

# Punctuality Statistics

Economic Regulation Group

Aviation Data Unit



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

**Full and Summary Analysis**

**February 2011**

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## FOREWORD

### 1 CONTENT

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

### 1.2 Coverage

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

### 2 ENQUIRIES

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

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

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

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

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

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

## INTRODUCTORY NOTES

1. These figures are compiled by the Civil Aviation Authority with the co-operation of airports and Airport Coordination Ltd.
2. The figures cover both arrivals and departures aggregated, except in the case of the Full Analysis with Arrival – Departure Split. In this table, arrivals and departures are stated separately.
3. Actual times of operation are derived from the flight by flight air transport movement returns made by airports to the CAA. The planned times supplied by Airport Coordination Ltd include changes made up to 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 FEBRUARY 2011

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
INNSBRUCK	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	6	50	71	8
<b>TOTAL INNSBRUCK</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>57</b>	<b>52</b>	<b>14</b>
SALZBURG	FLYBE LTD	C	16	0	0	75	0	13	6	6	0	34	28	31	18
	THOMSON AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	6	88	7	8
<b>TOTAL SALZBURG</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>0</b>	<b>13</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>25</b>	<b>46</b>	<b>23</b>	<b>26</b>
<b>TOTAL AUSTRIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>3</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>50</b>	<b>34</b>	<b>40</b>
<b>BARBADOS</b>															
BRIDGETOWN	THOMSON AIRWAYS LTD	C	12	0	0	67	8	8	17	0	0	26	73	12	15
<b>TOTAL BRIDGETOWN</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>8</b>	<b>8</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>73</b>	<b>12</b>	<b>15</b>
<b>TOTAL BARBADOS</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>8</b>	<b>8</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>73</b>	<b>12</b>	<b>15</b>
<b>BELGIUM</b>															
BRUSSELS	BRUSSELS AIRLINES	S	226	0	0	91	5	3	2	0	0	6	76	12	214
<b>TOTAL BRUSSELS</b>			<b>226</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>12</b>	<b>214</b>
<b>TOTAL BELGIUM</b>			<b>226</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>12</b>	<b>214</b>
<b>BULGARIA</b>															
SOFIA	THOMSON AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	10	38	96	8
<b>TOTAL SOFIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>38</b>	<b>96</b>	<b>8</b>
<b>TOTAL BULGARIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>38</b>	<b>96</b>	<b>8</b>
<b>CAPE VERDE ISLANDS</b>															
ILHA DO SAL C.VERDE	THOMSON AIRWAYS LTD	S	8	0	0	50	38	13	0	0	0	15	50	18	8
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>50</b>	<b>18</b>	<b>8</b>
<b>TOTAL CAPE VERDE ISLANDS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>50</b>	<b>18</b>	<b>8</b>
<b>CYPRUS</b>															
LARNACA	MONARCH AIRLINES	S	16	0	0	75	19	6	0	0	0	9	94	5	16
<b>TOTAL LARNACA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>9</b>	<b>24</b>
PAPHOS	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	4	75	8	8
<b>TOTAL PAPHOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>8</b>	<b>8</b>
<b>TOTAL CYPRUS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>9</b>	<b>32</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	BMIBABY LTD	S	6	0	0	83	0	17	0	0	0	7	82	10	28
<b>TOTAL PRAGUE</b>			<b>6</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>7</b>	<b>80</b>	<b>11</b>	<b>60</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>6</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>7</b>	<b>80</b>	<b>11</b>	<b>60</b>
<b>DENMARK</b>															
COPENHAGEN	SAS	S	88	0	0	84	9	2	5	0	0	10	73	17	83
<b>TOTAL COPENHAGEN</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>17</b>	<b>83</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2011

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL DENMARK</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>17</b>	<b>83</b>
<b>DOMINICAN REPUBLIC</b>															
LA ROMANA	THOMSON AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	4	75	11	4
<b>TOTAL LA ROMANA</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>4</b>	<b>75</b>	<b>11</b>	<b>4</b>
PUNTA CANA	THOMSON AIRWAYS LTD	C	8	0	0	63	13	13	13	0	0	25	88	4	8
<b>TOTAL PUNTA CANA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>88</b>	<b>4</b>	<b>8</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>83</b>	<b>6</b>	<b>12</b>
<b>EGYPT</b>															
HURGHADA	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	25	0	0	0	15	75	33	8
	THOMSON AIRWAYS LTD	S	6	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL HURGHADA</b>			<b>14</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>9</b>	<b>75</b>	<b>33</b>	<b>8</b>
LUXOR	THOMSON AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	7	63	49	8
<b>TOTAL LUXOR</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>63</b>	<b>49</b>	<b>8</b>
SHARM EL SHEIKH (OPHIRA)	THOMAS COOK AIRLINES LTD	C	12	0	0	100	0	0	0	0	0	2	73	9	15
	THOMSON AIRWAYS LTD	S	32	0	0	84	9	0	6	0	0	9	53	24	30
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>60</b>	<b>19</b>	<b>45</b>
TABA	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	0	31	3
<b>TOTAL TABA</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>31</b>	<b>3</b>
<b>TOTAL EGYPT</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>59</b>	<b>25</b>	<b>64</b>
<b>FRANCE</b>															
CHAMBERY	FLYBE LTD	S	16	0	0	50	25	13	13	0	0	26	19	53	16
	FLYBE LTD	C	16	0	0	31	13	44	13	0	0	33	13	32	8
	THOMSON AIRWAYS LTD	C	8	0	0	38	50	0	13	0	0	23	0	44	6
<b>TOTAL CHAMBERY</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>25</b>	<b>23</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>13</b>	<b>46</b>	<b>30</b>
GRENOBLE	EASYJET AIRLINE COMPANY LTD	S	16	0	0	63	25	13	0	0	0	13	69	15	16
	THOMAS COOK AIRLINES LTD	C	6	0	0	100	0	0	0	0	0	2	50	20	6
<b>TOTAL GRENOBLE</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>68</b>	<b>18</b>	<b>38</b>
LYON	BRIT AIR	S	86	0	0	94	5	1	0	0	0	4	73	17	80
<b>TOTAL LYON</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>72</b>	<b>17</b>	<b>82</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	168	0	0	97	2	1	0	0	0	1	0	0	0
	FLYBE LTD	S	138	0	0	90	6	4	1	0	0	6	62	20	127
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>306</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>76</b>	<b>13</b>	<b>379</b>
TOULOUSE (BLAGNAC)	FLYBE LTD	C	8	0	0	75	13	13	0	0	0	10	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	25	38	25	13	0	0	28	38	47	8
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>38</b>	<b>47</b>	<b>8</b>
<b>TOTAL FRANCE</b>			<b>470</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>72</b>	<b>16</b>	<b>562</b>
<b>GAMBIA</b>															
BANJUL	THOMAS COOK AIRLINES LTD	C	8	0	0	63	38	0	0	0	0	10	88	5	8
<b>TOTAL BANJUL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>5</b>	<b>8</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2011

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL GAMBIA			8	0	0	63	38	0	0	0	0	10	88	5	8
GERMANY															
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	135	0	0	89	7	3	1	0	0	5	82	9	120
	FLYBE LTD	S	159	0	1	86	9	2	3	0	0	9	79	13	164
TOTAL DUSSELDORF			294	0	1	87	9	2	2	0	0	7	80	11	284
FRANKFURT MAIN	FLYBE LTD	S	84	0	4	74	10	6	10	1	0	19	64	26	98
	LUFTHANSA	S	208	0	0	65	19	9	7	0	0	18	64	23	132
TOTAL FRANKFURT MAIN			292	0	4	68	16	8	8	0	0	18	64	24	284
HAMBURG	FLYBE LTD	S	40	0	0	100	0	0	0	0	0	1	79	11	38
TOTAL HAMBURG			40	0	0	100	0	0	0	0	0	1	79	11	38
HANOVER	AIR BERLIN	C	16	0	0	94	6	0	0	0	0	4	75	8	16
	FLYBE LTD	S	63	0	1	84	3	6	3	3	0	17	77	11	60
TOTAL HANOVER			79	0	1	86	4	5	3	3	0	14	76	11	76
MUNICH	LUFTHANSA	S	3	0	0	100	0	0	0	0	0	1	38	60	8
	LUFTHANSA CITY LINE	S	147	0	0	80	8	9	3	0	0	11	61	21	140
TOTAL MUNICH			150	0	0	81	8	9	3	0	0	10	60	24	148
NIEDERRHEIN	RYANAIR	S	32	0	0	97	3	0	0	0	0	2	84	13	32
TOTAL NIEDERRHEIN			32	0	0	97	3	0	0	0	0	2	84	13	32
PADERBORN	AIR BERLIN	C	8	0	0	100	0	0	0	0	0	5	75	5	8
TOTAL PADERBORN			8	0	0	100	0	0	0	0	0	5	75	5	8
STUTTGART	FLYBE LTD	S	74	0	0	89	7	4	0	0	0	4	77	14	70
TOTAL STUTTGART			74	0	0	89	7	4	0	0	0	4	77	14	70
TOTAL GERMANY			969	0	6	81	10	5	4	0	0	11	71	17	940
IRAN															
IMAM KHOMIENI	MAHAN AIR	S	24	0	0	67	17	8	8	0	0	22	31	54	32
TOTAL IMAM KHOMIENI			24	0	0	67	17	8	8	0	0	22	31	54	32
TOTAL IRAN			24	0	0	67	17	8	8	0	0	22	31	54	32
IRISH REPUBLIC															
CORK	AER ARANN	S	96	1	0	92	2	2	4	0	0	6	0	0	0
TOTAL CORK			96	1	0	92	2	2	4	0	0	6	86	9	70
DUBLIN	AER LINGUS	S	168	0	0	92	3	2	4	0	0	7	84	10	162
	RYANAIR	S	152	1	0	88	7	5	1	0	0	6	82	9	166
TOTAL DUBLIN			320	2	0	90	5	3	2	0	0	6	83	9	328
IRELAND WEST AIRPORT KNOCK	BMIBABY LTD	S	32	0	0	63	25	0	13	0	0	17	64	28	28
TOTAL IRELAND WEST AIRPORT KNOCK			32	0	0	63	25	0	13	0	0	17	64	28	28
SHANNON	AER ARANN	S	51	0	0	88	4	0	4	4	0	12	0	0	0
TOTAL SHANNON			51	0	0	88	4	0	4	4	0	12	84	7	32
WATERFORD	AER ARANN	S	28	0	0	82	0	4	14	0	0	19	81	12	31

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL WATERFORD			28	0	0	82	0	4	14	0	0	19	81	12	31
TOTAL IRISH REPUBLIC			527	3	0	88	5	3	4	0	0	8	82	10	489
ITALY															
MILAN (MALPENSA)	FLYBE LTD	S	40	0	0	75	20	5	0	0	0	8	73	21	48
TOTAL MILAN (MALPENSA)			40	0	0	75	20	5	0	0	0	8	73	21	48
TURIN	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	0	10	75	32	8
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	50	67	8
TOTAL TURIN			16	0	0	88	6	6	0	0	0	5	63	49	16
TOTAL ITALY			56	0	0	79	16	5	0	0	0	7	76	25	95
MALTA															
MALTA	AIR MALTA	S	16	0	0	88	13	0	0	0	0	4	38	28	16
	RYANAIR	S	16	0	0	81	13	6	0	0	0	9	0	0	0
TOTAL MALTA			32	0	0	84	13	3	0	0	0	7	38	28	16
TOTAL MALTA			32	0	0	84	13	3	0	0	0	7	38	28	16
MEXICO															
CANCUN	THOMSON AIRWAYS LTD	C	8	0	0	38	0	13	25	25	0	127	50	65	8
TOTAL CANCUN			8	0	0	38	0	13	25	25	0	127	50	65	8
TOTAL MEXICO			9	0	0	44	0	11	22	22	0	113	44	61	9
NETHERLANDS															
AMSTERDAM	BMIBABY LTD	S	104	0	0	86	5	3	7	0	0	10	77	11	103
	KLM	S	160	0	2	96	3	1	1	0	0	4	90	9	214
	KLM CITYHOPPER	S	110	0	0	89	4	5	2	0	0	6	78	13	55
TOTAL AMSTERDAM			374	0	2	91	3	3	3	0	0	6	85	10	372
TOTAL NETHERLANDS			374	0	2	91	3	3	3	0	0	6	85	10	372
PAKISTAN															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	28	0	4	18	36	25	21	0	0	37	40	65	30
TOTAL ISLAMABAD			28	0	4	18	36	25	21	0	0	37	40	65	30
TOTAL PAKISTAN			28	0	4	18	36	25	21	0	0	37	40	65	30
POLAND															
BYDGOSZCZ	RYANAIR	S	24	0	0	67	25	4	4	0	0	14	0	0	0
TOTAL BYDGOSZCZ			24	0	0	67	25	4	4	0	0	14	0	0	0
GDANSK	RYANAIR	S	16	0	0	100	0	0	0	0	0	2	100	2	16
TOTAL GDANSK			16	0	0	100	0	0	0	0	0	2	100	2	16
KATOWICE	RYANAIR	S	16	0	0	94	6	0	0	0	0	4	100	6	16
TOTAL KATOWICE			16	0	0	94	6	0	0	0	0	4	100	6	16
KRAKOW	RYANAIR	S	24	0	0	75	17	8	0	0	0	12	79	17	24
TOTAL KRAKOW			24	0	0	75	17	8	0	0	0	12	77	17	26

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ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2011

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
RZESZOW	RYANAIR	S	16	0	0	81	6	13	0	0	0	9	100	3	15
<b>TOTAL RZESZOW</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>100</b>	<b>3</b>	<b>15</b>
<b>TOTAL POLAND</b>			<b>96</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>92</b>	<b>8</b>	<b>73</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	MONARCH AIRLINES	S	20	0	0	100	0	0	0	0	0	2	86	15	28
	RYANAIR	S	10	0	0	80	20	0	0	0	0	9	0	0	0
<b>TOTAL FARO</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>15</b>	<b>28</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>15</b>	<b>28</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	6	100	2	8
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>2</b>	<b>8</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>2</b>	<b>8</b>
<b>SLOVAK REPUBLIC</b>															
BRATISLAVA	RYANAIR	S	24	0	0	92	4	4	0	0	0	5	100	3	24
<b>TOTAL BRATISLAVA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>3</b>	<b>24</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>3</b>	<b>24</b>
<b>SPAIN</b>															
ALICANTE	MONARCH AIRLINES	S	42	0	0	98	2	0	0	0	0	2	75	32	24
	RYANAIR	S	24	0	0	96	4	0	0	0	0	5	66	45	32
	THOMAS COOK AIRLINES LTD	C	11	0	0	91	0	0	0	0	9	48	80	27	5
	THOMSON AIRWAYS LTD	C	16	0	0	88	0	13	0	0	0	6	81	7	16
<b>TOTAL ALICANTE</b>			<b>93</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>71</b>	<b>32</b>	<b>97</b>
GERONA	RYANAIR	S	24	0	0	100	0	0	0	0	0	2	81	19	32
<b>TOTAL GERONA</b>			<b>24</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>81</b>	<b>19</b>	<b>32</b>
MALAGA	BMIBABY LTD	S	14	0	0	93	7	0	0	0	0	3	72	13	18
	MONARCH AIRLINES	S	38	0	0	97	3	0	0	0	0	2	71	21	28
	RYANAIR	S	24	0	0	92	0	8	0	0	0	6	84	6	32
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	75	28	8
<b>TOTAL MALAGA</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>77</b>	<b>14</b>	<b>86</b>
SEVILLE	JET2.COM LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL SEVILLE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN</b>			<b>203</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>23</b>	<b>241</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	MONARCH AIRLINES	S	24	0	0	96	4	0	0	0	0	2	68	116	19
	RYANAIR	S	16	0	0	100	0	0	0	0	0	1	75	28	16
	THOMAS COOK AIRLINES LTD	C	16	0	0	88	0	13	0	0	0	8	75	36	16
	THOMSON AIRWAYS LTD	C	16	0	0	94	6	0	0	0	0	3	67	29	12
<b>TOTAL ARRECIFE</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>71</b>	<b>57</b>	<b>63</b>
FUERTEVENTURA	MONARCH AIRLINES	S	8	0	0	100	0	0	0	0	0	1	75	13	8
	THOMAS COOK AIRLINES LTD	C	16	0	0	88	0	0	13	0	0	14	86	25	14

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			Actual (7)	Plan (8)											
FUERTEVENTURA	THOMSON AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	12	50	33	8
<b>TOTAL FUERTEVENTURA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>24</b>	<b>30</b>
LAS PALMAS	MONARCH AIRLINES	S	16	0	0	81	6	13	0	0	0	8	88	8	8
	RYANAIR	S	16	4	0	88	6	6	0	0	0	5	63	34	16
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	25	0	25	0	0	37	50	144	4
	THOMSON AIRWAYS LTD	C	8	0	0	63	13	25	0	0	0	17	63	14	8
<b>TOTAL LAS PALMAS</b>			<b>48</b>	<b>4</b>	<b>0</b>	<b>75</b>	<b>10</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>36</b>	<b>36</b>
TENERIFE (SURREINA SOFIA)	MONARCH AIRLINES	S	67	0	1	90	4	3	3	0	0	6	64	25	59
	RYANAIR	S	24	4	0	100	0	0	0	0	0	2	79	12	24
	THOMAS COOK AIRLINES LTD	C	19	0	0	84	5	5	5	0	0	10	85	7	20
	THOMSON AIRWAYS LTD	C	24	0	0	83	13	0	4	0	0	7	52	37	29
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>134</b>	<b>4</b>	<b>1</b>	<b>90</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>67</b>	<b>23</b>	<b>132</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>281</b>	<b>8</b>	<b>1</b>	<b>89</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>69</b>	<b>33</b>	<b>261</b>
SWEDEN															
GOTEBORG	CITY AIRLINE	S	56	0	0	86	7	0	4	4	0	14	87	15	46
<b>TOTAL GOTEBORG</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>19</b>	<b>50</b>
<b>TOTAL SWEDEN</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>27</b>	<b>54</b>
SWITZERLAND															
GENEVA	BMIBABY LTD	S	28	0	0	79	21	0	0	0	0	6	61	21	36
	EASYJET AIRLINE COMPANY LTD	S	64	0	0	47	23	23	6	0	0	23	0	0	0
	EASYJET SWITZERLAND	S	16	0	0	63	25	13	0	0	0	12	31	42	78
	FLYBE LTD	C	8	0	0	100	0	0	0	0	0	9	38	30	8
	MONARCH AIRLINES	C	8	0	0	75	13	13	0	0	0	9	75	13	8
	THOMSON AIRWAYS LTD	C	8	0	0	38	50	13	0	0	0	16	50	19	8
<b>TOTAL GENEVA</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>23</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>45</b>	<b>32</b>	<b>148</b>
ZURICH	HELVETIC AIRWAYS	S	145	0	0	94	5	1	1	0	0	4	85	11	156
	SWISS AIRLINES	S	22	0	1	55	27	18	0	0	0	18	50	20	10
<b>TOTAL ZURICH</b>			<b>167</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>12</b>	<b>166</b>
<b>TOTAL SWITZERLAND</b>			<b>299</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>14</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>66</b>	<b>21</b>	<b>322</b>
TURKEY															
ANTALYA	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	5	100	3	6
<b>TOTAL ANTALYA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>3</b>	<b>6</b>
ISTANBUL	THY TURK HAVA YOLLARI TURKIS	S	38	0	0	92	8	0	0	0	0	5	53	16	38
<b>TOTAL ISTANBUL</b>			<b>38</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>53</b>	<b>16</b>	<b>38</b>
<b>TOTAL TURKEY</b>			<b>46</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>59</b>	<b>14</b>	<b>44</b>
TURKMENISTAN															
ASHKHABAD	TURKMENISTAN AIRLINES	S	32	0	0	66	6	9	0	6	13	87	38	32	32
<b>TOTAL ASHKHABAD</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>6</b>	<b>13</b>	<b>87</b>	<b>38</b>	<b>32</b>	<b>32</b>
<b>TOTAL TURKMENISTAN</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>6</b>	<b>13</b>	<b>87</b>	<b>38</b>	<b>32</b>	<b>32</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2011

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	112	0	0	16	26	39	19	0	0	42	23	46	111
TOTAL DUBAI			112	0	0	16	26	39	19	0	0	42	23	46	111
TOTAL UNITED ARAB EMIRATES			112	0	0	16	26	39	19	0	0	42	23	46	111
<b>UNITED KINGDOM</b>															
ABERDEEN	FLYBE LTD	S	128	0	2	85	7	4	4	0	0	8	72	20	102
TOTAL ABERDEEN			128	0	2	85	7	4	4	0	0	8	79	13	188
BELFAST CITY (GEORGE BEST)	BMIBABY LTD	S	112	0	0	89	4	3	4	0	0	8	0	0	0
	FLYBE LTD	S	244	1	7	86	7	3	3	0	0	8	85	9	253
TOTAL BELFAST CITY (GEORGE BEST)			356	1	7	87	6	3	3	0	0	8	85	9	253
TOTAL BELFAST INTERNATIONAL			2	0	0	100	0	0	0	0	0	0	83	10	104
CITY OF DERRY (EGLINTON)	RYANAIR	S	32	0	0	88	9	3	0	0	0	7	63	19	32
TOTAL CITY OF DERRY (EGLINTON)			32	0	0	88	9	3	0	0	0	7	63	19	32
DUNDEE	LOGANAIR	S	80	0	0	93	5	0	3	0	0	4	88	5	78
TOTAL DUNDEE			80	0	0	93	5	0	3	0	0	4	88	5	78
EDINBURGH	FLYBE LTD	S	304	1	0	88	4	5	4	0	0	9	79	12	271
TOTAL EDINBURGH			304	1	0	88	4	5	4	0	0	9	78	14	330
GLASGOW	FLYBE LTD	S	314	0	2	88	4	5	3	0	0	9	73	18	256
TOTAL GLASGOW			314	0	2	88	4	5	3	0	0	9	73	18	260
GUERNSEY	FLYBE LTD	S	45	0	1	82	11	2	2	2	0	12	47	37	49
TOTAL GUERNSEY			45	0	1	82	11	2	2	2	0	12	47	37	49
INVERNESS	FLYBE LTD	S	44	0	0	93	7	0	0	0	0	3	80	11	44
TOTAL INVERNESS			44	0	0	93	7	0	0	0	0	3	80	11	44
ISLE OF MAN	FLYBE LTD	S	88	2	0	84	6	2	7	1	0	15	93	5	94
TOTAL ISLE OF MAN			88	2	0	84	6	2	7	1	0	15	93	5	94
JERSEY	FLYBE LTD	S	49	0	1	71	12	6	10	0	0	16	78	14	46
TOTAL JERSEY			49	0	1	71	12	6	10	0	0	16	78	14	46
NEWCASTLE	EASTERN AIRWAYS	S	114	0	2	90	4	2	4	0	0	6	86	10	111
TOTAL NEWCASTLE			114	0	2	90	4	2	4	0	0	6	86	10	111
TOTAL UNITED KINGDOM			1556	6	15	87	6	4	4	0	0	8	79	13	1589
<b>USA</b>															
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	46	0	2	85	11	2	0	0	2	15	59	27	46
TOTAL NEW YORK (NEWARK)			46	0	2	85	11	2	0	0	2	15	59	27	46
TOTAL USA			46	0	2	85	11	2	0	0	2	15	59	27	46
TOTAL BIRMINGHAM			5774	18	31	84	8	5	3	0	0	10	74	17	5959



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2011

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
INNSBRUCK	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	5	63	12	8
<b>TOTAL INNSBRUCK</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>63</b>	<b>12</b>	<b>8</b>
SALZBURG	JET2.COM LTD	S	8	0	0	13	13	0	75	0	0	59	0	0	0
<b>TOTAL SALZBURG</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL AUSTRIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>63</b>	<b>12</b>	<b>8</b>
<b>BARBADOS</b>															
BRIDGETOWN	THOMSON AIRWAYS LTD	C	3	0	0	67	0	33	0	0	0	13	0	31	1
<b>TOTAL BRIDGETOWN</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>31</b>	<b>1</b>
<b>TOTAL BARBADOS</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>31</b>	<b>1</b>
<b>BELGIUM</b>															
BRUSSELS	BMI REGIONAL	S	142	0	0	89	6	1	2	1	0	8	81	10	144
<b>TOTAL BRUSSELS</b>			<b>143</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>10</b>	<b>144</b>
CHARLEROI	RYANAIR	S	32	0	0	91	9	0	0	0	0	4	75	19	24
<b>TOTAL CHARLEROI</b>			<b>32</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>75</b>	<b>19</b>	<b>24</b>
<b>TOTAL BELGIUM</b>			<b>175</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>12</b>	<b>168</b>
<b>BULGARIA</b>															
SOFIA	BH AIR	C	8	0	0	100	0	0	0	0	0	8	100	2	8
<b>TOTAL SOFIA</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>8</b>	<b>100</b>	<b>2</b>	<b>8</b>
<b>TOTAL BULGARIA</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>8</b>	<b>100</b>	<b>2</b>	<b>8</b>
<b>CYPRUS</b>															
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	15	1	1	100	0	0	0	0	0	3	0	0	0
<b>TOTAL PAPHOS</b>			<b>15</b>	<b>1</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CYPRUS</b>			<b>15</b>	<b>1</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	JET2.COM LTD	S	16	0	0	94	0	6	0	0	0	7	75	19	16
<b>TOTAL PRAGUE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>19</b>	<b>16</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>19</b>	<b>16</b>
<b>DENMARK</b>															
COPENHAGEN	BMI REGIONAL	S	88	0	0	92	6	0	2	0	0	6	88	8	88
	NORWEGIAN AIR SHUTTLE	S	16	0	0	50	38	13	0	0	0	19	69	24	16
<b>TOTAL COPENHAGEN</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>10</b>	<b>104</b>
<b>TOTAL DENMARK</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>12</b>	<b>128</b>
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	THOMSON AIRWAYS LTD	S	8	0	0	100	0	0	0	0	0	2	33	20	3
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</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>33</b>	<b>20</b>	<b>3</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2011

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL EGYPT			8	0	0	100	0	0	0	0	0	2	33	20	3
ESTONIA															
TALLIN	RYANAIR	S	24	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL TALLIN			24	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL ESTONIA			24	0	0	100	0	0	0	0	0	1	0	0	0
FINLAND															
TAMPERE	RYANAIR	S	23	1	1	100	0	0	0	0	0	0	0	0	0
TOTAL TAMPERE			23	1	1	100	0	0	0	0	0	0	0	0	0
TOTAL FINLAND			23	1	1	100	0	0	0	0	0	0	0	0	0
FRANCE															
BEAUVAIS	RYANAIR	S	34	2	0	94	6	0	0	0	0	2	0	0	0
TOTAL BEAUVAIS			34	2	0	94	6	0	0	0	0	2	0	0	0
CHAMBERY	JET2.COM LTD	C	10	0	0	50	20	10	20	0	0	34	25	109	8
	JET2.COM LTD	S	12	0	0	17	0	50	33	0	0	49	0	73	12
TOTAL CHAMBERY			22	0	0	32	9	32	27	0	0	42	10	87	20
LYON	EASYJET AIRLINE COMPANY LTD	S	24	0	0	83	8	8	0	0	0	6	67	25	24
TOTAL LYON			24	0	0	83	8	8	0	0	0	6	71	19	35
PARIS (CHARLES DE GAULLE)															
	CITY JET	S	164	0	0	85	9	4	2	0	0	8	70	14	184
	EASYJET AIRLINE COMPANY LTD	S	46	0	0	67	15	9	2	4	2	30	75	12	52
	EUROPE AIRPOST	C	2	0	0	50	50	0	0	0	0	13	44	12	9
	FLYBE LTD	C	2	0	0	100	0	0	0	0	0	3	0	0	0
	JET2.COM LTD	C	2	0	0	0	100	0	0	0	0	26	0	0	0
TOTAL PARIS (CHARLES DE GAULLE)			216	0	0	81	11	5	2	1	0	13	71	14	263
TOTAL FRANCE			296	2	0	79	10	7	3	1	0	13	65	20	346
GERMANY															
BERLIN (SCHONEFELD)	RYANAIR	S	24	0	0	88	8	4	0	0	0	6	44	26	32
TOTAL BERLIN (SCHONEFELD)			24	0	0	88	8	4	0	0	0	6	44	26	32
BREMEN	RYANAIR	S	32	0	0	97	3	0	0	0	0	3	84	10	32
TOTAL BREMEN			32	0	0	97	3	0	0	0	0	3	84	10	32
COLOGNE BONN	EASYJET AIRLINE COMPANY LTD	S	32	0	0	72	6	19	3	0	0	13	0	0	0
TOTAL COLOGNE BONN			32	0	0	72	6	19	3	0	0	13	0	0	0
FRANKFURT MAIN	LUFTHANSA	S	56	0	0	57	23	13	7	0	0	20	48	37	54
TOTAL FRANKFURT MAIN			56	0	0	57	23	13	7	0	0	20	48	37	54
HAHN	RYANAIR	S	32	0	0	84	9	3	3	0	0	8	66	12	32
TOTAL HAHN			32	0	0	84	9	3	3	0	0	8	66	12	32
MEMMINGEN ALLGAU	RYANAIR	S	24	0	0	96	4	0	0	0	0	2	50	23	24
TOTAL MEMMINGEN ALLGAU			24	0	0	96	4	0	0	0	0	2	50	23	24
MUNICH	EASYJET AIRLINE COMPANY LTD	S	38	0	0	79	11	5	5	0	0	11	52	36	46

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2011

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL MUNICH			38	0	0	79	11	5	5	0	0	11	52	36	46
NIEDERRHEIN	RYANAIR	S	32	0	0	94	6	0	0	0	0	5	75	13	32
TOTAL NIEDERRHEIN			32	0	0	94	6	0	0	0	0	5	75	13	32
TOTAL GERMANY			270	0	0	80	10	6	3	0	0	10	59	24	252
IRISH REPUBLIC															
CORK	AER ARANN	S	57	1	0	77	9	11	4	0	0	10	71	21	48
TOTAL CORK			57	1	0	77	9	11	4	0	0	10	71	21	48
DUBLIN	AER ARANN	S	122	0	0	93	4	0	3	0	0	4	0	0	0
	AER ARANN	C	6	0	0	67	0	0	33	0	0	29	0	0	0
	AER LINGUS	S	38	0	3	82	16	3	0	0	0	8	73	17	56
	CITY JET	C	2	0	0	100	0	0	0	0	0	3	0	0	0
	JET2.COM LTD	C	2	0	0	50	50	0	0	0	0	11	0	0	0
	RYANAIR	S	138	0	0	92	2	4	1	0	0	5	68	20	136
TOTAL DUBLIN			308	2	3	90	5	2	3	0	0	5	70	19	192
GALWAY	AER ARANN	S	28	0	0	61	14	4	21	0	0	25	82	13	34
TOTAL GALWAY			28	0	0	61	14	4	21	0	0	25	82	13	34
TOTAL IRISH REPUBLIC			393	3	3	86	6	4	4	0	0	8	74	17	306
ITALY															
BOLOGNA	RYANAIR	S	16	0	0	69	13	19	0	0	0	14	0	0	0
TOTAL BOLOGNA			16	0	0	69	13	19	0	0	0	14	0	0	0
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	40	0	0	50	18	13	15	5	0	32	39	45	36
TOTAL MILAN (MALPENSA)			40	0	0	50	18	13	15	5	0	32	39	45	36
ROME (CIAMPINO)	RYANAIR	S	32	0	0	50	28	19	3	0	0	19	50	28	32
TOTAL ROME (CIAMPINO)			32	0	0	50	28	19	3	0	0	19	50	28	32
TURIN	RYANAIR	C	6	0	0	67	17	17	0	0	0	12	0	0	0
TOTAL TURIN			6	0	0	67	17	17	0	0	0	12	0	0	0
TOTAL ITALY			94	0	0	54	20	16	7	2	0	23	49	35	88
LITHUANIA															
KAUNAS	RYANAIR	S	16	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL KAUNAS			16	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL LITHUANIA			16	0	0	100	0	0	0	0	0	2	0	0	0
MALTA															
MALTA	RYANAIR	S	16	0	0	81	13	0	6	0	0	10	50	18	16
TOTAL MALTA			16	0	0	81	13	0	6	0	0	10	50	18	16
TOTAL MALTA			16	0	0	81	13	0	6	0	0	10	50	18	16
MOROCCO															
MARRAKESH	RYANAIR	S	16	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL MARRAKESH			16	0	0	100	0	0	0	0	0	1	0	0	0

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 MOROCCO			16	0	0	100	0	0	0	0	0	1	0	0	0
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	90	0	0	72	11	9	7	1	0	17	73	11	56
	KLM	S	166	0	8	88	8	3	1	0	0	5	87	10	159
	KLM CITYHOPPER	S	70	0	0	87	6	7	0	0	0	5	78	10	74
TOTAL AMSTERDAM			326	0	8	83	9	6	2	0	0	9	82	10	289
TOTAL NETHERLANDS			326	0	8	83	9	6	2	0	0	9	82	10	289
<b>NORWAY</b>															
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	24	0	0	50	38	13	0	0	0	15	75	14	24
TOTAL OSLO (GARDERMOEN)			24	0	0	50	38	13	0	0	0	15	75	14	24
SANDEFJORD(TORP)	RYANAIR	S	24	0	0	96	4	0	0	0	0	3	79	13	24
TOTAL SANDEFJORD(TORP)			24	0	0	96	4	0	0	0	0	3	79	13	24
TOTAL NORWAY			48	0	0	73	21	6	0	0	0	9	77	13	48
<b>POLAND</b>															
GDANSK	RYANAIR	S	14	2	2	93	7	0	0	0	0	3	82	17	22
TOTAL GDANSK			14	2	2	93	7	0	0	0	0	3	82	17	22
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	24	0	0	71	13	17	0	0	0	12	63	15	24
	RYANAIR	S	24	0	0	79	17	4	0	0	0	10	54	14	24
TOTAL KRAKOW			48	0	0	75	15	10	0	0	0	11	58	14	48
LODZ LUBLINEK	RYANAIR	S	16	0	0	75	19	0	6	0	0	16	81	10	16
TOTAL LODZ LUBLINEK			16	0	0	75	19	0	6	0	0	16	81	10	16
POZNAN	RYANAIR	S	16	0	0	81	6	13	0	0	0	14	79	9	24
TOTAL POZNAN			16	0	0	81	6	13	0	0	0	14	79	9	24
TOTAL POLAND			94	2	2	79	13	7	1	0	0	11	71	13	110
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	JET2.COM LTD	S	12	0	0	42	0	25	17	17	0	57	0	0	0
	RYANAIR	S	16	0	0	44	38	19	0	0	0	17	0	0	0
TOTAL FARO			28	0	0	43	21	21	7	7	0	34	0	0	0
TOTAL PORTUGAL(EXCLUDING MADEIRA)			28	0	0	43	21	21	7	7	0	34	0	0	0
<b>SLOVAK REPUBLIC</b>															
BRATISLAVA	RYANAIR	S	16	0	0	100	0	0	0	0	0	2	81	21	16
TOTAL BRATISLAVA			16	0	0	100	0	0	0	0	0	2	81	21	16
TOTAL SLOVAK REPUBLIC			16	0	0	100	0	0	0	0	0	2	81	21	16
<b>SPAIN</b>															
ALICANTE	RYANAIR	S	24	0	0	88	8	4	0	0	0	5	50	39	16
TOTAL ALICANTE			24	0	0	88	8	4	0	0	0	5	50	39	16
BARCELONA	RYANAIR	S	32	0	0	63	19	13	0	3	3	34	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2011

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL BARCELONA			32	0	0	63	19	13	0	3	3	34	0	0	0
MADRID	EASYJET AIRLINE COMPANY LTD	S	50	0	0	76	6	12	6	0	0	17	40	51	52
TOTAL MADRID			50	0	0	76	6	12	6	0	0	17	40	51	52
MALAGA	RYANAIR	S	32	0	0	78	16	6	0	0	0	7	79	15	24
TOTAL MALAGA			32	0	0	78	16	6	0	0	0	7	79	15	24
TOTAL SPAIN			138	0	0	75	12	9	2	1	1	16	58	37	116
SPAIN(CANARY ISLANDS)															
ARRECIFE	RYANAIR	S	24	0	0	88	4	0	8	0	0	11	81	16	16
TOTAL ARRECIFE			24	0	0	88	4	0	8	0	0	11	81	16	16
FUERTEVENTURA	RYANAIR	S	16	0	0	81	13	0	6	0	0	8	0	0	0
TOTAL FUERTEVENTURA			16	0	0	81	13	0	6	0	0	8	0	0	0
LAS PALMAS	RYANAIR	S	16	0	0	81	6	6	6	0	0	9	88	14	16
TOTAL LAS PALMAS			16	0	0	81	6	6	6	0	0	9	88	14	16
TENERIFE (SURREINA SOFIA)	RYANAIR	S	24	0	0	83	8	4	4	0	0	9	69	19	16
	THOMSON AIRWAYS LTD	C	7	1	0	86	14	0	0	0	0	6	100	8	3
TOTAL TENERIFE (SURREINA SOFIA)			31	1	0	84	10	3	3	0	0	8	74	17	19
TOTAL SPAIN(CANARY ISLANDS)			87	1	0	84	8	2	6	0	0	9	80	16	51
SWEDEN															
GOTEBORG (SAVE)	RYANAIR	S	24	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL GOTEBORG (SAVE)			24	0	0	100	0	0	0	0	0	1	0	0	0
STOCKHOLM (ARLANDA)	NORWEGIAN AIR SHUTTLE	S	16	0	0	81	6	13	0	0	0	11	0	0	0
TOTAL STOCKHOLM (ARLANDA)			16	0	0	81	6	13	0	0	0	11	0	0	0
STOCKHOLM (SKAVSTA)	RYANAIR	S	24	0	0	75	17	8	0	0	0	7	52	17	31
TOTAL STOCKHOLM (SKAVSTA)			24	0	0	75	17	8	0	0	0	7	52	17	31
TOTAL SWEDEN			64	0	0	86	8	6	0	0	0	6	52	17	31
SWITZERLAND															
BASLE MULHOUSE	EASYJET SWITZERLAND	S	32	0	0	81	0	6	9	0	3	27	0	0	0
TOTAL BASLE MULHOUSE			32	0	0	81	0	6	9	0	3	27	0	0	0
GENEVA	EASYJET AIRLINE COMPANY LTD	S	64	0	0	70	14	8	6	2	0	18	59	20	64
	EASYJET SWITZERLAND	S	16	0	0	81	13	0	6	0	0	13	0	0	0
	JET2.COM LTD	C	6	0	0	100	0	0	0	0	0	10	63	17	8
	JET2.COM LTD	S	4	0	0	50	25	25	0	0	0	14	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	8	38	31	8
TOTAL GENEVA			98	0	0	74	12	7	5	1	0	16	58	21	80
ZURICH	BMI REGIONAL	S	31	0	0	100	0	0	0	0	0	1	93	4	30
TOTAL ZURICH			32	0	0	100	0	0	0	0	0	2	93	4	30
TOTAL SWITZERLAND			162	0	0	81	7	6	5	1	1	15	67	16	110
UNITED KINGDOM															

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2011

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	170	0	0	88	2	5	5	0	0	9	77	13	162
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>2</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>13</b>	<b>162</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	144	0	0	86	8	4	1	1	0	8	87	11	172
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>11</b>	<b>172</b>
BIRMINGHAM	FLYBE LTD	S	304	0	0	84	6	5	5	0	0	10	75	14	272
<b>TOTAL BIRMINGHAM</b>			<b>304</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>13</b>	<b>332</b>
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	192	0	0	91	4	4	1	0	0	4	72	24	148
<b>TOTAL BRISTOL</b>			<b>192</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>72</b>	<b>24</b>	<b>148</b>
CARDIFF WALES	AER ARANN	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	BMIBABY LTD	S	52	0	2	90	6	4	0	0	0	4	89	5	100
	FLYBE LTD	C	3	0	0	100	0	0	0	0	0	2	100	4	2
	FLYBE LTD	S	109	0	1	84	4	7	3	2	0	14	81	15	109
	MONARCH AIRLINES	C	4	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL CARDIFF WALES</b>			<b>170</b>	<b>0</b>	<b>3</b>	<b>87</b>	<b>4</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>10</b>	<b>212</b>
EAST MIDLANDS INTERNATIONAL	BMIBABY LTD	S	120	0	0	96	2	2	1	0	0	3	92	5	118
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>92</b>	<b>5</b>	<b>118</b>
EXETER	FLYBE LTD	S	76	0	0	71	13	13	1	1	0	14	75	16	88
<b>TOTAL EXETER</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>13</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>16</b>	<b>88</b>
GATWICK	BRITISH AIRWAYS PLC	S	224	0	0	85	7	6	1	0	0	10	77	13	221
	EASYJET AIRLINE COMPANY LTD	S	208	1	0	72	19	8	1	0	0	11	57	28	206
<b>TOTAL GATWICK</b>			<b>432</b>	<b>2</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>67</b>	<b>20</b>	<b>427</b>
HEATHROW	BMI BRITISH MIDLAND	S	348	0	0	77	10	9	4	0	0	12	83	7	372
	BRITISH AIRWAYS PLC	S	464	0	16	88	5	5	3	0	0	7	82	9	494
<b>TOTAL HEATHROW</b>			<b>812</b>	<b>0</b>	<b>16</b>	<b>83</b>	<b>7</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>8</b>	<b>866</b>
ISLE OF MAN	LOGANAIR	S	44	0	0	95	0	5	0	0	0	3	93	5	42
<b>TOTAL ISLE OF MAN</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>93</b>	<b>5</b>	<b>42</b>
KIRKWALL	LOGANAIR	S	108	0	0	94	4	0	2	0	0	4	85	14	110
<b>TOTAL KIRKWALL</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>14</b>	<b>110</b>
LEEDS BRADFORD	BMI REGIONAL	S	73	0	0	89	3	3	5	0	0	7	88	14	74
<b>TOTAL LEEDS BRADFORD</b>			<b>73</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>14</b>	<b>74</b>
LONDON CITY	BA CITYFLYER LTD	S	311	0	0	92	4	3	1	0	0	5	80	12	280
	CITY JET	S	118	0	0	80	13	6	2	0	0	9	85	8	294
<b>TOTAL LONDON CITY</b>			<b>429</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>10</b>	<b>574</b>
LUTON	EASYJET AIRLINE COMPANY LTD	S	160	0	0	76	10	9	3	1	0	13	78	18	158
<b>TOTAL LUTON</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>18</b>	<b>158</b>
MANCHESTER	BMI REGIONAL	S	211	0	0	91	0	3	5	0	0	7	90	9	220
	FLYBE LTD	S	130	0	2	88	7	2	2	0	0	6	83	15	172
<b>TOTAL MANCHESTER</b>			<b>341</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>12</b>	<b>392</b>
MANSTON (KENT INT)	FLYBE LTD	S	46	0	0	93	4	2	0	0	0	3	0	0	0
<b>TOTAL MANSTON (KENT INT)</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2011

