<b>52</b>
BILLUND	RYANAIR	S	120	0	0	89	3	7	2	0	0	7	93	3	162
<b>TOTAL BILLUND</b>			<b>121</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>2</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>93</b>	<b>3</b>	<b>162</b>
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	152	2	0	78	10	6	5	1	0	14	80	10	172
<b>TOTAL COPENHAGEN</b>			<b>152</b>	<b>2</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>10</b>	<b>172</b>
<b>TOTAL DENMARK</b>			<b>307</b>	<b>3</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>6</b>	<b>386</b>
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	THOMSON AIRWAYS LTD	S	8	0	0	50	25	25	0	0	0	19	71	16	7

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2010

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)
TOTAL SHARM EL SHEIKH (OPHIRA)			8	1	0	50	25	25	0	0	0	19	56	26	16
TOTAL EGYPT			8	3	0	50	25	25	0	0	0	19	56	26	16
ESTONIA															
TALLIN	EASYJET AIRLINE COMPANY LTD	S	58	0	0	71	19	10	0	0	0	9	83	11	60
TOTAL TALLIN			58	0	0	71	19	10	0	0	0	9	83	11	60
TOTAL ESTONIA			58	0	0	71	19	10	0	0	0	9	83	11	60
FINLAND															
TAMPERE	RYANAIR	S	34	0	0	82	15	3	0	0	0	9	89	5	36
TOTAL TAMPERE			34	0	0	82	15	3	0	0	0	9	89	5	36
TOTAL FINLAND			34	0	0	82	15	3	0	0	0	9	89	5	36
FRANCE															
BERGERAC	RYANAIR	S	26	0	0	77	12	4	8	0	0	12	92	3	24
TOTAL BERGERAC			26	0	0	77	12	4	8	0	0	12	92	3	24
BIARRITZ	RYANAIR	S	26	0	0	88	12	0	0	0	0	5	96	4	26
TOTAL BIARRITZ			26	0	0	88	12	0	0	0	0	5	96	4	26
CARCASSONNE	RYANAIR	S	24	0	0	83	0	17	0	0	0	8	77	8	26
TOTAL CARCASSONNE			24	0	0	83	0	17	0	0	0	8	77	8	26
DINARD	RYANAIR	S	26	0	0	100	0	0	0	0	0	2	100	2	28
TOTAL DINARD			26	0	0	100	0	0	0	0	0	2	100	2	28
LA ROCHELLE	RYANAIR	S	26	0	0	92	0	0	4	0	4	48	100	0	2
TOTAL LA ROCHELLE			26	0	0	92	0	0	4	0	4	48	100	0	2
LIMOGES	RYANAIR	S	26	0	0	81	12	8	0	0	0	8	96	2	26
TOTAL LIMOGES			26	0	0	81	12	8	0	0	0	8	96	2	26
LYON	EASYJET AIRLINE COMPANY LTD	S	42	1	0	69	12	7	12	0	0	20	87	8	46
TOTAL LYON			43	1	0	67	12	9	12	0	0	21	87	8	46
MARSEILLE	RYANAIR	S	61	0	0	85	7	5	3	0	0	8	90	6	102
TOTAL MARSEILLE			61	0	0	85	7	5	3	0	0	8	90	6	102
NICE	EASYJET AIRLINE COMPANY LTD	S	28	0	0	79	14	4	4	0	0	12	93	4	30
TOTAL NICE			28	0	0	79	14	4	4	0	0	12	93	4	30
PAU	RYANAIR	S	26	0	0	73	8	4	15	0	0	19	75	10	24
TOTAL PAU			26	0	0	73	8	4	15	0	0	19	75	10	24
POITIERS	RYANAIR	S	28	0	0	75	4	14	7	0	0	18	100	2	24
TOTAL POITIERS			28	0	0	75	4	14	7	0	0	18	100	2	24
RODEZ	RYANAIR	S	18	0	0	94	6	0	0	0	0	4	94	3	18
TOTAL RODEZ			18	0	0	94	6	0	0	0	0	4	94	3	18
TOURS	RYANAIR	S	16	0	0	81	6	0	13	0	0	17	94	3	16
TOTAL TOURS			16	0	0	81	6	0	13	0	0	17	94	3	16

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2010

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 FRANCE			375	3	0	82	7	5	5	0	0	14	91	5	392
GERMANY															
BERLIN (SCHONEFELD)	RYANAIR	S	164	0	0	81	12	5	1	0	0	8	87	6	162
TOTAL BERLIN (SCHONEFELD)			164	1	0	81	12	5	1	0	0	8	87	6	162
BREMEN	AIR BERLIN	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	RYANAIR	S	112	0	0	88	2	8	2	1	0	10	94	5	138
TOTAL BREMEN			114	0	0	88	2	8	2	1	0	10	94	5	138
COLOGNE BONN	GERMANWINGS	S	148	0	0	73	7	13	6	1	0	16	85	8	162
TOTAL COLOGNE BONN			148	0	0	73	7	13	6	1	0	16	85	8	162
DUSSELDORF	AIR BERLIN	S	104	0	0	78	10	5	8	0	0	15	78	9	196
TOTAL DUSSELDORF			104	0	0	78	10	5	8	0	0	15	78	9	196
HAHN	RYANAIR	S	164	0	0	73	10	11	5	0	1	17	79	8	164
TOTAL HAHN			164	0	0	73	10	11	5	0	1	17	79	8	164
HANOVER	AIR BERLIN	S	110	0	2	90	6	1	3	0	0	5	95	4	112
	GERMANWINGS	S	112	0	0	76	10	13	0	2	0	13	0	0	0
TOTAL HANOVER			222	0	2	83	8	7	1	1	0	9	94	4	114
KARLSRUHE/BADEN BADEN	RYANAIR	S	60	0	0	90	2	2	7	0	0	9	93	5	60
TOTAL KARLSRUHE/BADEN BADEN			60	0	0	90	2	2	7	0	0	9	93	5	60
LUBECK	RYANAIR	S	60	0	0	82	12	5	2	0	0	7	86	7	96
TOTAL LUBECK			60	0	0	82	12	5	2	0	0	7	86	7	96
MEMMINGEN ALLGAU	RYANAIR	S	60	0	0	88	10	2	0	0	0	5	42	22	60
TOTAL MEMMINGEN ALLGAU			60	0	0	88	10	2	0	0	0	5	42	22	60
MUNICH	EASYJET AIRLINE COMPANY LTD	S	101	0	0	83	10	5	1	1	0	10	82	8	120
TOTAL MUNICH			102	1	0	83	10	5	1	1	0	10	82	8	120
MUNSTER-OSNABRUCK	AIR BERLIN	S	110	0	0	91	5	3	2	0	0	6	94	6	111
	EASTERN AIRWAYS	C	2	0	0	50	50	0	0	0	0	10	0	0	0
TOTAL MUNSTER-OSNABRUCK			112	0	0	90	5	3	2	0	0	6	94	6	111
NIEDERRHEIN	RYANAIR	S	121	0	0	88	7	4	0	1	0	5	81	11	162
TOTAL NIEDERRHEIN			121	0	0	88	7	4	0	1	0	5	81	11	162
NUREMBERG	AIR BERLIN	S	94	0	0	86	6	5	2	0	0	8	91	5	94
TOTAL NUREMBERG			94	0	0	86	6	5	2	0	0	8	91	5	94
PADERBORN	AIR BERLIN	S	60	0	0	78	17	3	0	2	0	10	92	5	59
TOTAL PADERBORN			60	0	0	78	17	3	0	2	0	10	92	5	59
STUTTGART	GERMANWINGS	S	104	0	0	88	9	4	0	0	0	5	96	3	102
TOTAL STUTTGART			104	0	0	88	9	4	0	0	0	5	96	3	102
TOTAL GERMANY			1690	4	2	83	8	6	2	0	0	10	85	7	1860
IRISH REPUBLIC															
CORK	RYANAIR	S	119	0	1	88	8	1	3	0	0	8	93	5	120



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2010

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 CORK			119	0	1	88	8	1	3	0	0	8	93	5	120
DUBLIN	RYANAIR	S	402	0	0	74	14	7	4	1	0	15	81	8	422
TOTAL DUBLIN			402	1	0	74	14	7	4	1	0	15	81	8	422
IRELAND WEST AIRPORT KNOCK	RYANAIR	S	59	0	0	92	5	3	0	0	0	4	95	3	78
TOTAL IRELAND WEST AIRPORT KNOCK			59	0	0	92	5	3	0	0	0	4	95	3	78
KERRY COUNTY	RYANAIR	S	34	0	0	88	6	3	3	0	0	7	94	3	36
TOTAL KERRY COUNTY			34	0	0	88	6	3	3	0	0	7	94	3	36
SHANNON	RYANAIR	S	95	1	0	83	8	5	1	2	0	13	85	6	122
TOTAL SHANNON			95	1	0	83	8	5	1	2	0	13	85	6	122
TOTAL IRISH REPUBLIC			709	2	1	80	11	5	3	1	0	12	85	7	778
ITALY															
ALGHERO/SASSARI	RYANAIR	S	26	0	0	77	15	8	0	0	0	8	100	2	24
TOTAL ALGHERO/SASSARI			26	0	0	77	15	8	0	0	0	8	100	2	24
ANCONA	RYANAIR	S	34	0	0	65	18	12	6	0	0	16	69	10	36
TOTAL ANCONA			34	0	0	65	18	12	6	0	0	16	69	10	36
BARI (PALESE)	RYANAIR	S	26	0	0	69	19	4	4	0	4	30	85	8	26
TOTAL BARI (PALESE)			26	0	0	69	19	4	4	0	4	30	85	8	26
BERGAMO	RYANAIR	S	173	1	1	72	16	9	2	1	1	18	86	7	180
TOTAL BERGAMO			173	1	1	72	16	9	2	1	1	18	86	7	181
BOLOGNA	RYANAIR	S	94	0	0	87	5	2	5	0	0	8	95	9	97
TOTAL BOLOGNA			94	0	0	87	5	2	5	0	0	8	95	9	97
BRINDISI	RYANAIR	S	26	0	0	73	19	8	0	0	0	13	89	5	18
TOTAL BRINDISI			26	0	0	73	19	8	0	0	0	13	89	5	18
CAGLIARI (ELMAS)	EASYJET AIRLINE COMPANY LTD	S	28	0	0	82	14	4	0	0	0	8	0	0	0
	TITAN AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	11	0	0	0
TOTAL CAGLIARI (ELMAS)			30	0	0	80	17	3	0	0	0	8	0	0	0
GENOA	RYANAIR	S	26	0	0	77	15	8	0	0	0	11	81	21	26
TOTAL GENOA			26	0	0	77	15	8	0	0	0	11	81	21	26
MILAN (LINATE)	CITY JET	S	3	0	0	0	0	33	0	67	0	137	0	0	0
TOTAL MILAN (LINATE)			3	1	0	0	0	33	0	67	0	137	0	0	0
NAPLES	EASYJET AIRLINE COMPANY LTD	S	60	0	0	58	20	15	7	0	0	20	85	12	55
TOTAL NAPLES			60	0	0	58	20	15	7	0	0	20	85	12	55
PARMA	RYANAIR	S	24	0	0	67	25	4	0	4	0	21	58	12	36
TOTAL PARMA			24	0	0	67	25	4	0	4	0	21	58	12	36
PERUGIA	RYANAIR	S	26	0	0	96	4	0	0	0	0	4	92	4	25
TOTAL PERUGIA			26	0	0	96	4	0	0	0	0	4	92	4	25
PESCARA	RYANAIR	S	26	0	0	88	0	12	0	0	0	8	89	4	36
TOTAL PESCARA			26	0	0	88	0	12	0	0	0	8	89	4	36

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2010

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)										
PISA	RYANAIR	S	96	0	0	67	15	14	5	0	0	16	83	17	121
<b>TOTAL PISA</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>83</b>	<b>17</b>	<b>121</b>
RIMINI	RYANAIR	S	26	0	0	58	27	12	4	0	0	17	96	3	24
<b>TOTAL RIMINI</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>27</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>96</b>	<b>3</b>	<b>24</b>
ROME (CIAMPINO)	RYANAIR	S	172	0	0	74	17	6	2	0	0	11	82	13	180
<b>TOTAL ROME (CIAMPINO)</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>17</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>13</b>	<b>180</b>
TRAPANI	RYANAIR	S	33	0	0	73	15	9	3	0	0	13	0	0	0
<b>TOTAL TRAPANI</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
TREVISO	RYANAIR	S	102	0	0	69	17	13	1	1	0	15	79	11	102
<b>TOTAL TREVISO</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>13</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>79</b>	<b>11</b>	<b>102</b>
TRIESTE (RONCHI DEI LEGIONARI)	RYANAIR	S	34	0	0	68	18	9	6	0	0	16	67	11	36
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>67</b>	<b>11</b>	<b>36</b>
TURIN	RYANAIR	S	60	0	0	92	5	0	3	0	0	7	93	4	59
<b>TOTAL TURIN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>93</b>	<b>4</b>	<b>59</b>
VERONA VILLAFRANCA	RYANAIR	S	26	0	0	88	8	4	0	0	0	8	0	0	0
<b>TOTAL VERONA VILLAFRANCA</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>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ITALY</b>			<b>1124</b>	<b>3</b>	<b>1</b>	<b>74</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>84</b>	<b>10</b>	<b>1132</b>
LATVIA															
RIGA	RYANAIR	S	112	0	0	79	16	4	0	0	0	8	81	8	120
<b>TOTAL RIGA</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>8</b>	<b>120</b>
<b>TOTAL LATVIA</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>8</b>	<b>120</b>
LEBANON															
BEIRUT	BEXAIR BAHRAIN EXECUTIVE AIR	C	2	0	0	50	0	50	0	0	0	23	0	0	0
<b>TOTAL BEIRUT</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL LEBANON</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
LITHUANIA															
KAUNAS	RYANAIR	S	60	0	0	87	8	2	3	0	0	11	89	5	104
<b>TOTAL KAUNAS</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>89</b>	<b>5</b>	<b>104</b>
<b>TOTAL LITHUANIA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>89</b>	<b>6</b>	<b>140</b>
LUXEMBOURG															
LUXEMBOURG	LUXAIR	S	2	3	3	50	0	0	50	0	0	46	100	3	1
<b>TOTAL LUXEMBOURG</b>			<b>2</b>	<b>6</b>	<b>3</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>100</b>	<b>3</b>	<b>1</b>
<b>TOTAL LUXEMBOURG</b>			<b>2</b>	<b>6</b>	<b>3</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>100</b>	<b>3</b>	<b>1</b>
MALAYSIA															
KUALA LUMPUR (SEPANG)	AIR ASIA	S	52	1	0	83	10	0	6	2	0	11	58	22	60
<b>TOTAL KUALA LUMPUR (SEPANG)</b>			<b>52</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>58</b>	<b>22</b>	<b>60</b>
<b>TOTAL MALAYSIA</b>			<b>52</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>58</b>	<b>22</b>	<b>60</b>

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			Actual (7)	Plan (8)											
<b>MOROCCO</b>															
AGADIR	RYANAIR	S	16	0	0	88	13	0	0	0	0	4	88	5	16
TOTAL AGADIR			16	0	0	88	13	0	0	0	0	4	88	5	16
FEZ	RYANAIR	S	16	0	0	63	19	19	0	0	0	18	0	0	0
TOTAL FEZ			16	0	0	63	19	19	0	0	0	18	0	0	0
TOTAL MOROCCO			32	0	0	75	16	9	0	0	0	11	88	5	16
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	214	2	0	76	10	7	6	0	0	15	83	7	172
TOTAL AMSTERDAM			214	5	0	76	10	7	6	0	0	15	83	7	172
EINDHOVEN	RYANAIR	S	119	0	1	87	5	3	5	0	0	9	90	5	102
TOTAL EINDHOVEN			119	0	1	87	5	3	5	0	0	9	90	5	102
TOTAL NETHERLANDS			333	5	1	80	8	5	6	0	0	13	86	7	274
<b>NORWAY</b>															
HAUGESUND	RYANAIR	S	24	0	0	92	4	4	0	0	0	3	94	4	36
TOTAL HAUGESUND			24	0	0	92	4	4	0	0	0	3	94	4	36
RYGGE	RYANAIR	S	120	0	0	97	3	1	0	0	0	2	96	3	118
TOTAL RYGGE			120	0	0	97	3	1	0	0	0	2	96	3	118
SANDEFJORD(TORP)	RYANAIR	S	60	0	0	85	3	8	3	0	0	9	82	7	180
TOTAL SANDEFJORD(TORP)			60	0	0	85	3	8	3	0	0	9	82	7	180
TOTAL NORWAY			204	0	0	93	3	3	1	0	0	4	88	5	362
<b>POLAND</b>															
BYDGOSZCZ	RYANAIR	S	34	0	0	88	9	3	0	0	0	4	89	6	36
TOTAL BYDGOSZCZ			34	0	0	88	9	3	0	0	0	4	89	6	36
GDANSK	RYANAIR	S	60	0	0	95	3	2	0	0	0	3	90	5	59
TOTAL GDANSK			60	0	0	95	3	2	0	0	0	3	90	5	59
KATOWICE	RYANAIR	S	61	0	0	92	5	2	2	0	0	5	85	13	61
TOTAL KATOWICE			61	1	0	92	5	2	2	0	0	5	85	13	61
KRAKOW	RYANAIR	S	103	0	0	90	6	2	2	0	0	6	95	2	118
TOTAL KRAKOW			103	0	0	90	6	2	2	0	0	6	95	2	118
LODZ LUBLINEK	RYANAIR	S	42	0	0	88	10	2	0	0	0	5	98	2	40
TOTAL LODZ LUBLINEK			42	0	0	88	10	2	0	0	0	5	98	2	40
POZNAN	RYANAIR	S	60	0	0	83	5	7	3	0	2	18	88	7	59
TOTAL POZNAN			60	0	0	83	5	7	3	0	2	18	88	7	59
RZESZOW	RYANAIR	S	34	0	0	85	12	3	0	0	0	6	83	7	36
TOTAL RZESZOW			34	0	0	85	12	3	0	0	0	6	83	7	36
SZCZECIN (GOLENOW)	RYANAIR	S	26	0	0	96	4	0	0	0	0	3	100	1	24
TOTAL SZCZECIN (GOLENOW)			26	0	0	96	4	0	0	0	0	3	100	1	24

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				Actual (7)	Plan (8)										
WROCLAW	RYANAIR	S	60	0	0	85	10	5	0	0	0	6	85	16	62
<b>TOTAL WROCLAW</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>16</b>	<b>62</b>
<b>TOTAL POLAND</b>			<b>480</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>7</b>	<b>495</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	EASYJET AIRLINE COMPANY LTD	S	60	0	0	90	3	7	0	0	0	5	87	8	46
	RYANAIR	S	59	0	0	83	14	2	2	0	0	9	73	10	60
<b>TOTAL FARO</b>			<b>119</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>9</b>	<b>107</b>
OPORTO (PORTUGAL)	RYANAIR	S	99	0	0	74	16	7	2	1	0	14	90	5	104
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>99</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>90</b>	<b>5</b>	<b>104</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>218</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>7</b>	<b>211</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	EASYJET AIRLINE COMPANY LTD	S	42	0	0	79	5	17	0	0	0	11	89	5	44
<b>TOTAL FUNCHAL</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>5</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>89</b>	<b>5</b>	<b>44</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>5</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>89</b>	<b>5</b>	<b>44</b>
<b>SLOVAK REPUBLIC</b>															
BRATISLAVA	RYANAIR	S	111	1	1	85	9	4	3	0	0	8	91	5	172
<b>TOTAL BRATISLAVA</b>			<b>111</b>	<b>1</b>	<b>1</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>5</b>	<b>172</b>
PIESTANY	ADRIA AIRWAYS	C	2	0	0	50	0	0	50	0	0	34	0	0	0
<b>TOTAL PIESTANY</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>34</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>113</b>	<b>1</b>	<b>1</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>91</b>	<b>5</b>	<b>172</b>
<b>SLOVENIA</b>															
LJUBLJANA	EASYJET AIRLINE COMPANY LTD	S	42	0	0	86	5	5	5	0	0	10	94	5	34
<b>TOTAL LJUBLJANA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>94</b>	<b>5</b>	<b>34</b>
<b>TOTAL SLOVENIA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>94</b>	<b>5</b>	<b>34</b>
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	58	0	0	83	9	9	0	0	0	8	88	5	93
	RYANAIR	S	60	0	0	83	13	3	0	0	0	8	92	4	60
<b>TOTAL ALICANTE</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>5</b>	<b>153</b>
ASTURIAS	EASYJET AIRLINE COMPANY LTD	S	42	0	0	79	10	7	5	0	0	13	81	8	36
<b>TOTAL ASTURIAS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>8</b>	<b>36</b>
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	60	0	0	67	23	5	5	0	0	14	84	9	62
<b>TOTAL BARCELONA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>23</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>84</b>	<b>9</b>	<b>62</b>
BILBAO	EASYJET AIRLINE COMPANY LTD	S	60	0	1	73	17	10	0	0	0	10	80	7	60
<b>TOTAL BILBAO</b>			<b>60</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>17</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>7</b>	<b>60</b>
CIUDAD REAL	RYANAIR	S	8	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL CIUDAD REAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
GERONA	RYANAIR	S	76	0	0	92	4	3	1	0	0	6	94	4	78

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2010

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)
TOTAL GERONA			76	0	0	92	4	3	1	0	0	6	94	4	78
IBIZA	EASYJET AIRLINE COMPANY LTD	S	2	0	0	100	0	0	0	0	0	2	100	0	2
TOTAL IBIZA			2	0	0	100	0	0	0	0	0	2	92	3	26
MADRID	RYANAIR	S	120	0	0	42	29	19	10	0	0	27	73	13	121
TOTAL MADRID			120	1	0	42	29	19	10	0	0	27	73	13	121
MALAGA	EASYJET AIRLINE COMPANY LTD	S	64	0	0	80	16	5	0	0	0	8	94	10	68
	RYANAIR	S	60	0	0	73	17	10	0	0	0	11	82	7	60
TOTAL MALAGA			124	2	0	77	16	7	0	0	0	9	88	9	128
MURCIA SAN JAVIER	RYANAIR	S	26	0	0	92	4	4	0	0	0	3	100	4	24
TOTAL MURCIA SAN JAVIER			26	0	0	92	4	4	0	0	0	3	100	4	24
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	36	0	0	39	25	19	17	0	0	32	70	14	40
	RYANAIR	S	18	0	0	83	6	11	0	0	0	9	97	3	36
TOTAL PALMA DE MALLORCA			54	0	0	54	19	17	11	0	0	24	83	9	78
SANTANDER	RYANAIR	S	34	0	0	91	9	0	0	0	0	4	83	7	35
TOTAL SANTANDER			34	0	0	91	9	0	0	0	0	4	83	7	35
SANTIAGO DE COMPOSTELA (SPAIN)	RYANAIR	S	25	0	0	84	8	4	4	0	0	9	100	2	24
TOTAL SANTIAGO DE COMPOSTELA (SPAIN)			25	0	0	84	8	4	4	0	0	9	100	2	24
SEVILLE	RYANAIR	S	58	0	2	78	9	14	0	0	0	10	97	4	35
TOTAL SEVILLE			58	0	2	78	9	14	0	0	0	10	97	4	35
VALENCIA	RYANAIR	S	26	0	0	69	8	12	12	0	0	18	88	4	26
TOTAL VALENCIA			26	0	0	69	8	12	12	0	0	18	88	4	26
VALLADOLID	RYANAIR	S	24	0	0	83	8	0	8	0	0	15	85	5	26
TOTAL VALLADOLID			24	0	0	83	8	0	8	0	0	15	85	5	26
ZARAGOZA	RYANAIR	S	34	0	0	65	32	3	0	0	0	12	44	20	36
TOTAL ZARAGOZA			34	0	0	65	32	3	0	0	0	12	44	20	36
TOTAL SPAIN			891	7	3	73	15	9	3	0	0	13	85	7	1024
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	RYANAIR	S	26	0	0	81	8	4	4	4	0	17	92	3	24
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	13	0	0	0	8	83	9	6
	THOMSON AIRWAYS LTD	C	8	0	0	75	0	25	0	0	0	10	75	8	8
TOTAL ARRECIFE			42	0	0	81	5	10	2	2	0	14	87	5	38
FUERTEVENTURA	EASYJET AIRLINE COMPANY LTD	S	16	0	0	88	6	6	0	0	0	5	81	11	16
	RYANAIR	S	16	0	0	94	0	6	0	0	0	5	0	0	0
	THOMAS COOK AIRLINES LTD	C	5	0	0	100	0	0	0	0	0	0	100	2	9
	THOMSON AIRWAYS LTD	C	7	0	0	71	0	29	0	0	0	11	100	2	8
TOTAL FUERTEVENTURA			44	0	0	89	2	9	0	0	0	5	91	6	33
LAS PALMAS	RYANAIR	S	25	0	0	92	0	8	0	0	0	4	80	7	25
	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	1	100	1	6
	THOMSON AIRWAYS LTD	C	10	0	0	70	20	10	0	0	0	14	80	10	10
TOTAL LAS PALMAS			39	0	0	87	5	8	0	0	0	6	83	7	41

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2010

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)										
TENERIFE (SURREINA SOFIA)	RYANAIR	S	34	0	0	91	0	3	6	0	0	13	76	11	34
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	25	0	0	0	12	80	11	10
	THOMSON AIRWAYS LTD	C	18	0	0	72	11	17	0	0	0	11	94	2	16
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>3</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>9</b>	<b>60</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>185</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>7</b>	<b>172</b>
<b>SWEDEN</b>															
GOTEBORG (SAVE)	RYANAIR	S	119	0	1	85	8	5	2	0	0	8	98	3	144
<b>TOTAL GOTEBORG (SAVE)</b>			<b>119</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>98</b>	<b>3</b>	<b>144</b>
STOCKHOLM (SKAVSTA)	RYANAIR	S	121	0	0	57	27	7	7	0	2	25	83	7	163
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>121</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>27</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>25</b>	<b>83</b>	<b>7</b>	<b>163</b>
VASTERAS	RYANAIR	S	33	0	0	82	12	3	3	0	0	8	95	5	60
<b>TOTAL VASTERAS</b>			<b>33</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>8</b>	<b>95</b>	<b>5</b>	<b>60</b>
<b>TOTAL SWEDEN</b>			<b>273</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>17</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>91</b>	<b>5</b>	<b>367</b>
<b>TUNISIA</b>															
MONASTIR	THOMAS COOK AIRLINES LTD	C	5	0	0	60	20	0	20	0	0	28	100	0	8
<b>TOTAL MONASTIR</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>100</b>	<b>0</b>	<b>8</b>
<b>TOTAL TUNISIA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>100</b>	<b>0</b>	<b>8</b>
<b>TURKEY</b>															
ANTALYA	THOMAS COOK AIRLINES LTD	C	8	1	0	75	13	13	0	0	0	13	78	14	9
<b>TOTAL ANTALYA</b>			<b>8</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>49</b>	<b>26</b>	<b>35</b>
BODRUM (MILAS)	EASYJET AIRLINE COMPANY LTD	S	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL BODRUM (MILAS)</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>3</b>	<b>2</b>
DALAMAN	THOMAS COOK AIRLINES LTD	C	3	0	0	100	0	0	0	0	0	0	100	0	1
<b>TOTAL DALAMAN</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>1</b>
ISTANBUL (SABIHA GOKCEN)	PEGASUS AIRLINES	S	64	0	0	23	42	28	3	0	3	39	5	57	60
	THY TURK HAVA YOLLARI TURKIS	S	50	0	0	58	24	14	0	4	0	25	26	61	42
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>34</b>	<b>22</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>33</b>	<b>14</b>	<b>59</b>	<b>102</b>
<b>TOTAL TURKEY</b>			<b>128</b>	<b>1</b>	<b>0</b>	<b>44</b>	<b>31</b>	<b>20</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>30</b>	<b>29</b>	<b>46</b>	<b>175</b>
<b>UNITED KINGDOM</b>															
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	224	0	0	81	10	4	4	0	0	11	90	5	216
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>224</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>90</b>	<b>5</b>	<b>216</b>
CITY OF DERRY (EGLINTON)	RYANAIR	S	60	0	0	80	7	8	2	3	0	17	86	5	36
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>86</b>	<b>5</b>	<b>36</b>
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	268	1	2	84	11	4	1	0	0	7	88	7	250
<b>TOTAL EDINBURGH</b>			<b>268</b>	<b>4</b>	<b>2</b>	<b>84</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>7</b>	<b>250</b>
GATWICK	EASYJET AIRLINE COMPANY LTD	S	4	0	0	50	50	0	0	0	0	20	0	0	0
<b>TOTAL GATWICK</b>			<b>5</b>	<b>4</b>	<b>1</b>	<b>40</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	261	0	2	91	4	3	2	0	0	6	94	3	224

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 GLASGOW			261	0	2	91	4	3	2	0	0	6	94	3	224
GUERNSEY	AURIGNY AIR SERVICES	S	51	0	1	88	4	6	2	0	0	6	94	2	35
TOTAL GUERNSEY			51	0	1	88	4	6	2	0	0	6	94	2	35
TOTAL HEATHROW			2	1	0	0	50	0	50	0	0	39	0	59	1
JERSEY	AURIGNY AIR SERVICES	S	37	0	1	92	3	3	3	0	0	4	91	3	57
TOTAL JERSEY			37	0	1	92	3	3	3	0	0	4	91	3	57
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	112	0	0	82	4	4	6	4	0	19	96	3	112
TOTAL NEWCASTLE			112	0	0	82	4	4	6	4	0	19	96	3	112
PRESTWICK	RYANAIR	S	76	0	0	83	8	9	0	0	0	8	89	5	170
TOTAL PRESTWICK			76	0	0	83	8	9	0	0	0	8	89	5	170
TOTAL UNITED KINGDOM			1097	11	7	85	8	4	3	1	0	9	91	4	1342
TOTAL STANSTED			8889	65	22	80	11	6	3	0	0	11	86	8	10167

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							NOV 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)												
AALBORG																		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	13	0	0	85	8	0	8	0	0	11	100	2	13	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	12	0	1	75	17	0	8	0	0	15	77	9	13	
<b>TOTAL AALBORG</b>					<b>25</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>12</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>5</b>	<b>5</b>	
AARHUS (TIRSTRUP)																		
	STANSTED	RYANAIR	S	A	17	0	0	71	18	6	0	6	0	21	88	3	26	
	STANSTED	RYANAIR	S	D	17	0	0	82	12	6	0	0	0	7	85	7	26	
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>87</b>	<b>5</b>	<b>5</b>	
ABERDEEN																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	151	0	4	57	17	12	13	1	0	26	75	13	159	
	HEATHROW	BMI BRITISH MIDLAND	S	D	156	0	4	78	8	5	8	1	0	17	79	10	165	
	MANCHESTER	BMI REGIONAL	S	A	154	1	0	79	7	6	6	2	1	19	92	6	153	
	MANCHESTER	BMI REGIONAL	S	D	151	0	0	83	7	5	3	1	1	13	93	3	148	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	176	0	1	65	12	12	7	3	0	24	75	14	162	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	179	0	1	80	6	7	6	1	0	12	82	10	162	
	MANCHESTER	EASTERN AIRWAYS	C	A	3	0	0	33	0	67	0	0	0	31	50	12	2	
	MANCHESTER	EASTERN AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	1	100	2	2	
	NEWCASTLE	EASTERN AIRWAYS	S	A	82	1	10	84	2	0	10	4	0	21	94	4	88	
	NEWCASTLE	EASTERN AIRWAYS	S	D	86	0	5	78	5	6	7	3	1	25	90	7	88	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	50	0	1	72	8	8	12	0	0	19	77	10	30	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	52	0	0	67	25	6	2	0	0	12	70	13	30	
	BIRMINGHAM	FLYBE LTD	S	A	72	0	6	78	4	3	13	1	1	36	83	16	58	
	BIRMINGHAM	FLYBE LTD	S	D	76	1	2	70	9	9	11	1	0	21	75	20	59	
	GATWICK	FLYBE LTD	S	A	77	0	2	81	4	9	5	1	0	14	88	6	80	
	GATWICK	FLYBE LTD	S	D	76	0	2	84	4	5	5	1	0	13	84	8	80	
<b>TOTAL ABERDEEN</b>					<b>1546</b>	<b>9</b>	<b>42</b>	<b>75</b>	<b>8</b>	<b>7</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>84</b>	<b>9</b>	<b>9</b>	
ABU DHABI INTERNATIONAL																		
	HEATHROW	ETIHAD AIRWAYS	S	A	90	0	0	89	3	6	2	0	0	7	91	4	90	
	HEATHROW	ETIHAD AIRWAYS	S	D	90	0	0	69	16	12	3	0	0	13	76	11	90	
	MANCHESTER	ETIHAD AIRWAYS	S	A	30	0	2	87	3	0	10	0	0	10	93	3	30	
	MANCHESTER	ETIHAD AIRWAYS	S	D	30	0	0	83	10	3	3	0	0	8	80	11	30	
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>241</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>8</b>	<b>8</b>	
ABUJA																		



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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 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)													
ABUJA																			
	HEATHROW	ARIK AIR	S	A	21	0	0	19	33	24	24	0	0	45	100	3	3		
	HEATHROW	ARIK AIR	S	D	21	0	0	100	0	0	0	0	0	1	75	8	4		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	63	30	3	3	0	0	11	83	8	30		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	60	27	7	7	0	0	15	97	2	30		
<b>TOTAL ABUJA</b>					<b>102</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>24</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>90</b>	<b>5</b>	<b>5</b>		
ACAPULCO																			
<b>TOTAL ACAPULCO</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>40</b>	<b>10</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>61</b>	<b>80</b>	<b>42</b>	<b>42</b>		
ACCRA																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	83	7	7	3	0	0	11	83	8	30		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	1	28	48	14	10	0	0	27	33	26	30		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	13	0	0	77	8	15	0	0	0	8	0	0	0		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	12	0	0	50	42	0	8	0	0	17	0	0	0		
<b>TOTAL ACCRA</b>					<b>83</b>	<b>3</b>	<b>1</b>	<b>58</b>	<b>27</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>61</b>	<b>16</b>	<b>16</b>		
ADDIS ABABA																			
	HEATHROW	BMI BRITISH MIDLAND	S	A	13	0	1	85	0	0	15	0	0	15	92	5	13		
	HEATHROW	BMI BRITISH MIDLAND	S	D	13	0	0	38	15	31	15	0	0	35	38	26	13		
	HEATHROW	ETHIOPIAN AIRLINES	S	A	25	0	0	60	20	12	8	0	0	20	50	24	26		
	HEATHROW	ETHIOPIAN AIRLINES	S	D	25	0	0	44	32	16	8	0	0	21	58	12	26		
<b>TOTAL ADDIS ABABA</b>					<b>76</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>20</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>58</b>	<b>17</b>	<b>17</b>		
AGADIR																			
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	75	25	0	0	0	0	8	88	9	8		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	100	0	0	0	0	0	5	88	10	8		
	STANSTED	RYANAIR	S	A	8	0	0	88	13	0	0	0	0	4	75	6	8		
	STANSTED	RYANAIR	S	D	8	0	0	88	13	0	0	0	0	3	100	3	8		
	GATWICK	THOMSON AIRWAYS LTD	S	A	9	0	0	100	0	0	0	0	0	0	80	67	5		
	GATWICK	THOMSON AIRWAYS LTD	S	D	9	0	0	100	0	0	0	0	0	2	80	81	5		
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	9	0	0	89	11	0	0	0	0	3	60	16	5		
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	9	0	0	89	11	0	0	0	0	7	80	13	5		
<b>TOTAL AGADIR</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>21</b>	<b>21</b>		
ALEPPO																			
ALESUND																			
ALEXANDRIA (BORG EL ARA																			

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)											
ALEXANDRIA (BORG EL ARA	GATWICK	THOMSON AIRWAYS LTD	C	A	2	0	0	0	0	100	0	0	0	36	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL ALEXANDRIA (BORG EL ARAB)</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>50</b>	<b>57</b>	<b>57</b>
ALGHERO/SASSARI	STANSTED	RYANAIR	S	A	13	0	0	85	8	8	0	0	6	100	1	12	
	STANSTED	RYANAIR	S	D	13	0	0	69	23	8	0	0	11	100	4	12	
<b>TOTAL ALGHERO/SASSARI</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>100</b>	<b>2</b>	<b>2</b>	
ALGIERS	HEATHROW	AIR ALGERIE	S	A	17	0	0	18	12	18	47	6	0	76	47	28	17
	HEATHROW	AIR ALGERIE	S	D	17	0	0	35	12	6	41	6	0	64	65	24	17
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	90	3	3	3	0	0	10	80	18	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	77	17	3	3	0	0	11	80	18	30
<b>TOTAL ALGIERS</b>					<b>94</b>	<b>2</b>	<b>0</b>	<b>63</b>	<b>11</b>	<b>6</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>71</b>	<b>21</b>	<b>21</b>
ALICANTE	BIRMINGHAM	BMIBABY LTD	S	A	9	0	0	44	22	0	22	11	0	64	67	11	9
	BIRMINGHAM	BMIBABY LTD	S	D	9	0	0	89	0	0	0	11	0	36	100	6	9
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	47	0	0	74	15	6	4	0	0	12	79	8	48
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	46	0	0	76	11	7	7	0	0	12	81	8	47
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	19	0	0	84	5	11	0	0	0	7	94	6	18
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	19	0	0	84	5	11	0	0	0	9	83	8	18
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	86	14	0	0	0	0	5	91	14	22
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	100	0	0	0	0	0	2	95	7	22
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	22	0	1	77	9	0	9	5	0	19	97	4	31
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	77	5	5	9	5	0	19	97	4	31
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	29	0	0	76	14	10	0	0	0	10	85	7	47
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	29	0	0	90	3	7	0	0	0	5	91	3	46
	MANCHESTER	JET2.COM LTD	S	A	13	2	1	46	8	8	31	8	0	57	0	30	1
	MANCHESTER	JET2.COM LTD	S	D	13	0	0	69	8	15	8	0	0	18	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	S	A	24	0	2	79	13	8	0	0	0	8	100	2	13
	BIRMINGHAM	MONARCH AIRLINES	S	D	25	0	1	84	8	8	0	0	0	9	92	5	13
	GATWICK	MONARCH AIRLINES	S	A	33	1	0	64	15	12	9	0	0	20	85	8	27
	GATWICK	MONARCH AIRLINES	S	D	33	0	0	79	9	6	3	3	0	14	89	4	27
	LUTON	MONARCH AIRLINES	S	A	13	0	0	23	46	8	23	0	0	40	100	0	1

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 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
ALICANTE	LUTON	MONARCH AIRLINES	S	D	13	0	0	77	0	8	15	0	0	24	100	6	1
	MANCHESTER	MONARCH AIRLINES	S	A	47	1	2	70	21	9	0	0	0	11	89	5	36
	MANCHESTER	MONARCH AIRLINES	S	D	48	0	0	98	0	2	0	0	0	3	89	4	36
	BIRMINGHAM	RYANAIR	S	A	12	0	0	58	33	8	0	0	0	15	78	9	18
	BIRMINGHAM	RYANAIR	S	D	12	0	0	83	8	8	0	0	0	7	100	2	18
	EDINBURGH	RYANAIR	S	A	13	0	0	85	8	0	0	0	8	38	100	1	8
	EDINBURGH	RYANAIR	S	D	13	0	0	85	8	0	0	0	8	41	75	9	8
	GATWICK	RYANAIR	S	A	30	0	0	77	17	7	0	0	0	8	80	7	30
	GATWICK	RYANAIR	S	D	30	0	0	83	13	3	0	0	0	6	80	8	30
	STANSTED	RYANAIR	S	A	30	0	0	87	10	3	0	0	0	8	90	5	30
	STANSTED	RYANAIR	S	D	30	0	0	80	17	3	0	0	0	8	93	3	30
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	25	0	0	23	100	0	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	0	100	1	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	6	0	0	67	0	17	17	0	0	28	100	2	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	20	0	0	33	50	11	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	85	0	8	8	0	0	12	88	14	16
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	12	0	0	92	8	0	0	0	0	4	82	7	17
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	3	100	0	3
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	2	100	0	2
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	8	0	0	38	25	25	0	13	0	38	100	0	8
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	8	0	0	63	25	13	0	0	0	16	88	5	8
	GATWICK	THOMSON AIRWAYS LTD	C	A	13	0	0	85	8	8	0	0	0	8	100	3	13
	GATWICK	THOMSON AIRWAYS LTD	C	D	11	0	0	91	9	0	0	0	0	2	92	3	12
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	5	75	7	4
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	5	75	9	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	16	0	0	75	6	13	6	0	0	16	95	4	19
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	17	0	0	88	6	0	6	0	0	9	95	4	20
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	8	1	0	75	13	0	0	0	13	54	71	29	7
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	9	0	0	67	11	11	0	11	0	42	43	37	7
<b>TOTAL ALICANTE</b>					<b>877</b>	<b>5</b>	<b>7</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>87</b>	<b>7</b>	<b>7</b>
ALMATY	HEATHROW	AIR ASTANA	S	A	9	0	1	78	0	11	0	11	0	43	50	38	8
	HEATHROW	AIR ASTANA	S	D	9	0	0	56	0	33	0	11	0	53	25	38	8

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)											
ALMATY																	
<b>TOTAL ALMATY</b>					<b>18</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>48</b>	<b>38</b>	<b>38</b>	<b>38</b>
ALMERIA																	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	19	0	0	79	5	5	5	5	0	28	100	2	21
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	19	0	0	79	11	5	5	0	0	11	95	3	21
	MANCHESTER	MONARCH AIRLINES	S	A	3	0	0	100	0	0	0	0	0	0	100	0	1
	MANCHESTER	MONARCH AIRLINES	S	D	3	0	0	100	0	0	0	0	0	0	0	19	1
<b>TOTAL ALMERIA</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>95</b>	<b>2</b>	<b>2</b>
ALTENBURG - WALLBURG																	
AMMAN																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	17	0	0	94	6	0	0	0	0	1	88	4	17
	HEATHROW	BMI BRITISH MIDLAND	S	D	17	0	0	29	53	6	6	6	0	35	59	19	17
	HEATHROW	ROYAL JORDANIAN	S	A	30	0	0	67	20	13	0	0	0	13	40	20	30
	HEATHROW	ROYAL JORDANIAN	S	D	30	0	0	40	37	13	10	0	0	23	37	22	30
<b>TOTAL AMMAN</b>					<b>94</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>29</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>51</b>	<b>18</b>	<b>18</b>
AMRITSAR																	
	HEATHROW	AIR INDIA	S	A	30	0	0	23	3	13	57	3	0	79	50	47	18
	HEATHROW	AIR INDIA	S	D	30	0	0	30	10	20	33	7	0	64	41	33	17
<b>TOTAL AMRITSAR</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>7</b>	<b>17</b>	<b>45</b>	<b>5</b>	<b>0</b>	<b>71</b>	<b>46</b>	<b>41</b>	<b>41</b>
AMSTERDAM																	
	LONDON CITY	BA CITYFLYER LTD	S	A	86	0	0	90	5	3	2	0	0	7	87	6	84
	LONDON CITY	BA CITYFLYER LTD	S	D	86	0	0	80	8	7	5	0	0	10	64	15	87
	BIRMINGHAM	BMIBABY LTD	S	A	54	0	2	87	7	4	2	0	0	6	88	9	56
	BIRMINGHAM	BMIBABY LTD	S	D	54	0	2	78	17	4	2	0	0	8	89	12	56
	GATWICK	BRITISH AIRWAYS PLC	S	A	111	0	1	77	12	5	5	1	0	14	90	7	110
	GATWICK	BRITISH AIRWAYS PLC	S	D	112	0	0	85	6	3	6	0	0	9	93	3	111
	HEATHROW	BRITISH AIRWAYS PLC	S	A	225	0	0	64	17	7	8	3	0	24	74	16	187
	HEATHROW	BRITISH AIRWAYS PLC	S	D	224	0	0	79	5	8	6	1	0	14	83	9	187
	LONDON CITY	CITY JET	S	A	162	0	0	82	7	3	7	1	0	12	0	0	0
	LONDON CITY	CITY JET	S	D	163	0	0	72	16	7	5	0	0	13	0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	39	0	0	54	23	15	5	3	0	23	85	30	26
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	39	0	0	82	13	3	3	0	0	10	88	7	26
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	128	0	2	69	16	7	8	1	0	18	80	9	107

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2009			
					129	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)										
AMSTERDAM	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	129	0	1	81	8	7	5	0	0	12	86	6	107
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	87	0	0	60	8	16	15	1	0	30	92	5	77
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	87	0	0	62	14	13	10	1	0	24	91	5	77
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	56	0	0	79	11	0	9	2	0	16	0	0	0
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	79	9	5	7	0	0	11	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	107	2	0	67	16	7	8	1	0	20	74	11	86
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	107	0	0	85	5	7	4	0	0	10	92	4	86
	BIRMINGHAM	KLM	S	A	91	0	4	86	4	4	5	0	0	10	99	1	114
	BIRMINGHAM	KLM	S	D	91	0	5	82	5	5	5	0	1	16	97	2	114
	EDINBURGH	KLM	S	A	84	1	11	75	13	8	4	0	0	11	91	5	85
	EDINBURGH	KLM	S	D	83	0	13	87	4	7	0	1	1	18	98	2	85
	GLASGOW	KLM	S	A	78	2	0	85	10	4	1	0	0	6	99	1	111
	GLASGOW	KLM	S	D	78	0	0	76	15	6	3	0	0	11	93	5	111
	HEATHROW	KLM	S	A	196	0	6	74	13	7	5	1	0	15	85	7	227
	HEATHROW	KLM	S	D	195	0	8	73	14	7	5	1	0	15	87	6	228
	MANCHESTER	KLM	S	A	147	0	3	83	10	3	4	0	0	10	91	6	149
	MANCHESTER	KLM	S	D	147	0	1	91	4	3	2	0	0	5	93	4	149
	NEWCASTLE	KLM	S	A	90	1	0	70	19	4	7	0	0	14	94	3	89
	NEWCASTLE	KLM	S	D	90	0	0	78	7	11	4	0	0	13	97	4	89
	BIRMINGHAM	KLM CITYHOPPER	S	A	51	1	0	82	6	4	8	0	0	12	93	5	30
	BIRMINGHAM	KLM CITYHOPPER	S	D	50	0	0	82	6	4	6	2	0	15	90	6	30
	EDINBURGH	KLM CITYHOPPER	S	A	55	0	0	75	18	4	4	0	0	10	94	6	63
	EDINBURGH	KLM CITYHOPPER	S	D	54	0	0	76	13	4	4	2	2	22	90	5	63
	GATWICK	KLM CITYHOPPER	S	A	3	0	0	100	0	0	0	0	0	0	0	0	0
	GLASGOW	KLM CITYHOPPER	S	A	32	0	0	66	16	6	13	0	0	20	0	0	0
	GLASGOW	KLM CITYHOPPER	S	D	32	0	0	75	6	3	16	0	0	21	0	0	0
	HEATHROW	KLM CITYHOPPER	S	A	108	0	0	69	11	11	8	0	0	15	76	11	72
	HEATHROW	KLM CITYHOPPER	S	D	107	0	0	78	8	7	7	0	0	13	91	5	69
	MANCHESTER	KLM CITYHOPPER	S	A	2	1	0	100	0	0	0	0	0	4	0	0	0
	MANCHESTER	KLM CITYHOPPER	S	D	2	0	0	0	100	0	0	0	0	20	0	0	0
<b>TOTAL AMSTERDAM</b>					<b>3981</b>	<b>16</b>	<b>60</b>	<b>77</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>87</b>	<b>7</b>	<b>7</b>
ANCONA	STANSTED	RYANAIR	S	A	17	0	0	41	35	12	12	0	0	22	50	14	18

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)											
ANCONA	STANSTED	RYANAIR		S D	17	0	0	88	0	12	0	0	0	9	89	6	18
<b>TOTAL ANCONA</b>					<b>34</b>	<b>3</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>10</b>	<b>10</b>
ANTALYA	BIRMINGHAM	THOMAS COOK AIRLINES LTD		C A	8	0	0	100	0	0	0	0	1	83	4	6	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD		C D	7	0	0	71	14	14	0	0	13	50	13	4	
	GATWICK	THOMAS COOK AIRLINES LTD		C A	15	0	0	80	20	0	0	0	5	67	31	12	
	GATWICK	THOMAS COOK AIRLINES LTD		C D	13	0	0	77	15	0	8	0	12	75	25	8	
	GLASGOW	THOMAS COOK AIRLINES LTD		C A	9	0	0	56	22	11	11	0	19	71	11	7	
	GLASGOW	THOMAS COOK AIRLINES LTD		C D	7	0	0	71	0	29	0	0	18	75	8	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	16	0	0	63	13	13	6	6	32	67	9	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	14	0	0	71	7	14	7	0	13	86	11	7	
	NEWCASTLE	THOMAS COOK AIRLINES LTD		C A	2	0	0	100	0	0	0	0	2	100	13	1	
	STANSTED	THOMAS COOK AIRLINES LTD		C A	5	1	0	80	0	20	0	0	16	80	11	5	
	STANSTED	THOMAS COOK AIRLINES LTD		C D	3	0	0	67	33	0	0	0	9	75	18	4	
	GATWICK	THOMSON AIRWAYS LTD		C A	5	0	0	60	20	0	20	0	23	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD		C D	5	0	0	60	20	0	20	0	19	0	0	0	
	MANCHESTER	THOMSON AIRWAYS LTD		C A	5	0	0	80	0	0	20	0	19	0	0	0	
	MANCHESTER	THOMSON AIRWAYS LTD		C D	5	0	0	80	0	0	20	0	15	0	0	0	
<b>TOTAL ANTALYA</b>					<b>121</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>15</b>	<b>68</b>	<b>17</b>	<b>17</b>	
ANTIGUA	GATWICK	BRITISH AIRWAYS PLC		S A	4	0	0	75	0	25	0	0	11	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC		S D	4	0	0	75	0	25	0	0	11	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S A	8	0	0	88	0	13	0	0	9	78	8	9	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S D	8	0	0	50	13	38	0	0	18	50	30	8	
<b>TOTAL ANTIGUA</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>4</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>65</b>	<b>18</b>	<b>18</b>	
ANTWERP	LONDON CITY	VLM (BELGIUM)		S A	115	0	0	90	4	4	2	0	7	92	7	106	
	LONDON CITY	VLM (BELGIUM)		S D	113	0	0	90	2	3	4	1	9	74	11	107	
	MANCHESTER	VLM (BELGIUM)		S A	42	0	0	86	7	2	5	0	11	84	9	44	
	MANCHESTER	VLM (BELGIUM)		S D	42	0	0	86	2	5	5	2	15	89	5	45	
<b>TOTAL ANTWERP</b>					<b>312</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>9</b>	<b>84</b>	<b>8</b>	<b>8</b>	
AQABA																	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)												
AQABA																		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	50	25	0	0	0	20	25	19	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	7	100	3	4	
<b>TOTAL AQABA</b>					<b>8</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>11</b>	<b>11</b>	
ARRECIFE																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	25	0	0	80	4	8	8	0	0	15	76	14	25	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	25	0	0	80	12	0	8	0	0	15	68	14	25	
	MANCHESTER	JET2.COM LTD	S	A	7	1	0	57	0	29	14	0	0	26	44	21	9	
	MANCHESTER	JET2.COM LTD	S	D	7	0	0	57	29	14	0	0	0	14	89	6	9	
	NEWCASTLE	JET2.COM LTD	S	A	4	0	0	75	0	0	25	0	0	27	100	1	5	
	NEWCASTLE	JET2.COM LTD	S	D	4	0	0	75	0	0	25	0	0	38	100	4	5	
	BIRMINGHAM	MONARCH AIRLINES	S	A	13	0	0	62	23	15	0	0	0	13	100	1	9	
	BIRMINGHAM	MONARCH AIRLINES	S	D	13	0	0	69	8	8	15	0	0	18	100	3	10	
	GATWICK	MONARCH AIRLINES	S	A	11	1	0	82	0	9	9	0	0	17	86	18	14	
	GATWICK	MONARCH AIRLINES	S	D	11	0	0	82	9	0	0	9	0	23	93	3	14	
	LUTON	MONARCH AIRLINES	S	A	12	0	1	67	17	0	17	0	0	22	82	5	11	
	LUTON	MONARCH AIRLINES	S	D	13	0	0	54	8	23	15	0	0	30	91	7	11	
	MANCHESTER	MONARCH AIRLINES	S	A	17	0	1	59	18	6	18	0	0	26	76	7	17	
	MANCHESTER	MONARCH AIRLINES	S	D	17	0	0	88	0	6	6	0	0	11	88	4	16	
	BIRMINGHAM	RYANAIR	S	A	8	0	1	100	0	0	0	0	0	0	100	0	9	
	BIRMINGHAM	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	3	89	6	9	
	EDINBURGH	RYANAIR	S	A	12	0	0	75	8	8	8	0	0	12	44	31	9	
	EDINBURGH	RYANAIR	S	D	12	0	0	75	8	8	8	0	0	16	78	18	9	
	LUTON	RYANAIR	S	A	8	0	0	75	13	13	0	0	0	9	89	4	9	
	LUTON	RYANAIR	S	D	8	0	0	88	13	0	0	0	0	8	78	7	9	
	STANSTED	RYANAIR	S	A	13	0	0	85	8	0	0	8	0	17	92	3	12	
	STANSTED	RYANAIR	S	D	13	0	0	77	8	8	8	0	0	18	92	3	12	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	67	11	11	11	0	0	25	100	1	9	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	0	0	0	13	0	25	100	2	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	1	0	56	11	22	11	0	0	22	92	11	12	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	50	25	13	13	0	0	22	82	17	11	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	0	0	25	38	13	25	0	0	49	100	1	9	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	0	0	50	13	13	25	0	0	38	89	5	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	23	0	0	61	9	26	4	0	0	18	73	31	26	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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	THOMAS COOK AIRLINES LTD	C	D	20	0	0	70	10	15	5	0	0	16	63	30	24	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	20	0	0	20	212	100	2	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	22	100	4	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	13	100	1	3	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	4	67	17	3	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	8	0	0	75	0	13	13	0	0	27	89	8	9	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	8	0	0	88	13	0	0	0	0	4	78	11	9	
	GATWICK	THOMSON AIRWAYS LTD	C	A	14	1	0	57	7	0	14	14	7	85	69	12	13	
	GATWICK	THOMSON AIRWAYS LTD	C	D	14	1	0	71	7	0	14	7	0	35	100	3	13	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	6	75	4	4	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	100	4	4	
	LUTON	THOMSON AIRWAYS LTD	C	A	5	0	0	40	40	20	0	0	0	16	100	5	5	
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	50	0	25	25	0	0	36	100	6	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	14	0	0	50	29	7	14	0	0	25	54	18	13	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	14	0	0	57	14	14	14	0	0	30	100	5	13	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	30	75	11	4	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	28	75	7	4	
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	10	50	12	4	
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	11	100	5	4	
<b>TOTAL ARRECIFE</b>					<b>477</b>	<b>5</b>	<b>3</b>	<b>71</b>	<b>10</b>	<b>9</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>81</b>	<b>14</b>	<b>14</b>	
ASHKHABAD																		
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	A	30	0	4	57	13	13	10	7	0	33	67	49	18	
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	D	30	0	4	47	23	17	7	7	0	35	50	51	18	
	HEATHROW	TURKMENISTAN AIRLINES	S	A	9	0	0	11	44	33	11	0	0	34	25	62	8	
	HEATHROW	TURKMENISTAN AIRLINES	S	D	9	0	0	44	11	44	0	0	0	23	50	31	8	
<b>TOTAL ASHKHABAD</b>					<b>78</b>	<b>0</b>	<b>8</b>	<b>46</b>	<b>21</b>	<b>21</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>32</b>	<b>52</b>	<b>49</b>	<b>49</b>	
ASTURIAS																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	76	10	10	5	0	0	16	67	12	18	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	81	10	5	5	0	0	10	94	5	18	
<b>TOTAL ASTURIAS</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>8</b>	<b>8</b>	
ASWAN																		
	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	5	0	0	100	0	0	0	0	0	2	0	0	0	



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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 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)												
ASWAN																		
<b>TOTAL ASWAN</b>						<b>9</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
ATHENS																		
	HEATHROW	AEGEAN AIRLINES	S	A	60	0	0	75	13	3	8	0	0	15	0	0	0	0
	HEATHROW	AEGEAN AIRLINES	S	D	60	0	0	67	17	8	8	0	0	20	0	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	87	0	0	78	9	5	5	3	0	19	65	17	89	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	87	0	0	75	13	6	3	3	0	19	80	9	90	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	49	0	1	78	6	10	6	0	0	12	50	18	52	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	50	0	0	64	10	16	10	0	0	21	79	10	52	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	92	0	8	0	0	0	4	0	69	2	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	100	0	0	0	0	0	1	50	62	2	
	HEATHROW	OLYMPIC AIR	S	A	72	0	0	88	7	3	3	0	0	9	69	15	74	
	HEATHROW	OLYMPIC AIR	S	D	72	0	0	78	11	6	6	0	0	12	65	19	74	
	MANCHESTER	VIKING HELLAS	S	A	6	0	1	33	50	0	0	17	0	55	0	0	0	
	MANCHESTER	VIKING HELLAS	S	D	7	0	0	57	14	0	0	29	0	94	0	0	0	
<b>TOTAL ATHENS</b>						<b>578</b>	<b>3</b>	<b>2</b>	<b>76</b>	<b>11</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>72</b>	<b>14</b>	<b>14</b>
ATLANTA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	89	4	7	0	0	0	5	79	7	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	79	11	4	7	0	0	15	75	13	28	
	GATWICK	DELTA AIRLINES	S	A	30	0	0	80	3	10	7	0	0	11	97	2	30	
	GATWICK	DELTA AIRLINES	S	D	30	0	0	73	13	10	3	0	0	11	90	4	30	
	HEATHROW	DELTA AIRLINES	S	A	47	0	0	66	17	13	4	0	0	16	83	8	30	
	HEATHROW	DELTA AIRLINES	S	D	47	0	0	68	11	17	4	0	0	14	73	17	30	
	MANCHESTER	DELTA AIRLINES	S	A	30	0	0	63	27	0	10	0	0	18	60	13	30	
	MANCHESTER	DELTA AIRLINES	S	D	30	0	0	83	7	3	3	0	3	33	80	12	30	
<b>TOTAL ATLANTA</b>						<b>270</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>10</b>	<b>10</b>	
AUCKLAND INTERNATIONAL																		
	HEATHROW	AIR NEW ZEALAND LTD	S	A	51	0	4	63	12	16	6	4	0	29	80	36	51	
	HEATHROW	AIR NEW ZEALAND LTD	S	D	51	0	0	49	31	10	10	0	0	23	69	12	51	
<b>TOTAL AUCKLAND INTERNATIONAL</b>						<b>102</b>	<b>0</b>	<b>4</b>	<b>56</b>	<b>22</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>75</b>	<b>24</b>	<b>24</b>

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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	85	0	8	8	0	0	17	56	46	9
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	13	0	0	77	8	8	8	0	0	22	44	52	9
<b>TOTAL BACAU</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>4</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>50</b>	<b>49</b>	<b>49</b>
BAHRAIN	HEATHROW	GULF AIR	S	A	60	0	2	92	5	2	2	0	0	5	80	9	84
	HEATHROW	GULF AIR	S	D	60	0	0	78	12	7	3	0	0	11	80	7	84
<b>TOTAL BAHRAIN</b>					<b>120</b>	<b>2</b>	<b>2</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>8</b>	<b>8</b>
BAKU (HEYDER ALIYEV INT'L)	HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	A	13	0	0	54	15	23	8	0	0	18	67	12	12
	HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	D	13	0	0	62	8	31	0	0	0	17	67	14	12
	HEATHROW	BMI BRITISH MIDLAND	S	A	13	0	0	92	0	8	0	0	0	5	73	7	30
	HEATHROW	BMI BRITISH MIDLAND	S	D	13	0	0	69	23	8	0	0	0	12	80	6	30
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>12</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>9</b>	<b>9</b>
BALTIMORE	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	93	3	3	0	0	0	3	97	2	29
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	76	7	10	7	0	0	13	76	12	29
<b>TOTAL BALTIMORE</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>7</b>	<b>7</b>
BANDAR SERI BEGAWAN	HEATHROW	ROYAL BRUNEI AIRLINES	S	A	30	0	0	90	7	3	0	0	0	7	80	34	30
	HEATHROW	ROYAL BRUNEI AIRLINES	S	D	30	0	0	83	10	3	3	0	0	6	77	32	30
<b>TOTAL BANDAR SERI BEGAWAN</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>33</b>	<b>33</b>
BANGALORE (BENGALURU)	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	97	3	0	0	0	0	2	80	12	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	77	3	17	3	0	0	14	50	28	30
<b>TOTAL BANGALORE (BENGALURU)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>3</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>65</b>	<b>20</b>	<b>20</b>
BANGKOK SUVARNABHUMI A	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	A	60	0	1	92	7	2	0	0	0	4	90	5	60
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	D	60	0	0	78	8	10	3	0	0	12	78	7	60
<b>TOTAL BANGKOK SUVARNABHUMI AIRPORT</b>					<b>121</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>6</b>	<b>6</b>
BANJUL	GATWICK	MONARCH AIRLINES	C	A	8	0	0	100	0	0	0	0	0	2	75	40	8
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	56	44	0	0	0	0	11	75	26	8

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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																		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	1	3	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	60	0	0	0	0	21	25	15	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	11	0	0	64	18	0	18	0	0	27	75	14	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	13	0	0	46	23	23	8	0	0	26	73	10	11	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	6	0	0	67	17	17	0	0	0	12	38	132	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	25	13	0	0	0	13	78	14	9	
<b>TOTAL BANJUL</b>					<b>64</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>23</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>68</b>	<b>34</b>	<b>34</b>	
BARCELONA																		
	LONDON CITY	BA CITYFLYER LTD	S	A	16	0	0	63	25	0	13	0	0	19	0	0	0	
	LONDON CITY	BA CITYFLYER LTD	S	D	16	0	0	88	0	0	13	0	0	15	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	223	0	0	67	13	13	5	2	0	19	68	17	209	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	223	0	0	75	12	7	4	1	0	14	71	13	208	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	111	0	1	77	11	5	6	0	0	13	64	15	86	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	112	0	0	69	18	7	5	1	0	16	72	12	86	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	75	10	7	7	2	0	17	80	12	61	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	85	8	5	2	0	0	7	82	10	61	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	77	5	9	9	0	0	21	100	0	22	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	73	5	9	14	0	0	26	100	3	22	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	63	27	3	7	0	0	14	68	17	31	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	70	20	7	3	0	0	15	100	2	31	
	MANCHESTER	MONARCH AIRLINES	S	A	17	0	0	71	18	12	0	0	0	13	37	21	19	
	MANCHESTER	MONARCH AIRLINES	S	D	17	0	0	88	12	0	0	0	0	3	95	3	20	
	EDINBURGH	RYANAIR	S	A	15	0	2	7	33	33	27	0	0	47	0	0	0	
	EDINBURGH	RYANAIR	S	D	15	0	1	67	13	13	7	0	0	13	0	0	0	
<b>TOTAL BARCELONA</b>					<b>989</b>	<b>0</b>	<b>4</b>	<b>72</b>	<b>13</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>13</b>	<b>13</b>	
BARI (PALESE)																		
	STANSTED	RYANAIR	S	A	13	0	0	69	15	8	0	0	8	43	85	7	13	
	STANSTED	RYANAIR	S	D	13	0	0	69	23	0	8	0	0	16	85	9	13	
<b>TOTAL BARI (PALESE)</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>30</b>	<b>85</b>	<b>8</b>	<b>8</b>	
BARRA																		
	GLASGOW	LOGANAIR	S	A	23	1	0	87	9	0	4	0	0	5	91	4	23	
	GLASGOW	LOGANAIR	S	D	25	1	0	80	8	4	8	0	0	12	83	7	23	
<b>TOTAL BARRA</b>					<b>48</b>	<b>2</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>5</b>	<b>5</b>	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)												
BASLE MULHOUSE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	89	0	0	81	8	1	8	2	0	16	84	14	86	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	89	0	0	84	8	1	6	1	0	11	77	11	87	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	29	0	1	59	24	10	7	0	0	17	80	9	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	29	0	1	62	10	21	7	0	0	18	70	15	30	
	GATWICK	EASYJET SWITZERLAND	S	A	26	0	0	81	8	4	4	4	0	21	100	2	22	
	GATWICK	EASYJET SWITZERLAND	S	D	26	0	0	58	23	8	8	0	4	35	86	6	22	
	LONDON CITY	SWISS AIRLINES	S	A	49	0	0	82	10	6	2	0	0	8	78	8	50	
	LONDON CITY	SWISS AIRLINES	S	D	49	0	0	88	2	6	4	0	0	8	94	5	50	
	MANCHESTER	SWISS AIRLINES	S	A	17	0	0	82	18	0	0	0	0	6	77	15	13	
	MANCHESTER	SWISS AIRLINES	S	D	17	0	0	94	6	0	0	0	0	2	69	11	13	
<b>TOTAL BASLE MULHOUSE</b>					<b>420</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>84</b>	<b>9</b>	<b>9</b>	
BEAUVAIS																		
	EDINBURGH	RYANAIR	S	A	15	0	2	100	0	0	0	0	0	0	0	0	0	
	EDINBURGH	RYANAIR	S	D	15	0	2	100	0	0	0	0	0	3	0	0	0	
<b>TOTAL BEAUVAIS</b>					<b>30</b>	<b>0</b>	<b>4</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>	
BEIJING																		
	HEATHROW	AIR CHINA	S	A	30	0	0	53	30	17	0	0	0	16	53	32	30	
	HEATHROW	AIR CHINA	S	D	30	0	0	63	20	17	0	0	0	14	67	36	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	24	0	0	50	21	21	4	4	0	35	58	27	26	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	65	12	19	4	0	0	17	69	14	26	
<b>TOTAL BEIJING</b>					<b>110</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>21</b>	<b>18</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>62</b>	<b>28</b>	<b>28</b>	
BEIRUT																		
	STANSTED	BEXAIR BAHRAIN EXECUTIVE AIR SERVICES	C	A	2	0	0	50	0	50	0	0	0	23	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	A	15	1	1	100	0	0	0	0	0	1	76	12	17	
	HEATHROW	BMI BRITISH MIDLAND	S	D	17	0	0	47	12	24	12	6	0	43	69	10	16	
	HEATHROW	MEA	S	A	30	0	0	50	30	13	7	0	0	19	47	22	30	
	HEATHROW	MEA	S	D	30	0	0	60	20	13	7	0	0	20	57	30	30	
<b>TOTAL BEIRUT</b>					<b>94</b>	<b>1</b>	<b>1</b>	<b>61</b>	<b>18</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>59</b>	<b>21</b>	<b>21</b>	
BELFAST CITY (GEORGE BES)																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	174	0	0	75	11	6	7	1	0	14	73	14	205	
	HEATHROW	BMI BRITISH MIDLAND	S	D	174	0	0	76	8	10	5	1	0	14	84	7	205	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	82	0	0	77	12	7	4	0	0	10	0	0	0	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					NOV 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 CITY (GEORGE BES)																	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	82	0	0	76	13	9	2	0	0	11	0	0	0
	BIRMINGHAM	FLYBE LTD	S	A	137	0	5	86	6	5	3	0	0	7	92	4	138
	BIRMINGHAM	FLYBE LTD	S	D	137	0	5	80	10	4	5	0	1	19	88	8	139
	EDINBURGH	FLYBE LTD	S	A	89	0	9	89	2	8	1	0	0	7	87	7	93
	EDINBURGH	FLYBE LTD	S	D	89	0	9	89	7	2	2	0	0	7	85	8	93
	GATWICK	FLYBE LTD	S	A	112	0	0	88	7	4	1	0	0	6	94	5	111
	GATWICK	FLYBE LTD	S	D	112	0	0	80	12	6	1	1	0	10	87	10	111
	GLASGOW	FLYBE LTD	S	A	117	0	3	85	3	8	3	0	0	9	92	6	93
	GLASGOW	FLYBE LTD	S	D	117	0	3	82	5	9	4	0	0	11	91	7	93
	MANCHESTER	FLYBE LTD	S	A	163	0	1	79	7	6	8	0	0	14	82	11	147
	MANCHESTER	FLYBE LTD	S	D	163	0	0	83	5	6	7	0	0	12	78	13	148
	NEWCASTLE	FLYBE LTD	S	A	48	0	2	71	10	8	10	0	0	18	90	8	49
	NEWCASTLE	FLYBE LTD	S	D	48	0	2	65	4	13	17	2	0	30	88	14	50
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>					<b>1844</b>	<b>0</b>	<b>39</b>	<b>81</b>	<b>8</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>8</b>	<b>8</b>
BELFAST INTERNATIONAL																	
	HEATHROW	AER LINGUS	S	A	89	0	0	85	3	2	9	0	0	11	72	14	89
	HEATHROW	AER LINGUS	S	D	89	0	0	84	4	2	9	0	0	12	72	13	89
	BIRMINGHAM	BMIBABY LTD	S	A	58	1	2	74	10	3	10	2	0	20	90	6	63
	BIRMINGHAM	BMIBABY LTD	S	D	58	0	2	59	17	12	10	2	0	27	87	10	63
	MANCHESTER	BMIBABY LTD	S	A	56	0	0	75	13	7	5	0	0	12	87	13	55
	MANCHESTER	BMIBABY LTD	S	D	56	0	0	88	4	4	5	0	0	9	93	7	55
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	70	1	2	84	10	4	1	0	0	7	95	8	78
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	70	0	1	80	10	6	4	0	0	12	90	9	78
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	110	0	2	76	10	11	3	0	0	12	78	12	112
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	110	0	2	75	13	9	4	0	0	11	84	7	112
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	95	2	0	91	6	2	1	0	0	5	95	3	77
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	95	0	0	88	7	2	1	0	1	9	94	3	77
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	71	1	0	65	8	11	13	3	0	27	93	3	74
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	71	1	0	68	10	11	11	0	0	20	93	4	74
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	112	0	0	82	8	4	4	1	0	12	91	6	108
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	112	0	0	79	12	4	4	0	0	10	90	4	108
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>1325</b>	<b>10</b>	<b>12</b>	<b>79</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>87</b>	<b>8</b>	<b>8</b>
BELGRADE																	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)												
BELGRADE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	86	0	11	4	0	0	8	68	18	22	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	96	4	0	0	0	0	3	86	5	22	
	HEATHROW	JATAIRWAYS	S	A	30	0	0	80	3	10	7	0	0	14	47	27	30	
	HEATHROW	JATAIRWAYS	S	D	30	0	0	83	3	3	7	3	0	18	43	37	30	
	LUTON	WIZZ AIR	S	A	12	0	0	75	17	0	8	0	0	13	0	0	0	
	LUTON	WIZZ AIR	S	D	12	0	0	75	8	8	8	0	0	15	0	0	0	
<b>TOTAL BELGRADE</b>					<b>140</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>4</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>59</b>	<b>24</b>	<b>24</b>	
BENBECULA																		
	GLASGOW	LOGANAIR	S	A	53	0	0	83	9	2	2	4	0	16	91	5	55	
	GLASGOW	LOGANAIR	S	D	52	0	0	81	4	12	0	4	0	18	85	7	55	
<b>TOTAL BENBECULA</b>					<b>105</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>88</b>	<b>6</b>	<b>6</b>	
BERGAMO																		
	GATWICK	RYANAIR	S	A	30	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	RYANAIR	S	D	29	0	1	97	0	0	3	0	0	6	0	0	0	
	STANSTED	RYANAIR	S	A	87	1	1	56	25	14	2	1	1	26	78	9	90	
	STANSTED	RYANAIR	S	D	86	0	0	87	6	5	2	0	0	10	94	4	90	
<b>TOTAL BERGAMO</b>					<b>232</b>	<b>1</b>	<b>2</b>	<b>78</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>86</b>	<b>7</b>	<b>7</b>	
BERGEN																		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	47	0	0	89	9	2	0	0	0	5	95	6	43	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	46	0	1	78	17	4	0	0	0	8	93	14	44	
	GATWICK	SAS BRAATHENS	S	A	12	0	0	67	8	17	8	0	0	25	83	11	18	
	GATWICK	SAS BRAATHENS	S	D	12	0	0	75	17	0	8	0	0	17	94	5	18	
<b>TOTAL BERGEN</b>					<b>118</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>13</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>93</b>	<b>8</b>	<b>8</b>	
BERGERAC																		
	STANSTED	RYANAIR	S	A	13	0	0	69	15	8	8	0	0	14	92	4	12	
	STANSTED	RYANAIR	S	D	13	0	0	85	8	0	8	0	0	10	92	2	12	
<b>TOTAL BERGERAC</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>12</b>	<b>92</b>	<b>3</b>	<b>3</b>	
BERLIN (SCHONEFELD)																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	85	0	1	80	7	11	2	0	0	10	72	21	81	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	85	0	1	73	13	9	5	0	0	14	86	12	81	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	53	18	18	12	0	0	26	89	3	18	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	47	18	24	12	0	0	27	94	4	18	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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 (SCHONEFELD)																		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	61	0	0	85	10	2	3	0	0	7	82	7	51	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	61	1	1	82	11	5	2	0	0	8	75	11	51	
	EDINBURGH	RYANAIR	S	A	12	0	0	58	25	17	0	0	0	17	22	25	18	
	EDINBURGH	RYANAIR	S	D	12	0	1	100	0	0	0	0	0	3	89	5	18	
	STANSTED	RYANAIR	S	A	82	0	0	80	10	7	2	0	0	9	89	5	81	
	STANSTED	RYANAIR	S	D	82	0	0	82	15	4	0	0	0	7	85	7	81	
<b>TOTAL BERLIN (SCHONEFELD)</b>					<b>514</b>	<b>3</b>	<b>4</b>	<b>78</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>11</b>	<b>11</b>	
BERLIN (TEGEL)																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	147	0	1	67	17	7	7	1	0	18	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	D	148	0	0	74	11	7	7	0	0	14	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	145	0	0	78	7	10	4	1	1	15	69	18	143	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	145	0	0	86	6	5	3	1	0	9	79	10	145	
<b>TOTAL BERLIN (TEGEL)</b>					<b>585</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>10</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>13</b>	<b>13</b>	
BERMUDA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	21	0	0	95	0	5	0	0	0	3	92	5	26	
	GATWICK	BRITISH AIRWAYS PLC	S	D	20	0	1	100	0	0	0	0	0	2	96	6	25	
<b>TOTAL BERMUDA</b>					<b>41</b>	<b>0</b>	<b>1</b>	<b>98</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>94</b>	<b>6</b>	<b>6</b>	
BEZIERS																		
	LUTON	RYANAIR	S	A	9	0	0	67	11	0	22	0	0	22	100	0	8	
	LUTON	RYANAIR	S	D	9	0	0	56	11	11	22	0	0	30	100	1	8	
<b>TOTAL BEZIERS</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>11</b>	<b>6</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>100</b>	<b>1</b>	<b>1</b>	
BIARRITZ																		
	STANSTED	RYANAIR	S	A	13	0	0	77	23	0	0	0	0	7	92	7	13	
	STANSTED	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	3	100	1	13	
<b>TOTAL BIARRITZ</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>98</b>	<b>2</b>	<b>2</b>	
BILBAO																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	0	1	77	10	13	0	0	0	12	73	10	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	70	23	7	0	0	0	9	87	4	30	
	HEATHROW	VUELING AIRLINES	S	A	30	0	0	53	20	20	3	3	0	25	87	7	30	
	HEATHROW	VUELING AIRLINES	S	D	30	0	0	67	10	17	3	3	0	24	70	16	30	
<b>TOTAL BILBAO</b>					<b>120</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>16</b>	<b>14</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>79</b>	<b>9</b>	<b>9</b>	
BILLUND																		

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 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
<b>BILLUND</b>																		
	GATWICK	CIMBER AIR A/S	S	A	56	0	0	75	4	11	11	0	0	20	96	3	47	
	GATWICK	CIMBER AIR A/S	S	D	55	0	1	75	2	13	11	0	0	19	89	6	47	
	STANSTED	RYANAIR	S	A	60	0	0	83	5	10	2	0	0	8	93	3	81	
	STANSTED	RYANAIR	S	D	60	0	0	95	0	3	2	0	0	5	93	4	81	
	LONDON CITY	SUN AIR OF SCANDINAVIA	S	A	29	0	0	72	24	3	0	0	0	11	71	13	28	
	LONDON CITY	SUN AIR OF SCANDINAVIA	S	D	29	0	0	79	21	0	0	0	0	8	83	15	29	
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	A	48	0	0	71	21	4	2	2	0	16	72	12	47	
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	D	48	0	0	88	8	0	2	2	0	9	87	7	47	
<b>TOTAL BILLUND</b>					<b>386</b>	<b>1</b>	<b>1</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>7</b>	<b>7</b>	
<b>BIRMINGHAM</b>																		
	NEWCASTLE	EASTERN AIRWAYS	S	A	51	0	12	84	6	4	6	0	0	12	95	3	62	
	NEWCASTLE	EASTERN AIRWAYS	S	D	53	0	11	91	2	4	4	0	0	11	95	3	63	
	EDINBURGH	FLYBE LTD	S	A	158	0	19	84	8	3	3	1	1	12	89	7	153	
	EDINBURGH	FLYBE LTD	S	D	159	0	18	82	10	4	3	1	1	19	86	10	153	
	GLASGOW	FLYBE LTD	S	A	170	1	7	82	4	8	4	2	0	15	85	9	137	
	GLASGOW	FLYBE LTD	S	D	171	0	6	75	9	6	8	2	1	25	81	11	137	
<b>TOTAL BIRMINGHAM</b>					<b>762</b>	<b>8</b>	<b>75</b>	<b>82</b>	<b>7</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>87</b>	<b>8</b>	<b>8</b>	
<b>BISHKEK (FRUNZE)</b>																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	13	0	0	62	15	8	8	0	8	65	77	7	13	
	HEATHROW	BMI BRITISH MIDLAND	S	D	13	0	0	62	38	0	0	0	0	12	46	22	13	
<b>TOTAL BISHKEK (FRUNZE)</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>27</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>39</b>	<b>62</b>	<b>14</b>	<b>14</b>	
<b>BOA VISTA (RABIL)</b>																		
	GATWICK	THOMSON AIRWAYS LTD	S	A	4	0	0	75	25	0	0	0	0	10	75	6	4	
	GATWICK	THOMSON AIRWAYS LTD	S	D	4	0	0	75	0	0	25	0	0	20	100	4	4	
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	4	0	0	75	25	0	0	0	0	5	20	33	5	
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	4	0	0	75	25	0	0	0	0	7	20	39	5	
<b>TOTAL BOA VISTA (RABIL)</b>					<b>16</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>50</b>	<b>22</b>	<b>22</b>	
<b>BODRUM (MILAS)</b>																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	80	6	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	5	100	15	1	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	20	0	0	15	100	5	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	50	34	2		



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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 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 BODRUM (MILAS)</b>					<b>27</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>3</b>	<b>88</b>	<b>7</b>	<b>7</b>
BOLOGNA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	83	0	0	87	6	4	2	1	0	11	89	7	57
	GATWICK	BRITISH AIRWAYS PLC	S	D	83	0	0	92	4	5	0	0	0	4	98	3	57
	EDINBURGH	RYANAIR	S	A	8	0	0	25	75	0	0	0	0	18	0	0	0
	EDINBURGH	RYANAIR	S	D	8	0	1	100	0	0	0	0	0	6	0	0	0
	GATWICK	RYANAIR	S	A	17	0	0	88	6	6	0	0	0	4	0	0	0
	GATWICK	RYANAIR	S	D	17	0	0	88	6	6	0	0	0	4	0	0	0
	STANSTED	RYANAIR	S	A	47	0	0	81	9	2	9	0	0	11	94	15	49
	STANSTED	RYANAIR	S	D	47	0	0	94	2	2	2	0	0	5	96	4	48
<b>TOTAL BOLOGNA</b>					<b>310</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>94</b>	<b>7</b>	<b>7</b>
BOLZANO																	
BORDEAUX																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	60	0	0	92	5	3	0	0	0	4	95	10	55
	GATWICK	BRITISH AIRWAYS PLC	S	D	60	0	0	93	5	2	0	0	0	3	98	2	55
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	91	0	4	4	0	0	8	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	91	0	0	9	0	0	8	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	76	12	12	0	0	0	9	45	32	20
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	76	12	12	0	0	0	9	53	29	19
<b>TOTAL BORDEAUX</b>					<b>200</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>12</b>	<b>12</b>
BOSTON																	
	HEATHROW	AMERICAN AIRLINES	S	A	54	0	0	78	17	4	2	0	0	8	91	5	53
	HEATHROW	AMERICAN AIRLINES	S	D	54	0	0	74	11	11	4	0	0	11	80	11	54
	HEATHROW	BRITISH AIRWAYS PLC	S	A	88	0	0	77	11	10	0	1	0	12	93	6	86
	HEATHROW	BRITISH AIRWAYS PLC	S	D	88	0	0	74	11	5	7	2	1	29	70	11	86
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	83	7	3	0	7	0	21	97	3	29
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	73	10	3	7	7	0	31	63	11	30
<b>TOTAL BOSTON</b>					<b>344</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>82</b>	<b>8</b>	<b>8</b>
BOURNEMOUTH																	
BRATISLAVA																	
	BIRMINGHAM	RYANAIR	S	A	13	0	0	46	38	8	8	0	0	23	92	2	12
	BIRMINGHAM	RYANAIR	S	D	12	0	1	58	25	17	0	0	0	17	92	4	12