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
NORWICH	FLYBE LTD	S	88	0	0	85	7	5	1	2	0	11	68	28	90
<b>TOTAL NORWICH</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>68</b>	<b>28</b>	<b>90</b>
PLYMOUTH	AIR SOUTHWEST	C	2	0	0	100	0	0	0	0	0	10	0	0	0
<b>TOTAL PLYMOUTH</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>
SOUTHAMPTON	FLYBE LTD	S	236	0	2	87	6	5	2	0	0	8	82	9	243
<b>TOTAL SOUTHAMPTON</b>			<b>236</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>9</b>	<b>243</b>
STANSTED	EASYJET AIRLINE COMPANY LTD	S	272	0	0	81	10	7	3	0	0	9	62	29	225
<b>TOTAL STANSTED</b>			<b>272</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>62</b>	<b>29</b>	<b>225</b>
STORNOWAY	LOGANAIR	S	94	0	0	89	1	3	4	2	0	11	84	10	94
<b>TOTAL STORNOWAY</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>10</b>	<b>94</b>
SUMBURGH	LOGANAIR	S	96	4	0	81	5	6	7	0	0	12	71	25	96
<b>TOTAL SUMBURGH</b>			<b>96</b>	<b>4</b>	<b>0</b>	<b>81</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>25</b>	<b>96</b>
WICK	LOGANAIR	S	38	0	0	82	3	0	11	5	0	25	77	11	39
<b>TOTAL WICK</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>25</b>	<b>77</b>	<b>11</b>	<b>39</b>
<b>TOTAL UNITED KINGDOM</b>			<b>4448</b>	<b>6</b>	<b>23</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>14</b>	<b>4770</b>
<b>USA</b>															
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	52	0	3	81	8	4	8	0	0	11	57	26	54
<b>TOTAL NEW YORK (NEWARK)</b>			<b>52</b>	<b>0</b>	<b>3</b>	<b>81</b>	<b>8</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>57</b>	<b>26</b>	<b>54</b>
<b>TOTAL USA</b>			<b>52</b>	<b>0</b>	<b>3</b>	<b>81</b>	<b>8</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>57</b>	<b>26</b>	<b>54</b>
<b>TOTAL EDINBURGH</b>			<b>6956</b>	<b>16</b>	<b>41</b>	<b>84</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>15</b>	<b>6936</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>ALBANIA</b>															
TIRANA	BRITISH AIRWAYS PLC	S	40	0	0	93	8	0	0	0	0	3	88	7	40
TOTAL TIRANA			40	0	0	93	8	0	0	0	3	88	7	40	
TOTAL ALBANIA			40	0	0	93	8	0	0	0	3	88	7	40	
<b>ALGERIA</b>															
HASSI MESSAOUD	MONARCH AIRLINES	C	24	0	0	71	21	8	0	0	10	38	34	24	
TOTAL HASSI MESSAOUD			24	0	0	71	21	8	0	0	10	38	34	24	
TOTAL ALGERIA			24	0	0	71	21	8	0	0	10	38	34	24	
<b>ANTIGUA AND BARBUDA</b>															
ANTIGUA	BRITISH AIRWAYS PLC	S	8	0	0	100	0	0	0	0	1	0	0	0	
	VIRGIN ATLANTIC AIRWAYS LTD	S	16	0	0	69	25	0	6	0	12	44	43	16	
TOTAL ANTIGUA			24	0	0	79	17	0	4	0	8	44	43	16	
TOTAL ANTIGUA AND BARBUDA			24	0	0	79	17	0	4	0	8	44	43	16	
<b>AUSTRIA</b>															
INNSBRUCK	BRITISH AIRWAYS PLC	S	39	0	0	77	18	5	0	0	9	95	5	39	
	EASYJET AIRLINE COMPANY LTD	S	112	0	0	88	4	7	1	0	6	75	27	111	
	MONARCH AIRLINES	C	40	0	0	90	5	0	5	0	8	78	8	40	
	THOMAS COOK AIRLINES LTD	C	16	0	0	100	0	0	0	0	4	50	42	14	
	THOMSON AIRWAYS LTD	C	16	0	0	81	19	0	0	0	6	50	29	16	
TOTAL INNSBRUCK			223	0	0	87	8	4	1	0	7	75	21	220	
SALZBURG	AER LINGUS	C	2	0	0	100	0	0	0	0	5	0	0	0	
	BRITISH AIRWAYS PLC	S	40	0	0	85	5	10	0	0	6	73	16	40	
	EASYJET AIRLINE COMPANY LTD	S	24	0	0	75	21	4	0	0	9	64	15	36	
	FLYBE LTD	C	8	0	0	63	25	13	0	0	12	0	0	0	
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	5	63	63	8	
	THOMSON AIRWAYS LTD	C	24	0	0	83	13	4	0	0	8	81	19	26	
TOTAL SALZBURG			106	0	0	82	11	7	0	0	7	73	19	118	
VIENNA	EASYJET AIRLINE COMPANY LTD	S	96	0	0	81	10	7	1	0	8	71	20	102	
TOTAL VIENNA			96	0	0	81	10	7	1	0	8	73	19	158	
TOTAL AUSTRIA			425	0	0	84	9	6	1	0	7	74	20	496	
<b>BANGLADESH</b>															
DHAKHA	UNITED AIRWAYS BANGLADESH	S	4	4	4	0	0	25	75	0	92	25	89	4	
TOTAL DHAKHA			4	4	4	0	0	25	75	0	92	25	89	4	
TOTAL BANGLADESH			4	4	4	0	0	25	75	0	92	25	89	4	
<b>BARBADOS</b>															
BRIDGETOWN	BRITISH AIRWAYS PLC	S	64	0	0	97	0	2	2	0	4	88	5	78	
	THOMAS COOK AIRLINES LTD	C	26	0	0	73	12	4	12	0	17	71	11	14	
	THOMSON AIRWAYS LTD	C	24	0	0	67	17	13	0	4	19	52	22	23	
	VIRGIN ATLANTIC AIRWAYS LTD	S	56	0	0	77	14	9	0	0	9	69	25	48	
TOTAL BRIDGETOWN			170	0	0	82	9	6	2	1	9	76	14	163	



CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL BARBADOS			170	0	0	82	9	6	2	1	0	9	76	14	163
BELARUS															
MINSK INT'L	BELAVIA (BELARUSSIAN AIRLINES)	S	24	0	0	63	25	13	0	0	0	11	75	11	24
TOTAL MINSK INT'L			24	0	0	63	25	13	0	0	0	11	75	11	24
TOTAL BELARUS			24	0	0	63	25	13	0	0	0	11	75	11	24
BERMUDA															
BERMUDA	BRITISH AIRWAYS PLC	S	40	0	0	90	5	5	0	0	0	4	91	7	47
TOTAL BERMUDA			40	0	0	90	5	5	0	0	0	4	91	7	47
TOTAL BERMUDA			40	0	0	90	5	5	0	0	0	4	91	7	47
BULGARIA															
PLOVDIV	JET2.COM LTD	C	8	0	0	38	0	13	50	0	0	49	0	0	0
TOTAL PLOVDIV			8	0	0	38	0	13	50	0	0	49	0	0	0
SOPIA	EASYJET AIRLINE COMPANY LTD	S	76	0	0	91	7	0	3	0	0	5	66	22	79
	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	7	75	31	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	40	0	0	20	20	20	143	88	8	8
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	38	38	8
TOTAL SOPIA			102	0	0	86	6	0	4	2	2	19	66	23	103
TOTAL BULGARIA			110	0	0	83	5	1	7	2	2	21	66	23	103
CANADA															
CALGARY	THOMAS COOK AIRLINES LTD	S	16	0	0	69	6	0	19	6	0	35	50	42	14
TOTAL CALGARY			16	0	0	69	6	0	19	6	0	35	57	37	30
TORONTO	THOMAS COOK AIRLINES LTD	S	24	0	0	71	17	8	4	0	0	12	25	149	24
TOTAL TORONTO			24	0	0	71	17	8	4	0	0	12	25	149	24
VANCOUVER	THOMAS COOK AIRLINES LTD	S	8	0	0	50	13	13	25	0	0	34	50	16	8
TOTAL VANCOUVER			8	0	0	50	13	13	25	0	0	34	50	16	8
TOTAL CANADA			48	0	0	67	13	6	13	2	0	23	44	77	64
CAPE VERDE ISLANDS															
BOA VISTA (RABIL)	THOMSON AIRWAYS LTD	S	8	0	0	75	25	0	0	0	0	11	75	12	8
TOTAL BOA VISTA (RABIL)			8	0	0	75	25	0	0	0	0	11	75	12	8
ILHA DO SAL C.VERDE	THOMSON AIRWAYS LTD	S	8	0	0	50	50	0	0	0	0	17	13	32	8
TOTAL ILHA DO SAL C.VERDE			8	0	0	50	50	0	0	0	0	17	13	32	8
TOTAL CAPE VERDE ISLANDS			16	0	0	63	38	0	0	0	0	14	44	22	16
COSTA RICA															
LIBERIA	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	0	0	0
TOTAL LIBERIA			8	0	0	88	13	0	0	0	0	4	0	0	0
TOTAL COSTA RICA			8	0	0	88	13	0	0	0	0	4	100	0	2

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>CROATIA</b>															
DUBROVNIK	BRITISH AIRWAYS PLC	S	32	0	0	81	6	13	0	0	0	9	72	27	18
<b>TOTAL DUBROVNIK</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>27</b>	<b>18</b>
ZAGREB	CROATIA AIRLINES	S	24	0	0	83	8	8	0	0	0	7	83	8	24
	EASYJET AIRLINE COMPANY LTD	S	26	0	0	77	12	12	0	0	0	11	0	0	0
<b>TOTAL ZAGREB</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>8</b>	<b>24</b>
<b>TOTAL CROATIA</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>16</b>	<b>42</b>
<b>CUBA</b>															
CUNAGUA (CAYO COCO)	THOMAS COOK AIRLINES LTD	C	4	0	0	75	25	0	0	0	0	9	50	108	8
<b>TOTAL CUNAGUA (CAYO COCO)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>50</b>	<b>108</b>	<b>8</b>
HAVANA	CUBANA	S	8	0	0	100	0	0	0	0	0	4	38	31	8
	THOMSON AIRWAYS LTD	C	2	0	0	0	0	0	100	0	0	103	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	16	0	0	94	0	0	6	0	0	10	13	89	16
<b>TOTAL HAVANA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>21</b>	<b>70</b>	<b>24</b>
HOLGUIN (FRANK PAIS)	THOMAS COOK AIRLINES LTD	C	4	0	0	75	25	0	0	0	0	6	75	20	4
	THOMSON AIRWAYS LTD	C	8	0	0	63	13	0	0	0	25	324	75	33	8
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>218</b>	<b>75</b>	<b>28</b>	<b>12</b>
VARADERO	THOMAS COOK AIRLINES LTD	C	4	0	0	75	0	0	25	0	0	26	75	33	4
<b>TOTAL VARADERO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>50</b>	<b>32</b>	<b>8</b>
<b>TOTAL CUBA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>4</b>	<b>69</b>	<b>42</b>	<b>60</b>	<b>52</b>
<b>CYPRUS</b>															
LARNACA	EASYJET AIRLINE COMPANY LTD	S	52	0	0	77	12	8	4	0	0	12	41	42	39
<b>TOTAL LARNACA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>43</b>	<b>38</b>	<b>46</b>
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	56	0	0	86	5	2	4	4	0	17	53	15	55
	THOMAS COOK AIRLINES LTD	C	3	0	0	67	0	0	33	0	0	45	67	42	6
	THOMSON AIRWAYS LTD	C	16	0	0	75	0	6	19	0	0	29	69	18	16
<b>TOTAL PAPHOS</b>			<b>75</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>4</b>	<b>3</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>67</b>	<b>14</b>	<b>133</b>
<b>TOTAL CYPRUS</b>			<b>127</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>5</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>61</b>	<b>20</b>	<b>179</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	100	0	0	81	10	5	4	0	0	9	55	30	110
<b>TOTAL PRAGUE</b>			<b>100</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>55</b>	<b>30</b>	<b>110</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>100</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>55</b>	<b>30</b>	<b>110</b>
<b>DENMARK</b>															
AALBORG	NORWEGIAN AIR SHUTTLE	S	24	0	0	92	0	8	0	0	0	5	58	36	24
<b>TOTAL AALBORG</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>5</b>	<b>58</b>	<b>36</b>	<b>24</b>
BILLUND	CIMBER AIR A/S	S	104	0	0	78	7	6	10	0	0	17	65	21	86
<b>TOTAL BILLUND</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>7</b>	<b>6</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>65</b>	<b>21</b>	<b>86</b>
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	84	0	0	80	11	5	2	2	0	13	68	19	95
	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	0	33	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
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				Actual (7)	Plan (8)										
COPENHAGEN	NORWEGIAN AIR SHUTTLE	S	104	0	0	65	21	10	4	0	0	14	68	16	102
	TITAN AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	8	0	0	0
<b>TOTAL COPENHAGEN</b>			<b>192</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>16</b>	<b>320</b>
<b>TOTAL DENMARK</b>			<b>320</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>18</b>	<b>430</b>
<b>DOMINICAN REPUBLIC</b>															
LA ROMANA	THOMSON AIRWAYS LTD	C	8	0	0	75	13	0	13	0	0	19	25	38	8
<b>TOTAL LA ROMANA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>25</b>	<b>38</b>	<b>8</b>
PUERTO PLATA	THOMAS COOK AIRLINES LTD	C	4	0	0	50	0	25	25	0	0	35	50	44	8
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	4	63	31	16
<b>TOTAL PUERTO PLATA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>58</b>	<b>35</b>	<b>24</b>
PUNTA CANA	BRITISH AIRWAYS PLC	S	16	0	0	94	0	6	0	0	0	6	44	29	16
	THOMAS COOK AIRLINES LTD	C	4	0	0	50	0	0	50	0	0	82	63	17	8
	THOMSON AIRWAYS LTD	C	8	0	0	63	13	0	13	13	0	46	63	13	8
<b>TOTAL PUNTA CANA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>4</b>	<b>4</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>28</b>	<b>53</b>	<b>22</b>	<b>32</b>
SAMANA (EL CATEY)	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	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>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>4</b>	<b>4</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>52</b>	<b>29</b>	<b>64</b>
<b>EGYPT</b>															
CAIRO	ASTRAEUS LTD	C	3	0	0	33	33	33	0	0	0	28	0	0	0
<b>TOTAL CAIRO</b>			<b>5</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>0</b>	<b>0</b>	<b>0</b>
HURGHADA	EASYJET AIRLINE COMPANY LTD	S	24	0	0	100	0	0	0	0	0	3	81	9	16
	MONARCH AIRLINES	C	6	0	0	100	0	0	0	0	0	1	0	0	0
	THOMAS COOK AIRLINES LTD	C	21	0	0	81	5	10	5	0	0	12	100	2	16
	THOMSON AIRWAYS LTD	S	8	0	0	100	0	0	0	0	0	0	63	13	8
<b>TOTAL HURGHADA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>11</b>	<b>48</b>
LUXOR	EASYJET AIRLINE COMPANY LTD	S	10	0	0	70	20	10	0	0	0	8	0	0	0
	THOMAS COOK AIRLINES LTD	C	3	0	0	67	0	0	0	33	0	66	63	32	8
	THOMSON AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	25	0	0	0
<b>TOTAL LUXOR</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>21</b>	<b>59</b>	<b>24</b>	<b>39</b>
MARSA ALAM	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	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>2</b>	<b>88</b>	<b>10</b>	<b>8</b>
SHARM EL SHEIKH (OPHIRA)	BRITISH AIRWAYS PLC	S	24	0	0	88	4	4	4	0	0	8	96	3	24
	EASYJET AIRLINE COMPANY LTD	S	64	0	0	89	3	5	3	0	0	8	59	27	46
	MONARCH AIRLINES	C	23	0	0	70	4	17	0	9	0	36	46	23	28
	THOMAS COOK AIRLINES LTD	C	24	0	0	100	0	0	0	0	0	3	55	36	29
	THOMSON AIRWAYS LTD	S	56	0	0	77	14	5	4	0	0	10	58	17	67
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>191</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>61</b>	<b>21</b>	<b>214</b>
TABA	MONARCH AIRLINES	C	14	0	0	93	0	7	0	0	0	6	56	18	16
	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	8	0	0	0
<b>TOTAL TABA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>63</b>	<b>16</b>	<b>24</b>
<b>TOTAL EGYPT</b>			<b>303</b>	<b>1</b>	<b>2</b>	<b>84</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>64</b>	<b>19</b>	<b>333</b>

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			Actual (7)	Plan (8)											
<b>ESTONIA</b>															
TALLIN	ESTONIAN AIR	S	17	0	0	82	12	6	0	0	0	5	81	13	16
TOTAL TALLIN			17	0	0	82	12	6	0	0	0	5	81	13	16
TOTAL ESTONIA			17	0	0	82	12	6	0	0	0	5	81	13	16
<b>FINLAND</b>															
HELSINKI	EASYJET AIRLINE COMPANY LTD	S	50	0	0	82	10	6	2	0	0	8	36	33	56
TOTAL HELSINKI			50	0	0	82	10	6	2	0	0	8	36	33	56
KITILA	MONARCH AIRLINES	C	10	0	0	60	30	10	0	0	0	13	88	9	8
TOTAL KITILA			10	0	0	60	30	10	0	0	0	13	88	9	8
TOTAL FINLAND			60	0	0	78	13	7	2	0	0	9	45	28	71
<b>FRANCE</b>															
BORDEAUX	BRITISH AIRWAYS PLC	S	111	0	1	87	9	2	2	0	0	6	85	8	104
	EASYJET AIRLINE COMPANY LTD	S	52	0	0	92	8	0	0	0	0	4	0	0	0
TOTAL BORDEAUX			163	0	1	89	9	1	1	0	0	6	85	8	104
CHAMBERY	FLYBE LTD	C	8	0	0	50	38	13	0	0	0	16	25	70	8
	JET2.COM LTD	C	24	0	0	75	4	13	8	0	0	18	81	8	16
	THOMSON AIRWAYS LTD	C	29	0	0	41	17	24	17	0	0	31	38	48	32
	TITAN AIRWAYS LTD	C	20	0	0	70	10	10	10	0	0	16	42	39	12
TOTAL CHAMBERY			81	2	0	59	14	16	11	0	0	22	62	29	98
GRENOBLE	AER LINGUS	C	2	0	0	100	0	0	0	0	0	5	0	0	0
	BMI BRITISH MIDLAND	C	8	0	0	25	0	0	75	0	0	74	50	75	8
	EASYJET AIRLINE COMPANY LTD	S	72	0	0	89	7	3	0	1	0	6	63	27	68
	MONARCH AIRLINES	C	54	0	0	57	19	11	13	0	0	24	61	20	56
	THOMAS COOK AIRLINES LTD	C	15	0	0	93	0	0	7	0	0	13	54	63	13
	THOMSON AIRWAYS LTD	C	27	0	0	81	11	7	0	0	0	7	88	6	34
TOTAL GRENOBLE			178	0	0	76	10	6	8	1	0	15	66	26	179
LYON	BMI BRITISH MIDLAND	C	8	0	0	50	50	0	0	0	0	14	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	108	0	0	71	19	7	2	0	0	12	44	42	106
	MONARCH AIRLINES	C	8	0	0	75	13	13	0	0	0	10	0	0	0
TOTAL LYON			124	0	0	70	21	7	2	0	0	12	44	42	106
MARSEILLE	BRITISH AIRWAYS PLC	S	96	0	0	89	6	3	2	0	0	7	59	29	78
	EASYJET AIRLINE COMPANY LTD	S	56	0	0	79	9	11	0	2	0	12	70	35	56
TOTAL MARSEILLE			152	0	0	85	7	6	1	1	0	9	63	32	134
MONTPELLIER	EASYJET AIRLINE COMPANY LTD	S	36	0	0	83	17	0	0	0	0	7	48	41	40
TOTAL MONTPELLIER			36	0	0	83	17	0	0	0	0	7	48	41	40
NANTES	FLYBE LTD	S	42	0	0	76	7	10	7	0	0	13	0	0	0
TOTAL NANTES			42	0	0	76	7	10	7	0	0	13	0	0	0
NICE	EASYJET AIRLINE COMPANY LTD	S	108	0	0	59	24	9	7	0	0	17	44	33	104
TOTAL NICE			108	0	0	59	24	9	7	0	0	17	44	33	104
TOULOUSE (BLAGNAC)	EASYJET AIRLINE COMPANY LTD	S	138	0	0	66	20	11	3	0	0	14	58	33	158
	THOMAS COOK AIRLINES LTD	C	16	1	0	44	19	0	38	0	0	40	56	30	16

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOULOUSE (BLAGNAC)	THOMSON AIRWAYS LTD	C	14	0	0	79	0	14	7	0	0	14	80	6	10
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>168</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>59</b>	<b>30</b>	<b>192</b>
<b>TOTAL FRANCE</b>			<b>1053</b>	<b>3</b>	<b>1</b>	<b>74</b>	<b>14</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>60</b>	<b>29</b>	<b>957</b>
<b>GAMBIA</b>															
BANJUL	MONARCH AIRLINES	C	16	0	0	69	25	6	0	0	0	12	44	21	16
	THOMAS COOK AIRLINES LTD	C	16	0	0	44	44	6	6	0	0	19	79	11	24
<b>TOTAL BANJUL</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>34</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>65</b>	<b>15</b>	<b>40</b>
<b>TOTAL GAMBIA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>34</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>65</b>	<b>15</b>	<b>40</b>
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	156	0	0	83	12	3	2	0	0	8	58	32	155
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>58</b>	<b>32</b>	<b>155</b>
BERLIN (TEGEL)	THOMSON AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	9	0	0	0
<b>TOTAL BERLIN (TEGEL)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
COLOGNE BONN	EASYJET AIRLINE COMPANY LTD	S	82	0	0	65	24	7	4	0	0	15	48	28	92
<b>TOTAL COLOGNE BONN</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>24</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>48</b>	<b>28</b>	<b>92</b>
DUSSELDORF	EASYJET AIRLINE COMPANY LTD	S	79	0	0	72	9	16	3	0	0	14	59	31	54
	FLYBE LTD	S	121	0	1	93	2	2	1	2	0	9	79	15	135
<b>TOTAL DUSSELDORF</b>			<b>200</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>5</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>20</b>	<b>189</b>
FRIEDRICHSHAFEN	AER LINGUS	C	8	0	0	88	0	0	13	0	0	10	0	0	0
	VIKING AIRLINES	C	6	0	0	100	0	0	0	0	0	2	100	2	8
	VIKING HELLAS	C	2	0	0	50	50	0	0	0	0	11	0	0	0
<b>TOTAL FRIEDRICHSHAFEN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>2</b>	<b>8</b>
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	76	0	0	71	16	9	4	0	0	16	50	32	92
<b>TOTAL HAMBURG</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>50</b>	<b>32</b>	<b>92</b>
HANOVER	AIR BERLIN	S	82	0	0	94	0	5	1	0	0	5	0	0	0
<b>TOTAL HANOVER</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
MUNICH	EASYJET AIRLINE COMPANY LTD	S	136	0	0	73	20	5	2	0	0	12	54	28	156
<b>TOTAL MUNICH</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>20</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>62</b>	<b>25</b>	<b>237</b>
NUREMBERG	AIR BERLIN	S	70	0	0	89	6	6	0	0	0	5	0	0	0
<b>TOTAL NUREMBERG</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GERMANY</b>			<b>820</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>61</b>	<b>26</b>	<b>773</b>
<b>GIBRALTAR</b>															
GIBRALTAR	EASYJET AIRLINE COMPANY LTD	S	55	0	0	67	20	7	2	2	2	27	51	58	55
<b>TOTAL GIBRALTAR</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>20</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>27</b>	<b>51</b>	<b>58</b>	<b>55</b>
<b>TOTAL GIBRALTAR</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>20</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>27</b>	<b>51</b>	<b>58</b>	<b>55</b>
<b>GREECE</b>															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	100	0	0	79	13	6	2	0	0	10	52	27	88
<b>TOTAL ATHENS</b>			<b>101</b>	<b>1</b>	<b>1</b>	<b>78</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>63</b>	<b>21</b>	<b>116</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
SALONIKA	BRITISH AIRWAYS PLC	S	32	0	0	94	0	3	3	0	0	5	91	6	22
	EASYJET AIRLINE COMPANY LTD	S	32	0	0	94	0	0	0	6	0	17	71	17	28
	OLYMPIC AIR	S	40	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL SALONIKA</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>12</b>	<b>50</b>
<b>TOTAL GREECE</b>			<b>205</b>	<b>1</b>	<b>1</b>	<b>87</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>19</b>	<b>166</b>
<b>GRENADA</b>															
GRENADA	BRITISH AIRWAYS PLC	S	16	0	0	81	13	6	0	0	0	8	100	2	14
	MONARCH AIRLINES	C	4	0	0	75	25	0	0	0	0	5	25	24	4
	VIRGIN ATLANTIC AIRWAYS LTD	S	8	0	0	88	13	0	0	0	0	5	25	35	8
<b>TOTAL GRENADA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>65</b>	<b>16</b>	<b>26</b>
<b>TOTAL GRENADA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>65</b>	<b>16</b>	<b>26</b>
<b>HUNGARY</b>															
BUDAPEST	EASYJET AIRLINE COMPANY LTD	S	56	0	0	93	5	2	0	0	0	6	54	22	56
	MALEV (HUNGARIAN AIRLINES)	S	102	0	0	59	25	13	3	0	0	16	65	16	88
<b>TOTAL BUDAPEST</b>			<b>159</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>60</b>	<b>18</b>	<b>144</b>	
<b>TOTAL HUNGARY</b>			<b>159</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>60</b>	<b>18</b>	<b>144</b>	
<b>ICELAND</b>															
KEFLAVIK	ASTRAEUS LTD	S	54	0	0	63	17	9	4	7	0	32	64	19	44
<b>TOTAL KEFLAVIK</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>17</b>	<b>9</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>32</b>	<b>64</b>	<b>19</b>	<b>44</b>
<b>TOTAL ICELAND</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>17</b>	<b>9</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>32</b>	<b>64</b>	<b>19</b>	<b>44</b>
<b>INDIA</b>															
GOA	MONARCH AIRLINES	C	16	0	0	38	6	13	31	13	0	64	65	15	17
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	25	0	0	0	15	0	0	0
	THOMSON AIRWAYS LTD	C	16	0	0	50	0	19	31	0	0	32	13	32	8
<b>TOTAL GOA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>3</b>	<b>18</b>	<b>25</b>	<b>5</b>	<b>0</b>	<b>42</b>	<b>48</b>	<b>20</b>	<b>25</b>
<b>TOTAL INDIA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>3</b>	<b>18</b>	<b>25</b>	<b>5</b>	<b>0</b>	<b>42</b>	<b>48</b>	<b>20</b>	<b>25</b>
<b>IRISH REPUBLIC</b>															
CORK	AER LINGUS	S	62	0	0	77	10	8	5	0	0	11	0	0	0
	RYANAIR	S	54	0	2	59	15	15	7	4	0	26	95	2	56
<b>TOTAL CORK</b>			<b>116</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>12</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>95</b>	<b>2</b>	<b>56</b>
DUBLIN	AER LINGUS	S	239	0	1	78	13	4	3	2	0	13	85	8	214
	RYANAIR	S	284	0	0	91	4	5	0	0	0	4	89	7	280
<b>TOTAL DUBLIN</b>			<b>524</b>	<b>0</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>87</b>	<b>7</b>	<b>494</b>
IRELAND WEST AIRPORT KNOCK	AER LINGUS	S	38	0	0	89	5	0	5	0	0	10	80	12	51
<b>TOTAL IRELAND WEST AIRPORT KNOCK</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>12</b>	<b>51</b>
SHANNON	RYANAIR	S	48	0	0	90	6	4	0	0	0	6	89	5	112
<b>TOTAL SHANNON</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>5</b>	<b>112</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>726</b>	<b>0</b>	<b>3</b>	<b>83</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>7</b>	<b>713</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>ITALY</b>															
BERGAMO	RYANAIR	S	56	0	0	98	0	0	2	0	0	2	0	0	0
<b>TOTAL BERGAMO</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>10</b>	<b>2</b>
BOLOGNA	BRITISH AIRWAYS PLC	S	152	0	0	86	9	5	1	0	0	7	74	10	148
	RYANAIR	S	32	0	0	94	6	0	0	0	0	2	0	0	0
<b>TOTAL BOLOGNA</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>10</b>	<b>148</b>
CATANIA (FONTANAROSSA)	BRITISH AIRWAYS PLC	S	24	0	0	63	25	13	0	0	0	14	56	14	18
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>56</b>	<b>14</b>	<b>18</b>
FLORENCE	MERIDIANA AIR	S	92	0	2	78	11	4	5	1	0	14	71	16	92
<b>TOTAL FLORENCE</b>			<b>92</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>11</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>16</b>	<b>92</b>
GENOA	BRITISH AIRWAYS PLC	S	56	0	0	82	11	7	0	0	0	6	93	8	44
<b>TOTAL GENOA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>93</b>	<b>8</b>	<b>44</b>
MILAN (LINATE)	EASYJET AIRLINE COMPANY LTD	S	78	0	0	74	17	5	4	0	0	13	57	22	56
<b>TOTAL MILAN (LINATE)</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>17</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>57</b>	<b>22</b>	<b>56</b>
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	208	0	0	82	9	4	4	1	0	13	61	29	206
<b>TOTAL MILAN (MALPENSA)</b>			<b>208</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>60</b>	<b>30</b>	<b>212</b>
NAPLES	BRITISH AIRWAYS PLC	S	110	0	1	90	8	1	1	0	0	4	74	12	92
	EASYJET AIRLINE COMPANY LTD	S	56	0	0	84	13	4	0	0	0	7	61	16	56
<b>TOTAL NAPLES</b>			<b>167</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>69</b>	<b>14</b>	<b>148</b>
PALERMO	EASYJET AIRLINE COMPANY LTD	S	24	0	0	96	4	0	0	0	0	8	0	0	0
<b>TOTAL PALERMO</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>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
PISA	EASYJET AIRLINE COMPANY LTD	S	56	0	0	75	11	14	0	0	0	11	43	27	56
<b>TOTAL PISA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>43</b>	<b>27</b>	<b>56</b>
ROME (CIAMPINO)	RYANAIR	S	56	0	0	77	9	9	5	0	0	14	0	0	0
<b>TOTAL ROME (CIAMPINO)</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	56	0	0	93	7	0	0	0	0	4	70	18	56
	EASYJET AIRLINE COMPANY LTD	S	180	0	0	80	12	6	2	0	0	9	49	29	156
<b>TOTAL ROME (FIUMICINO)</b>			<b>236</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>55</b>	<b>26</b>	<b>212</b>
TURIN	BRITISH AIRWAYS PLC	S	80	0	0	88	8	3	3	0	0	8	79	10	73
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	10	0	10	0	0	20	63	10	8
	THOMSON AIRWAYS LTD	C	18	0	0	89	11	0	0	0	0	5	80	8	20
<b>TOTAL TURIN</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>9</b>	<b>109</b>
VENICE	BRITISH AIRWAYS PLC	S	164	0	1	91	6	2	1	0	0	6	90	5	150
	EASYJET AIRLINE COMPANY LTD	S	112	0	0	88	7	2	3	0	0	8	68	15	111
<b>TOTAL VENICE</b>			<b>276</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>9</b>	<b>261</b>
VERONA VILLAFRANCA	BRITISH AIRWAYS PLC	S	56	0	0	84	7	7	2	0	0	8	68	14	44
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	0	13	0	25	0	88	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	100	0	8
<b>TOTAL VERONA VILLAFRANCA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>7</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>11</b>	<b>56</b>
<b>TOTAL ITALY</b>			<b>1693</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>17</b>	<b>1422</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>JAMAICA</b>															
KINGSTON	BRITISH AIRWAYS PLC	S	16	0	0	81	6	13	0	0	0	9	96	4	24
	VIRGIN ATLANTIC AIRWAYS LTD	S	16	0	0	50	25	19	6	0	0	19	44	32	16
<b>TOTAL KINGSTON</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>15</b>	<b>41</b>
<b>MONTEGO BAY</b>															
	BRITISH AIRWAYS PLC	S	16	0	0	75	13	13	0	0	0	10	69	9	16
	THOMAS COOK AIRLINES LTD	C	4	0	0	75	0	25	0	0	0	12	50	86	12
	THOMSON AIRWAYS LTD	C	18	0	0	72	11	6	0	0	11	55	63	34	8
	VIRGIN ATLANTIC AIRWAYS LTD	S	16	0	0	75	19	6	0	0	0	11	25	56	16
<b>TOTAL MONTEGO BAY</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>26</b>	<b>50</b>	<b>45</b>	<b>52</b>
<b>TOTAL JAMAICA</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>21</b>	<b>60</b>	<b>32</b>	<b>93</b>
<b>KENYA</b>															
MOMBASA	MONARCH AIRLINES	C	12	0	0	33	17	25	25	0	0	39	0	99	8
	THOMSON AIRWAYS LTD	C	8	0	0	50	25	25	0	0	0	15	63	15	8
<b>TOTAL MOMBASA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>25</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>31</b>	<b>57</b>	<b>16</b>
<b>TOTAL KENYA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>25</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>31</b>	<b>57</b>	<b>16</b>
<b>KOSOVO</b>															
PRISTINA	BRITISH AIRWAYS PLC	S	24	0	0	83	4	13	0	0	0	6	75	13	24
<b>TOTAL PRISTINA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>4</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>13</b>	<b>24</b>
<b>TOTAL KOSOVO</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>4</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>13</b>	<b>24</b>
<b>LATVIA</b>															
RIGA	AIR BALTIC	S	54	0	1	80	20	0	0	0	0	8	79	10	56
<b>TOTAL RIGA</b>			<b>54</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>10</b>	<b>56</b>
<b>TOTAL LATVIA</b>			<b>54</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>10</b>	<b>56</b>
<b>LIBYA</b>															
TRIPOLI	AFRIQYAH AIRWAYS	S	56	0	0	36	16	11	25	13	0	77	9	58	56
<b>TOTAL TRIPOLI</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>16</b>	<b>11</b>	<b>25</b>	<b>12</b>	<b>0</b>	<b>76</b>	<b>9</b>	<b>58</b>	<b>56</b>
<b>TOTAL LIBYA</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>16</b>	<b>11</b>	<b>25</b>	<b>12</b>	<b>0</b>	<b>76</b>	<b>9</b>	<b>58</b>	<b>56</b>
<b>LITHUANIA</b>															
KAUNAS	RYANAIR	S	56	0	0	80	11	7	2	0	0	9	0	0	0
<b>TOTAL KAUNAS</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL LITHUANIA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>14</b>	<b>56</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	BRITISH AIRWAYS PLC	S	88	0	0	76	15	6	3	0	0	12	85	10	88
<b>TOTAL LUXEMBOURG</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>10</b>	<b>88</b>
<b>TOTAL LUXEMBOURG</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>10</b>	<b>88</b>
<b>MALDIVE ISLANDS</b>															
MALE INTERNATIONAL	BRITISH AIRWAYS PLC	S	24	0	0	79	17	4	0	0	0	8	54	19	24
	THOMSON AIRWAYS LTD	C	15	0	0	53	20	27	0	0	0	17	50	29	12



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL MALE INTERNATIONAL</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>43</b>	<b>30</b>	<b>44</b>
<b>TOTAL MALDIVE ISLANDS</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>43</b>	<b>30</b>	<b>44</b>
<b>MALTA</b>															
MALTA	AIR MALTA	S	56	0	0	89	9	2	0	0	0	4	91	5	64
	EASYJET AIRLINE COMPANY LTD	S	52	0	0	73	15	6	4	2	0	18	33	40	54
	THOMSON AIRWAYS LTD	C	8	0	0	63	13	0	13	13	0	46	75	11	8
<b>TOTAL MALTA</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>65</b>	<b>20</b>	<b>126</b>
<b>TOTAL MALTA</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>65</b>	<b>20</b>	<b>126</b>
<b>MEXICO</b>															
ACAPULCO	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL ACAPULCO</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>44</b>	<b>2</b>
CANCUN	BRITISH AIRWAYS PLC	S	16	0	0	75	25	0	0	0	0	9	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	13	13	0	0	18	63	31	8
	THOMSON AIRWAYS LTD	C	20	0	0	70	10	10	5	0	5	44	56	68	32
<b>TOTAL CANCUN</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>26</b>	<b>58</b>	<b>60</b>	<b>40</b>
<b>TOTAL MEXICO</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>26</b>	<b>68</b>	<b>39</b>	<b>72</b>
<b>MOROCCO</b>															
AGADIR	EASYJET AIRLINE COMPANY LTD	S	16	0	0	100	0	0	0	0	0	7	63	17	16
	THOMSON AIRWAYS LTD	S	16	0	0	94	6	0	0	0	0	4	100	1	8
<b>TOTAL AGADIR</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>75</b>	<b>12</b>	<b>24</b>
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	18	0	0	56	22	22	0	0	0	19	79	13	14
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>79</b>	<b>13</b>	<b>14</b>
MARRAKESH	EASYJET AIRLINE COMPANY LTD	S	104	0	0	84	13	2	1	0	0	7	71	24	109
	ROYAL AIR MAROC	S	34	0	0	88	6	0	0	0	6	29	100	2	28
	THOMSON AIRWAYS LTD	S	16	0	0	88	0	0	13	0	0	13	94	3	16
<b>TOTAL MARRAKESH</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>78</b>	<b>18</b>	<b>153</b>
<b>TOTAL MOROCCO</b>			<b>204</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>78</b>	<b>16</b>	<b>191</b>
<b>NETHERLANDS</b>															
AMSTERDAM	BRITISH AIRWAYS PLC	S	208	0	0	81	12	5	3	0	0	8	78	11	208
	EASYJET AIRLINE COMPANY LTD	S	234	0	0	71	14	12	3	0	0	13	57	27	199
<b>TOTAL AMSTERDAM</b>			<b>443</b>	<b>1</b>	<b>1</b>	<b>75</b>	<b>13</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>68</b>	<b>19</b>	<b>407</b>
<b>TOTAL NETHERLANDS</b>			<b>443</b>	<b>1</b>	<b>1</b>	<b>75</b>	<b>13</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>16</b>	<b>549</b>
<b>NORWAY</b>															
BERGEN	NORWEGIAN AIR SHUTTLE	S	88	0	0	78	17	2	2	0	0	9	85	9	80
	SAS BRAATHENS	S	22	0	0	73	14	5	9	0	0	14	81	8	31
<b>TOTAL BERGEN</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>16</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>9</b>	<b>111</b>
FAGERNES/LEIRIN	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	13	0	0	0	8	0	0	0
<b>TOTAL FAGERNES/LEIRIN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>4</b>	<b>8</b>
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	144	0	0	75	14	8	3	0	0	11	71	13	144

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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 OSLO (GARDERMOEN)</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>13</b>	<b>144</b>
RYGGE	RYANAIR	S	80	0	0	88	13	0	0	0	0	4	0	0	0
<b>TOTAL RYGGE</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
STAVANGER	NORWEGIAN AIR SHUTTLE	S	40	0	0	95	3	3	0	0	0	3	80	15	40
<b>TOTAL STAVANGER</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>80</b>	<b>15</b>	<b>40</b>
TROMSOE	JET2.COM LTD	C	18	0	0	72	17	6	0	6	0	24	0	0	0
	NORWEGIAN AIR SHUTTLE	S	16	0	0	50	25	13	13	0	0	23	44	20	16
<b>TOTAL TROMSOE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>21</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>44</b>	<b>20</b>	<b>16</b>
TRONDHEIM (VAERNES)	NORWEGIAN AIR SHUTTLE	S	24	0	0	88	4	8	0	0	0	8	0	0	0
<b>TOTAL TRONDHEIM (VAERNES)</b>			<b>24</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>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NORWAY</b>			<b>440</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>12</b>	<b>319</b>
<b>PERU</b>															
LIMA	THOMAS COOK AIRLINES LTD	C	2	0	0	50	0	0	50	0	0	32	0	0	0
<b>TOTAL LIMA</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>32</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL PERU</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>32</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>POLAND</b>															
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	56	0	0	79	16	5	0	0	0	8	61	19	56
<b>TOTAL KRAKOW</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>61</b>	<b>19</b>	<b>56</b>
<b>TOTAL POLAND</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>71</b>	<b>13</b>	<b>112</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	BRITISH AIRWAYS PLC	S	32	0	0	63	25	13	0	0	0	13	93	9	56
	EASYJET AIRLINE COMPANY LTD	S	108	0	0	85	8	5	2	0	0	8	62	28	100
	MONARCH AIRLINES	S	26	0	0	88	12	0	0	0	0	7	83	19	24
	RYANAIR	S	32	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL FARO</b>			<b>198</b>	<b>2</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>19</b>	<b>219</b>
LISBON	AIR PORTUGAL	S	92	0	0	100	0	0	0	0	0	1	100	4	24
	EASYJET AIRLINE COMPANY LTD	S	68	0	0	71	22	1	3	3	0	20	54	34	54
<b>TOTAL LISBON</b>			<b>160</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>25</b>	<b>78</b>
OPORTO (PORTUGAL)	AIR PORTUGAL	S	56	0	0	96	4	0	0	0	0	2	73	11	55
	EASYJET AIRLINE COMPANY LTD	S	54	0	0	78	17	6	0	0	0	9	55	25	56
	RYANAIR	S	40	0	0	83	8	0	10	0	0	11	0	0	0
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>65</b>	<b>18</b>	<b>113</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>508</b>	<b>3</b>	<b>0</b>	<b>86</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>70</b>	<b>20</b>	<b>416</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR PORTUGAL	S	56	0	0	100	0	0	0	0	0	1	80	9	55
	EASYJET AIRLINE COMPANY LTD	S	32	0	0	78	6	13	3	0	0	11	56	58	32
	THOMSON AIRWAYS LTD	C	14	0	0	79	7	0	14	0	0	18	50	30	14
<b>TOTAL FUNCHAL</b>			<b>102</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>6</b>	<b>68</b>	<b>27</b>	<b>101</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>102</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>6</b>	<b>68</b>	<b>27</b>	<b>101</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>PUERTO RICO</b>															
SAN JUAN (PUERTO RICO)	VIRGIN ATLANTIC AIRWAYS LTD	S	8	0	0	38	38	25	0	0	0	20	25	87	8
TOTAL SAN JUAN (PUERTO RICO)			8	0	0	38	38	25	0	0	0	20	25	87	8
TOTAL PUERTO RICO			8	0	0	38	38	25	0	0	0	20	25	87	8
<b>QATAR</b>															
DOHA	QATAR AIRWAYS	S	56	0	0	79	7	14	0	0	0	9	80	19	56
TOTAL DOHA			56	0	0	79	7	14	0	0	0	9	80	19	56
TOTAL QATAR			56	0	0	79	7	14	0	0	0	9	80	19	56
<b>REPUBLIC OF MOLDOVA</b>															
CHISINAU (KISHINEV)	AIR MOLDOVA INTERNATIONAL	S	8	0	0	13	0	38	50	0	0	55	88	4	8
TOTAL CHISINAU (KISHINEV)			8	0	0	13	0	38	50	0	0	55	88	4	8
TOTAL REPUBLIC OF MOLDOVA			8	0	0	13	0	38	50	0	0	55	88	4	8
<b>REPUBLIC OF MONTENEGRO</b>															
PODGORICA	MONTENEGRO AIRLINES	S	20	0	0	80	0	10	0	10	0	25	81	11	16
TOTAL PODGORICA			20	0	0	80	0	10	0	10	0	25	81	11	16
TOTAL REPUBLIC OF MONTENEGRO			20	0	0	80	0	10	0	10	0	25	81	11	16
<b>SAINT KITTS AND NEVIS</b>															
ST KITTS	BRITISH AIRWAYS PLC	S	16	0	0	63	19	19	0	0	0	15	88	5	8
TOTAL ST KITTS			16	0	0	63	19	19	0	0	0	15	88	5	8
TOTAL SAINT KITTS AND NEVIS			16	0	0	63	19	19	0	0	0	15	88	5	8
<b>SEYCHELLES</b>															
SEYCHELLES	AIR SEYCHELLES	S	4	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL SEYCHELLES			4	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL SEYCHELLES			4	0	0	100	0	0	0	0	0	1	0	0	0
<b>SLOVENIA</b>															
LJUBLJANA	ADRIA AIRWAYS	S	38	0	0	87	5	8	0	0	0	6	67	14	48
TOTAL LJUBLJANA			38	0	0	87	5	8	0	0	0	6	67	14	48
TOTAL SLOVENIA			38	0	0	87	5	8	0	0	0	6	67	14	48
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	104	0	0	65	20	9	6	0	0	17	67	26	96
	MONARCH AIRLINES	S	48	0	0	79	13	4	4	0	0	10	65	14	40
	RYANAIR	S	56	0	0	79	14	4	4	0	0	11	59	25	56
	THOMAS COOK AIRLINES LTD	C	3	0	0	100	0	0	0	0	0	0	0	0	0
	THOMSON AIRWAYS LTD	C	16	0	0	69	6	6	6	13	0	35	69	17	16
TOTAL ALICANTE			227	0	0	72	16	6	5	1	0	15	64	23	208
ALMERIA	EASYJET AIRLINE COMPANY LTD	S	40	0	0	90	5	5	0	0	0	6	73	16	40
TOTAL ALMERIA			40	0	0	90	5	5	0	0	0	6	71	17	41

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	245	0	0	78	13	8	2	0	0	10	47	26	163
<b>TOTAL BARCELONA</b>			<b>245</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>47</b>	<b>26</b>	<b>163</b>
GERONA	RYANAIR	S	56	0	0	98	2	0	0	0	0	3	78	17	54
<b>TOTAL GERONA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>78</b>	<b>17</b>	<b>54</b>
HUESCA	MONARCH AIRLINES	C	8	0	0	88	0	13	0	0	0	7	0	0	0
<b>TOTAL HUESCA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>0</b>	<b>8</b>
MADRID	AIR EUROPA	S	106	0	0	84	10	2	4	0	0	9	72	17	98
	EASYJET AIRLINE COMPANY LTD	S	208	0	0	59	16	15	7	2	0	27	39	41	206
	RYANAIR	S	112	0	0	87	10	3	1	0	0	6	57	23	56
<b>TOTAL MADRID</b>			<b>426</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>51</b>	<b>32</b>	<b>361</b>
MALAGA	AER LINGUS	S	88	0	0	88	3	5	5	0	0	10	73	12	108
	EASYJET AIRLINE COMPANY LTD	S	162	0	0	74	14	9	2	1	0	14	66	26	192
	MONARCH AIRLINES	S	44	0	0	59	20	11	5	2	2	31	57	19	30
	THOMSON AIRWAYS LTD	C	16	0	0	100	0	0	0	0	0	2	92	7	24
<b>TOTAL MALAGA</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>20</b>	<b>354</b>
MURCIA SAN JAVIER	EASYJET AIRLINE COMPANY LTD	S	40	0	0	85	13	3	0	0	0	10	55	25	44
<b>TOTAL MURCIA SAN JAVIER</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>55</b>	<b>25</b>	<b>44</b>
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	54	0	0	63	26	9	2	0	0	16	54	28	56
	MONARCH AIRLINES	S	20	0	0	60	30	5	0	5	0	27	0	0	0
	THOMSON AIRWAYS LTD	C	5	0	0	80	20	0	0	0	0	5	100	2	3
<b>TOTAL PALMA DE MALLORCA</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>27</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>56</b>	<b>27</b>	<b>59</b>
SEVILLE	RYANAIR	S	24	0	0	63	25	13	0	0	0	13	0	0	0
<b>TOTAL SEVILLE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
VALENCIA	EASYJET AIRLINE COMPANY LTD	S	56	0	0	68	21	5	5	0	0	15	48	42	54
<b>TOTAL VALENCIA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>21</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>48</b>	<b>42</b>	<b>54</b>
<b>TOTAL SPAIN</b>			<b>1511</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>59</b>	<b>25</b>	<b>1347</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	EASYJET AIRLINE COMPANY LTD	S	48	0	0	69	13	17	2	0	0	17	48	32	48
	MONARCH AIRLINES	S	20	0	0	95	5	0	0	0	0	6	61	26	28
	THOMAS COOK AIRLINES LTD	C	18	0	0	78	6	0	17	0	0	26	39	30	18
	THOMSON AIRWAYS LTD	C	28	0	0	68	11	18	4	0	0	17	56	17	27
<b>TOTAL ARRECIFE</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>10</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>56</b>	<b>25</b>	<b>138</b>
FUERTEVENTURA	MONARCH AIRLINES	S	8	0	0	75	25	0	0	0	0	6	75	10	8
	THOMAS COOK AIRLINES LTD	C	22	0	0	82	5	14	0	0	0	10	73	17	22
	THOMSON AIRWAYS LTD	C	16	0	0	88	0	0	13	0	0	15	100	2	14
<b>TOTAL FUERTEVENTURA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>11</b>	<b>44</b>
LAS PALMAS	EASYJET AIRLINE COMPANY LTD	S	56	0	0	64	30	5	0	0	0	11	52	27	56
	MONARCH AIRLINES	S	16	0	0	75	13	13	0	0	0	9	64	13	14
	THOMAS COOK AIRLINES LTD	C	11	0	0	64	9	18	9	0	0	19	40	88	10
	THOMSON AIRWAYS LTD	C	27	0	0	44	30	11	15	0	0	27	42	26	24
<b>TOTAL LAS PALMAS</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>25</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>50</b>	<b>30</b>	<b>107</b>
SANTA CRUZ DE LA PALMA	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	38	34	8

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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 SANTA CRUZ DE LA PALMA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>38</b>	<b>34</b>	<b>8</b>
<b>TENERIFE (SURREINA SOFIA)</b>	EASYJET AIRLINE COMPANY LTD	S	112	0	0	73	13	10	2	0	2	17	65	24	112
	MONARCH AIRLINES	S	48	0	0	46	29	17	8	0	0	21	47	22	53
	THOMAS COOK AIRLINES LTD	C	19	1	0	63	21	16	0	0	0	15	91	6	22
	THOMSON AIRWAYS LTD	C	56	0	0	70	27	4	0	0	0	10	67	16	48
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>235</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>20</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>63</b>	<b>20</b>	<b>264</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>513</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>60</b>	<b>23</b>	<b>561</b>
<b>ST LUCIA</b>															
<b>ST LUCIA (HEWANORRA)</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	24	0	0	92	8	0	0	0	0	4	75	31	24
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>77</b>	<b>29</b>	<b>26</b>
<b>TOTAL ST LUCIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>77</b>	<b>29</b>	<b>26</b>
<b>SWEDEN</b>															
<b>GOTEBORG</b>	EASYJET AIRLINE COMPANY LTD	S	56	0	0	63	14	16	7	0	0	19	0	0	0
<b>TOTAL GOTEBORG</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>14</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MALMO</b>	VIKING AIRLINES	C	2	0	0	0	50	50	0	0	0	34	0	0	0
<b>TOTAL MALMO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>STOCKHOLM (ARLANDA)</b>	NORWEGIAN AIR SHUTTLE	S	104	0	0	53	29	8	6	5	0	29	0	0	0
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>29</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>29</b>	<b>50</b>	<b>21</b>	<b>24</b>
<b>STOCKHOLM (SKAVSTA)</b>	RYANAIR	S	56	0	0	80	11	2	4	4	0	16	48	29	54
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>16</b>	<b>48</b>	<b>29</b>	<b>54</b>
<b>TOTAL SWEDEN</b>			<b>218</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>21</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>49</b>	<b>27</b>	<b>78</b>
<b>SWITZERLAND</b>															
<b>BASLE MULHOUSE</b>	EASYJET AIRLINE COMPANY LTD	S	56	0	0	73	13	11	4	0	0	12	35	32	54
	EASYJET SWITZERLAND	S	42	0	0	71	19	5	0	5	0	21	67	40	48
<b>TOTAL BASLE MULHOUSE</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>50</b>	<b>36</b>	<b>102</b>
<b>BERNE</b>	FLYBE LTD	C	8	0	0	50	25	13	13	0	0	23	0	0	0
<b>TOTAL BERNE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>100</b>	<b>2</b>	<b>8</b>
<b>GENEVA</b>	BMI BRITISH MIDLAND	C	16	0	0	81	0	6	13	0	0	18	44	29	16
	BRITISH AIRWAYS PLC	S	143	0	1	75	19	3	3	0	0	10	64	23	144
	EASYJET AIRLINE COMPANY LTD	S	220	0	0	72	16	5	7	0	0	14	54	33	189
	EASYJET SWITZERLAND	S	174	0	0	75	12	8	3	2	0	16	45	44	206
	FLYBE LTD	C	24	0	0	67	33	0	0	0	0	9	8	37	12
	JET2.COM LTD	C	2	0	0	50	0	50	0	0	0	27	0	0	0
	MONARCH AIRLINES	C	40	0	0	63	23	10	0	5	0	22	50	42	24
	THOMAS COOK AIRLINES LTD	C	8	0	0	38	38	0	25	0	0	27	63	19	8
	THOMSON AIRWAYS LTD	C	40	0	0	63	23	13	3	0	0	16	58	18	40
<b>TOTAL GENEVA</b>			<b>667</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>17</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>52</b>	<b>33</b>	<b>663</b>
<b>ZURICH</b>	EASYJET AIRLINE COMPANY LTD	S	100	0	0	77	16	6	1	0	0	9	64	20	112
<b>TOTAL ZURICH</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>16</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>18</b>	<b>160</b>
<b>TOTAL SWITZERLAND</b>			<b>873</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>17</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>55</b>	<b>31</b>	<b>933</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TRINIDAD AND TOBAGO</b>															
PORT OF SPAIN	BRITISH AIRWAYS PLC	S	40	0	0	95	3	0	3	0	0	5	95	4	38
TOTAL PORT OF SPAIN			<b>40</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>95</b>	<b>4</b>	<b>38</b>
TOBAGO	BRITISH AIRWAYS PLC	S	16	0	0	94	0	0	0	6	0	15	100	2	16
	MONARCH AIRLINES	C	4	0	0	100	0	0	0	0	0	10	50	11	4
TOTAL TOBAGO			<b>20</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>14</b>	<b>90</b>	<b>4</b>	<b>20</b>
TOTAL TRINIDAD AND TOBAGO			<b>60</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>93</b>	<b>4</b>	<b>58</b>
<b>TUNISIA</b>															
JERBA	TUNISAIR	S	6	0	0	100	0	0	0	0	0	4	0	0	0
TOTAL JERBA			<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>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
TUNIS	BRITISH AIRWAYS PLC	S	40	0	0	85	13	3	0	0	0	6	81	13	36
TOTAL TUNIS			<b>40</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>13</b>	<b>36</b>
TOTAL TUNISIA			<b>46</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>28</b>	<b>65</b>
<b>TURKEY</b>															
ANTALYA	THOMAS COOK AIRLINES LTD	C	20	0	0	65	5	10	10	0	10	63	85	12	13
	THOMSON AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	12	0	0	0
TOTAL ANTALYA			<b>28</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>7</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>48</b>	<b>76</b>	<b>15</b>	<b>29</b>
ISTANBUL (SABIHA GOKCEN)	EASYJET AIRLINE COMPANY LTD	S	32	0	0	81	19	0	0	0	0	6	54	18	48
TOTAL ISTANBUL (SABIHA GOKCEN)			<b>32</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>54</b>	<b>18</b>	<b>48</b>
TOTAL TURKEY			<b>60</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>26</b>	<b>66</b>	<b>20</b>	<b>101</b>
<b>UKRAINE</b>															
KIEV (BORISPOL)	UKRAINE INTERNATIONAL AIRLIN	S	56	0	4	79	14	7	0	0	0	8	79	8	56
TOTAL KIEV (BORISPOL)			<b>56</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>8</b>	<b>56</b>
TOTAL UKRAINE			<b>56</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>9</b>	<b>61</b>
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	168	0	0	44	23	27	6	0	0	24	51	21	168
TOTAL DUBAI			<b>168</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>23</b>	<b>27</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>51</b>	<b>21</b>	<b>168</b>
TOTAL UNITED ARAB EMIRATES			<b>168</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>23</b>	<b>27</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>51</b>	<b>21</b>	<b>168</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	FLYBE LTD	S	134	0	0	91	4	2	2	0	0	5	71	17	131
TOTAL ABERDEEN			<b>134</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>71</b>	<b>17</b>	<b>131</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	194	0	0	89	6	4	2	0	0	6	83	9	188
TOTAL BELFAST CITY (GEORGE BEST)			<b>194</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>9</b>	<b>188</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	208	0	0	78	13	8	1	0	0	10	56	28	199
TOTAL BELFAST INTERNATIONAL			<b>208</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>56</b>	<b>28</b>	<b>201</b>
EDINBURGH	BRITISH AIRWAYS PLC	S	224	0	0	83	9	6	2	0	0	10	78	11	219
	EASYJET AIRLINE COMPANY LTD	S	208	0	0	75	17	8	1	0	0	10	57	26	206

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL EDINBURGH</b>			<b>432</b>	<b>2</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>68</b>	<b>18</b>	425
<b>GLASGOW</b>	BRITISH AIRWAYS PLC	S	224	0	0	88	7	3	2	0	0	7	88	6	222
	EASYJET AIRLINE COMPANY LTD	S	166	0	0	75	14	4	7	0	0	13	62	25	156
<b>TOTAL GLASGOW</b>			<b>390</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>13</b>	379
<b>GUERNSEY</b>	AURIGNY AIR SERVICES	S	300	0	4	82	4	6	5	2	0	16	89	6	254
	FLYBE LTD	S	237	1	2	94	2	1	2	1	0	6	89	7	246
<b>TOTAL GUERNSEY</b>			<b>537</b>	<b>1</b>	<b>6</b>	<b>87</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>89</b>	<b>7</b>	500
<b>INVERNESS</b>	EASYJET AIRLINE COMPANY LTD	S	55	0	0	78	18	4	0	0	0	8	66	18	56
	FLYBE LTD	S	124	0	0	98	2	0	0	0	0	2	85	7	127
<b>TOTAL INVERNESS</b>			<b>179</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>10</b>	183
<b>ISLE OF MAN</b>	FLYBE LTD	S	196	0	0	91	5	2	3	0	0	5	91	6	196
<b>TOTAL ISLE OF MAN</b>			<b>196</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>6</b>	196
<b>JERSEY</b>	BRITISH AIRWAYS PLC	S	274	0	2	90	5	3	2	0	0	7	85	9	246
	FLYBE LTD	S	235	0	5	89	5	4	1	0	0	6	90	8	334
<b>TOTAL JERSEY</b>			<b>509</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>8</b>	580
<b>LEEDS BRADFORD</b>	FLYBE LTD	S	120	0	1	76	8	8	8	1	0	15	73	29	126
<b>TOTAL LEEDS BRADFORD</b>			<b>120</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>29</b>	126
<b>MANCHESTER</b>	BRITISH AIRWAYS PLC	S	223	0	0	89	6	4	1	0	0	6	88	8	278
	MONARCH AIRLINES	C	5	1	0	20	20	40	20	0	0	38	0	0	0
	THOMAS COOK AIRLINES LTD	C	2	1	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL MANCHESTER</b>			<b>230</b>	<b>3</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>10</b>	288
<b>NEWCASTLE</b>	FLYBE LTD	S	162	1	0	89	6	4	0	1	0	5	87	8	182
	THOMSON AIRWAYS LTD	S	2	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL NEWCASTLE</b>			<b>164</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>8</b>	182
<b>NEWQUAY</b>	FLYBE LTD	S	138	0	0	93	3	1	2	0	0	5	86	8	140
<b>TOTAL NEWQUAY</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>8</b>	224
<b>TOTAL UNITED KINGDOM</b>			<b>3431</b>	<b>9</b>	<b>14</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>12</b>	3746
<b>USA</b>															
<b>ATLANTA</b>	DELTA AIRLINES	S	56	0	0	95	2	2	2	0	0	4	84	7	50
<b>TOTAL ATLANTA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>7</b>	50
<b>CHARLOTTE</b>	US AIRWAYS	S	56	0	0	91	0	2	5	2	0	14	86	7	56
<b>TOTAL CHARLOTTE</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>86</b>	<b>7</b>	56
<b>LAS VEGAS</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	54	0	2	83	9	6	2	0	0	8	45	33	55
<b>TOTAL LAS VEGAS</b>			<b>54</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>45</b>	<b>33</b>	55
<b>ORLANDO</b>	BRITISH AIRWAYS PLC	S	56	0	0	89	4	5	2	0	0	6	90	4	48
	VIRGIN ATLANTIC AIRWAYS LTD	S	85	0	0	81	6	7	6	0	0	12	53	33	85
<b>TOTAL ORLANDO</b>			<b>141</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>66</b>	<b>23</b>	133
<b>SANFORD</b>	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	3	88	7	8
<b>TOTAL SANFORD</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>7</b>	8
<b>TAMPA</b>	BRITISH AIRWAYS PLC	S	40	0	0	90	10	0	0	0	0	5	88	6	40

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010			
		CHARTER/ SCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
TOTAL TAMPA			40	0	0	90	10	0	0	0	0	5	88	6	40
TOTAL USA			356	0	2	88	5	4	3	0	0	8	72	17	345
ZIMBABWE															
HARARE	AIR ZIMBABWE	S	16	0	0	63	6	6	6	19	0	57	38	36	16
TOTAL HARARE			16	0	0	63	6	6	6	19	0	57	38	36	16
TOTAL ZIMBABWE			16	0	0	63	6	6	6	19	0	57	38	36	16
TOTAL GATWICK			16738	25	39	80	11	6	3	1	0	12	69	20	16734



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2011

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010			
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			Actual (7)	Plan (8)												
<b>AUSTRIA</b>																
SALZBURG	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	75	12	8	
TOTAL SALZBURG			8	0	0	100	0	0	0	0	0	3	75	12	8	
TOTAL AUSTRIA			8	0	0	100	0	0	0	0	0	3	75	12	8	
<b>BARBADOS</b>																
BRIDGETOWN	THOMSON AIRWAYS LTD	C	4	0	0	50	0	25	25	0	0	27	50	26	2	
TOTAL BRIDGETOWN			4	0	0	50	0	25	25	0	0	27	50	26	2	
TOTAL BARBADOS			4	0	0	50	0	25	25	0	0	27	50	26	2	
<b>CANADA</b>																
TORONTO	AIR TRANSAT	S	8	0	0	50	13	13	25	0	0	30	0	0	0	
TOTAL TORONTO			8	0	0	50	13	13	25	0	0	30	50	17	8	
TOTAL CANADA			8	0	0	50	13	13	25	0	0	30	50	17	8	
<b>CYPRUS</b>																
PAPHOS	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	6	86	6	7	
TOTAL PAPHOS			8	0	0	100	0	0	0	0	0	6	86	6	7	
TOTAL CYPRUS			8	0	0	100	0	0	0	0	0	6	86	6	7	
<b>DENMARK</b>																
COPENHAGEN	BMI REGIONAL	S	48	0	0	85	4	4	6	0	0	11	89	4	47	
TOTAL COPENHAGEN			48	0	0	85	4	4	6	0	0	11	89	4	47	
TOTAL DENMARK			48	0	0	85	4	4	6	0	0	11	89	4	47	
<b>DOMINICAN REPUBLIC</b>																
LA ROMANA	THOMSON AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	15	0	54	2	
TOTAL LA ROMANA			2	0	0	50	50	0	0	0	0	15	0	54	2	
TOTAL DOMINICAN REPUBLIC			3	0	0	67	33	0	0	0	0	10	0	54	2	
<b>EGYPT</b>																
SHARM EL SHEIKH (OPHIRA)	THOMAS COOK AIRLINES LTD	C	12	0	0	92	8	0	0	0	0	3	56	32	16	
	THOMSON AIRWAYS LTD	S	16	0	0	75	25	0	0	0	0	9	44	58	16	
TOTAL SHARM EL SHEIKH (OPHIRA)			28	0	0	82	18	0	0	0	0	6	50	45	32	
TOTAL EGYPT			28	0	0	82	18	0	0	0	0	6	50	45	32	
<b>FRANCE</b>																
CHAMBERY	THOMSON AIRWAYS LTD	C	6	0	0	50	33	17	0	0	0	15	38	23	8	
TOTAL CHAMBERY			6	0	0	50	33	17	0	0	0	15	38	23	8	
GRENOBLE	THOMSON AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	1	0	0	0	
TOTAL GRENOBLE			2	0	0	100	0	0	0	0	0	1	0	0	0	
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	36	0	0	89	3	6	0	0	3	17	78	11	40	
	FLYBE LTD	C	2	0	0	100	0	0	0	0	0	6	100	6	2	
	FLYBE LTD	S	56	0	0	89	4	5	2	0	0	6	82	12	49	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2011

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
TOTAL PARIS (CHARLES DE GAULLE)			94	0	0	89	3	5	1	0	1	11	80	11	91
TOTAL FRANCE			102	0	0	87	5	6	1	0	1	11	77	12	99
GERMANY															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	30	0	0	57	17	17	10	0	0	23	68	25	28
TOTAL BERLIN (SCHONEFELD)			30	0	0	57	17	17	10	0	0	23	68	25	28
FRANKFURT MAIN	FLYBE LTD	S	47	0	0	89	4	2	4	0	0	9	0	0	0
TOTAL FRANKFURT MAIN			47	0	0	89	4	2	4	0	0	9	0	0	0
TOTAL GERMANY			77	0	0	77	9	8	6	0	0	15	69	24	29
ICELAND															
KEFLAVIK	ICELANDAIR	S	32	0	0	81	6	3	3	6	0	25	72	13	32
TOTAL KEFLAVIK			32	0	0	81	6	3	3	6	0	25	72	13	32
TOTAL ICELAND			32	0	0	81	6	3	3	6	0	25	72	13	32
IRISH REPUBLIC															
CORK	AER ARANN	S	47	1	0	89	2	6	2	0	0	6	0	0	0
TOTAL CORK			47	1	0	89	2	6	2	0	0	6	0	0	0
DONEGAL	AER ARANN	S	16	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL DONEGAL			16	0	0	100	0	0	0	0	0	1	0	0	0
DUBLIN	AER ARANN	S	204	0	0	89	6	2	3	0	0	7	0	0	0
	CITY JET	C	2	0	0	50	0	50	0	0	0	25	0	0	0
	FLYBE LTD	C	2	0	0	50	50	0	0	0	0	12	0	0	0
TOTAL DUBLIN			208	0	5	88	6	3	3	0	0	7	79	15	56
GALWAY	FLYBE LTD	C	2	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL GALWAY			2	0	0	100	0	0	0	0	0	1	0	0	0
SHANNON	AER ARANN	S	40	0	0	78	8	10	5	0	0	13	0	0	0
TOTAL SHANNON			40	0	0	78	8	10	5	0	0	13	0	0	0
TOTAL IRISH REPUBLIC			313	1	5	88	5	4	3	0	0	7	79	15	56
ITALY															
TURIN	THOMSON AIRWAYS LTD	C	6	0	0	100	0	0	0	0	0	0	88	4	8
TOTAL TURIN			6	0	0	100	0	0	0	0	0	0	88	4	8
TOTAL ITALY			7	0	0	100	0	0	0	0	0	1	70	18	10
NETHERLANDS															
AMSTERDAM	KLM	S	146	0	4	82	8	8	1	0	0	8	87	7	125
	KLM CITYHOPPER	S	26	0	0	96	4	0	0	0	0	2	78	7	50
TOTAL AMSTERDAM			172	0	4	84	8	7	1	0	0	7	85	7	175
TOTAL NETHERLANDS			172	0	4	84	8	7	1	0	0	7	85	7	175
PORTUGAL(EXCLUDING MADEIRA)															
FARO	EASYJET AIRLINE COMPANY LTD	S	20	0	0	90	0	0	10	0	0	10	67	25	15

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2011

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>TOTAL FARO</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>68</b>	<b>22</b>	19
LISBON	EUROATLANTIC AIRWAYS	C	2	0	0	50	0	50	0	0	0	25	0	0	0
	JET2.COM LTD	C	2	0	0	100	0	0	0	0	0	2	0	0	0
	MONARCH AIRLINES	C	4	0	0	50	25	25	0	0	0	22	0	0	0
	THOMSON AIRWAYS LTD	C	2	0	0	0	50	50	0	0	0	36	0	0	0
<b>TOTAL LISBON</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>7</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>22</b>	19
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	88	7	8
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>7</b>	8
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>7</b>	8
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	32	0	0	84	6	6	3	0	0	7	72	24	32
	THOMAS COOK AIRLINES LTD	C	2	0	0	50	0	0	50	0	0	42	100	3	4
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	6	88	13	8
<b>TOTAL ALICANTE</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>20</b>	44
MALAGA	EASYJET AIRLINE COMPANY LTD	S	46	0	0	93	7	0	0	0	0	4	81	14	32
<b>TOTAL MALAGA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>15</b>	39
<b>TOTAL SPAIN</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>19</b>	86
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	THOMAS COOK AIRLINES LTD	C	14	0	0	79	14	0	7	0	0	16	64	108	14
	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	7	63	14	8
<b>TOTAL ARRECIFE</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>18</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>64</b>	<b>74</b>	22
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	C	14	0	0	93	0	0	7	0	0	12	83	6	12
	THOMSON AIRWAYS LTD	C	8	0	0	75	0	25	0	0	0	14	50	26	6
<b>TOTAL FUERTEVENTURA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>0</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>13</b>	18
LAS PALMAS	THOMAS COOK AIRLINES LTD	C	8	0	0	50	13	13	0	25	0	66	83	4	6
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	50	14	4
<b>TOTAL LAS PALMAS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>33</b>	<b>70</b>	<b>8</b>	10
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	C	34	0	0	91	6	3	0	0	0	4	69	33	35
	THOMSON AIRWAYS LTD	C	32	0	0	91	9	0	0	0	0	6	75	12	32
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>72</b>	<b>23</b>	67
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>30</b>	117
<b>SWITZERLAND</b>															
GENEVA	EASYJET AIRLINE COMPANY LTD	S	32	0	0	72	16	13	0	0	0	10	29	30	24
	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	9	88	8	8
<b>TOTAL GENEVA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>44</b>	<b>24</b>	32
<b>TOTAL SWITZERLAND</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>44</b>	<b>24</b>	32

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			Actual (7)	Plan (8)											
<b>TURKEY</b>															
ANTALYA	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	5	75	9	8
TOTAL ANTALYA			8	0	0	100	0	0	0	0	0	5	75	9	8
TOTAL TURKEY			8	0	0	100	0	0	0	0	0	5	75	9	8
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	56	0	0	14	25	39	20	0	2	50	54	19	56
TOTAL DUBAI			56	0	0	14	25	39	20	0	2	50	54	19	56
TOTAL UNITED ARAB EMIRATES			56	0	0	14	25	39	20	0	2	50	54	19	56
<b>UNITED KINGDOM</b>															
BARRA	LOGANAIR	S	46	0	0	78	9	2	11	0	0	18	94	5	48
TOTAL BARRA			46	0	0	78	9	2	11	0	0	18	94	5	48
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	190	0	2	88	8	1	3	0	0	6	81	12	154
TOTAL BELFAST CITY (GEORGE BEST)			190	0	2	88	8	1	3	0	0	6	81	12	154
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	182	0	0	93	4	2	1	0	0	3	88	9	189
TOTAL BELFAST INTERNATIONAL			182	0	0	93	4	2	1	0	0	3	88	9	189
BENBECULA	LOGANAIR	S	78	0	0	85	5	6	4	0	0	9	78	14	95
TOTAL BENBECULA			78	0	0	85	5	6	4	0	0	9	78	14	95
BIRMINGHAM	FLYBE LTD	S	314	0	10	83	9	4	4	1	0	10	69	22	258
TOTAL BIRMINGHAM			314	0	10	83	9	4	4	1	0	10	69	22	258
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	144	0	0	92	4	1	3	0	0	5	79	11	141
TOTAL BRISTOL			144	0	0	92	4	1	3	0	0	5	79	11	141
CAMPBELTOWN	LOGANAIR	S	75	0	0	85	4	8	3	0	0	8	86	9	70
TOTAL CAMPBELTOWN			75	0	0	85	4	8	3	0	0	8	86	9	70
CARDIFF WALES	AIR SOUTHWEST	C	2	0	0	100	0	0	0	0	0	9	100	6	2
	FLYBE LTD	S	32	0	0	75	0	6	13	6	0	31	71	22	38
TOTAL CARDIFF WALES			34	0	0	76	0	6	12	6	0	30	73	22	40
EAST MIDLANDS INTERNATIONAL	BMIBABY LTD	S	104	0	0	87	10	1	3	0	0	7	85	7	104
TOTAL EAST MIDLANDS INTERNATIONAL			104	0	0	87	10	1	3	0	0	7	85	7	104
EXETER	FLYBE LTD	S	34	0	0	79	6	12	3	0	0	11	66	15	50
TOTAL EXETER			34	0	0	79	6	12	3	0	0	11	66	15	50
GATWICK	BRITISH AIRWAYS PLC	S	224	0	0	89	6	3	2	0	0	7	85	6	222
	EASYJET AIRLINE COMPANY LTD	S	166	0	0	73	13	7	7	0	0	14	57	25	156
TOTAL GATWICK			391	0	0	83	9	4	4	0	0	10	73	14	386
HEATHROW	BMI BRITISH MIDLAND	S	332	0	0	77	10	8	5	0	0	12	87	7	390
	BRITISH AIRWAYS PLC	S	408	0	16	83	10	5	2	0	0	9	85	8	433
TOTAL HEATHROW			740	0	16	80	10	6	4	0	0	10	86	7	823
ISLAY	LOGANAIR	S	96	0	0	93	2	2	3	0	0	5	80	15	86
TOTAL ISLAY			96	0	0	93	2	2	3	0	0	5	80	15	86

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				Actual (7)	Plan (8)										
ISLE OF MAN	LOGANAIR	S	32	0	0	97	3	0	0	0	0	2	92	5	48
<b>TOTAL ISLE OF MAN</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>5</b>	<b>48</b>
KIRKWALL	LOGANAIR	S	56	2	0	89	5	0	5	0	0	8	84	20	56
<b>TOTAL KIRKWALL</b>			<b>56</b>	<b>2</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>20</b>	<b>56</b>
LEEDS BRADFORD	BMI REGIONAL	S	79	0	0	80	8	4	8	1	0	14	89	6	71
<b>TOTAL LEEDS BRADFORD</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>4</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>89</b>	<b>6</b>	<b>71</b>
LONDON CITY	BA CITYFLYER LTD	S	164	0	0	88	5	1	6	0	0	8	80	9	162
<b>TOTAL LONDON CITY</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>9</b>	<b>162</b>
LUTON	EASYJET AIRLINE COMPANY LTD	S	192	0	0	85	8	3	3	0	0	8	89	11	191
<b>TOTAL LUTON</b>			<b>192</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>11</b>	<b>191</b>
MANCHESTER	FLYBE LTD	S	102	0	2	83	7	5	4	1	0	11	73	17	164
<b>TOTAL MANCHESTER</b>			<b>103</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>7</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>19</b>	<b>166</b>
PLYMOUTH	AIR SOUTHWEST	S	48	0	0	60	23	8	8	0	0	22	73	16	49
<b>TOTAL PLYMOUTH</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>23</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>73</b>	<b>16</b>	<b>49</b>
SOUTHAMPTON	FLYBE LTD	S	155	0	10	86	6	5	3	0	0	9	78	12	210
<b>TOTAL SOUTHAMPTON</b>			<b>155</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>12</b>	<b>210</b>
STANSTED	EASYJET AIRLINE COMPANY LTD	S	248	0	0	90	6	4	1	0	0	5	86	11	200
<b>TOTAL STANSTED</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>11</b>	<b>200</b>
STORNOWAY	LOGANAIR	S	134	0	0	90	5	3	1	0	0	5	79	13	141
<b>TOTAL STORNOWAY</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>13</b>	<b>141</b>
SUMBURGH	LOGANAIR	S	56	2	0	88	4	7	2	0	0	7	77	14	56
<b>TOTAL SUMBURGH</b>			<b>56</b>	<b>2</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>14</b>	<b>56</b>
TREE	LOGANAIR	S	46	0	0	74	11	9	7	0	0	12	64	24	47
<b>TOTAL TREE</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>64</b>	<b>24</b>	<b>47</b>
<b>TOTAL UNITED KINGDOM</b>			<b>3741</b>	<b>5</b>	<b>40</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>12</b>	<b>3842</b>
<b>USA</b>															
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	52	0	0	87	6	4	4	0	0	9	46	34	52
<b>TOTAL NEW YORK (NEWARK)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>46</b>	<b>34</b>	<b>52</b>
<b>TOTAL USA</b>			<b>52</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>46</b>	<b>34</b>	<b>52</b>
<b>TOTAL GLASGOW</b>			<b>4962</b>	<b>7</b>	<b>49</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>13</b>	<b>4755</b>

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>ALGERIA</b>															
ALGIERS	AIR ALGERIE	S	32	0	0	59	16	16	9	0	0	22	66	26	32
	BRITISH AIRWAYS PLC	S	56	0	0	95	4	2	0	0	0	2	80	12	55
<b>TOTAL ALGIERS</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>17</b>	<b>87</b>
<b>TOTAL ALGERIA</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>17</b>	<b>87</b>
<b>ANGOLA</b>															
LUANDA	BRITISH AIRWAYS PLC	S	16	0	0	94	6	0	0	0	0	3	75	12	16
<b>TOTAL LUANDA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>12</b>	<b>16</b>
<b>TOTAL ANGOLA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>12</b>	<b>16</b>
<b>ARGENTINA</b>															
BUENOS AIRES	BRITISH AIRWAYS PLC	S	55	0	1	65	13	7	13	2	0	25	70	17	56
<b>TOTAL BUENOS AIRES</b>			<b>55</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>13</b>	<b>7</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>70</b>	<b>17</b>	<b>56</b>
<b>TOTAL ARGENTINA</b>			<b>55</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>13</b>	<b>7</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>70</b>	<b>17</b>	<b>56</b>
<b>ARMENIA</b>															
YEREVAN	BMI BRITISH MIDLAND	S	24	0	0	71	13	8	8	0	0	16	0	0	0
<b>TOTAL YEREVAN</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ARMENIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>AUSTRALIA</b>															
MELBOURNE	QANTAS	S	106	0	0	82	12	1	4	1	0	10	71	15	97
<b>TOTAL MELBOURNE</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>15</b>	<b>97</b>
SYDNEY	BRITISH AIRWAYS PLC	S	112	0	0	76	12	4	8	1	0	17	68	15	111
	QANTAS	S	107	0	0	61	13	14	8	3	1	34	67	25	96
	VIRGIN ATLANTIC AIRWAYS LTD	S	56	0	0	77	14	4	5	0	0	11	71	14	56
<b>TOTAL SYDNEY</b>			<b>275</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>8</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>68</b>	<b>18</b>	<b>263</b>
<b>TOTAL AUSTRALIA</b>			<b>381</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>6</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>69</b>	<b>18</b>	<b>360</b>
<b>AUSTRIA</b>															
VIENNA	AUSTRIAN AIRLINES	S	168	0	0	80	13	5	3	0	0	10	80	8	212
	BMI BRITISH MIDLAND	S	112	0	0	84	10	5	1	0	0	7	0	0	0
	BRITISH AIRWAYS PLC	S	224	0	0	82	7	6	5	0	0	11	78	12	220
<b>TOTAL VIENNA</b>			<b>504</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>10</b>	<b>444</b>
<b>TOTAL AUSTRIA</b>			<b>504</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>10</b>	<b>444</b>
<b>AZERBAIJAN</b>															
BAKU (HEYDER ALIYEV INT'L)	AZERBAIJAN AIRLINES (AZAL)	S	24	0	0	75	17	4	4	0	0	11	91	3	22
	BMI BRITISH MIDLAND	S	22	0	0	73	18	5	5	0	0	11	80	14	54
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>17</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>11</b>	<b>76</b>
<b>TOTAL AZERBAIJAN</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>17</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>11</b>	<b>76</b>
<b>BAHRAIN</b>															
BAHRAIN	GULF AIR	S	112	0	0	80	15	4	1	0	0	8	89	5	140

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			Actual (7)	Plan (8)											
TOTAL BAHRAIN			112	0	0	80	15	4	1	0	0	8	89	5	140
TOTAL BAHRAIN			112	0	0	80	15	4	1	0	0	8	89	5	140
<b>BANGLADESH</b>															
DHAKHA	BIMAN BANGLADESH AIRLINES	S	40	0	0	38	20	15	20	8	0	55	35	41	34
TOTAL DHAKHA			40	0	0	38	20	15	20	8	0	55	35	41	34
TOTAL BANGLADESH			40	0	0	38	20	15	20	8	0	55	35	41	34
<b>BELGIUM</b>															
BRUSSELS	BRITISH AIRWAYS PLC	S	328	0	0	83	9	5	3	0	0	8	75	12	310
	BRUSSELS AIRLINES	S	199	0	1	73	15	8	4	0	0	11	60	19	196
TOTAL BRUSSELS			527	0	1	79	11	6	3	0	0	9	69	16	571
TOTAL BELGIUM			527	0	1	79	11	6	3	0	0	9	69	16	571
<b>BRAZIL</b>															
RIO DE JANEIRO (GALEAO)	BRITISH AIRWAYS PLC	S	24	0	1	54	38	8	0	0	0	15	33	29	24
	TAM LINHAS AEREAS	S	24	0	0	63	13	17	8	0	0	20	0	0	0
TOTAL RIO DE JANEIRO (GALEAO)			48	0	1	58	25	13	4	0	0	17	33	29	24
SAO PAULO (GUARULHOS)	TAM LINHAS AEREAS	S	56	0	0	64	16	9	11	0	0	18	52	19	56
TOTAL SAO PAULO (GUARULHOS)			56	0	0	64	16	9	11	0	0	18	52	19	56
TOTAL BRAZIL			104	0	1	62	20	11	8	0	0	18	46	22	80
<b>BRUNEI</b>															
BANDAR SERI BEGAWAN	ROYAL BRUNEI AIRLINES	S	56	0	0	68	23	9	0	0	0	11	71	41	56
TOTAL BANDAR SERI BEGAWAN			56	0	0	68	23	9	0	0	0	11	71	41	56
TOTAL BRUNEI			56	0	0	68	23	9	0	0	0	11	71	41	56
<b>BULGARIA</b>															
SOFIA	BRITISH AIRWAYS PLC	S	56	0	0	89	4	4	4	0	0	5	73	11	56
	BULGARIA AIR	S	42	0	0	64	19	10	7	0	0	15	77	16	52
TOTAL SOFIA			98	0	0	79	10	6	5	0	0	9	75	13	108
TOTAL BULGARIA			98	0	0	79	10	6	5	0	0	9	75	13	108
<b>CANADA</b>															
CALGARY	AIR CANADA	S	56	0	0	70	23	5	2	0	0	11	59	19	56
	BRITISH AIRWAYS PLC	S	56	0	0	79	9	9	4	0	0	10	63	16	56
TOTAL CALGARY			112	0	0	74	16	7	3	0	0	11	61	17	112
EDMONTON	AIR CANADA	S	32	0	0	75	6	13	3	3	0	21	80	9	30
TOTAL EDMONTON			32	0	0	75	6	13	3	3	0	21	80	9	30
HALIFAX INT	AIR CANADA	S	31	0	0	61	13	16	10	0	0	23	50	22	32
TOTAL HALIFAX INT			31	0	0	61	13	16	10	0	0	23	50	22	32
MONTREAL (DORVAL)	AIR CANADA	S	55	0	0	76	13	5	5	0	0	12	41	36	56
	BRITISH AIRWAYS PLC	S	56	0	0	80	13	5	0	2	0	11	57	19	56

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			Actual (7)	Plan (8)											
TOTAL MONTREAL (DORVAL)			111	0	0	78	13	5	3	1	0	11	49	27	112
OTTAWA INTERNATIONAL	AIR CANADA	S	52	0	0	79	8	10	4	0	0	14	46	23	56
TOTAL OTTAWA INTERNATIONAL			52	0	0	79	8	10	4	0	0	14	46	23	56
TORONTO	AIR CANADA	S	214	0	1	68	13	10	7	2	0	23	49	30	195
	BRITISH AIRWAYS PLC	S	112	0	0	63	17	13	6	1	0	19	45	32	112
TOTAL TORONTO			326	0	1	66	14	11	6	2	0	22	45	31	363
VANCOUVER	AIR CANADA	S	56	0	0	68	20	9	4	0	0	15	67	12	73
	BRITISH AIRWAYS PLC	S	56	0	0	55	20	25	0	0	0	17	54	22	56
TOTAL VANCOUVER			112	0	0	62	20	17	2	0	0	16	61	17	129
TOTAL CANADA			776	0	1	69	14	11	5	1	0	17	52	25	834
CAYMAN ISLANDS															
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	32	0	0	88	3	6	3	0	0	10	78	8	32
TOTAL GRAND CAYMAN			32	0	0	88	3	6	3	0	0	10	78	8	32
TOTAL CAYMAN ISLANDS			32	0	0	88	3	6	3	0	0	10	78	8	32
CHINA															
BEIJING	AIR CHINA	S	56	0	0	77	7	9	4	4	0	16	64	18	56
	BRITISH AIRWAYS PLC	S	48	0	0	75	17	4	4	0	0	11	73	11	44
TOTAL BEIJING			104	0	0	76	12	7	4	2	0	14	68	15	100
SHANGHAI (PU DONG)	BRITISH AIRWAYS PLC	S	48	0	0	63	23	10	4	0	0	14	58	24	43
	CHINA EASTERN AIRLINES	S	32	0	0	72	16	13	0	0	0	11	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	52	0	2	71	19	8	2	0	0	10	84	13	38
TOTAL SHANGHAI (PU DONG)			132	0	2	68	20	10	2	0	0	12	70	19	81
TOTAL CHINA			236	0	2	72	16	8	3	1	0	12	69	17	181
CROATIA															
ZAGREB	CROATIA AIRLINES	S	72	0	0	71	15	10	4	0	0	14	63	13	72
TOTAL ZAGREB			72	0	0	71	15	10	4	0	0	14	63	13	72
TOTAL CROATIA			72	0	0	71	15	10	4	0	0	14	63	13	72
CYPRUS															
LARNACA	BRITISH AIRWAYS PLC	S	56	0	0	75	16	5	4	0	0	11	77	37	56
	CYPRUS AIRWAYS	S	96	0	0	71	15	9	5	0	0	16	58	23	91
TOTAL LARNACA			152	0	0	72	15	8	5	0	0	14	65	28	147
TOTAL CYPRUS			152	0	0	72	15	8	5	0	0	14	65	28	147
CZECH REPUBLIC															
PRAGUE	BRITISH AIRWAYS PLC	S	224	0	0	88	4	6	2	0	0	6	86	7	214
TOTAL PRAGUE			224	0	0	88	4	6	2	0	0	6	86	7	326
TOTAL CZECH REPUBLIC			224	0	0	88	4	6	2	0	0	6	86	7	326
DENMARK															
COPENHAGEN	BRITISH AIRWAYS PLC	S	294	0	0	85	6	6	2	0	0	8	81	9	278