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)												
BRATISLAVA																		
	EDINBURGH	RYANAIR	S	A	8	0	1	100	0	0	0	0	0	0	89	3	9	
	EDINBURGH	RYANAIR	S	D	8	0	0	75	25	0	0	0	0	8	78	12	9	
	LUTON	RYANAIR	S	A	29	0	1	66	14	14	7	0	0	16	0	0	0	
	LUTON	RYANAIR	S	D	30	0	0	77	17	3	3	0	0	11	0	0	0	
	STANSTED	RYANAIR	S	A	55	1	1	82	11	5	2	0	0	9	87	6	86	
	STANSTED	RYANAIR	S	D	56	0	0	88	7	2	4	0	0	8	94	4	86	
<b>TOTAL BRATISLAVA</b>					<b>213</b>	<b>1</b>	<b>4</b>	<b>77</b>	<b>14</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>90</b>	<b>5</b>	<b>5</b>	
BREMEN																		
	EDINBURGH	RYANAIR	S	A	15	0	1	87	7	0	7	0	0	9	67	16	18	
	EDINBURGH	RYANAIR	S	D	15	0	1	73	20	0	7	0	0	14	56	17	18	
	STANSTED	RYANAIR	S	A	56	0	0	91	0	7	0	2	0	10	93	7	69	
	STANSTED	RYANAIR	S	D	56	0	0	84	4	9	4	0	0	10	96	3	69	
<b>TOTAL BREMEN</b>					<b>144</b>	<b>1</b>	<b>2</b>	<b>86</b>	<b>4</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>7</b>	<b>7</b>	
BRESCIA/MONTICHIARI																		
BREST																		
	LUTON	RYANAIR	S	A	13	0	0	54	31	0	15	0	0	32	75	9	12	
	LUTON	RYANAIR	S	D	13	0	0	85	8	0	8	0	0	11	92	5	12	
<b>TOTAL BREST</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>83</b>	<b>7</b>	<b>7</b>	
BRIDGETOWN																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	34	0	0	88	6	0	3	3	0	11	86	7	44	
	GATWICK	BRITISH AIRWAYS PLC	S	D	34	0	0	85	9	0	6	0	0	8	91	7	43	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	13	0	0	54	0	8	31	0	8	70	63	28	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	13	0	0	46	23	8	15	8	0	56	57	36	7	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	12	0	0	33	17	17	17	17	0	61	63	28	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	46	15	8	15	15	0	66	50	55	6	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	6	0	0	33	0	33	17	17	0	79	57	32	7	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	6	0	0	33	0	33	0	17	17	150	100	4	5	
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	23	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	A	15	0	0	60	13	13	7	0	7	78	40	55	10	
	GATWICK	THOMSON AIRWAYS LTD	C	D	11	0	0	73	9	0	18	0	0	26	70	73	10	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	2	1	0	0	0	100	0	0	0	42	0	41	2	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	19	100	3	2	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)												
BRIDGETOWN																		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	12	0	0	17	8	42	25	8	0	58	69	19	13	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	9	1	0	67	11	22	0	0	0	17	92	8	12	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	27	0	0	63	7	15	11	4	0	26	62	31	26	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	27	0	0	63	7	22	7	0	0	23	54	32	26	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	5	0	0	60	20	0	0	0	20	143	57	31	7	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	4	67	11	6	
<b>TOTAL BRIDGETOWN</b>					<b>249</b>	<b>2</b>	<b>0</b>	<b>62</b>	<b>10</b>	<b>12</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>40</b>	<b>72</b>	<b>23</b>	<b>23</b>	
BRINDISI																		
	STANSTED	RYANAIR	S	A	13	0	0	85	8	8	0	0	0	9	78	8	9	
	STANSTED	RYANAIR	S	D	13	0	0	62	31	8	0	0	0	16	100	2	9	
<b>TOTAL BRINDISI</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>89</b>	<b>5</b>	<b>5</b>	
BRISTOL																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	95	2	1	88	7	2	2	0	0	5	91	4	76	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	94	0	0	86	6	4	2	1	0	9	87	9	77	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	76	1	1	86	7	5	3	0	0	6	93	3	76	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	76	0	1	79	7	11	4	0	0	12	88	8	77	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	70	0	1	80	6	4	9	1	0	18	89	8	72	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	72	0	0	69	13	4	11	3	0	26	89	8	73	
<b>TOTAL BRISTOL</b>					<b>483</b>	<b>4</b>	<b>4</b>	<b>82</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>90</b>	<b>7</b>	<b>7</b>	
BRNO (TURANY)																		
	STANSTED	RYANAIR	S	A	30	0	0	90	7	3	0	0	0	4	94	4	18	
	STANSTED	RYANAIR	S	D	30	0	0	97	3	0	0	0	0	3	94	3	18	
<b>TOTAL BRNO (TURANY)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>4</b>	<b>4</b>	
BRUSSELS																		
	EDINBURGH	BMI REGIONAL	S	A	69	0	0	88	1	6	4	0	0	10	93	4	73	
	EDINBURGH	BMI REGIONAL	S	D	70	0	0	80	4	6	9	1	0	16	84	9	73	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	170	0	1	76	11	6	6	0	1	15	77	13	150	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	170	0	0	80	11	4	4	1	1	13	75	12	150	
	BIRMINGHAM	BRUSSELS AIRLINES	S	A	111	0	1	82	9	5	4	0	0	8	95	4	110	
	BIRMINGHAM	BRUSSELS AIRLINES	S	D	110	0	1	78	11	5	5	0	0	11	93	3	109	
	HEATHROW	BRUSSELS AIRLINES	S	A	108	0	0	62	15	14	9	0	0	22	0	0	0	
	HEATHROW	BRUSSELS AIRLINES	S	D	108	0	0	69	12	10	7	1	1	23	0	0	0	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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
BRUSSELS																		
	MANCHESTER	BRUSSELS AIRLINES	S	A	97	1	0	75	13	7	4	0	0	13	89	8	93	
	MANCHESTER	BRUSSELS AIRLINES	S	D	96	0	0	75	11	6	7	0	0	13	83	9	92	
	NEWCASTLE	BRUSSELS AIRLINES	S	A	69	0	0	62	10	10	12	6	0	34	100	0	26	
	NEWCASTLE	BRUSSELS AIRLINES	S	D	69	0	0	64	13	4	14	4	0	33	92	2	26	
	MANCHESTER	FLYBE LTD	S	A	45	0	1	60	9	18	11	2	0	28	72	16	46	
	MANCHESTER	FLYBE LTD	S	D	46	0	0	65	13	11	9	2	0	23	83	13	46	
<b>TOTAL BRUSSELS</b>					<b>1339</b>	<b>4</b>	<b>4</b>	<b>74</b>	<b>11</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>83</b>	<b>9</b>	<b>9</b>	
BUCHAREST (BANEASA)																		
	LUTON	BLUE AIR TRANSPORT AERIAN	S	A	21	0	0	43	14	38	5	0	0	27	0	0	0	
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	21	0	0	33	19	33	10	5	0	40	0	0	0	
	GATWICK	SWIFTAIR	C	A	2	0	0	100	0	0	0	0	0	10	0	0	0	
	LUTON	WIZZ AIR	S	A	46	0	0	91	4	4	0	0	0	4	80	17	30	
	LUTON	WIZZ AIR	S	D	47	0	0	72	17	11	0	0	0	10	57	26	30	
<b>TOTAL BUCHAREST (BANEASA)</b>					<b>137</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>12</b>	<b>16</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>64</b>	<b>21</b>	<b>21</b>	
BUCHAREST (OTOPENI)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	77	12	10	0	2	0	12	57	20	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	72	5	13	8	2	0	21	93	5	60	
	HEATHROW	TAROM	S	A	28	0	0	68	7	11	11	4	0	21	57	24	30	
	HEATHROW	TAROM	S	D	28	0	0	68	14	7	11	0	0	19	63	26	30	
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>176</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>9</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>72</b>	<b>15</b>	<b>15</b>	
BUDAPEST																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	88	0	0	74	10	9	5	2	0	16	63	21	87	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	88	0	0	82	8	3	5	2	0	14	80	9	87	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	67	13	13	7	0	0	14	87	7	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	83	7	3	7	0	0	10	87	5	30	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	29	0	1	79	14	3	3	0	0	9	64	25	28	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	83	10	7	0	0	0	8	71	11	28	
	MANCHESTER	JET2.COM LTD	S	A	22	0	0	82	9	5	5	0	0	13	92	10	13	
	MANCHESTER	JET2.COM LTD	S	D	22	0	0	73	27	0	0	0	0	10	92	5	13	
	GATWICK	MALEV (HUNGARIAN AIRLINES)	S	A	55	0	0	67	24	7	2	0	0	14	57	17	60	
	GATWICK	MALEV (HUNGARIAN AIRLINES)	S	D	55	0	0	51	18	29	2	0	0	21	48	23	60	
	LUTON	WIZZ AIR	S	A	77	0	5	88	10	1	0	0	0	4	90	10	60	
	LUTON	WIZZ AIR	S	D	77	0	6	78	17	4	1	0	0	9	65	20	60	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 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)											
BUDAPEST																	
<b>TOTAL BUDAPEST</b>					<b>603</b>	<b>1</b>	<b>12</b>	<b>76</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>15</b>	<b>15</b>
BUENOS AIRES																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	67	23	7	3	0	0	12	60	32	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	1	59	10	7	21	3	0	36	73	14	30
<b>TOTAL BUENOS AIRES</b>					<b>59</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>17</b>	<b>7</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>67</b>	<b>23</b>	<b>23</b>
BURGAS																	
	LUTON	WIZZ AIR	S	A	8	0	0	75	25	0	0	0	0	6	89	9	9
	LUTON	WIZZ AIR	S	D	9	0	0	56	11	22	11	0	0	31	89	9	9
<b>TOTAL BURGAS</b>					<b>17</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>89</b>	<b>9</b>	<b>9</b>
BURSA/YENISEHIR																	
<b>TOTAL BURSA/YENISEHIR</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
BYDGOSZCZ																	
	BIRMINGHAM	RYANAIR	S	A	12	0	1	83	17	0	0	0	0	8	0	0	0
	BIRMINGHAM	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	3	0	0	0
	STANSTED	RYANAIR	S	A	17	0	0	88	6	6	0	0	0	5	83	8	18
	STANSTED	RYANAIR	S	D	17	0	0	88	12	0	0	0	0	2	94	4	18
<b>TOTAL BYDGOSZCZ</b>					<b>59</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>6</b>	<b>6</b>

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	86	7	7	0	0	0	9	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	79	21	0	0	0	0	7	0	0	0	
	BIRMINGHAM	JET2.COM LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	JET2.COM LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
<b>TOTAL CAGLIARI (ELMAS)</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>13</b>	<b>13</b>	
CAIRO																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	30	0	0	90	7	3	0	0	0	6	67	19	30	
	HEATHROW	BMI BRITISH MIDLAND	S	D	30	0	0	80	10	10	0	0	0	8	83	14	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	90	10	0	0	0	0	3	80	8	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	40	23	20	13	3	0	37	47	20	30	
	HEATHROW	EGYPT AIR	S	A	42	0	0	55	26	10	7	2	0	25	21	40	34	
	HEATHROW	EGYPT AIR	S	D	42	0	0	57	21	10	10	2	0	30	32	41	34	
<b>TOTAL CAIRO</b>					<b>204</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>54</b>	<b>24</b>	<b>24</b>	
CALGARY																		
	HEATHROW	AIR CANADA	S	A	29	0	1	62	17	21	0	0	0	13	87	7	30	
	HEATHROW	AIR CANADA	S	D	29	0	1	83	10	0	7	0	0	10	93	5	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	60	20	13	7	0	0	19	90	10	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	77	10	3	10	0	0	16	70	11	30	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	4	1	0	75	0	25	0	0	0	10	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	4	0	0	25	50	0	25	0	0	32	0	0	0	
<b>TOTAL CALGARY</b>					<b>127</b>	<b>1</b>	<b>2</b>	<b>69</b>	<b>15</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>86</b>	<b>8</b>	<b>8</b>	
CAMPBELTOWN																		
	GLASGOW	LOGANAIR	S	A	38	0	0	89	8	0	3	0	0	7	89	6	38	
	GLASGOW	LOGANAIR	S	D	38	0	0	89	8	0	3	0	0	8	87	8	38	
<b>TOTAL CAMPBELTOWN</b>					<b>76</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>7</b>	<b>7</b>	
CANCUN																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	63	38	0	0	0	0	11	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	100	0	0	0	0	0	2	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	33	0	22	44	0	0	57	80	74	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	7	0	0	43	0	14	29	14	0	75	60	92	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	56	0	22	11	0	11	161	100	0	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	13	25	0	0	0	15	40	19	5	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 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)												
CANCUN																		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	50	0	25	25	0	0	35	75	17	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	40	20	0	40	0	0	44	60	42	5	
	GATWICK	THOMSON AIRWAYS LTD	C	A	17	0	0	59	12	18	6	0	6	45	81	11	16	
	GATWICK	THOMSON AIRWAYS LTD	C	D	15	0	0	60	7	13	13	0	7	60	75	12	16	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	13	1	0	54	23	8	8	8	0	33	56	28	9	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	12	0	0	50	17	17	8	0	8	58	56	20	9	
<b>TOTAL CANCUN</b>					<b>117</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>12</b>	<b>14</b>	<b>13</b>	<b>2</b>	<b>3</b>	<b>50</b>	<b>69</b>	<b>26</b>	<b>26</b>	
CANNES																		
CAPE TOWN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	55	0	1	64	20	9	5	2	0	21	61	17	56	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	55	0	0	64	20	9	5	2	0	19	64	20	56	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	30	0	0	87	10	3	0	0	0	4	97	1	30	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	30	0	0	73	13	13	0	0	0	10	97	4	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	21	0	1	90	5	0	5	0	0	7	91	13	22	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	21	0	0	71	5	24	0	0	0	16	82	10	22	
<b>TOTAL CAPE TOWN</b>					<b>212</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>15</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>12</b>	<b>12</b>	
CARACAS																		
CARCASSONNE																		
	STANSTED	RYANAIR	S	A	12	0	0	83	0	17	0	0	0	9	77	8	13	
	STANSTED	RYANAIR	S	D	12	0	0	83	0	17	0	0	0	7	77	8	13	
<b>TOTAL CARCASSONNE</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>8</b>	<b>8</b>	
CARDIFF WALES																		
	EDINBURGH	BMIBABY LTD	S	A	16	0	1	63	13	6	19	0	0	30	98	1	55	
	EDINBURGH	BMIBABY LTD	S	D	15	0	2	80	0	0	13	7	0	28	95	5	55	
	NEWCASTLE	EASTERN AIRWAYS	S	A	42	0	7	86	0	5	10	0	0	13	98	2	41	
	NEWCASTLE	EASTERN AIRWAYS	S	D	41	0	7	95	0	0	5	0	0	9	98	1	42	
	EDINBURGH	FLYBE LTD	S	A	54	0	6	87	0	6	6	2	0	15	91	14	58	
	EDINBURGH	FLYBE LTD	S	D	54	0	6	85	4	4	6	2	0	18	92	8	59	
	GLASGOW	FLYBE LTD	S	A	18	0	1	89	0	6	6	0	0	12	88	14	25	
	GLASGOW	FLYBE LTD	S	D	19	0	0	74	11	5	11	0	0	21	76	20	25	
<b>TOTAL CARDIFF WALES</b>					<b>260</b>	<b>4</b>	<b>30</b>	<b>85</b>	<b>2</b>	<b>4</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>93</b>	<b>7</b>	<b>7</b>	
CASABLANCA MOHAMED V																		

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)											
CASABLANCA MOHAMED V	GATWICK	ROYAL AIR MAROC	S	A	11	0	0	55	27	9	9	0	0	21	25	22	4
	GATWICK	ROYAL AIR MAROC	S	D	11	0	0	45	45	0	9	0	0	21	75	12	4
<b>TOTAL CASABLANCA MOHAMED V</b>					<b>24</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>38</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>62</b>	<b>17</b>	<b>17</b>
CATANIA (FONTANAROSSA)	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	77	8	0	8	8	0	34	100	1	8
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	92	0	0	8	0	0	9	100	1	8
<b>TOTAL CATANIA (FONTANAROSSA)</b>					<b>26</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>21</b>	<b>93</b>	<b>3</b>	<b>3</b>
CHARLEROI	EDINBURGH	RYANAIR	S	A	16	0	1	94	6	0	0	0	0	3	100	0	12
	EDINBURGH	RYANAIR	S	D	16	0	1	88	13	0	0	0	0	6	92	2	12
<b>TOTAL CHARLEROI</b>					<b>32</b>	<b>0</b>	<b>2</b>	<b>91</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>96</b>	<b>1</b>	<b>1</b>
CHARLOTTE	GATWICK	US AIRWAYS	S	A	28	0	0	93	0	0	4	0	4	15	93	4	29
	GATWICK	US AIRWAYS	S	D	28	1	0	86	11	0	0	4	0	11	90	8	29
<b>TOTAL CHARLOTTE</b>					<b>56</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>13</b>	<b>91</b>	<b>6</b>	<b>6</b>
CHENNAI	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	2	100	0	0	0	0	0	94	4	17	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	55	18	18	9	0	0	20	76	13	17
<b>TOTAL CHENNAI</b>					<b>44</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>9</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>8</b>	<b>8</b>
CHICAGO (O'HARE)	HEATHROW	AMERICAN AIRLINES	S	A	86	0	0	70	10	8	10	1	0	20	81	10	83
	HEATHROW	AMERICAN AIRLINES	S	D	86	0	0	83	6	3	8	0	0	12	83	10	84
	MANCHESTER	AMERICAN AIRLINES	S	A	29	0	0	69	7	17	7	0	0	14	93	3	29
	MANCHESTER	AMERICAN AIRLINES	S	D	29	0	0	93	7	0	0	0	0	3	97	4	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	0	79	12	5	3	0	0	13	82	7	55
	HEATHROW	BRITISH AIRWAYS PLC	S	D	58	0	0	71	17	5	7	0	0	17	61	16	56
	HEATHROW	UNITED AIRLINES	S	A	87	0	0	86	9	3	1	0	0	6	82	12	89
	HEATHROW	UNITED AIRLINES	S	D	87	0	0	87	5	3	3	1	0	10	85	8	88
<b>TOTAL CHICAGO (O'HARE)</b>					<b>520</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>9</b>	<b>9</b>
CHISINAU (KISHINEV)	GATWICK	AIR MOLDOVA INTERNATIONAL	S	A	4	0	0	25	0	0	75	0	0	71	75	10	4
	GATWICK	AIR MOLDOVA INTERNATIONAL	S	D	4	0	0	25	0	25	50	0	0	68	100	1	4



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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)											
CHISINAU (KISHINEV)																	
<b>TOTAL CHISINAU (KISHINEV)</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>88</b>	<b>5</b>	<b>5</b>
CITY OF DERRY (EGLINTON)																	
	BIRMINGHAM	RYANAIR	S	A	16	0	1	81	6	6	0	0	6	27	100	2	18
	BIRMINGHAM	RYANAIR	S	D	17	0	0	53	12	35	0	0	0	18	67	15	18
	STANSTED	RYANAIR	S	A	30	0	0	73	7	10	3	7	0	27	83	6	18
	STANSTED	RYANAIR	S	D	30	0	0	87	7	7	0	0	0	6	89	4	18
<b>TOTAL CITY OF DERRY (EGLINTON)</b>					<b>93</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>8</b>	<b>13</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>19</b>	<b>87</b>	<b>8</b>	<b>8</b>
CLUJ NAPOCA																	
	LUTON	WIZZ AIR	S	A	21	0	0	86	14	0	0	0	0	4	77	21	22
	LUTON	WIZZ AIR	S	D	21	0	0	48	33	19	0	0	0	15	23	45	22
<b>TOTAL CLUJ NAPOCA</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>24</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>50</b>	<b>33</b>	<b>33</b>
COLOGNE BONN																	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	51	0	1	51	22	18	10	0	0	25	51	22	51
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	51	0	1	63	22	8	6	2	0	21	55	19	51
	MANCHESTER	GERMANWINGS	S	A	22	0	0	77	14	5	5	0	0	11	77	11	22
	MANCHESTER	GERMANWINGS	S	D	22	0	0	77	14	9	0	0	0	9	82	13	22
	STANSTED	GERMANWINGS	S	A	74	0	0	74	7	12	5	1	0	16	80	9	81
	STANSTED	GERMANWINGS	S	D	74	0	0	72	8	14	7	0	0	16	90	7	81
	HEATHROW	LUFTHANSA	S	A	89	0	1	73	9	9	9	0	0	18	72	19	89
	HEATHROW	LUFTHANSA	S	D	89	0	1	67	12	11	6	3	0	24	68	18	88
<b>TOTAL COLOGNE BONN</b>					<b>474</b>	<b>2</b>	<b>4</b>	<b>69</b>	<b>12</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>72</b>	<b>15</b>	<b>15</b>
COLOMBO																	
	HEATHROW	SRILANKAN AIRLINES	S	A	38	0	0	63	13	13	11	0	0	20	55	22	33
	HEATHROW	SRILANKAN AIRLINES	S	D	38	0	0	63	18	5	13	0	0	19	48	23	33
<b>TOTAL COLOMBO</b>					<b>76</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>16</b>	<b>9</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>52</b>	<b>22</b>	<b>22</b>
COPENHAGEN																	
	LONDON CITY	BA CITYFLYER LTD	S	A	46	0	0	80	7	4	9	0	0	12	0	0	0
	LONDON CITY	BA CITYFLYER LTD	S	D	46	0	0	74	11	4	11	0	0	17	0	0	0
	EDINBURGH	BMI REGIONAL	S	A	45	0	0	78	16	0	7	0	0	13	94	3	47
	EDINBURGH	BMI REGIONAL	S	D	45	0	0	96	0	0	4	0	0	6	96	4	47
	GLASGOW	BMI REGIONAL	S	A	26	0	0	85	8	0	4	4	0	16	92	12	26
	GLASGOW	BMI REGIONAL	S	D	26	0	0	92	4	0	0	4	0	12	92	11	26

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 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)												
COPENHAGEN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	149	0	0	68	11	11	9	1	0	18	77	14	141	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	149	0	0	84	7	5	3	1	0	10	84	7	141	
	BIRMINGHAM	CIMBER AIR A/S	S	A	35	0	0	69	20	6	6	0	0	16	0	0	0	
	BIRMINGHAM	CIMBER AIR A/S	S	D	35	0	0	66	23	6	6	0	0	16	0	0	0	
	NEWCASTLE	CIMBER AIR A/S	S	A	25	0	1	48	20	12	16	4	0	38	58	16	26	
	NEWCASTLE	CIMBER AIR A/S	S	D	25	0	1	48	16	16	12	8	0	42	67	12	27	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	51	1	1	75	6	10	10	0	0	18	73	14	51	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	52	0	0	87	6	2	6	0	0	11	86	10	51	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	67	19	5	10	0	0	22	80	9	15	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	76	10	5	10	0	0	19	73	11	15	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	76	2	0	72	13	8	5	1	0	16	72	14	86	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	76	0	0	84	7	4	4	1	0	12	88	6	86	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	8	0	0	25	38	25	13	0	0	34	56	23	9	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	8	0	0	13	38	38	13	0	0	44	44	24	9	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	56	0	0	68	13	9	9	2	0	22	68	13	56	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	55	0	1	60	18	5	15	2	0	27	66	12	56	
	BIRMINGHAM	SAS	S	A	8	0	0	75	13	13	0	0	0	11	80	11	45	
	BIRMINGHAM	SAS	S	D	8	0	0	63	13	25	0	0	0	17	87	9	45	
	HEATHROW	SAS	S	A	162	1	1	51	16	20	13	1	0	29	65	16	167	
	HEATHROW	SAS	S	D	163	0	0	66	10	10	12	1	0	23	81	9	167	
	MANCHESTER	SAS	S	A	52	0	1	69	13	10	8	0	0	17	86	9	56	
	MANCHESTER	SAS	S	D	52	0	0	77	12	4	8	0	0	12	89	9	56	
<b>TOTAL COPENHAGEN</b>					<b>1521</b>	<b>6</b>	<b>6</b>	<b>71</b>	<b>12</b>	<b>8</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>78</b>	<b>11</b>	<b>11</b>	
CORFU																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	100	0	0	0	0	0	3	100	2	2	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	100	0	0	0	0	0	3	100	0	2	
<b>TOTAL CORFU</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>100</b>	<b>3</b>	<b>3</b>	
CORK																		
	BIRMINGHAM	AER ARANN	S	A	55	0	0	96	0	0	2	0	2	11	0	0	0	
	BIRMINGHAM	AER ARANN	S	D	55	0	0	82	7	7	2	0	2	17	0	0	0	
	EDINBURGH	AER ARANN	S	A	29	0	0	83	7	3	7	0	0	11	92	4	26	
	EDINBURGH	AER ARANN	S	D	29	0	0	76	10	3	7	3	0	20	92	4	26	
	GLASGOW	AER ARANN	S	A	29	0	0	83	7	3	7	0	0	13	0	0	0	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 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)												
CORK																		
	GLASGOW	AER ARANN	S	D	30	0	0	77	7	7	10	0	0	15	0	0	0	
	MANCHESTER	AER ARANN	S	A	59	0	0	80	12	5	3	0	0	9	0	0	0	
	MANCHESTER	AER ARANN	S	D	59	0	0	83	5	7	5	0	0	10	0	0	0	
	GATWICK	AER LINGUS	S	A	29	0	0	66	24	10	0	0	0	11	0	0	0	
	GATWICK	AER LINGUS	S	D	29	0	0	86	7	7	0	0	0	8	0	0	0	
	HEATHROW	AER LINGUS	S	A	117	0	0	65	18	9	8	1	0	19	44	29	119	
	HEATHROW	AER LINGUS	S	D	117	0	0	74	9	8	8	1	0	18	62	20	119	
	NEWCASTLE	JET2.COM LTD	S	A	8	0	0	63	13	13	13	0	0	24	100	5	9	
	NEWCASTLE	JET2.COM LTD	S	D	8	0	0	63	13	13	13	0	0	26	100	2	9	
	GATWICK	RYANAIR	S	A	30	0	0	90	3	0	7	0	0	10	100	1	30	
	GATWICK	RYANAIR	S	D	30	0	0	87	3	3	7	0	0	10	93	3	30	
	STANSTED	RYANAIR	S	A	60	0	0	85	10	2	3	0	0	10	88	7	60	
	STANSTED	RYANAIR	S	D	59	0	1	92	7	0	2	0	0	5	97	4	60	
<b>TOTAL CORK</b>					<b>832</b>	<b>0</b>	<b>5</b>	<b>80</b>	<b>9</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>13</b>	<b>13</b>	
CUIDAD REAL																		
	STANSTED	RYANAIR	S	A	4	0	0	100	0	0	0	0	0	1	0	0	0	
	STANSTED	RYANAIR	S	D	4	0	0	100	0	0	0	0	0	3	0	0	0	
<b>TOTAL CUIDAD REAL</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	
CUNAGUA (CAYO COCO)																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	75	15	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	3	0	0	33	33	0	33	0	0	63	75	36	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	15	60	13	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	23	80	11	5	
<b>TOTAL CUNAGUA (CAYO COCO)</b>					<b>13</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>8</b>	<b>8</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>72</b>	<b>18</b>	<b>18</b>	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 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)												
DALAMAN																		
	GATWICK	ONUR AIR	C	A	2	0	0	100	0	0	0	0	0	0	0	18	1	
	GATWICK	ONUR AIR	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	17	100	0	2	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	0	50	0	0	0	24	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	6	0	0	100	0	0	0	0	0	2	91	3	11	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	89	2	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	11	0	0	82	0	9	0	0	9	87	75	13	12	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	6	0	0	83	0	17	0	0	0	11	83	9	6	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	100	0	0	1	
	GATWICK	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	10	67	7	3	
<b>TOTAL DALAMAN</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>0</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>30</b>	<b>76</b>	<b>12</b>	<b>12</b>	
DALLAS/FORT WORTH																		
	HEATHROW	AMERICAN AIRLINES	S	A	59	0	0	66	12	14	8	0	0	19	68	12	56	
	HEATHROW	AMERICAN AIRLINES	S	D	59	0	0	73	14	7	7	0	0	15	71	17	56	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	59	21	17	3	0	0	16	79	10	29	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	72	10	14	3	0	0	15	79	11	29	
<b>TOTAL DALLAS/FORT WORTH</b>					<b>176</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>73</b>	<b>13</b>	<b>13</b>	
DAMASCUS																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	30	0	0	80	13	7	0	0	0	6	76	9	17	
	HEATHROW	BMI BRITISH MIDLAND	S	D	30	0	0	63	17	10	10	0	0	18	76	9	17	
	HEATHROW	SYRIANAIR	S	A	11	0	0	73	18	9	0	0	0	11	20	30	10	
	HEATHROW	SYRIANAIR	S	D	11	0	0	45	18	36	0	0	0	23	30	29	10	
<b>TOTAL DAMASCUS</b>					<b>82</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>57</b>	<b>16</b>	<b>16</b>	
DAMMAM																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	13	0	1	77	0	15	8	0	0	17	62	12	13	
	HEATHROW	BMI BRITISH MIDLAND	S	D	13	0	0	54	15	15	8	8	0	39	85	8	13	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	4	0	0	75	0	0	25	0	0	22	50	85	4	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	3	0	0	33	33	0	33	0	0	35	33	28	3	
<b>TOTAL DAMMAM</b>					<b>33</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>9</b>	<b>12</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>67</b>	<b>21</b>	<b>21</b>	
DAR-ES-SALAAM																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	77	15	0	0	0	8	83	54	17	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	85	8	8	0	0	0	9	69	13	13	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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>DAR-ES-SALAAM</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>46</b>	<b>62</b>	<b>15</b>	<b>15</b>
<b>DELHI</b>																	
	HEATHROW	AIR INDIA	S	A	30	0	0	0	3	27	67	3	0	94	64	12	42
	HEATHROW	AIR INDIA	S	D	29	0	1	31	14	24	28	0	3	75	70	11	43
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	60	25	8	5	2	0	20	54	29	52
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	35	28	25	12	0	0	29	29	31	51
	HEATHROW	JET AIRWAYS	S	A	30	0	0	7	13	23	50	7	0	83	53	22	30
	HEATHROW	JET AIRWAYS	S	D	30	0	0	63	7	7	23	0	0	25	80	7	30
	HEATHROW	KINGFISHER AIRLINES	S	A	30	0	0	87	10	3	0	0	0	5	0	0	0
	HEATHROW	KINGFISHER AIRLINES	S	D	30	0	0	97	3	0	0	0	0	3	0	0	0
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	30	23	30	13	3	0	38	57	18	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	60	27	3	10	0	0	21	77	7	30
<b>TOTAL DELHI</b>					<b>359</b>	<b>0</b>	<b>1</b>	<b>47</b>	<b>17</b>	<b>15</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>37</b>	<b>58</b>	<b>18</b>	<b>18</b>
<b>DENVER INTERNATIONAL</b>																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	69	14	3	14	0	0	21	54	30	28
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	79	14	3	3	0	0	11	71	15	28
<b>TOTAL DENVER INTERNATIONAL</b>					<b>59</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>63</b>	<b>23</b>	<b>23</b>
<b>DETROIT</b>																	
	HEATHROW	DELTA AIRLINES	S	A	42	0	1	86	5	7	0	2	0	11	0	0	0
	HEATHROW	DELTA AIRLINES	S	D	42	0	1	74	10	7	7	2	0	18	0	0	0
<b>TOTAL DETROIT</b>					<b>84</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>7</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>11</b>	<b>11</b>
<b>DHAKHA</b>																	
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	A	21	0	1	57	10	0	14	5	14	92	82	12	17
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	20	0	1	20	15	20	30	5	10	96	12	43	17
<b>TOTAL DHAKHA</b>					<b>41</b>	<b>0</b>	<b>2</b>	<b>39</b>	<b>12</b>	<b>10</b>	<b>22</b>	<b>5</b>	<b>12</b>	<b>94</b>	<b>44</b>	<b>36</b>	<b>36</b>
<b>DINARD</b>																	
	STANSTED	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	3	100	2	14
	STANSTED	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	2	100	1	14
<b>TOTAL DINARD</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>2</b>	<b>2</b>
<b>DOHA</b>																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	1	90	7	3	0	0	0	3	83	39	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	67	17	13	3	0	0	16	87	9	30

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)												
DOHA																		
	GATWICK	QATAR AIRWAYS	S	A	30	1	0	87	7	7	0	0	0	6	87	5	30	
	GATWICK	QATAR AIRWAYS	S	D	30	0	0	87	7	3	0	3	0	11	83	8	30	
	HEATHROW	QATAR AIRWAYS	S	A	119	0	1	86	6	6	2	1	0	9	70	13	116	
	HEATHROW	QATAR AIRWAYS	S	D	119	0	0	82	8	4	5	1	0	12	80	12	116	
	MANCHESTER	QATAR AIRWAYS	S	A	30	0	0	90	3	7	0	0	0	5	67	14	30	
	MANCHESTER	QATAR AIRWAYS	S	D	30	0	0	70	23	7	0	0	0	9	63	25	30	
<b>TOTAL DOHA</b>					<b>417</b>	<b>1</b>	<b>2</b>	<b>83</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>14</b>	<b>14</b>	
DONEGAL																		
	GLASGOW	AER ARANN	S	A	8	0	1	50	25	13	13	0	0	18	0	0	0	
	GLASGOW	AER ARANN	S	D	8	0	1	63	13	25	0	0	0	15	0	0	0	
<b>TOTAL DONEGAL</b>					<b>16</b>	<b>0</b>	<b>2</b>	<b>56</b>	<b>19</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	
DONETSK																		
<b>TOTAL DONETSK</b>					<b>2</b>	<b>2</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>	
DORTMUND																		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	85	5	3	7	0	0	14	89	9	66	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	59	0	0	78	15	2	5	0	0	13	91	5	66	
<b>TOTAL DORTMUND</b>					<b>119</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>90</b>	<b>7</b>	<b>7</b>	
DRESDEN																		
	HEATHROW	LUFTHANSA	S	A	30	0	0	33	27	17	20	3	0	41	0	0	0	
	HEATHROW	LUFTHANSA	S	D	30	0	0	73	10	7	10	0	0	19	0	0	0	
<b>TOTAL DRESDEN</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>18</b>	<b>12</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	
DUBAI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	87	2	8	2	0	1	17	76	11	76	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	88	0	2	80	10	6	5	0	0	11	69	18	75	
	BIRMINGHAM	EMIRATES	S	A	59	0	1	64	17	12	7	0	0	17	50	20	60	
	BIRMINGHAM	EMIRATES	S	D	59	0	1	46	27	20	7	0	0	24	38	30	60	
	GATWICK	EMIRATES	S	A	90	0	0	64	22	12	1	0	0	12	57	15	90	
	GATWICK	EMIRATES	S	D	89	0	1	73	13	7	7	0	0	15	66	12	90	
	GLASGOW	EMIRATES	S	A	30	0	0	67	13	10	7	0	3	30	60	13	30	
	GLASGOW	EMIRATES	S	D	30	0	0	43	23	17	13	0	3	45	60	18	30	
	HEATHROW	EMIRATES	S	A	150	0	0	75	10	13	2	0	0	11	59	17	150	
	HEATHROW	EMIRATES	S	D	150	0	0	61	21	11	7	0	0	18	65	16	150	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)												
DUBAI																		
	MANCHESTER	EMIRATES	S	A	60	2	1	62	25	12	2	0	0	14	52	16	60	
	MANCHESTER	EMIRATES	S	D	61	0	0	49	28	21	2	0	0	19	42	21	60	
	NEWCASTLE	EMIRATES	S	A	30	0	0	57	27	17	0	0	0	16	60	16	30	
	NEWCASTLE	EMIRATES	S	D	30	0	0	53	10	27	10	0	0	27	50	21	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	90	7	3	0	0	0	5	82	10	28	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	80	13	7	0	0	0	8	93	3	28	
<b>TOTAL DUBAI</b>					<b>1076</b>	<b>7</b>	<b>6</b>	<b>67</b>	<b>16</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>61</b>	<b>16</b>	<b>16</b>	
DUBLIN																		
	EDINBURGH	AER ARANN	S	A	56	0	0	84	5	4	0	7	0	24	0	0	0	
	EDINBURGH	AER ARANN	S	D	56	0	0	80	9	2	2	5	2	28	0	0	0	
	GLASGOW	AER ARANN	S	A	110	0	0	87	5	1	6	1	0	12	0	0	0	
	GLASGOW	AER ARANN	S	D	110	0	0	85	4	1	8	2	0	17	0	0	0	
	MANCHESTER	AER ARANN	C	A	2	0	0	0	0	0	100	0	0	80	0	0	0	
	MANCHESTER	AER ARANN	C	D	2	0	0	50	0	50	0	0	0	20	0	0	0	
	BIRMINGHAM	AER LINGUS	S	A	92	0	0	78	8	8	4	1	1	19	90	4	90	
	BIRMINGHAM	AER LINGUS	S	D	92	0	0	71	9	14	4	1	1	23	87	6	90	
	EDINBURGH	AER LINGUS	S	A	24	0	3	96	0	0	0	4	0	10	77	10	30	
	EDINBURGH	AER LINGUS	S	D	24	0	3	96	0	0	0	4	0	11	83	8	30	
	GATWICK	AER LINGUS	S	A	118	0	1	75	8	4	6	6	0	27	80	9	112	
	GATWICK	AER LINGUS	S	D	118	0	1	82	6	3	5	3	0	18	66	14	112	
	HEATHROW	AER LINGUS	S	A	362	0	0	66	10	9	13	2	0	26	69	15	363	
	HEATHROW	AER LINGUS	S	D	361	0	1	71	9	7	10	2	0	23	75	13	361	
	MANCHESTER	AER LINGUS	S	A	97	0	1	87	4	4	3	1	1	14	84	7	103	
	MANCHESTER	AER LINGUS	S	D	97	0	1	84	6	4	2	3	1	17	86	7	103	
	HEATHROW	BMI BRITISH MIDLAND	S	A	118	0	0	62	16	8	13	1	0	24	76	12	181	
	HEATHROW	BMI BRITISH MIDLAND	S	D	118	0	0	71	13	6	9	1	0	16	80	9	181	
	LONDON CITY	CITY JET	S	A	113	0	0	87	4	4	6	0	0	9	91	4	139	
	LONDON CITY	CITY JET	S	D	113	0	0	81	13	4	2	0	0	9	77	10	137	
	BIRMINGHAM	RYANAIR	S	A	79	0	2	82	13	1	4	0	0	9	88	6	90	
	BIRMINGHAM	RYANAIR	S	D	80	0	2	84	11	4	1	0	0	9	80	9	90	
	EDINBURGH	RYANAIR	S	A	89	0	6	90	2	4	2	1	0	8	74	12	74	
	EDINBURGH	RYANAIR	S	D	88	0	8	93	3	2	1	0	0	5	66	15	74	
	GATWICK	RYANAIR	S	A	154	0	1	91	4	2	2	1	1	8	96	3	151	

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

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					Actual (7)	Plan (8)												
DUBLIN																		
	GATWICK	RYANAIR	S	D	154	0	2	90	5	1	3	2	0	10	95	4	151	
	LUTON	RYANAIR	S	A	91	0	0	59	18	15	7	1	0	22	81	12	89	
	LUTON	RYANAIR	S	D	90	0	0	73	12	9	3	1	1	19	89	9	90	
	MANCHESTER	RYANAIR	S	A	114	0	1	79	9	10	2	1	0	14	77	9	108	
	MANCHESTER	RYANAIR	S	D	114	0	1	75	11	10	4	1	0	14	72	10	108	
	NEWCASTLE	RYANAIR	S	A	38	0	0	87	5	3	3	3	0	13	79	9	39	
	NEWCASTLE	RYANAIR	S	D	38	0	0	66	16	11	5	3	0	24	74	13	39	
	STANSTED	RYANAIR	S	A	201	0	0	67	17	9	5	1	0	19	75	10	211	
	STANSTED	RYANAIR	S	D	201	0	0	81	11	4	2	0	0	10	87	6	211	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	2	0	0	0	0	0	100	0	0	97	0	0	0	
<b>TOTAL DUBLIN</b>					<b>3718</b>	<b>2</b>	<b>36</b>	<b>78</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>80</b>	<b>10</b>	<b>10</b>	
DUBROVNIK																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	17	0	0	88	0	12	0	0	0	7	89	6	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	17	0	0	94	0	6	0	0	0	4	89	5	9	
<b>TOTAL DUBROVNIK</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>5</b>	<b>5</b>	
DUNDEE																		
	LONDON CITY	CITY JET	S	A	68	0	0	85	9	4	1	0	0	6	91	5	94	
	LONDON CITY	CITY JET	S	D	68	0	0	94	1	4	0	0	0	3	90	4	96	
	BIRMINGHAM	LOGANAIR	S	A	40	0	0	90	5	0	5	0	0	9	95	1	43	
	BIRMINGHAM	LOGANAIR	S	D	39	0	0	87	8	0	5	0	0	10	95	2	43	
<b>TOTAL DUNDEE</b>					<b>215</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>3</b>	<b>3</b>	
DURHAM TEES VALLEY																		
DUSSELDORF																		
	STANSTED	AIR BERLIN	S	A	52	0	0	87	4	2	8	0	0	13	78	10	98	
	STANSTED	AIR BERLIN	S	D	52	0	0	69	15	8	8	0	0	17	79	7	98	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	158	0	0	77	8	9	5	2	0	17	70	18	151	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	157	0	1	83	8	4	3	1	0	10	70	12	152	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	29	0	0	69	17	7	3	3	0	24	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	29	0	0	69	21	3	7	0	0	19	0	0	0	
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	69	1	0	81	7	6	6	0	0	11	81	11	88	
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	69	0	0	75	10	7	7	0	0	16	67	15	88	
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	A	46	0	0	80	11	4	4	0	0	12	79	13	47	



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					Actual (7)	Plan (8)												
DUSSELDORF																		
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	D	46	0	0	67	15	11	4	2	0	22	55	18	47	
	BIRMINGHAM	FLYBE LTD	S	A	88	0	9	77	9	5	7	1	1	23	86	7	98	
	BIRMINGHAM	FLYBE LTD	S	D	95	0	3	77	7	11	3	1	1	21	82	11	99	
	GATWICK	FLYBE LTD	S	A	72	0	2	83	6	3	6	3	0	16	77	16	74	
	GATWICK	FLYBE LTD	S	D	74	0	4	82	8	1	8	0	0	12	76	12	74	
	MANCHESTER	FLYBE LTD	S	A	73	0	0	66	16	5	11	1	0	24	68	16	72	
	MANCHESTER	FLYBE LTD	S	D	74	0	0	74	12	9	3	0	1	16	75	12	73	
	HEATHROW	LUFTHANSA	S	A	147	0	0	71	14	8	7	1	0	16	78	12	119	
	HEATHROW	LUFTHANSA	S	D	146	0	0	73	13	6	7	1	0	16	75	13	119	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	94	0	0	78	11	9	3	0	0	14	69	17	93	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	94	0	0	77	11	9	4	0	0	14	61	19	93	
<b>TOTAL DUSSELDORF</b>					<b>1664</b>	<b>1</b>	<b>19</b>	<b>76</b>	<b>11</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>74</b>	<b>13</b>	<b>13</b>	

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 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	59	0	5	85	3	3	8	0	0	13	92	5	64	
	EDINBURGH	BMIBABY LTD	S	D	59	0	5	80	5	5	7	3	0	19	89	6	64	
	GLASGOW	BMIBABY LTD	S	A	55	0	1	84	9	5	2	0	0	8	93	4	55	
	GLASGOW	BMIBABY LTD	S	D	55	0	1	75	11	9	5	0	0	15	87	6	55	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>					<b>228</b>	<b>2</b>	<b>12</b>	<b>81</b>	<b>7</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>90</b>	<b>5</b>	<b>5</b>	
EDINBURGH																		
	LONDON CITY	BA CITYFLYER LTD	S	A	153	0	0	87	5	3	4	1	0	10	83	9	151	
	LONDON CITY	BA CITYFLYER LTD	S	D	156	0	0	91	3	3	3	0	0	6	78	11	152	
	HEATHROW	BMI BRITISH MIDLAND	S	A	186	0	2	69	8	13	9	1	0	21	75	12	173	
	HEATHROW	BMI BRITISH MIDLAND	S	D	188	0	2	79	8	7	4	1	0	12	88	5	178	
	MANCHESTER	BMI REGIONAL	S	A	113	0	0	92	3	2	4	0	0	5	91	5	118	
	MANCHESTER	BMI REGIONAL	S	D	114	0	0	94	3	1	3	0	0	4	92	6	119	
	GATWICK	BRITISH AIRWAYS PLC	S	A	112	0	2	85	9	3	2	2	0	12	84	7	120	
	GATWICK	BRITISH AIRWAYS PLC	S	D	113	0	1	89	8	2	1	0	0	4	91	4	120	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	251	1	3	70	11	7	9	2	1	26	67	16	247	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	253	1	2	76	8	6	9	1	0	18	80	11	248	
	LONDON CITY	CITY JET	S	A	125	0	0	85	9	3	3	0	0	9	87	8	153	
	LONDON CITY	CITY JET	S	D	127	0	0	81	11	4	4	0	0	11	90	6	157	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	102	0	3	76	18	3	3	0	0	9	78	11	112	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	105	0	2	74	18	5	3	0	0	11	86	8	112	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	79	0	0	82	9	6	3	0	0	9	94	5	103	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	81	0	0	79	12	5	4	0	0	10	84	7	103	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	134	1	1	79	14	4	2	0	0	10	86	7	125	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	134	0	1	89	8	3	0	0	0	4	90	6	125	
	BIRMINGHAM	FLYBE LTD	S	A	156	1	21	89	6	3	3	0	0	8	93	6	153	
	BIRMINGHAM	FLYBE LTD	S	D	158	0	19	78	14	5	2	1	1	14	89	8	153	
	MANCHESTER	FLYBE LTD	S	A	74	1	4	93	5	1	0	0	0	4	85	13	98	
	MANCHESTER	FLYBE LTD	S	D	74	0	4	88	5	3	3	1	0	9	88	14	98	
<b>TOTAL EDINBURGH</b>					<b>2990</b>	<b>11</b>	<b>67</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>84</b>	<b>9</b>	<b>9</b>	
EDMONTON																		
	HEATHROW	AIR CANADA	S	A	16	0	0	50	13	25	6	0	6	48	86	9	14	
	HEATHROW	AIR CANADA	S	D	15	0	0	73	27	0	0	0	0	7	80	10	15	
<b>TOTAL EDMONTON</b>					<b>31</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>19</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>28</b>	<b>83</b>	<b>9</b>	<b>9</b>	