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				Actual (7)	Plan (8)										
COPENHAGEN	SAS	S	308	0	0	80	12	5	3	0	0	10	76	11	303
<b>TOTAL COPENHAGEN</b>			<b>602</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>10</b>	<b>581</b>
<b>TOTAL DENMARK</b>			<b>602</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>10</b>	<b>581</b>
<b>EGYPT</b>															
CAIRO	BMI BRITISH MIDLAND	S	55	0	1	80	7	5	5	2	0	15	70	13	56
	BRITISH AIRWAYS PLC	S	49	1	3	88	4	6	2	0	0	8	66	19	56
	EGYPT AIR	S	74	0	8	61	24	7	5	3	0	23	42	22	65
<b>TOTAL CAIRO</b>			<b>178</b>	<b>1</b>	<b>12</b>	<b>74</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>58</b>	<b>18</b>	<b>177</b>
LUXOR	EGYPT AIR	S	2	0	2	100	0	0	0	0	0	5	25	23	8
<b>TOTAL LUXOR</b>			<b>2</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>25</b>	<b>23</b>	<b>8</b>
<b>TOTAL EGYPT</b>			<b>180</b>	<b>1</b>	<b>14</b>	<b>74</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>57</b>	<b>18</b>	<b>185</b>
<b>ETHIOPIA</b>															
ADDIS ABABA	BMI BRITISH MIDLAND	S	24	0	0	75	13	13	0	0	0	9	58	17	24
	ETHIOPIAN AIRLINES	S	46	0	0	74	20	2	2	0	2	19	63	27	48
<b>TOTAL ADDIS ABABA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>17</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>61</b>	<b>23</b>	<b>72</b>
<b>TOTAL ETHIOPIA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>17</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>61</b>	<b>23</b>	<b>72</b>
<b>FINLAND</b>															
HELSINKI	BLUE 1	S	104	0	0	72	7	12	9	1	0	17	71	11	56
	BRITISH AIRWAYS PLC	S	112	0	0	68	14	13	5	0	0	15	76	12	112
	FINNAIR	S	222	0	0	72	9	13	5	0	0	15	72	11	224
<b>TOTAL HELSINKI</b>			<b>438</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>10</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>11</b>	<b>392</b>
<b>TOTAL FINLAND</b>			<b>438</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>10</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>12</b>	<b>399</b>
<b>FRANCE</b>															
LYON	BRITISH AIRWAYS PLC	S	168	0	0	86	10	2	2	0	0	6	79	11	164
<b>TOTAL LYON</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>11</b>	<b>164</b>
NICE	BRITISH AIRWAYS PLC	S	276	0	0	86	5	6	3	0	0	7	73	16	271
<b>TOTAL NICE</b>			<b>276</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>16</b>	<b>271</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	448	0	0	81	10	6	2	0	0	9	76	15	475
	BRITISH AIRWAYS PLC	S	496	0	0	81	10	5	3	0	0	9	84	8	456
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>944</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>12</b>	<b>931</b>
PARIS (ORLY)	BRITISH AIRWAYS PLC	S	96	0	0	85	9	4	1	0	0	6	0	0	0
<b>TOTAL PARIS (ORLY)</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOULOUSE (BLAGNAC)	BRITISH AIRWAYS PLC	S	168	0	0	88	7	2	3	0	0	7	69	22	140
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>168</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>69</b>	<b>22</b>	<b>140</b>
<b>TOTAL FRANCE</b>			<b>1652</b>	<b>3</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>14</b>	<b>1506</b>
<b>GEORGIA</b>															
TBILISI	BMI BRITISH MIDLAND	S	32	0	0	72	19	6	3	0	0	13	66	30	32
<b>TOTAL TBILISI</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>19</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>66</b>	<b>30</b>	<b>32</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2011

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL GEORGIA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>19</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>66</b>	<b>30</b>	<b>32</b>
<b>GERMANY</b>															
<b>BERLIN (TEGEL)</b>	BMI BRITISH MIDLAND	S	251	0	5	78	10	7	4	0	0	11	0	0	0
	BRITISH AIRWAYS PLC	S	278	0	1	86	7	3	3	1	0	9	81	11	275
<b>TOTAL BERLIN (TEGEL)</b>			<b>529</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>15</b>	<b>439</b>
<b>COLOGNE BONN</b>	LUFTHANSA	S	168	0	0	76	10	11	4	0	0	11	80	10	156
<b>TOTAL COLOGNE BONN</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>10</b>	<b>156</b>
<b>DRESDEN</b>	LUFTHANSA	S	56	0	0	66	16	13	5	0	0	16	0	0	0
<b>TOTAL DRESDEN</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>DUSSELDORF</b>	BRITISH AIRWAYS PLC	S	320	0	0	88	6	5	1	0	0	5	83	8	281
	LUFTHANSA	S	279	0	1	76	12	8	4	0	0	12	83	10	209
<b>TOTAL DUSSELDORF</b>			<b>599</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>9</b>	<b>490</b>
<b>FRANKFURT MAIN</b>	BRITISH AIRWAYS PLC	S	404	0	0	77	10	8	5	0	0	11	58	22	307
	LUFTHANSA	S	557	0	0	71	12	12	4	0	0	14	59	23	492
<b>TOTAL FRANKFURT MAIN</b>			<b>961</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>58</b>	<b>22</b>	<b>799</b>
<b>HAMBURG</b>	BRITISH AIRWAYS PLC	S	224	0	0	88	4	6	2	0	0	6	84	9	220
	LUFTHANSA	S	224	0	0	81	8	5	6	0	0	11	73	13	157
<b>TOTAL HAMBURG</b>			<b>448</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>11</b>	<b>377</b>
<b>HANOVER</b>	BMI BRITISH MIDLAND	S	146	0	2	75	10	8	7	0	0	14	88	6	152
<b>TOTAL HANOVER</b>			<b>146</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>10</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>88</b>	<b>6</b>	<b>152</b>
<b>MUNICH</b>	BRITISH AIRWAYS PLC	S	360	0	0	84	6	8	2	0	0	8	75	15	352
	LUFTHANSA	S	392	0	0	74	13	10	2	0	0	11	65	18	416
<b>TOTAL MUNICH</b>			<b>752</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>70</b>	<b>17</b>	<b>768</b>
<b>STUTT GART</b>	BRITISH AIRWAYS PLC	S	167	0	1	89	5	4	2	0	0	6	86	8	165
	CONTACTAIR FLUGDIENST	S	165	0	0	78	10	8	4	0	0	11	0	0	0
<b>TOTAL STUTT GART</b>			<b>332</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>7</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>10</b>	<b>322</b>
<b>TOTAL GERMANY</b>			<b>3991</b>	<b>1</b>	<b>10</b>	<b>79</b>	<b>9</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>15</b>	<b>3503</b>
<b>GHANA</b>															
<b>ACCRA</b>	BRITISH AIRWAYS PLC	S	56	0	0	63	20	9	7	2	0	22	63	22	56
	VIRGIN ATLANTIC AIRWAYS LTD	S	24	0	0	83	13	4	0	0	0	6	0	0	0
<b>TOTAL ACCRA</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>63</b>	<b>22</b>	<b>56</b>
<b>TOTAL GHANA</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>63</b>	<b>22</b>	<b>56</b>
<b>GIBRALTAR</b>															
<b>GIBRALTAR</b>	BRITISH AIRWAYS PLC	S	54	0	0	74	13	6	4	4	0	18	69	29	52
<b>TOTAL GIBRALTAR</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>18</b>	<b>69</b>	<b>29</b>	<b>52</b>
<b>TOTAL GIBRALTAR</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>18</b>	<b>69</b>	<b>29</b>	<b>52</b>
<b>GREECE</b>															
<b>ATHENS</b>	AEGEAN AIRLINES	S	112	0	0	75	17	6	2	0	0	11	65	15	100
	BRITISH AIRWAYS PLC	S	167	0	0	78	9	9	4	0	0	11	69	15	155

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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)										
ATHENS	OLYMPIC AIR	S	136	0	0	85	7	7	0	0	0	5	70	12	128
<b>TOTAL ATHENS</b>			<b>415</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>14</b>	<b>383</b>
<b>TOTAL GREECE</b>			<b>415</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>14</b>	<b>383</b>
HONG KONG															
HONG KONG (CHEP LAP KOK)	BRITISH AIRWAYS PLC	S	112	0	0	90	7	0	3	0	0	6	84	9	112
	CATHAY PACIFIC AIRWAYS	S	223	0	2	87	4	6	2	0	0	8	79	10	223
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>			<b>336</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>10</b>	<b>335</b>
<b>TOTAL HONG KONG</b>			<b>336</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>10</b>	<b>335</b>
HUNGARY															
BUDAPEST	BRITISH AIRWAYS PLC	S	168	0	0	83	8	6	2	0	0	7	73	8	160
<b>TOTAL BUDAPEST</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>8</b>	<b>160</b>
<b>TOTAL HUNGARY</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>8</b>	<b>160</b>
ICELAND															
KEFLAVIK	ICELANDAIR	S	108	0	0	53	28	16	3	1	0	22	69	17	104
<b>TOTAL KEFLAVIK</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>28</b>	<b>16</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>69</b>	<b>17</b>	<b>104</b>
<b>TOTAL ICELAND</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>28</b>	<b>16</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>69</b>	<b>17</b>	<b>104</b>
INDIA															
AMRITSAR	AIR INDIA	S	56	0	0	63	18	7	7	5	0	30	44	41	32
<b>TOTAL AMRITSAR</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>18</b>	<b>7</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>30</b>	<b>44</b>	<b>41</b>	<b>32</b>
BANGALORE (BENGALURU)	BRITISH AIRWAYS PLC	S	56	0	0	79	7	9	4	2	0	15	66	13	56
<b>TOTAL BANGALORE (BENGALURU)</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>66</b>	<b>13</b>	<b>56</b>
CHENNAI	BRITISH AIRWAYS PLC	S	40	0	0	78	5	8	10	0	0	17	74	17	39
<b>TOTAL CHENNAI</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>5</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>74</b>	<b>17</b>	<b>39</b>
DELHI	AIR INDIA	S	56	0	0	54	11	23	13	0	0	24	71	12	80
	BRITISH AIRWAYS PLC	S	112	0	0	48	27	14	8	2	1	32	46	27	112
	JET AIRWAYS	S	56	0	0	34	16	14	36	0	0	46	64	15	56
	KINGFISHER AIRLINES	S	56	0	0	86	4	7	2	2	0	10	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	56	0	0	57	25	11	7	0	0	18	57	22	56
<b>TOTAL DELHI</b>			<b>336</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>18</b>	<b>14</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>58</b>	<b>20</b>	<b>304</b>
HYDERABAD ( RAJIV GHANDI )	BRITISH AIRWAYS PLC	S	40	0	0	83	10	3	5	0	0	12	80	8	40
<b>TOTAL HYDERABAD ( RAJIV GHANDI )</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>8</b>	<b>40</b>
MUMBAI	AIR INDIA	S	56	0	0	45	23	20	11	2	0	32	39	25	56
	BRITISH AIRWAYS PLC	S	112	0	0	72	8	13	7	0	0	16	81	7	112
	JET AIRWAYS	S	112	0	0	51	24	13	10	2	0	27	71	12	112
	KINGFISHER AIRLINES	S	56	0	0	79	14	7	0	0	0	8	71	9	56
<b>TOTAL MUMBAI</b>			<b>336</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>17</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>69</b>	<b>12</b>	<b>336</b>
<b>TOTAL INDIA</b>			<b>864</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>16</b>	<b>12</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>65</b>	<b>16</b>	<b>807</b>
IRAN															
IMAM KHOMIENI	BMI BRITISH MIDLAND	S	56	0	0	61	16	11	13	0	0	24	87	5	55

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			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
IMAM KHOMIENI	IRAN AIR	S	24	0	0	54	25	21	0	0	0	16	50	21	24
<b>TOTAL IMAM KHOMIENI</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>19</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>76</b>	<b>10</b>	<b>79</b>
<b>TOTAL IRAN</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>19</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>76</b>	<b>10</b>	<b>79</b>
<b>IRISH REPUBLIC</b>															
CORK	AER LINGUS	S	207	0	0	76	9	13	2	0	0	12	77	11	222
<b>TOTAL CORK</b>			<b>207</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>9</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>11</b>	<b>222</b>
DUBLIN	AER LINGUS	S	661	0	0	74	12	9	5	0	0	13	81	8	668
	BMI BRITISH MIDLAND	S	220	0	0	68	15	12	5	0	0	14	81	9	336
<b>TOTAL DUBLIN</b>			<b>881</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>81</b>	<b>8</b>	<b>1005</b>
SHANNON	AER LINGUS	S	168	0	0	77	4	13	5	1	0	15	83	7	168
<b>TOTAL SHANNON</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>4</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>83</b>	<b>7</b>	<b>168</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>1256</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>81</b>	<b>9</b>	<b>1395</b>
<b>ISRAEL</b>															
TEL AVIV	BRITISH AIRWAYS PLC	S	111	0	1	73	15	11	1	0	0	10	77	11	112
	EL AL	S	88	0	0	76	13	7	2	2	0	16	64	16	88
<b>TOTAL TEL AVIV</b>			<b>199</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>14</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>13</b>	<b>200</b>
<b>TOTAL ISRAEL</b>			<b>199</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>14</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>13</b>	<b>200</b>
<b>ITALY</b>															
MILAN (LINATE)	ALITALIA (CAI)	S	241	0	1	86	6	7	1	0	0	7	72	16	244
	BRITISH AIRWAYS PLC	S	301	0	1	85	7	5	3	0	0	7	78	11	274
<b>TOTAL MILAN (LINATE)</b>			<b>542</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>14</b>	<b>518</b>
MILAN (MALPENSA)	BRITISH AIRWAYS PLC	S	206	0	0	87	5	5	3	0	0	7	77	12	180
	LUFTHANSA	S	262	0	0	64	21	11	4	0	0	14	55	21	315
<b>TOTAL MILAN (MALPENSA)</b>			<b>468</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>63</b>	<b>18</b>	<b>495</b>
PISA	BRITISH AIRWAYS PLC	S	111	0	0	86	6	7	1	0	0	7	69	17	86
<b>TOTAL PISA</b>			<b>111</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>69</b>	<b>17</b>	<b>86</b>
ROME (FIUMICINO)	ALITALIA (CAI)	S	252	0	0	77	13	8	1	0	0	9	62	17	266
	BRITISH AIRWAYS PLC	S	333	0	1	84	9	5	2	0	0	8	74	13	292
<b>TOTAL ROME (FIUMICINO)</b>			<b>585</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>68</b>	<b>15</b>	<b>560</b>
VENICE	BRITISH AIRWAYS PLC	S	51	0	0	92	4	2	2	0	0	5	80	9	54
<b>TOTAL VENICE</b>			<b>51</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>80</b>	<b>9</b>	<b>54</b>
<b>TOTAL ITALY</b>			<b>1757</b>	<b>0</b>	<b>3</b>	<b>81</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>15</b>	<b>1713</b>
<b>JAPAN</b>															
TOKYO (HANEDA)	BRITISH AIRWAYS PLC	S	15	0	0	47	33	13	7	0	0	22	0	0	0
<b>TOTAL TOKYO (HANEDA)</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>33</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOKYO (NARITA)	ALL NIPPON AIRWAYS	S	56	0	0	89	7	4	0	0	0	4	91	4	56
	BRITISH AIRWAYS PLC	S	56	0	0	63	27	5	4	2	0	19	45	36	56
	JAPAN AIRLINES	S	56	0	0	86	7	4	0	4	0	15	93	3	56
	VIRGIN ATLANTIC AIRWAYS LTD	S	54	0	0	80	11	4	2	4	0	15	68	16	50

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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 TOKYO (NARITA)			222	0	0	79	13	4	1	2	0	13	74	14	218
TOTAL JAPAN			237	0	0	77	14	5	2	2	0	14	74	14	218
JORDAN															
AMMAN	BMI BRITISH MIDLAND	S	32	0	0	75	19	0	6	0	0	13	75	11	32
	ROYAL JORDANIAN	S	56	0	0	63	20	14	4	0	0	14	57	18	56
TOTAL AMMAN			88	0	0	67	19	9	5	0	0	13	64	15	88
TOTAL JORDAN			88	0	0	67	19	9	5	0	0	13	64	15	88
KAZAKHSTAN															
ALMATY	AIR ASTANA	S	16	0	1	63	13	0	25	0	0	28	31	33	16
	BMI BRITISH MIDLAND	S	4	0	0	25	25	25	25	0	0	43	0	0	0
TOTAL ALMATY			20	0	1	55	15	5	25	0	0	31	31	33	16
TOTAL KAZAKHSTAN			20	0	1	55	15	5	25	0	0	31	31	33	16
KENYA															
NAIROBI	BRITISH AIRWAYS PLC	S	56	0	0	84	14	0	2	0	0	7	64	16	56
	KENYA AIRWAYS	S	72	0	0	86	4	6	3	1	0	10	68	62	63
	VIRGIN ATLANTIC AIRWAYS LTD	S	48	0	0	92	6	2	0	0	0	3	76	12	46
TOTAL NAIROBI			176	0	0	87	8	3	2	1	0	7	69	33	165
TOTAL KENYA			176	0	0	87	8	3	2	1	0	7	69	33	165
KUWAIT															
KUWAIT	BRITISH AIRWAYS PLC	S	56	0	0	88	9	2	2	0	0	8	84	6	56
	KUWAIT AIRWAYS	S	56	0	0	66	7	18	7	2	0	20	48	31	56
TOTAL KUWAIT			112	0	0	77	8	10	4	1	0	14	66	18	112
TOTAL KUWAIT			112	0	0	77	8	10	4	1	0	14	66	18	112
KYRGYZSTAN															
BISHKEK (FRUNZE)	BMI BRITISH MIDLAND	S	20	0	1	65	5	5	20	5	0	39	58	26	24
TOTAL BISHKEK (FRUNZE)			20	0	1	65	5	5	20	5	0	39	58	26	24
TOTAL KYRGYZSTAN			20	0	1	65	5	5	20	5	0	39	58	26	24
LEBANON															
BEIRUT	BMI BRITISH MIDLAND	S	29	0	3	90	7	0	3	0	0	6	69	12	32
	MEA	S	56	0	0	55	29	11	5	0	0	18	55	16	56
TOTAL BEIRUT			85	0	3	67	21	7	5	0	0	14	60	15	88
TOTAL LEBANON			85	0	3	67	21	7	5	0	0	14	60	15	88
LIBYA															
TRIPOLI	BRITISH AIRWAYS PLC	S	42	0	0	93	5	0	2	0	0	5	66	17	87
	LIBYAN ARAB AIRLINES	S	12	0	0	67	8	0	0	8	17	95	63	15	16
TOTAL TRIPOLI			54	0	0	87	6	0	2	2	4	25	65	16	103
TOTAL LIBYA			54	0	0	87	6	0	2	2	4	25	65	16	103

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				Actual (7)	Plan (8)										
<b>MALAYSIA</b>															
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-M	S	112	0	0	71	13	10	5	0	0	15	82	13	111
TOTAL KUALA LUMPUR (SEPANG)			112	0	0	71	13	10	5	0	0	15	82	13	111
TOTAL MALAYSIA			112	0	0	71	13	10	5	0	0	15	82	13	111
<b>MALTA</b>															
MALTA	AIR MALTA	S	112	0	0	69	14	13	4	0	0	14	80	8	112
TOTAL MALTA			112	0	0	69	14	13	4	0	0	14	80	8	112
TOTAL MALTA			112	0	0	69	14	13	4	0	0	14	80	8	112
<b>MAURITIUS</b>															
MAURITIUS	AIR MAURITIUS LTD	S	40	0	0	43	28	8	18	5	0	45	58	21	24
	BRITISH AIRWAYS PLC	S	24	0	0	96	4	0	0	0	0	5	54	14	24
TOTAL MAURITIUS			64	0	0	63	19	5	11	3	0	30	58	21	64
TOTAL MAURITIUS			64	0	0	63	19	5	11	3	0	30	58	21	64
<b>MEXICO</b>															
MEXICO CITY	BRITISH AIRWAYS PLC	S	24	0	0	54	29	13	0	0	4	74	58	59	24
TOTAL MEXICO CITY			24	0	0	54	29	13	0	0	4	74	58	59	24
TOTAL MEXICO			24	0	0	54	29	13	0	0	4	74	58	59	24
<b>MOROCCO</b>															
MARRAKESH	ROYAL AIR MAROC	S	56	0	0	52	20	16	13	0	0	24	67	19	52
TOTAL MARRAKESH			56	0	0	52	20	16	13	0	0	24	67	19	52
TANGIERS (IBN BATUTA)	ROYAL AIR MAROC	S	14	0	0	50	14	14	21	0	0	29	75	20	16
TOTAL TANGIERS (IBN BATUTA)			14	0	0	50	14	14	21	0	0	29	75	20	16
TOTAL MOROCCO			70	0	0	51	19	16	14	0	0	25	68	19	72
<b>NETHERLANDS</b>															
AMSTERDAM	BRITISH AIRWAYS PLC	S	432	0	0	81	9	5	5	0	0	10	82	10	336
	KLM	S	346	0	4	84	9	5	2	0	0	7	91	4	449
	KLM CITYHOPPER	S	172	0	0	89	3	5	3	0	0	6	84	11	96
TOTAL AMSTERDAM			950	0	4	84	8	5	3	0	0	8	86	7	1065
TOTAL NETHERLANDS			950	0	4	84	8	5	3	0	0	8	86	7	1065
<b>NEW ZEALAND</b>															
AUCKLAND INTERNATIONAL	AIR NEW ZEALAND LTD	S	96	0	0	76	13	6	4	1	0	14	70	12	96
TOTAL AUCKLAND INTERNATIONAL			96	0	0	76	13	6	4	1	0	14	70	12	96
TOTAL NEW ZEALAND			96	0	0	76	13	6	4	1	0	14	70	12	96
<b>NIGERIA</b>															
ABUJA	ARIK AIR	S	30	0	0	53	13	30	3	0	0	19	69	25	32
	BRITISH AIRWAYS PLC	S	56	0	0	71	9	14	5	0	0	13	80	10	56
TOTAL ABUJA			86	0	0	65	10	20	5	0	0	15	76	15	88

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				Actual (7)	Plan (8)										
LAGOS	ARIK AIR	S	56	0	0	80	11	7	2	0	0	9	64	26	56
	BRITISH AIRWAYS PLC	S	56	0	0	64	16	13	5	0	2	36	57	17	56
	VIRGIN ATLANTIC AIRWAYS LTD	S	56	0	0	88	9	4	0	0	0	4	66	17	56
<b>TOTAL LAGOS</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>63</b>	<b>20</b>	168
<b>TOTAL NIGERIA</b>			<b>254</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>11</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>67</b>	<b>18</b>	256
<b>NORWAY</b>															
OSLO (GARDERMOEN)	BRITISH AIRWAYS PLC	S	224	0	0	83	9	5	2	0	0	8	75	11	223
	SAS	S	272	0	0	83	8	7	1	0	0	8	82	7	272
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>496</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>9</b>	495
STAVANGER	SAS	S	96	0	0	82	6	9	2	0	0	8	86	9	96
<b>TOTAL STAVANGER</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>9</b>	96
<b>TOTAL NORWAY</b>			<b>592</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>9</b>	591
<b>OMAN</b>															
MUSCAT	BRITISH AIRWAYS PLC	S	56	0	0	80	13	5	2	0	0	8	80	11	56
	OMAN AIR	S	56	0	0	84	9	7	0	0	0	7	95	3	56
<b>TOTAL MUSCAT</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>7</b>	112
<b>TOTAL OMAN</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>7</b>	112
<b>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	31	0	0	26	23	29	23	0	0	43	56	34	32
<b>TOTAL ISLAMABAD</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>23</b>	<b>29</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>56</b>	<b>34</b>	32
KARACHI	PAKISTAN INTL AIRLINES	S	35	0	0	20	11	43	23	3	0	51	25	52	24
<b>TOTAL KARACHI</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>11</b>	<b>43</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>51</b>	<b>25</b>	<b>52</b>	24
LAHORE	PAKISTAN INTL AIRLINES	S	22	0	0	23	32	27	18	0	0	41	25	25	24
<b>TOTAL LAHORE</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>32</b>	<b>27</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>25</b>	<b>25</b>	24
<b>TOTAL PAKISTAN</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>20</b>	<b>34</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>46</b>	<b>38</b>	<b>37</b>	80
<b>POLAND</b>															
WARSAW	BRITISH AIRWAYS PLC	S	168	0	0	86	5	6	3	0	0	8	86	7	167
	LOT-POLISH AIRLINES	S	160	0	0	74	12	11	4	0	0	12	84	8	160
<b>TOTAL WARSAW</b>			<b>328</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>8</b>	327
<b>TOTAL POLAND</b>			<b>328</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>8</b>	327
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
LISBON	AIR PORTUGAL	S	298	0	2	82	12	6	1	0	0	7	73	15	302
	BRITISH AIRWAYS PLC	S	168	0	0	77	14	8	2	0	0	10	70	16	168
<b>TOTAL LISBON</b>			<b>466</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>72</b>	<b>15</b>	470
OPORTO (PORTUGAL)	AIR PORTUGAL	S	48	0	0	94	6	0	0	0	0	2	96	1	55
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>96</b>	<b>1</b>	55
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>514</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>14</b>	525

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ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2011

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010			
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			Actual (7)	Plan (8)												
<b>QATAR</b>																
DOHA	BRITISH AIRWAYS PLC	S	56	0	0	70	18	5	5	2	0	18	75	12	56	
	QATAR AIRWAYS	S	220	0	0	76	14	9	1	0	0	9	82	9	224	
<b>TOTAL DOHA</b>			<b>276</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>10</b>	<b>280</b>	
<b>TOTAL QATAR</b>			<b>276</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>10</b>	<b>280</b>	
<b>REPUBLIC OF KOREA</b>																
SEOUL (INCHEON)	ASIANA AIRLINES	S	32	0	4	81	13	6	0	0	0	6	84	8	32	
	KOREAN AIR	S	56	0	0	84	9	5	2	0	0	6	71	11	56	
<b>TOTAL SEOUL (INCHEON)</b>			<b>88</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>10</b>	<b>88</b>	
<b>TOTAL REPUBLIC OF KOREA</b>			<b>88</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>10</b>	<b>88</b>	
<b>REPUBLIC OF SERBIA</b>																
BELGRADE	JATAIRWAYS	S	56	0	0	71	13	7	9	0	0	15	57	27	56	
<b>TOTAL BELGRADE</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>20</b>	<b>108</b>	
<b>TOTAL REPUBLIC OF SERBIA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>20</b>	<b>108</b>	
<b>REPUBLIC OF SOUTH AFRICA</b>																
CAPE TOWN	BRITISH AIRWAYS PLC	S	104	0	0	73	14	7	4	2	0	17	63	16	104	
	SOUTH AFRICAN AIRWAYS	S	56	0	0	95	5	0	0	0	0	3	84	7	56	
	VIRGIN ATLANTIC AIRWAYS LTD	S	56	0	2	89	9	2	0	0	0	4	88	7	56	
<b>TOTAL CAPE TOWN</b>			<b>216</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>11</b>	<b>216</b>	
JOHANNESBURG	BRITISH AIRWAYS PLC	S	112	0	0	83	10	4	2	0	2	28	72	12	112	
	SOUTH AFRICAN AIRWAYS	S	100	0	1	84	8	3	1	1	3	28	88	7	96	
	VIRGIN ATLANTIC AIRWAYS LTD	S	56	0	0	95	2	4	0	0	0	4	75	19	56	
<b>TOTAL JOHANNESBURG</b>			<b>268</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>23</b>	<b>78</b>	<b>12</b>	<b>264</b>	
<b>TOTAL REPUBLIC OF SOUTH AFRICA</b>			<b>484</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>17</b>	<b>77</b>	<b>12</b>	<b>480</b>	
<b>ROMANIA</b>																
BUCHAREST (OTOPENI)	BRITISH AIRWAYS PLC	S	112	0	0	88	8	4	0	0	0	5	78	8	112	
	TAROM	S	56	0	0	84	11	5	0	0	0	7	50	22	56	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>68</b>	<b>13</b>	<b>168</b>	
<b>TOTAL ROMANIA</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>68</b>	<b>13</b>	<b>168</b>	
<b>RUSSIA</b>																
MOSCOW (DOMODEDOVO)	BMI BRITISH MIDLAND	S	112	0	0	81	10	8	1	0	0	8	91	4	106	
	BRITISH AIRWAYS PLC	S	168	0	0	81	14	5	0	0	0	7	87	9	130	
	TRANSAERO AIRLINES	S	112	0	0	63	13	19	5	1	0	21	67	18	98	
<b>TOTAL MOSCOW (DOMODEDOVO)</b>			<b>392</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>10</b>	<b>334</b>	
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	144	0	0	77	13	8	1	0	0	10	59	16	136	
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>59</b>	<b>16</b>	<b>136</b>	
ST PETERSBURG	BRITISH AIRWAYS PLC	S	56	0	0	89	7	2	2	0	0	5	79	9	56	
<b>TOTAL ST PETERSBURG</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>80</b>	<b>9</b>	<b>64</b>	
<b>TOTAL RUSSIA</b>			<b>592</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>12</b>	<b>534</b>	



CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>SAUDI ARABIA</b>															
DAMMAM	BMI BRITISH MIDLAND	S	24	0	0	50	17	17	13	4	0	35	67	13	24
	SAUDI ARABIAN AIRLINES	S	8	0	0	75	25	0	0	0	0	12	75	8	4
<b>TOTAL DAMMAM</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>13</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>68</b>	<b>12</b>	<b>28</b>
JEDDAH	BMI BRITISH MIDLAND	S	22	0	0	64	14	9	14	0	0	24	71	16	24
	BRITISH AIRWAYS PLC	S	40	0	0	75	23	3	0	0	0	7	70	11	40
	SAUDI ARABIAN AIRLINES	S	56	0	0	77	18	5	0	0	0	8	68	12	56
<b>TOTAL JEDDAH</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>19</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>12</b>	<b>120</b>
RIYADH	BMI BRITISH MIDLAND	S	2	0	0	0	0	0	0	50	50	405	0	0	0
	BRITISH AIRWAYS PLC	S	48	0	0	83	10	6	0	0	0	7	78	10	40
	SAUDI ARABIAN AIRLINES	S	32	0	0	69	13	16	3	0	0	14	72	10	36
<b>TOTAL RIYADH</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>75</b>	<b>10</b>	<b>76</b>
<b>TOTAL SAUDI ARABIA</b>			<b>232</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>71</b>	<b>12</b>	<b>224</b>
<b>SEYCHELLES</b>															
SEYCHELLES	AIR SEYCHELLES	S	16	0	0	81	13	6	0	0	0	6	38	49	16
<b>TOTAL SEYCHELLES</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>38</b>	<b>49</b>	<b>16</b>
<b>TOTAL SEYCHELLES</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>38</b>	<b>49</b>	<b>16</b>
<b>SIERRA LEONE</b>															
FREETOWN	BMI BRITISH MIDLAND	S	32	0	0	63	13	9	16	0	0	24	69	21	32
<b>TOTAL FREETOWN</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>9</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>69</b>	<b>21</b>	<b>32</b>
<b>TOTAL SIERRA LEONE</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>9</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>69</b>	<b>21</b>	<b>32</b>
<b>SINGAPORE</b>															
SINGAPORE	BRITISH AIRWAYS PLC	S	54	0	3	91	6	0	4	0	0	7	83	15	12
	QANTAS	S	2	0	0	100	0	0	0	0	0	4	0	0	0
	SINGAPORE AIRLINES	S	168	0	0	80	11	7	2	0	0	10	73	14	168
<b>TOTAL SINGAPORE</b>			<b>224</b>	<b>0</b>	<b>3</b>	<b>83</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>14</b>	<b>180</b>
<b>TOTAL SINGAPORE</b>			<b>224</b>	<b>0</b>	<b>3</b>	<b>83</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>14</b>	<b>180</b>
<b>SPAIN</b>															
BARCELONA	BRITISH AIRWAYS PLC	S	443	0	0	78	13	6	3	0	0	10	62	29	359
<b>TOTAL BARCELONA</b>			<b>443</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>62</b>	<b>29</b>	<b>359</b>
BILBAO	VUELING AIRLINES	S	50	0	0	72	10	14	4	0	0	14	90	5	52
<b>TOTAL BILBAO</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>10</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>90</b>	<b>5</b>	<b>52</b>
LA CORUNA	VUELING AIRLINES	S	50	0	0	62	16	16	6	0	0	19	60	17	52
<b>TOTAL LA CORUNA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>16</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>60</b>	<b>17</b>	<b>52</b>
MADRID	BRITISH AIRWAYS PLC	S	280	0	0	72	15	10	4	0	0	13	72	17	280
	IBERIA	S	435	0	9	58	20	14	7	0	0	19	64	17	441
<b>TOTAL MADRID</b>			<b>715</b>	<b>0</b>	<b>9</b>	<b>64</b>	<b>18</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>67</b>	<b>17</b>	<b>721</b>
MALAGA	BRITISH AIRWAYS PLC	S	113	0	0	82	10	7	1	0	0	7	72	19	106
<b>TOTAL MALAGA</b>			<b>113</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>19</b>	<b>106</b>

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				Actual (7)	Plan (8)										
SEVILLE	VUELING AIRLINES	S	50	0	0	54	20	18	8	0	0	21	87	6	52
<b>TOTAL SEVILLE</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>20</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>87</b>	<b>6</b>	<b>52</b>
<b>TOTAL SPAIN</b>			<b>1421</b>	<b>0</b>	<b>9</b>	<b>70</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>20</b>	<b>1342</b>
SRI LANKA															
COLOMBO	SRILANKAN AIRLINES	S	94	0	6	40	27	22	11	0	0	27	49	31	96
<b>TOTAL COLOMBO</b>			<b>94</b>	<b>0</b>	<b>6</b>	<b>40</b>	<b>27</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>49</b>	<b>31</b>	<b>96</b>
<b>TOTAL SRI LANKA</b>			<b>94</b>	<b>0</b>	<b>6</b>	<b>40</b>	<b>27</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>49</b>	<b>31</b>	<b>96</b>
SUDAN															
KHARTOUM	BMI BRITISH MIDLAND	S	24	0	0	75	17	4	4	0	0	10	71	10	24
<b>TOTAL KHARTOUM</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>10</b>	<b>24</b>
<b>TOTAL SUDAN</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>10</b>	<b>24</b>
SWEDEN															
GOTEBORG	BRITISH AIRWAYS PLC	S	112	0	0	86	4	7	3	0	0	9	0	0	0
	SAS	S	104	0	0	82	6	9	4	0	0	11	73	16	90
<b>TOTAL GOTEBORG</b>			<b>216</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>16</b>	<b>90</b>
KIRUNA	SAS	C	10	0	0	80	10	0	10	0	0	10	75	10	8
<b>TOTAL KIRUNA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>10</b>	<b>8</b>
LULEA	SAS	S	8	0	0	50	38	0	13	0	0	19	0	0	0
<b>TOTAL LULEA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>38</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
OSTERSUND / FROSON	BMI BRITISH MIDLAND	C	8	0	0	100	0	0	0	0	0	1	80	4	10
<b>TOTAL OSTERSUND / FROSON</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>80</b>	<b>4</b>	<b>10</b>
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS PLC	S	320	0	0	81	8	8	3	0	0	10	83	9	306
	SAS	S	325	0	0	80	7	8	4	0	0	11	74	11	286
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>645</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>10</b>	<b>592</b>
<b>TOTAL SWEDEN</b>			<b>887</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>7</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>10</b>	<b>700</b>
SWITZERLAND															
BASLE MULHOUSE	BRITISH AIRWAYS PLC	S	168	0	0	89	3	5	4	0	0	7	81	9	160
<b>TOTAL BASLE MULHOUSE</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>3</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>9</b>	<b>160</b>
GENEVA	BMI BRITISH MIDLAND	C	8	0	0	88	13	0	0	0	0	7	50	13	8
	BRITISH AIRWAYS PLC	S	464	0	0	81	10	6	4	0	0	10	68	14	442
	SWISS AIRLINES	S	336	0	0	68	15	9	7	0	0	15	57	27	328
<b>TOTAL GENEVA</b>			<b>808</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>63</b>	<b>20</b>	<b>778</b>
ZURICH	BRITISH AIRWAYS PLC	S	324	0	0	87	8	2	2	0	0	6	76	11	308
	SWISS AIRLINES	S	332	0	0	78	12	8	2	0	0	10	72	12	336
<b>TOTAL ZURICH</b>			<b>656</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>11</b>	<b>644</b>
<b>TOTAL SWITZERLAND</b>			<b>1632</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>69</b>	<b>15</b>	<b>1582</b>
SYRIA															
DAMASCUS	BMI BRITISH MIDLAND	S	55	0	1	82	4	11	4	0	0	10	80	7	50

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2011

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
DAMASCUS	SYRIANAIR	S	16	0	0	50	38	13	0	0	0	19	23	58	22
<b>TOTAL DAMASCUS</b>			<b>71</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>11</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>63</b>	<b>23</b>	<b>72</b>
<b>TOTAL SYRIA</b>			<b>71</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>11</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>63</b>	<b>22</b>	<b>78</b>
<b>TAIWAN</b>															
TAIPEI	CHINA AIRLINES	S	16	0	0	63	25	13	0	0	0	12	0	0	0
	EVA AIR	S	56	0	0	54	14	29	4	0	0	19	56	21	48
<b>TOTAL TAIPEI</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>17</b>	<b>25</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>56</b>	<b>21</b>	<b>48</b>
<b>TOTAL TAIWAN</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>17</b>	<b>25</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>56</b>	<b>21</b>	<b>48</b>
<b>TANZANIA</b>															
DAR-ES-SALAAM	BRITISH AIRWAYS PLC	S	24	0	0	96	4	0	0	0	0	4	58	22	24
<b>TOTAL DAR-ES-SALAAM</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>4</b>	<b>58</b>	<b>22</b>	<b>24</b>
<b>TOTAL TANZANIA</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>4</b>	<b>58</b>	<b>22</b>	<b>24</b>
<b>THAILAND</b>															
BANGKOK SUVARNABHUMI AIRPORT	THAI AIRWAYS INTERNATIONAL	S	112	0	0	79	14	5	2	0	0	9	74	13	112
<b>TOTAL BANGKOK SUVARNABHUMI AIRPORT</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>13</b>	<b>112</b>
<b>TOTAL THAILAND</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>13</b>	<b>112</b>
<b>TUNISIA</b>															
TUNIS	TUNISAIR	S	24	0	0	17	33	42	8	0	0	35	38	31	32
<b>TOTAL TUNIS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>33</b>	<b>42</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>38</b>	<b>31</b>	<b>32</b>
<b>TOTAL TUNISIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>33</b>	<b>42</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>38</b>	<b>31</b>	<b>32</b>
<b>TURKEY</b>															
ISTANBUL	BRITISH AIRWAYS PLC	S	164	0	0	85	10	4	2	0	0	6	80	10	164
	THY TURK HAVA YOLLARI TURKIS	S	240	0	0	70	15	12	3	0	0	13	30	37	168
<b>TOTAL ISTANBUL</b>			<b>404</b>	<b>2</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>55</b>	<b>23</b>	<b>332</b>
<b>TOTAL TURKEY</b>			<b>404</b>	<b>2</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>55</b>	<b>23</b>	<b>348</b>
<b>TURKMENISTAN</b>															
ASHKHABAD	TURKMENISTAN AIRLINES	S	16	0	0	44	19	13	6	6	13	88	56	19	16
<b>TOTAL ASHKHABAD</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>19</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>13</b>	<b>88</b>	<b>56</b>	<b>19</b>	<b>16</b>
<b>TOTAL TURKMENISTAN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>19</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>13</b>	<b>88</b>	<b>56</b>	<b>19</b>	<b>16</b>
<b>TURKS AND CAICOS ISLANDS</b>															
PROVIDENCIALES	BRITISH AIRWAYS PLC	S	8	0	0	88	13	0	0	0	0	6	100	1	8
<b>TOTAL PROVIDENCIALES</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>1</b>	<b>8</b>
<b>TOTAL TURKS AND CAICOS ISLANDS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>1</b>	<b>8</b>
<b>UGANDA</b>															
ENTEBBE	BRITISH AIRWAYS PLC	S	40	0	0	78	15	5	3	0	0	9	78	8	40
<b>TOTAL ENTEBBE</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>15</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>8</b>	<b>40</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL UGANDA			40	0	0	78	15	5	3	0	0	9	78	8	40
UKRAINE															
KIEV (BORISPOL)	BRITISH AIRWAYS PLC	S	56	0	0	75	14	7	4	0	0	11	68	15	56
TOTAL KIEV (BORISPOL)			56	0	0	75	14	7	4	0	0	11	68	15	56
TOTAL UKRAINE			56	0	0	75	14	7	4	0	0	11	68	15	56
UNITED ARAB EMIRATES															
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	168	0	0	83	12	4	1	1	0	8	86	8	168
TOTAL ABU DHABI INTERNATIONAL			168	0	0	83	12	4	1	1	0	8	86	8	168
DUBAI	BRITISH AIRWAYS PLC	S	167	0	0	74	17	6	3	0	0	12	76	12	152
	EMIRATES	S	280	0	0	46	22	23	9	0	0	25	58	19	280
	VIRGIN ATLANTIC AIRWAYS LTD	S	54	0	0	85	9	6	0	0	0	6	84	8	56
TOTAL DUBAI			501	0	0	60	19	16	6	0	0	19	67	16	488
TOTAL UNITED ARAB EMIRATES			669	0	0	66	17	13	4	0	0	16	72	14	656
UNITED KINGDOM															
ABERDEEN	BMI BRITISH MIDLAND	S	294	0	3	75	12	9	5	0	0	13	84	9	308
	BRITISH AIRWAYS PLC	S	349	0	1	87	6	5	2	0	0	6	87	7	340
TOTAL ABERDEEN			643	0	4	81	9	7	3	0	0	9	85	8	648
BELFAST CITY (GEORGE BEST)	BMI BRITISH MIDLAND	S	328	0	0	77	9	11	4	0	0	11	86	9	384
TOTAL BELFAST CITY (GEORGE BEST)			328	0	0	77	9	11	4	0	0	11	86	9	384
BELFAST INTERNATIONAL	AER LINGUS	S	164	0	0	95	2	4	0	0	0	3	88	5	166
TOTAL BELFAST INTERNATIONAL			164	0	0	95	2	4	0	0	0	3	88	5	166
EDINBURGH	BMI BRITISH MIDLAND	S	348	0	0	80	7	8	5	0	0	12	88	5	372
	BRITISH AIRWAYS PLC	S	463	0	1	87	7	4	2	0	0	7	85	8	494
TOTAL EDINBURGH			811	0	1	84	7	6	4	0	0	9	86	7	866
GLASGOW	BMI BRITISH MIDLAND	S	332	0	0	74	13	8	5	0	0	12	89	6	391
	BRITISH AIRWAYS PLC	S	408	0	0	84	7	6	3	0	0	9	87	6	434
TOTAL GLASGOW			740	0	0	79	10	7	4	0	0	10	88	6	825
MANCHESTER	BMI BRITISH MIDLAND	S	336	0	0	81	8	5	6	0	0	12	90	6	472
	BRITISH AIRWAYS PLC	S	447	0	0	84	6	7	4	0	0	8	85	8	371
TOTAL MANCHESTER			783	0	0	83	7	6	4	0	0	10	88	7	843
NEWCASTLE	BRITISH AIRWAYS PLC	S	328	0	0	84	8	5	2	0	0	8	86	10	314
TOTAL NEWCASTLE			328	0	0	84	8	5	2	0	0	8	86	10	314
TOTAL UNITED KINGDOM			3797	0	5	82	8	7	4	0	0	9	87	7	4046
USA															
ATLANTA	BRITISH AIRWAYS PLC	S	56	0	0	91	7	0	2	0	0	6	70	18	56
	DELTA AIRLINES	S	87	1	0	76	9	10	3	1	0	15	32	36	56
TOTAL ATLANTA			143	1	0	82	8	6	3	1	0	11	51	27	112
BALTIMORE	BRITISH AIRWAYS PLC	S	56	0	0	88	9	0	4	0	0	7	79	11	47
TOTAL BALTIMORE			56	0	0	88	9	0	4	0	0	7	79	11	47

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			Actual (7)	Plan (8)											
BOSTON	AMERICAN AIRLINES	S	96	0	0	89	5	3	3	0	0	8	54	22	91
	BRITISH AIRWAYS PLC	S	162	0	0	82	12	3	2	0	1	14	62	16	166
	VIRGIN ATLANTIC AIRWAYS LTD	S	48	0	0	96	4	0	0	0	0	2	61	26	54
<b>TOTAL BOSTON</b>			<b>306</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>59</b>	<b>19</b>	<b>311</b>
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	147	0	2	73	13	7	5	1	0	16	53	27	159
	BRITISH AIRWAYS PLC	S	106	0	0	71	16	8	6	0	0	14	38	28	112
	UNITED AIRLINES	S	150	0	2	87	8	3	2	0	0	7	59	17	166
<b>TOTAL CHICAGO (O'HARE)</b>			<b>403</b>	<b>0</b>	<b>4</b>	<b>77</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>52</b>	<b>23</b>	<b>437</b>
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	112	0	0	73	12	9	5	1	0	14	42	33	99
	BRITISH AIRWAYS PLC	S	56	0	0	71	20	5	4	0	0	14	39	49	56
<b>TOTAL DALLAS/FORT WORTH</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>41</b>	<b>39</b>	<b>155</b>
DENVER INTERNATIONAL	BRITISH AIRWAYS PLC	S	56	0	0	68	9	14	9	0	0	18	32	27	56
<b>TOTAL DENVER INTERNATIONAL</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>9</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>32</b>	<b>27</b>	<b>56</b>
DETROIT	DELTA AIRLINES	S	75	0	3	93	4	3	0	0	0	3	57	23	56
<b>TOTAL DETROIT</b>			<b>75</b>	<b>0</b>	<b>3</b>	<b>93</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>57</b>	<b>23</b>	<b>56</b>
HOUSTON	BRITISH AIRWAYS PLC	S	103	0	0	78	13	7	3	0	0	11	55	19	111
	CONTINENTAL AIRLINES	S	112	0	0	85	9	1	5	0	0	9	46	32	108
<b>TOTAL HOUSTON</b>			<b>215</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>51</b>	<b>25</b>	<b>219</b>
LAS VEGAS	BRITISH AIRWAYS PLC	S	56	0	0	64	16	14	5	0	0	15	27	35	56
<b>TOTAL LAS VEGAS</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>16</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>27</b>	<b>35</b>	<b>56</b>
LOS ANGELES INTERNATIONAL	AMERICAN AIRLINES	S	56	0	0	82	11	5	2	0	0	7	55	17	56
	BRITISH AIRWAYS PLC	S	149	0	0	62	22	11	5	0	0	17	30	30	127
	UNITED AIRLINES	S	50	0	0	90	6	0	4	0	0	6	73	13	55
	VIRGIN ATLANTIC AIRWAYS LTD	S	99	0	0	86	9	4	1	0	0	7	46	19	56
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>354</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>46</b>	<b>22</b>	<b>294</b>
MIAMI INTERNATIONAL	AMERICAN AIRLINES	S	80	0	0	78	15	4	1	1	1	20	68	20	80
	BRITISH AIRWAYS PLC	S	112	0	0	80	6	7	4	3	0	16	73	14	112
	VIRGIN ATLANTIC AIRWAYS LTD	S	56	0	0	82	14	2	2	0	0	7	61	23	56
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>18</b>	<b>248</b>
MINNEAPOLIS-ST PAUL	DELTA AIRLINES	S	50	0	5	88	4	4	0	4	0	15	60	17	40
<b>TOTAL MINNEAPOLIS-ST PAUL</b>			<b>50</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>15</b>	<b>60</b>	<b>17</b>	<b>40</b>
NEW YORK (JF KENNEDY)	AMERICAN AIRLINES	S	258	0	0	84	6	7	2	1	0	11	67	21	192
	BRITISH AIRWAYS PLC	S	368	0	0	83	8	4	4	1	0	11	61	19	314
	DELTA AIRLINES	S	165	0	2	89	6	4	1	0	0	5	59	25	105
	KUWAIT AIRWAYS	S	24	0	0	50	8	29	13	0	0	24	46	37	24
	VIRGIN ATLANTIC AIRWAYS LTD	S	150	0	0	83	7	6	4	0	0	9	58	19	150
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>965</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>7</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>61</b>	<b>20</b>	<b>785</b>
NEW YORK (NEWARK)	BRITISH AIRWAYS PLC	S	160	0	0	83	11	5	1	1	0	8	70	25	108
	CONTINENTAL AIRLINES	S	266	0	0	86	7	3	2	2	0	10	64	26	160
	VIRGIN ATLANTIC AIRWAYS LTD	S	104	0	0	83	12	4	2	0	0	7	48	27	106
<b>TOTAL NEW YORK (NEWARK)</b>			<b>530</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>61</b>	<b>26</b>	<b>374</b>
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	110	0	0	82	12	1	5	0	1	13	48	31	94
	US AIRWAYS	S	56	0	0	89	7	2	2	0	0	6	60	22	52

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			Actual (7)	Plan (8)											
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>166</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>52</b>	<b>28</b>	<b>146</b>
PHOENIX	BRITISH AIRWAYS PLC	S	48	0	0	71	21	6	2	0	0	12	29	34	48
<b>TOTAL PHOENIX</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>21</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>29</b>	<b>34</b>	<b>48</b>
RALEIGH	AMERICAN AIRLINES	S	56	0	0	79	9	5	7	0	0	12	70	11	56
<b>TOTAL RALEIGH</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>11</b>	<b>56</b>
<b>SAN FRANCISCO</b>															
	BRITISH AIRWAYS PLC	S	112	0	0	79	12	9	1	0	0	10	50	24	106
	UNITED AIRLINES	S	56	0	0	86	9	4	2	0	0	8	78	13	55
	VIRGIN ATLANTIC AIRWAYS LTD	S	56	0	0	93	7	0	0	0	0	3	64	14	56
<b>TOTAL SAN FRANCISCO</b>			<b>224</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>61</b>	<b>19</b>	<b>217</b>
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	56	0	0	91	4	2	2	0	2	26	71	12	56
<b>TOTAL SEATTLE (TACOMA)</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>26</b>	<b>71</b>	<b>12</b>	<b>56</b>
<b>WASHINGTON (DULLES)</b>															
	BRITISH AIRWAYS PLC	S	166	0	0	79	11	5	4	0	0	11	54	22	146
	UNITED AIRLINES	S	168	0	0	93	3	1	2	1	1	11	60	24	147
	VIRGIN ATLANTIC AIRWAYS LTD	S	50	0	0	92	4	2	2	0	0	5	54	34	48
<b>TOTAL WASHINGTON (DULLES)</b>			<b>384</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>57</b>	<b>24</b>	<b>341</b>
<b>TOTAL USA</b>			<b>4559</b>	<b>2</b>	<b>14</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>56</b>	<b>23</b>	<b>4054</b>
<b>UZBEKISTAN</b>															
TASHKENT	UZBEKISTAN AIRLINES	S	16	0	0	38	6	19	38	0	0	42	63	24	16
<b>TOTAL TASHKENT</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>6</b>	<b>19</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>63</b>	<b>24</b>	<b>16</b>
<b>TOTAL UZBEKISTAN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>6</b>	<b>19</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>63</b>	<b>24</b>	<b>16</b>
<b>ZAMBIA</b>															
LUSAKA	BRITISH AIRWAYS PLC	S	24	0	0	92	8	0	0	0	0	4	88	10	24
<b>TOTAL LUSAKA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>10</b>	<b>24</b>
<b>TOTAL ZAMBIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>10</b>	<b>24</b>
<b>TOTAL HEATHROW</b>			<b>36051</b>	<b>12</b>	<b>92</b>	<b>78</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>15</b>	<b>34844</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2011

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>BELGIUM</b>															
ANTWERP	VLM (BELGIUM)	S	223	0	0	90	5	2	2	0	0	7	81	10	226
TOTAL ANTWERP			<b>223</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>10</b>	<b>226</b>
TOTAL BELGIUM			<b>223</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>10</b>	<b>226</b>
<b>DENMARK</b>															
BILLUND	SUN AIR OF SCANDINAVIA	S	46	0	0	65	20	15	0	0	0	13	87	7	31
TOTAL BILLUND			<b>46</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>20</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>87</b>	<b>7</b>	<b>31</b>
COPENHAGEN	BA CITYFLYER LTD	S	88	0	0	88	5	5	3	0	0	8	0	0	0
TOTAL COPENHAGEN			<b>88</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>16</b>	<b>88</b>
TOTAL DENMARK			<b>134</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>14</b>	<b>119</b>
<b>FRANCE</b>															
BRIVE-LA-GAILLARDE	CITY JET	S	8	0	0	63	13	13	13	0	0	18	0	0	0
TOTAL BRIVE-LA-GAILLARDE			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
CHAMBERY	BA CITYFLYER LTD	S	32	0	0	69	13	3	13	3	0	24	0	0	0
TOTAL CHAMBERY			<b>32</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>3</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>
DEAUVILLE	VLM (BELGIUM)	S	24	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL DEAUVILLE			<b>24</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
NANTES	VLM (BELGIUM)	S	95	0	0	89	2	6	1	1	0	8	77	12	94
TOTAL NANTES			<b>95</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>2</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>12</b>	<b>94</b>
NICE	BA CITYFLYER LTD	S	32	0	0	84	3	0	13	0	0	16	67	22	30
TOTAL NICE			<b>32</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>67</b>	<b>22</b>	<b>30</b>
PARIS (ORLY)	CITY JET	S	2	0	0	100	0	0	0	0	0	7	76	10	80
	VLM (BELGIUM)	S	256	0	0	89	5	2	3	0	0	6	83	9	140
TOTAL PARIS (ORLY)			<b>258</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>9</b>	<b>220</b>
TOTAL FRANCE			<b>449</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>11</b>	<b>344</b>
<b>GERMANY</b>															
FRANKFURT MAIN	BA CITYFLYER LTD	S	119	0	0	76	7	8	9	0	0	15	68	19	148
	LUFTHANSA CITY LINE	S	152	0	0	68	13	11	8	0	0	15	68	20	148
TOTAL FRANKFURT MAIN			<b>271</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>10</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>19</b>	<b>296</b>
MUNICH	LUFTHANSA CITY LINE	S	72	0	0	75	13	8	4	0	0	13	65	18	72
TOTAL MUNICH			<b>72</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>65</b>	<b>18</b>	<b>72</b>
TOTAL GERMANY			<b>343</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>17</b>	<b>460</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	CITY JET	S	214	0	0	89	6	3	2	0	0	6	82	7	284
TOTAL DUBLIN			<b>214</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>82</b>	<b>7</b>	<b>284</b>
TOTAL IRISH REPUBLIC			<b>214</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>82</b>	<b>7</b>	<b>284</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2011

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>ITALY</b>															
FLORENCE	CITY JET	S	47	0	0	85	11	4	0	0	0	6	0	0	0
TOTAL FLORENCE			47	0	0	85	11	4	0	0	0	6	0	0	0
MILAN (LINATE)	CITY JET	S	86	0	0	90	6	2	2	0	0	6	71	17	86
TOTAL MILAN (LINATE)			86	0	0	90	6	2	2	0	0	6	71	17	86
TOTAL ITALY			133	0	0	88	8	3	2	0	0	6	74	14	117
<b>LUXEMBOURG</b>															
LUXEMBOURG	LUXAIR	S	191	0	0	81	12	3	3	1	0	11	78	12	184
LUXEMBOURG	VLM (BELGIUM)	S	141	0	0	88	6	0	4	3	0	12	62	22	143
TOTAL LUXEMBOURG			332	0	0	84	9	2	3	2	0	12	71	17	327
TOTAL LUXEMBOURG			332	0	0	84	9	2	3	2	0	12	71	17	327
<b>NETHERLANDS</b>															
<b>AMSTERDAM</b>															
AMSTERDAM	BA CITYFLYER LTD	S	168	0	0	91	5	3	1	0	0	4	83	10	167
AMSTERDAM	CITY JET	S	311	0	0	86	7	3	4	0	0	7	0	0	0
TOTAL AMSTERDAM			479	0	0	88	6	3	3	0	0	6	77	11	558
EINDHOVEN	VLM (BELGIUM)	S	78	0	0	91	5	1	1	1	0	8	87	6	87
TOTAL EINDHOVEN			78	0	0	91	5	1	1	1	0	8	87	6	87
ROTTERDAM	VLM (BELGIUM)	S	346	0	5	92	3	3	1	0	0	5	85	8	326
TOTAL ROTTERDAM			346	0	5	92	3	3	1	0	0	5	85	8	326
TOTAL NETHERLANDS			903	0	5	90	5	3	2	0	0	6	81	9	971
<b>SPAIN</b>															
<b>BARCELONA</b>															
BARCELONA	BA CITYFLYER LTD	S	22	0	0	77	5	18	0	0	0	9	0	0	0
TOTAL BARCELONA			22	0	0	77	5	18	0	0	0	9	0	0	0
MADRID	BA CITYFLYER LTD	S	88	0	0	77	14	8	1	0	0	9	61	20	80
TOTAL MADRID			88	0	0	77	14	8	1	0	0	9	61	20	80
TOTAL SPAIN			110	0	0	77	12	10	1	0	0	9	61	20	80
<b>SWEDEN</b>															
<b>STOCKHOLM (ARLANDA)</b>															
STOCKHOLM (ARLANDA)	BA CITYFLYER LTD	S	88	0	0	78	13	2	5	1	1	20	0	0	0
TOTAL STOCKHOLM (ARLANDA)			88	0	0	78	13	2	5	1	1	20	0	0	0
TOTAL SWEDEN			88	0	0	78	13	2	5	1	1	20	0	0	0
<b>SWITZERLAND</b>															
<b>BASLE MULHOUSE</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	90	1	0	90	4	6	0	0	0	5	80	11	90
TOTAL BASLE MULHOUSE			90	1	0	90	4	6	0	0	0	5	80	11	90
<b>GENEVA</b>															
GENEVA	BA CITYFLYER LTD	S	56	0	0	86	13	0	2	0	0	6	62	16	55
GENEVA	SWISS AIRLINES	S	213	0	2	95	4	0	0	0	0	3	70	23	196
TOTAL GENEVA			269	0	2	93	6	0	0	0	0	3	69	20	306
<b>ZURICH</b>															
ZURICH	BA CITYFLYER LTD	S	174	0	0	89	5	5	2	0	0	6	80	10	179
ZURICH	SWISS AIRLINES	S	332	1	1	89	7	2	1	0	0	6	73	11	333



CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
TOTAL ZURICH			506	1	1	89	6	3	1	0	0	6	75	11	512
TOTAL SWITZERLAND			865	2	3	90	6	3	1	0	0	5	74	14	908
UNITED KINGDOM															
DUNDEE	VLM (BELGIUM)	S	104	0	0	86	7	6	2	0	0	7	0	0	0
TOTAL DUNDEE			104	0	0	86	7	6	2	0	0	7	85	9	183
EDINBURGH	BA CITYFLYER LTD	S	310	0	0	90	6	3	1	0	0	5	81	10	278
	CITY JET	S	118	0	0	79	10	7	4	0	0	10	87	6	292
TOTAL EDINBURGH			428	0	0	87	7	4	2	0	0	6	84	8	570
GLASGOW	BA CITYFLYER LTD	S	163	0	0	88	6	1	6	0	0	8	86	7	162
TOTAL GLASGOW			163	0	0	88	6	1	6	0	0	8	86	7	162
ISLE OF MAN	AER ARANN	S	144	0	0	88	8	3	1	0	0	6	84	7	136
TOTAL ISLE OF MAN			144	0	0	88	8	3	1	0	0	6	84	7	136
TOTAL UNITED KINGDOM			839	0	0	87	7	4	3	0	0	6	83	8	1178
USA															
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	86	0	2	99	0	1	0	0	0	1	90	4	82
TOTAL NEW YORK (JF KENNEDY)			86	0	2	99	0	1	0	0	0	1	90	4	82
TOTAL USA			86	0	2	99	0	1	0	0	0	1	90	4	82
TOTAL LONDON CITY			4719	2	10	87	7	4	3	0	0	7	78	11	5096

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2011

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
INNSBRUCK	ADRIA AIRWAYS	C	2	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL INNSBRUCK</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SALZBURG</b>															
TOTAL SALZBURG	THOMSON AIRWAYS LTD	C	8	0	0	75	0	25	0	0	0	11	63	9	8
<b>TOTAL SALZBURG</b>			<b>8</b>	<b>2</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>63</b>	<b>9</b>	<b>8</b>
<b>TOTAL AUSTRIA</b>			<b>10</b>	<b>2</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>63</b>	<b>9</b>	<b>8</b>
<b>BULGARIA</b>															
BURGAS	WIZZ AIR	S	16	0	0	69	13	13	6	0	0	14	47	114	15
<b>TOTAL BURGAS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>47</b>	<b>114</b>	<b>15</b>
SOFIA	WIZZ AIR	S	56	0	0	73	16	5	4	2	0	15	67	28	57
<b>TOTAL SOFIA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>28</b>	<b>57</b>
VARNA	WIZZ AIR	S	17	0	0	65	0	18	18	0	0	24	25	43	8
<b>TOTAL VARNA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>0</b>	<b>18</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>25</b>	<b>43</b>	<b>8</b>
<b>TOTAL BULGARIA</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>59</b>	<b>45</b>	<b>80</b>
<b>CROATIA</b>															
ZAGREB	WIZZ AIR	S	4	0	0	75	25	0	0	0	0	11	88	4	24
<b>TOTAL ZAGREB</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>4</b>	<b>25</b>
<b>TOTAL CROATIA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>4</b>	<b>25</b>
<b>CYPRUS</b>															
LARNACA	MONARCH AIRLINES	S	8	0	0	50	38	13	0	0	0	14	53	16	15
<b>TOTAL LARNACA</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>14</b>	<b>53</b>	<b>16</b>	<b>15</b>
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	16	0	0	63	31	6	0	0	0	11	71	24	24
<b>TOTAL PAPHOS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>31</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>24</b>	<b>24</b>
<b>TOTAL CYPRUS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>33</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>64</b>	<b>21</b>	<b>39</b>
<b>CZECH REPUBLIC</b>															
BRNO (TURANY)	WIZZ AIR	S	24	0	0	92	8	0	0	0	0	3	0	0	0
<b>TOTAL BRNO (TURANY)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
PRAGUE	TITAN AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	5	0	0	0
	WIZZ AIR	S	74	0	0	77	12	7	4	0	0	11	54	32	46
<b>TOTAL PRAGUE</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>54</b>	<b>32</b>	<b>46</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>54</b>	<b>32</b>	<b>46</b>
<b>DENMARK</b>															
COPENHAGEN	FLYBE LTD	C	2	0	0	50	0	0	50	0	0	35	0	0	0
<b>TOTAL COPENHAGEN</b>			<b>3</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL DENMARK</b>			<b>3</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>16</b>	<b>1</b>
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	EASYJET AIRLINE COMPANY LTD	S	40	0	0	83	15	3	0	0	0	6	59	29	32

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Reporting Airport: LUTON (Full Analysis)

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			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
SHARM EL SHEIKH (OPHIRA)	THOMSON AIRWAYS LTD	S	16	0	0	69	19	13	0	0	0	12	50	63	16
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>56</b>	<b>40</b>	<b>48</b>
<b>TOTAL EGYPT</b>			<b>57</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>16</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>56</b>	<b>40</b>	<b>48</b>
<b>ESTONIA</b>															
TALLIN	RYANAIR	S	24	0	0	88	8	4	0	0	0	7	0	0	0
<b>TOTAL TALLIN</b>			<b>24</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>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ESTONIA</b>			<b>24</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>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FRANCE</b>															
BEZIERS	RYANAIR	S	16	0	0	81	6	13	0	0	0	7	88	23	16
<b>TOTAL BEZIERS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>23</b>	<b>16</b>
BORDEAUX	EASYJET AIRLINE COMPANY LTD	S	32	0	0	81	6	6	3	3	0	17	63	26	30
<b>TOTAL BORDEAUX</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>63</b>	<b>26</b>	<b>30</b>
BREST	RYANAIR	S	24	0	0	100	0	0	0	0	0	3	96	6	24
<b>TOTAL BREST</b>			<b>24</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>96</b>	<b>6</b>	<b>24</b>
GRENOBLE	EASYJET AIRLINE COMPANY LTD	S	32	0	0	81	13	6	0	0	0	8	56	36	16
<b>TOTAL GRENOBLE</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>46</b>	<b>41</b>	<b>24</b>
NICE	DOT - DANU ORO TRANSPORTAS	C	2	0	0	0	50	50	0	0	0	37	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	42	0	0	50	29	17	5	0	0	22	54	41	54
<b>TOTAL NICE</b>			<b>44</b>	<b>4</b>	<b>0</b>	<b>48</b>	<b>30</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>54</b>	<b>41</b>	<b>54</b>
NIMES	RYANAIR	S	32	0	0	88	6	0	6	0	0	12	90	11	30
<b>TOTAL NIMES</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>90</b>	<b>11</b>	<b>30</b>
PARIS (CHARLES DE GAULLE)	CITY JET	C	2	0	0	50	0	50	0	0	0	35	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	156	0	0	71	13	12	4	0	0	15	70	24	145
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>24</b>	<b>145</b>
STRASBOURG	JET2.COM LTD	C	2	0	0	100	0	0	0	0	0	6	0	0	0
<b>TOTAL STRASBOURG</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FRANCE</b>			<b>340</b>	<b>11</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>25</b>	<b>323</b>
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	92	0	0	74	10	12	4	0	0	14	70	29	94
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>92</b>	<b>8</b>	<b>0</b>	<b>74</b>	<b>10</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>29</b>	<b>94</b>
DORTMUND	EASYJET AIRLINE COMPANY LTD	S	111	0	0	85	10	4	2	0	0	7	69	22	124
<b>TOTAL DORTMUND</b>			<b>111</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>69</b>	<b>22</b>	<b>124</b>
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	40	0	0	80	18	3	0	0	0	8	47	34	47
<b>TOTAL HAMBURG</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>47</b>	<b>34</b>	<b>47</b>
<b>TOTAL GERMANY</b>			<b>243</b>	<b>14</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>65</b>	<b>29</b>	<b>269</b>
<b>GIBRALTAR</b>															
GIBRALTAR	MONARCH AIRLINES	S	32	0	0	50	31	6	6	6	0	31	48	18	27

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			Actual (7)	Plan (8)											
TOTAL GIBRALTAR			32	0	0	50	31	6	6	6	0	31	48	18	27
TOTAL GIBRALTAR			32	0	0	50	31	6	6	6	0	31	48	18	27
HUNGARY															
BUDAPEST	EASYJET AIRLINE COMPANY LTD	S	56	0	0	89	5	2	4	0	0	7	62	24	55
	WIZZ AIR	S	146	0	0	88	8	3	1	0	0	6	67	25	112
TOTAL BUDAPEST			202	1	0	88	7	3	1	0	0	6	65	25	167
TOTAL HUNGARY			202	1	0	88	7	3	1	0	0	6	65	25	167
IRISH REPUBLIC															
DUBLIN	RYANAIR	S	168	0	0	83	11	2	2	1	0	10	75	16	167
TOTAL DUBLIN			168	0	0	83	11	2	2	1	0	10	75	16	169
GALWAY	AER ARANN	S	103	0	0	81	3	10	7	0	0	13	76	16	88
TOTAL GALWAY			103	0	0	81	3	10	7	0	0	13	76	16	88
IRELAND WEST AIRPORT KNOCK	RYANAIR	S	56	0	0	84	13	0	4	0	0	7	65	22	55
TOTAL IRELAND WEST AIRPORT KNOCK			56	0	0	84	13	0	4	0	0	7	65	22	55
KERRY COUNTY	RYANAIR	S	56	0	0	89	5	2	0	4	0	13	73	16	56
TOTAL KERRY COUNTY			56	0	0	89	5	2	0	4	0	13	73	16	56
WATERFORD	AER ARANN	S	47	0	0	79	6	11	4	0	0	11	78	19	97
TOTAL WATERFORD			47	0	0	79	6	11	4	0	0	11	78	19	97
TOTAL IRISH REPUBLIC			430	0	0	83	8	5	3	1	0	11	75	17	465
ISRAEL															
OVDA	THOMSON AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL OVDA			3	0	0	100	0	0	0	0	0	1	50	30	2
TEL AVIV	EASYJET AIRLINE COMPANY LTD	S	55	0	0	47	29	13	11	0	0	21	30	42	47
	EL AL	S	18	0	0	72	17	11	0	0	0	10	54	25	37
TOTAL TEL AVIV			73	2	0	53	26	12	8	0	0	18	40	34	84
TOTAL ISRAEL			76	2	0	55	25	12	8	0	0	18	40	37	87
ITALY															
BERGAMO	THOMSON AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	20	0	0	0
TOTAL BERGAMO			2	0	0	50	0	50	0	0	0	20	0	0	0
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	70	0	0	80	9	6	6	0	0	12	58	27	95
TOTAL MILAN (MALPENSA)			70	1	0	80	9	6	6	0	0	12	58	27	95
VENICE	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	0	16	0	0	0
TOTAL VENICE			2	0	0	50	0	50	0	0	0	16	0	0	0
TOTAL ITALY			74	11	1	78	8	8	5	0	0	12	66	20	167
LATVIA															
RIGA	WIZZ AIR	S	24	0	0	96	4	0	0	0	0	4	0	0	0
TOTAL RIGA			24	0	0	96	4	0	0	0	0	4	0	0	0

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				Actual (7)	Plan (8)										
TOTAL LATVIA			24	0	0	96	4	0	0	0	0	4	0	0	0
LITHUANIA															
KAUNAS	RYANAIR	S	24	0	0	96	4	0	0	0	0	5	87	9	31
TOTAL KAUNAS			24	0	0	96	4	0	0	0	0	5	87	9	31
TOTAL LITHUANIA			24	0	0	96	4	0	0	0	0	5	87	9	31
MALTA															
MALTA	RYANAIR	S	24	0	0	96	4	0	0	0	0	5	68	25	40
TOTAL MALTA			24	0	0	96	4	0	0	0	0	5	68	25	40
TOTAL MALTA			24	0	0	96	4	0	0	0	0	5	68	25	40
MOROCCO															
MARRAKESH	RYANAIR	S	24	0	0	88	8	4	0	0	0	6	66	23	32
TOTAL MARRAKESH			24	0	0	88	8	4	0	0	0	6	67	22	33
OUARZAZATE	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL OUARZAZATE			2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL MOROCCO			27	0	0	85	7	7	0	0	0	7	67	22	33
NETHERLANDS															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	164	0	0	66	12	14	9	0	0	18	69	20	140
TOTAL AMSTERDAM			164	0	0	66	12	14	9	0	0	18	69	20	140
TOTAL NETHERLANDS			164	0	0	66	12	14	9	0	0	18	69	20	140
POLAND															
GDANSK	WIZZ AIR	S	96	0	0	75	11	10	3	0	0	12	75	33	103
TOTAL GDANSK			96	0	0	75	11	10	3	0	0	12	75	33	103
KATOWICE	WIZZ AIR	S	112	0	0	77	13	11	0	0	0	9	55	30	88
TOTAL KATOWICE			112	0	0	77	13	11	0	0	0	9	55	30	88
POZNAN	WIZZ AIR	S	48	0	0	75	13	6	4	2	0	19	63	55	57
TOTAL POZNAN			48	0	0	75	13	6	4	2	0	19	63	55	57
RZESZOW	RYANAIR	S	16	0	0	100	0	0	0	0	0	4	100	3	16
TOTAL RZESZOW			16	0	0	100	0	0	0	0	0	4	100	3	16
WARSAW	WIZZ AIR	S	146	0	0	69	15	10	6	0	0	15	62	50	144
TOTAL WARSAW			146	0	0	69	15	10	6	0	0	15	62	50	144
WROCLAW	WIZZ AIR	S	40	0	0	68	20	10	3	0	0	12	45	46	29
TOTAL WROCLAW			40	0	0	68	20	10	3	0	0	12	45	46	29
TOTAL POLAND			458	0	0	74	13	9	3	0	0	13	64	38	495
PORTUGAL(EXCLUDING MADEIRA)															
FARO	EASYJET AIRLINE COMPANY LTD	S	32	0	0	75	19	6	0	0	0	10	53	31	38
TOTAL FARO			32	0	0	75	19	6	0	0	0	10	53	31	38
LISBON	EASYJET AIRLINE COMPANY LTD	S	50	0	0	76	12	10	2	0	0	13	45	32	56

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				Actual (7)	Plan (8)										
TOTAL LISBON			50	2	0	76	12	10	2	0	0	13	45	32	56
TOTAL PORTUGAL(EXCLUDING MADEIRA)			82	2	0	76	15	9	1	0	0	12	49	30	100
REPUBLIC OF SERBIA															
BELGRADE	WIZZ AIR	S	24	0	0	83	17	0	0	0	0	8	0	0	0
TOTAL BELGRADE			24	0	0	83	17	0	0	0	0	8	0	0	0
TOTAL REPUBLIC OF SERBIA			24	0	0	83	17	0	0	0	0	8	0	0	0
ROMANIA															
BACAU	BLUE AIR TRANSPORT AERIAN	S	24	0	0	83	17	0	0	0	0	6	31	145	16
TOTAL BACAU			24	0	0	83	17	0	0	0	0	6	31	145	16
BUCHAREST (BANEASA)	BLUE AIR TRANSPORT AERIAN	S	40	0	0	58	18	25	0	0	0	18	0	0	0
	WIZZ AIR	S	104	0	0	88	9	2	1	0	0	5	57	24	56
TOTAL BUCHAREST (BANEASA)			144	0	0	80	11	8	1	0	0	9	57	24	56
CLUJ NAPOCA	WIZZ AIR	S	42	0	0	81	10	7	2	0	0	9	60	35	40
TOTAL CLUJ NAPOCA			42	0	0	81	10	7	2	0	0	9	60	35	40
TIMISOARA	WIZZ AIR	S	24	0	0	88	8	4	0	0	0	6	46	22	24
TOTAL TIMISOARA			24	0	0	88	8	4	0	0	0	6	46	22	24
TOTAL ROMANIA			234	0	0	81	11	7	1	0	0	8	53	41	136
SLOVAK REPUBLIC															
BRATISLAVA	RYANAIR	S	56	0	0	79	13	9	0	0	0	10	0	0	0
TOTAL BRATISLAVA			56	0	0	79	13	9	0	0	0	10	0	0	0
TOTAL SLOVAK REPUBLIC			56	0	0	79	13	9	0	0	0	10	0	0	0
SPAIN															
ALICANTE	MONARCH AIRLINES	S	24	0	0	75	13	4	0	8	0	31	0	0	0
TOTAL ALICANTE			24	0	0	75	13	4	0	8	0	31	56	46	32
BARCELONA	AIR EUROPA	C	2	0	0	50	0	0	50	0	0	46	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	112	0	0	71	13	11	4	0	0	15	64	32	108
	SPANAIR	C	2	0	0	50	0	0	50	0	0	37	0	0	0
TOTAL BARCELONA			116	4	0	71	13	10	6	0	0	16	64	32	108
GERONA	RYANAIR	S	24	0	0	100	0	0	0	0	0	2	69	40	32
TOTAL GERONA			24	0	0	100	0	0	0	0	0	2	69	40	32
MADRID	EASYJET AIRLINE COMPANY LTD	S	122	0	0	74	12	11	3	0	0	12	56	26	142
TOTAL MADRID			123	1	0	74	12	11	3	0	0	12	56	26	142
MAHON	MONARCH AIRLINES	S	8	0	0	75	25	0	0	0	0	7	75	28	8
TOTAL MAHON			8	0	0	75	25	0	0	0	0	7	75	28	8
MALAGA	EASYJET AIRLINE COMPANY LTD	S	38	0	0	68	18	13	0	0	0	15	68	17	38
	MONARCH AIRLINES	S	26	0	0	88	8	4	0	0	0	8	50	31	16
TOTAL MALAGA			64	2	0	77	14	9	0	0	0	12	64	21	55
TOTAL SPAIN			360	10	0	75	12	9	3	1	0	14	61	30	409

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2011

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	MONARCH AIRLINES	S	24	0	0	79	8	4	8	0	0	15	86	8	14
	RYANAIR	S	16	0	0	94	0	0	6	0	0	15	69	18	16
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	3	75	45	8
<b>TOTAL ARRECIFE</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>20</b>	<b>38</b>
FUERTEVENTURA	RYANAIR	S	16	0	0	88	0	6	6	0	0	11	0	0	0
<b>TOTAL FUERTEVENTURA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>67</b>	<b>10</b>	<b>6</b>
LAS PALMAS	RYANAIR	S	16	0	0	100	0	0	0	0	0	2	69	33	16
	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	9	25	66	8
<b>TOTAL LAS PALMAS</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>54</b>	<b>44</b>	<b>24</b>
TENERIFE (SURREINA SOFIA)	MONARCH AIRLINES	S	48	0	0	58	27	4	10	0	0	20	60	21	42
	RYANAIR	S	20	0	0	85	5	10	0	0	0	6	75	7	16
	THOMSON AIRWAYS LTD	C	16	0	0	81	0	19	0	0	0	8	86	11	14
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>16</b>	<b>72</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>173</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>21</b>	<b>140</b>
<b>SWITZERLAND</b>															
GENEVA	EASYJET AIRLINE COMPANY LTD	S	294	0	0	76	14	7	3	0	0	11	53	31	287
<b>TOTAL GENEVA</b>			<b>294</b>	<b>12</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>53</b>	<b>31</b>	<b>287</b>
ZURICH	EASYJET AIRLINE COMPANY LTD	S	72	0	0	71	25	4	0	0	0	11	59	38	96
<b>TOTAL ZURICH</b>			<b>72</b>	<b>3</b>	<b>0</b>	<b>71</b>	<b>25</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>59</b>	<b>38</b>	<b>96</b>
<b>TOTAL SWITZERLAND</b>			<b>366</b>	<b>20</b>	<b>0</b>	<b>75</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>55</b>	<b>33</b>	<b>383</b>
<b>TURKEY</b>															
ISTANBUL (SABIHA GOKCEN)	EASYJET AIRLINE COMPANY LTD	S	32	0	0	81	6	13	0	0	0	10	62	24	34
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>62</b>	<b>24</b>	<b>34</b>
<b>TOTAL TURKEY</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>62</b>	<b>24</b>	<b>34</b>
<b>UKRAINE</b>															
KIEV (BORISPOL)	WIZZ AIR	S	24	0	0	75	8	17	0	0	0	12	0	0	0
<b>TOTAL KIEV (BORISPOL)</b>			<b>24</b>	<b>2</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>38</b>	<b>51</b>	<b>24</b>
<b>TOTAL UKRAINE</b>			<b>24</b>	<b>3</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>38</b>	<b>51</b>	<b>24</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	76	0	0	67	17	12	4	0	0	16	59	19	54
<b>TOTAL ABERDEEN</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>59</b>	<b>19</b>	<b>54</b>
BELFAST CITY (GEORGE BEST)	EASYJET AIRLINE COMPANY LTD	S	152	0	0	82	5	7	5	1	0	13	63	20	110
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>5</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>20</b>	<b>110</b>
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	160	0	0	79	11	5	3	1	0	11	80	16	158
<b>TOTAL EDINBURGH</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>16</b>	<b>158</b>
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	192	0	0	83	11	3	3	0	0	8	86	11	192
<b>TOTAL GLASGOW</b>			<b>192</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>11</b>	<b>192</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2011

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	52	0	0	56	19	15	10	0	0	24	63	20	54
<b>TOTAL INVERNESS</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>63</b>	<b>20</b>	<b>54</b>
ISLE OF MAN	FLYBE LTD	S	40	0	0	80	3	8	10	0	0	11	76	14	42
<b>TOTAL ISLE OF MAN</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>3</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>14</b>	<b>42</b>
JERSEY	FLYBE LTD	S	16	0	0	75	6	6	13	0	0	15	95	2	20
<b>TOTAL JERSEY</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>6</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>95</b>	<b>2</b>	<b>20</b>
<b>TOTAL UNITED KINGDOM</b>			<b>688</b>	<b>9</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>15</b>	<b>662</b>
<b>TOTAL LUTON</b>			<b>4470</b>	<b>124</b>	<b>1</b>	<b>77</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>66</b>	<b>26</b>	<b>4379</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2011

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
<b>INNSBRUCK</b>	FLYBE LTD	C	8	0	0	88	13	0	0	0	0	7	38	39	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	13	0	0	0	7	63	15	8
	THOMSON AIRWAYS LTD	C	16	0	0	88	6	6	0	0	0	7	53	21	15
<b>TOTAL INNSBRUCK</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>52</b>	<b>24</b>	<b>31</b>
<b>SALZBURG</b>															
<b>SALZBURG</b>	FLYBE LTD	C	8	0	0	50	13	25	13	0	0	28	0	0	0
	JET2.COM LTD	S	8	1	1	0	25	25	25	25	0	111	0	0	0
	JET2.COM LTD	C	8	0	0	100	0	0	0	0	0	3	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	50	40	10	0	0	0	16	56	21	9
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	67	15	9
<b>TOTAL SALZBURG</b>			<b>42</b>	<b>1</b>	<b>1</b>	<b>60</b>	<b>17</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>31</b>	<b>65</b>	<b>16</b>	<b>26</b>
<b>TOTAL AUSTRIA</b>			<b>74</b>	<b>1</b>	<b>1</b>	<b>72</b>	<b>12</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>58</b>	<b>20</b>	<b>57</b>
<b>BARBADOS</b>															
<b>BRIDGETOWN</b>	THOMAS COOK AIRLINES LTD	C	26	0	0	69	15	8	4	0	4	41	75	18	20
	THOMSON AIRWAYS LTD	C	24	3	0	58	8	21	13	0	0	27	47	47	19
	VIRGIN ATLANTIC AIRWAYS LTD	S	8	0	0	100	0	0	0	0	0	4	63	79	8
<b>TOTAL BRIDGETOWN</b>			<b>58</b>	<b>3</b>	<b>0</b>	<b>69</b>	<b>10</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>30</b>	<b>62</b>	<b>40</b>	<b>47</b>
<b>TOTAL BARBADOS</b>			<b>58</b>	<b>3</b>	<b>0</b>	<b>69</b>	<b>10</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>30</b>	<b>62</b>	<b>40</b>	<b>47</b>
<b>BELGIUM</b>															
<b>ANTWERP</b>	VLM (BELGIUM)	S	79	0	0	94	3	3	1	0	0	5	80	15	86
	VLM (BELGIUM)	C	2	0	0	50	50	0	0	0	0	9	0	0	0
<b>TOTAL ANTWERP</b>			<b>81</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>80</b>	<b>15</b>	<b>86</b>
<b>BRUSSELS</b>	BRUSSELS AIRLINES	S	190	0	0	83	9	5	3	0	0	9	72	16	188
	FLYBE LTD	S	79	0	1	71	15	6	8	0	0	16	71	22	75
<b>TOTAL BRUSSELS</b>			<b>269</b>	<b>2</b>	<b>1</b>	<b>79</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>18</b>	<b>263</b>
<b>TOTAL BELGIUM</b>			<b>350</b>	<b>2</b>	<b>1</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>17</b>	<b>349</b>
<b>BULGARIA</b>															
<b>SOFIA</b>	BH AIR	C	8	0	0	50	38	13	0	0	0	14	75	19	8
	EASYJET AIRLINE COMPANY LTD	S	20	0	0	90	0	0	10	0	0	12	58	19	24
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	3	63	15	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	0	0	0	25	25	193	38	101	8
	THOMSON AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	8	38	28	8
<b>TOTAL SOFIA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>38</b>	<b>55</b>	<b>31</b>	<b>56</b>
<b>TOTAL BULGARIA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>38</b>	<b>55</b>	<b>31</b>	<b>56</b>
<b>CANADA</b>															
<b>CALGARY</b>	THOMAS COOK AIRLINES LTD	S	16	0	0	75	19	0	0	6	0	17	50	81	16
<b>TOTAL CALGARY</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>17</b>	<b>50</b>	<b>81</b>	<b>16</b>
<b>TORONTO</b>	AIR TRANSAT	S	8	0	0	38	13	50	0	0	0	23	0	0	0
<b>TOTAL TORONTO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>38</b>	<b>86</b>	<b>8</b>
<b>TOTAL CANADA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>19</b>	<b>46</b>	<b>83</b>	<b>24</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>CAPE VERDE ISLANDS</b>															
BOA VISTA (RABIL)	THOMSON AIRWAYS LTD	S	8	0	0	100	0	0	0	0	0	2	25	34	8
<b>TOTAL BOA VISTA (RABIL)</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>25</b>	<b>34</b>	<b>8</b>
ILHA DO SAL C.VERDE	THOMSON AIRWAYS LTD	S	8	0	0	63	25	13	0	0	0	13	38	27	8
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>38</b>	<b>27</b>	<b>8</b>
<b>TOTAL CAPE VERDE ISLANDS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>31</b>	<b>31</b>	<b>16</b>
<b>CUBA</b>															
CUNAGUA (CAYO COCO)	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	4	13	108	8
<b>TOTAL CUNAGUA (CAYO COCO)</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>13</b>	<b>108</b>	<b>8</b>
HAVANA	THOMSON AIRWAYS LTD	C	2	0	0	50	0	0	50	0	0	48	0	0	0
<b>TOTAL HAVANA</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>48</b>	<b>0</b>	<b>0</b>	<b>0</b>
HOLGUIN (FRANK PAIS)	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	1	25	180	4
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>180</b>	<b>4</b>
VARADERO	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	3	25	102	4
	THOMSON AIRWAYS LTD	C	8	0	0	75	0	25	0	0	0	19	75	12	4
<b>TOTAL VARADERO</b>			<b>12</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>14</b>	<b>50</b>	<b>57</b>	<b>8</b>
<b>TOTAL CUBA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>30</b>	<b>102</b>	<b>20</b>
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	22	0	0	77	23	0	0	0	0	10	46	27	28
	MONARCH AIRLINES	S	16	0	0	44	13	6	38	0	0	49	55	28	22
<b>TOTAL LARNACA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>18</b>	<b>3</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>50</b>	<b>27</b>	<b>50</b>
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	40	1	0	88	5	5	3	0	0	8	55	27	53
	THOMAS COOK AIRLINES LTD	C	3	0	0	0	67	33	0	0	0	32	40	143	5
	THOMSON AIRWAYS LTD	C	16	0	0	94	0	6	0	0	0	5	63	37	16
<b>TOTAL PAPHOS</b>			<b>59</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>56</b>	<b>34</b>	<b>84</b>
<b>TOTAL CYPRUS</b>			<b>97</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>54</b>	<b>31</b>	<b>134</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	BMIBABY LTD	S	23	1	0	87	9	4	0	0	0	7	61	20	38
	JET2.COM LTD	S	16	0	0	44	25	19	6	6	0	38	0	0	0
	TITAN AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL PRAGUE</b>			<b>41</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>61</b>	<b>20</b>	<b>38</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>41</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>61</b>	<b>20</b>	<b>38</b>
<b>DENMARK</b>															
BILLUND	SUN AIR OF SCANDINAVIA	S	78	0	0	91	6	3	0	0	0	4	73	14	82
<b>TOTAL BILLUND</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>73</b>	<b>14</b>	<b>82</b>
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	40	0	0	70	10	20	0	0	0	13	38	57	42
	JET2.COM LTD	C	2	0	0	100	0	0	0	0	0	5	0	0	0
	SAS	S	102	0	1	81	13	3	3	0	0	8	53	22	101
<b>TOTAL COPENHAGEN</b>			<b>145</b>	<b>1</b>	<b>1</b>	<b>78</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>49</b>	<b>32</b>	<b>143</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2011