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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	59	0	1	80	10	5	5	0	0	12	86	7	51	
	STANSTED	RYANAIR	S	D	60	0	0	95	0	0	5	0	0	6	94	4	51	
	LONDON CITY	VLM (BELGIUM)	S	A	40	0	0	98	0	0	3	0	0	5	98	4	46	
	LONDON CITY	VLM (BELGIUM)	S	D	40	0	0	88	8	3	3	0	0	9	89	10	47	
<b>TOTAL EINDHOVEN</b>					<b>199</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>5</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>5</b>	<b>5</b>	
EKATERINBURG																		
ENONTEKIO																		
ENTEBBE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	0	81	14	5	0	0	0	6	77	30	22	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	0	67	14	10	10	0	0	21	62	21	21	
<b>TOTAL ENTEBBE</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>26</b>	<b>26</b>	
EXETER																		
	EDINBURGH	FLYBE LTD	S	A	39	0	3	72	8	5	15	0	0	19	83	7	47	
	EDINBURGH	FLYBE LTD	S	D	39	0	3	72	13	3	10	3	0	23	77	11	47	
	GLASGOW	FLYBE LTD	S	A	25	0	1	72	12	4	12	0	0	21	83	15	30	
	GLASGOW	FLYBE LTD	S	D	25	0	1	60	8	20	8	4	0	34	90	11	30	
	MANCHESTER	FLYBE LTD	S	A	44	0	0	89	0	7	2	2	0	11	80	15	46	
	MANCHESTER	FLYBE LTD	S	D	45	0	0	71	18	9	2	0	0	11	67	30	46	
	NEWCASTLE	FLYBE LTD	S	A	26	0	0	77	12	4	8	0	0	10	73	11	30	
	NEWCASTLE	FLYBE LTD	S	D	26	0	0	65	12	4	4	15	0	45	77	13	30	
<b>TOTAL EXETER</b>					<b>270</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>10</b>	<b>7</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>79</b>	<b>14</b>	<b>14</b>	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 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 FARNBOROUGH</b>					<b>4</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>91</b>	<b>91</b>
FARO																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	17	0	0	82	0	12	6	0	0	15	83	5	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	17	0	0	82	12	6	0	0	0	7	90	5	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	48	0	1	85	8	4	2	0	0	7	77	8	53
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	49	0	0	84	6	8	2	0	0	9	89	4	53
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	78	22	0	0	0	0	6	88	15	8
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	78	22	0	0	0	0	6	100	3	8
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	16	0	0	88	6	6	0	0	0	7	80	15	25
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	82	12	0	6	0	0	9	68	16	25
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	71	6	12	12	0	0	27	100	3	14
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	71	12	0	12	6	0	29	93	5	14
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	87	3	10	0	0	0	7	74	14	23
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	93	3	3	0	0	0	4	100	2	23
	EDINBURGH	JET2.COM LTD	S	A	7	0	1	57	14	29	0	0	0	21	0	0	0
	EDINBURGH	JET2.COM LTD	S	D	7	0	1	71	14	14	0	0	0	9	0	0	0
	MANCHESTER	JET2.COM LTD	S	A	11	0	0	82	9	0	0	9	0	24	100	0	1
	MANCHESTER	JET2.COM LTD	S	D	10	0	0	90	0	10	0	0	0	6	100	0	1
	BIRMINGHAM	MONARCH AIRLINES	S	A	17	0	1	88	12	0	0	0	0	4	89	15	19
	BIRMINGHAM	MONARCH AIRLINES	S	D	17	0	1	76	18	6	0	0	0	11	89	8	19
	GATWICK	MONARCH AIRLINES	S	A	18	1	0	78	11	11	0	0	0	10	50	16	16
	GATWICK	MONARCH AIRLINES	S	D	18	0	0	83	11	6	0	0	0	5	94	5	16
	MANCHESTER	MONARCH AIRLINES	S	A	26	0	0	85	12	4	0	0	0	5	89	6	27
	MANCHESTER	MONARCH AIRLINES	S	D	26	0	0	85	12	4	0	0	0	5	85	5	27
	EDINBURGH	RYANAIR	S	A	7	0	1	71	0	29	0	0	0	16	0	0	0
	EDINBURGH	RYANAIR	S	D	7	0	1	14	43	29	14	0	0	30	0	0	0
	GATWICK	RYANAIR	S	A	16	0	0	94	6	0	0	0	0	1	0	0	0
	GATWICK	RYANAIR	S	D	16	0	0	94	6	0	0	0	0	1	0	0	0
	STANSTED	RYANAIR	S	A	30	0	0	90	7	0	3	0	0	9	57	14	30
	STANSTED	RYANAIR	S	D	29	0	0	76	21	3	0	0	0	9	90	6	30
<b>TOTAL FARO</b>					<b>544</b>	<b>3</b>	<b>7</b>	<b>83</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>7</b>	<b>7</b>
FEZ																	
	STANSTED	RYANAIR	S	A	8	0	0	50	25	25	0	0	0	21	0	0	0

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)											
FEZ	STANSTED	RYANAIR		S D	8	0	0	75	13	13	0	0	0	15	0	0	0
<b>TOTAL FEZ</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
FLORENCE	GATWICK	MERIDIANA AIR		S A	58	0	2	71	16	10	3	0	0	14	87	7	53
	GATWICK	MERIDIANA AIR		S D	58	0	2	72	14	10	3	0	0	13	94	4	53
<b>TOTAL FLORENCE</b>					<b>116</b>	<b>1</b>	<b>4</b>	<b>72</b>	<b>15</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>91</b>	<b>6</b>	<b>6</b>
FRANKFURT MAIN	LONDON CITY	BA CITYFLYER LTD		S A	61	0	0	89	5	3	3	0	0	8	84	9	81
	LONDON CITY	BA CITYFLYER LTD		S D	61	0	0	72	15	5	7	2	0	17	71	13	82
	HEATHROW	BRITISH AIRWAYS PLC		S A	163	0	0	67	11	10	8	4	0	25	66	17	174
	HEATHROW	BRITISH AIRWAYS PLC		S D	162	0	0	75	9	7	7	1	0	18	70	16	174
	BIRMINGHAM	FLYBE LTD		S A	55	0	5	76	4	9	11	0	0	17	79	18	61
	BIRMINGHAM	FLYBE LTD		S D	57	0	3	61	21	9	9	0	0	21	55	30	66
	GLASGOW	FLYBE LTD		S A	24	0	2	88	0	4	8	0	0	8	0	0	0
	GLASGOW	FLYBE LTD		S D	26	0	0	85	4	4	4	4	0	17	0	0	0
	MANCHESTER	FLYBE LTD		S A	56	0	1	73	9	11	5	2	0	18	77	19	66
	MANCHESTER	FLYBE LTD		S D	58	0	0	71	19	7	3	0	0	12	66	19	67
	BIRMINGHAM	LUFTHANSA		S A	102	1	0	84	8	3	4	1	0	12	93	4	82
	BIRMINGHAM	LUFTHANSA		S D	103	0	0	71	10	12	6	2	0	23	74	13	81
	EDINBURGH	LUFTHANSA		S A	28	0	0	71	4	25	0	0	0	15	87	10	30
	EDINBURGH	LUFTHANSA		S D	28	0	0	68	11	18	4	0	0	16	83	12	30
	HEATHROW	LUFTHANSA		S A	290	0	0	62	18	10	8	1	0	22	76	12	296
	HEATHROW	LUFTHANSA		S D	289	0	0	64	14	11	9	2	0	26	67	15	294
	MANCHESTER	LUFTHANSA		S A	116	1	2	61	21	11	7	0	0	19	71	13	120
	MANCHESTER	LUFTHANSA		S D	117	0	0	69	13	9	7	2	0	20	67	17	120
	LONDON CITY	LUFTHANSA CITY LINE		S A	80	0	0	80	11	4	5	0	0	11	64	18	74
	LONDON CITY	LUFTHANSA CITY LINE		S D	80	0	0	64	19	9	9	0	0	19	49	27	74
<b>TOTAL FRANKFURT MAIN</b>					<b>1958</b>	<b>6</b>	<b>13</b>	<b>70</b>	<b>13</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>71</b>	<b>15</b>	<b>15</b>
FREETOWN	HEATHROW	BMI BRITISH MIDLAND		S A	17	0	2	88	0	6	6	0	0	8	71	8	17
	HEATHROW	BMI BRITISH MIDLAND		S D	17	0	0	18	24	29	24	6	0	57	35	32	17
<b>TOTAL FREETOWN</b>					<b>35</b>	<b>0</b>	<b>2</b>	<b>54</b>	<b>11</b>	<b>17</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>53</b>	<b>20</b>	<b>20</b>

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 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)
FRIEDRICHSHAFEN																		
FUERTEVENTURA																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	88	0	13	0	0	0	5	75	14	8	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	88	13	0	0	0	0	4	88	8	8	
	BIRMINGHAM	MONARCH AIRLINES	S	A	4	0	0	100	0	0	0	0	0	1	100	0	4	
	BIRMINGHAM	MONARCH AIRLINES	S	D	4	0	0	100	0	0	0	0	0	0	100	4	4	
	GATWICK	MONARCH AIRLINES	S	A	4	0	0	50	50	0	0	0	0	9	100	0	4	
	GATWICK	MONARCH AIRLINES	S	D	4	0	0	100	0	0	0	0	0	3	100	0	4	
	LUTON	MONARCH AIRLINES	S	A	3	0	0	67	33	0	0	0	0	9	75	6	4	
	LUTON	MONARCH AIRLINES	S	D	3	0	0	33	67	0	0	0	0	14	75	13	4	
	MANCHESTER	MONARCH AIRLINES	S	A	8	0	0	88	0	13	0	0	0	6	63	10	8	
	MANCHESTER	MONARCH AIRLINES	S	D	8	0	0	100	0	0	0	0	0	0	88	7	8	
	EDINBURGH	RYANAIR	S	A	8	0	1	25	13	0	63	0	0	64	0	0	0	
	EDINBURGH	RYANAIR	S	D	8	0	1	38	0	0	63	0	0	63	0	0	0	
	LUTON	RYANAIR	S	A	9	0	0	89	11	0	0	0	0	2	0	0	0	
	LUTON	RYANAIR	S	D	9	0	0	89	11	0	0	0	0	5	0	0	0	
	STANSTED	RYANAIR	S	A	8	0	0	88	0	13	0	0	0	6	0	0	0	
	STANSTED	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	5	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	13	13	0	0	0	10	100	0	9	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	13	0	13	0	0	12	88	4	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	22	0	0	0	0	5	82	16	11	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	100	0	0	0	0	0	4	63	14	8	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	25	13	0	0	0	16	100	2	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	13	0	13	0	0	16	67	7	3	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	14	0	0	50	29	14	7	0	0	18	93	10	15	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	69	23	8	0	0	0	11	100	3	11	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	2	100	0	7	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	25	0	0	25	100	100	4	8	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	0	100	2	5	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	0	100	2	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	3	0	0	67	33	0	0	0	0	5	100	2	3	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	9	100	5	3	
	GATWICK	THOMSON AIRWAYS LTD	C	A	8	0	0	75	25	0	0	0	0	8	90	3	10	
	GATWICK	THOMSON AIRWAYS LTD	C	D	8	0	0	88	0	13	0	0	0	5	90	6	10	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)													
FUERTEVENTURA																			
	GLASGOW	THOMSON AIRWAYS LTD	C	A	3	0	0	33	33	33	0	0	0	24	50	18	4		
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	13	75	9	4		
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	75	74	4			
	LUTON	THOMSON AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	67	10	3			
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	8	0	0	75	13	13	0	0	0	10	89	6	9		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	8	0	0	88	0	13	0	0	4	100	5	8			
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	9	100	0	5			
	STANSTED	THOMSON AIRWAYS LTD	C	D	3	0	0	67	0	33	0	0	14	100	4	3			
<b>TOTAL FUERTEVENTURA</b>					<b>250</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>11</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>8</b>	<b>8</b>			
FUNCHAL																			
	GATWICK	AIR PORTUGAL	S	A	29	0	0	93	0	3	0	3	0	10	90	3	30		
	GATWICK	AIR PORTUGAL	S	D	29	0	0	93	3	0	3	0	3	87	4	30			
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	16	0	0	81	0	13	6	0	0	14	94	2	17		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	16	0	0	75	6	13	6	0	0	16	82	9	17		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	81	0	19	0	0	0	10	77	8	22		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	76	10	14	0	0	0	11	100	2	22		
	MANCHESTER	JET2.COM LTD	S	A	5	0	0	80	0	0	20	0	0	17	0	0	0		
	MANCHESTER	JET2.COM LTD	S	D	5	0	0	100	0	0	0	0	0	1	0	0	0		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	0	20	0	0	26	100	0	5		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	4	60	12	5		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	60	20	0	20	0	0	36	80	7	5		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	40	20	20	20	0	0	25	80	8	5		
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	4	78	8	9			
	GATWICK	THOMSON AIRWAYS LTD	C	D	10	0	0	70	20	0	10	0	0	13	78	7	9		
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	60	20	0	0	20	0	43	60	17	5		
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	60	20	0	20	0	0	23	60	16	5		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	9	0	0	78	0	0	11	11	0	29	78	11	9		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	3	78	13	9		
<b>TOTAL FUNCHAL</b>					<b>210</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>8</b>	<b>8</b>		

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2009				
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Matched	Plan (8)											
GALWAY																		
	EDINBURGH	AER ARANN	S	A	15	0	4	60	20	0	20	0	0	24	89	7	18	
	EDINBURGH	AER ARANN	S	D	15	0	3	67	0	7	20	7	0	40	83	7	18	
	LUTON	AER ARANN	S	A	59	0	0	80	3	5	8	3	0	21	87	7	52	
	LUTON	AER ARANN	S	D	58	0	1	78	7	3	10	2	0	20	90	8	51	
	MANCHESTER	AER ARANN	S	A	29	0	0	83	7	7	0	3	0	12	77	13	35	
	MANCHESTER	AER ARANN	S	D	30	0	0	87	7	3	3	0	0	9	80	10	35	
<b>TOTAL GALWAY</b>					<b>206</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>6</b>	<b>4</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>85</b>	<b>9</b>	<b>9</b>	
GATWICK																		
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	112	0	1	87	10	3	1	0	0	6	88	5	120	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	112	0	0	88	7	2	2	0	1	22	88	5	120	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	119	0	0	84	10	3	3	0	0	8	93	5	120	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	118	0	0	78	9	7	4	1	1	17	89	6	120	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	120	1	0	84	12	3	1	0	0	8	88	8	150	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	120	0	1	83	10	6	1	0	0	7	91	6	150	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	103	0	3	73	17	6	4	0	0	11	83	10	112	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	103	0	1	75	17	5	4	0	0	12	79	10	112	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	84	2	0	82	6	6	6	0	0	10	91	5	85	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	84	0	0	75	11	2	11	1	0	17	84	9	85	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	4	0	0	50	50	0	0	0	0	20	0	0	0	
	NEWCASTLE	FLYBE LTD	S	A	98	0	6	81	4	6	7	2	0	17	89	7	107	
	NEWCASTLE	FLYBE LTD	S	D	98	0	6	77	7	5	10	1	0	19	92	6	107	
<b>TOTAL GATWICK</b>					<b>1278</b>	<b>16</b>	<b>20</b>	<b>81</b>	<b>10</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>7</b>	<b>7</b>	
GAZIANTEP																		
GDANSK																		
	BIRMINGHAM	RYANAIR	S	A	9	0	0	89	11	0	0	0	0	4	100	2	8	
	BIRMINGHAM	RYANAIR	S	D	9	0	0	56	22	22	0	0	0	15	88	4	8	
	EDINBURGH	RYANAIR	S	A	8	1	1	88	0	0	0	0	13	51	100	0	9	
	EDINBURGH	RYANAIR	S	D	9	0	0	78	11	0	0	0	11	59	100	4	12	
	STANSTED	RYANAIR	S	A	30	0	0	93	3	3	0	0	0	3	93	4	29	
	STANSTED	RYANAIR	S	D	30	0	0	97	3	0	0	0	0	3	87	5	30	
	LUTON	WIZZ AIR	S	A	47	0	6	89	4	2	2	2	0	9	90	4	51	
	LUTON	WIZZ AIR	S	D	47	0	6	79	11	4	6	0	0	14	80	10	51	
<b>TOTAL GDANSK</b>					<b>189</b>	<b>1</b>	<b>13</b>	<b>86</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>12</b>	<b>89</b>	<b>5</b>	<b>5</b>	



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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 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
GENEVA	HEATHROW	BRITISH AIRWAYS PLC	S	A	208	1	1	72	9	10	7	2	0	19	76	13	224
	HEATHROW	BRITISH AIRWAYS PLC	S	D	209	0	0	84	7	5	4	0	0	10	79	10	224
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	19	0	0	79	11	5	0	5	0	16	72	13	18
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	19	0	0	84	5	5	0	5	0	17	94	4	18
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	54	0	2	72	20	4	4	0	0	11	76	9	25
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	55	0	1	84	11	4	2	0	0	8	64	11	25
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	59	0	0	81	5	3	8	2	0	18	87	7	55
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	82	5	7	7	0	0	12	87	6	55
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	76	0	12	12	0	0	15	80	12	20
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	71	6	6	18	0	0	20	70	15	20
	GATWICK	EASYJET SWITZERLAND	S	A	81	0	1	78	10	9	2	1	0	15	80	10	104
	GATWICK	EASYJET SWITZERLAND	S	D	81	0	1	72	17	6	5	0	0	14	77	10	104
	LONDON CITY	FLYBABOO	S	D	6	0	3	83	17	0	0	0	0	5	77	11	26
	HEATHROW	SWISS AIRLINES	S	A	172	0	1	72	11	9	6	1	0	17	0	0	0
	HEATHROW	SWISS AIRLINES	S	D	173	0	1	77	10	9	3	0	0	12	0	0	0
	LONDON CITY	SWISS AIRLINES	S	A	103	0	2	92	5	3	0	0	0	3	92	4	160
	LONDON CITY	SWISS AIRLINES	S	D	103	0	1	85	8	5	2	0	0	7	90	5	159
<b>TOTAL GENEVA</b>					<b>1436</b>	<b>9</b>	<b>18</b>	<b>79</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>9</b>	<b>9</b>
GENOA	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	93	7	0	0	0	0	4	93	19	28
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	87	13	0	0	0	0	5	100	3	28
	STANSTED	RYANAIR	S	A	13	0	0	69	23	8	0	0	0	14	69	37	13
	STANSTED	RYANAIR	S	D	13	0	0	85	8	8	0	0	0	9	92	5	13
<b>TOTAL GENOA</b>					<b>86</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>7</b>	<b>91</b>	<b>14</b>	<b>14</b>
GERONA	BIRMINGHAM	RYANAIR	S	A	13	0	0	92	0	0	8	0	0	8	100	1	18
	BIRMINGHAM	RYANAIR	S	D	13	0	0	92	0	0	8	0	0	10	89	5	18
	GATWICK	RYANAIR	S	A	30	0	0	93	7	0	0	0	0	5	83	7	30
	GATWICK	RYANAIR	S	D	30	0	0	90	10	0	0	0	0	4	87	18	30
	LUTON	RYANAIR	S	A	13	0	0	85	0	8	8	0	0	11	83	7	18
	LUTON	RYANAIR	S	D	13	0	0	77	8	8	8	0	0	12	94	4	18
	STANSTED	RYANAIR	S	A	38	0	0	89	5	3	3	0	0	7	92	4	39
	STANSTED	RYANAIR	S	D	38	0	0	95	3	3	0	0	0	5	95	3	39

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 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																	
<b>TOTAL GERONA</b>					<b>188</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>6</b>	<b>6</b>
GIBRALTAR																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	45	17	21	10	7	0	38	53	22	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	97	0	3	0	0	0	2	67	14	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	73	10	3	7	7	0	33	73	26	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	83	7	3	7	0	0	12	83	16	30
	LUTON	MONARCH AIRLINES	S	A	26	0	0	35	38	19	8	0	0	25	74	14	19
	LUTON	MONARCH AIRLINES	S	D	27	0	0	67	19	7	7	0	0	15	75	13	20
	MANCHESTER	MONARCH AIRLINES	S	A	15	0	0	20	33	27	7	0	13	84	46	19	13
	MANCHESTER	MONARCH AIRLINES	S	D	15	0	0	80	13	0	0	7	0	16	85	8	13
<b>TOTAL GIBRALTAR</b>					<b>202</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>16</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>25</b>	<b>70</b>	<b>17</b>	<b>17</b>
GLASGOW																	
	LONDON CITY	BA CITYFLYER LTD	S	A	87	0	0	89	1	1	8	1	0	12	72	17	89
	LONDON CITY	BA CITYFLYER LTD	S	D	85	1	0	89	6	1	4	0	0	6	79	12	86
	HEATHROW	BMI BRITISH MIDLAND	S	A	184	0	2	63	16	12	9	1	0	21	73	11	177
	HEATHROW	BMI BRITISH MIDLAND	S	D	184	0	3	81	7	8	4	1	0	12	77	9	172
	GATWICK	BRITISH AIRWAYS PLC	S	A	118	0	0	75	12	7	4	1	1	16	88	7	120
	GATWICK	BRITISH AIRWAYS PLC	S	D	119	0	0	92	3	3	3	0	0	5	93	4	120
	HEATHROW	BRITISH AIRWAYS PLC	S	A	238	0	2	66	13	7	12	3	0	26	71	14	217
	HEATHROW	BRITISH AIRWAYS PLC	S	D	238	0	0	71	12	8	8	0	0	18	82	9	218
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	84	0	1	76	10	5	8	1	0	15	81	9	85
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	84	0	1	85	6	6	4	0	0	9	86	6	85
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	103	0	0	84	6	5	4	1	0	12	94	5	125
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	103	0	0	80	11	7	3	0	0	11	91	4	125
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	129	0	1	90	6	2	2	0	0	6	93	4	112
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	132	0	1	92	2	3	2	0	0	5	95	2	112
	BIRMINGHAM	FLYBE LTD	S	A	170	0	7	82	4	5	7	2	0	15	91	8	138
	BIRMINGHAM	FLYBE LTD	S	D	172	0	5	78	7	7	6	2	0	17	86	10	138
	MANCHESTER	FLYBE LTD	S	A	77	0	2	91	1	5	3	0	0	8	85	10	92
	MANCHESTER	FLYBE LTD	S	D	77	0	3	88	1	6	4	0	0	9	81	14	90
<b>TOTAL GLASGOW</b>					<b>2386</b>	<b>1</b>	<b>28</b>	<b>80</b>	<b>8</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>84</b>	<b>9</b>	<b>9</b>
GOA																	
	GATWICK	MONARCH AIRLINES	C	A	7	0	0	14	29	43	0	14	0	60	29	24	7

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)													
GOA																			
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	75	0	13	0	0	13	102	75	16	8		
	MANCHESTER	MONARCH AIRLINES	C	A	3	0	0	0	33	33	0	33	0	107	67	11	3		
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	50	25	0	25	0	0	37	75	12	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	0	0	0	0		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	0	75	0	25	0	0	39	0	0	0		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	7	0	0	71	0	0	29	0	0	40	100	2	7		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	44	0	22	22	11	0	58	78	11	9		
	GATWICK	THOMSON AIRWAYS LTD	C	A	6	0	0	17	17	33	33	0	0	57	67	12	3		
	GATWICK	THOMSON AIRWAYS LTD	C	D	8	0	0	63	13	13	13	0	0	21	75	12	4		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	3	0	0	67	0	0	33	0	0	48	100	0	3		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	40	40	0	20	0	0	36	80	11	5		
<b>TOTAL GOA</b>					<b>67</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>16</b>	<b>15</b>	<b>16</b>	<b>4</b>	<b>1</b>	<b>52</b>	<b>74</b>	<b>12</b>	<b>12</b>		
GOTEBORG																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	6	0	0	67	0	17	17	0	0	33	0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	6	0	0	83	0	0	17	0	0	25	0	0	0		
	BIRMINGHAM	CITY AIRLINE	S	A	43	0	0	88	7	5	0	0	0	7	100	2	26		
	BIRMINGHAM	CITY AIRLINE	S	D	43	0	0	81	7	12	0	0	0	8	100	2	26		
	MANCHESTER	CITY AIRLINE	S	A	48	1	1	63	35	2	0	0	0	12	66	14	47		
	MANCHESTER	CITY AIRLINE	S	D	49	0	0	94	0	2	4	0	0	9	85	9	47		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	90	0	3	7	0	0	10	0	0	0		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	80	13	0	7	0	0	11	0	0	0		
	HEATHROW	SAS	S	A	56	0	0	68	16	9	7	0	0	18	71	11	56		
	HEATHROW	SAS	S	D	56	0	0	79	9	5	5	2	0	13	84	6	56		
<b>TOTAL GOTEBORG</b>					<b>367</b>	<b>1</b>	<b>1</b>	<b>79</b>	<b>11</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>8</b>	<b>8</b>		
GOTEBORG (SAVE)																			
	EDINBURGH	RYANAIR	S	A	12	0	0	100	0	0	0	0	0	4	0	0	0		
	EDINBURGH	RYANAIR	S	D	12	0	1	83	17	0	0	0	0	5	0	0	0		
	STANSTED	RYANAIR	S	A	59	0	1	83	8	5	3	0	0	10	99	2	72		
	STANSTED	RYANAIR	S	D	60	0	0	87	8	5	0	0	0	7	97	3	72		
<b>TOTAL GOTEBORG (SAVE)</b>					<b>143</b>	<b>1</b>	<b>2</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>98</b>	<b>3</b>	<b>3</b>		
GRANADA																			
<b>TOTAL GRANADA</b>					<b>2</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>5</b>	<b>92</b>	<b>5</b>	<b>5</b>		

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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	16	0	0	81	19	0	0	0	0	7	100	2	18
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	71	24	6	0	0	0	11	88	7	16
<b>TOTAL GRAND CAYMAN</b>					<b>33</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>9</b>	<b>94</b>	<b>4</b>	<b>4</b>
GRAZ	STANSTED	RYANAIR	S	A	17	0	0	59	29	6	6	0	0	19	67	9	18
	STANSTED	RYANAIR	S	D	17	0	0	71	24	6	0	0	0	11	89	4	18
<b>TOTAL GRAZ</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>15</b>	<b>78</b>	<b>7</b>	<b>7</b>
GRENADA	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	89	11	0	0	0	0	4	100	2	8
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	67	33	0	0	0	0	11	100	1	8
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	25	0	25	0	0	30	50	14	4
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	4	0	0	75	0	25	0	0	0	15	75	11	4
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	4	0	0	50	25	0	25	0	0	31	75	10	4
<b>TOTAL GRENADA</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>86</b>	<b>6</b>	<b>6</b>
GUERNSEY	GATWICK	AURIGNY AIR SERVICES	S	A	139	0	3	88	4	4	1	3	0	13	90	5	139
	GATWICK	AURIGNY AIR SERVICES	S	D	139	0	3	83	5	4	4	4	0	19	90	6	139
	MANCHESTER	AURIGNY AIR SERVICES	S	A	56	0	0	79	11	5	2	2	2	20	86	11	59
	MANCHESTER	AURIGNY AIR SERVICES	S	D	56	0	0	84	4	7	2	2	2	20	85	12	60
	STANSTED	AURIGNY AIR SERVICES	S	A	25	0	1	88	4	8	0	0	0	6	94	3	17
	STANSTED	AURIGNY AIR SERVICES	S	D	26	0	0	88	4	4	4	0	0	6	94	2	18
	BIRMINGHAM	FLYBE LTD	S	A	26	0	1	62	12	12	8	4	4	41	0	0	0
	BIRMINGHAM	FLYBE LTD	S	D	25	0	0	84	4	12	0	0	0	10	77	11	26
	GATWICK	FLYBE LTD	S	A	137	0	1	88	4	3	4	1	0	9	91	6	140
	GATWICK	FLYBE LTD	S	D	158	1	3	87	4	4	5	0	0	10	89	7	140
<b>TOTAL GUERNSEY</b>					<b>787</b>	<b>2</b>	<b>12</b>	<b>85</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>89</b>	<b>7</b>	<b>7</b>

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 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	16	0	1	63	31	6	0	0	0	13	76	11	17	
	EDINBURGH	RYANAIR	S	D	16	0	1	88	6	0	0	0	6	40	82	11	17	
	STANSTED	RYANAIR	S	A	82	0	0	74	11	9	5	0	1	18	83	7	82	
	STANSTED	RYANAIR	S	D	82	0	0	72	10	13	5	0	0	15	74	9	82	
<b>TOTAL HAHN</b>					<b>196</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>12</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>79</b>	<b>9</b>	<b>9</b>	
HALIFAX INT																		
	HEATHROW	AIR CANADA	S	A	14	0	0	64	21	0	14	0	0	19	88	6	17	
	HEATHROW	AIR CANADA	S	D	15	0	0	87	13	0	0	0	0	4	76	13	17	
<b>TOTAL HALIFAX INT</b>					<b>29</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>17</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>9</b>	<b>9</b>	
HAMBURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	119	0	1	80	7	5	7	2	0	15	68	17	115	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	120	0	0	84	4	3	9	0	0	12	78	10	116	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	51	0	1	78	6	10	6	0	0	14	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	52	0	0	75	8	10	8	0	0	16	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	30	1	0	83	10	3	3	0	0	7	46	18	28	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	87	7	3	3	0	0	6	46	17	28	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	5	0	0	80	0	20	0	0	0	16	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	5	0	0	100	0	0	0	0	0	3	0	0	0	
	BIRMINGHAM	FLYBE LTD	S	A	21	0	2	62	24	10	0	0	5	28	86	6	21	
	BIRMINGHAM	FLYBE LTD	S	D	23	0	0	70	13	9	9	0	0	15	73	11	22	
	HEATHROW	LUFTHANSA	S	A	117	0	0	74	12	9	5	1	0	15	74	13	90	
	HEATHROW	LUFTHANSA	S	D	117	0	0	79	10	7	4	0	0	11	73	13	90	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	71	0	0	68	17	10	6	0	0	15	79	8	71	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	71	0	0	75	11	10	4	0	0	11	85	10	71	
<b>TOTAL HAMBURG</b>					<b>832</b>	<b>3</b>	<b>5</b>	<b>77</b>	<b>9</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>12</b>	<b>12</b>	
HANOVER																		
	BIRMINGHAM	AIR BERLIN	C	A	8	0	0	100	0	0	0	0	0	1	100	4	8	
	BIRMINGHAM	AIR BERLIN	C	D	8	0	0	63	38	0	0	0	0	12	100	8	8	
	STANSTED	AIR BERLIN	S	A	55	0	1	91	5	2	2	0	0	5	96	4	56	
	STANSTED	AIR BERLIN	S	D	55	0	1	89	7	0	4	0	0	6	93	4	56	
	HEATHROW	BMI BRITISH MIDLAND	S	A	81	0	1	72	14	5	10	0	0	17	85	10	81	
	HEATHROW	BMI BRITISH MIDLAND	S	D	81	0	1	84	4	2	9	1	0	14	90	4	81	
	BIRMINGHAM	FLYBE LTD	S	A	39	0	2	87	5	3	3	0	3	15	82	10	34	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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																			
	BIRMINGHAM	FLYBE LTD	S	D	40	0	1	63	20	8	8	0	3	28	76	16	34		
	MANCHESTER	FLYBE LTD	S	A	29	0	0	72	14	7	7	0	0	13	84	15	25		
	MANCHESTER	FLYBE LTD	S	D	29	0	0	59	24	10	7	0	0	20	88	5	26		
	STANSTED	GERMANWINGS	S	A	56	0	0	79	7	13	0	2	0	12	0	0	0		
	STANSTED	GERMANWINGS	S	D	56	0	0	73	13	13	0	2	0	14	0	0	0		
<b>TOTAL HANOVER</b>					<b>537</b>	<b>1</b>	<b>7</b>	<b>78</b>	<b>10</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>88</b>	<b>7</b>	<b>7</b>		
HARARE																			
	GATWICK	AIR ZIMBABWE	S	A	8	0	4	25	38	25	0	13	0	51	78	7	9		
	GATWICK	AIR ZIMBABWE	S	D	9	0	5	22	44	22	11	0	0	25	33	24	9		
<b>TOTAL HARARE</b>					<b>17</b>	<b>0</b>	<b>9</b>	<b>24</b>	<b>41</b>	<b>24</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>37</b>	<b>56</b>	<b>16</b>	<b>16</b>		
HASSI MESSAOUD																			
	GATWICK	MONARCH AIRLINES	C	A	13	0	0	46	46	8	0	0	0	16	46	21	13		
	GATWICK	MONARCH AIRLINES	C	D	13	0	0	92	8	0	0	0	0	4	92	7	13		
<b>TOTAL HASSI MESSAOUD</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>27</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>69</b>	<b>14</b>	<b>14</b>		
HAUGESUND																			
	STANSTED	RYANAIR	S	A	12	0	0	92	0	8	0	0	0	4	89	6	18		
	STANSTED	RYANAIR	S	D	12	0	0	92	8	0	0	0	0	3	100	2	18		
<b>TOTAL HAUGESUND</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>94</b>	<b>4</b>	<b>4</b>		
HAVANA																			
	GATWICK	CUBANA	S	A	4	0	0	75	0	25	0	0	0	9	75	7	4		
	GATWICK	CUBANA	S	D	4	0	0	25	50	25	0	0	0	21	50	16	4		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	33	22	0	44	0	0	47	22	47	9		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	0	38	0	13	50	0	0	54	11	54	9		
<b>TOTAL HAVANA</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>16</b>	<b>12</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>31</b>	<b>38</b>	<b>38</b>		
HEATHROW																			
	EDINBURGH	BMI BRITISH MIDLAND	S	A	187	2	5	74	11	9	5	1	0	16	83	8	178		
	EDINBURGH	BMI BRITISH MIDLAND	S	D	186	0	7	69	10	11	8	2	0	20	77	11	173		
	GLASGOW	BMI BRITISH MIDLAND	S	A	183	3	6	76	8	11	4	1	0	15	76	10	172		
	GLASGOW	BMI BRITISH MIDLAND	S	D	184	1	4	70	12	9	8	1	0	19	78	10	177		
	MANCHESTER	BMI BRITISH MIDLAND	S	A	190	0	5	66	17	8	8	1	0	19	76	10	177		
	MANCHESTER	BMI BRITISH MIDLAND	S	D	193	0	5	77	9	7	6	1	0	15	76	11	180		
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	252	4	1	73	8	8	9	2	0	21	72	14	247		

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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																		
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	251	1	3	73	11	6	8	1	1	24	75	13	247	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	237	2	1	65	16	9	9	0	0	20	75	12	218	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	239	0	1	68	13	7	10	2	0	25	78	12	218	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	223	1	1	65	18	8	9	1	0	22	64	16	204	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	222	0	3	73	10	9	5	2	0	17	71	15	204	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	166	0	2	76	8	10	5	1	0	15	82	10	144	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	167	0	2	69	11	8	10	1	1	22	78	13	145	
<b>TOTAL HEATHROW</b>					<b>2884</b>	<b>19</b>	<b>47</b>	<b>71</b>	<b>12</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>75</b>	<b>12</b>	<b>12</b>	
HELSINKI																		
	HEATHROW	BLUE 1	S	A	55	0	0	42	15	29	13	2	0	35	57	20	30	
	HEATHROW	BLUE 1	S	D	54	0	1	85	4	2	9	0	0	15	83	5	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	65	22	7	5	2	0	20	65	22	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	87	7	0	7	0	0	12	83	8	60	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	81	10	10	0	0	0	9	76	8	25	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	100	0	0	0	0	0	2	84	7	25	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	53	29	12	6	0	0	24	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	94	0	0	6	0	0	9	0	0	0	
	HEATHROW	FINNAIR	S	A	117	0	0	66	18	9	6	1	0	17	64	19	108	
	HEATHROW	FINNAIR	S	D	118	0	0	80	6	8	5	1	0	14	75	14	107	
	MANCHESTER	FINNAIR	S	A	59	0	0	78	15	3	3	0	0	10	70	16	40	
	MANCHESTER	FINNAIR	S	D	59	0	0	86	3	7	3	0	0	7	82	9	39	
<b>TOTAL HELSINKI</b>					<b>658</b>	<b>1</b>	<b>1</b>	<b>75</b>	<b>11</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>14</b>	<b>14</b>	
HERAKLION																		
<b>TOTAL HERAKLION</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>16</b>	<b>16</b>	
HOLGUIN (FRANK PAIS)																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	75	11	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	0	50	0	0	70	100	2	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	0	0	0	50	0	111	100	1	1	
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	5	75	12	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	60	40	0	0	0	0	12	60	14	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	5	0	0	0	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	3	0	0	67	33	0	0	0	0	11	0	0	0	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)											
HOLGUIN (FRANK PAIS)					<b>25</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>16</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>20</b>	<b>78</b>	<b>9</b>	<b>9</b>
HONG KONG (CHEP LAP KOK)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	90	5	3	2	0	0	6	98	1	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	67	15	2	12	5	0	32	77	12	60
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	119	0	1	55	21	14	7	1	3	34	69	11	106
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	119	0	1	69	15	8	5	2	1	27	75	9	106
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>					<b>358</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>15</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>27</b>	<b>78</b>	<b>8</b>	<b>8</b>
HOUSTON																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	55	0	0	73	7	13	7	0	0	16	75	12	52
	HEATHROW	BRITISH AIRWAYS PLC	S	D	55	0	0	65	11	16	7	0	0	19	75	13	52
	HEATHROW	CONTINENTAL AIRLINES	S	A	54	0	0	85	6	4	6	0	0	11	67	32	55
	HEATHROW	CONTINENTAL AIRLINES	S	D	54	0	0	61	20	11	6	0	2	29	56	46	55
<b>TOTAL HOUSTON</b>					<b>218</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>11</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>68</b>	<b>26</b>	<b>26</b>
HURGHADA																	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	77	23	0	0	0	0	7	100	4	9
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	85	8	8	0	0	0	8	67	15	9
	MANCHESTER	JET2.COM LTD	S	A	4	0	0	0	50	50	0	0	0	31	0	0	0
	MANCHESTER	JET2.COM LTD	S	D	4	0	0	50	50	0	0	0	0	14	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	0	100	1	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	2	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	0	13	25	0	0	34	88	7	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	56	11	11	22	0	0	27	88	3	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	0	100	3	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	11	22	0	0	0	14	100	3	8
	GATWICK	THOMSON AIRWAYS LTD	S	A	4	0	0	75	0	0	25	0	0	36	50	21	4
	GATWICK	THOMSON AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	7	75	14	4
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	4	0	0	75	0	25	0	0	0	11	50	11	4
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	4	0	0	75	0	25	0	0	0	11	100	1	4
	GATWICK	VIKING HELLAS	C	A	4	0	0	75	25	0	0	0	0	8	0	0	0
	GATWICK	VIKING HELLAS	C	D	4	0	0	75	25	0	0	0	0	9	0	0	0
<b>TOTAL HURGHADA</b>					<b>99</b>	<b>3</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>8</b>	<b>8</b>
HYDERABAD ( RAJIV GHANDI)																	



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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 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)												
HYDERABAD ( RAJIV GHANDI )	HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	0	90	10	0	0	0	0	3	90	9	21	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	59	14	14	14	0	0	27	52	23	21	
<b>TOTAL HYDERABAD ( RAJIV GHANDI )</b>					<b>43</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>16</b>	<b>16</b>	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 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																	
<b>TOTAL IBIZA</b>					<b>2</b>	<b>3</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>6</b>	<b>6</b>
ILHA DO SAL C.VERDE																	
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	A	5	0	0	60	40	0	0	0	0	11	50	27	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	D	5	0	0	40	40	20	0	0	0	17	75	13	4
	GATWICK	THOMSON AIRWAYS LTD	S	A	5	0	0	20	20	60	0	0	0	33	40	38	5
	GATWICK	THOMSON AIRWAYS LTD	S	D	5	0	0	60	20	20	0	0	0	18	60	16	5
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	4	0	0	0	25	25	25	25	0	94	50	29	4
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	4	0	0	25	25	0	25	25	0	83	75	14	4
<b>TOTAL ILHA DO SAL C.VERDE</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>29</b>	<b>21</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>39</b>	<b>58</b>	<b>23</b>	<b>23</b>
IMAM KHOMIENI																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	30	0	0	20	3	10	60	7	0	87	90	4	30
	HEATHROW	BMI BRITISH MIDLAND	S	D	30	0	0	40	17	33	10	0	0	28	80	6	30
	HEATHROW	IRAN AIR	S	A	13	0	0	62	15	8	15	0	0	19	62	14	13
	HEATHROW	IRAN AIR	S	D	13	0	0	46	15	31	8	0	0	25	54	15	13
	BIRMINGHAM	MAHAN AIR	S	A	11	0	1	73	18	0	9	0	0	22	46	91	13
	BIRMINGHAM	MAHAN AIR	S	D	11	0	1	64	27	0	9	0	0	22	31	97	13
<b>TOTAL IMAM KHOMIENI</b>					<b>109</b>	<b>1</b>	<b>2</b>	<b>43</b>	<b>14</b>	<b>17</b>	<b>25</b>	<b>2</b>	<b>0</b>	<b>43</b>	<b>68</b>	<b>28</b>	<b>28</b>
INNSBRUCK																	
INVERNESS																	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	29	0	1	83	3	0	10	3	0	21	90	5	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	29	0	1	86	3	3	7	0	0	13	97	3	30
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	29	0	0	66	14	10	7	3	0	27	77	15	31
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	29	0	0	76	10	7	7	0	0	15	81	11	31
	BIRMINGHAM	FLYBE LTD	S	A	26	0	0	81	12	8	0	0	0	7	96	2	25
	BIRMINGHAM	FLYBE LTD	S	D	26	0	0	73	8	8	8	0	4	62	92	4	26
	GATWICK	FLYBE LTD	S	A	78	0	1	85	3	6	4	3	0	14	93	5	76
	GATWICK	FLYBE LTD	S	D	76	0	4	80	8	4	7	1	0	14	87	7	76
	MANCHESTER	FLYBE LTD	S	A	49	0	0	73	6	10	4	6	0	25	82	14	50
	MANCHESTER	FLYBE LTD	S	D	50	0	0	72	8	8	10	2	0	21	76	13	50
<b>TOTAL INVERNESS</b>					<b>421</b>	<b>3</b>	<b>7</b>	<b>78</b>	<b>7</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>87</b>	<b>8</b>	<b>8</b>
IRELAND WEST AIRPORT KN																	
	GATWICK	AER LINGUS	S	A	17	0	0	88	12	0	0	0	0	5	90	8	29

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 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																		
	GATWICK	AER LINGUS	S	D	17	0	0	76	18	6	0	0	0	9	83	14	30	
	BIRMINGHAM	BMIBABY LTD	S	A	17	0	0	76	6	6	6	6	0	20	100	2	18	
	BIRMINGHAM	BMIBABY LTD	S	D	17	0	0	71	6	18	6	0	0	16	100	3	18	
	MANCHESTER	BMIBABY LTD	S	A	17	0	0	76	12	0	12	0	0	17	85	19	20	
	MANCHESTER	BMIBABY LTD	S	D	17	0	0	76	6	6	12	0	0	16	85	20	20	
	LUTON	RYANAIR	S	A	30	0	0	80	7	13	0	0	0	10	90	16	29	
	LUTON	RYANAIR	S	D	30	0	0	67	23	7	3	0	0	13	73	9	30	
	STANSTED	RYANAIR	S	A	29	0	0	90	3	7	0	0	0	6	95	4	39	
	STANSTED	RYANAIR	S	D	30	0	0	93	7	0	0	0	0	3	95	3	39	
<b>TOTAL IRELAND WEST AIRPORT KNOCK</b>					<b>221</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>89</b>	<b>9</b>	<b>9</b>	
ISLAMABAD																		
	MANCHESTER	AIR BLUE	S	A	13	0	0	31	23	15	23	8	0	56	63	15	16	
	MANCHESTER	AIR BLUE	S	D	13	0	0	8	31	31	23	8	0	59	25	24	16	
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	A	13	0	0	15	8	54	15	8	0	58	77	12	13	
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	D	13	0	0	15	31	38	15	0	0	44	62	23	13	
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	17	0	0	35	29	29	6	0	0	27	50	23	18	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	17	0	0	29	29	29	6	6	0	41	72	17	18	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	22	0	0	14	18	23	45	0	0	54	6	43	17	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	22	0	0	18	23	32	27	0	0	44	12	51	17	
<b>TOTAL ISLAMABAD</b>					<b>130</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>24</b>	<b>31</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>47</b>	<b>45</b>	<b>26</b>	<b>26</b>	
ISLAY																		
	GLASGOW	LOGANAIR	S	A	52	0	0	87	4	4	6	0	0	11	96	5	48	
	GLASGOW	LOGANAIR	S	D	52	0	0	81	10	4	6	0	0	14	98	3	48	
<b>TOTAL ISLAY</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>97</b>	<b>4</b>	<b>4</b>	
ISLE OF MAN																		
	LONDON CITY	AER ARANN	S	A	70	0	7	79	10	7	4	0	0	12	82	8	76	
	LONDON CITY	AER ARANN	S	D	70	0	7	77	11	7	3	1	0	12	82	8	76	
	NEWCASTLE	FLM AVIATION	S	A	11	0	3	36	0	36	27	0	0	42	96	2	24	
	NEWCASTLE	FLM AVIATION	S	D	12	0	2	33	8	33	17	0	8	70	100	1	24	
	BIRMINGHAM	FLYBE LTD	S	A	46	0	4	72	11	2	4	11	0	32	98	1	50	
	BIRMINGHAM	FLYBE LTD	S	D	47	0	3	62	13	4	13	9	0	41	90	9	51	
	GATWICK	FLYBE LTD	S	A	107	0	2	86	6	2	6	1	0	12	95	3	111	
	GATWICK	FLYBE LTD	S	D	105	0	3	84	4	4	8	1	0	16	95	3	111	

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 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
ISLE OF MAN																		
	LUTON	FLYBE LTD	S	A	28	0	0	79	0	11	7	4	0	21	88	9	26	
	LUTON	FLYBE LTD	S	D	27	0	1	70	0	22	7	0	0	16	85	18	26	
	MANCHESTER	FLYBE LTD	S	A	122	1	4	84	9	3	3	1	0	10	89	5	126	
	MANCHESTER	FLYBE LTD	S	D	123	0	3	85	8	6	1	1	0	8	87	7	127	
	EDINBURGH	LOGANAIR	S	A	22	0	0	82	5	5	5	5	0	23	92	4	26	
	EDINBURGH	LOGANAIR	S	D	22	0	0	82	9	0	5	5	0	23	92	6	26	
	GLASGOW	LOGANAIR	S	A	15	0	0	93	0	0	0	7	0	22	88	5	25	
	GLASGOW	LOGANAIR	S	D	15	0	0	93	0	0	0	7	0	20	85	5	26	
	NEWCASTLE	VANAIR EUROPE AS	S	A	13	0	0	31	0	31	38	0	0	44	100	0	1	
	NEWCASTLE	VANAIR EUROPE AS	S	D	13	0	0	31	0	23	46	0	0	49	100	5	1	
<b>TOTAL ISLE OF MAN</b>					<b>868</b>	<b>1</b>	<b>39</b>	<b>78</b>	<b>7</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>90</b>	<b>5</b>	<b>5</b>	
ISTANBUL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	71	0	0	65	6	14	11	3	1	42	54	34	69	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	71	0	1	69	14	6	8	1	1	27	51	17	69	
	BIRMINGHAM	THY TURK HAVA YOLLARI TURKISH	S	A	20	0	1	30	35	20	15	0	0	30	29	35	21	
	BIRMINGHAM	THY TURK HAVA YOLLARI TURKISH	S	D	20	0	1	30	20	20	30	0	0	43	14	45	21	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	128	0	0	39	21	20	17	2	2	45	19	50	89	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	127	0	1	50	10	20	17	1	3	47	34	46	89	
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	A	30	2	2	47	10	27	17	0	0	31	23	47	30	
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	D	30	0	0	37	13	30	20	0	0	40	7	62	30	
<b>TOTAL ISTANBUL</b>					<b>498</b>	<b>2</b>	<b>6</b>	<b>49</b>	<b>14</b>	<b>18</b>	<b>15</b>	<b>1</b>	<b>2</b>	<b>41</b>	<b>34</b>	<b>40</b>	<b>40</b>	
ISTANBUL (SABIHA GOKCEN)																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	65	12	6	12	0	6	45	58	14	24	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	76	6	12	6	0	0	17	75	10	24	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	17	0	1	65	24	6	6	0	0	17	57	23	23	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	78	11	6	6	0	0	15	74	16	23	
	STANSTED	PEGASUS AIRLINES	S	A	32	0	0	28	50	16	3	0	3	35	3	58	30	
	STANSTED	PEGASUS AIRLINES	S	D	32	0	0	19	34	41	3	0	3	43	7	56	30	

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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	A	25	0	0	60	16	20	0	4	0	26	14	94	21
	STANSTED	THY TURK HAVA YOLLARI TURKISH	S	D	25	0	0	56	32	8	0	4	0	25	38	29	21
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>					<b>184</b>	<b>0</b>	<b>1</b>	<b>51</b>	<b>26</b>	<b>16</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>29</b>	<b>39</b>	<b>38</b>	<b>38</b>
IZMIR (ADNAM MENDERES)																	

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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							NOV 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	
JEDDAH																			
	HEATHROW	BMI BRITISH MIDLAND	C	A	6	0	0	0	17	50	33	0	0	64	0	0	0		
	HEATHROW	BMI BRITISH MIDLAND	S	A	13	0	1	69	23	0	8	0	0	12	46	19	13		
	HEATHROW	BMI BRITISH MIDLAND	C	D	9	0	0	0	33	22	22	22	0	98	11	31	9		
	HEATHROW	BMI BRITISH MIDLAND	S	D	13	0	0	38	23	31	8	0	0	26	54	21	13		
	MANCHESTER	BMI REGIONAL	C	A	4	0	0	25	25	25	25	0	0	61	0	0	0		
	MANCHESTER	BMI REGIONAL	C	D	5	0	0	0	0	0	20	60	20	230	0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	0	90	0	0	10	0	0	11	73	12	22		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	20	0	0	75	10	5	10	0	0	18	67	9	21		
	MANCHESTER	JET2.COM LTD	C	A	2	1	0	50	0	0	0	50	0	97	0	0	0		
	MANCHESTER	JET2.COM LTD	C	D	4	0	0	75	25	0	0	0	0	14	0	0	0		
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	30	0	0	83	3	7	7	0	0	12	67	32	9		
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	30	0	0	80	13	3	3	0	0	13	38	41	8		
<b>TOTAL JEDDAH</b>					<b>159</b>	<b>4</b>	<b>1</b>	<b>65</b>	<b>12</b>	<b>9</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>31</b>	<b>52</b>	<b>23</b>	<b>23</b>		
JERBA																			
	GATWICK	TUNISAIR	S	A	9	0	0	78	22	0	0	0	0	8	0	0	0		
	GATWICK	TUNISAIR	S	D	9	0	0	89	11	0	0	0	0	3	0	0	0		
<b>TOTAL JERBA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>		
JEREZ																			
JERSEY																			
	STANSTED	AURIGNY AIR SERVICES	S	A	19	0	0	89	5	0	5	0	0	5	90	4	29		
	STANSTED	AURIGNY AIR SERVICES	S	D	18	0	1	94	0	6	0	0	0	2	93	2	28		
	MANCHESTER	BMIBABY LTD	S	A	13	0	0	77	8	15	0	0	0	8	85	10	13		
	MANCHESTER	BMIBABY LTD	S	D	13	0	0	69	15	15	0	0	0	10	85	10	13		
	GATWICK	BRITISH AIRWAYS PLC	S	A	147	0	0	84	6	7	2	1	0	10	92	4	130		
	GATWICK	BRITISH AIRWAYS PLC	S	D	147	0	3	90	3	5	1	1	0	7	95	3	130		
	BIRMINGHAM	FLYBE LTD	S	A	25	0	0	80	20	0	0	0	0	4	0	0	0		
	BIRMINGHAM	FLYBE LTD	S	D	27	0	0	74	15	4	4	0	4	26	80	19	25		
	GATWICK	FLYBE LTD	S	A	181	0	5	87	4	4	2	1	1	11	94	5	192		
	GATWICK	FLYBE LTD	S	D	160	0	3	85	5	6	3	1	1	17	90	8	191		
	LUTON	FLYBE LTD	S	A	15	0	1	53	7	33	7	0	0	21	100	0	13		
	LUTON	FLYBE LTD	S	D	15	0	1	53	13	20	13	0	0	23	92	5	13		
	MANCHESTER	FLYBE LTD	S	A	30	0	0	80	3	7	3	7	0	27	90	6	29		
	MANCHESTER	FLYBE LTD	S	D	30	0	0	97	0	3	0	0	0	3	90	6	30		

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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 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																		
<b>TOTAL JERSEY</b>					<b>841</b>	<b>0</b>	<b>14</b>	<b>85</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>92</b>	<b>6</b>	<b>6</b>	
JOHANNESBURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	92	2	3	2	0	2	28	87	7	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	1	73	7	7	8	5	0	27	68	13	60	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	47	4	4	74	15	4	4	0	2	26	77	24	56	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	51	0	0	59	22	14	6	0	0	22	95	4	56	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	83	13	3	0	0	0	8	71	19	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	60	23	10	7	0	0	21	55	40	31	
<b>TOTAL JOHANNESBURG</b>					<b>277</b>	<b>4</b>	<b>5</b>	<b>74</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>78</b>	<b>16</b>	<b>16</b>	

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 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
KANSAS CITY																	
KARACHI																	
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	4	0	0	25	25	25	25	0	0	33	0	70	13
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	14	0	0	36	29	29	7	0	0	28	46	23	13
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	9	0	0	22	44	22	11	0	0	27	38	19	8
<b>TOTAL KARACHI</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>33</b>	<b>26</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>26</b>	<b>40</b>	<b>40</b>
KARLSRUHE/BADEN BADEN																	
	STANSTED	RYANAIR	S	A	30	0	0	87	3	0	10	0	0	12	93	4	30
	STANSTED	RYANAIR	S	D	30	0	0	93	0	3	3	0	0	7	93	5	30
<b>TOTAL KARLSRUHE/BADEN BADEN</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>2</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>93</b>	<b>5</b>	<b>5</b>
KATOWICE																	
	BIRMINGHAM	RYANAIR	S	A	9	0	0	78	11	11	0	0	0	8	88	6	8
	BIRMINGHAM	RYANAIR	S	D	9	0	0	89	0	11	0	0	0	5	100	2	8
	STANSTED	RYANAIR	S	A	31	0	0	90	6	0	3	0	0	7	87	18	31
	STANSTED	RYANAIR	S	D	30	0	0	93	3	3	0	0	0	2	83	6	30
	LUTON	WIZZ AIR	S	A	59	0	1	80	12	5	3	0	0	8	89	7	55
	LUTON	WIZZ AIR	S	D	59	0	1	68	17	10	5	0	0	18	65	19	55
<b>TOTAL KATOWICE</b>					<b>197</b>	<b>1</b>	<b>2</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>12</b>	<b>12</b>
KAUNAS																	
	EDINBURGH	RYANAIR	S	A	7	0	0	100	0	0	0	0	0	1	0	0	0
	EDINBURGH	RYANAIR	S	D	7	0	1	86	14	0	0	0	0	4	0	0	0
	GATWICK	RYANAIR	S	A	30	0	0	77	17	7	0	0	0	10	0	0	0
	GATWICK	RYANAIR	S	D	30	0	0	77	13	10	0	0	0	11	0	0	0
	LUTON	RYANAIR	S	A	13	0	0	77	0	8	8	8	0	36	94	2	16
	LUTON	RYANAIR	S	D	13	0	0	69	15	0	8	8	0	40	76	8	17
	STANSTED	RYANAIR	S	A	30	0	0	87	10	0	3	0	0	12	79	8	52
	STANSTED	RYANAIR	S	D	30	0	0	87	7	3	3	0	0	11	100	3	52
<b>TOTAL KAUNAS</b>					<b>160</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>11</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>90</b>	<b>5</b>	<b>5</b>
KEFALLINIA																	
KEFLAVIK																	
	GATWICK	ASTRAEUS LTD	S	A	28	0	0	75	18	4	4	0	0	11	95	6	38
	GATWICK	ASTRAEUS LTD	S	D	28	0	0	64	11	18	7	0	0	19	84	6	38
	GLASGOW	ICELANDAIR	S	A	17	0	0	94	6	0	0	0	0	2	76	9	17



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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)												
KEFLAVIK																		
	GLASGOW	ICELANDAIR	S	D	17	0	0	88	12	0	0	0	0	4	76	7	17	
	HEATHROW	ICELANDAIR	S	A	56	0	0	80	13	4	4	0	0	11	66	12	56	
	HEATHROW	ICELANDAIR	S	D	56	0	0	79	7	7	5	2	0	16	66	14	56	
	MANCHESTER	ICELANDAIR	S	A	17	0	0	100	0	0	0	0	0	4	71	9	17	
	MANCHESTER	ICELANDAIR	S	D	17	0	0	82	18	0	0	0	0	5	76	11	17	
<b>TOTAL KEFLAVIK</b>					<b>237</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>10</b>	<b>10</b>	
KERRY COUNTY																		
	MANCHESTER	AER ARANN	S	A	17	0	0	82	6	12	0	0	0	7	0	0	0	
	MANCHESTER	AER ARANN	S	D	17	0	0	82	0	18	0	0	0	7	0	0	0	
	LUTON	RYANAIR	S	A	29	0	1	86	0	7	7	0	0	9	100	1	30	
	LUTON	RYANAIR	S	D	30	0	0	80	3	13	3	0	0	14	83	7	30	
	STANSTED	RYANAIR	S	A	17	0	0	88	6	6	0	0	0	5	94	2	18	
	STANSTED	RYANAIR	S	D	17	0	0	88	6	0	6	0	0	9	94	3	18	
<b>TOTAL KERRY COUNTY</b>					<b>127</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>3</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>93</b>	<b>3</b>	<b>3</b>	
KHARTOUM																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	14	0	0	71	7	7	7	0	7	100	85	9	13	
	HEATHROW	BMI BRITISH MIDLAND	S	D	13	0	0	46	15	23	15	0	0	26	50	20	14	
<b>TOTAL KHARTOUM</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>11</b>	<b>15</b>	<b>11</b>	<b>0</b>	<b>4</b>	<b>65</b>	<b>67</b>	<b>14</b>	<b>14</b>	
KIEV (BORISPOL)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	57	17	17	7	3	0	23	50	27	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	90	7	3	0	0	0	4	97	7	30	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	31	0	0	65	16	13	6	0	0	14	70	10	30	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	31	0	0	81	10	10	0	0	0	10	87	6	30	
	LUTON	WIZZ AIR	S	A	13	0	0	54	31	8	8	0	0	20	0	0	0	
	LUTON	WIZZ AIR	S	D	13	0	0	54	23	15	8	0	0	21	0	0	0	
<b>TOTAL KIEV (BORISPOL)</b>					<b>148</b>	<b>4</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>13</b>	<b>13</b>	
KINGSTON																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	78	22	0	0	0	0	5	100	0	12	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	89	11	0	0	0	0	10	92	6	13	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	67	22	11	0	0	0	11	38	54	8	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	33	22	22	22	0	0	30	0	59	9	

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)											
KINGSTON																	
<b>TOTAL KINGSTON</b>					<b>36</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>64</b>	<b>25</b>	<b>25</b>
KIRKWALL																	
	EDINBURGH	LOGANAIR	S	A	58	0	0	93	3	2	2	0	0	3	88	6	64
	EDINBURGH	LOGANAIR	S	D	58	0	0	78	12	5	5	0	0	12	94	5	64
	GLASGOW	LOGANAIR	S	A	28	2	1	71	4	7	11	0	7	46	97	2	30
	GLASGOW	LOGANAIR	S	D	30	0	1	83	7	3	3	3	0	17	83	8	30
<b>TOTAL KIRKWALL</b>					<b>174</b>	<b>2</b>	<b>2</b>	<b>83</b>	<b>7</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>15</b>	<b>90</b>	<b>5</b>	<b>5</b>
KLAGENFURT																	
	STANSTED	RYANAIR	S	A	13	0	0	62	23	0	15	0	0	23	58	17	12
	STANSTED	RYANAIR	S	D	13	0	0	85	0	8	8	0	0	14	83	4	12
<b>TOTAL KLAGENFURT</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>71</b>	<b>10</b>	<b>10</b>
KOS																	
<b>TOTAL KOS</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>
KRAKOW																	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	11	0	0	73	18	9	0	0	0	10	71	19	14
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	11	0	0	73	9	18	0	0	0	12	71	16	14
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	83	3	7	7	0	0	15	67	12	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	90	3	0	7	0	0	13	77	10	30
	BIRMINGHAM	RYANAIR	S	A	12	0	1	83	8	0	8	0	0	11	85	25	13
	BIRMINGHAM	RYANAIR	S	D	12	0	1	50	33	8	8	0	0	18	92	4	13
	EDINBURGH	RYANAIR	S	A	12	0	1	67	17	8	0	0	8	42	62	25	13
	EDINBURGH	RYANAIR	S	D	12	0	1	83	8	0	0	0	8	35	85	5	13
	STANSTED	RYANAIR	S	A	51	0	0	92	4	2	2	0	0	5	95	2	58
	STANSTED	RYANAIR	S	D	52	0	0	88	8	2	2	0	0	6	95	3	60
<b>TOTAL KRAKOW</b>					<b>239</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>84</b>	<b>9</b>	<b>9</b>
KUALA LUMPUR (SEPANG)																	
	STANSTED	AIR ASIA	S	A	26	0	0	88	4	0	4	4	0	11	60	19	30
	STANSTED	AIR ASIA	S	D	26	1	0	77	15	0	8	0	0	11	57	25	30
	HEATHROW	MALAYSIAN AIRLINES SYSTEM- MAS	S	A	60	0	1	85	2	7	5	2	0	13	83	10	60
	HEATHROW	MALAYSIAN AIRLINES SYSTEM- MAS	S	D	60	0	0	73	15	5	7	0	0	14	87	6	60
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>172</b>	<b>1</b>	<b>1</b>	<b>80</b>	<b>9</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>13</b>	<b>13</b>

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 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)												
KUWAIT	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	93	7	0	0	0	0	2	87	9	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	83	10	0	7	0	0	11	93	11	30	
	HEATHROW	KUWAIT AIRWAYS	S	A	30	0	0	63	23	13	0	0	0	11	53	22	30	
	HEATHROW	KUWAIT AIRWAYS	S	D	30	0	0	73	17	3	7	0	0	13	60	17	30	
<b>TOTAL KUWAIT</b>					<b>119</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>15</b>	<b>15</b>	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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	30	0	0	73	17	3	3	3	0	20	67	14	30
	HEATHROW	VUELING AIRLINES	S	D	30	0	0	87	7	0	0	7	0	19	77	10	30
<b>TOTAL LA CORUNA</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>20</b>	<b>72</b>	<b>12</b>	<b>12</b>
LA ROCHELLE	STANSTED	RYANAIR	S	A	13	0	0	85	0	0	8	0	8	93	100	0	1
	STANSTED	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	2	100	0	1
<b>TOTAL LA ROCHELLE</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>48</b>	<b>100</b>	<b>0</b>	<b>0</b>
LA ROMANA	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	16	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	25	0	0	0
<b>TOTAL LA ROMANA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
LAGOS	HEATHROW	ARIK AIR	S	A	30	0	0	83	10	7	0	0	0	7	85	7	27
	HEATHROW	ARIK AIR	S	D	29	0	0	52	21	28	0	0	0	17	79	7	28
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	97	0	0	3	0	0	7	93	3	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	27	23	27	23	0	0	40	33	34	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	80	13	3	3	0	0	10	83	17	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	29	0	1	41	21	28	10	0	0	26	73	11	30
<b>TOTAL LAGOS</b>					<b>178</b>	<b>4</b>	<b>1</b>	<b>63</b>	<b>15</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>74</b>	<b>13</b>	<b>13</b>
LAHORE	GLASGOW	PAKISTAN INTL AIRLINES	S	A	7	0	0	14	14	57	0	14	0	63	44	55	9
	GLASGOW	PAKISTAN INTL AIRLINES	S	D	7	0	0	0	14	14	57	0	14	122	33	71	9
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	19	0	0	21	16	32	21	5	5	80	33	24	12
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	9	0	0	44	22	22	11	0	0	40	42	31	12
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	11	0	0	9	18	64	9	0	0	48	50	19	8
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	7	0	0	0	14	43	43	0	0	60	25	25	8
<b>TOTAL LAHORE</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>38</b>	<b>22</b>	<b>3</b>	<b>3</b>	<b>69</b>	<b>38</b>	<b>37</b>	<b>37</b>
LARNACA	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	77	10	3	10	0	0	20	43	28	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	80	7	7	7	0	0	13	73	14	30
	BIRMINGHAM	CYPRUS AIRWAYS	S	A	4	0	0	100	0	0	0	0	0	3	75	10	4
	BIRMINGHAM	CYPRUS AIRWAYS	S	D	4	0	0	100	0	0	0	0	0	5	50	17	4

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 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)											
LARNACA	HEATHROW	CYPRUS AIRWAYS	S	A	50	0	0	60	14	10	16	0	0	23	41	28	61
	HEATHROW	CYPRUS AIRWAYS	S	D	48	0	0	71	8	10	10	0	0	18	53	20	59
	MANCHESTER	CYPRUS AIRWAYS	S	A	17	0	0	100	0	0	0	0	0	3	35	58	17
	MANCHESTER	CYPRUS AIRWAYS	S	D	17	0	0	76	18	6	0	0	0	9	15	78	13
	STANSTED	CYPRUS AIRWAYS	S	A	9	0	0	89	11	0	0	0	0	5	56	20	9
	STANSTED	CYPRUS AIRWAYS	S	D	9	0	0	78	0	22	0	0	0	11	33	46	9
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	70	22	9	0	0	0	11	67	18	27
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	74	13	13	0	0	0	12	74	12	27
	BIRMINGHAM	MONARCH AIRLINES	S	A	12	0	0	92	8	0	0	0	0	3	78	10	9
	BIRMINGHAM	MONARCH AIRLINES	S	D	11	0	0	82	18	0	0	0	0	8	67	15	9
	GATWICK	MONARCH AIRLINES	S	A	3	0	0	67	33	0	0	0	0	16	56	16	9
	GATWICK	MONARCH AIRLINES	S	D	3	0	0	67	33	0	0	0	0	8	78	12	9
	LUTON	MONARCH AIRLINES	S	A	5	0	0	60	40	0	0	0	0	14	60	40	10
	LUTON	MONARCH AIRLINES	S	D	4	0	0	100	0	0	0	0	0	3	56	26	9
	MANCHESTER	MONARCH AIRLINES	S	A	12	0	0	67	17	8	8	0	0	18	54	18	13
	MANCHESTER	MONARCH AIRLINES	S	D	11	0	0	82	9	0	9	0	0	17	64	16	14
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	50	10	2
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	1	0	100	0	0	0	0	0	3	100	0	2
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	0	0	33	0	33	33	0	0	55	33	21	3
<b>TOTAL LARNACA</b>					<b>339</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>54</b>	<b>24</b>	<b>24</b>
LAS PALMAS	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	29	0	1	83	10	3	3	0	0	14	67	30	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	83	10	0	3	3	0	14	73	10	30
	BIRMINGHAM	MONARCH AIRLINES	S	A	8	0	1	25	13	38	25	0	0	38	40	17	5
	BIRMINGHAM	MONARCH AIRLINES	S	D	9	0	0	56	33	0	11	0	0	17	100	1	5
	GATWICK	MONARCH AIRLINES	S	A	9	0	0	67	11	0	0	0	22	170	89	5	9
	GATWICK	MONARCH AIRLINES	S	D	9	0	0	89	0	0	0	0	11	47	78	9	9
	MANCHESTER	MONARCH AIRLINES	S	A	9	0	0	33	56	0	0	0	11	148	78	8	9
	MANCHESTER	MONARCH AIRLINES	S	D	9	0	0	67	11	22	0	0	0	14	89	6	9
	BIRMINGHAM	RYANAIR	S	A	8	0	0	75	13	13	0	0	0	8	100	0	9
	BIRMINGHAM	RYANAIR	S	D	8	0	0	75	13	0	13	0	0	13	100	2	9
	EDINBURGH	RYANAIR	S	A	7	0	1	57	14	29	0	0	0	18	88	5	8
	EDINBURGH	RYANAIR	S	D	7	0	1	100	0	0	0	0	0	3	100	2	8

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 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
LAS PALMAS	LUTON	RYANAIR	S	A	9	0	0	89	11	0	0	0	0	4	89	10	9
	LUTON	RYANAIR	S	D	9	0	0	67	33	0	0	0	0	9	78	10	9
	STANSTED	RYANAIR	S	A	12	0	0	92	0	8	0	0	0	4	75	10	12
	STANSTED	RYANAIR	S	D	13	0	0	92	0	8	0	0	0	4	85	4	13
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	6	0	0	50	17	17	17	0	0	25	86	5	7
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	20	20	0	0	0	14	100	5	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	12	0	0	42	17	33	8	0	0	25	83	11	12
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	12	0	0	92	0	0	8	0	0	15	82	10	11
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	20	20	40	20	0	0	47	100	0	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	20	20	20	0	0	26	89	6	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	69	8	15	8	0	0	18	95	3	21
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	92	8	0	0	0	0	5	94	6	16
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	20	0	0	30	100	2	5
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	20	0	0	27	100	1	5
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	3	100	0	2
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	0	100	1	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	7	86	4	7
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	6	0	0	67	17	17	0	0	0	10	100	5	5
	GATWICK	THOMSON AIRWAYS LTD	C	A	13	0	0	54	23	8	8	8	0	29	88	5	17
	GATWICK	THOMSON AIRWAYS LTD	C	D	13	0	0	77	23	0	0	0	0	7	80	10	15
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	60	20	0	20	0	0	28	80	10	5
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	7	60	14	5
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	0	25	0	62	60	36	5
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	80	15	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	12	0	0	58	8	25	8	0	0	21	61	23	18
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	13	0	0	46	15	23	8	0	8	56	71	20	17
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	60	0	20	0	20	0	49	60	20	5
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	37	100	2	5
	STANSTED	THOMSON AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	0	15	80	11	5
	STANSTED	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	12	80	8	5
<b>TOTAL LAS PALMAS</b>					<b>371</b>	<b>2</b>	<b>4</b>	<b>71</b>	<b>13</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>81</b>	<b>11</b>	<b>11</b>
LAS VEGAS	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	33	27	33	7	0	0	28	57	31	30

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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 VEGAS	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	57	33	3	7	0	0	19	63	13	30
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	0	0	0	100	0	0	127	100	1	4
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	67	7	20	7	0	0	16	63	20	30
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	53	30	7	10	0	0	21	47	28	30
<b>TOTAL LAS VEGAS</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>24</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>58</b>	<b>22</b>	<b>22</b>
LEEDS BRADFORD	EDINBURGH	BMI REGIONAL	S	A	38	0	0	100	0	0	0	0	0	1	95	6	42
	EDINBURGH	BMI REGIONAL	S	D	39	0	0	92	5	3	0	0	0	3	95	2	42
	GLASGOW	BMI REGIONAL	S	A	40	0	0	90	3	3	5	0	0	7	98	2	42
	GLASGOW	BMI REGIONAL	S	D	39	0	0	82	13	3	3	0	0	9	95	7	42
	GATWICK	FLYBE LTD	S	A	70	0	1	80	13	7	0	0	0	8	80	17	75
	GATWICK	FLYBE LTD	S	D	70	0	1	80	9	9	3	0	0	11	75	18	75
<b>TOTAL LEEDS BRADFORD</b>					<b>298</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>10</b>	<b>10</b>
LIBERIA	GATWICK	THOMSON AIRWAYS LTD	C	A	3	0	0	0	0	0	67	33	0	147	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	20	20	0	40	0	20	119	0	0	0
<b>TOTAL LIBERIA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>13</b>	<b>129</b>	<b>0</b>	<b>0</b>	<b>0</b>
LIEGE																	
LIMOGES	STANSTED	RYANAIR	S	A	13	0	0	85	8	8	0	0	0	6	92	3	13
	STANSTED	RYANAIR	S	D	13	0	0	77	15	8	0	0	0	9	100	1	13
<b>TOTAL LIMOGES</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>96</b>	<b>2</b>	<b>2</b>
LINZ	STANSTED	RYANAIR	S	A	13	0	0	62	31	8	0	0	0	13	100	3	18
	STANSTED	RYANAIR	S	D	13	0	0	69	31	0	0	0	0	8	100	1	18
<b>TOTAL LINZ</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>31</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>100</b>	<b>2</b>	<b>2</b>
LISBON	GATWICK	AIR PORTUGAL	S	A	39	1	0	100	0	0	0	0	0	1	77	6	13
	GATWICK	AIR PORTUGAL	S	D	39	0	0	90	8	0	3	0	0	6	69	10	13
	HEATHROW	AIR PORTUGAL	S	A	147	0	0	66	18	7	8	1	0	17	83	9	160
	HEATHROW	AIR PORTUGAL	S	D	146	0	1	66	13	14	5	2	0	20	78	11	160
	HEATHROW	BRITISH AIRWAYS PLC	S	A	85	0	0	73	12	8	6	1	0	17	72	17	90

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					Actual (7)	Plan (8)												
LISBON																		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	85	0	0	84	6	2	8	0	0	13	68	16	90	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	32	1	1	63	22	6	6	3	0	23	93	7	29	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	33	0	0	70	18	3	6	3	0	21	90	10	30	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	29	0	0	52	14	24	10	0	0	25	68	12	25	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	29	0	0	69	10	10	10	0	0	18	60	12	25	
<b>TOTAL LISBON</b>					<b>668</b>	<b>5</b>	<b>2</b>	<b>72</b>	<b>13</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>12</b>	<b>12</b>	
LIVERPOOL (JOHN LENNON)																		
LJUBLJANA																		
	GATWICK	ADRIA AIRWAYS	S	A	13	0	0	77	15	0	8	0	0	9	69	16	26	
	GATWICK	ADRIA AIRWAYS	S	D	13	0	0	85	8	8	0	0	0	6	73	13	26	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	86	5	0	10	0	0	13	94	6	17	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	86	5	10	0	0	0	7	94	3	17	
<b>TOTAL LJUBLJANA</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>10</b>	<b>10</b>	
LODZ LUBLINEK																		
	EDINBURGH	RYANAIR	S	A	7	0	1	71	29	0	0	0	0	13	89	71	9	
	EDINBURGH	RYANAIR	S	D	7	0	1	100	0	0	0	0	0	4	100	2	9	
	STANSTED	RYANAIR	S	A	21	0	0	95	5	0	0	0	0	3	100	0	19	
	STANSTED	RYANAIR	S	D	21	0	0	81	14	5	0	0	0	7	95	4	21	
<b>TOTAL LODZ LUBLINEK</b>					<b>56</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>97</b>	<b>13</b>	<b>13</b>	
LONDON CITY																		
	EDINBURGH	BA CITYFLYER LTD	S	A	157	0	0	90	4	3	3	0	0	6	84	10	154	
	EDINBURGH	BA CITYFLYER LTD	S	D	155	1	0	86	6	3	4	1	0	11	80	12	154	
	GLASGOW	BA CITYFLYER LTD	S	A	86	0	0	90	5	2	3	0	0	6	82	10	85	
	GLASGOW	BA CITYFLYER LTD	S	D	87	0	0	85	3	2	8	1	0	15	74	20	89	
	EDINBURGH	CITY JET	S	A	126	0	0	73	16	7	4	0	0	14	86	8	157	
	EDINBURGH	CITY JET	S	D	126	1	0	87	6	3	4	0	0	9	92	6	155	
<b>TOTAL LONDON CITY</b>					<b>739</b>	<b>5</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>10</b>	<b>10</b>	
LOS ANGELES INTERNATION																		
	HEATHROW	AMERICAN AIRLINES	S	A	30	0	0	77	7	17	0	0	0	11	73	8	30	
	HEATHROW	AMERICAN AIRLINES	S	D	30	0	0	60	20	17	3	0	0	17	70	10	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	0	37	29	17	14	3	0	36	54	40	59	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	0	59	17	12	10	2	0	26	49	27	59	



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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)												
LOS ANGELES INTERNATIONAL																		
	HEATHROW	UNITED AIRLINES	S	A	28	0	0	71	21	0	7	0	0	14	89	7	27	
	HEATHROW	UNITED AIRLINES	S	D	28	0	0	79	7	11	4	0	0	11	85	15	27	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	56	0	0	71	11	13	5	0	0	12	75	8	32	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	56	0	0	52	29	13	7	0	0	20	52	20	31	
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>346</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>19</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>65</b>	<b>20</b>	<b>20</b>	
LUANDA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	8	0	0	100	0	0	0	0	0	0	89	6	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	67	11	11	0	11	0	41	50	15	8	
<b>TOTAL LUANDA</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>22</b>	<b>71</b>	<b>10</b>	<b>10</b>	
LUBECK																		
	STANSTED	RYANAIR	S	A	30	0	0	77	17	3	3	0	0	9	85	8	48	
	STANSTED	RYANAIR	S	D	30	0	0	87	7	7	0	0	0	6	88	6	48	
<b>TOTAL LUBECK</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>7</b>	<b>7</b>	
LULEA																		
	HEATHROW	SAS	S	A	4	0	0	25	25	0	50	0	0	47	0	0	0	
	HEATHROW	SAS	S	D	4	0	0	100	0	0	0	0	0	0	0	0	0	
<b>TOTAL LULEA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	
LUSAKA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	92	0	8	0	0	0	4	77	12	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	12	0	0	67	8	25	0	0	0	16	46	18	13	
<b>TOTAL LUSAKA</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>4</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>62</b>	<b>15</b>	<b>15</b>	
LUTON																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	79	1	3	75	18	5	3	0	0	11	85	7	103	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	79	0	0	80	9	8	4	0	0	11	87	7	103	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	103	3	0	79	14	6	2	0	0	10	90	3	125	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	103	0	0	83	8	5	4	1	0	12	94	6	125	
<b>TOTAL LUTON</b>					<b>365</b>	<b>5</b>	<b>3</b>	<b>79</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>89</b>	<b>6</b>	<b>6</b>	
LUXEMBOURG																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	47	0	1	85	4	6	4	0	0	10	96	3	47	
	GATWICK	BRITISH AIRWAYS PLC	S	D	48	0	0	85	8	4	2	0	0	8	98	2	47	
	LONDON CITY	CITY JET	S	A	2	0	0	100	0	0	0	0	0	5	0	0	0	
	LONDON CITY	CITY JET	S	D	3	0	0	67	33	0	0	0	0	9	0	0	0	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							NOV 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)												
LUXEMBOURG																		
	LONDON CITY	LUXAIR	S	A	101	0	0	75	15	7	2	1	0	14	92	5	101	
	LONDON CITY	LUXAIR	S	D	99	0	0	75	15	6	3	1	0	13	87	7	101	
	LONDON CITY	VLM (BELGIUM)	S	A	73	0	0	82	10	4	4	0	0	10	86	8	76	
	LONDON CITY	VLM (BELGIUM)	S	D	72	0	0	83	10	3	4	0	0	10	78	10	77	
<b>TOTAL LUXEMBOURG</b>					<b>448</b>	<b>7</b>	<b>4</b>	<b>80</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>6</b>	<b>6</b>	
LUXOR																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	88	0	13	0	0	0	9	0	0	0	
	HEATHROW	EGYPT AIR	S	A	5	0	0	60	20	20	0	0	0	21	20	37	5	
	HEATHROW	EGYPT AIR	S	D	5	0	0	80	0	20	0	0	0	8	40	26	5	
	GATWICK	MONARCH AIRLINES	C	A	10	0	0	90	0	0	10	0	0	10	35	39	17	
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	70	20	0	10	0	0	15	82	22	17	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	60	20	0	20	0	0	24	40	41	5	
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	40	20	20	20	0	0	36	80	16	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	67	26	3	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	1	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	0	0	25	96	75	34	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	1	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	6	100	2	4	
	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	75	25	0	0	0	0	8	0	0	0	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	9	0	0	0	
<b>TOTAL LUXOR</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>67</b>	<b>22</b>	<b>22</b>	
LYON																		
	MANCHESTER	BMI REGIONAL	S	A	21	0	0	95	5	0	0	0	0	2	93	3	15	
	MANCHESTER	BMI REGIONAL	S	D	21	0	0	95	5	0	0	0	0	2	88	8	16	
	BIRMINGHAM	BRIT AIR	S	A	43	0	0	95	5	0	0	0	0	3	93	4	44	
	BIRMINGHAM	BRIT AIR	S	D	43	0	0	98	2	0	0	0	0	2	93	3	44	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	86	0	0	85	7	2	5	1	0	9	82	12	85	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	85	0	0	85	7	5	4	0	0	8	79	10	86	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	92	8	0	0	0	0	4	0	0	0	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)												
LYON																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	100	0	0	0	0	0	2	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	45	0	1	67	16	11	7	0	0	18	78	18	45	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	45	0	1	64	22	9	4	0	0	17	78	11	45	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	21	1	0	67	14	10	10	0	0	22	83	11	23	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	71	10	5	14	0	0	19	91	4	23	
<b>TOTAL LYON</b>					<b>458</b>	<b>1</b>	<b>2</b>	<b>83</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>10</b>	<b>10</b>	
LYON(BRON)																		