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL DENMARK			223	1	1	83	10	6	1	0	0	7	58	26	225
<b>DOMINICAN REPUBLIC</b>															
LA ROMANA	THOMSON AIRWAYS LTD	C	10	0	0	70	10	10	0	10	0	36	67	50	9
TOTAL LA ROMANA			10	0	0	70	10	10	0	10	0	36	67	50	9
PUERTO PLATA	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	3	0	279	8
	THOMSON AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	7	88	6	8
TOTAL PUERTO PLATA			12	0	0	92	0	8	0	0	0	5	44	143	16
PUNTA CANA	THOMAS COOK AIRLINES LTD	C	3	0	0	33	33	0	33	0	0	29	75	7	8
	THOMSON AIRWAYS LTD	C	8	0	0	63	13	25	0	0	0	14	38	42	8
TOTAL PUNTA CANA			11	0	0	55	18	18	9	0	0	18	56	24	16
TOTAL DOMINICAN REPUBLIC			33	0	0	73	9	12	3	3	0	19	54	76	41
<b>EGYPT</b>															
HURGHADA	JET2.COM LTD	S	6	0	0	33	50	17	0	0	0	21	0	0	0
	THOMAS COOK AIRLINES LTD	C	21	1	0	57	0	14	14	14	0	65	57	23	21
	THOMSON AIRWAYS LTD	S	8	0	0	75	25	0	0	0	0	8	63	13	8
TOTAL HURGHADA			35	1	0	57	14	11	9	9	0	45	59	20	29
LUXOR	THOMAS COOK AIRLINES LTD	C	3	0	0	67	0	33	0	0	0	20	100	1	8
	THOMSON AIRWAYS LTD	C	3	0	0	67	33	0	0	0	0	6	0	0	0
TOTAL LUXOR			7	0	1	71	14	14	0	0	0	12	58	15	24
MARSA ALAM	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL MARSA ALAM			8	0	0	100	0	0	0	0	0	0	63	14	8
SHARM EL SHEIKH (OPHIRA)	EASYJET AIRLINE COMPANY LTD	S	32	0	0	78	6	13	0	3	0	15	0	0	0
	JET2.COM LTD	S	8	0	0	63	13	25	0	0	0	15	75	11	8
	MONARCH AIRLINES	C	23	0	0	70	13	4	9	4	0	31	67	33	24
	THOMAS COOK AIRLINES LTD	C	25	0	0	76	8	0	4	12	0	36	50	80	22
	THOMSON AIRWAYS LTD	S	48	0	0	88	4	6	2	0	0	10	58	22	48
TOTAL SHARM EL SHEIKH (OPHIRA)			136	0	0	79	7	7	3	4	0	20	60	36	102
TABA	THOMSON AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	8	0	0	0
TOTAL TABA			8	0	0	75	13	13	0	0	0	8	75	11	8
TOTAL EGYPT			194	1	1	75	9	8	4	4	0	23	60	28	171
<b>FINLAND</b>															
HELSINKI	EASYJET AIRLINE COMPANY LTD	S	32	0	0	59	9	25	6	0	0	19	68	17	22
	FINNAIR	S	112	0	0	81	6	8	4	0	0	11	70	13	79
TOTAL HELSINKI			144	0	0	76	7	12	5	0	0	12	69	14	101
KITTLA	MONARCH AIRLINES	C	8	0	0	50	25	13	13	0	0	29	75	17	8
TOTAL KITTLA			8	0	0	50	25	13	13	0	0	29	75	17	8
TOTAL FINLAND			152	0	0	75	8	12	5	0	0	13	70	14	109
<b>FRANCE</b>															
CHAMBERY	JET2.COM LTD	C	9	0	0	67	11	11	11	0	0	18	25	105	8
	JET2.COM LTD	S	20	1	1	70	10	5	15	0	0	20	25	55	16

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2011

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
CHAMBERY	THOMSON AIRWAYS LTD	C	16	0	0	44	19	13	25	0	0	32	27	107	15
<b>TOTAL CHAMBERY</b>			<b>45</b>	<b>1</b>	<b>1</b>	<b>60</b>	<b>13</b>	<b>9</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>26</b>	<b>85</b>	<b>39</b>
GRENOBLE	MONARCH AIRLINES	C	24	0	0	88	4	8	0	0	8	75	11	16	
	THOMAS COOK AIRLINES LTD	C	9	0	0	78	11	0	11	0	19	70	36	10	
	THOMSON AIRWAYS LTD	C	14	0	0	86	7	0	0	0	7	38	71	94	14
<b>TOTAL GRENOBLE</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>60</b>	<b>53</b>	<b>48</b>	
LYON	BMI REGIONAL	S	46	0	0	85	2	4	9	0	11	72	17	36	
<b>TOTAL LYON</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>2</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>11</b>	<b>68</b>	<b>20</b>	<b>38</b>	
MARSEILLE	JET2.COM LTD	C	2	0	0	100	0	0	0	0	5	0	0	0	
	MONARCH AIRLINES	C	4	0	0	50	0	0	50	0	62	0	0	0	
	THOMAS COOK AIRLINES LTD	C	4	0	0	50	0	0	50	0	70	0	0	0	
<b>TOTAL MARSEILLE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>0</b>	
NANTES	FLYBE LTD	S	32	0	0	66	16	16	3	0	16	0	0	0	
<b>TOTAL NANTES</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	
NICE	TITAN AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	
<b>TOTAL NICE</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>	
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	160	0	0	78	11	7	4	0	11	74	17	216	
	FLYBE LTD	S	192	0	0	79	14	6	1	0	8	61	22	140	
	REGIONAL COMPAGNIE AERIENN	S	8	0	0	88	13	0	0	0	5	71	13	42	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>360</b>	<b>3</b>	<b>2</b>	<b>79</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>69</b>	<b>19</b>	<b>398</b>	
TOULOUSE (BLAGNAC)	BMIBABY LTD	S	8	0	0	88	13	0	0	0	10	69	38	16	
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	10	10	10	0	20	40	182	10	
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	4	70	63	10	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>61</b>	<b>85</b>	<b>36</b>	
<b>TOTAL FRANCE</b>			<b>568</b>	<b>4</b>	<b>3</b>	<b>77</b>	<b>11</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>13</b>	<b>65</b>	<b>31</b>	<b>559</b>	
<b>GAMBIA</b>															
BANJUL	THOMAS COOK AIRLINES LTD	C	18	0	0	39	33	11	11	6	36	50	35	22	
<b>TOTAL BANJUL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>33</b>	<b>11</b>	<b>11</b>	<b>6</b>	<b>36</b>	<b>50</b>	<b>35</b>	<b>22</b>	
<b>TOTAL GAMBIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>33</b>	<b>11</b>	<b>11</b>	<b>6</b>	<b>36</b>	<b>50</b>	<b>35</b>	<b>22</b>	
<b>GERMANY</b>															
COLOGNE BONN	GERMANWINGS	S	36	0	0	94	6	0	0	0	3	80	10	40	
<b>TOTAL COLOGNE BONN</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>3</b>	<b>80</b>	<b>10</b>	<b>40</b>	
DUSSELDORF	FLYBE LTD	S	135	0	0	82	10	4	3	0	10	78	9	121	
	LUFTHANSA CITY LINE	S	172	0	0	88	9	1	2	0	7	78	12	131	
<b>TOTAL DUSSELDORF</b>			<b>307</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>10</b>	<b>252</b>	
FRANKFURT MAIN	FLYBE LTD	S	88	0	2	57	23	10	8	2	24	63	21	99	
	LUFTHANSA	S	223	0	0	59	25	10	6	0	19	53	28	195	
<b>TOTAL FRANKFURT MAIN</b>			<b>311</b>	<b>0</b>	<b>2</b>	<b>59</b>	<b>24</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>20</b>	<b>56</b>	<b>26</b>	<b>294</b>	
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	48	0	0	85	6	4	2	2	15	0	0	0	
	LUFTHANSA CITY LINE	S	128	0	0	87	10	2	2	0	6	73	14	131	

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			Actual (7)	Plan (8)											
<b>TOTAL HAMBURG</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>14</b>	131
HANOVER	FLYBE LTD	S	48	0	1	81	4	2	8	4	0	20	85	5	41
<b>TOTAL HANOVER</b>			<b>48</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>4</b>	<b>2</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>20</b>	<b>85</b>	<b>5</b>	41
MUNICH	EASYJET AIRLINE COMPANY LTD	S	50	0	0	76	20	4	0	0	0	9	35	50	31
	FLYBE LTD	C	2	0	0	50	0	50	0	0	0	23	0	0	0
	LUFTHANSA	S	160	0	0	74	16	6	4	0	0	12	63	20	145
<b>TOTAL MUNICH</b>			<b>212</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>17</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>58</b>	<b>26</b>	177
PADERBORN	AIR BERLIN	S	24	0	0	83	17	0	0	0	0	5	67	13	24
<b>TOTAL PADERBORN</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>67</b>	<b>13</b>	24
STUTTGART	LUFTHANSA CITY LINE	S	40	0	0	95	5	0	0	0	0	3	0	0	0
<b>TOTAL STUTTGART</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL GERMANY</b>			<b>1154</b>	<b>0</b>	<b>3</b>	<b>77</b>	<b>14</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>67</b>	<b>18</b>	959
<b>GIBRALTAR</b>															
GIBRALTAR	MONARCH AIRLINES	S	24	0	0	63	17	17	0	4	0	25	50	64	16
<b>TOTAL GIBRALTAR</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>64</b>	16
<b>TOTAL GIBRALTAR</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>64</b>	16
<b>GREECE</b>															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	24	0	0	88	4	4	4	0	0	8	36	48	14
	VIKING HELLAS	S	16	0	0	25	13	25	13	25	0	95	0	0	0
<b>TOTAL ATHENS</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>8</b>	<b>13</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>43</b>	<b>35</b>	<b>43</b>	20
SALONIKA	ASTRA AIRLINES	C	4	0	0	0	0	50	50	0	0	60	0	0	0
	JET2.COM LTD	C	2	0	0	100	0	0	0	0	0	7	0	0	0
	THOMAS COOK AIRLINES LTD	C	2	0	0	50	0	50	0	0	0	26	0	0	0
	TITAN AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	24	0	0	0
<b>TOTAL SALONIKA</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>45</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL GREECE</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>6</b>	<b>20</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>41</b>	<b>35</b>	<b>43</b>	20
<b>HUNGARY</b>															
BUDAPEST	JET2.COM LTD	S	34	0	0	76	6	12	6	0	0	14	71	28	24
<b>TOTAL BUDAPEST</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>6</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>28</b>	24
<b>TOTAL HUNGARY</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>6</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>28</b>	24
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	32	0	0	72	16	0	6	6	0	30	78	13	32
<b>TOTAL KEFLAVIK</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>30</b>	<b>78</b>	<b>13</b>	32
<b>TOTAL ICELAND</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>30</b>	<b>78</b>	<b>13</b>	32
<b>INDIA</b>															
GOA	MONARCH AIRLINES	C	8	0	0	13	25	25	25	13	0	61	75	12	8
	THOMAS COOK AIRLINES LTD	C	16	0	0	81	13	6	0	0	0	8	19	114	16
	THOMSON AIRWAYS LTD	C	8	0	0	50	25	25	0	0	0	20	63	122	8

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL GOA			32	0	0	56	19	16	6	3	0	24	44	91	32
TOTAL INDIA			32	0	0	56	19	16	6	3	0	24	44	91	32
IRISH REPUBLIC															
CORK	AER ARANN	S	108	0	0	83	4	6	6	2	0	17	0	0	0
TOTAL CORK			108	0	0	83	4	6	6	2	0	17	88	10	80
DUBLIN	AER ARANN	C	2	0	0	50	50	0	0	0	0	12	0	0	0
	AER LINGUS	S	176	0	0	80	7	8	6	0	0	12	84	12	194
	CITY JET	C	2	0	0	100	0	0	0	0	0	6	0	0	0
	RYANAIR	S	160	0	8	84	11	3	3	0	0	9	72	15	200
TOTAL DUBLIN			342	0	8	82	9	5	4	0	0	11	78	13	396
GALWAY	AER ARANN	S	46	0	0	80	7	4	9	0	0	12	77	23	62
TOTAL GALWAY			46	0	0	80	7	4	9	0	0	12	77	23	62
IRELAND WEST AIRPORT KNOCK	BMIBABY LTD	S	32	0	0	81	19	0	0	0	0	6	71	15	34
TOTAL IRELAND WEST AIRPORT KNOCK			32	0	0	81	19	0	0	0	0	6	71	15	34
KERRY COUNTY	AER ARANN	S	28	0	0	75	11	4	11	0	0	15	0	0	0
TOTAL KERRY COUNTY			28	0	0	75	11	4	11	0	0	15	0	0	0
SHANNON	AER ARANN	S	90	0	0	82	7	6	6	0	0	11	0	0	0
TOTAL SHANNON			90	0	0	82	7	6	6	0	0	11	0	0	0
WATERFORD	AER ARANN	S	32	0	0	69	9	3	13	6	0	40	76	15	38
TOTAL WATERFORD			32	0	0	69	9	3	13	6	0	40	76	15	38
TOTAL IRISH REPUBLIC			678	0	8	81	8	5	5	1	0	13	79	14	610
ISRAEL															
TEL AVIV	JET2.COM LTD	S	14	0	0	7	43	43	7	0	0	36	17	72	6
TOTAL TEL AVIV			14	0	0	7	43	43	7	0	0	36	17	72	6
TOTAL ISRAEL			14	0	0	7	43	43	7	0	0	36	17	72	6
ITALY															
BRESCIA/MONTICHIARI	JET2.COM LTD	C	4	0	0	25	50	25	0	0	0	21	0	0	0
TOTAL BRESCIA/MONTICHIARI			4	0	0	25	50	25	0	0	0	21	78	7	9
MILAN (MALPENSA)	FLYBE LTD	S	56	0	0	84	5	9	2	0	0	9	55	23	56
TOTAL MILAN (MALPENSA)			56	0	0	84	5	9	2	0	0	9	53	24	62
ROME (FIUMICINO)	JET2.COM LTD	S	39	0	0	79	15	3	0	3	0	15	50	47	26
TOTAL ROME (FIUMICINO)			39	0	0	79	15	3	0	3	0	15	50	47	26
TURIN	JET2.COM LTD	C	2	0	0	50	0	50	0	0	0	27	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	0	25	25	0	0	32	38	99	13
	THOMSON AIRWAYS LTD	C	18	0	0	94	0	0	6	0	0	9	61	90	18
TOTAL TURIN			28	0	0	79	0	11	11	0	0	17	52	93	31
VENICE	JET2.COM LTD	S	8	0	0	75	0	25	0	0	0	14	0	0	0
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	2	0	0	0

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL VENICE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	0
VERONA VILAFRANCA	FLYBE LTD	C	8	0	0	38	38	25	0	0	0	23	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	5	100	0	8
<b>TOTAL VERONA VILAFRANCA</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>14</b>	<b>100</b>	<b>0</b>	8
<b>TOTAL ITALY</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>9</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>56</b>	<b>42</b>	138
<b>JAMAICA</b>															
MONTEGO BAY	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	2	25	105	12
	THOMSON AIRWAYS LTD	C	10	1	0	40	0	10	40	10	0	70	75	12	8
<b>TOTAL MONTEGO BAY</b>			<b>14</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>7</b>	<b>29</b>	<b>7</b>	<b>0</b>	<b>50</b>	<b>45</b>	<b>68</b>	20
<b>TOTAL JAMAICA</b>			<b>14</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>7</b>	<b>29</b>	<b>7</b>	<b>0</b>	<b>50</b>	<b>45</b>	<b>68</b>	20
<b>KENYA</b>															
MOMBASA	MONARCH AIRLINES	C	8	0	0	25	13	50	13	0	0	39	33	67	9
	THOMSON AIRWAYS LTD	C	8	0	0	63	25	13	0	0	0	14	0	0	0
<b>TOTAL MOMBASA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>19</b>	<b>31</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>33</b>	<b>67</b>	9
<b>TOTAL KENYA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>19</b>	<b>31</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>30</b>	<b>66</b>	10
<b>LIBYA</b>															
TRIPOLI	LIBYAN ARAB AIRLINES	S	29	0	7	48	7	7	28	10	0	63	50	29	36
<b>TOTAL TRIPOLI</b>			<b>29</b>	<b>0</b>	<b>7</b>	<b>48</b>	<b>7</b>	<b>7</b>	<b>28</b>	<b>10</b>	<b>0</b>	<b>63</b>	<b>50</b>	<b>29</b>	36
<b>TOTAL LIBYA</b>			<b>29</b>	<b>0</b>	<b>7</b>	<b>48</b>	<b>7</b>	<b>7</b>	<b>28</b>	<b>10</b>	<b>0</b>	<b>63</b>	<b>50</b>	<b>29</b>	36
<b>MALDIVE ISLANDS</b>															
MALE INTERNATIONAL	THOMSON AIRWAYS LTD	C	8	0	0	38	13	25	25	0	0	37	57	12	7
<b>TOTAL MALE INTERNATIONAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>57</b>	<b>12</b>	7
<b>TOTAL MALDIVE ISLANDS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>57</b>	<b>12</b>	7
<b>MALTA</b>															
MALTA	AIR MALTA	S	32	0	0	91	9	0	0	0	0	4	83	7	40
	EASYJET AIRLINE COMPANY LTD	S	24	0	0	83	4	4	8	0	0	12	77	11	22
	THOMAS COOK AIRLINES LTD	C	2	0	0	50	0	0	0	50	0	137	100	0	6
	THOMSON AIRWAYS LTD	C	8	0	0	88	0	0	13	0	0	14	63	19	8
<b>TOTAL MALTA</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>9</b>	76
<b>TOTAL MALTA</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>9</b>	76
<b>MEXICO</b>															
ACAPULCO	THOMAS COOK AIRLINES LTD	C	2	0	0	0	50	0	50	0	0	49	0	0	0
	THOMSON AIRWAYS LTD	C	2	0	0	0	50	50	0	0	0	25	25	26	4
<b>TOTAL ACAPULCO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>25</b>	<b>26</b>	4
CANCUN	THOMAS COOK AIRLINES LTD	C	12	0	0	33	17	25	25	0	0	37	13	244	8
	THOMSON AIRWAYS LTD	C	16	0	0	69	6	13	0	6	6	55	56	82	16
<b>TOTAL CANCUN</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>11</b>	<b>18</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>47</b>	<b>42</b>	<b>136</b>	24
<b>TOTAL MEXICO</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>16</b>	<b>19</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>46</b>	<b>39</b>	<b>120</b>	28

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			Actual (7)	Plan (8)											
<b>MOROCCO</b>															
AGADIR	THOMSON AIRWAYS LTD	S	16	0	0	75	0	0	13	13	0	48	88	7	8
<b>TOTAL AGADIR</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>48</b>	<b>88</b>	<b>7</b>	<b>8</b>
MARRAKESH	EASYJET AIRLINE COMPANY LTD	S	22	0	0	77	18	5	0	0	0	8	57	15	23
	THOMSON AIRWAYS LTD	S	16	0	0	81	6	0	0	13	0	28	81	40	16
<b>TOTAL MARRAKESH</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>17</b>	<b>67</b>	<b>25</b>	<b>39</b>
<b>TOTAL MOROCCO</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>9</b>	<b>2</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>26</b>	<b>70</b>	<b>22</b>	<b>47</b>
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	104	0	0	77	9	9	5	1	0	14	0	0	0
	KLM	S	276	1	3	84	11	4	1	0	0	9	79	12	236
<b>TOTAL AMSTERDAM</b>			<b>380</b>	<b>2</b>	<b>4</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>12</b>	<b>335</b>
<b>TOTAL NETHERLANDS</b>			<b>380</b>	<b>2</b>	<b>4</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>12</b>	<b>335</b>
<b>NORWAY</b>															
OSLO (GARDERMOEN)	SAS	S	32	0	0	81	19	0	0	0	0	8	84	7	32
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>7</b>	<b>32</b>
<b>TOTAL NORWAY</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>7</b>	<b>32</b>
<b>PAKISTAN</b>															
ISLAMABAD	AIR BLUE	S	24	0	0	8	4	17	54	8	8	127	23	89	31
	PAKISTAN INTL AIRLINES	S	35	1	1	14	17	31	31	6	0	65	15	36	33
<b>TOTAL ISLAMABAD</b>			<b>59</b>	<b>1</b>	<b>1</b>	<b>12</b>	<b>12</b>	<b>25</b>	<b>41</b>	<b>7</b>	<b>3</b>	<b>90</b>	<b>19</b>	<b>61</b>	<b>64</b>
KARACHI	PAKISTAN INTL AIRLINES	S	9	0	0	11	22	67	0	0	0	35	38	43	8
<b>TOTAL KARACHI</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>22</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>38</b>	<b>43</b>	<b>8</b>
LAHORE	PAKISTAN INTL AIRLINES	S	17	0	0	6	29	29	35	0	0	49	50	62	16
<b>TOTAL LAHORE</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>29</b>	<b>29</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>50</b>	<b>62</b>	<b>16</b>
<b>TOTAL PAKISTAN</b>			<b>85</b>	<b>1</b>	<b>1</b>	<b>11</b>	<b>16</b>	<b>31</b>	<b>35</b>	<b>5</b>	<b>2</b>	<b>76</b>	<b>26</b>	<b>60</b>	<b>88</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	MONARCH AIRLINES	S	40	0	0	85	10	5	0	0	0	6	83	17	42
<b>TOTAL FARO</b>			<b>40</b>	<b>1</b>	<b>1</b>	<b>85</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>22</b>	<b>51</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>40</b>	<b>1</b>	<b>1</b>	<b>85</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>23</b>	<b>57</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	JET2.COM LTD	S	6	0	0	100	0	0	0	0	0	2	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	88	7	8
	THOMSON AIRWAYS LTD	C	14	0	0	86	7	7	0	0	0	7	64	23	14
<b>TOTAL FUNCHAL</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>73</b>	<b>17</b>	<b>22</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>73</b>	<b>17</b>	<b>22</b>
<b>QATAR</b>															
DOHA	QATAR AIRWAYS	S	56	0	0	55	29	13	4	0	0	17	59	28	56



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2011

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL DOHA			56	0	0	55	29	13	4	0	0	17	59	28	56
TOTAL QATAR			56	0	0	55	29	13	4	0	0	17	59	28	56
SINGAPORE															
SINGAPORE	SINGAPORE AIRLINES	S	56	0	0	52	29	11	9	0	0	22	67	14	24
TOTAL SINGAPORE			56	0	0	52	29	11	9	0	0	22	59	16	27
TOTAL SINGAPORE			56	0	0	52	29	11	9	0	0	22	59	16	27
SPAIN															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	40	0	0	95	0	5	0	0	0	4	69	28	42
	MONARCH AIRLINES	S	84	0	0	80	5	7	8	0	0	14	88	18	48
	THOMAS COOK AIRLINES LTD	C	20	0	0	70	10	15	5	0	0	15	89	5	18
	THOMSON AIRWAYS LTD	C	24	0	0	83	8	0	8	0	0	13	64	37	28
TOTAL ALICANTE			169	2	2	82	5	7	7	0	0	12	77	23	136
ALMERIA	MONARCH AIRLINES	S	6	0	0	83	17	0	0	0	0	4	0	0	0
TOTAL ALMERIA			6	0	0	83	17	0	0	0	0	4	0	0	0
BARCELONA	MONARCH AIRLINES	S	26	0	0	85	12	4	0	0	0	7	44	47	16
TOTAL BARCELONA			26	0	0	85	12	4	0	0	0	7	44	47	16
MALAGA	EASYJET AIRLINE COMPANY LTD	S	40	1	0	90	10	0	0	0	0	4	70	23	40
	MONARCH AIRLINES	S	74	0	0	80	12	5	3	0	0	9	73	22	48
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	6	67	90	6
	THOMSON AIRWAYS LTD	C	16	0	0	75	6	6	0	13	0	40	63	33	24
TOTAL MALAGA			139	1	0	82	11	4	2	1	0	12	69	28	118
MURCIA SAN JAVIER	JET2.COM LTD	S	18	0	0	50	33	11	6	0	0	20	0	0	0
TOTAL MURCIA SAN JAVIER			18	0	0	50	33	11	6	0	0	20	0	0	0
PALMA DE MALLORCA	BMIBABY LTD	S	20	0	0	55	15	10	20	0	0	31	43	44	14
	MONARCH AIRLINES	S	16	0	0	44	31	13	13	0	0	32	0	0	0
	THOMSON AIRWAYS LTD	C	5	0	0	60	40	0	0	0	0	8	0	80	3
TOTAL PALMA DE MALLORCA			41	0	0	51	24	10	15	0	0	28	35	51	17
TOTAL SPAIN			399	3	2	78	11	6	5	1	0	14	70	28	287
SPAIN(CANARY ISLANDS)															
ARRECIFE	JET2.COM LTD	S	9	0	0	89	0	11	0	0	0	9	56	15	16
	MONARCH AIRLINES	S	30	0	0	70	27	0	3	0	0	11	61	19	31
	THOMAS COOK AIRLINES LTD	C	37	0	0	76	11	5	3	0	5	30	50	68	40
	THOMSON AIRWAYS LTD	C	27	0	0	81	15	0	4	0	0	11	57	75	30
TOTAL ARRECIFE			103	0	0	77	16	3	3	0	2	18	56	49	122
FUERTEVENTURA	MONARCH AIRLINES	S	16	0	0	75	19	6	0	0	0	8	77	12	13
	THOMAS COOK AIRLINES LTD	C	25	1	0	68	28	0	4	0	0	13	44	51	25
	THOMSON AIRWAYS LTD	C	16	0	0	69	19	6	6	0	0	19	73	22	15
TOTAL FUERTEVENTURA			57	1	0	70	23	4	4	0	0	13	60	33	53
LAS PALMAS	MONARCH AIRLINES	S	16	0	0	88	6	6	0	0	0	8	57	41	14
	THOMAS COOK AIRLINES LTD	C	16	0	0	69	6	13	0	13	0	42	77	23	22
	THOMSON AIRWAYS LTD	C	24	0	0	63	17	13	8	0	0	16	41	29	27

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2011

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL LAS PALMAS			56	0	0	71	11	11	4	4	0	21	58	29	69
SANTA CRUZ DE LA PALMA	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	57	31	7
TOTAL SANTA CRUZ DE LA PALMA			8	0	0	100	0	0	0	0	0	1	57	31	7
TENERIFE (SURREINA SOFIA)	EASYJET AIRLINE COMPANY LTD	S	40	0	0	90	10	0	0	0	0	4	51	30	51
	JET2.COM LTD	S	16	0	0	50	6	31	13	0	0	36	31	31	16
	MONARCH AIRLINES	S	73	0	0	59	16	15	7	3	0	24	46	24	72
	THOMAS COOK AIRLINES LTD	C	52	0	0	58	8	17	10	4	4	46	71	25	49
	THOMSON AIRWAYS LTD	C	68	0	0	87	7	3	3	0	0	8	70	25	50
TOTAL TENERIFE (SURREINA SOFIA)			249	0	0	71	10	11	6	2	1	22	57	27	246
TOTAL SPAIN(CANARY ISLANDS)			473	1	0	73	13	8	4	1	1	19	57	33	497
SWEDEN															
GOTEBORG	CITY AIRLINE	S	87	0	0	84	9	5	2	0	0	8	72	22	86
	EASYJET AIRLINE COMPANY LTD	S	24	0	0	83	8	8	0	0	0	8	0	0	0
TOTAL GOTEBORG			111	0	0	84	9	5	2	0	0	8	72	22	86
OSTERSUND / FROSON	FLYBE LTD	C	7	0	0	43	43	14	0	0	0	17	0	0	0
TOTAL OSTERSUND / FROSON			7	0	0	43	43	14	0	0	0	17	0	0	0
STOCKHOLM (ARLANDA)	SAS	S	86	0	0	83	7	9	0	1	0	9	82	9	62
TOTAL STOCKHOLM (ARLANDA)			86	0	0	83	7	9	0	1	0	9	82	9	62
TOTAL SWEDEN			204	0	0	82	9	7	1	0	0	9	76	17	148
SWITZERLAND															
BASLE MULHOUSE	SWISS AIRLINES	S	32	0	0	94	3	3	0	0	0	4	66	22	32
TOTAL BASLE MULHOUSE			32	0	0	94	3	3	0	0	0	4	66	22	32
BERNE	FLYBE LTD	C	8	0	0	63	25	13	0	0	0	11	63	19	8
TOTAL BERNE			8	0	0	63	25	13	0	0	0	11	63	19	8
GENEVA	BMI BRITISH MIDLAND	C	8	0	0	38	63	0	0	0	0	18	25	71	8
	BMIBABY LTD	S	20	0	0	50	25	10	15	0	0	22	65	16	20
	EASYJET AIRLINE COMPANY LTD	S	80	0	0	78	14	6	3	0	0	11	38	40	72
	JET2.COM LTD	S	20	2	2	20	55	15	10	0	0	36	30	58	20
	MONARCH AIRLINES	C	8	0	0	38	0	50	13	0	0	30	50	70	8
	SWISS AIRLINES	S	16	0	0	81	6	6	6	0	0	10	50	35	12
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	4	63	16	8
	THOMSON AIRWAYS LTD	C	16	0	0	69	31	0	0	0	0	9	81	7	16
TOTAL GENEVA			176	2	2	65	22	9	5	0	0	16	46	38	164
ZURICH	EASYJET AIRLINE COMPANY LTD	S	40	0	0	63	23	15	0	0	0	15	0	0	0
	HELVETIC AIRWAYS	S	6	0	0	100	0	0	0	0	0	4	63	14	40
	SWISS AIRLINES	S	162	0	0	81	11	5	2	0	0	10	59	20	126
TOTAL ZURICH			208	0	0	78	13	7	2	0	0	11	60	19	166
TOTAL SWITZERLAND			424	2	2	74	16	7	3	0	0	12	54	27	370
TURKEY															
ANTALYA	THOMAS COOK AIRLINES LTD	C	18	0	0	44	6	28	22	0	0	41	62	31	13
	THOMSON AIRWAYS LTD	C	8	0	0	50	25	0	25	0	0	24	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2011

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL ANTALYA			26	0	0	46	12	19	23	0	0	36	62	31	13
ISTANBUL	THY TURK HAVA YOLLARI TURKIS	S	56	0	0	63	25	9	4	0	0	15	18	37	56
TOTAL ISTANBUL			56	0	0	63	25	9	4	0	0	15	18	37	56
TOTAL TURKEY			82	0	0	57	21	12	10	0	0	22	30	33	90
UNITED ARAB EMIRATES															
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	56	0	0	86	13	2	0	0	0	6	84	14	56
TOTAL ABU DHABI INTERNATIONAL			56	0	0	86	13	2	0	0	0	6	84	14	56
DUBAI	EMIRATES	S	112	0	0	19	29	40	12	0	0	34	43	26	112
TOTAL DUBAI			112	0	0	19	29	40	12	0	0	34	43	26	112
TOTAL UNITED ARAB EMIRATES			168	0	0	41	24	27	8	0	0	25	57	22	168
UNITED KINGDOM															
ABERDEEN	BMI REGIONAL	S	200	0	0	92	4	3	2	0	0	5	87	8	240
	EASTERN AIRWAYS	C	8	0	0	50	25	25	0	0	0	16	0	26	4
	FLYBE LTD	S	144	1	1	85	5	2	8	0	0	12	0	0	0
TOTAL ABERDEEN			352	1	1	88	5	3	4	0	0	8	85	8	244
BELFAST CITY (GEORGE BEST)	BMIBABY LTD	S	100	0	0	82	9	5	4	0	0	11	0	0	0
	FLYBE LTD	S	292	2	3	85	8	3	3	0	0	9	71	16	258
TOTAL BELFAST CITY (GEORGE BEST)			392	2	3	84	8	4	3	0	0	9	71	16	258
EDINBURGH	BMI REGIONAL	S	213	1	0	90	2	3	5	0	0	7	90	9	220
	FLYBE LTD	S	130	1	1	88	7	2	3	0	0	7	85	13	168
TOTAL EDINBURGH			343	2	1	89	4	3	4	0	0	7	87	10	388
EXETER	FLYBE LTD	S	81	0	0	81	7	7	4	0	0	10	86	10	84
TOTAL EXETER			81	1	0	81	7	7	4	0	0	10	86	10	84
GATWICK	BRITISH AIRWAYS PLC	S	223	0	0	85	10	3	1	0	0	7	86	9	278
TOTAL GATWICK			225	5	2	85	10	4	1	0	0	7	86	9	279
GLASGOW	FLYBE LTD	S	102	0	0	86	5	4	4	1	0	10	79	16	163
TOTAL GLASGOW			102	3	0	86	5	4	4	1	0	10	79	16	164
GUERNSEY	AURIGNY AIR SERVICES	S	106	0	4	76	7	7	8	1	1	24	95	5	86
TOTAL GUERNSEY			106	0	4	76	7	7	8	1	1	24	91	7	92
HEATHROW	BMI BRITISH MIDLAND	S	336	0	1	78	10	6	6	0	0	13	86	7	472
	BRITISH AIRWAYS PLC	S	447	0	0	81	10	5	4	0	0	9	83	10	369
TOTAL HEATHROW			784	1	1	80	10	5	5	0	0	11	85	8	841
INVERNESS	FLYBE LTD	S	92	0	1	87	4	7	2	0	0	7	80	14	87
TOTAL INVERNESS			92	0	1	87	4	7	2	0	0	7	80	14	87
ISLE OF MAN	FLYBE LTD	S	204	0	2	90	3	4	2	0	0	6	86	9	221
TOTAL ISLE OF MAN			204	0	2	90	3	4	2	0	0	6	86	9	221
JERSEY	BMIBABY LTD	S	32	0	0	75	0	13	13	0	0	19	59	31	22
	FLYBE LTD	S	55	0	1	76	9	7	7	0	0	15	84	11	57
TOTAL JERSEY			87	0	1	76	6	9	9	0	0	16	77	17	79

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2011

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
MANSTON (KENT INT)	FLYBE LTD	S	32	0	0	94	0	6	0	0	0	4	0	0	0
<b>TOTAL MANSTON (KENT INT)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
NEWQUAY	AIR SOUTHWEST	S	19	0	1	79	11	5	5	0	0	11	83	8	24
	BMIBABY LTD	S	16	0	0	75	13	0	13	0	0	17	0	0	0
<b>TOTAL NEWQUAY</b>			<b>35</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>11</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>8</b>	<b>24</b>
NORWICH	FLYBE LTD	S	84	0	2	76	7	8	8	0	0	15	71	24	82
<b>TOTAL NORWICH</b>			<b>84</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>7</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>24</b>	<b>82</b>
PLYMOUTH	AIR SOUTHWEST	S	57	0	3	79	16	2	4	0	0	9	77	10	61
<b>TOTAL PLYMOUTH</b>			<b>57</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>16</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>10</b>	<b>61</b>
SOUTHAMPTON	FLYBE LTD	S	186	0	4	85	5	3	6	1	0	10	85	9	229
<b>TOTAL SOUTHAMPTON</b>			<b>186</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>5</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>9</b>	<b>233</b>
<b>TOTAL UNITED KINGDOM</b>			<b>3163</b>	<b>24</b>	<b>32</b>	<b>84</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>11</b>	<b>3232</b>
<b>USA</b>															
ATLANTA	DELTA AIRLINES	S	56	0	0	88	2	5	2	4	0	15	66	18	38
<b>TOTAL ATLANTA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>15</b>	<b>66</b>	<b>18</b>	<b>38</b>
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	46	0	0	74	11	7	9	0	0	17	60	26	45
<b>TOTAL CHICAGO (O'HARE)</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>60</b>	<b>26</b>	<b>45</b>
NEW YORK (JF KENNEDY)	DELTA AIRLINES	S	40	0	0	90	5	0	5	0	0	11	0	0	0
	PAKISTAN INTL AIRLINES	S	11	0	0	27	27	9	27	9	0	57	0	111	9
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>2</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>111</b>	<b>9</b>
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	74	0	2	80	9	8	3	0	0	12	58	30	84
<b>TOTAL NEW YORK (NEWARK)</b>			<b>74</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>9</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>58</b>	<b>30</b>	<b>84</b>
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	64	0	0	83	13	5	0	0	0	6	73	26	71
<b>TOTAL ORLANDO</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>73</b>	<b>26</b>	<b>71</b>
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	56	0	0	84	2	11	4	0	0	9	71	28	52
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>2</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>71</b>	<b>28</b>	<b>52</b>
SANFORD	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	38	27	8
<b>TOTAL SANFORD</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>38</b>	<b>27</b>	<b>8</b>
<b>TOTAL USA</b>			<b>356</b>	<b>1</b>	<b>2</b>	<b>81</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>29</b>	<b>307</b>
<b>TOTAL MANCHESTER</b>			<b>10266</b>	<b>50</b>	<b>69</b>	<b>78</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>21</b>	<b>9691</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2011

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
INNSBRUCK	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	75	12	8
<b>TOTAL INNSBRUCK</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>12</b>	<b>8</b>
SALZBURG	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	4	50	21	8
<b>TOTAL SALZBURG</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>50</b>	<b>21</b>	<b>8</b>
<b>TOTAL AUSTRIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>63</b>	<b>16</b>	<b>16</b>
<b>BARBADOS</b>															
BRIDGETOWN	THOMSON AIRWAYS LTD	C	3	3	0	67	0	0	33	0	0	28	100	14	1
<b>TOTAL BRIDGETOWN</b>			<b>3</b>	<b>3</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>100</b>	<b>14</b>	<b>1</b>
<b>TOTAL BARBADOS</b>			<b>3</b>	<b>3</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>100</b>	<b>14</b>	<b>1</b>
<b>BELGIUM</b>															
BRUSSELS	BRUSSELS AIRLINES	S	134	0	0	93	4	2	0	0	0	4	82	8	133
<b>TOTAL BRUSSELS</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>8</b>	<b>133</b>
<b>TOTAL BELGIUM</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>8</b>	<b>133</b>
<b>BULGARIA</b>															
SOFIA	BH AIR	C	7	0	0	86	14	0	0	0	0	6	100	0	8
<b>TOTAL SOFIA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>0</b>	<b>8</b>
<b>TOTAL BULGARIA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>0</b>	<b>8</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	JET2.COM LTD	S	12	0	0	83	17	0	0	0	0	6	0	0	0
<b>TOTAL PRAGUE</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>DENMARK</b>															
COPENHAGEN	CIMBER AIR A/S	S	43	0	3	60	19	16	5	0	0	17	56	24	48
<b>TOTAL COPENHAGEN</b>			<b>43</b>	<b>0</b>	<b>3</b>	<b>60</b>	<b>19</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>56</b>	<b>24</b>	<b>48</b>
<b>TOTAL DENMARK</b>			<b>43</b>	<b>0</b>	<b>3</b>	<b>60</b>	<b>19</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>56</b>	<b>24</b>	<b>48</b>
<b>DOMINICAN REPUBLIC</b>															
LA ROMANA	THOMSON AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	14	25	114	4
<b>TOTAL LA ROMANA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>25</b>	<b>114</b>	<b>4</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>25</b>	<b>114</b>	<b>4</b>
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	JET2.COM LTD	S	8	0	0	75	0	13	13	0	0	22	33	24	6
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	3	60	12	10
	THOMSON AIRWAYS LTD	S	16	0	0	100	0	0	0	0	0	4	81	10	16
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>66</b>	<b>13</b>	<b>32</b>
<b>TOTAL EGYPT</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>66</b>	<b>13</b>	<b>32</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2011

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>FRANCE</b>															
CHAMBERY	JET2.COM LTD	S	8	0	0	25	13	38	13	0	13	75	25	61	8
TOTAL CHAMBERY			8	0	0	25	13	38	13	0	13	75	25	61	8
GRENOBLE	JET2.COM LTD	C	8	0	0	63	0	25	13	0	0	22	100	4	8
TOTAL GRENOBLE			8	0	0	63	0	25	13	0	0	22	100	4	8
PARIS (CHARLES DE GAULLE)	BRIT AIR	S	150	0	0	83	8	5	3	0	0	10	80	10	140
	EASYJET AIRLINE COMPANY LTD	S	40	0	0	75	15	0	10	0	0	16	50	35	40
TOTAL PARIS (CHARLES DE GAULLE)			190	0	0	82	9	4	5	0	0	11	73	16	180
TOTAL FRANCE			206	0	0	79	9	6	5	0	0	14	72	17	196
<b>GERMANY</b>															
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	85	0	0	75	16	7	1	0	0	9	82	8	84
TOTAL DUSSELDORF			85	0	0	75	16	7	1	0	0	9	82	8	84
TOTAL GERMANY			85	0	0	75	16	7	1	0	0	9	82	8	84
<b>IRISH REPUBLIC</b>															
CORK	JET2.COM LTD	S	15	0	0	33	40	13	13	0	0	34	94	17	16
TOTAL CORK			15	0	0	33	40	13	13	0	0	34	94	17	16
DUBLIN	RYANAIR	S	72	0	0	93	1	1	4	0	0	6	63	19	72
TOTAL DUBLIN			72	0	0	93	1	1	4	0	0	6	63	19	72
TOTAL IRISH REPUBLIC			87	0	0	83	8	3	6	0	0	11	68	19	88
<b>ITALY</b>															
TURIN	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	38	36	8
TOTAL TURIN			8	0	0	100	0	0	0	0	0	1	38	36	8
TOTAL ITALY			9	0	0	100	0	0	0	0	0	0	38	36	8
<b>MALTA</b>															
MALTA	EASYJET AIRLINE COMPANY LTD	S	16	0	0	69	19	0	13	0	0	20	88	10	16
TOTAL MALTA			16	0	0	69	19	0	13	0	0	20	88	10	16
TOTAL MALTA			16	0	0	69	19	0	13	0	0	20	88	10	16
<b>NETHERLANDS</b>															
AMSTERDAM	KLM	S	166	0	2	90	4	4	2	0	0	6	88	8	164
TOTAL AMSTERDAM			166	0	2	90	4	4	2	0	0	6	88	8	168
TOTAL NETHERLANDS			166	0	2	90	4	4	2	0	0	6	88	8	168
<b>NORWAY</b>															
BERGEN	JET2.COM LTD	C	4	0	0	100	0	0	0	0	0	4	0	0	0
TOTAL BERGEN			4	0	0	100	0	0	0	0	0	4	83	14	46
RYGGE	RYANAIR	S	16	8	8	100	0	0	0	0	0	0	0	0	0
TOTAL RYGGE			16	8	8	100	0	0	0	0	0	0	0	0	0
STAVANGER	EASTERN AIRWAYS	S	38	0	2	89	5	5	0	0	0	4	82	12	39