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 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	60	0	0	58	27	12	3	0	0	16	85	8	60
	GATWICK	AIR EUROPA	S	D	60	0	0	67	15	13	5	0	0	18	83	7	60
	LONDON CITY	BA CITYFLYER LTD	S	A	45	0	0	87	7	4	2	0	0	7	79	13	39
	LONDON CITY	BA CITYFLYER LTD	S	D	44	1	0	61	11	20	5	2	0	23	45	40	42
	HEATHROW	BRITISH AIRWAYS PLC	S	A	144	0	0	56	21	15	8	1	0	22	73	13	150
	HEATHROW	BRITISH AIRWAYS PLC	S	D	144	0	0	75	12	6	7	0	0	14	79	8	150
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	24	0	0	54	29	0	13	4	0	28	67	22	27
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	24	0	0	83	4	8	0	4	0	17	56	27	27
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	110	0	1	41	8	21	19	10	1	62	59	27	111
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	111	0	1	51	19	8	22	0	0	32	59	28	111
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	71	1	0	58	25	8	7	1	0	23	74	14	70
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	71	0	0	79	13	4	4	0	0	13	79	10	71
	HEATHROW	IBERIA	S	A	226	0	3	61	18	13	7	2	0	21	68	16	234
	HEATHROW	IBERIA	S	D	227	0	3	67	13	10	9	1	0	22	68	17	234
	GATWICK	RYANAIR	S	A	60	0	0	75	20	2	3	0	0	10	63	16	30
	GATWICK	RYANAIR	S	D	59	0	1	64	20	12	3	0	0	17	60	18	30
	STANSTED	RYANAIR	S	A	60	0	0	57	25	12	7	0	0	21	82	10	60
	STANSTED	RYANAIR	S	D	60	0	0	27	33	27	13	0	0	34	64	16	61
<b>TOTAL MADRID</b>					<b>1600</b>	<b>3</b>	<b>9</b>	<b>61</b>	<b>17</b>	<b>11</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>70</b>	<b>16</b>	<b>16</b>
MAHON	LUTON	MONARCH AIRLINES	S	A	4	0	0	100	0	0	0	0	0	0	100	0	4
	LUTON	MONARCH AIRLINES	S	D	4	0	0	100	0	0	0	0	0	1	100	2	4
<b>TOTAL MAHON</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>1</b>	<b>1</b>
MALAGA	GATWICK	AER LINGUS	S	A	59	0	1	83	8	5	2	2	0	10	80	9	60
	GATWICK	AER LINGUS	S	D	60	0	0	80	8	7	3	2	0	14	90	8	60
	BIRMINGHAM	BMIBABY LTD	S	A	7	1	0	86	0	0	14	0	0	17	75	50	8
	BIRMINGHAM	BMIBABY LTD	S	D	6	0	1	67	33	0	0	0	0	9	100	3	8
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	1	71	16	7	5	2	0	18	74	15	54
	HEATHROW	BRITISH AIRWAYS PLC	S	D	58	0	0	72	12	10	3	2	0	17	83	7	54
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	90	0	2	81	9	4	4	1	0	12	78	11	95
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	91	0	0	84	8	4	3	1	0	12	81	9	94
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	24	0	0	71	17	8	4	0	0	13	100	3	17

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)											
MALAGA	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	24	0	0	88	8	0	4	0	0	7	100	2	17
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	43	33	14	10	0	0	19	68	35	22
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	20	0	0	80	10	5	5	0	0	11	86	7	22
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	19	0	0	68	16	11	5	0	0	18	92	5	25
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	19	0	0	89	5	0	5	0	0	10	92	4	25
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	83	4	9	0	4	0	20	91	3	32
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	82	5	5	5	5	0	21	100	2	31
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	32	0	0	69	25	6	0	0	0	11	88	18	34
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	32	0	0	91	6	3	0	0	0	5	100	1	34
	MANCHESTER	JET2.COM LTD	S	A	5	1	0	40	40	20	0	0	0	25	100	14	1
	MANCHESTER	JET2.COM LTD	S	D	5	0	0	80	20	0	0	0	0	7	0	325	1
	BIRMINGHAM	MONARCH AIRLINES	S	A	21	0	1	86	10	0	0	0	5	26	95	11	21
	BIRMINGHAM	MONARCH AIRLINES	S	D	21	0	1	76	19	5	0	0	0	8	95	3	21
	GATWICK	MONARCH AIRLINES	S	A	28	0	0	21	46	32	0	0	0	24	56	26	25
	GATWICK	MONARCH AIRLINES	S	D	28	0	0	89	11	0	0	0	0	5	88	14	24
	LUTON	MONARCH AIRLINES	S	A	18	0	0	33	39	22	0	0	6	46	75	28	20
	LUTON	MONARCH AIRLINES	S	D	17	0	0	65	12	18	6	0	0	14	89	5	19
	MANCHESTER	MONARCH AIRLINES	S	A	42	1	0	67	19	12	2	0	0	14	84	12	37
	MANCHESTER	MONARCH AIRLINES	S	D	42	0	0	79	14	7	0	0	0	9	89	7	37
	BIRMINGHAM	RYANAIR	S	A	13	0	0	62	23	8	8	0	0	19	100	0	18
	BIRMINGHAM	RYANAIR	S	D	12	0	1	75	0	25	0	0	0	14	100	1	18
	EDINBURGH	RYANAIR	S	A	16	0	1	88	6	6	0	0	0	8	100	2	12
	EDINBURGH	RYANAIR	S	D	15	0	2	93	7	0	0	0	0	6	100	2	12
	STANSTED	RYANAIR	S	A	30	0	0	57	30	13	0	0	0	16	67	12	30
	STANSTED	RYANAIR	S	D	30	0	0	90	3	7	0	0	0	6	97	3	30
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	0	50	50	0	0	0	33	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	0	50	0	0	0	25	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	20	40	20	20	0	0	34	83	4	6
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	1	83	9	6
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	0	16	100	4	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	50	0	50	0	0	0	18	83	11	6
	GATWICK	THOMSON AIRWAYS LTD	C	A	14	0	0	64	21	7	7	0	0	18	83	7	18
	GATWICK	THOMSON AIRWAYS LTD	C	D	13	0	0	85	8	8	0	0	0	9	83	6	18

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 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)												
MALAGA																		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	13	0	0	77	23	0	0	0	0	7	73	14	15	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	13	0	0	100	0	0	0	0	0	2	79	15	14	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	3	0	0	67	33	0	0	0	0	9	100	5	5	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	0	75	6	4	
<b>TOTAL MALAGA</b>					<b>1092</b>	<b>8</b>	<b>11</b>	<b>75</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>84</b>	<b>11</b>	<b>11</b>	
MALE INTERNATIONAL																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	92	8	0	0	0	0	3	46	20	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	85	8	0	8	0	0	10	100	3	13	
	GATWICK	THOMSON AIRWAYS LTD	C	A	8	0	0	63	0	13	13	13	0	52	0	59	6	
	GATWICK	THOMSON AIRWAYS LTD	C	D	8	0	0	75	0	13	0	13	0	44	86	10	7	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	25	27	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	9	100	10	4	
<b>TOTAL MALE INTERNATIONAL</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>4</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>19</b>	<b>54</b>	<b>24</b>	<b>24</b>	
MALTA																		
	BIRMINGHAM	AIR MALTA	S	A	9	0	0	78	22	0	0	0	0	7	90	5	10	
	BIRMINGHAM	AIR MALTA	S	D	9	0	0	67	11	11	11	0	0	17	40	21	10	
	GATWICK	AIR MALTA	S	A	31	0	0	94	3	0	3	0	0	5	96	3	45	
	GATWICK	AIR MALTA	S	D	31	0	0	84	6	6	3	0	0	9	95	4	40	
	HEATHROW	AIR MALTA	S	A	59	0	0	73	17	7	3	0	0	11	83	10	60	
	HEATHROW	AIR MALTA	S	D	59	0	0	71	8	12	8	0	0	20	73	17	60	
	MANCHESTER	AIR MALTA	S	A	21	0	0	95	0	5	0	0	0	4	87	8	23	
	MANCHESTER	AIR MALTA	S	D	21	0	0	81	14	0	5	0	0	7	57	16	23	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	80	13	3	3	0	0	10	74	10	27	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	80	13	3	3	0	0	12	63	14	27	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	13	1	0	85	15	0	0	0	0	4	86	15	14	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	92	8	0	0	0	0	2	86	12	14	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	88	0	13	0	0	0	5	89	2	9	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	89	0	0	11	0	0	17	100	3	9	
	EDINBURGH	RYANAIR	S	A	8	0	0	63	38	0	0	0	0	11	100	0	8	
	EDINBURGH	RYANAIR	S	D	8	0	0	75	25	0	0	0	0	11	100	1	8	
	LUTON	RYANAIR	S	A	13	0	0	46	15	15	23	0	0	33	90	3	21	
	LUTON	RYANAIR	S	D	13	0	0	62	8	15	15	0	0	23	81	7	21	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	3	0	0	0	33	33	33	0	0	58	100	1	4	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2009					
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
						Plan (8)													
MALTA																			
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	0	0	50	0	0	66	100	6	3		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	7	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	4	4		
	GATWICK	THOMSON AIRWAYS LTD	C	A	7	0	0	86	14	0	0	0	0	4	75	88	4		
	GATWICK	THOMSON AIRWAYS LTD	C	D	7	0	0	100	0	0	0	0	0	4	100	0	4		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	16	100	0	4		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	60	20	0	20	0	0	18	100	3	4		
<b>TOTAL MALTA</b>					<b>421</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>10</b>	<b>10</b>		
MANCHESTER																			
	HEATHROW	BMI BRITISH MIDLAND	S	A	193	0	1	74	10	9	6	1	0	16	72	13	180		
	HEATHROW	BMI BRITISH MIDLAND	S	D	190	0	3	76	9	8	6	1	0	16	84	6	177		
	EDINBURGH	BMI REGIONAL	S	A	114	0	0	93	3	2	3	0	0	5	92	6	118		
	EDINBURGH	BMI REGIONAL	S	D	113	0	0	93	4	1	3	0	0	5	93	4	118		
	GATWICK	BRITISH AIRWAYS PLC	S	A	120	0	0	78	13	6	3	0	0	9	84	9	150		
	GATWICK	BRITISH AIRWAYS PLC	S	D	120	0	0	93	5	2	1	0	0	4	93	3	150		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	223	0	1	71	9	10	6	3	0	20	65	19	204		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	223	0	1	74	11	7	6	1	0	16	81	8	204		
	EDINBURGH	FLYBE LTD	S	A	74	0	6	88	5	1	4	1	0	10	87	16	97		
	EDINBURGH	FLYBE LTD	S	D	74	0	6	95	1	4	0	0	0	5	86	16	99		
	GLASGOW	FLYBE LTD	S	A	76	0	5	86	4	8	3	0	0	7	77	14	91		
	GLASGOW	FLYBE LTD	S	D	77	0	4	91	0	6	3	0	0	9	80	12	92		
	GATWICK	MONARCH AIRLINES	C	D	2	2	0	0	50	50	0	0	0	36	0	0	0		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	0	67	0	33	0	0	0	18	0	0	0		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	0	0	50	0	50	0	131	100	0	3		
<b>TOTAL MANCHESTER</b>					<b>1609</b>	<b>6</b>	<b>27</b>	<b>81</b>	<b>7</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>11</b>	<b>11</b>		
MANSTON (KENT INT)																			
	EDINBURGH	FLYBE LTD	S	A	27	0	3	89	4	4	4	0	0	10	0	0	0		
	EDINBURGH	FLYBE LTD	S	D	27	0	3	93	4	4	0	0	0	5	0	0	0		
	MANCHESTER	FLYBE LTD	S	A	20	0	1	75	5	5	15	0	0	18	0	0	0		
	MANCHESTER	FLYBE LTD	S	D	20	0	1	80	0	5	15	0	0	16	0	0	0		
<b>TOTAL MANSTON (KENT INT)</b>					<b>94</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>3</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>		
MARRAKESH																			
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	53	0	1	87	6	0	8	0	0	10	89	4	57		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 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
MARRAKESH																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	53	0	0	75	15	4	6	0	0	11	88	7	57	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	9	0	1	78	22	0	0	0	0	6	92	4	12	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	10	0	0	100	0	0	0	0	0	2	92	3	12	
	GATWICK	ROYAL AIR MAROC	S	A	19	0	0	74	11	5	11	0	0	19	100	1	17	
	GATWICK	ROYAL AIR MAROC	S	D	19	0	0	79	5	11	5	0	0	16	100	4	17	
	HEATHROW	ROYAL AIR MAROC	S	A	30	0	0	57	13	17	13	0	0	29	87	12	30	
	HEATHROW	ROYAL AIR MAROC	S	D	30	0	0	63	13	10	13	0	0	25	66	13	29	
	EDINBURGH	RYANAIR	S	A	8	0	1	100	0	0	0	0	0	0	0	0	0	
	EDINBURGH	RYANAIR	S	D	9	0	0	89	0	0	0	0	11	48	0	0	0	
	LUTON	RYANAIR	S	A	12	0	0	58	25	17	0	0	0	14	76	8	17	
	LUTON	RYANAIR	S	D	12	0	0	75	17	8	0	0	0	10	94	6	17	
	GATWICK	THOMSON AIRWAYS LTD	S	A	9	0	0	89	0	0	0	11	0	26	50	15	2	
	GATWICK	THOMSON AIRWAYS LTD	S	D	9	0	0	89	0	0	0	11	0	27	67	24	3	
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	9	0	0	100	0	0	0	0	0	2	100	0	1	
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	9	0	0	100	0	0	0	0	0	2	67	9	3	
<b>TOTAL MARRAKESH</b>					<b>302</b>	<b>1</b>	<b>3</b>	<b>78</b>	<b>10</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>86</b>	<b>7</b>	<b>7</b>	
MARSA ALAM																		
	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	3	0	0	0	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	50	25	0	25	0	0	24	0	0	0	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	23	0	0	0	
<b>TOTAL MARSA ALAM</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>63</b>	<b>15</b>	<b>15</b>	
MARSEILLE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	52	0	0	90	8	2	0	0	0	5	84	8	43	
	GATWICK	BRITISH AIRWAYS PLC	S	D	52	0	0	96	2	2	0	0	0	3	93	3	43	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	80	17	0	3	0	0	11	90	7	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	97	0	0	3	0	0	9	90	7	30	
	STANSTED	RYANAIR	S	A	31	0	0	87	3	6	3	0	0	7	96	4	51	
	STANSTED	RYANAIR	S	D	30	0	0	83	10	3	3	0	0	9	84	8	51	
<b>TOTAL MARSEILLE</b>					<b>225</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>6</b>	<b>6</b>	
MAURITIUS																		
	HEATHROW	AIR MAURITIUS LTD	S	A	21	0	0	62	24	10	5	0	0	17	53	17	17	
	HEATHROW	AIR MAURITIUS LTD	S	D	21	0	0	33	33	24	10	0	0	28	35	32	17	



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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2009			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MAURITIUS	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	85	15	0	0	0	0	6	62	13	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	12	0	0	75	25	0	0	0	0	8	46	21	13
<b>TOTAL MAURITIUS</b>					<b>67</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>25</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>53</b>	<b>20</b>	<b>20</b>
MEDINA																	
MELBOURNE	HEATHROW	QANTAS	S	A	60	0	0	68	13	8	7	2	2	33	75	18	53
	HEATHROW	QANTAS	S	D	59	0	1	71	7	14	7	2	0	18	58	21	52
<b>TOTAL MELBOURNE</b>					<b>119</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>10</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>26</b>	<b>67</b>	<b>20</b>	<b>20</b>
MEMMINGEN ALLGAU	EDINBURGH	RYANAIR	S	A	11	0	1	100	0	0	0	0	0	92	4	12	
	EDINBURGH	RYANAIR	S	D	12	0	0	92	0	0	8	0	0	7	75	8	12
	STANSTED	RYANAIR	S	A	30	0	0	93	3	3	0	0	0	3	13	34	30
	STANSTED	RYANAIR	S	D	30	0	0	83	17	0	0	0	0	7	70	10	30
<b>TOTAL MEMMINGEN ALLGAU</b>					<b>83</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>54</b>	<b>17</b>	<b>17</b>
MERSA MATROUH																	
<b>TOTAL MERSA MATROUH</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>
MEXICO CITY	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	46	23	31	0	0	0	20	67	15	12
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	46	23	31	0	0	0	22	15	32	13
<b>TOTAL MEXICO CITY</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>23</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>59</b>	<b>27</b>	<b>27</b>
MIAMI INTERNATIONAL	HEATHROW	AMERICAN AIRLINES	S	A	42	0	0	52	21	17	10	0	0	22	67	17	43
	HEATHROW	AMERICAN AIRLINES	S	D	42	0	0	69	21	2	7	0	0	14	65	14	43
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	1	0	75	15	5	5	0	0	14	87	6	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	57	20	10	12	2	0	25	58	16	60
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	90	10	0	0	0	0	4	70	8	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	63	10	13	13	0	0	20	60	18	30
<b>TOTAL MIAMI INTERNATIONAL</b>					<b>263</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>69</b>	<b>13</b>	<b>13</b>
MILAN (LINATE)	HEATHROW	ALITALIA (CAI)	S	A	132	0	0	77	8	10	5	0	0	12	84	9	126
	HEATHROW	ALITALIA (CAI)	S	D	132	0	0	70	13	12	5	0	0	15	75	12	126
	HEATHROW	BRITISH AIRWAYS PLC	S	A	151	0	0	74	11	7	6	3	0	16	77	13	147

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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)											
MILAN (Linate)	HEATHROW	BRITISH AIRWAYS PLC	S	D	151	0	0	83	9	4	4	0	0	9	78	10	147
	LONDON CITY	CITY JET	S	A	43	0	0	86	7	5	2	0	0	8	0	0	0
	LONDON CITY	CITY JET	S	D	46	0	0	78	11	4	7	0	0	13	0	0	0
	STANSTED	CITY JET	S	A	3	0	0	0	0	33	0	67	0	137	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	73	10	3	10	3	0	20	60	15	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	80	7	7	7	0	0	14	80	9	30
<b>TOTAL MILAN (Linate)</b>					<b>718</b>	<b>4</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>11</b>	<b>11</b>
MILAN (MALPENSA)	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	73	12	9	4	2	0	16	83	10	112
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	90	2	3	3	1	0	10	84	8	113
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	19	0	1	63	16	5	16	0	0	22	94	9	18
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	19	0	0	58	16	11	16	0	0	28	94	9	18
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	111	0	1	59	17	8	9	5	1	37	74	16	111
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	111	0	1	71	17	9	3	0	0	13	68	15	111
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	45	1	0	69	16	13	2	0	0	16	78	22	51
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	45	0	0	62	22	13	2	0	0	13	96	4	51
	BIRMINGHAM	FLYBE LTD	S	A	22	0	1	68	18	9	0	5	0	19	92	6	24
	BIRMINGHAM	FLYBE LTD	S	D	23	0	0	52	26	17	0	4	0	27	88	9	24
	MANCHESTER	FLYBE LTD	S	A	29	1	1	93	3	0	3	0	0	5	76	16	29
	MANCHESTER	FLYBE LTD	S	D	30	0	0	90	7	0	3	0	0	7	83	14	30
	HEATHROW	LUFTHANSA	S	A	138	0	3	50	19	22	8	1	0	25	60	20	169
	HEATHROW	LUFTHANSA	S	D	139	0	2	60	17	14	10	0	0	22	75	14	169
<b>TOTAL MILAN (MALPENSA)</b>					<b>919</b>	<b>2</b>	<b>10</b>	<b>67</b>	<b>15</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>76</b>	<b>14</b>	<b>14</b>
MINNEAPOLIS-ST PAUL	HEATHROW	DELTA AIRLINES	S	A	30	0	0	70	20	10	0	0	0	9	0	0	0
	HEATHROW	DELTA AIRLINES	S	D	30	0	0	87	7	7	0	0	0	7	0	0	0
<b>TOTAL MINNEAPOLIS-ST PAUL</b>					<b>61</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>9</b>	<b>83</b>	<b>10</b>	<b>10</b>
MINSK INT'L	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	A	12	0	0	50	33	8	8	0	0	21	38	17	13
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	D	12	0	0	83	8	0	8	0	0	10	92	24	13
<b>TOTAL MINSK INT'L</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>21</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>65</b>	<b>20</b>	<b>20</b>

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 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)												
MITIGA																		
MOMBASA																		
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	50	50	0	0	0	35	50	29	4		
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	38	25	25	13	0	30	0	50	5		
	MANCHESTER	MONARCH AIRLINES	C	A	3	0	0	0	33	33	33	0	49	60	17	5		
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	20	40	0	40	0	42	80	4	5		
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	4	50	12	4		
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	20	39	5		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	14	0	0	0		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	4	0	0	0		
<b>TOTAL MOMBASA</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>28</b>	<b>18</b>	<b>10</b>	<b>0</b>	<b>24</b>	<b>43</b>	<b>25</b>	<b>25</b>		
MONASTIR																		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	50	0	0	22	100	0	4		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	0	33	0	0	13	100	0	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	12	0	0	83	8	0	8	0	8	89	3	9		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	0	100	0	0	0	0	2	80	7	10		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	7	0	0	57	14	29	0	0	19	86	19	7		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	6	0	0	67	0	33	0	0	17	71	22	7		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	17	0	0	88	6	6	0	0	6	67	31	12		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	16	0	0	100	0	0	0	0	1	62	39	13		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	100	5	4		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	2	100	8	3		
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	3	0	0	67	0	0	33	0	40	100	0	4		
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	50	0	0	0	10	100	0	4		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	100	6	5		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	100	10	5		
	GATWICK	THOMSON AIRWAYS LTD	C	A	8	0	0	75	13	13	0	0	8	100	2	10		
	GATWICK	THOMSON AIRWAYS LTD	C	D	8	0	0	88	0	13	0	0	6	89	4	9		
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	20	20	0	60	0	65	67	7	3		
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	1	0	75	0	0	25	0	21	100	5	4		
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	50	0	50	0	0	26	100	0	1		
	LUTON	THOMSON AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	0	0	0		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	78	23	9		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	1	78	24	9		

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)											
MONASTIR	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	7	100	0	1
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL MONASTIR</b>					<b>149</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>5</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>14</b>	<b>14</b>
MONTEGO BAY	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	88	13	0	0	0	0	5	56	13	9
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	75	13	0	13	0	0	15	88	5	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	21	50	67	6
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	25	0	0	0	21	71	53	7
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	50	0	0	0	18	83	45	6
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	50	0	0	0	0	13	57	63	7
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	50	0	50	0	0	0	25	100	0	2
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	25	50	0	25	0	0	30	100	8	2
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	78	0	11	11	0	0	27	100	0	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	10	0	0	40	20	10	30	0	0	39	75	9	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	60	20	0	20	0	0	21	75	40	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	50	0	25	25	0	0	37	20	47	5
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	0	0	63	25	13	0	0	0	13	33	36	9
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	11	44	11	33	0	0	44	0	62	8
<b>TOTAL MONTEGO BAY</b>					<b>85</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>20</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>58</b>	<b>35</b>	<b>35</b>
MONTPELLIER	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	89	6	0	6	0	0	14	82	8	11
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	94	0	0	6	0	0	8	82	8	11
<b>TOTAL MONTPELLIER</b>					<b>37</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>8</b>	<b>8</b>
MONTREAL (DORVAL)	HEATHROW	AIR CANADA	S	A	30	0	0	70	13	10	3	3	0	16	73	11	30
	HEATHROW	AIR CANADA	S	D	30	0	0	73	17	3	7	0	0	12	73	9	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	87	10	3	0	0	0	5	63	16	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	73	10	7	10	0	0	17	57	20	30
<b>TOTAL MONTREAL (DORVAL)</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>14</b>	<b>14</b>
MOSCOW (DOMODEDOVO)	HEATHROW	BMI BRITISH MIDLAND	S	A	60	0	0	82	17	0	2	0	0	6	86	7	59
	HEATHROW	BMI BRITISH MIDLAND	S	D	60	0	0	70	20	3	7	0	0	13	100	1	58

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)												
MOSCOW (DOMODEDOVO)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	89	0	0	81	13	3	2	0	0	8	85	9	73	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	88	0	0	88	3	5	5	0	0	10	85	7	74	
	HEATHROW	TRANSAERO AIRLINES	S	A	60	0	0	48	17	25	10	0	0	26	56	18	57	
	HEATHROW	TRANSAERO AIRLINES	S	D	60	0	0	52	25	13	8	2	0	25	63	14	57	
<b>TOTAL MOSCOW (DOMODEDOVO)</b>					<b>417</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>9</b>	<b>9</b>	
MOSCOW (SHEREMETYEVO)																		
	HEATHROW	AEROFLOT	S	A	76	0	0	51	25	18	5	0	0	19	61	15	72	
	HEATHROW	AEROFLOT	S	D	76	0	0	68	20	7	5	0	0	14	70	9	73	
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>					<b>152</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>22</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>66</b>	<b>12</b>	<b>12</b>	
MOSCOW (VNUKOVO)																		
MUMBAI																		
	HEATHROW	AIR INDIA	S	A	30	0	0	60	13	13	13	0	0	20	20	47	30	
	HEATHROW	AIR INDIA	S	D	29	1	1	69	7	21	3	0	0	16	47	48	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	78	3	13	5	0	0	13	68	17	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	1	75	14	7	5	0	0	13	67	16	60	
	HEATHROW	JET AIRWAYS	S	A	60	0	0	73	15	3	8	0	0	12	67	19	60	
	HEATHROW	JET AIRWAYS	S	D	60	0	0	83	8	8	0	0	0	9	77	10	60	
	HEATHROW	KINGFISHER AIRLINES	S	A	30	0	2	90	10	0	0	0	0	2	53	15	30	
	HEATHROW	KINGFISHER AIRLINES	S	D	30	0	0	90	3	3	3	0	0	7	77	11	30	
<b>TOTAL MUMBAI</b>					<b>358</b>	<b>1</b>	<b>4</b>	<b>77</b>	<b>9</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>63</b>	<b>20</b>	<b>20</b>	
MUNICH																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	178	0	0	78	8	7	7	1	0	16	73	14	187	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	178	0	0	85	5	4	4	1	0	10	80	10	187	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	92	0	8	0	0	0	7	87	8	15	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	85	8	8	0	0	0	10	100	1	15	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	68	0	1	76	13	6	4	0	0	14	82	8	78	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	69	0	0	86	7	4	3	0	0	8	85	8	79	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	28	0	1	82	7	11	0	0	0	9	67	23	15	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	97	0	3	0	0	0	3	80	14	15	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	50	0	0	84	10	4	0	2	0	10	78	9	60	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	51	0	0	82	10	6	2	0	0	10	85	7	60	
	HEATHROW	LUFTHANSA	S	A	204	1	0	65	15	12	8	0	0	19	74	11	236	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)											
MUNICH	HEATHROW	LUFTHANSA	S	D	204	0	0	67	16	8	8	1	0	19	78	10	235
	MANCHESTER	LUFTHANSA	S	A	83	1	1	78	13	6	2	0	0	11	85	7	86
	MANCHESTER	LUFTHANSA	S	D	85	0	0	85	8	6	1	0	0	8	81	9	85
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	77	0	0	84	8	4	4	0	0	9	83	8	81
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	79	0	0	76	9	11	4	0	0	14	72	10	79
	LONDON CITY	LUFTHANSA CITY LINE	S	A	40	0	0	78	13	3	8	0	0	12	75	16	40
	LONDON CITY	LUFTHANSA CITY LINE	S	D	38	0	0	68	11	16	5	0	0	16	68	20	40
<b>TOTAL MUNICH</b>					<b>1489</b>	<b>4</b>	<b>3</b>	<b>77</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>10</b>	<b>10</b>
MUNSTER-OSNABRUCK	STANSTED	AIR BERLIN	S	A	55	0	0	89	7	2	2	0	0	5	95	5	55
	STANSTED	AIR BERLIN	S	D	55	0	0	93	2	4	2	0	0	7	93	6	56
	BIRMINGHAM	EASTERN AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	8	0	0	0
	BIRMINGHAM	EASTERN AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL MUNSTER-OSNABRUCK</b>					<b>118</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>94</b>	<b>6</b>	<b>6</b>
MURCIA SAN JAVIER	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	67	19	10	5	0	0	15	79	12	24
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	81	10	10	0	0	0	10	83	13	24
	MANCHESTER	JET2.COM LTD	S	A	14	0	0	50	21	7	21	0	0	29	100	0	1
	MANCHESTER	JET2.COM LTD	S	D	14	0	0	86	14	0	0	0	0	5	100	0	1
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	78	22	0	0	0	0	9	100	0	1
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	89	11	0	0	0	0	4	100	0	1
	STANSTED	RYANAIR	S	A	13	0	0	92	8	0	0	0	0	2	100	5	12
	STANSTED	RYANAIR	S	D	13	0	0	92	0	8	0	0	0	4	100	3	12
<b>TOTAL MURCIA SAN JAVIER</b>					<b>114</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>90</b>	<b>7</b>	<b>7</b>
MUSCAT	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	97	3	0	0	0	0	1	93	3	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	73	10	3	13	0	0	17	83	15	30
	HEATHROW	OMAN AIR	S	A	30	0	0	87	10	3	0	0	0	4	93	2	30
	HEATHROW	OMAN AIR	S	D	30	0	0	87	10	3	0	0	0	4	87	4	30
<b>TOTAL MUSCAT</b>					<b>121</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>6</b>	<b>6</b>

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 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	7	7	7	0	0	14	87	9	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	67	20	7	7	0	0	17	60	17	30	
	HEATHROW	KENYA AIRWAYS	S	A	37	0	1	95	5	0	0	0	2	74	16	31		
	HEATHROW	KENYA AIRWAYS	S	D	38	0	0	84	3	8	5	0	0	11	81	8	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	27	0	0	100	0	0	0	0	1	77	8	22		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	27	0	0	81	7	4	7	0	0	13	73	9	22	
<b>TOTAL NAIROBI</b>					<b>190</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>7</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>12</b>	<b>12</b>	
NANTES																		
	GATWICK	FLYBE LTD	S	A	26	0	0	85	12	0	4	0	0	8	0	0	0	
	GATWICK	FLYBE LTD	S	D	26	0	0	77	15	4	4	0	0	12	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	A	50	0	0	94	2	2	2	0	0	3	96	3	50	
	LONDON CITY	VLM (BELGIUM)	S	D	50	0	0	86	8	4	2	0	0	8	84	11	50	
<b>TOTAL NANTES</b>					<b>152</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>7</b>	<b>7</b>	
NAPLES																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	60	0	0	78	12	7	3	0	0	10	75	12	40	
	GATWICK	BRITISH AIRWAYS PLC	S	D	60	0	0	90	8	0	2	0	0	5	88	8	40	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	29	0	0	83	10	3	3	0	0	11	77	10	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	93	3	0	3	0	0	7	80	8	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	37	33	20	10	0	0	29	78	17	27	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	80	7	10	3	0	0	11	93	8	28	
<b>TOTAL NAPLES</b>					<b>239</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>10</b>	<b>10</b>	
NEW YORK (JF KENNEDY)																		
	HEATHROW	AMERICAN AIRLINES	S	A	142	0	1	78	9	8	5	0	0	12	89	5	129	
	HEATHROW	AMERICAN AIRLINES	S	D	140	0	4	74	16	9	2	0	0	11	82	9	129	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	172	0	1	84	9	3	3	0	1	11	90	5	173	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	173	0	1	73	15	6	6	1	0	14	74	13	174	
	LONDON CITY	BRITISH AIRWAYS PLC	S	A	44	0	2	91	7	2	0	0	0	2	96	1	45	
	LONDON CITY	BRITISH AIRWAYS PLC	S	D	43	0	4	100	0	0	0	0	0	0	98	0	46	
	HEATHROW	DELTA AIRLINES	S	A	90	0	0	86	7	7	1	0	0	8	75	16	60	
	HEATHROW	DELTA AIRLINES	S	D	90	0	0	82	4	8	6	0	0	10	90	3	59	
	MANCHESTER	DELTA AIRLINES	S	A	21	0	0	100	0	0	0	0	0	1	97	1	30	
	MANCHESTER	DELTA AIRLINES	S	D	21	0	0	90	10	0	0	0	0	6	93	5	30	
	HEATHROW	KUWAIT AIRWAYS	S	A	12	0	0	92	0	8	0	0	0	4	100	1	13	

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)												
NEW YORK (JF KENNEDY)																		
	HEATHROW	KUWAIT AIRWAYS	S	D	13	0	0	23	15	46	15	0	0	40	25	43	12	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	13	0	0	23	38	23	15	0	0	39	75	7	8	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	89	0	1	88	7	3	2	0	0	7	79	15	87	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	89	0	1	66	12	16	6	0	0	18	63	15	87	
<b>TOTAL NEW YORK (JF KENNEDY)</b>					<b>1152</b>	<b>1</b>	<b>15</b>	<b>79</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>9</b>	<b>9</b>	
NEW YORK (NEWARK)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	88	0	0	80	10	8	2	0	0	9	97	3	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	88	0	0	73	10	9	8	0	0	16	70	13	60	
	BIRMINGHAM	CONTINENTAL AIRLINES	S	A	23	0	0	74	13	4	4	4	0	24	83	6	24	
	BIRMINGHAM	CONTINENTAL AIRLINES	S	D	23	0	0	74	4	17	0	4	0	22	92	3	24	
	EDINBURGH	CONTINENTAL AIRLINES	S	A	27	0	2	74	15	7	4	0	0	13	80	9	30	
	EDINBURGH	CONTINENTAL AIRLINES	S	D	27	0	2	63	15	19	0	0	4	33	90	9	30	
	GLASGOW	CONTINENTAL AIRLINES	S	A	30	1	0	83	7	10	0	0	0	9	83	14	30	
	GLASGOW	CONTINENTAL AIRLINES	S	D	28	1	2	79	7	4	11	0	0	15	90	11	30	
	HEATHROW	CONTINENTAL AIRLINES	S	A	134	0	2	81	8	7	3	1	0	10	64	25	76	
	HEATHROW	CONTINENTAL AIRLINES	S	D	135	0	1	87	4	7	3	0	0	9	62	25	76	
	MANCHESTER	CONTINENTAL AIRLINES	S	A	50	0	0	70	8	16	6	0	0	14	81	30	47	
	MANCHESTER	CONTINENTAL AIRLINES	S	D	50	0	0	76	10	10	2	0	2	20	81	29	47	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	59	0	0	76	12	10	2	0	0	10	72	10	60	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	59	0	0	69	10	7	12	2	0	23	77	9	60	
<b>TOTAL NEW YORK (NEWARK)</b>					<b>821</b>	<b>5</b>	<b>9</b>	<b>77</b>	<b>9</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>15</b>	<b>15</b>	
NEWCASTLE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	167	0	2	69	10	8	11	2	1	24	73	15	145	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	169	0	0	76	9	9	5	1	1	15	86	8	145	
	BIRMINGHAM	EASTERN AIRWAYS	S	A	53	0	11	89	6	2	4	0	0	10	94	3	63	
	BIRMINGHAM	EASTERN AIRWAYS	S	D	53	1	11	87	2	4	8	0	0	13	95	3	63	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	56	0	0	77	5	4	7	7	0	26	95	3	56	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	88	2	4	5	2	0	13	96	3	56	
	GATWICK	FLYBE LTD	S	A	97	0	3	80	5	7	6	1	0	15	93	5	107	
	GATWICK	FLYBE LTD	S	D	98	0	4	81	3	9	5	2	0	15	88	9	107	
<b>TOTAL NEWCASTLE</b>					<b>754</b>	<b>6</b>	<b>32</b>	<b>78</b>	<b>6</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>87</b>	<b>7</b>	<b>7</b>	
NEWQUAY																		
	GATWICK	AIR SOUTHWEST	S	D	90	0	0	97	2	1	0	0	0	2	93	5	89	



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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)												
NEWQUAY																		
	MANCHESTER	AIR SOUTHWEST	S	A	26	0	0	81	12	0	8	0	0	12	90	10	29	
	GATWICK	FLYBE LTD	S	A	78	0	0	87	1	5	5	0	1	14	89	7	80	
	GATWICK	FLYBE LTD	S	D	77	0	1	83	3	3	10	0	1	17	84	12	81	
<b>TOTAL NEWQUAY</b>					<b>271</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>87</b>	<b>9</b>	<b>9</b>	
NICE																		
	LONDON CITY	BA CITYFLYER LTD	S	A	17	0	0	94	0	0	6	0	0	5	67	13	18	
	LONDON CITY	BA CITYFLYER LTD	S	D	17	0	0	88	6	6	0	0	0	6	72	14	18	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	145	0	0	79	9	7	3	3	0	15	76	12	147	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	144	0	0	84	7	5	3	1	0	10	73	11	147	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	54	0	1	63	20	9	7	0	0	19	38	17	47	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	54	0	1	72	11	9	7	0	0	16	79	9	47	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	28	50	17	6	0	0	25	73	10	37	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	67	28	6	0	0	0	12	89	5	37	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	64	21	7	7	0	0	21	87	7	15	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	93	7	0	0	0	0	4	100	1	15	
<b>TOTAL NICE</b>					<b>495</b>	<b>5</b>	<b>2</b>	<b>76</b>	<b>12</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>11</b>	<b>11</b>	
NIEDERRHEIN																		
	BIRMINGHAM	RYANAIR	S	A	16	0	0	100	0	0	0	0	0	2	94	3	17	
	BIRMINGHAM	RYANAIR	S	D	16	0	0	75	25	0	0	0	0	6	71	15	17	
	EDINBURGH	RYANAIR	S	A	15	0	1	73	20	7	0	0	0	8	61	17	18	
	EDINBURGH	RYANAIR	S	D	15	0	2	87	7	7	0	0	0	6	72	13	18	
	STANSTED	RYANAIR	S	A	61	0	0	93	2	3	0	2	0	5	86	13	81	
	STANSTED	RYANAIR	S	D	60	0	0	83	12	5	0	0	0	6	77	10	81	
<b>TOTAL NIEDERRHEIN</b>					<b>183</b>	<b>1</b>	<b>3</b>	<b>87</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>12</b>	<b>12</b>	
NIMES																		
	LUTON	RYANAIR	S	A	17	0	0	88	6	6	0	0	0	5	78	9	18	
	LUTON	RYANAIR	S	D	17	0	0	76	18	6	0	0	0	10	72	13	18	
<b>TOTAL NIMES</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>11</b>	<b>11</b>	
NORFOLK																		
NORWICH																		
	EDINBURGH	FLYBE LTD	S	A	46	0	6	80	4	0	9	4	2	32	84	23	50	
	EDINBURGH	FLYBE LTD	S	D	47	0	5	79	4	4	4	9	0	32	82	28	51	

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 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)												
NORWICH																		
	MANCHESTER	FLYBE LTD	S	A	47	0	2	68	9	9	13	2	0	26	80	15	45	
	MANCHESTER	FLYBE LTD	S	D	48	0	1	67	6	8	15	4	0	29	76	17	45	
<b>TOTAL NORWICH</b>					<b>188</b>	<b>3</b>	<b>14</b>	<b>73</b>	<b>6</b>	<b>5</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>30</b>	<b>81</b>	<b>21</b>	<b>21</b>	
NUREMBERG																		
	STANSTED	AIR BERLIN	S	A	47	0	0	83	9	6	2	0	0	10	87	6	47	
	STANSTED	AIR BERLIN	S	D	47	0	0	89	4	4	2	0	0	7	96	3	47	
<b>TOTAL NUREMBERG</b>					<b>94</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>5</b>	<b>5</b>	

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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 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		
OLBIA																		
OPORTO (PORTUGAL)																		
	GATWICK	AIR PORTUGAL	S	A	29	0	0	97	0	0	3	0	0	5	87	7	30	
	GATWICK	AIR PORTUGAL	S	D	28	0	1	86	7	4	0	4	0	11	90	3	30	
	HEATHROW	AIR PORTUGAL	S	A	23	0	0	100	0	0	0	0	0	1	97	3	30	
	HEATHROW	AIR PORTUGAL	S	D	23	0	0	100	0	0	0	0	0	1	93	4	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	29	0	0	79	14	3	3	0	0	9	90	5	29	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	29	0	0	90	7	3	0	0	0	8	83	10	29	
	GATWICK	RYANAIR	S	A	20	0	0	95	0	5	0	0	0	4	0	0	0	
	GATWICK	RYANAIR	S	D	20	0	0	85	5	10	0	0	0	7	0	0	0	
	STANSTED	RYANAIR	S	A	50	0	0	76	16	2	4	2	0	16	88	5	52	
	STANSTED	RYANAIR	S	D	49	0	0	71	16	12	0	0	0	12	92	5	52	
<b>TOTAL OPORTO (PORTUGAL)</b>					<b>300</b>	<b>1</b>	<b>1</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>5</b>	<b>5</b>	
ORLANDO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	80	13	7	0	0	0	8	93	5	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	77	20	0	3	0	0	11	93	3	30	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	53	0	0	55	19	19	8	0	0	21	61	22	56	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	52	0	0	52	19	19	10	0	0	24	48	31	56	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	35	0	0	80	9	6	6	0	0	11	75	10	40	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	35	0	0	66	20	9	6	0	0	19	67	21	39	
<b>TOTAL ORLANDO</b>					<b>235</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>17</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>69</b>	<b>18</b>	<b>18</b>	
OSLO (GARDERMOEN)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	116	0	0	82	9	2	6	2	0	14	75	12	110	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	115	0	1	82	11	2	4	1	0	11	80	10	111	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	12	0	0	92	0	8	0	0	0	6	85	13	13	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	12	0	0	75	17	8	0	0	0	9	69	15	13	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	78	0	0	87	5	8	0	0	0	6	61	16	77	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	77	0	1	74	13	12	1	0	0	10	52	21	77	
	HEATHROW	SAS	S	A	145	0	0	76	13	4	6	1	0	13	71	14	146	
	HEATHROW	SAS	S	D	145	0	0	83	7	5	3	2	0	12	77	12	146	
	MANCHESTER	SAS	S	A	17	0	0	88	12	0	0	0	0	5	83	7	18	
	MANCHESTER	SAS	S	D	17	0	0	100	0	0	0	0	0	3	94	5	18	
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>736</b>	<b>3</b>	<b>2</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>13</b>	<b>13</b>	

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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							NOV 2009			
					UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
OTTAWA INTERNATIONAL	HEATHROW	AIR CANADA	S	A	30	0	0	83	7	7	3	0	0	8	90	14	30
	HEATHROW	AIR CANADA	S	D	30	1	0	63	10	20	3	0	3	27	77	11	30
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>60</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>8</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>18</b>	<b>83</b>	<b>12</b>	<b>12</b>
OUARZAZATE																	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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	100	0	0	0	0	0	4	60	10	5	
	BIRMINGHAM	AIR BERLIN	C	D	4	0	0	100	0	0	0	0	0	8	60	16	5	
	MANCHESTER	AIR BERLIN	S	A	12	0	0	92	8	0	0	0	7	85	13	13		
	MANCHESTER	AIR BERLIN	S	D	12	0	0	100	0	0	0	0	3	92	9	13		
	STANSTED	AIR BERLIN	S	A	30	0	0	70	23	3	0	3	15	90	6	30		
	STANSTED	AIR BERLIN	S	D	30	0	0	87	10	3	0	0	5	93	4	29		
<b>TOTAL PADERBORN</b>					<b>92</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>7</b>	<b>7</b>	
PALERMO																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	44	33	11	11	0	0	25	0	18	1	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	78	11	0	11	0	0	14	100	13	1	
<b>TOTAL PALERMO</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>22</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>77</b>	<b>10</b>	<b>10</b>	
PALMA DE MALLORCA																		
	MANCHESTER	BMIBABY LTD	S	A	9	0	0	67	22	11	0	0	0	10	40	33	10	
	MANCHESTER	BMIBABY LTD	S	D	9	0	0	89	0	11	0	0	0	7	50	31	10	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	29	0	0	76	14	0	10	0	0	15	67	13	33	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	28	0	0	82	11	7	0	0	0	10	84	7	31	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	39	28	17	17	0	0	32	65	16	20	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	39	22	22	17	0	0	33	75	12	20	
	GATWICK	MONARCH AIRLINES	S	A	8	0	0	38	25	38	0	0	0	26	0	0	0	
	GATWICK	MONARCH AIRLINES	S	D	8	0	0	50	38	13	0	0	0	15	0	0	0	
	MANCHESTER	MONARCH AIRLINES	S	A	10	0	0	40	50	10	0	0	0	19	100	7	2	
	MANCHESTER	MONARCH AIRLINES	S	D	10	0	0	60	30	10	0	0	0	11	50	15	2	
	STANSTED	RYANAIR	S	A	9	0	0	78	11	11	0	0	0	10	94	4	18	
	STANSTED	RYANAIR	S	D	9	0	0	89	0	11	0	0	0	8	100	3	18	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	57	14	7	
	GATWICK	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	7	100	2	11	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	67	15	6	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	82	9	11		
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	2	0	0	50	0	50	0	0	0	28	67	8	3	
<b>TOTAL PALMA DE MALLORCA</b>					<b>183</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>17</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>12</b>	<b>12</b>	
PAPHOS																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	88	0	13	0	0	0	6	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	13	38	38	13	0	0	34	0	0	0	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 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	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	32	0	1	88	6	3	3	0	0	7	78	13	32
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	32	0	0	81	9	6	3	0	0	12	78	10	32
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	75	13	13	0	0	0	8	67	12	12
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	50	25	25	0	0	0	21	75	12	12
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	21	0	1	81	5	5	10	0	0	14	73	22	26
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	67	24	5	5	0	0	14	69	19	26
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	50	0	0	0	0	50	189	50	70	2
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	7	0	0	100	0	0	0	0	0	0	63	9	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	6	0	0	100	0	0	0	0	0	8	50	18	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	10	0	0	70	10	10	10	0	0	15	64	31	11
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	11	0	11	0	0	14	60	17	10
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	25	50	0	25	0	0	29	100	7	6
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	31	100	2	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	78	22	0	0	0	0	8	79	30	14
	GATWICK	THOMSON AIRWAYS LTD	C	D	8	0	0	63	13	25	0	0	0	14	60	21	10
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	13	100	2	4
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	9	75	9	4
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	13	60	70	5
	LUTON	THOMSON AIRWAYS LTD	C	D	3	0	0	67	33	0	0	0	0	9	33	138	3
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	8	0	0	88	0	0	13	0	0	13	70	31	10
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	6	44	26	9
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	10	50	15	4
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	5	80	8	5
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	50	25	0	25	0	0	23	80	12	5
	STANSTED	THOMSON AIRWAYS LTD	C	D	3	0	0	67	0	33	0	0	0	16	67	8	3
<b>TOTAL PAPHOS</b>					<b>248</b>	<b>1</b>	<b>2</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>18</b>	<b>18</b>
PARIS (CHARLES DE GAULLE)	BIRMINGHAM	AIR FRANCE	S	A	22	0	0	95	5	0	0	0	0	1	0	0	0
	BIRMINGHAM	AIR FRANCE	S	D	22	0	0	91	9	0	0	0	0	4	0	0	0
	HEATHROW	AIR FRANCE	S	A	237	0	0	68	16	10	5	2	0	19	64	14	263
	HEATHROW	AIR FRANCE	S	D	237	0	0	85	7	5	3	1	0	11	82	7	262
	MANCHESTER	AIR FRANCE	S	A	86	0	0	73	8	14	5	0	0	15	83	8	120
	MANCHESTER	AIR FRANCE	S	D	86	0	0	84	7	6	3	0	0	8	84	7	120

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 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
PARIS (CHARLES DE GAULLE)																		
	NEWCASTLE	BRIT AIR	S	A	72	0	0	89	4	7	0	0	0	5	87	8	82	
	NEWCASTLE	BRIT AIR	S	D	70	0	0	83	6	4	4	3	0	17	88	9	81	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	242	0	1	76	12	7	4	2	0	16	77	11	251	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	242	0	0	83	7	5	3	1	0	11	79	9	251	
	BIRMINGHAM	CITY JET	S	A	66	0	0	95	5	0	0	0	0	3	95	5	146	
	BIRMINGHAM	CITY JET	S	D	66	0	0	91	6	2	2	0	0	4	96	4	146	
	EDINBURGH	CITY JET	S	A	85	1	0	88	9	2	0	0	0	5	89	6	94	
	EDINBURGH	CITY JET	S	D	85	0	0	79	8	7	2	4	0	20	89	8	94	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	88	12	0	0	0	0	4	95	4	21	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	76	18	6	0	0	0	10	95	6	21	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	76	18	6	0	0	0	10	91	4	22	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	88	6	6	0	0	0	7	91	6	22	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	87	0	0	59	24	11	6	0	0	18	84	13	90	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	86	0	0	77	12	8	3	0	0	11	89	8	91	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	64	5	9	18	5	0	38	89	28	18	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	59	18	5	14	5	0	35	83	11	18	
	BIRMINGHAM	FLYBE LTD	S	A	76	0	2	84	7	3	4	1	1	16	81	13	78	
	BIRMINGHAM	FLYBE LTD	S	D	76	0	2	87	7	4	3	0	0	9	76	14	80	
	GLASGOW	FLYBE LTD	S	A	30	0	0	90	0	0	3	3	3	42	85	16	26	
	GLASGOW	FLYBE LTD	S	D	30	0	0	83	10	0	3	3	0	16	96	5	26	
	MANCHESTER	FLYBE LTD	S	A	101	2	1	79	11	4	5	1	0	14	76	15	86	
	MANCHESTER	FLYBE LTD	S	D	104	0	0	82	11	3	5	0	0	11	72	15	87	
	MANCHESTER	REGIONAL COMPAGNIE AERIENNE EUROPEENNE	S	A	4	0	0	100	0	0	0	0	0	2	90	11	29	
	MANCHESTER	REGIONAL COMPAGNIE AERIENNE EUROPEENNE	S	D	4	0	0	100	0	0	0	0	0	0	86	9	29	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>2328</b>	<b>6</b>	<b>6</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>10</b>	<b>10</b>	
PARIS (LE BOURGET)																		
<b>TOTAL PARIS (LE BOURGET)</b>					<b>2</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>100</b>	<b>1</b>	<b>1</b>	
PARIS (ORLY)																		
	LONDON CITY	VLM (BELGIUM)	S	A	133	0	0	91	1	2	6	0	0	8	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	D	136	0	0	81	7	7	4	0	0	10	0	0	0	
<b>TOTAL PARIS (ORLY)</b>					<b>269</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>4</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>9</b>	<b>9</b>	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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	12	0	0	42	42	8	0	8	0	35	22	21	18	
	STANSTED	RYANAIR	S	D	12	0	0	92	8	0	0	0	0	7	94	3	18	
<b>TOTAL PARMA</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>25</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>21</b>	<b>58</b>	<b>12</b>	<b>12</b>	
PAU																		
	STANSTED	RYANAIR	S	A	13	0	0	69	15	0	15	0	0	19	75	11	12	
	STANSTED	RYANAIR	S	D	13	0	0	77	0	8	15	0	0	19	75	9	12	
<b>TOTAL PAU</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>8</b>	<b>4</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>75</b>	<b>10</b>	<b>10</b>	
PERUGIA																		
	STANSTED	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	5	92	6	12	
	STANSTED	RYANAIR	S	D	13	0	0	92	8	0	0	0	0	4	92	2	13	
<b>TOTAL PERUGIA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>4</b>	<b>4</b>	
PESCARA																		
	STANSTED	RYANAIR	S	A	13	0	0	92	0	8	0	0	0	6	89	3	18	
	STANSTED	RYANAIR	S	D	13	0	0	85	0	15	0	0	0	10	89	6	18	
<b>TOTAL PESCARA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>4</b>	<b>4</b>	
PHILADELPHIA INTERNATIONAL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	84	7	7	2	0	0	7	72	13	57	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	70	14	9	7	0	0	18	70	16	57	
	HEATHROW	US AIRWAYS	S	A	29	0	0	86	0	0	3	7	3	39	72	15	29	
	HEATHROW	US AIRWAYS	S	D	29	0	0	72	10	3	3	10	0	40	62	20	29	
	MANCHESTER	US AIRWAYS	S	A	29	0	0	79	10	7	3	0	0	11	86	15	29	
	MANCHESTER	US AIRWAYS	S	D	29	0	0	76	14	3	3	3	0	20	83	19	29	
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>228</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>73</b>	<b>16</b>	<b>16</b>	
PHOENIX																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	25	0	0	68	12	12	8	0	0	21	80	9	25	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	25	0	0	60	28	4	8	0	0	20	48	17	25	
<b>TOTAL PHOENIX</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>20</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>64</b>	<b>13</b>	<b>13</b>	
PIESTANY																		
<b>TOTAL PIESTANY</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>34</b>	<b>0</b>	<b>0</b>	<b>0</b>	
PISA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	1	72	7	9	10	2	0	20	59	22	29	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	0	81	5	3	8	2	0	20	80	8	30	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 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)												
PISA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	57	17	20	7	0	0	22	50	33	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	67	13	13	7	0	0	20	70	12	30	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	100	0	0	0	0	0	4	100	5	2	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	100	0	0	0	0	0	0	100	4	2	
	STANSTED	RYANAIR	S	A	48	0	0	75	13	8	4	0	0	12	82	25	61	
	STANSTED	RYANAIR	S	D	48	0	0	58	17	19	6	0	0	20	83	8	60	
<b>TOTAL PISA</b>					<b>277</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>11</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>76</b>	<b>16</b>	<b>16</b>	
PLOVDIV																		
	STANSTED	RYANAIR	S	A	9	0	0	56	22	11	11	0	0	26	0	0	0	
	STANSTED	RYANAIR	S	D	9	0	0	78	11	11	0	0	0	12	0	0	0	
<b>TOTAL PLOVDIV</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	
PLYMOUTH																		
	GATWICK	AIR SOUTHWEST	S	A	120	0	0	91	7	3	0	0	0	4	86	8	119	
	GATWICK	AIR SOUTHWEST	S	D	30	0	0	100	0	0	0	0	0	1	80	8	30	
	GLASGOW	AIR SOUTHWEST	S	A	26	0	0	88	4	8	0	0	0	5	83	19	24	
	GLASGOW	AIR SOUTHWEST	S	D	26	0	0	85	4	12	0	0	0	9	79	10	24	
	MANCHESTER	AIR SOUTHWEST	S	A	23	0	0	78	13	9	0	0	0	14	67	21	21	
	MANCHESTER	AIR SOUTHWEST	S	D	49	0	0	88	4	2	6	0	0	10	80	13	50	
	NEWCASTLE	AIR SOUTHWEST	S	A	16	0	1	81	6	6	6	0	0	13	84	6	19	
	NEWCASTLE	AIR SOUTHWEST	S	D	16	0	0	75	6	6	13	0	0	17	72	8	18	
<b>TOTAL PLYMOUTH</b>					<b>306</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>11</b>	<b>11</b>	
PODGORICA																		
	GATWICK	MONTENEGRO AIRLINES	S	A	12	0	0	92	0	8	0	0	0	5	67	26	9	
	GATWICK	MONTENEGRO AIRLINES	S	D	12	0	0	92	0	8	0	0	0	3	78	19	9	
<b>TOTAL PODGORICA</b>					<b>24</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>72</b>	<b>22</b>	<b>22</b>	
POITIERS																		
	STANSTED	RYANAIR	S	A	15	0	0	73	0	13	13	0	0	24	100	2	12	
	STANSTED	RYANAIR	S	D	13	0	0	77	8	15	0	0	0	10	100	1	12	
<b>TOTAL POITIERS</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>4</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>100</b>	<b>2</b>	<b>2</b>	
PORT OF SPAIN																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	21	0	0	62	19	14	5	0	0	18	100	1	21	
	GATWICK	BRITISH AIRWAYS PLC	S	D	18	0	0	61	22	11	6	0	0	17	90	5	21	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 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)												
PORT OF SPAIN																		
<b>TOTAL PORT OF SPAIN</b>					<b>39</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>21</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>95</b>	<b>3</b>	<b>3</b>	
POZNAN																		
	EDINBURGH	RYANAIR	S	A	8	0	1	75	25	0	0	0	0	9	92	4	13	
	EDINBURGH	RYANAIR	S	D	8	0	1	88	0	13	0	0	0	9	92	7	13	
	STANSTED	RYANAIR	S	A	30	0	0	77	7	10	3	0	3	29	86	7	29	
	STANSTED	RYANAIR	S	D	30	0	0	90	3	3	3	0	0	7	90	7	30	
	LUTON	WIZZ AIR	S	A	30	0	0	90	7	3	0	0	0	5	90	7	29	
	LUTON	WIZZ AIR	S	D	30	0	0	83	3	7	7	0	0	13	69	14	29	
<b>TOTAL POZNAN</b>					<b>136</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>85</b>	<b>8</b>	<b>8</b>	
PRAGUE																		
	BIRMINGHAM	BMIBABY LTD	S	A	17	0	0	76	6	6	6	6	0	22	94	2	18	
	BIRMINGHAM	BMIBABY LTD	S	D	17	0	0	76	0	12	12	0	0	18	89	5	18	
	MANCHESTER	BMIBABY LTD	S	A	18	0	0	83	6	6	0	6	0	17	64	26	22	
	MANCHESTER	BMIBABY LTD	S	D	18	0	0	94	6	0	0	0	0	4	73	26	22	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	119	0	0	74	9	6	7	4	0	22	63	18	99	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	118	0	1	83	7	5	4	1	0	11	80	11	99	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	49	0	1	76	12	6	6	0	0	17	80	11	51	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	50	0	0	78	12	6	4	0	0	10	84	5	51	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	43	0	0	74	14	2	5	5	0	23	83	11	47	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	43	0	0	84	5	9	2	0	0	8	91	7	47	
	EDINBURGH	JET2.COM LTD	S	A	7	0	3	57	14	29	0	0	0	16	90	6	10	
	EDINBURGH	JET2.COM LTD	S	D	7	0	3	71	14	14	0	0	0	15	90	10	10	
	MANCHESTER	JET2.COM LTD	S	A	9	1	0	11	44	33	0	11	0	45	0	0	0	
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	67	33	0	0	0	0	11	0	0	0	
	NEWCASTLE	JET2.COM LTD	S	A	8	0	0	50	25	0	13	13	0	52	0	0	0	
	NEWCASTLE	JET2.COM LTD	S	D	8	0	0	75	0	13	0	13	0	47	0	0	0	
	LUTON	WIZZ AIR	S	A	39	0	0	87	3	8	3	0	0	7	88	12	26	
	LUTON	WIZZ AIR	S	D	39	0	0	67	5	21	8	0	0	18	69	19	26	
<b>TOTAL PRAGUE</b>					<b>618</b>	<b>1</b>	<b>8</b>	<b>77</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>13</b>	<b>13</b>	
PRESTWICK																		
	STANSTED	RYANAIR	S	A	38	0	0	87	8	5	0	0	0	5	91	4	85	
	STANSTED	RYANAIR	S	D	38	0	0	79	8	13	0	0	0	10	88	5	85	
<b>TOTAL PRESTWICK</b>					<b>76</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>9</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 NOVEMBER 2010

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 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)												
PREVEZA																		
PRISTINA																		
	GATWICK	BRITISH AIRWAYS PLC		S A	13	0	0	77	8	15	0	0	0	9	85	6	13	
	GATWICK	BRITISH AIRWAYS PLC		S D	13	0	0	77	23	0	0	0	0	7	85	5	13	
<b>TOTAL PRISTINA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>6</b>	<b>6</b>	
PROVIDENCIALES																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	5	0	0	40	60	0	0	0	0	14	100	2	4	
	HEATHROW	BRITISH AIRWAYS PLC		S D	4	0	0	75	25	0	0	0	0	11	100	9	5	
<b>TOTAL PROVIDENCIALES</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>100</b>	<b>6</b>	<b>6</b>	
PUERTO PLATA																		
	GATWICK	THOMAS COOK AIRLINES LTD		C A	3	0	0	33	0	33	33	0	0	52	75	38	4	
	GATWICK	THOMAS COOK AIRLINES LTD		C D	2	0	0	50	0	0	50	0	0	35	80	48	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	4	0	0	75	25	0	0	0	0	11	100	3	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	4	0	0	50	0	0	50	0	0	35	50	36	4	
	GATWICK	THOMSON AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	3	75	26	8	
	GATWICK	THOMSON AIRWAYS LTD		C D	5	0	0	60	20	0	20	0	0	28	89	18	9	
	MANCHESTER	THOMSON AIRWAYS LTD		C A	4	0	0	50	25	0	25	0	0	29	100	0	4	
	MANCHESTER	THOMSON AIRWAYS LTD		C D	5	0	0	20	20	40	0	20	0	82	75	15	4	
<b>TOTAL PUERTO PLATA</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>13</b>	<b>9</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>34</b>	<b>82</b>	<b>22</b>	<b>22</b>	
PUNTA CANA																		
	GATWICK	BRITISH AIRWAYS PLC		S A	9	0	0	56	11	22	11	0	0	30	100	2	8	
	GATWICK	BRITISH AIRWAYS PLC		S D	8	0	0	88	0	0	0	13	0	29	100	7	9	
	GATWICK	THOMAS COOK AIRLINES LTD		C A	2	0	0	100	0	0	0	0	0	0	100	0	4	
	GATWICK	THOMAS COOK AIRLINES LTD		C D	2	0	0	100	0	0	0	0	0	1	75	9	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	2	0	0	50	0	50	0	0	0	30	100	0	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	2	0	0	0	0	0	100	0	0	87	75	11	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	7	100	1	3	
	BIRMINGHAM	THOMSON AIRWAYS LTD		C D	4	0	0	50	25	0	25	0	0	23	75	11	4	
	GATWICK	THOMSON AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	1	83	43	6	
	GATWICK	THOMSON AIRWAYS LTD		C D	4	0	0	75	0	25	0	0	0	17	25	20	4	
	MANCHESTER	THOMSON AIRWAYS LTD		C A	8	0	0	63	0	38	0	0	0	21	75	11	4	
	MANCHESTER	THOMSON AIRWAYS LTD		C D	7	0	0	86	14	0	0	0	0	8	60	25	5	
<b>TOTAL PUNTA CANA</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>5</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>83</b>	<b>12</b>	<b>12</b>	

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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	29	0	0	79	10	7	0	3	0	14	76	14	29
	HEATHROW	AMERICAN AIRLINES	S	D	29	0	0	79	7	7	3	3	0	18	66	18	29
<b>TOTAL RALEIGH</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>71</b>	<b>16</b>	<b>16</b>
REUS																	
RHODES																	
<b>TOTAL RHODES</b>					<b>2</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>78</b>	<b>124</b>	<b>124</b>
RIGA																	
	GATWICK	AIR BALTIC	S	A	30	0	0	67	27	3	3	0	0	15	70	12	30
	GATWICK	AIR BALTIC	S	D	30	0	0	67	27	3	3	0	0	14	83	6	30
	STANSTED	RYANAIR	S	A	56	0	0	64	29	7	0	0	0	12	67	13	60
	STANSTED	RYANAIR	S	D	56	0	0	95	4	2	0	0	0	4	95	3	60
	LUTON	WIZZ AIR	S	A	13	0	0	92	8	0	0	0	0	4	0	0	0
	LUTON	WIZZ AIR	S	D	13	0	0	92	8	0	0	0	0	5	0	0	0
<b>TOTAL RIGA</b>					<b>200</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>19</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>8</b>	<b>8</b>
RIMINI																	
	STANSTED	RYANAIR	S	A	13	0	0	38	38	15	8	0	0	23	92	4	12
	STANSTED	RYANAIR	S	D	13	0	0	77	15	8	0	0	0	10	100	2	12
<b>TOTAL RIMINI</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>27</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>96</b>	<b>3</b>	<b>3</b>
RIO DE JANEIRO (GALEAO)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	12	0	0	33	25	17	17	8	0	45	15	81	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	54	15	8	23	0	0	35	54	18	13
	HEATHROW	TAM LINHAS AEREAS	S	A	12	0	1	33	17	33	17	0	0	33	0	0	0
	HEATHROW	TAM LINHAS AEREAS	S	D	13	0	0	69	23	0	8	0	0	12	0	0	0
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>					<b>50</b>	<b>0</b>	<b>1</b>	<b>48</b>	<b>20</b>	<b>14</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>35</b>	<b>50</b>	<b>50</b>
RIYADH																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	24	0	0	88	8	4	0	0	0	6	71	15	21
	HEATHROW	BRITISH AIRWAYS PLC	S	D	24	0	0	79	13	4	4	0	0	13	86	10	21
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	17	0	0	29	29	24	18	0	0	34	60	32	5
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	18	0	0	56	22	22	0	0	0	16	29	35	7
<b>TOTAL RIYADH</b>					<b>83</b>	<b>2</b>	<b>0</b>	<b>66</b>	<b>17</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>26</b>	<b>26</b>
RODEZ																	
	STANSTED	RYANAIR	S	A	9	0	0	89	11	0	0	0	0	5	89	5	9

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 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)											
RODEZ	STANSTED	RYANAIR		S D	9	0	0	100	0	0	0	0	0	3	100	2	9
<b>TOTAL RODEZ</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>3</b>	<b>3</b>
ROME (CIAMPINO)	EDINBURGH	RYANAIR		S A	12	0	1	25	42	33	0	0	0	26	6	34	18
	EDINBURGH	RYANAIR		S D	12	0	0	92	8	0	0	0	0	7	94	6	18
	GATWICK	RYANAIR		S A	30	0	0	87	10	3	0	0	0	5	0	0	0
	GATWICK	RYANAIR		S D	30	0	0	80	13	7	0	0	0	9	0	0	0
	STANSTED	RYANAIR		S A	86	0	0	64	23	12	1	0	0	14	74	19	90
	STANSTED	RYANAIR		S D	86	0	0	85	12	1	2	0	0	8	90	6	90
<b>TOTAL ROME (CIAMPINO)</b>					<b>256</b>	<b>6</b>	<b>1</b>	<b>75</b>	<b>17</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>14</b>	<b>14</b>
ROME (FIUMICINO)	HEATHROW	ALITALIA (CAI)		S A	141	0	0	67	10	14	9	0	0	19	64	19	138
	HEATHROW	ALITALIA (CAI)		S D	141	0	0	52	20	13	13	1	0	26	57	26	137
	GATWICK	BRITISH AIRWAYS PLC		S A	30	0	0	83	10	7	0	0	0	9	86	6	29
	GATWICK	BRITISH AIRWAYS PLC		S D	30	0	0	97	3	0	0	0	0	1	100	1	30
	HEATHROW	BRITISH AIRWAYS PLC		S A	173	0	0	64	10	14	10	2	0	24	56	24	155
	HEATHROW	BRITISH AIRWAYS PLC		C A	2	0	0	50	0	0	50	0	0	47	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC		S D	173	0	0	82	6	4	6	2	0	13	76	11	156
	HEATHROW	BRITISH AIRWAYS PLC		C D	2	0	0	50	50	0	0	0	0	10	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	87	0	1	61	21	13	5	1	0	19	39	30	80
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	88	0	0	84	6	7	2	1	0	11	74	12	81
	MANCHESTER	JET2.COM LTD		S A	24	0	0	75	8	8	8	0	0	23	29	19	14
	MANCHESTER	JET2.COM LTD		C A	2	0	0	50	50	0	0	0	0	17	0	0	0
	MANCHESTER	JET2.COM LTD		S D	23	0	0	83	9	4	4	0	0	8	86	6	14
	MANCHESTER	JET2.COM LTD		C D	2	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL ROME (FIUMICINO)</b>					<b>919</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>11</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>64</b>	<b>19</b>	<b>19</b>
ROTTERDAM	LONDON CITY	VLM (BELGIUM)		S A	182	0	2	90	3	4	3	0	0	8	92	7	181
	LONDON CITY	VLM (BELGIUM)		S D	179	0	4	85	4	6	3	1	0	9	90	7	178
<b>TOTAL ROTTERDAM</b>					<b>361</b>	<b>1</b>	<b>6</b>	<b>88</b>	<b>4</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>92</b>	<b>6</b>	<b>6</b>
ROVANIEMI	GATWICK	THOMAS COOK AIRLINES LTD		C D	2	0	0	100	0	0	0	0	0	8	0	0	0

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 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)												
ROVANIEMI	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	0	50	0	0	0	21	0	0	0	
<b>TOTAL ROVANIEMI</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>79</b>	<b>0</b>	<b>0</b>	<b>0</b>	
RYGGE	GATWICK	RYANAIR	S	A	42	0	0	79	5	5	12	0	0	19	0	0	0	
	GATWICK	RYANAIR	S	D	42	0	0	79	5	5	12	0	0	18	0	0	0	
	NEWCASTLE	RYANAIR	S	A	12	0	4	100	0	0	0	0	0	0	0	0	0	
	NEWCASTLE	RYANAIR	S	D	12	0	4	100	0	0	0	0	0	0	0	0	0	
	STANSTED	RYANAIR	S	A	60	0	0	98	0	2	0	0	0	1	97	2	58	
	STANSTED	RYANAIR	S	D	60	0	0	95	5	0	0	0	0	3	95	4	60	
<b>TOTAL RYGGE</b>					<b>228</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>96</b>	<b>3</b>	<b>3</b>	
RZESZOW	BIRMINGHAM	RYANAIR	S	A	8	0	0	63	25	13	0	0	0	15	89	3	9	
	BIRMINGHAM	RYANAIR	S	D	8	0	0	63	25	13	0	0	0	15	100	2	9	
	LUTON	RYANAIR	S	A	8	0	0	88	13	0	0	0	0	7	67	11	9	
	LUTON	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	2	89	4	9	
	STANSTED	RYANAIR	S	A	17	0	0	82	12	6	0	0	0	7	78	7	18	
	STANSTED	RYANAIR	S	D	17	0	0	88	12	0	0	0	0	6	89	6	18	
<b>TOTAL RZESZOW</b>					<b>66</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>14</b>	<b>5</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 NOVEMBER 2010

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)												
SALONIKA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	17	0	0	94	6	0	0	0	0	3	92	7	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	17	0	0	94	0	6	0	0	0	5	92	11	13	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	94	0	0	6	0	0	7	78	11	18	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	94	6	0	0	0	0	4	67	11	18	
	GATWICK	OLYMPIC AIR	S	A	21	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	OLYMPIC AIR	S	D	21	0	0	95	0	0	5	0	0	7	0	0	0	
<b>TOTAL SALONIKA</b>					<b>110</b>	<b>1</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>81</b>	<b>10</b>	<b>10</b>	
SALZBURG																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	21	0	0	90	5	5	0	0	0	3	100	2	18	
	GATWICK	BRITISH AIRWAYS PLC	S	D	21	0	0	90	5	0	5	0	0	6	89	5	18	
	STANSTED	RYANAIR	S	A	17	0	0	82	6	12	0	0	0	8	93	6	30	
	STANSTED	RYANAIR	S	D	17	0	0	88	0	12	0	0	0	9	100	3	30	
<b>TOTAL SALZBURG</b>					<b>77</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>96</b>	<b>4</b>	<b>4</b>	
SAMANA (EL CATEY)																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	6	0	0	0	
<b>TOTAL SAMANA (EL CATEY)</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SAN FRANCISCO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	0	62	21	10	5	2	0	18	84	12	58	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	58	0	0	72	14	9	5	0	0	14	41	24	58	
	HEATHROW	UNITED AIRLINES	S	A	30	0	0	77	13	10	0	0	0	10	80	45	30	
	HEATHROW	UNITED AIRLINES	S	D	30	0	0	77	10	3	10	0	0	17	77	6	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	63	13	10	10	0	3	30	80	5	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	70	3	10	13	0	3	35	93	5	30	
<b>TOTAL SAN FRANCISCO</b>					<b>237</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>73</b>	<b>16</b>	<b>16</b>	
SAN JUAN (PUERTO RICO)																		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	4	0	0	50	25	0	25	0	0	32	25	104	4	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	4	0	0	50	25	0	25	0	0	26	50	58	4	
<b>TOTAL SAN JUAN (PUERTO RICO)</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>38</b>	<b>81</b>	<b>81</b>	
SANDEFJORD(TORP)																		
	EDINBURGH	RYANAIR	S	A	11	0	1	91	9	0	0	0	0	7	92	3	12	
	EDINBURGH	RYANAIR	S	D	11	0	1	100	0	0	0	0	0	5	100	1	12	

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2009				
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					Actual (7)	Plan (8)												
SANDEFJORD(TORP)																		
	STANSTED	RYANAIR	S	A	30	0	0	83	7	7	3	0	0	9	84	7	90	
	STANSTED	RYANAIR	S	D	30	0	0	87	0	10	3	0	0	10	79	8	90	
<b>TOTAL SANDEFJORD(TORP)</b>					<b>82</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>4</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>7</b>	<b>7</b>	
SANFORD																		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	3	
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	0	0	20	0	39	100	1	6	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	50	0	0	0	50	0	145	80	13	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	67	7	6	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	17	33	24	6	
<b>TOTAL SANFORD</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>39</b>	<b>76</b>	<b>34</b>	<b>34</b>	
SANTA CRUZ DE LA PALMA																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	16	60	7	5	
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	80	10	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	5	75	12	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	80	8	5	
<b>TOTAL SANTA CRUZ DE LA PALMA</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>9</b>	<b>9</b>	
SANTANDER																		
	STANSTED	RYANAIR	S	A	17	0	0	82	18	0	0	0	0	7	65	11	17	
	STANSTED	RYANAIR	S	D	17	0	0	100	0	0	0	0	0	2	100	3	18	
<b>TOTAL SANTANDER</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>4</b>	<b>83</b>	<b>7</b>	<b>7</b>	
SANTIAGO DE COMPOSTELA																		
	STANSTED	RYANAIR	S	A	12	0	0	83	8	0	8	0	0	10	100	3	12	
	STANSTED	RYANAIR	S	D	13	0	0	85	8	8	0	0	0	8	100	2	12	
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>100</b>	<b>2</b>	<b>2</b>	
SAO PAULO (GUARULHOS)																		
	HEATHROW	TAM LINHAS AEREAS	S	A	30	0	0	83	13	3	0	0	0	7	50	28	30	
	HEATHROW	TAM LINHAS AEREAS	S	D	30	0	0	60	33	3	3	0	0	13	80	9	30	
<b>TOTAL SAO PAULO (GUARULHOS)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>23</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>65</b>	<b>19</b>	<b>19</b>	
SEATTLE (TACOMA)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	83	3	7	7	0	0	14	93	3	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	77	10	7	7	0	0	14	83	10	30	
<b>TOTAL SEATTLE (TACOMA)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>88</b>	<b>6</b>	<b>6</b>	



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					Actual (7)	Plan (8)												
SEOUL (INCHEON)																		
	HEATHROW	ASIANA AIRLINES	S	A	17	0	0	53	18	24	6	0	0	22	79	11	14	
	HEATHROW	ASIANA AIRLINES	S	D	14	0	3	71	14	14	0	0	0	11	79	10	14	
	HEATHROW	KOREAN AIR	S	A	30	0	0	30	37	30	3	0	0	24	53	20	30	
	HEATHROW	KOREAN AIR	S	D	30	0	0	97	3	0	0	0	0	2	73	10	30	
<b>TOTAL SEOUL (INCHEON)</b>					<b>91</b>	<b>0</b>	<b>3</b>	<b>63</b>	<b>19</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>13</b>	<b>13</b>	
SEVILLE																		
	GATWICK	RYANAIR	S	A	13	0	0	85	15	0	0	0	0	5	0	0	0	
	GATWICK	RYANAIR	S	D	13	0	0	77	23	0	0	0	0	6	0	0	0	
	STANSTED	RYANAIR	S	A	28	0	2	75	7	18	0	0	0	12	94	5	17	
	STANSTED	RYANAIR	S	D	30	0	0	80	10	10	0	0	0	9	100	3	18	
	HEATHROW	VUELING AIRLINES	S	A	29	0	0	28	31	34	7	0	0	30	57	22	30	
	HEATHROW	VUELING AIRLINES	S	D	28	0	1	86	7	4	4	0	0	7	97	5	30	
<b>TOTAL SEVILLE</b>					<b>143</b>	<b>2</b>	<b>3</b>	<b>70</b>	<b>15</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>84</b>	<b>10</b>	<b>10</b>	
SEYCHELLES																		
	GATWICK	AIR SEYCHELLES	S	A	5	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	AIR SEYCHELLES	S	D	5	0	0	60	20	0	20	0	0	22	0	0	0	
	HEATHROW	AIR SEYCHELLES	S	A	8	0	0	50	0	38	13	0	0	40	33	20	9	
	HEATHROW	AIR SEYCHELLES	S	D	8	0	0	100	0	0	0	0	0	6	78	9	9	
<b>TOTAL SEYCHELLES</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>4</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>56</b>	<b>15</b>	<b>15</b>	
SHANGHAI (PU DONG)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	12	23	23	31	12	0	75	45	23	22	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	25	0	0	80	12	4	4	0	0	12	86	8	22	
	HEATHROW	CHINA EASTERN AIRLINES	S	A	17	0	0	6	12	47	29	6	0	66	0	0	0	
	HEATHROW	CHINA EASTERN AIRLINES	S	D	17	0	0	82	0	6	12	0	0	13	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	40	13	27	17	3	0	43	39	33	23	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	73	7	10	10	0	0	15	87	8	23	
<b>TOTAL SHANGHAI (PU DONG)</b>					<b>145</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>12</b>	<b>19</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>37</b>	<b>64</b>	<b>18</b>	<b>18</b>	
SHANNON																		
	BIRMINGHAM	AER ARANN	S	A	26	0	0	85	4	4	8	0	0	13	0	0	0	
	BIRMINGHAM	AER ARANN	S	D	26	0	0	81	12	0	8	0	0	12	0	0	0	
	GLASGOW	AER ARANN	S	A	21	0	0	19	5	0	0	76	0	184	0	0	0	
	GLASGOW	AER ARANN	S	D	20	0	0	85	0	10	5	0	0	11	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)												
SHANNON																		
	MANCHESTER	AER ARANN	S	A	47	0	1	81	11	2	4	2	0	14	0	0	0	0
	MANCHESTER	AER ARANN	S	D	47	0	0	83	9	2	6	0	0	13	0	0	0	0
	HEATHROW	AER LINGUS	S	A	89	0	0	63	11	16	10	0	0	23	70	15	89	
	HEATHROW	AER LINGUS	S	D	89	0	0	71	9	8	11	1	0	22	74	10	89	
	GATWICK	RYANAIR	S	A	26	0	0	73	15	0	12	0	0	17	88	4	60	
	GATWICK	RYANAIR	S	D	26	0	0	85	4	4	8	0	0	16	90	12	60	
	STANSTED	RYANAIR	S	A	48	1	0	79	10	6	0	4	0	18	80	8	61	
	STANSTED	RYANAIR	S	D	47	0	0	87	6	4	2	0	0	8	90	5	61	
<b>TOTAL SHANNON</b>					<b>512</b>	<b>1</b>	<b>1</b>	<b>74</b>	<b>9</b>	<b>6</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>24</b>	<b>83</b>	<b>9</b>	<b>9</b>	
SHARJAH																		
SHARM EL SHEIKH (OPHIRA)																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	85	0	8	0	0	8	36	100	1	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	85	0	8	0	0	8	56	77	9	13	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	32	0	1	63	9	9	19	0	0	23	64	20	25	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	33	0	0	67	12	9	12	0	0	23	68	18	25	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	64	14	23	0	0	0	15	87	7	15	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	50	14	27	9	0	0	25	75	11	16	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	17	0	2	76	0	24	0	0	0	12	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	76	6	6	12	0	0	14	0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	4	1	1	50	0	50	0	0	0	24	60	359	5	
	MANCHESTER	JET2.COM LTD	S	D	4	0	0	75	25	0	0	0	0	4	80	9	5	
	NEWCASTLE	JET2.COM LTD	S	A	3	0	1	33	0	33	33	0	0	52	40	90	5	
	NEWCASTLE	JET2.COM LTD	S	D	4	0	0	75	0	0	25	0	0	36	75	71	4	
	GATWICK	MONARCH AIRLINES	C	A	11	0	0	36	36	18	9	0	0	29	63	24	24	
	GATWICK	MONARCH AIRLINES	C	D	11	0	0	73	18	9	0	0	0	10	76	15	21	
	MANCHESTER	MONARCH AIRLINES	C	A	12	0	0	42	33	17	0	8	0	41	22	53	9	
	MANCHESTER	MONARCH AIRLINES	C	D	14	0	0	43	36	21	0	0	0	19	33	53	9	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	10	0	0	80	10	10	0	0	0	7	78	7	9	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	0	2	100	5	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	19	0	0	84	11	5	0	0	0	7	78	14	23	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	17	0	0	88	12	0	0	0	0	5	70	9	20	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	0	38	0	0	0	23	71	11	7	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	0	0	11	0	0	9	56	20	9	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 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)												
SHARM EL SHEIKH (OPHIRA)																		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	16	1	0	63	6	13	13	6	0	40	47	28	15	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	14	0	0	86	14	0	0	0	0	7	43	31	14	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	27	100	0	5	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	6	75	6	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	A	16	1	1	81	6	6	6	0	0	16	69	22	13	
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	D	17	0	0	94	6	0	0	0	0	6	85	11	13	
	EDINBURGH	THOMSON AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	1	0	0	0	
	EDINBURGH	THOMSON AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	4	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	S	A	35	2	1	57	17	14	9	3	0	29	49	21	39	
	GATWICK	THOMSON AIRWAYS LTD	S	D	34	0	1	79	9	6	6	0	0	11	74	12	38	
	GLASGOW	THOMSON AIRWAYS LTD	S	A	8	0	1	50	13	25	13	0	0	29	38	105	8	
	GLASGOW	THOMSON AIRWAYS LTD	S	D	9	0	0	56	33	0	11	0	0	27	50	32	8	
	LUTON	THOMSON AIRWAYS LTD	S	A	7	3	3	43	29	14	14	0	0	23	67	26	9	
	LUTON	THOMSON AIRWAYS LTD	S	D	9	0	0	44	22	11	11	11	0	61	67	14	9	
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	27	1	1	74	15	4	7	0	0	13	41	26	27	
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	26	0	0	81	15	4	0	0	0	8	69	13	26	
	NEWCASTLE	THOMSON AIRWAYS LTD	S	A	8	0	1	63	0	0	38	0	0	50	80	13	10	
	NEWCASTLE	THOMSON AIRWAYS LTD	S	D	9	0	0	56	11	0	33	0	0	44	78	11	9	
	STANSTED	THOMSON AIRWAYS LTD	S	A	4	0	0	50	0	50	0	0	0	29	33	37	3	
	STANSTED	THOMSON AIRWAYS LTD	S	D	4	0	0	50	50	0	0	0	0	10	100	1	4	
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>					<b>563</b>	<b>11</b>	<b>14</b>	<b>69</b>	<b>12</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>62</b>	<b>25</b>	<b>25</b>	
SINGAPORE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	100	0	0	0	0	0	0	100	1	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	1	60	13	20	7	0	0	20	70	12	30	
	HEATHROW	SINGAPORE AIRLINES	S	A	90	0	1	86	4	4	3	1	1	18	90	6	90	
	HEATHROW	SINGAPORE AIRLINES	S	D	90	0	1	69	16	9	4	0	2	30	82	7	90	
	MANCHESTER	SINGAPORE AIRLINES	S	A	30	0	0	77	13	3	7	0	0	12	69	10	13	
	MANCHESTER	SINGAPORE AIRLINES	S	D	30	0	1	67	3	17	10	3	0	22	23	22	13	
<b>TOTAL SINGAPORE</b>					<b>300</b>	<b>0</b>	<b>4</b>	<b>77</b>	<b>9</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>20</b>	<b>82</b>	<b>8</b>	<b>8</b>	
SKIATHOS																		
SOFIA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	67	13	10	7	3	0	25	73	15	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	93	0	3	3	0	0	5	97	4	30	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 2009					
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h to 3 hours	3h to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)												
SOFIA																		
	HEATHROW	BULGARIA AIR	S	A	22	0	0	77	9	0	14	0	0	16	69	19	26	
	HEATHROW	BULGARIA AIR	S	D	22	0	0	82	5	5	9	0	0	13	73	18	26	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	25	0	0	88	8	4	0	0	0	6	82	8	22	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	25	0	0	100	0	0	0	0	0	2	96	3	23	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	78	22	0	0	0	0	6	80	17	10	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	78	0	22	0	0	0	11	80	12	10	
	LUTON	WIZZ AIR	S	A	31	0	0	90	0	0	6	3	0	15	90	6	30	
	LUTON	WIZZ AIR	S	D	30	0	0	73	20	0	3	3	0	18	80	13	30	
<b>TOTAL SOFIA</b>					<b>233</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>11</b>	<b>11</b>	
SONDERBORG																		
SOUTHAMPTON																		
	EDINBURGH	FLYBE LTD	S	A	129	1	11	84	9	2	4	1	0	11	89	8	136	
	EDINBURGH	FLYBE LTD	S	D	129	0	11	82	9	4	5	1	0	14	92	6	136	
	GLASGOW	FLYBE LTD	S	A	97	0	2	78	8	9	4	0	0	13	86	7	114	
	GLASGOW	FLYBE LTD	S	D	97	0	2	73	6	13	6	1	0	19	90	7	114	
	MANCHESTER	FLYBE LTD	S	A	101	0	0	74	11	7	7	1	0	15	85	12	125	
	MANCHESTER	FLYBE LTD	S	D	101	0	0	66	16	8	8	2	0	20	82	13	125	
	NEWCASTLE	FLYBE LTD	S	A	76	1	2	71	5	4	18	0	1	36	90	8	93	
	NEWCASTLE	FLYBE LTD	S	D	76	1	2	68	7	9	11	4	1	35	81	17	93	
<b>TOTAL SOUTHAMPTON</b>					<b>807</b>	<b>4</b>	<b>31</b>	<b>76</b>	<b>9</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>86</b>	<b>10</b>	<b>10</b>	
SPLIT																		
ST KITTS																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	75	0	25	0	0	0	9	80	6	5	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	89	11	0	0	0	0	6	75	9	4	
<b>TOTAL ST KITTS</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>7</b>	<b>7</b>	
ST LUCIA (HEWANORRA)																		
	GATWICK	BRITISH AIRWAYS PLC	S	D	3	0	0	100	0	0	0	0	0	3	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	12	0	0	75	0	0	8	17	0	54	92	7	13	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	11	0	0	91	0	0	9	0	0	19	62	21	13	
<b>TOTAL ST LUCIA (HEWANORRA)</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>33</b>	<b>77</b>	<b>14</b>	<b>14</b>	
ST PETERSBURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	80	13	3	3	0	0	7	83	8	30	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 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)											
ST PETERSBURG	HEATHROW	BRITISH AIRWAYS PLC		S D	30	0	0	93	0	3	3	0	0	5	90	5	30
<b>TOTAL ST PETERSBURG</b>					<b>60</b>	<b>2</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>7</b>	<b>7</b>
STANSTED	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S A	134	2	1	84	9	7	0	0	0	7	88	7	125
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S D	134	0	1	83	12	3	2	0	0	8	84	8	125
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S A	128	0	4	94	2	2	2	0	0	4	95	3	112
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S D	129	0	1	91	5	2	2	0	0	6	91	5	112
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S A	56	1	0	84	5	4	5	2	0	14	96	3	56
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S D	56	0	0	73	9	4	7	7	0	27	95	5	56
<b>TOTAL STANSTED</b>					<b>637</b>	<b>4</b>	<b>7</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>6</b>	<b>6</b>
STAVANGER	NEWCASTLE	EASTERN AIRWAYS		S A	22	1	0	77	14	0	5	5	0	16	92	2	26
	NEWCASTLE	EASTERN AIRWAYS		S D	21	0	1	76	5	5	10	5	0	24	92	5	26
	GATWICK	NORWEGIAN AIR SHUTTLE		S A	21	0	0	71	19	5	5	0	0	12	86	5	22
	GATWICK	NORWEGIAN AIR SHUTTLE		S D	21	0	0	67	10	14	10	0	0	18	77	8	22
	HEATHROW	SAS		S A	51	0	0	69	18	8	6	0	0	15	71	13	52
	HEATHROW	SAS		S D	51	0	0	82	6	2	8	2	0	16	77	9	52
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S		S A	13	0	0	77	0	23	0	0	0	10	93	3	14
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S		S D	13	0	0	69	0	23	8	0	0	19	93	4	14
<b>TOTAL STAVANGER</b>					<b>213</b>	<b>3</b>	<b>1</b>	<b>74</b>	<b>10</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>82</b>	<b>8</b>	<b>8</b>
STOCKHOLM (ARLANDA)	HEATHROW	BRITISH AIRWAYS PLC		S A	168	0	1	64	14	12	7	2	1	23	72	14	145
	HEATHROW	BRITISH AIRWAYS PLC		S D	166	0	0	78	9	8	4	1	0	14	85	8	146
	EDINBURGH	NORWEGIAN AIR SHUTTLE		S A	8	0	0	50	13	13	25	0	0	34	0	0	0
	EDINBURGH	NORWEGIAN AIR SHUTTLE		S D	8	0	0	38	0	13	38	0	13	132	0	0	0
	GATWICK	NORWEGIAN AIR SHUTTLE		S A	56	0	0	38	21	27	14	0	0	33	0	0	0
	GATWICK	NORWEGIAN AIR SHUTTLE		S D	55	0	1	35	20	27	18	0	0	36	0	0	0
	HEATHROW	SAS		S A	182	0	1	57	17	13	12	1	0	25	67	16	164
	HEATHROW	SAS		S D	182	0	0	71	10	12	5	1	0	18	75	14	163
	MANCHESTER	SAS		S A	47	0	0	83	9	2	6	0	0	12	81	8	47
	MANCHESTER	SAS		S D	47	0	0	87	4	2	6	0	0	9	85	7	47
	GATWICK	VIKING HELLAS		C A	13	0	0	31	8	15	31	8	8	90	0	0	0
	GATWICK	VIKING HELLAS		C D	13	0	0	54	0	23	15	0	8	52	0	0	0