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Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
STAVANGER	WIDEROE FLYVESELSKAP A/S	S	20	0	4	95	0	5	0	0	0	3	83	25	24
<b>TOTAL STAVANGER</b>			<b>58</b>	<b>0</b>	<b>6</b>	<b>91</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>17</b>	<b>63</b>
<b>TOTAL NORWAY</b>			<b>78</b>	<b>8</b>	<b>14</b>	<b>94</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>83</b>	<b>16</b>	<b>109</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	EASYJET AIRLINE COMPANY LTD	S	24	0	0	79	8	0	13	0	0	17	50	41	28
<b>TOTAL FARO</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>50</b>	<b>41</b>	<b>28</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>50</b>	<b>41</b>	<b>28</b>
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	40	0	0	78	13	8	3	0	0	11	63	31	57
	THOMSON AIRWAYS LTD	C	16	0	0	75	19	0	6	0	0	10	75	19	8
<b>TOTAL ALICANTE</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>64</b>	<b>30</b>	<b>70</b>
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	40	0	0	88	10	3	0	0	0	4	63	31	40
<b>TOTAL BARCELONA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>63</b>	<b>31</b>	<b>40</b>
MALAGA	EASYJET AIRLINE COMPANY LTD	S	40	0	0	88	10	0	3	0	0	7	64	25	56
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	100	2	8
<b>TOTAL MALAGA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>69</b>	<b>22</b>	<b>64</b>
MURCIA SAN JAVIER	JET2.COM LTD	S	16	0	0	56	13	19	6	0	6	106	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>13</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>106</b>	<b>40</b>	<b>62</b>	<b>15</b>
PALMA DE MALLORCA	THOMSON AIRWAYS LTD	C	5	0	0	100	0	0	0	0	0	2	0	144	3
<b>TOTAL PALMA DE MALLORCA</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>50</b>	<b>61</b>	<b>20</b>
<b>TOTAL SPAIN</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>62</b>	<b>33</b>	<b>209</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	JET2.COM LTD	S	8	0	0	88	13	0	0	0	0	4	88	4	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	4	63	12	8
	THOMSON AIRWAYS LTD	C	11	0	0	45	45	9	0	0	0	15	57	13	7
<b>TOTAL ARRECIFE</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>22</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>70</b>	<b>10</b>	<b>23</b>
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	57	21	14
<b>TOTAL FUERTEVENTURA</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>57</b>	<b>21</b>	<b>14</b>
LAS PALMAS	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	7	63	11	8
	THOMSON AIRWAYS LTD	C	8	0	0	50	25	13	13	0	0	20	75	17	8
<b>TOTAL LAS PALMAS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>14</b>	<b>16</b>
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	8	0	0	50	38	13	0	0	0	15	50	31	8
	THOMAS COOK AIRLINES LTD	C	22	0	0	77	14	9	0	0	0	9	83	6	18
	THOMSON AIRWAYS LTD	C	24	0	0	79	17	4	0	0	0	9	71	21	17
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>19</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>17</b>	<b>43</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>17</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>15</b>	<b>96</b>
<b>SWITZERLAND</b>															
GENEVA	EASYJET AIRLINE COMPANY LTD	S	64	0	0	78	9	9	3	0	0	11	43	76	67
	JET2.COM LTD	S	4	0	0	50	25	25	0	0	0	16	0	0	0

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
GENEVA	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	5	75	8	8
<b>TOTAL GENEVA</b>			<b>76</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>11</b>	<b>47</b>	<b>69</b>	<b>75</b>
<b>TOTAL SWITZERLAND</b>			<b>76</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>11</b>	<b>47</b>	<b>69</b>	<b>75</b>
UNITED ARAB EMIRATES															
DUBAI	EMIRATES	S	56	0	0	9	13	55	23	0	0	50	36	23	56
<b>TOTAL DUBAI</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>13</b>	<b>55</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>36</b>	<b>23</b>	<b>56</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>13</b>	<b>55</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>36</b>	<b>23</b>	<b>56</b>
UNITED KINGDOM															
ABERDEEN	EASTERN AIRWAYS	S	164	0	0	96	3	1	1	0	0	3	84	12	201
<b>TOTAL ABERDEEN</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>84</b>	<b>12</b>	<b>201</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	88	0	0	77	8	7	8	0	0	13	84	10	92
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>8</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>84</b>	<b>10</b>	<b>92</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	136	0	0	81	12	3	4	0	0	10	54	29	136
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>54</b>	<b>29</b>	<b>136</b>
BIRMINGHAM	EASTERN AIRWAYS	S	114	0	2	91	3	3	4	0	0	6	86	11	110
<b>TOTAL BIRMINGHAM</b>			<b>114</b>	<b>0</b>	<b>2</b>	<b>91</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>11</b>	<b>110</b>
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	136	0	0	88	3	6	3	0	0	8	70	26	134
<b>TOTAL BRISTOL</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>3</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>70</b>	<b>26</b>	<b>134</b>
CARDIFF WALES	AIR SOUTHWEST	S	36	0	0	78	8	6	8	0	0	17	0	0	0
	EASTERN AIRWAYS	S	52	0	0	87	6	4	2	2	0	11	86	8	77
<b>TOTAL CARDIFF WALES</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>81</b>	<b>13</b>	<b>104</b>
EDINBURGH	JET2.COM LTD	S	4	0	0	75	25	0	0	0	0	11	0	0	0
<b>TOTAL EDINBURGH</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
EXETER	FLYBE LTD	S	42	0	0	90	0	5	5	0	0	7	94	4	52
<b>TOTAL EXETER</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>94</b>	<b>4</b>	<b>52</b>
GATWICK	FLYBE LTD	S	162	0	0	90	6	3	0	1	0	5	84	9	182
<b>TOTAL GATWICK</b>			<b>162</b>	<b>1</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>10</b>	<b>183</b>
HEATHROW	BRITISH AIRWAYS PLC	S	328	0	0	86	8	5	2	0	0	7	84	11	314
<b>TOTAL HEATHROW</b>			<b>328</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>11</b>	<b>314</b>
ISLE OF MAN	FLM AVIATION	S	28	0	0	71	0	11	11	7	0	27	100	1	24
	VANAIR EUROPE AS	S	6	0	0	100	0	0	0	0	0	2	75	13	4
<b>TOTAL ISLE OF MAN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>0</b>	<b>9</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>23</b>	<b>96</b>	<b>3</b>	<b>28</b>
LUTON	EASTERN AIRWAYS	C	2	0	0	50	0	50	0	0	0	19	0	0	0
<b>TOTAL LUTON</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>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
SOUTHAMPTON	FLYBE LTD	S	135	1	1	89	1	3	7	0	0	9	90	10	172
<b>TOTAL SOUTHAMPTON</b>			<b>135</b>	<b>1</b>	<b>1</b>	<b>89</b>	<b>1</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>11</b>	<b>221</b>
STANSTED	EASYJET AIRLINE COMPANY LTD	S	104	0	0	88	4	4	4	0	0	6	52	30	104
<b>TOTAL STANSTED</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>52</b>	<b>30</b>	<b>104</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2011

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
		CHARTER/ SCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			MATCHED	Actual (7)										
TOTAL UNITED KINGDOM		1538	3	3	87	5	4	3	0	0	8	79	15	1712
TOTAL NEWCASTLE		2862	14	22	84	7	5	3	0	0	10	75	17	3097

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2011

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
GRAZ	RYANAIR	S	32	0	0	81	16	3	0	0	0	6	66	16	32
<b>TOTAL GRAZ</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>66</b>	<b>16</b>	<b>32</b>
INNSBRUCK	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	3	88	19	8
<b>TOTAL INNSBRUCK</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>19</b>	<b>8</b>
KLAGENFURT	RYANAIR	S	28	0	0	68	21	11	0	0	0	14	63	15	24
<b>TOTAL KLAGENFURT</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>21</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>15</b>	<b>24</b>
LINZ	RYANAIR	S	24	0	0	79	21	0	0	0	0	7	91	9	32
<b>TOTAL LINZ</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>9</b>	<b>32</b>
<b>SALZBURG</b>															
	AIR BERLIN	S	32	0	0	100	0	0	0	0	0	0	0	0	0
	RYANAIR	S	80	0	0	84	11	4	0	0	1	11	70	14	96
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	88	5	8
	TITAN AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL SALZBURG</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>71</b>	<b>13</b>	<b>104</b>
<b>TOTAL AUSTRIA</b>			<b>214</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>14</b>	<b>200</b>
<b>BULGARIA</b>															
PLOVDIV	RYANAIR	S	20	0	0	75	25	0	0	0	0	12	0	0	0
<b>TOTAL PLOVDIV</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BULGARIA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CZECH REPUBLIC</b>															
BRNO (TURANY)	RYANAIR	S	56	0	0	98	2	0	0	0	0	2	75	11	32
<b>TOTAL BRNO (TURANY)</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>11</b>	<b>32</b>
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	80	0	0	93	6	0	0	1	0	7	76	13	96
<b>TOTAL PRAGUE</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>13</b>	<b>97</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>76</b>	<b>12</b>	<b>129</b>
<b>DENMARK</b>															
AARHUS (TIRSTRUP)	RYANAIR	S	32	0	0	81	16	3	0	0	0	6	85	10	48
<b>TOTAL AARHUS (TIRSTRUP)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>10</b>	<b>48</b>
BILLUND	RYANAIR	S	112	0	0	96	4	0	0	0	0	3	75	16	150
<b>TOTAL BILLUND</b>			<b>112</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>75</b>	<b>16</b>	<b>150</b>
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	146	0	0	86	9	2	1	1	0	9	58	31	154
	THOMSON AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL COPENHAGEN</b>			<b>148</b>	<b>2</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>58</b>	<b>31</b>	<b>154</b>
<b>TOTAL DENMARK</b>			<b>292</b>	<b>2</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>69</b>	<b>22</b>	<b>352</b>
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	THOMSON AIRWAYS LTD	S	9	0	0	89	11	0	0	0	0	5	88	16	8
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>77</b>	<b>15</b>	<b>13</b>
<b>TOTAL EGYPT</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>77</b>	<b>15</b>	<b>13</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2011

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>ESTONIA</b>															
TALLIN	EASYJET AIRLINE COMPANY LTD	S	56	0	0	84	11	5	0	0	0	6	63	24	56
TOTAL TALLIN			<b>56</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>6</b>	<b>63</b>	<b>24</b>	<b>56</b>
TOTAL ESTONIA			<b>56</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>6</b>	<b>63</b>	<b>24</b>	<b>56</b>
<b>FINLAND</b>															
TAMPERE	RYANAIR	S	32	0	0	84	13	3	0	0	0	6	78	12	32
TOTAL TAMPERE			<b>32</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>12</b>	<b>32</b>
TOTAL FINLAND			<b>32</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>12</b>	<b>32</b>
<b>FRANCE</b>															
BERGERAC	RYANAIR	S	32	0	0	97	3	0	0	0	0	3	55	25	22
TOTAL BERGERAC			<b>32</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>55</b>	<b>25</b>	<b>22</b>
BIARRITZ	RYANAIR	S	24	0	0	92	0	0	8	0	0	10	85	4	20
TOTAL BIARRITZ			<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>4</b>	<b>20</b>
CARCASSONNE	RYANAIR	S	24	0	0	92	4	0	4	0	0	8	70	21	20
TOTAL CARCASSONNE			<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>70</b>	<b>21</b>	<b>20</b>
CHAMBERY	THOMSON AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	16	0	0	0
	TITAN AIRWAYS LTD	C	32	0	0	56	9	28	6	0	0	22	37	35	38
TOTAL CHAMBERY			<b>34</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>12</b>	<b>26</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>37</b>	<b>35</b>	<b>38</b>
DINARD	RYANAIR	S	32	0	0	94	0	6	0	0	0	5	88	5	24
TOTAL DINARD			<b>32</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>5</b>	<b>24</b>
GRENOBLE	EASYJET AIRLINE COMPANY LTD	S	27	1	1	96	4	0	0	0	0	2	0	0	0
	RYANAIR	S	40	0	0	95	3	3	0	0	0	2	72	21	46
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	100	2	8
TOTAL GRENOBLE			<b>75</b>	<b>1</b>	<b>1</b>	<b>96</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>18</b>	<b>54</b>
LA ROCHELLE	RYANAIR	S	24	0	0	100	0	0	0	0	0	1	79	29	24
TOTAL LA ROCHELLE			<b>24</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>79</b>	<b>29</b>	<b>24</b>
LIMOGES	RYANAIR	S	24	0	0	92	8	0	0	0	0	3	79	11	24
TOTAL LIMOGES			<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>11</b>	<b>24</b>
LYON	EASYJET AIRLINE COMPANY LTD	S	62	0	0	85	13	2	0	0	0	6	61	28	72
TOTAL LYON			<b>62</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>61</b>	<b>28</b>	<b>72</b>
MARSEILLE	RYANAIR	S	48	0	0	90	4	4	2	0	0	6	79	31	56
TOTAL MARSEILLE			<b>48</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>31</b>	<b>56</b>
NICE	EASYJET AIRLINE COMPANY LTD	S	24	0	0	88	8	0	4	0	0	9	61	25	23
TOTAL NICE			<b>24</b>	<b>3</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>61</b>	<b>25</b>	<b>23</b>
PAU	RYANAIR	S	24	0	0	92	8	0	0	0	0	5	65	12	20
TOTAL PAU			<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>65</b>	<b>12</b>	<b>20</b>
POITIERS	RYANAIR	S	24	0	0	92	4	4	0	0	0	4	82	16	22
TOTAL POITIERS			<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>16</b>	<b>22</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2011

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
RODEZ	RYANAIR	S	24	0	0	92	8	0	0	0	0	6	65	49	17
<b>TOTAL RODEZ</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>65</b>	<b>49</b>	<b>17</b>
TARBES-LOURDES INTERNATIONAL	RYANAIR	S	8	0	0	100	0	0	0	0	0	2	94	6	16
<b>TOTAL TARBES-LOURDES INTERNATIONAL</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>94</b>	<b>6</b>	<b>16</b>
TOULON / HYERES	RYANAIR	S	14	0	0	86	14	0	0	0	0	4	0	0	0
<b>TOTAL TOULON / HYERES</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOURS	RYANAIR	S	20	0	0	100	0	0	0	0	0	1	81	10	16
<b>TOTAL TOURS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>10</b>	<b>16</b>
<b>TOTAL FRANCE</b>			<b>517</b>	<b>6</b>	<b>1</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>70</b>	<b>22</b>	<b>468</b>
<b>GERMANY</b>															
ALTENBURG - WALLBURG	RYANAIR	S	24	0	0	83	13	4	0	0	0	6	75	10	24
<b>TOTAL ALTENBURG - WALLBURG</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>10</b>	<b>24</b>
BERLIN (SCHONEFELD)	RYANAIR	S	152	0	0	85	9	5	1	0	0	7	74	12	152
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>12</b>	<b>152</b>
BREMEN	RYANAIR	S	104	0	0	91	6	3	0	0	0	4	75	12	126
<b>TOTAL BREMEN</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>12</b>	<b>126</b>
COLOGNE BONN	GERMANWINGS	S	122	0	0	93	5	2	0	0	0	4	56	18	146
<b>TOTAL COLOGNE BONN</b>			<b>122</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>56</b>	<b>18</b>	<b>146</b>
DUSSELDORF	AIR BERLIN	S	96	0	0	93	6	1	0	0	0	4	79	10	184
<b>TOTAL DUSSELDORF</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>10</b>	<b>184</b>
FRIEDRICHSHAFEN	MONARCH AIRLINES	C	2	0	0	50	50	0	0	0	0	14	0	0	0
<b>TOTAL FRIEDRICHSHAFEN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>20</b>	<b>42</b>
HAHN	RYANAIR	S	152	0	0	70	20	7	3	0	0	12	51	21	152
<b>TOTAL HAHN</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>51</b>	<b>21</b>	<b>152</b>
HANOVER	AIR BERLIN	S	22	0	0	91	5	5	0	0	0	3	84	8	104
	GERMANWINGS	S	104	0	0	84	13	3	0	0	0	6	0	0	0
<b>TOTAL HANOVER</b>			<b>127</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>8</b>	<b>104</b>
KARLSRUHE/BADEN BADEN	RYANAIR	S	56	0	0	96	4	0	0	0	0	2	64	15	56
<b>TOTAL KARLSRUHE/BADEN BADEN</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>15</b>	<b>56</b>
LUBECK	RYANAIR	S	56	0	0	91	4	4	0	2	0	9	86	7	88
<b>TOTAL LUBECK</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>7</b>	<b>88</b>
MEMMINGEN ALLGAU	RYANAIR	S	60	0	0	72	28	0	0	0	0	7	36	27	56
<b>TOTAL MEMMINGEN ALLGAU</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>36</b>	<b>27</b>	<b>56</b>
MUNICH	EASYJET AIRLINE COMPANY LTD	S	96	0	0	79	6	10	4	0	0	11	47	31	108
<b>TOTAL MUNICH</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>6</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>47</b>	<b>31</b>	<b>108</b>
MUNSTER-OSNABRUCK	AIR BERLIN	S	101	0	3	95	2	1	2	0	0	4	84	12	102
<b>TOTAL MUNSTER-OSNABRUCK</b>			<b>101</b>	<b>0</b>	<b>3</b>	<b>95</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>12</b>	<b>102</b>
NIEDERRHEIN	RYANAIR	S	113	0	0	95	3	0	3	0	0	4	74	21	152

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2011

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL NIEDERRHEIN			113	0	0	95	3	0	3	0	0	4	74	21	152
NUREMBERG	AIR BERLIN	S	22	0	0	73	14	14	0	0	0	11	71	20	94
TOTAL NUREMBERG			22	0	0	73	14	14	0	0	0	11	71	20	94
PADERBORN	AIR BERLIN	S	55	0	1	89	4	4	4	0	0	7	78	9	55
TOTAL PADERBORN			55	0	1	89	4	4	4	0	0	7	78	9	55
STUTTGART	GERMANWINGS	S	96	0	0	98	2	0	0	0	0	2	90	8	96
TOTAL STUTTGART			96	1	0	98	2	0	0	0	0	2	90	8	96
TOTAL GERMANY			1434	4	4	87	8	3	1	0	0	6	70	15	1737
ICELAND															
KEFLAVIK	ASTRAEUS LTD	S	6	0	0	83	17	0	0	0	0	5	90	5	10
TOTAL KEFLAVIK			6	0	0	83	17	0	0	0	0	5	90	5	10
TOTAL ICELAND			6	0	0	83	17	0	0	0	0	5	90	5	10
IRISH REPUBLIC															
CORK	RYANAIR	S	110	0	1	84	9	3	3	2	0	12	79	9	112
TOTAL CORK			110	0	1	84	9	3	3	2	0	12	79	9	112
DUBLIN	RYANAIR	S	384	0	0	80	12	6	1	0	0	9	66	16	392
TOTAL DUBLIN			384	1	0	80	12	6	1	0	0	9	66	16	392
IRELAND WEST AIRPORT KNOCK	RYANAIR	S	56	0	0	91	5	2	2	0	0	5	80	18	71
TOTAL IRELAND WEST AIRPORT KNOCK			56	0	0	91	5	2	2	0	0	5	80	18	71
KERRY COUNTY	RYANAIR	S	32	0	0	91	0	6	0	3	0	10	91	8	32
TOTAL KERRY COUNTY			32	0	0	91	0	6	0	3	0	10	91	8	32
SHANNON	RYANAIR	S	90	0	0	93	6	0	0	1	0	5	67	21	116
TOTAL SHANNON			90	0	0	93	6	0	0	1	0	5	67	21	116
TOTAL IRISH REPUBLIC			672	1	1	84	10	4	1	1	0	9	71	16	723
ITALY															
ALGHERO/SASSARI	RYANAIR	S	32	0	0	100	0	0	0	0	0	1	67	70	24
TOTAL ALGHERO/SASSARI			32	0	0	100	0	0	0	0	0	1	67	70	24
ANCONA	RYANAIR	S	32	0	0	72	22	6	0	0	0	11	77	16	31
TOTAL ANCONA			32	0	0	72	22	6	0	0	0	11	77	16	31
BARI (PALESE)	RYANAIR	S	24	0	0	75	21	0	4	0	0	12	25	36	24
TOTAL BARI (PALESE)			24	0	0	75	21	0	4	0	0	12	25	36	24
BERGAMO	RYANAIR	S	172	0	0	85	9	5	0	1	0	9	70	16	167
TOTAL BERGAMO			172	0	0	85	9	5	0	1	0	9	70	16	167
BOLOGNA	RYANAIR	S	89	0	0	81	11	4	3	0	0	9	73	17	88
TOTAL BOLOGNA			89	0	0	81	11	4	3	0	0	9	73	17	88
BRINDISI	RYANAIR	S	24	0	0	100	0	0	0	0	0	3	94	7	16
TOTAL BRINDISI			24	0	0	100	0	0	0	0	0	3	94	7	16

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			Actual (7)	Plan (8)											
CAGLIARI (ELMAS)	EASYJET AIRLINE COMPANY LTD	S	24	0	0	88	4	8	0	0	0	7	0	0	0
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
CUNEO	RYANAIR	S	8	0	0	100	0	0	0	0	0	3	94	2	16
<b>TOTAL CUNEO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>94</b>	<b>2</b>	<b>16</b>
GENOA	RYANAIR	S	24	0	0	92	8	0	0	0	0	5	71	13	24
<b>TOTAL GENOA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>71</b>	<b>13</b>	<b>24</b>
MILAN (MALPENSA)	THOMAS COOK AIRLINES LTD	C	6	0	0	50	0	17	33	0	0	37	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>6</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>17</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>22</b>	<b>1</b>
NAPLES	EASYJET AIRLINE COMPANY LTD	S	60	0	0	62	18	15	5	0	0	15	46	25	54
<b>TOTAL NAPLES</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>18</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>46</b>	<b>25</b>	<b>54</b>
PARMA	RYANAIR	S	23	0	0	74	26	0	0	0	0	10	41	24	32
<b>TOTAL PARMA</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>41</b>	<b>24</b>	<b>32</b>
PERUGIA	RYANAIR	S	24	0	0	83	8	0	8	0	0	12	88	6	24
<b>TOTAL PERUGIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>88</b>	<b>6</b>	<b>24</b>
PESCARA	RYANAIR	S	32	0	0	100	0	0	0	0	0	2	88	7	32
<b>TOTAL PESCARA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>7</b>	<b>32</b>
PISA	RYANAIR	S	87	0	0	86	8	3	0	2	0	9	66	18	80
<b>TOTAL PISA</b>			<b>87</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>66</b>	<b>18</b>	<b>80</b>
RIMINI	RYANAIR	S	24	0	0	79	13	8	0	0	0	10	84	9	25
<b>TOTAL RIMINI</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>9</b>	<b>25</b>
ROME (CIAMPINO)	RYANAIR	S	172	0	0	79	15	6	0	0	0	9	79	17	175
<b>TOTAL ROME (CIAMPINO)</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>17</b>	<b>175</b>
TRAPANI	RYANAIR	S	32	0	0	97	3	0	0	0	0	3	0	0	0
<b>TOTAL TRAPANI</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
TREVISO	RYANAIR	S	110	0	1	85	11	4	1	0	0	8	63	19	94
<b>TOTAL TREVISO</b>			<b>110</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>63</b>	<b>19</b>	<b>94</b>
TRIESTE (RONCHI DEI LEGIONARI)	RYANAIR	S	40	0	0	80	15	5	0	0	0	9	56	22	32
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>56</b>	<b>22</b>	<b>32</b>
TURIN	RYANAIR	S	84	0	0	89	11	0	0	0	0	5	80	15	88
	THOMSON AIRWAYS LTD	C	9	1	0	89	11	0	0	0	0	4	63	11	8
<b>TOTAL TURIN</b>			<b>93</b>	<b>1</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>78</b>	<b>15</b>	<b>96</b>
VERONA VILLAFRANCA	RYANAIR	S	26	0	0	69	15	8	4	4	0	22	0	0	0
<b>TOTAL VERONA VILLAFRANCA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ITALY</b>			<b>1159</b>	<b>2</b>	<b>1</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>70</b>	<b>18</b>	<b>1082</b>
LATVIA															
RIGA	RYANAIR	S	103	0	1	80	15	4	2	0	0	8	71	12	112
<b>TOTAL RIGA</b>			<b>103</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>15</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>71</b>	<b>12</b>	<b>112</b>
<b>TOTAL LATVIA</b>			<b>103</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>15</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>71</b>	<b>12</b>	<b>112</b>

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			Actual (7)	Plan (8)											
<b>LITHUANIA</b>															
KAUNAS	RYANAIR	S	56	0	0	84	13	4	0	0	0	8	78	11	94
TOTAL KAUNAS			<b>56</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>11</b>	<b>94</b>
TOTAL LITHUANIA			<b>56</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>9</b>	134
<b>MALAYSIA</b>															
KUALA LUMPUR (SEPANG)	AIR ASIA	S	48	0	9	60	21	10	4	2	2	30	52	17	56
TOTAL KUALA LUMPUR (SEPANG)			<b>48</b>	<b>0</b>	<b>9</b>	<b>60</b>	<b>21</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>30</b>	<b>52</b>	<b>17</b>	<b>56</b>
TOTAL MALAYSIA			<b>48</b>	<b>0</b>	<b>9</b>	<b>60</b>	<b>21</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>30</b>	<b>52</b>	<b>17</b>	<b>56</b>
<b>MOROCCO</b>															
AGADIR	RYANAIR	S	16	0	0	100	0	0	0	0	0	0	56	15	16
TOTAL AGADIR			<b>16</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>15</b>	<b>16</b>
FEZ	RYANAIR	S	16	0	0	94	0	0	6	0	0	12	0	0	0
TOTAL FEZ			<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL MOROCCO			<b>32</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>56</b>	<b>15</b>	<b>16</b>
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	195	0	0	81	9	7	4	0	0	10	60	23	156
TOTAL AMSTERDAM			<b>195</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>60</b>	<b>23</b>	<b>156</b>
EINDHOVEN	RYANAIR	S	111	0	1	95	4	1	0	0	0	3	74	17	97
TOTAL EINDHOVEN			<b>111</b>	<b>0</b>	<b>1</b>	<b>95</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>74</b>	<b>17</b>	<b>97</b>
TOTAL NETHERLANDS			<b>307</b>	<b>3</b>	<b>2</b>	<b>86</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>65</b>	<b>21</b>	<b>253</b>
<b>NORWAY</b>															
HAUGESUND	RYANAIR	S	24	0	0	92	8	0	0	0	0	5	66	18	32
TOTAL HAUGESUND			<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>66</b>	<b>18</b>	<b>32</b>
RYGGE	RYANAIR	S	112	0	0	96	2	0	1	1	0	5	87	7	112
TOTAL RYGGE			<b>112</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>7</b>	<b>112</b>
SANDEFJORD(TORP)	RYANAIR	S	56	0	0	86	13	2	0	0	0	5	73	15	168
TOTAL SANDEFJORD(TORP)			<b>56</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>73</b>	<b>15</b>	<b>168</b>
TOTAL NORWAY			<b>192</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>78</b>	<b>12</b>	<b>336</b>
<b>POLAND</b>															
BYDGOSZCZ	RYANAIR	S	40	0	0	88	13	0	0	0	0	5	75	12	32
TOTAL BYDGOSZCZ			<b>40</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>75</b>	<b>12</b>	<b>32</b>
GDANSK	RYANAIR	S	56	0	0	95	4	2	0	0	0	3	89	14	55
TOTAL GDANSK			<b>56</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>14</b>	<b>55</b>
KATOWICE	RYANAIR	S	56	0	0	95	5	0	0	0	0	3	71	11	56
TOTAL KATOWICE			<b>56</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>71</b>	<b>11</b>	<b>56</b>
KRAKOW	RYANAIR	S	96	0	0	96	3	1	0	0	0	3	90	5	111
	THOMSON AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	10	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL KRAKOW			98	0	0	96	3	1	0	0	0	4	90	5	111
LODZ LUBLINEK	RYANAIR	S	40	0	0	100	0	0	0	0	0	2	83	7	40
TOTAL LODZ LUBLINEK			40	0	0	100	0	0	0	0	0	2	83	7	40
POZNAN	RYANAIR	S	56	0	0	84	14	2	0	0	0	7	70	11	56
TOTAL POZNAN			56	0	0	84	14	2	0	0	0	7	70	11	56
RZESZOW	RYANAIR	S	40	0	0	88	10	3	0	0	0	6	76	18	33
TOTAL RZESZOW			40	0	0	88	10	3	0	0	0	6	76	18	33
SZCZECIN (GOLENOW)	RYANAIR	S	24	0	0	96	4	0	0	0	0	3	79	8	24
TOTAL SZCZECIN (GOLENOW)			24	0	0	96	4	0	0	0	0	3	79	8	24
WROCLAW	RYANAIR	S	64	0	0	97	3	0	0	0	0	3	88	6	56
TOTAL WROCLAW			64	0	0	97	3	0	0	0	0	3	88	6	56
TOTAL POLAND			474	0	0	93	6	1	0	0	0	4	82	10	463
PORTUGAL(EXCLUDING MADEIRA)															
FARO	EASYJET AIRLINE COMPANY LTD	S	56	0	0	93	4	4	0	0	0	5	69	16	42
	RYANAIR	S	56	0	0	91	9	0	0	0	0	4	54	27	56
TOTAL FARO			112	0	0	92	6	2	0	0	0	4	60	22	98
OPORTO (PORTUGAL)	RYANAIR	S	96	0	0	85	14	0	1	0	0	7	73	23	96
TOTAL OPORTO (PORTUGAL)			96	0	0	85	14	0	1	0	0	7	73	23	96
TOTAL PORTUGAL(EXCLUDING MADEIRA)			208	1	0	89	10	1	0	0	0	6	66	23	196
PORTUGAL(MADEIRA)															
FUNCHAL	EASYJET AIRLINE COMPANY LTD	S	40	0	0	95	5	0	0	0	0	2	80	16	40
TOTAL FUNCHAL			40	0	0	95	5	0	0	0	0	2	80	16	40
TOTAL PORTUGAL(MADEIRA)			40	0	0	95	5	0	0	0	0	2	80	16	40
SLOVAK REPUBLIC															
BRATISLAVA	RYANAIR	S	104	0	0	92	2	1	3	2	0	10	83	12	160
TOTAL BRATISLAVA			104	0	0	92	2	1	3	2	0	10	83	12	160
TOTAL SLOVAK REPUBLIC			104	0	0	92	2	1	3	2	0	10	83	12	160
SLOVENIA															
LJUBLJANA	EASYJET AIRLINE COMPANY LTD	S	46	0	0	85	9	4	2	0	0	8	75	9	44
TOTAL LJUBLJANA			46	0	0	85	9	4	2	0	0	8	75	9	44
TOTAL SLOVENIA			46	0	0	85	9	4	2	0	0	8	75	9	44
SPAIN															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	58	0	0	90	9	2	0	0	0	5	57	25	86
	RYANAIR	S	57	0	0	86	14	0	0	0	0	6	61	27	56
TOTAL ALICANTE			115	0	0	88	11	1	0	0	0	5	58	26	142
ASTURIAS	EASYJET AIRLINE COMPANY LTD	S	40	0	0	78	18	5	0	0	0	9	66	49	32
TOTAL ASTURIAS			40	0	0	78	18	5	0	0	0	9	66	49	32



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			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	56	0	0	80	7	9	4	0	0	10	66	36	53
<b>TOTAL BARCELONA</b>			<b>56</b>	<b>2</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>66</b>	<b>36</b>	<b>53</b>
BILBAO	EASYJET AIRLINE COMPANY LTD	S	56	0	0	89	2	7	2	0	0	8	57	23	54
<b>TOTAL BILBAO</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>2</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>57</b>	<b>23</b>	<b>54</b>
GERONA	RYANAIR	S	72	0	0	86	8	3	3	0	0	6	65	24	71
<b>TOTAL GERONA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>65</b>	<b>24</b>	<b>71</b>
IBIZA	RYANAIR	S	16	0	0	69	31	0	0	0	0	11	71	37	24
<b>TOTAL IBIZA</b>			<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>71</b>	<b>37</b>	<b>24</b>
JEREZ	RYANAIR	S	16	0	0	88	13	0	0	0	0	6	71	16	24
<b>TOTAL JEREZ</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>71</b>	<b>16</b>	<b>24</b>
MADRID	RYANAIR	S	112	0	0	62	19	19	1	0	0	16	48	27	112
	SWIFTAIR	C	2	0	0	50	50	0	0	0	0	14	0	0	0
<b>TOTAL MADRID</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>19</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>48</b>	<b>27</b>	<b>112</b>
MALAGA	EASYJET AIRLINE COMPANY LTD	S	60	0	0	83	17	0	0	0	0	6	52	39	62
	RYANAIR	S	56	0	0	89	7	4	0	0	0	6	75	11	56
<b>TOTAL MALAGA</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>63</b>	<b>25</b>	<b>119</b>
MURCIA SAN JAVIER	RYANAIR	S	24	0	0	92	4	4	0	0	0	3	88	14	24
<b>TOTAL MURCIA SAN JAVIER</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>88</b>	<b>14</b>	<b>24</b>
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	34	0	0	47	9	35	9	0	0	29	50	38	40
	RYANAIR	S	16	0	0	75	25	0	0	0	0	9	81	20	32
<b>TOTAL PALMA DE MALLORCA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>14</b>	<b>24</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>64</b>	<b>30</b>	<b>72</b>
SANTANDER	RYANAIR	S	32	0	0	88	13	0	0	0	0	5	56	24	32
<b>TOTAL SANTANDER</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>56</b>	<b>24</b>	<b>32</b>
SEVILLE	RYANAIR	S	56	0	0	98	2	0	0	0	0	3	71	13	31
<b>TOTAL SEVILLE</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>71</b>	<b>13</b>	<b>31</b>
VALENCIA	RYANAIR	S	38	0	0	79	11	8	3	0	0	10	67	24	24
<b>TOTAL VALENCIA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>67</b>	<b>24</b>	<b>24</b>
VALLADOLID	RYANAIR	S	24	0	0	96	4	0	0	0	0	2	83	8	24
<b>TOTAL VALLADOLID</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>2</b>	<b>83</b>	<b>8</b>	<b>24</b>
ZARAGOZA	RYANAIR	S	32	0	0	69	22	9	0	0	0	14	41	30	32
<b>TOTAL ZARAGOZA</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>24</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>41</b>	<b>30</b>	<b>32</b>
<b>TOTAL SPAIN</b>			<b>858</b>	<b>2</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>62</b>	<b>27</b>	<b>942</b>
SPAIN(CANARY ISLANDS)															
ARRECIFE	RYANAIR	S	28	0	0	86	14	0	0	0	0	7	70	21	23
	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	4	88	5	8
	THOMSON AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	5	67	14	6
<b>TOTAL ARRECIFE</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>73</b>	<b>16</b>	<b>37</b>
FUERTEVENTURA	EASYJET AIRLINE COMPANY LTD	S	16	0	0	69	6	25	0	0	0	18	56	19	16
	RYANAIR	S	16	0	0	81	13	0	6	0	0	9	0	0	0
	THOMAS COOK AIRLINES LTD	C	3	0	0	100	0	0	0	0	0	1	83	7	6

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			Actual (7)	Plan (8)											
<b>TOTAL FUERTEVENTURA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>64</b>	<b>16</b>	<b>22</b>
<b>LAS PALMAS</b>	RYANAIR	S	28	0	0	82	11	4	4	0	0	10	71	10	24
	THOMAS COOK AIRLINES LTD	C	3	0	0	67	33	0	0	0	0	6	50	33	8
	THOMSON AIRWAYS LTD	C	8	0	0	63	25	13	0	0	0	17	50	17	8
<b>TOTAL LAS PALMAS</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>63</b>	<b>16</b>	<b>40</b>
<b>TENERIFE (SURREINA SOFIA)</b>	RYANAIR	S	36	0	0	78	17	6	0	0	0	11	53	23	32
	THOMAS COOK AIRLINES LTD	C	7	0	0	43	14	0	14	29	0	107	100	2	8
	THOMSON AIRWAYS LTD	C	16	0	0	88	0	13	0	0	0	11	50	21	16
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>59</b>	<b>19</b>	<b>56</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>175</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>64</b>	<b>17</b>	<b>155</b>
<b>SWEDEN</b>															
<b>GOTEBORG (SAVE)</b>	RYANAIR	S	112	0	0	96	4	0	0	0	0	3	77	13	125
<b>TOTAL GOTEBORG (SAVE)</b>			<b>112</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>77</b>	<b>13</b>	<b>125</b>
<b>STOCKHOLM (SKAVSTA)</b>	RYANAIR	S	112	0	0	79	14	3	0	2	2	32	69	24	148
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>32</b>	<b>69</b>	<b>24</b>	<b>148</b>
<b>VASTERAS</b>	RYANAIR	S	46	0	0	85	4	2	4	4	0	18	77	13	56
<b>TOTAL VASTERAS</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>18</b>	<b>77</b>	<b>13</b>	<b>56</b>
<b>TOTAL SWEDEN</b>			<b>270</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>18</b>	<b>73</b>	<b>18</b>	<b>329</b>
<b>SWITZERLAND</b>															
<b>GENEVA</b>	EASYJET AIRLINE COMPANY LTD	S	128	0	0	80	11	5	5	0	0	10	59	28	122
	MONARCH AIRLINES	C	8	0	0	50	25	25	0	0	0	19	38	20	8
<b>TOTAL GENEVA</b>			<b>136</b>	<b>3</b>	<b>1</b>	<b>78</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>55</b>	<b>29</b>	<b>138</b>
<b>SION</b>	TITAN AIRWAYS LTD	C	18	0	0	89	11	0	0	0	0	4	63	16	19
<b>TOTAL SION</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>4</b>	<b>63</b>	<b>16</b>	<b>19</b>
<b>ST MORITZ</b>	DARWIN AIRLINE	C	2	0	0	100	0	0	0	0	0	10	0	0	0
<b>TOTAL ST MORITZ</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>ZURICH</b>	TITAN AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	6	100	10	2
<b>TOTAL ZURICH</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>6</b>	<b>100</b>	<b>10</b>	<b>2</b>
<b>TOTAL SWITZERLAND</b>			<b>158</b>	<b>7</b>	<b>2</b>	<b>80</b>	<b>11</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>57</b>	<b>27</b>	<b>161</b>
<b>TURKEY</b>															
<b>ANKARA (ESENBOGA)</b>	THY TURK HAVA YOLLARI TURKIS	S	24	0	0	96	4	0	0	0	0	3	0	0	0
<b>TOTAL ANKARA (ESENBOGA)</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>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>ISTANBUL (SABIHA GOKCEN)</b>	PEGASUS AIRLINES	S	72	0	0	61	32	7	0	0	0	14	14	41	56
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>32</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>30</b>	<b>32</b>	<b>111</b>
<b>TOTAL TURKEY</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>25</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>37</b>	<b>33</b>	<b>151</b>
<b>UNITED KINGDOM</b>															
<b>BELFAST INTERNATIONAL</b>	EASYJET AIRLINE COMPANY LTD	S	215	0	0	91	3	1	4	1	0	8	73	18	214
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>215</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>18</b>	<b>214</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2011

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
CITY OF DERRY (EGLINTON)	RYANAIR	S	56	0	0	95	0	5	0	0	0	4	91	14	32
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>91</b>	<b>14</b>	<b>32</b>
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	271	0	0	82	10	6	3	0	0	9	67	22	225
<b>TOTAL EDINBURGH</b>			<b>271</b>	<b>2</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>67</b>	<b>22</b>	<b>225</b>
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	248	0	0	89	6	4	1	0	0	6	84	11	202
<b>TOTAL GLASGOW</b>			<b>248</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>11</b>	<b>202</b>
GUERNSEY	AURIGNY AIR SERVICES	S	38	0	0	82	3	0	16	0	0	19	100	2	4
<b>TOTAL GUERNSEY</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>100</b>	<b>2</b>	<b>4</b>
JERSEY	AURIGNY AIR SERVICES	S	16	0	0	75	13	0	13	0	0	15	85	14	52
<b>TOTAL JERSEY</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>85</b>	<b>14</b>	<b>52</b>
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	104	0	0	89	3	4	4	0	0	6	59	28	104
<b>TOTAL NEWCASTLE</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>59</b>	<b>28</b>	<b>104</b>
PRESTWICK	RYANAIR	S	72	0	0	85	6	7	3	0	0	8	86	11	160
<b>TOTAL PRESTWICK</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>11</b>	<b>160</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1023</b>	<b>5</b>	<b>1</b>	<b>87</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>16</b>	<b>1220</b>
<b>TOTAL STANSTED</b>			<b>8741</b>	<b>50</b>	<b>22</b>	<b>86</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>70</b>	<b>18</b>	<b>9660</b>

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2010				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
AALBORG																		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	12	0	0	92	0	8	0	0	0	5	67	34	12	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	12	0	0	92	0	8	0	0	0	6	50	37	12	
<b>TOTAL AALBORG</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>5</b>	<b>58</b>	<b>36</b>	<b>36</b>	
AARHUS (TIRSTRUP)																		
	STANSTED	RYANAIR	S	A	16	0	0	81	19	0	0	0	4	83	12	24		
	STANSTED	RYANAIR	S	D	16	0	0	81	13	6	0	0	8	88	9	24		
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>32</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>10</b>	<b>10</b>		
ABERDEEN																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	145	0	2	67	17	11	5	0	15	82	9	152		
	HEATHROW	BMI BRITISH MIDLAND	S	D	149	0	1	83	7	6	5	0	10	86	9	156		
	MANCHESTER	BMI REGIONAL	S	A	101	0	0	92	4	2	2	0	5	87	9	120		
	MANCHESTER	BMI REGIONAL	S	D	99	0	0	91	4	4	1	0	4	87	7	120		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	174	0	1	85	7	5	2	0	7	86	7	170		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	175	0	0	89	4	5	2	0	5	88	6	170		
	MANCHESTER	EASTERN AIRWAYS	C	A	4	0	0	0	50	50	0	0	29	0	23	2		
	MANCHESTER	EASTERN AIRWAYS	C	D	4	0	0	100	0	0	0	0	3	0	30	2		
	NEWCASTLE	EASTERN AIRWAYS	S	A	82	0	0	95	5	0	0	0	2	88	10	99		
	NEWCASTLE	EASTERN AIRWAYS	S	D	82	0	0	96	1	1	1	0	4	80	13	102		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	38	0	0	71	18	5	5	0	15	59	21	27		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	38	0	0	63	16	18	3	0	17	59	17	27		
	BIRMINGHAM	FLYBE LTD	S	A	64	0	1	88	6	3	3	0	6	70	21	50		
	BIRMINGHAM	FLYBE LTD	S	D	64	0	1	83	8	5	5	0	9	73	19	52		
	GATWICK	FLYBE LTD	S	A	67	0	0	94	3	0	3	0	4	78	13	65		
	GATWICK	FLYBE LTD	S	D	67	0	0	88	6	4	1	0	6	64	20	66		
	MANCHESTER	FLYBE LTD	S	A	72	1	1	83	7	1	8	0	14	0	0	0		
	MANCHESTER	FLYBE LTD	S	D	72	0	0	88	3	3	7	0	11	0	0	0		
<b>TOTAL ABERDEEN</b>					<b>1497</b>	<b>1</b>	<b>7</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>10</b>	<b>10</b>		
ABU DHABI INTERNATIONAL																		
	HEATHROW	ETIHAD AIRWAYS	S	A	84	0	0	81	15	4	0	0	7	92	6	84		
	HEATHROW	ETIHAD AIRWAYS	S	D	84	0	0	85	8	5	1	1	10	81	10	84		
	MANCHESTER	ETIHAD AIRWAYS	S	A	28	0	0	82	14	4	0	0	7	86	13	28		
	MANCHESTER	ETIHAD AIRWAYS	S	D	28	0	0	89	11	0	0	0	4	82	14	28		
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>224</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>9</b>	<b>9</b>		