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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
STOCKHOLM (ARLANDA)																		
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>945</b>	<b>1</b>	<b>4</b>	<b>65</b>	<b>13</b>	<b>12</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>75</b>	<b>14</b>	<b>14</b>	
STOCKHOLM (SKAVSTA)																		
	EDINBURGH	RYANAIR	S	A	11	0	1	100	0	0	0	0	0	3	72	16	18	
	EDINBURGH	RYANAIR	S	D	11	0	1	91	9	0	0	0	0	4	89	9	18	
	GATWICK	RYANAIR	S	A	30	0	0	73	17	7	3	0	0	12	62	14	26	
	GATWICK	RYANAIR	S	D	30	0	0	63	20	13	3	0	0	17	38	19	26	
	STANSTED	RYANAIR	S	A	61	0	0	61	26	5	5	0	3	29	81	8	81	
	STANSTED	RYANAIR	S	D	60	0	0	53	28	10	8	0	0	21	84	7	82	
<b>TOTAL STOCKHOLM (SKAVSTA)</b>					<b>203</b>	<b>0</b>	<b>2</b>	<b>65</b>	<b>22</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>76</b>	<b>10</b>	<b>10</b>	
STORNOWAY																		
	EDINBURGH	LOGANAIR	S	A	44	1	0	70	11	11	7	0	0	17	89	4	75	
	EDINBURGH	LOGANAIR	S	D	47	0	0	64	2	13	19	2	0	38	91	7	77	
	GLASGOW	LOGANAIR	S	A	78	1	0	82	12	5	1	0	0	7	92	9	76	
	GLASGOW	LOGANAIR	S	D	78	1	0	86	8	5	1	0	0	7	91	8	76	
<b>TOTAL STORNOWAY</b>					<b>247</b>	<b>3</b>	<b>0</b>	<b>78</b>	<b>9</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>91</b>	<b>7</b>	<b>7</b>	
STUTTART																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	82	0	1	91	1	4	2	1	0	8	80	12	86	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	84	0	0	93	5	1	1	0	0	4	82	10	87	
	HEATHROW	CONTACTAIR FLUGDIENST	S	A	86	0	0	66	16	12	5	1	0	17	0	0	0	
	HEATHROW	CONTACTAIR FLUGDIENST	S	D	85	0	0	69	14	7	8	1	0	18	0	0	0	
	BIRMINGHAM	FLYBE LTD	S	A	45	0	2	89	2	4	4	0	0	8	86	12	44	
	BIRMINGHAM	FLYBE LTD	S	D	46	0	1	76	15	4	4	0	0	13	79	14	47	
	STANSTED	GERMANWINGS	S	A	52	0	0	88	10	2	0	0	0	4	98	2	51	
	STANSTED	GERMANWINGS	S	D	52	0	0	87	8	6	0	0	0	6	94	3	51	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	18	0	0	94	6	0	0	0	0	4	0	0	0	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	18	0	0	100	0	0	0	0	0	1	0	0	0	
<b>TOTAL STUTTART</b>					<b>568</b>	<b>1</b>	<b>4</b>	<b>83</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>9</b>	<b>9</b>	
SUMBURGH																		
	EDINBURGH	LOGANAIR	S	A	52	0	0	75	6	6	10	4	0	22	87	5	55	
	EDINBURGH	LOGANAIR	S	D	49	2	0	80	8	2	8	2	0	18	91	7	55	
	GLASGOW	LOGANAIR	S	A	29	2	0	62	10	7	17	3	0	32	90	6	30	
	GLASGOW	LOGANAIR	S	D	29	3	0	86	7	3	3	0	0	11	87	6	30	

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
SUMBURGH																		
<b>TOTAL SUMBURGH</b>					<b>159</b>	<b>7</b>	<b>0</b>	<b>76</b>	<b>8</b>	<b>4</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>89</b>	<b>6</b>	<b>6</b>	
SYDNEY																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	88	8	3	0	0	0	4	89	7	35	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	57	0	2	63	14	19	4	0	0	18	56	19	34	
	HEATHROW	QANTAS	S	A	52	0	1	54	21	10	6	6	4	65	46	67	48	
	HEATHROW	QANTAS	S	D	55	0	1	65	16	11	7	0	0	20	44	26	48	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	30	33	30	7	0	0	26	63	16	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	53	23	17	7	0	0	18	67	13	30	
<b>TOTAL SYDNEY</b>					<b>284</b>	<b>0</b>	<b>4</b>	<b>63</b>	<b>18</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>59</b>	<b>28</b>	<b>28</b>	
SZCZECIN (GOLENOW)																		
	STANSTED	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	1	100	0	12	
	STANSTED	RYANAIR	S	D	13	0	0	92	8	0	0	0	0	5	100	3	12	
<b>TOTAL SZCZECIN (GOLENOW)</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100</b>	<b>1</b>	<b>1</b>	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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	9	0	0	78	11	0	11	0	0	15	90	11	10	
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	63	25	0	13	0	0	15	100	3	9	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	40	20	40	0	0	0	22	0	0	0	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	60	20	20	0	0	0	13	0	0	0	
	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	5	0	0	80	0	0	20	0	0	26	0	0	0	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	25	75	0	0	0	0	15	0	0	0	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	40	60	0	0	0	0	16	0	0	0	
<b>TOTAL TABA</b>					<b>45</b>	<b>0</b>	<b>2</b>	<b>62</b>	<b>24</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>89</b>	<b>7</b>	<b>7</b>	
TAIPEI																		
	HEATHROW	CHINA AIRLINES	S	A	11	0	1	73	9	18	0	0	0	10	0	0	0	
	HEATHROW	CHINA AIRLINES	S	D	11	0	0	36	27	27	9	0	0	28	0	0	0	
	HEATHROW	EVA AIR	S	A	30	0	0	93	3	3	0	0	0	4	64	11	25	
	HEATHROW	EVA AIR	S	D	30	0	0	63	27	10	0	0	0	12	84	7	25	
<b>TOTAL TAIPEI</b>					<b>82</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>16</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>9</b>	<b>9</b>	
TALLIN																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	29	0	0	66	17	17	0	0	0	13	83	17	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	29	0	0	76	21	3	0	0	0	6	83	6	30	
	GATWICK	ESTONIAN AIR	S	A	8	0	0	75	13	0	13	0	0	15	56	41	9	
	GATWICK	ESTONIAN AIR	S	D	7	0	0	71	14	0	14	0	0	14	67	39	9	
<b>TOTAL TALLIN</b>					<b>73</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>18</b>	<b>18</b>	
TAMPA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	91	0	0	9	0	0	7	86	9	22	
	GATWICK	BRITISH AIRWAYS PLC	S	D	21	0	0	90	5	0	5	0	0	9	91	4	22	
<b>TOTAL TAMPA</b>					<b>43</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>6</b>	<b>6</b>	
TAMPERE																		
	EDINBURGH	RYANAIR	S	A	8	3	5	100	0	0	0	0	0	0	0	0	0	
	EDINBURGH	RYANAIR	S	D	11	0	2	91	0	9	0	0	0	3	0	0	0	
	STANSTED	RYANAIR	S	A	17	0	0	76	18	6	0	0	0	12	89	7	18	
	STANSTED	RYANAIR	S	D	17	0	0	88	12	0	0	0	0	6	89	3	18	
<b>TOTAL TAMPERE</b>					<b>53</b>	<b>3</b>	<b>7</b>	<b>87</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>5</b>	<b>5</b>	
TANGIERS (IBN BATUTA)																		



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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2009		
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Plan (8)											
TANGIERS (IBN BATUTA)	HEATHROW	ROYAL AIR MAROC	S	A	9	0	0	44	33	0	11	11	0	42	63	27	8
	HEATHROW	ROYAL AIR MAROC	S	D	9	0	0	33	33	11	11	11	0	42	63	130	8
<b>TOTAL TANGIERS (IBN BATUTA)</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>33</b>	<b>6</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>42</b>	<b>63</b>	<b>78</b>	<b>78</b>
TASHKENT	HEATHROW	UZBEKISTAN AIRLINES	S	A	9	0	0	11	33	44	11	0	0	37	75	11	8
	HEATHROW	UZBEKISTAN AIRLINES	S	D	9	0	0	0	22	33	44	0	0	54	50	32	8
<b>TOTAL TASHKENT</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>28</b>	<b>39</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>63</b>	<b>21</b>	<b>21</b>
TBILISI	HEATHROW	BMI BRITISH MIDLAND	S	A	17	0	1	100	0	0	0	0	0	82	8	17	
	HEATHROW	BMI BRITISH MIDLAND	S	D	17	0	0	59	18	6	18	0	0	32	71	22	17
<b>TOTAL TBILISI</b>					<b>34</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>9</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>15</b>	<b>15</b>
TEL AVIV	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	68	7	10	10	3	2	35	68	16	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	83	8	8	0	0	0	7	83	8	60
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	30	1	0	50	23	20	7	0	0	22	58	18	24
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	43	27	23	7	0	0	26	36	28	25
	HEATHROW	EL AL	S	A	48	0	0	83	0	8	6	0	2	20	71	11	48
	HEATHROW	EL AL	S	D	48	0	0	73	15	6	4	0	2	22	75	9	48
	LUTON	EL AL	S	A	12	1	1	100	0	0	0	0	0	76	10	25	
	LUTON	EL AL	S	D	13	0	0	69	15	8	8	0	0	19	68	13	25
	MANCHESTER	JET2.COM LTD	S	A	8	0	1	0	38	50	0	13	0	58	0	65	4
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	22	11	44	22	0	0	60	0	48	4
<b>TOTAL TEL AVIV</b>					<b>320</b>	<b>6</b>	<b>2</b>	<b>68</b>	<b>12</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>65</b>	<b>16</b>	<b>16</b>
TENERIFE (SURREINA SOFIA)	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	59	0	1	85	5	8	2	0	0	9	84	9	58
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	85	10	2	3	0	0	10	76	13	59
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	82	9	9	0	0	0	9	86	13	21
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	91	9	0	0	0	0	4	81	12	21
	MANCHESTER	JET2.COM LTD	S	A	9	0	0	56	0	22	11	11	0	43	57	15	7
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	78	0	11	0	11	0	31	100	3	7
	NEWCASTLE	JET2.COM LTD	S	A	5	0	0	80	0	0	20	0	0	28	75	10	4
	NEWCASTLE	JET2.COM LTD	S	D	5	0	0	60	20	0	20	0	0	39	50	15	4

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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
TENERIFE (SURREINA SOFIA																		
	BIRMINGHAM	MONARCH AIRLINES	S	A	34	0	2	94	0	6	0	0	0	4	88	9	33	
	BIRMINGHAM	MONARCH AIRLINES	S	D	35	0	0	83	3	14	0	0	0	8	88	10	33	
	GATWICK	MONARCH AIRLINES	S	A	25	1	0	20	28	40	8	4	0	48	61	17	33	
	GATWICK	MONARCH AIRLINES	S	D	25	0	0	68	8	8	12	4	0	30	85	9	33	
	LUTON	MONARCH AIRLINES	S	A	25	0	1	72	16	8	4	0	0	14	89	5	28	
	LUTON	MONARCH AIRLINES	S	D	26	0	0	38	31	19	12	0	0	25	79	9	28	
	MANCHESTER	MONARCH AIRLINES	S	A	39	2	2	31	28	36	5	0	0	27	50	22	38	
	MANCHESTER	MONARCH AIRLINES	S	D	39	0	0	77	8	15	0	0	0	10	74	10	38	
	BIRMINGHAM	RYANAIR	S	A	13	0	0	85	8	0	8	0	0	11	100	1	12	
	BIRMINGHAM	RYANAIR	S	D	12	0	1	67	8	25	0	0	0	16	100	5	12	
	EDINBURGH	RYANAIR	S	A	12	0	1	100	0	0	0	0	0	1	88	4	8	
	EDINBURGH	RYANAIR	S	D	12	0	1	75	17	8	0	0	0	8	100	3	8	
	LUTON	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	1	100	0	7	
	LUTON	RYANAIR	S	D	9	0	0	89	0	11	0	0	0	6	100	5	8	
	STANSTED	RYANAIR	S	A	17	0	0	88	0	6	6	0	0	16	59	16	17	
	STANSTED	RYANAIR	S	D	17	0	0	94	0	0	6	0	0	11	94	7	17	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	56	11	22	11	0	0	24	100	0	13	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	7	0	0	71	14	14	0	0	0	8	92	4	13	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	13	0	0	31	54	8	0	8	0	33	92	2	12	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	13	0	0	77	8	0	15	0	0	28	83	7	12	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	21	1	0	57	10	5	29	0	0	30	81	23	16	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	21	0	0	76	5	10	10	0	0	18	100	5	17	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	25	1	0	56	20	20	0	4	0	25	82	10	28	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	24	0	0	79	13	8	0	0	0	8	64	20	28	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	11	0	0	64	27	9	0	0	0	13	100	1	12	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	10	0	0	90	10	0	0	0	0	7	100	6	11	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	13	60	15	5	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	11	100	7	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	11	0	0	82	0	18	0	0	0	9	69	9	16	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	13	0	0	85	8	8	0	0	0	9	94	7	16	
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	9	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	A	34	0	0	76	12	3	9	0	0	13	90	4	29	

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)													
TENERIFE (SURREINA SOFIA)																			
	GATWICK	THOMSON AIRWAYS LTD	C	D	34	0	0	79	9	6	6	0	0	14	86	7	28		
	GLASGOW	THOMSON AIRWAYS LTD	C	A	17	0	0	53	18	24	6	0	0	21	92	2	12		
	GLASGOW	THOMSON AIRWAYS LTD	C	D	17	0	0	65	12	12	12	0	0	17	77	8	13		
	LUTON	THOMSON AIRWAYS LTD	C	A	9	1	0	67	0	22	11	0	0	22	100	2	8		
	LUTON	THOMSON AIRWAYS LTD	C	D	9	0	0	67	0	22	11	0	0	27	89	16	9		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	38	2	0	76	13	8	3	0	0	10	76	8	29		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	36	0	0	81	11	8	0	0	0	9	96	8	28		
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	15	0	0	67	0	7	20	7	0	36	91	4	11		
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	15	0	0	67	7	0	27	0	0	32	92	4	12		
	STANSTED	THOMSON AIRWAYS LTD	C	A	9	0	0	67	11	22	0	0	0	14	88	2	8		
	STANSTED	THOMSON AIRWAYS LTD	C	D	9	0	0	78	11	11	0	0	0	8	100	1	8		
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>976</b>	<b>11</b>	<b>9</b>	<b>73</b>	<b>11</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>81</b>	<b>12</b>	<b>12</b>		
TETERBORO																			
TIMISOARA																			
	LUTON	WIZZ AIR	S	A	12	0	1	100	0	0	0	0	0	0	88	5	17		
	LUTON	WIZZ AIR	S	D	12	0	1	50	42	8	0	0	0	16	41	28	17		
<b>TOTAL TIMISOARA</b>					<b>24</b>	<b>1</b>	<b>2</b>	<b>75</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>65</b>	<b>16</b>	<b>16</b>		
TIRANA																			
	GATWICK	BRITISH AIRWAYS PLC	S	A	21	0	0	76	19	5	0	0	0	7	92	8	13		
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	91	9	0	0	0	0	4	92	3	13		
<b>TOTAL TIRANA</b>					<b>43</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>9</b>	<b>9</b>		
TIREE																			
	GLASGOW	LOGANAIR	S	A	24	1	0	71	21	0	8	0	0	19	80	22	25		
	GLASGOW	LOGANAIR	S	D	24	0	0	83	4	4	8	0	0	15	84	25	25		
<b>TOTAL TIREE</b>					<b>48</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>82</b>	<b>24</b>	<b>24</b>		
TOBAGO																			
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	89	0	0	11	0	0	8	89	6	9		
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	89	11	0	0	0	0	7	89	5	9		
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	3	25	24	4		
<b>TOTAL TOBAGO</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>9</b>	<b>9</b>		
TOKYO (NARITA)																			
	HEATHROW	ALL NIPPON AIRWAYS	S	A	30	0	0	80	13	7	0	0	0	7	83	6	30		

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					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Plan (8)												
TOKYO (NARITA)																		
	HEATHROW	ALL NIPPON AIRWAYS	S	D	30	0	0	93	3	3	0	0	0	7	77	17	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	60	23	10	3	3	0	25	57	17	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	67	17	7	7	3	0	26	43	21	30	
	HEATHROW	JAPAN AIRLINES	S	A	30	0	0	80	10	10	0	0	0	8	90	6	60	
	HEATHROW	JAPAN AIRLINES	S	D	30	0	0	87	7	3	3	0	0	8	73	9	60	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	67	17	7	10	0	0	17	88	5	26	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	63	17	7	13	0	0	22	46	18	26	
<b>TOTAL TOKYO (NARITA)</b>					<b>240</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>11</b>	<b>11</b>	
TORONTO																		
	HEATHROW	AIR CANADA	S	A	114	1	0	71	18	9	3	0	0	13	78	9	113	
	HEATHROW	AIR CANADA	S	D	114	0	0	74	12	7	4	2	1	24	80	9	112	
	GATWICK	AIR TRANSAT	S	A	11	0	0	73	9	18	0	0	0	13	91	3	11	
	GATWICK	AIR TRANSAT	S	D	11	0	0	36	27	9	27	0	0	33	58	19	12	
	GLASGOW	AIR TRANSAT	S	A	8	0	0	100	0	0	0	0	0	4	100	0	4	
	GLASGOW	AIR TRANSAT	S	D	8	0	0	63	13	13	13	0	0	23	75	11	4	
	MANCHESTER	AIR TRANSAT	S	A	6	0	0	100	0	0	0	0	0	4	83	9	6	
	MANCHESTER	AIR TRANSAT	S	D	6	0	0	67	17	17	0	0	0	17	83	14	6	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	73	10	12	0	2	3	47	88	4	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	55	20	17	5	2	2	27	55	17	60	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	4	0	0	100	0	0	0	0	0	0	50	44	4	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	4	0	0	100	0	0	0	0	0	5	50	42	4	
<b>TOTAL TORONTO</b>					<b>408</b>	<b>2</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>74</b>	<b>12</b>	<b>12</b>	
TORREJON DE ARDOZ																		
TOULOUSE (BLAGNAC)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	88	0	0	68	15	8	6	3	0	22	85	12	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	88	0	0	85	2	6	6	1	0	13	85	9	60	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	69	0	1	70	17	10	3	0	0	13	85	9	78	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	69	0	1	75	13	10	1	0	0	11	87	8	78	
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>314</b>	<b>1</b>	<b>2</b>	<b>75</b>	<b>11</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>85</b>	<b>9</b>	<b>9</b>	
TOURS																		
	STANSTED	RYANAIR	S	A	7	0	0	86	0	0	14	0	0	18	88	5	8	
	STANSTED	RYANAIR	S	D	9	0	0	78	11	0	11	0	0	17	100	0	8	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)												
TOURS																		
<b>TOTAL TOURS</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>94</b>	<b>3</b>	<b>3</b>	
TRAPANI																		
	STANSTED	RYANAIR	S	A	16	0	0	81	13	6	0	0	7	0	0	0	0	
	STANSTED	RYANAIR	S	D	17	0	0	65	18	12	6	0	18	0	0	0	0	
<b>TOTAL TRAPANI</b>					<b>33</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>11</b>	<b>11</b>		
TREVISO																		
	STANSTED	RYANAIR	S	A	50	0	0	62	18	16	2	2	19	71	17	51		
	STANSTED	RYANAIR	S	D	52	0	0	75	15	10	0	0	11	88	5	51		
<b>TOTAL TREVISO</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>17</b>	<b>13</b>	<b>1</b>	<b>1</b>	<b>15</b>	<b>79</b>	<b>11</b>	<b>11</b>		
TRIESTE (RONCHI DEI LEGIO)																		
	STANSTED	RYANAIR	S	A	17	0	0	53	29	12	6	0	20	56	13	18		
	STANSTED	RYANAIR	S	D	17	0	0	82	6	6	6	0	11	78	9	18		
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>16</b>	<b>65</b>	<b>14</b>	<b>14</b>		
TRIPOLI																		
	GATWICK	AFRIQIYAH AIRWAYS	S	A	30	0	0	53	17	13	17	0	31	7	49	30		
	GATWICK	AFRIQIYAH AIRWAYS	S	D	30	0	0	57	17	7	20	0	28	17	49	30		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	87	0	7	7	0	10	67	21	30		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	93	3	0	3	0	5	80	15	30		
	HEATHROW	LIBYAN ARAB AIRLINES	S	A	8	0	0	50	13	25	0	13	43	63	20	8		
	HEATHROW	LIBYAN ARAB AIRLINES	S	D	8	0	0	38	25	25	0	13	45	63	24	8		
	MANCHESTER	LIBYAN ARAB AIRLINES	S	A	21	0	0	76	5	14	0	0	27	83	10	18		
	MANCHESTER	LIBYAN ARAB AIRLINES	S	D	21	1	0	67	10	10	10	0	31	72	13	18		
<b>TOTAL TRIPOLI</b>					<b>179</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>1</b>	<b>23</b>	<b>52</b>	<b>28</b>	<b>28</b>		
TROMSOE																		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	9	0	0	89	11	0	0	0	4	63	12	8		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	8	0	1	100	0	0	0	0	3	75	15	8		
<b>TOTAL TROMSOE</b>					<b>17</b>	<b>0</b>	<b>1</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>69</b>	<b>13</b>	<b>13</b>		
TRONDHEIM (VAERNES)																		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	13	0	0	62	31	8	0	0	13	0	0	0		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	13	0	0	54	31	15	0	0	14	0	0	0		
<b>TOTAL TRONDHEIM (VAERNES)</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>31</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>6</b>	<b>6</b>		
TUNIS																		

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 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)											
TUNIS	GATWICK	BRITISH AIRWAYS PLC	S	A	21	0	0	95	0	0	5	0	0	7	78	9	18
	GATWICK	BRITISH AIRWAYS PLC	S	D	21	0	0	86	10	0	5	0	0	10	72	10	18
	HEATHROW	TUNISAIR	S	A	17	0	0	6	29	53	6	6	0	49	24	46	17
	HEATHROW	TUNISAIR	S	D	17	0	0	18	12	24	41	6	0	62	29	49	17
<b>TOTAL TUNIS</b>					<b>76</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>12</b>	<b>17</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>30</b>	<b>51</b>	<b>30</b>	<b>30</b>
TURIN	GATWICK	BRITISH AIRWAYS PLC	S	A	42	0	0	81	7	10	2	0	0	9	90	10	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	42	0	0	93	5	0	2	0	0	5	97	1	30
	STANSTED	RYANAIR	S	A	30	0	0	90	7	0	3	0	0	8	93	4	29
	STANSTED	RYANAIR	S	D	30	0	0	93	3	0	3	0	0	7	93	4	30
<b>TOTAL TURIN</b>					<b>146</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>93</b>	<b>5</b>	<b>5</b>

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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	29	0	1	55	17	21	7	0	0	23	53	22	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	60	20	13	3	3	0	24	73	14	30	
	GLASGOW	MONARCH AIRLINES	C	A	2	0	0	50	50	0	0	0	0	11	0	0	0	
	GLASGOW	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	12	0	0	0	
	STANSTED	RYANAIR	S	A	13	0	0	54	15	15	15	0	0	23	85	4	13	
	STANSTED	RYANAIR	S	D	13	0	0	85	0	8	8	0	0	14	92	4	13	
<b>TOTAL VALENCIA</b>					<b>96</b>	<b>1</b>	<b>1</b>	<b>60</b>	<b>18</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>71</b>	<b>14</b>	<b>14</b>	
VALLADOLID																		
	STANSTED	RYANAIR	S	A	12	0	0	75	17	0	8	0	0	16	85	6	13	
	STANSTED	RYANAIR	S	D	12	0	0	92	0	0	8	0	0	13	85	4	13	
<b>TOTAL VALLADOLID</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>85</b>	<b>5</b>	<b>5</b>	
VANCOUVER																		
	HEATHROW	AIR CANADA	S	A	30	0	0	70	7	20	3	0	0	15	87	8	30	
	HEATHROW	AIR CANADA	S	D	30	0	0	67	20	10	3	0	0	14	63	12	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	45	28	24	0	0	3	30	83	8	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	57	17	17	10	0	0	24	70	13	30	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	5	0	0	60	0	20	20	0	0	36	50	24	4	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	4	0	0	100	0	0	0	0	0	10	0	52	4	
<b>TOTAL VANCOUVER</b>					<b>128</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>16</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>21</b>	<b>73</b>	<b>12</b>	<b>12</b>	
VARADERO																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	13	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	2	75	35	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	10	67	12	3	
	GATWICK	THOMSON AIRWAYS LTD	C	A	2	0	0	50	0	0	0	50	0	125	50	22	2	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	50	0	50	0	0	0	25	0	36	2	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	0	0	25	150	50	32	2	
<b>TOTAL VARADERO</b>					<b>19</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>5</b>	<b>65</b>	<b>53</b>	<b>25</b>	<b>25</b>	
VARNA																		
	LUTON	WIZZ AIR	S	A	8	0	0	75	13	13	0	0	0	10	40	49	5	
	LUTON	WIZZ AIR	S	D	8	0	0	63	25	13	0	0	0	15	60	38	5	
<b>TOTAL VARNA</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>12</b>	<b>50</b>	<b>43</b>	<b>43</b>	

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)												
VASTERAS																		
	STANSTED	RYANAIR	S	A	16	0	0	75	19	6	0	0	0	8	97	5	30	
	STANSTED	RYANAIR	S	D	17	0	0	88	6	0	6	0	0	8	93	6	30	
<b>TOTAL VASTERAS</b>					<b>33</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>8</b>	<b>95</b>	<b>5</b>	<b>5</b>	
VENICE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	88	1	1	92	3	3	1	0	0	4	87	7	77	
	GATWICK	BRITISH AIRWAYS PLC	S	D	88	0	0	92	5	2	1	0	0	4	87	7	77	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	67	13	10	7	3	0	23	50	18	10	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	87	7	3	3	0	0	7	100	3	10	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	68	13	12	5	0	2	22	76	10	59	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	80	8	7	3	0	2	18	78	8	60	
	LONDON CITY	FLYBABOO	S	A	6	0	0	100	0	0	0	0	0	0	88	4	26	
<b>TOTAL VENICE</b>					<b>368</b>	<b>2</b>	<b>1</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>82</b>	<b>9</b>	<b>9</b>	
VERONA VILLAFRANCA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	77	17	7	0	0	0	8	89	6	18	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	87	10	3	0	0	0	5	94	2	18	
	STANSTED	RYANAIR	S	A	13	0	0	77	15	8	0	0	0	13	0	0	0	
	STANSTED	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	2	0	0	0	
<b>TOTAL VERONA VILLAFRANCA</b>					<b>87</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>92</b>	<b>4</b>	<b>4</b>	
VIENNA																		
	HEATHROW	AUSTRIAN AIRLINES	S	A	90	0	0	74	12	7	4	2	0	17	74	11	96	
	HEATHROW	AUSTRIAN AIRLINES	S	D	90	0	0	66	10	17	4	3	0	24	69	14	96	
	HEATHROW	BMI BRITISH MIDLAND	S	A	60	0	0	73	7	13	5	2	0	19	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	D	60	0	0	92	3	3	0	2	0	9	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	119	0	0	74	10	9	4	3	0	17	67	15	117	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	119	0	0	87	6	2	4	1	0	9	69	13	117	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	55	0	1	84	9	4	2	2	0	10	76	16	55	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	84	5	9	2	0	0	10	82	13	55	
<b>TOTAL VIENNA</b>					<b>649</b>	<b>4</b>	<b>1</b>	<b>79</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>14</b>	<b>14</b>	
VIGO																		
<b>TOTAL VIGO</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	
VILNIUS																		



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

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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	87	0	0	69	9	10	8	1	2	30	72	14	90	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	87	0	0	84	5	3	6	2	0	16	89	6	90	
	HEATHROW	LOT-POLISH AIRLINES	S	A	84	0	0	62	17	13	7	1	0	21	71	13	86	
	HEATHROW	LOT-POLISH AIRLINES	S	D	83	0	1	77	10	7	4	2	0	15	84	8	85	
	LUTON	WIZZ AIR	S	A	75	0	8	87	8	4	1	0	0	6	83	8	78	
	LUTON	WIZZ AIR	S	D	75	0	8	76	16	7	1	0	0	11	64	14	78	
<b>TOTAL WARSAW</b>					<b>497</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>77</b>	<b>11</b>	<b>11</b>	
WASHINGTON (DULLES)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	87	0	0	79	9	7	3	1	0	13	78	10	86	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	87	0	0	70	10	8	10	1	0	20	67	14	88	
	HEATHROW	UNITED AIRLINES	S	A	89	0	0	87	8	1	4	0	0	9	83	9	87	
	HEATHROW	UNITED AIRLINES	S	D	89	0	0	83	7	7	3	0	0	10	84	9	86	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	97	0	0	3	0	0	4	87	9	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	80	7	10	3	0	0	11	83	9	30	
<b>TOTAL WASHINGTON (DULLES)</b>					<b>412</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>10</b>	<b>10</b>	
WATERFORD																		
	BIRMINGHAM	AER ARANN	S	A	14	0	3	93	0	7	0	0	0	5	94	10	18	
	BIRMINGHAM	AER ARANN	S	D	14	0	2	86	0	7	7	0	0	9	89	12	18	
	LUTON	AER ARANN	S	A	44	1	2	80	5	9	2	2	2	21	88	9	52	
	LUTON	AER ARANN	S	D	46	0	2	78	9	7	2	2	2	21	89	10	53	
	MANCHESTER	AER ARANN	S	A	15	1	2	80	13	7	0	0	0	9	82	15	22	
	MANCHESTER	AER ARANN	S	D	15	1	2	73	20	0	7	0	0	10	86	13	22	
<b>TOTAL WATERFORD</b>					<b>148</b>	<b>3</b>	<b>13</b>	<b>80</b>	<b>7</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>16</b>	<b>88</b>	<b>11</b>	<b>11</b>	
WHITE PLAINS																		
WICK																		
	EDINBURGH	LOGANAIR	S	A	19	0	0	84	0	5	5	5	0	22	95	4	22	
	EDINBURGH	LOGANAIR	S	D	19	0	0	68	11	5	11	5	0	33	86	7	22	
<b>TOTAL WICK</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>5</b>	<b>5</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>26</b>	<b>91</b>	<b>6</b>	<b>6</b>	
WROCLAW																		
	STANSTED	RYANAIR	S	A	30	0	0	83	10	7	0	0	0	6	84	27	32	
	STANSTED	RYANAIR	S	D	30	0	0	87	10	3	0	0	0	6	87	5	30	
	LUTON	WIZZ AIR	S	A	17	0	0	100	0	0	0	0	0	2	72	12	18	

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

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							NOV 2009					
			CHARTER/ SCHED	ARR/ DEP	MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
WROCLAW	LUTON	WIZZ AIR	S	D	17	0	0	47	29	18	6	0	0	19	56	22	18
<b>TOTAL WROCLAW</b>					<b>94</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>17</b>	<b>17</b>

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

Origin / Destinations: Y

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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	13	0	0	77	15	0	8	0	0	17	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	D	12	0	1	42	25	17	8	8	0	52	0	0	0
<b>TOTAL YEREVAN</b>					<b>25</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>20</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 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
ZAGREB																		
	GATWICK	CROATIA AIRLINES	S	A	13	0	0	85	15	0	0	0	0	7	71	13	14	
	GATWICK	CROATIA AIRLINES	S	D	13	0	0	92	8	0	0	0	8	79	11	14		
	HEATHROW	CROATIA AIRLINES	S	A	38	0	0	63	24	11	3	0	15	63	21	38		
	HEATHROW	CROATIA AIRLINES	S	D	38	0	0	74	16	5	3	3	16	63	22	38		
	LUTON	WIZZ AIR	S	A	13	0	0	85	8	8	0	0	6	83	5	12		
	LUTON	WIZZ AIR	S	D	13	0	0	85	8	8	0	0	10	75	10	12		
<b>TOTAL ZAGREB</b>					<b>128</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>17</b>	<b>17</b>	
ZAKINTHOS																		
ZARAGOZA																		
	STANSTED	RYANAIR	S	A	17	0	0	53	41	6	0	0	16	33	24	18		
	STANSTED	RYANAIR	S	D	17	0	0	76	24	0	0	0	9	56	15	18		
<b>TOTAL ZARAGOZA</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>32</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>44</b>	<b>20</b>	<b>20</b>		
ZURICH																		
	LONDON CITY	BA CITYFLYER LTD	S	A	88	1	0	91	3	3	2	0	5	82	12	88		
	LONDON CITY	BA CITYFLYER LTD	S	D	88	1	0	85	7	6	2	0	7	73	13	91		
	EDINBURGH	BMI REGIONAL	S	A	11	0	0	91	9	0	0	0	3	86	7	14		
	EDINBURGH	BMI REGIONAL	S	D	11	0	0	100	0	0	0	0	3	93	3	14		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	154	0	0	75	9	9	5	2	16	75	14	150		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	154	0	0	83	5	7	4	1	11	73	13	150		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	51	0	1	63	27	6	4	0	14	89	6	47		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	51	0	1	75	16	8	2	0	13	96	7	47		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	43	0	0	70	19	7	5	0	16	81	9	43		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	43	0	0	70	19	7	5	0	13	81	8	43		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	73	12	12	4	0	16	0	0	0		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	81	4	12	4	0	9	0	0	0		
	BIRMINGHAM	HELVETIC AIRWAYS	S	A	83	0	0	95	2	2	0	0	3	92	6	90		
	BIRMINGHAM	HELVETIC AIRWAYS	S	D	83	0	0	94	5	1	0	0	5	82	10	90		
	MANCHESTER	HELVETIC AIRWAYS	S	A	20	1	0	80	15	5	0	0	7	75	7	12		
	MANCHESTER	HELVETIC AIRWAYS	S	D	20	0	0	80	10	5	5	0	10	92	6	12		
	BIRMINGHAM	SWISS AIRLINES	S	A	5	0	1	80	20	0	0	0	9	0	0	0		
	BIRMINGHAM	SWISS AIRLINES	S	D	5	0	1	60	20	20	0	0	15	0	0	0		
	HEATHROW	SWISS AIRLINES	S	A	175	0	0	77	12	6	3	1	14	71	14	177		
	HEATHROW	SWISS AIRLINES	S	D	175	0	0	85	6	3	5	1	11	74	13	177		

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 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																		
	LONDON CITY	SWISS AIRLINES	S	A	171	0	5	88	6	4	2	0	0	7	89	5	176	
	LONDON CITY	SWISS AIRLINES	S	D	172	0	1	87	5	6	2	0	0	8	81	9	175	
	MANCHESTER	SWISS AIRLINES	S	A	70	0	1	83	17	0	0	0	0	7	55	17	78	
	MANCHESTER	SWISS AIRLINES	S	D	70	0	1	87	11	1	0	0	0	6	47	20	78	
<b>TOTAL ZURICH</b>					<b>1795</b>	<b>11</b>	<b>13</b>	<b>83</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>11</b>	<b>11</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2010

Reporting Airport: BIRMINGHAM (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)	350	0	0	72	11	11	5	1	0	18	87	7	366
SCHEDULED FLIGHTS(ALL ROUTES)	5661	21	199	79	10	6	5	1	0	15	86	9	6110
AIRPORT TOTAL	6011	21	199	78	10	6	5	1	0	15	86	9	6476

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2010

Reporting Airport: EDINBURGH (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)	17	19	0	59	35	6	0	0	0	12	75	7	4
SCHEDULED FLIGHTS(ALL ROUTES)	6998	30	284	81	9	5	4	1	0	14	85	9	7409
AIRPORT TOTAL	7015	49	284	81	9	5	4	1	0	14	85	9	7413

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2010

Reporting Airport: GATWICK (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)	1068	16	0	69	13	8	8	2	1	25	73	19	1164
SCHEDULED FLIGHTS(ALL ROUTES)	15878	27	149	79	10	6	4	1	0	13	81	10	15902
AIRPORT TOTAL	16946	43	149	78	10	6	5	1	0	14	81	11	17066



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2010

Reporting Airport: GLASGOW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)	275	5	0	61	13	12	13	0	0	24	77	11	278
SCHEDULED FLIGHTS(ALL ROUTES)	5252	37	67	80	8	6	5	1	0	15	86	9	5073
AIRPORT TOTAL	5527	42	67	79	8	6	6	1	0	16	85	9	5351

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2010

Reporting Airport: HEATHROW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)	29	7	0	38	17	21	17	7	0	51	24	31	21
SCHEDULED FLIGHTS(ALL ROUTES)	37758	15	158	72	12	9	6	1	0	18	73	14	36605
AIRPORT TOTAL	37787	22	158	72	12	9	6	1	0	18	73	14	36626

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2010

Reporting Airport: LONDON CITY (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)	4797	4	42	84	7	4	4	0	0	9	83	9	5411
AIRPORT TOTAL	4797	4	42	84	7	4	4	0	0	9	83	9	5411

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2010

Reporting Airport: LUTON (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)	77	146	0	68	5	17	8	1	1	29	75	42	83
SCHEDULED FLIGHTS(ALL ROUTES)	4607	15	63	73	13	8	5	0	0	15	81	11	4720
AIRPORT TOTAL	4684	161	63	73	13	8	5	0	0	15	81	11	4803

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2010

Reporting Airport: MANCHESTER (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)	1040	12	0	68	12	10	7	2	1	24	72	20	1094
SCHEDULED FLIGHTS(ALL ROUTES)	9875	50	102	77	11	7	5	1	0	14	78	12	9627
AIRPORT TOTAL	10915	62	102	76	11	7	5	1	0	15	78	13	10721

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2010

Reporting Airport: NEWCASTLE (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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	3	0	73	7	5	11	2	2	33	83	11	197
SCHEDULED FLIGHTS(ALL ROUTES)	2814	14	97	73	8	7	9	2	0	22	87	8	2999
AIRPORT TOTAL	2982	17	97	73	8	7	9	2	0	22	87	8	3196

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2010

Reporting Airport: STANSTED (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)	111	13	0	73	11	14	3	0	0	12	83	9	127
SCHEDULED FLIGHTS(ALL ROUTES)	8778	52	22	80	11	6	3	0	0	11	86	8	10040
AIRPORT TOTAL	8889	65	22	80	11	6	3	0	0	11	86	8	10167