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					FEB 2010				
					MATCHED	UNMATCHED		16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
ABUJA	HEATHROW	ARIK AIR	S	A	15	0	0	7	27	60	7	0	0	38	44	45	16
	HEATHROW	ARIK AIR	S	D	15	0	0	100	0	0	0	0	0	94	4	16	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	71	0	25	4	0	0	14	75	13	28
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	71	18	4	7	0	0	11	86	6	28
<b>TOTAL ABUJA</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>10</b>	<b>20</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>15</b>	<b>15</b>
ACAPULCO																	
<b>TOTAL ACAPULCO</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>14</b>	<b>31</b>	<b>31</b>
ACCRA	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	75	7	7	11	0	0	17	75	24	28
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	50	32	11	4	4	0	28	50	20	28
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	12	0	0	67	25	8	0	0	0	12	0	0	0
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	12	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL ACCRA</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>56</b>	<b>28</b>	<b>28</b>
ADDIS ABABA	HEATHROW	BMI BRITISH MIDLAND	S	A	12	0	0	100	0	0	0	0	0	75	8	12	
	HEATHROW	BMI BRITISH MIDLAND	S	D	12	0	0	50	25	25	0	0	0	19	42	26	12
	HEATHROW	ETHIOPIAN AIRLINES	S	A	23	0	0	78	13	0	4	0	4	27	50	33	24
	HEATHROW	ETHIOPIAN AIRLINES	S	D	23	0	0	70	26	4	0	0	0	11	75	20	24
<b>TOTAL ADDIS ABABA</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>17</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>61</b>	<b>23</b>	<b>23</b>
AGADIR	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	100	0	0	0	0	0	4	63	15	8
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	100	0	0	0	0	0	10	63	20	8
	STANSTED	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	50	19	8	
	STANSTED	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	1	63	11	8
	GATWICK	THOMSON AIRWAYS LTD	S	A	8	0	0	100	0	0	0	0	0	100	0	4	
	GATWICK	THOMSON AIRWAYS LTD	S	D	8	0	0	88	13	0	0	0	0	8	100	2	4
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	8	0	0	75	0	0	13	13	0	41	75	7	4
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	8	0	0	75	0	0	13	13	0	55	100	6	4
<b>TOTAL AGADIR</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>12</b>	<b>12</b>
ALEPPO																	
ALGHERO/SASSARI	STANSTED	RYANAIR	S	A	16	0	0	100	0	0	0	0	0	1	75	70	12

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ALGHERO/SASSARI	STANSTED	RYANAIR	S	D	16	0	0	100	0	0	0	0	0	2	58	71	12
<b>TOTAL ALGHERO/SASSARI</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>70</b>	<b>70</b>
ALGIERS	HEATHROW	AIR ALGERIE	S	A	16	0	0	50	13	25	13	0	0	30	50	26	16
	HEATHROW	AIR ALGERIE	S	D	16	0	0	69	19	6	6	0	0	15	81	25	16
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	93	4	4	0	0	0	3	81	13	27
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	96	4	0	0	0	0	1	79	11	28
<b>TOTAL ALGIERS</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>17</b>	<b>17</b>
ALICANTE	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	52	0	0	77	12	6	6	0	0	14	65	30	48
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	52	0	0	54	29	12	6	0	0	20	69	23	48
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	16	0	0	88	6	6	0	0	0	4	75	26	16
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	16	0	0	81	6	6	6	0	0	10	69	22	16
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	20	0	0	95	0	5	0	0	0	5	67	32	21
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	20	0	0	95	0	5	0	0	0	4	71	23	21
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	20	0	0	80	10	10	0	0	0	9	57	33	28
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	20	0	0	75	15	5	5	0	0	14	69	30	29
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	29	0	0	79	17	3	0	0	0	7	58	26	43
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	29	0	0	100	0	0	0	0	0	3	56	25	43
	BIRMINGHAM	MONARCH AIRLINES	S	A	21	0	0	100	0	0	0	0	0	0	75	32	12
	BIRMINGHAM	MONARCH AIRLINES	S	D	21	0	0	95	5	0	0	0	0	3	75	33	12
	GATWICK	MONARCH AIRLINES	S	A	24	0	0	79	13	4	4	0	0	10	55	20	20
	GATWICK	MONARCH AIRLINES	S	D	24	0	0	79	13	4	4	0	0	10	75	9	20
	LUTON	MONARCH AIRLINES	S	A	12	0	0	58	25	8	0	8	0	34	0	0	0
	LUTON	MONARCH AIRLINES	S	D	12	0	0	92	0	0	0	8	0	28	0	0	0
	MANCHESTER	MONARCH AIRLINES	S	A	42	0	0	76	5	12	7	0	0	15	83	24	24
	MANCHESTER	MONARCH AIRLINES	S	D	42	0	0	83	5	2	10	0	0	13	92	12	24
	BIRMINGHAM	RYANAIR	S	A	12	0	0	92	8	0	0	0	0	8	63	58	16
	BIRMINGHAM	RYANAIR	S	D	12	0	0	100	0	0	0	0	0	2	69	33	16
	EDINBURGH	RYANAIR	S	A	12	0	0	83	17	0	0	0	0	5	50	44	8
	EDINBURGH	RYANAIR	S	D	12	0	0	92	0	8	0	0	0	5	50	34	8
	GATWICK	RYANAIR	S	A	28	0	0	71	21	4	4	0	0	11	61	22	28
	GATWICK	RYANAIR	S	D	28	0	0	86	7	4	4	0	0	11	57	29	28

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2010				
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Plan (8)												
ALICANTE																		
	STANSTED	RYANAIR	S	A	28	0	0	89	11	0	0	0	0	4	57	31	28	
	STANSTED	RYANAIR	S	D	29	0	0	83	17	0	0	0	0	7	64	23	28	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	50	66	2	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	6	0	0	83	0	0	0	0	17	88	100	2	3	
	GATWICK	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	A	10	0	0	50	20	20	10	0	0	26	89	6	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	10	0	0	90	0	10	0	0	0	5	89	5	9	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	8	0	0	88	0	13	0	0	0	7	75	8	8	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	8	0	0	88	0	13	0	0	0	6	88	6	8	
	GATWICK	THOMSON AIRWAYS LTD	C	A	8	0	0	75	0	13	0	13	0	30	63	15	8	
	GATWICK	THOMSON AIRWAYS LTD	C	D	8	0	0	63	13	0	13	13	0	40	75	18	8	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	10	75	21	4	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	5	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	12	0	0	75	8	0	17	0	0	22	64	41	14	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	12	0	0	92	8	0	0	0	0	4	64	34	14	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	8	0	0	63	25	0	13	0	0	16	75	13	4	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	8	0	0	88	13	0	0	0	0	4	75	25	4	
<b>TOTAL ALICANTE</b>					<b>751</b>	<b>2</b>	<b>2</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>67</b>	<b>27</b>	<b>27</b>	
ALMATY																		
	HEATHROW	AIR ASTANA	S	A	8	0	1	63	25	0	13	0	0	19	38	28	8	
	HEATHROW	AIR ASTANA	S	D	8	0	0	63	0	0	38	0	0	36	25	37	8	
	HEATHROW	BMI BRITISH MIDLAND	S	D	4	0	0	25	25	25	25	0	0	43	0	0	0	
<b>TOTAL ALMATY</b>					<b>20</b>	<b>4</b>	<b>1</b>	<b>55</b>	<b>15</b>	<b>5</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>31</b>	<b>33</b>	<b>33</b>	
ALMERIA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	20	0	0	85	10	5	0	0	0	7	70	15	20	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	20	0	0	95	0	5	0	0	0	5	75	18	20	
	MANCHESTER	MONARCH AIRLINES	S	A	3	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	MONARCH AIRLINES	S	D	3	0	0	67	33	0	0	0	0	7	0	0	0	
<b>TOTAL ALMERIA</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>70</b>	<b>16</b>	<b>16</b>	
ALTENBURG - WALLBURG																		
	STANSTED	RYANAIR	S	A	12	0	0	75	17	8	0	0	0	7	75	10	12	
	STANSTED	RYANAIR	S	D	12	0	0	92	8	0	0	0	0	5	75	10	12	
<b>TOTAL ALTENBURG - WALLBURG</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>10</b>	<b>10</b>	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2010			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
AMMAN	HEATHROW	BMI BRITISH MIDLAND	S	A	16	0	0	94	0	0	6	0	0	6	88	3	16
	HEATHROW	BMI BRITISH MIDLAND	S	D	16	0	0	56	38	0	6	0	0	19	63	19	16
	HEATHROW	ROYAL JORDANIAN	S	A	28	0	0	54	29	18	0	0	0	14	50	20	28
	HEATHROW	ROYAL JORDANIAN	S	D	28	0	0	71	11	11	7	0	0	14	64	15	28
<b>TOTAL AMMAN</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>64</b>	<b>15</b>	<b>15</b>
AMMAN (KING HUSSEIN)																	
AMRITSAR	HEATHROW	AIR INDIA	S	A	28	0	0	54	21	11	7	7	0	36	88	10	16
	HEATHROW	AIR INDIA	S	D	28	0	0	71	14	4	7	4	0	24	0	71	16
<b>TOTAL AMRITSAR</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>18</b>	<b>7</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>30</b>	<b>44</b>	<b>41</b>	<b>41</b>
AMSTERDAM																	
	LONDON CITY	BA CITYFLYER LTD	S	A	84	0	0	95	4	0	1	0	0	3	87	8	83
	LONDON CITY	BA CITYFLYER LTD	S	D	84	0	0	87	7	6	0	0	0	5	79	12	84
	BIRMINGHAM	BMIBABY LTD	S	A	52	0	0	85	4	2	10	0	0	10	84	9	51
	BIRMINGHAM	BMIBABY LTD	S	D	52	0	0	87	6	4	4	0	0	9	69	14	52
	GATWICK	BRITISH AIRWAYS PLC	S	A	104	0	0	77	15	4	4	0	0	9	71	14	104
	GATWICK	BRITISH AIRWAYS PLC	S	D	104	0	0	85	8	6	2	0	0	7	85	8	104
	HEATHROW	BRITISH AIRWAYS PLC	S	A	216	0	0	75	13	6	6	0	0	13	81	10	168
	HEATHROW	BRITISH AIRWAYS PLC	S	D	216	0	0	87	5	4	4	0	0	7	83	9	168
	LONDON CITY	CITY JET	S	A	155	0	0	92	5	3	1	0	0	4	0	0	0
	LONDON CITY	CITY JET	S	D	156	0	0	81	10	3	6	0	0	9	0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	45	0	0	69	11	9	11	0	0	20	71	13	28
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	45	0	0	76	11	9	2	2	0	14	75	8	28
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	117	0	0	66	13	16	5	0	0	16	54	28	99
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	117	0	0	75	15	9	1	0	0	10	61	25	100
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	82	0	0	67	11	12	10	0	0	19	67	23	70
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	82	0	0	65	12	16	7	0	0	18	71	17	70
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	52	0	0	79	8	8	6	0	0	13	0	0	0
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	52	0	0	75	10	10	4	2	0	14	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	97	0	0	77	7	9	6	0	0	14	49	29	78
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	98	0	0	84	11	4	1	0	0	7	71	16	78
	BIRMINGHAM	KLM	S	A	80	0	1	96	4	0	0	0	0	3	91	5	107
	BIRMINGHAM	KLM	S	D	80	0	1	95	1	3	1	0	0	6	90	12	107



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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					FEB 2010					
					MATCHED			UNMATCHED		16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)		Actual (7)	Plan (8)									
AMSTERDAM	EDINBURGH	KLM	S	A	83	0	4	90	4	5	1	0	0	6	78	13	79	
	EDINBURGH	KLM	S	D	83	0	4	86	13	1	0	0	0	5	95	6	80	
	GLASGOW	KLM	S	A	73	0	2	89	3	7	1	0	0	6	85	7	62	
	GLASGOW	KLM	S	D	73	0	2	75	14	10	1	0	0	10	89	7	63	
	HEATHROW	KLM	S	A	173	0	2	81	12	6	1	0	0	8	89	5	225	
	HEATHROW	KLM	S	D	173	0	2	88	5	5	2	0	0	7	92	4	224	
	MANCHESTER	KLM	S	A	138	1	2	80	12	4	3	0	0	10	78	13	118	
	MANCHESTER	KLM	S	D	138	0	1	87	9	4	0	0	1	8	80	10	118	
	NEWCASTLE	KLM	S	A	83	0	1	86	6	6	2	0	0	8	85	10	82	
	NEWCASTLE	KLM	S	D	83	0	1	95	1	2	1	0	0	5	90	6	82	
	BIRMINGHAM	KLM CITYHOPPER	S	A	55	0	0	87	4	7	2	0	0	6	89	11	28	
	BIRMINGHAM	KLM CITYHOPPER	S	D	55	0	0	91	4	4	2	0	0	6	67	16	27	
	EDINBURGH	KLM CITYHOPPER	S	A	35	0	0	86	6	9	0	0	0	6	84	8	37	
	EDINBURGH	KLM CITYHOPPER	S	D	35	0	0	89	6	6	0	0	0	5	73	12	37	
	GLASGOW	KLM CITYHOPPER	S	A	13	0	0	92	8	0	0	0	0	4	84	5	25	
	GLASGOW	KLM CITYHOPPER	S	D	13	0	0	100	0	0	0	0	0	0	72	9	25	
	HEATHROW	KLM CITYHOPPER	S	A	86	0	0	87	3	6	3	0	0	7	77	13	48	
	HEATHROW	KLM CITYHOPPER	S	D	86	0	0	91	2	5	2	0	0	5	92	8	48	
<b>TOTAL AMSTERDAM</b>					<b>3649</b>	<b>3</b>	<b>25</b>	<b>83</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>11</b>	<b>11</b>	
ANCONA	STANSTED	RYANAIR	S	A	16	0	0	63	25	13	0	0	0	14	69	27	16	
	STANSTED	RYANAIR	S	D	16	0	0	81	19	0	0	0	0	7	87	5	15	
<b>TOTAL ANCONA</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>16</b>	<b>16</b>	
ANKARA (ESENBOGA)	STANSTED	THY TURK HAVA YOLLARI TURKISH	S	A	12	0	0	92	8	0	0	0	0	4	0	0	0	
	STANSTED	THY TURK HAVA YOLLARI TURKISH	S	D	12	0	0	100	0	0	0	0	0	3	0	0	0	
<b>TOTAL ANKARA (ESENBOGA)</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>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ANTALYA	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	5	100	0	3	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	5	100	6	3	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	10	0	0	60	10	10	10	0	10	64	83	11	6	

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							FEB 2010					
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records			
					Actual (7)	Plan (8)													
ANTALYA																			
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	0	70	0	10	10	0	10	61	86	14	7		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	5	100	6	4		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	4	50	13	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	25	0	50	25	0	0	51	50	37	6		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	10	0	0	60	10	10	20	0	0	33	71	27	7		
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	21	0	0	0		
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	0	0	0		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	25	50	0	25	0	0	32	0	0	0		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	17	0	0	0		
<b>TOTAL ANTALYA</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>9</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>3</b>	<b>34</b>	<b>68</b>	<b>27</b>	<b>27</b>		
ANTIGUA																			
	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	100	0	0	0	0	0	1	0	0	0		
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	100	0	0	0	0	0	1	0	0	0		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	0	0	88	13	0	0	0	0	4	50	46	8		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	0	50	38	0	13	0	0	20	38	41	8		
<b>TOTAL ANTIGUA</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>17</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>44</b>	<b>43</b>	<b>43</b>		
ANTWERP																			
	LONDON CITY	VLM (BELGIUM)	S	A	111	0	0	91	5	2	2	1	0	8	84	8	113		
	LONDON CITY	VLM (BELGIUM)	S	D	112	0	0	89	5	3	3	0	0	6	79	11	113		
	MANCHESTER	VLM (BELGIUM)	S	A	39	0	0	92	5	0	3	0	0	6	74	16	43		
	MANCHESTER	VLM (BELGIUM)	S	D	40	0	0	95	0	5	0	0	0	4	86	14	43		
<b>TOTAL ANTWERP</b>					<b>304</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>11</b>	<b>11</b>		
AQABA																			
ARRECIFE																			
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	24	0	0	67	8	21	4	0	0	20	42	45	24		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	24	0	0	71	17	13	0	0	0	14	54	20	24		
	MANCHESTER	JET2.COM LTD	S	A	4	0	0	100	0	0	0	0	0	0	75	7	8		
	MANCHESTER	JET2.COM LTD	S	D	5	0	0	80	0	20	0	0	0	16	38	23	8		
	NEWCASTLE	JET2.COM LTD	S	A	4	0	0	100	0	0	0	0	0	0	75	5	4		
	NEWCASTLE	JET2.COM LTD	S	D	4	0	0	75	25	0	0	0	0	9	100	3	4		
	BIRMINGHAM	MONARCH AIRLINES	S	A	12	0	0	100	0	0	0	0	0	1	78	117	9		
	BIRMINGHAM	MONARCH AIRLINES	S	D	12	0	0	92	8	0	0	0	0	3	60	116	10		

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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
ARRECIFE																		
	GATWICK	MONARCH AIRLINES	S	A	10	0	0	90	10	0	0	0	0	4	64	29	14	
	GATWICK	MONARCH AIRLINES	S	D	10	0	0	100	0	0	0	0	0	7	57	23	14	
	LUTON	MONARCH AIRLINES	S	A	12	0	0	67	17	8	8	0	0	17	71	11	7	
	LUTON	MONARCH AIRLINES	S	D	12	0	0	92	0	0	8	0	0	14	100	5	7	
	MANCHESTER	MONARCH AIRLINES	S	A	15	0	0	53	40	0	7	0	0	17	40	28	15	
	MANCHESTER	MONARCH AIRLINES	S	D	15	0	0	87	13	0	0	0	0	4	81	10	16	
	BIRMINGHAM	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	0	75	23	8	
	BIRMINGHAM	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	3	75	32	8	
	EDINBURGH	RYANAIR	S	A	12	0	0	83	8	0	8	0	0	11	75	17	8	
	EDINBURGH	RYANAIR	S	D	12	0	0	92	0	0	8	0	0	10	88	15	8	
	LUTON	RYANAIR	S	A	8	0	0	88	0	0	13	0	0	23	75	18	8	
	LUTON	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	8	63	17	8	
	STANSTED	RYANAIR	S	A	14	0	0	86	14	0	0	0	0	7	64	23	11	
	STANSTED	RYANAIR	S	D	14	0	0	86	14	0	0	0	0	6	75	19	12	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	0	13	0	0	0	8	75	32	8	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	0	13	0	0	0	9	75	39	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	11	0	11	0	0	19	44	28	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	0	0	22	0	0	33	33	33	9	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	7	0	0	57	29	0	14	0	0	30	86	197	7	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	7	0	0	100	0	0	0	0	0	2	43	19	7	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	18	0	0	61	22	6	6	0	6	36	53	61	19	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	19	0	0	89	0	5	0	0	5	25	48	75	21	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	4	75	6	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	5	50	18	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	8	75	5	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	0	100	5	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	8	0	0	88	13	0	0	0	0	4	50	33	6	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	2	83	24	6	
	GATWICK	THOMSON AIRWAYS LTD	C	A	14	0	0	57	14	29	0	0	0	19	31	25	13	
	GATWICK	THOMSON AIRWAYS LTD	C	D	14	0	0	79	7	7	7	0	0	15	79	10	14	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	6	50	15	4	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	9	75	13	4	
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	7	75	41	4	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ARRECIFE	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	49	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	13	0	0	77	15	0	8	0	0	18	40	106	15
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	14	0	0	86	14	0	0	0	0	5	73	43	15
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	40	40	20	0	0	0	18	67	15	3
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	6	0	0	50	50	0	0	0	0	12	50	12	4
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	11	67	18	3
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	67	10	3
<b>TOTAL ARRECIFE</b>					<b>450</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>63</b>	<b>36</b>	<b>36</b>
ASHKHABAD	BIRMINGHAM	TURKMENISTAN AIRLINES	S	A	16	0	0	69	6	6	0	6	13	85	38	34	16
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	D	16	0	0	63	6	13	0	6	13	89	38	29	16
	HEATHROW	TURKMENISTAN AIRLINES	S	A	8	0	0	38	25	13	0	13	101	50	23	8	
	HEATHROW	TURKMENISTAN AIRLINES	S	D	8	0	0	50	13	13	13	0	13	75	63	14	8
<b>TOTAL ASHKHABAD</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>10</b>	<b>10</b>	<b>2</b>	<b>6</b>	<b>13</b>	<b>87</b>	<b>44</b>	<b>27</b>	<b>27</b>
ASTANA																	
ASTURIAS	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	20	0	0	65	30	5	0	0	0	11	63	55	16
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	20	0	0	90	5	5	0	0	0	7	69	42	16
<b>TOTAL ASTURIAS</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>66</b>	<b>49</b>	<b>49</b>
ASWAN																	
ATHENS	HEATHROW	AEGEAN AIRLINES	S	A	56	0	0	82	13	5	0	0	0	8	76	10	50
	HEATHROW	AEGEAN AIRLINES	S	D	56	0	0	68	21	7	4	0	0	13	54	19	50
	HEATHROW	BRITISH AIRWAYS PLC	S	A	83	0	0	80	10	7	4	0	0	9	66	15	77
	HEATHROW	BRITISH AIRWAYS PLC	S	D	84	0	0	76	8	11	5	0	0	13	72	15	78
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	50	0	0	84	10	4	2	0	0	8	43	20	44
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	50	0	0	74	16	8	2	0	0	12	61	34	44
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	75	8	8	8	0	0	13	14	57	7
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	100	0	0	0	0	0	4	57	38	7
	HEATHROW	OLYMPIC AIR	S	A	68	0	0	88	6	6	0	0	0	5	72	11	64
	HEATHROW	OLYMPIC AIR	S	D	68	0	0	82	9	9	0	0	0	6	69	13	64
	MANCHESTER	VIKING HELLAS	S	A	8	0	0	13	25	25	13	25	0	94	0	0	0

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ATHENS	MANCHESTER	VIKING HELLAS		S D	8	0	0	38	0	25	13	25	0	96	0	0	0
<b>TOTAL ATHENS</b>					<b>556</b>	<b>4</b>	<b>1</b>	<b>78</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>66</b>	<b>17</b>	<b>17</b>
ATLANTA	HEATHROW	BRITISH AIRWAYS PLC		S A	28	0	0	93	4	0	4	0	0	6	71	22	28
	HEATHROW	BRITISH AIRWAYS PLC		S D	28	0	0	89	11	0	0	0	0	5	68	13	28
	GATWICK	DELTA AIRLINES		S A	28	0	0	96	4	0	0	0	0	1	76	10	25
	GATWICK	DELTA AIRLINES		S D	28	0	0	93	0	4	4	0	0	7	92	4	25
	HEATHROW	DELTA AIRLINES		S A	43	1	0	65	14	19	2	0	0	14	11	43	28
	HEATHROW	DELTA AIRLINES		S D	44	0	0	86	5	2	5	2	0	16	54	28	28
	MANCHESTER	DELTA AIRLINES		S A	28	0	0	82	4	7	4	4	0	17	47	23	19
	MANCHESTER	DELTA AIRLINES		S D	28	0	0	93	0	4	0	4	0	12	84	12	19
<b>TOTAL ATLANTA</b>					<b>255</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>62</b>	<b>20</b>	<b>20</b>
AUCKLAND INTERNATIONAL	HEATHROW	AIR NEW ZEALAND LTD		S A	48	0	0	71	10	10	6	2	0	19	60	17	48
	HEATHROW	AIR NEW ZEALAND LTD		S D	48	0	0	81	15	2	2	0	0	9	79	7	48
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>12</b>	<b>12</b>
AZORES PONTA DELGADA																	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
BACAU	LUTON	BLUE AIR TRANSPORT AERIAN	S	A	12	0	0	92	8	0	0	0	0	3	25	142	8
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	12	0	0	75	25	0	0	0	0	9	38	147	8
<b>TOTAL BACAU</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>31</b>	<b>145</b>	<b>145</b>
BAHRAIN	HEATHROW	GULF AIR	S	A	56	0	0	71	21	7	0	0	0	10	96	2	70
	HEATHROW	GULF AIR	S	D	56	0	0	89	9	0	2	0	0	6	83	7	70
<b>TOTAL BAHRAIN</b>					<b>112</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>15</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>5</b>	<b>5</b>
BAKU (HEYDER ALIYEV INT'L)	HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	A	12	0	0	67	25	0	8	0	0	13	91	2	11
	HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	D	12	0	0	83	8	8	0	0	0	9	91	3	11
	HEATHROW	BMI BRITISH MIDLAND	S	A	11	0	0	64	27	9	0	0	0	12	81	17	27
	HEATHROW	BMI BRITISH MIDLAND	S	D	11	0	0	82	9	0	9	0	0	11	78	11	27
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>17</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>11</b>	<b>11</b>
BALTIMORE	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	89	4	0	7	0	0	9	78	9	23
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	86	14	0	0	0	0	5	79	13	24
<b>TOTAL BALTIMORE</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>11</b>	<b>11</b>
BANDAR SERI BEGAWAN	HEATHROW	ROYAL BRUNEI AIRLINES	S	A	28	0	0	36	46	18	0	0	0	21	75	44	28
	HEATHROW	ROYAL BRUNEI AIRLINES	S	D	28	0	0	100	0	0	0	0	0	1	68	38	28
<b>TOTAL BANDAR SERI BEGAWAN</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>23</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>41</b>	<b>41</b>
BANGALORE (BENGALURU)	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	86	4	4	4	4	0	18	86	4	28
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	71	11	14	4	0	0	13	46	22	28
<b>TOTAL BANGALORE (BENGALURU)</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>66</b>	<b>13</b>	<b>13</b>
BANGKOK SUVARNABHUMI A	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	A	56	0	0	70	21	5	4	0	0	11	77	13	56
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	D	56	0	0	88	7	5	0	0	0	6	71	12	56
<b>TOTAL BANGKOK SUVARNABHUMI AIRPORT</b>					<b>112</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>13</b>	<b>13</b>
BANJUL	GATWICK	MONARCH AIRLINES	C	A	8	0	0	88	13	0	0	0	0	7	38	26	8
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	50	38	13	0	0	0	17	50	17	8

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

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					Actual (7)	Plan (8)												
BANJUL																		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	6	100	4	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	50	0	0	0	0	13	75	7	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	50	38	0	13	0	0	21	83	9	12	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	38	50	13	0	0	0	17	75	13	12	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	44	22	11	11	11	0	44	64	30	11	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	33	44	11	11	0	0	27	36	40	11	
<b>TOTAL BANJUL</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>34</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>63</b>	<b>20</b>	<b>20</b>	
BARCELONA																		
	LONDON CITY	BA CITYFLYER LTD	S	A	10	0	0	70	10	20	0	0	0	11	0	0	0	
	LONDON CITY	BA CITYFLYER LTD	S	D	12	0	0	83	0	17	0	0	0	7	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	221	0	0	75	14	7	4	0	0	12	63	30	179	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	222	0	0	82	11	5	3	0	0	9	61	27	180	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	122	0	0	84	10	5	1	0	0	8	46	28	81	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	123	0	0	72	15	11	2	0	0	12	48	25	82	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	56	0	0	70	13	13	5	0	0	17	67	32	54	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	73	14	9	4	0	0	13	61	32	54	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	20	0	0	90	10	0	0	0	0	2	75	27	20	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	20	0	0	85	10	5	0	0	0	5	50	36	20	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	28	0	0	82	11	4	4	0	0	9	58	48	26	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	28	0	0	79	4	14	4	0	0	11	74	24	27	
	MANCHESTER	MONARCH AIRLINES	S	A	13	0	0	69	23	8	0	0	0	12	38	53	8	
	MANCHESTER	MONARCH AIRLINES	S	D	13	0	0	100	0	0	0	0	0	2	50	40	8	
	EDINBURGH	RYANAIR	S	A	16	0	0	44	25	25	0	0	6	44	0	0	0	
	EDINBURGH	RYANAIR	S	D	16	0	0	81	13	0	0	6	0	24	0	0	0	
<b>TOTAL BARCELONA</b>					<b>980</b>	<b>6</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>59</b>	<b>30</b>	<b>30</b>	
BARI (PALESE)																		
	STANSTED	RYANAIR	S	A	12	0	0	92	8	0	0	0	0	3	33	40	12	
	STANSTED	RYANAIR	S	D	12	0	0	58	33	0	8	0	0	20	17	32	12	
<b>TOTAL BARI (PALESE)</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>21</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>25</b>	<b>36</b>	<b>36</b>	
BARRA																		
	GLASGOW	LOGANAIR	S	A	23	0	0	83	4	0	13	0	0	16	92	5	24	
	GLASGOW	LOGANAIR	S	D	23	0	0	74	13	4	9	0	0	21	96	6	24	
<b>TOTAL BARRA</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>9</b>	<b>2</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>94</b>	<b>5</b>	<b>5</b>	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BASLE MULHOUSE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	84	0	0	90	1	5	4	0	0	6	83	8	80	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	84	0	0	87	5	5	4	0	0	8	80	10	80	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	28	0	0	75	11	11	4	0	0	11	41	29	27	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	28	0	0	71	14	11	4	0	0	13	30	35	27	
	EDINBURGH	EASYJET SWITZERLAND	S	A	16	0	0	81	0	6	6	0	6	35	0	0	0	
	EDINBURGH	EASYJET SWITZERLAND	S	D	16	0	0	81	0	6	13	0	0	20	0	0	0	
	GATWICK	EASYJET SWITZERLAND	S	A	21	0	0	81	10	0	0	10	0	31	79	56	24	
	GATWICK	EASYJET SWITZERLAND	S	D	21	0	0	62	29	10	0	0	0	11	54	25	24	
	LONDON CITY	SWISS AIRLINES	S	A	45	1	0	91	2	7	0	0	0	6	82	10	45	
	LONDON CITY	SWISS AIRLINES	S	D	45	0	0	89	7	4	0	0	0	5	78	12	45	
	MANCHESTER	SWISS AIRLINES	S	A	16	0	0	94	6	0	0	0	0	3	69	16	16	
	MANCHESTER	SWISS AIRLINES	S	D	16	0	0	94	0	6	0	0	0	4	63	29	16	
<b>TOTAL BASLE MULHOUSE</b>					<b>420</b>	<b>3</b>	<b>1</b>	<b>85</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>18</b>	<b>18</b>	
BEAUVAIS																		
	EDINBURGH	RYANAIR	S	A	18	0	0	89	11	0	0	0	0	2	0	0	0	
	EDINBURGH	RYANAIR	S	D	16	2	0	100	0	0	0	0	0	1	0	0	0	
<b>TOTAL BEAUVAIS</b>					<b>34</b>	<b>2</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	
BEIJING																		
	HEATHROW	AIR CHINA	S	A	28	0	0	68	11	14	4	4	0	20	54	21	28	
	HEATHROW	AIR CHINA	S	D	28	0	0	86	4	4	4	4	0	12	75	16	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	24	0	0	71	17	8	4	0	0	12	73	11	22	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	24	0	0	79	17	0	4	0	0	9	73	11	22	
<b>TOTAL BEIJING</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>15</b>	<b>15</b>	
BEIRUT																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	14	0	2	100	0	0	0	0	0	1	75	6	16	
	HEATHROW	BMI BRITISH MIDLAND	S	D	15	0	1	80	13	0	7	0	0	10	63	19	16	
	HEATHROW	MEA	S	A	28	0	0	43	36	14	7	0	0	24	57	17	28	
	HEATHROW	MEA	S	D	28	0	0	68	21	7	4	0	0	13	54	15	28	
<b>TOTAL BEIRUT</b>					<b>85</b>	<b>0</b>	<b>3</b>	<b>67</b>	<b>21</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>60</b>	<b>15</b>	<b>15</b>	
BELFAST CITY (GEORGE BE)																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	164	0	0	75	10	10	5	0	0	12	84	11	192	
	HEATHROW	BMI BRITISH MIDLAND	S	D	164	0	0	79	7	12	2	0	0	11	89	6	192	



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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					FEB 2010					
					Actual (7)	Plan (8)		16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
BELFAST CITY (GEORGE BE)																		
	BIRMINGHAM	BMIBABY LTD	S	A	56	0	0	93	2	4	2	0	0	6	0	0	0	
	BIRMINGHAM	BMIBABY LTD	S	D	56	0	0	86	7	2	5	0	0	11	0	0	0	
	MANCHESTER	BMIBABY LTD	S	A	50	0	0	84	4	8	4	0	0	12	0	0	0	
	MANCHESTER	BMIBABY LTD	S	D	50	0	0	80	14	2	4	0	0	11	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	76	0	0	79	5	9	5	1	0	17	69	20	55	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	76	0	0	86	5	5	4	0	0	10	56	20	55	
	BIRMINGHAM	FLYBE LTD	S	A	123	1	3	88	6	2	3	1	0	8	88	8	127	
	BIRMINGHAM	FLYBE LTD	S	D	121	0	4	85	8	4	2	0	0	8	81	10	126	
	EDINBURGH	FLYBE LTD	S	A	85	0	0	86	2	6	6	0	0	10	77	13	81	
	EDINBURGH	FLYBE LTD	S	D	85	0	0	91	1	4	5	0	0	7	77	12	81	
	GATWICK	FLYBE LTD	S	A	97	0	0	88	6	4	2	0	0	7	88	8	94	
	GATWICK	FLYBE LTD	S	D	97	0	0	90	6	3	1	0	0	6	78	10	94	
	GLASGOW	FLYBE LTD	S	A	95	0	1	92	4	1	3	0	0	5	83	10	77	
	GLASGOW	FLYBE LTD	S	D	95	0	1	84	12	1	3	0	0	8	78	13	77	
	MANCHESTER	FLYBE LTD	S	A	146	2	3	86	8	3	3	0	0	8	73	15	128	
	MANCHESTER	FLYBE LTD	S	D	146	0	0	85	8	3	3	1	0	10	68	18	130	
	NEWCASTLE	FLYBE LTD	S	A	44	0	0	80	9	5	7	0	0	11	87	6	46	
	NEWCASTLE	FLYBE LTD	S	D	44	0	0	75	7	9	9	0	0	14	80	15	46	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>					<b>1870</b>	<b>3</b>	<b>12</b>	<b>84</b>	<b>7</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>12</b>	<b>12</b>	
BELFAST INTERNATIONAL																		
	HEATHROW	AER LINGUS	S	A	82	0	0	93	2	5	0	0	0	4	88	5	83	
	HEATHROW	AER LINGUS	S	D	82	0	0	96	1	2	0	0	0	2	88	5	83	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	72	0	0	88	8	1	1	1	0	8	90	9	86	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	72	0	0	85	7	7	1	0	0	8	84	13	86	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	104	0	0	75	14	9	2	0	0	11	56	31	100	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	104	0	0	81	13	7	0	0	0	9	57	25	99	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	91	0	0	93	3	2	1	0	0	3	88	9	94	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	91	0	0	93	4	1	1	0	0	3	87	9	95	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	68	0	0	76	15	3	6	0	0	11	60	26	68	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	68	0	0	85	9	3	3	0	0	9	47	33	68	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	107	0	0	93	2	0	4	1	0	8	74	19	107	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	108	0	0	89	4	2	5	1	0	9	73	17	107	
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>1051</b>	<b>3</b>	<b>3</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>16</b>	<b>16</b>	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010			
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
BELGRADE																		
	HEATHROW	JATAIRWAYS	S	A	28	0	0	71	11	7	11	0	0	15	61	24	28	
	HEATHROW	JATAIRWAYS	S	D	28	0	0	71	14	7	7	0	0	16	54	30	28	
	LUTON	WIZZ AIR	S	A	12	0	0	83	17	0	0	0	0	7	0	0	0	
	LUTON	WIZZ AIR	S	D	12	0	0	83	17	0	0	0	0	9	0	0	0	
<b>TOTAL BELGRADE</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>20</b>	<b>20</b>	
BENBECULA																		
	GLASGOW	LOGANAIR	S	A	39	0	0	85	3	8	5	0	0	10	81	12	47	
	GLASGOW	LOGANAIR	S	D	39	0	0	85	8	5	3	0	0	9	75	15	48	
<b>TOTAL BENBECULA</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>14</b>	<b>14</b>	
BERGAMO																		
	GATWICK	RYANAIR	S	A	28	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	RYANAIR	S	D	28	0	0	96	0	0	4	0	0	5	0	0	0	
	STANSTED	RYANAIR	S	A	86	0	0	76	14	9	0	1	0	13	64	19	84	
	STANSTED	RYANAIR	S	D	86	0	0	94	5	1	0	0	0	5	76	13	83	
<b>TOTAL BERGAMO</b>					<b>230</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>69</b>	<b>16</b>	<b>16</b>	
BERGEN																		
	NEWCASTLE	JET2.COM LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	NEWCASTLE	JET2.COM LTD	C	D	2	0	0	100	0	0	0	0	0	8	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	44	0	0	84	14	0	2	0	0	8	88	7	40	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	44	0	0	73	20	5	2	0	0	11	83	10	40	
	GATWICK	SAS BRAATHENS	S	A	11	0	0	64	18	9	9	0	0	17	75	11	16	
	GATWICK	SAS BRAATHENS	S	D	11	0	0	82	9	0	9	0	0	11	87	5	15	
<b>TOTAL BERGEN</b>					<b>114</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>16</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>10</b>	<b>10</b>	
BERGERAC																		
	STANSTED	RYANAIR	S	A	16	0	0	94	6	0	0	0	0	4	55	29	11	
	STANSTED	RYANAIR	S	D	16	0	0	100	0	0	0	0	0	2	55	21	11	
<b>TOTAL BERGERAC</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>55</b>	<b>25</b>	<b>25</b>	
BERLIN (SCHONEFELD)																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	78	0	0	87	8	3	3	0	0	9	58	37	77	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	78	0	0	79	17	3	1	0	0	8	58	26	78	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	15	0	0	60	13	13	13	0	0	24	71	21	14	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	15	0	0	53	20	20	7	0	0	23	64	29	14	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2010				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BERLIN (SCHONEFELD)																		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	46	0	0	74	9	13	4	0	0	13	66	35	47	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	46	0	0	74	11	11	4	0	0	14	74	24	47	
	EDINBURGH	RYANAIR	S	A	12	0	0	83	8	8	0	0	0	8	13	38	16	
	EDINBURGH	RYANAIR	S	D	12	0	0	92	8	0	0	0	0	3	75	14	16	
	STANSTED	RYANAIR	S	A	76	0	0	87	9	3	1	0	0	6	71	15	76	
	STANSTED	RYANAIR	S	D	76	0	0	83	9	7	1	0	0	7	76	10	76	
<b>TOTAL BERLIN (SCHONEFELD)</b>					<b>454</b>	<b>8</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>65</b>	<b>24</b>	<b>24</b>	
BERLIN (TEGEL)																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	125	0	3	73	14	9	4	0	0	13	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	D	126	0	2	84	6	5	5	0	0	10	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	139	0	0	83	9	3	4	1	0	12	76	13	137	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	139	0	1	89	6	2	2	1	0	7	86	9	138	
<b>TOTAL BERLIN (TEGEL)</b>					<b>531</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>15</b>	<b>15</b>	
BERMUDA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	20	0	0	90	5	5	0	0	0	4	83	14	23	
	GATWICK	BRITISH AIRWAYS PLC	S	D	20	0	0	90	5	5	0	0	0	4	100	1	24	
<b>TOTAL BERMUDA</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>91</b>	<b>7</b>	<b>7</b>	
BERNE																		
	GATWICK	FLYBE LTD	C	A	4	0	0	75	0	25	0	0	0	16	0	0	0	
	GATWICK	FLYBE LTD	C	D	4	0	0	25	50	0	25	0	0	31	0	0	0	
	MANCHESTER	FLYBE LTD	C	A	4	0	0	50	50	0	0	0	0	12	75	26	4	
	MANCHESTER	FLYBE LTD	C	D	4	0	0	75	0	25	0	0	0	10	50	11	4	
<b>TOTAL BERNE</b>					<b>16</b>	<b>3</b>	<b>0</b>	<b>56</b>	<b>25</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>88</b>	<b>8</b>	<b>8</b>	
BEZIERS																		
	LUTON	RYANAIR	S	A	8	0	0	88	0	13	0	0	0	4	88	28	8	
	LUTON	RYANAIR	S	D	8	0	0	75	13	13	0	0	0	10	88	17	8	
<b>TOTAL BEZIERS</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>23</b>	<b>23</b>	
BIARRITZ																		
	STANSTED	RYANAIR	S	A	12	0	0	92	0	0	8	0	0	11	80	5	10	
	STANSTED	RYANAIR	S	D	12	0	0	92	0	0	8	0	0	10	90	3	10	
<b>TOTAL BIARRITZ</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>4</b>	<b>4</b>	
BILBAO																		

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2010				
					28	MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
BILBAO																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	28	0	0	89	0	7	4	0	0	10	52	26	27	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	28	0	0	89	4	7	0	0	0	6	63	21	27	
	HEATHROW	VUELING AIRLINES	S	A	25	0	0	88	0	8	4	0	0	9	96	2	26	
	HEATHROW	VUELING AIRLINES	S	D	25	0	0	56	20	20	4	0	0	19	85	8	26	
<b>TOTAL BILBAO</b>					<b>106</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>14</b>	<b>14</b>	
BILLUND																		
	GATWICK	CIMBER AIR A/S	S	A	52	0	0	75	8	8	10	0	0	18	63	17	43	
	GATWICK	CIMBER AIR A/S	S	D	52	0	0	81	6	4	10	0	0	16	67	25	43	
	STANSTED	RYANAIR	S	A	56	0	0	95	5	0	0	0	0	3	67	19	75	
	STANSTED	RYANAIR	S	D	56	0	0	98	2	0	0	0	0	3	83	14	75	
	LONDON CITY	SUN AIR OF SCANDINAVIA	S	A	23	0	0	65	22	13	0	0	0	13	87	7	15	
	LONDON CITY	SUN AIR OF SCANDINAVIA	S	D	23	0	0	65	17	17	0	0	0	12	88	6	16	
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	A	39	0	0	85	10	5	0	0	0	6	68	13	40	
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	D	39	0	0	97	3	0	0	0	0	1	79	14	42	
<b>TOTAL BILLUND</b>					<b>340</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>71</b>	<b>16</b>	<b>16</b>	
BIRMINGHAM																		
	NEWCASTLE	EASTERN AIRWAYS	S	A	57	0	1	93	2	2	4	0	0	5	85	11	55	
	NEWCASTLE	EASTERN AIRWAYS	S	D	57	0	1	89	4	4	4	0	0	6	87	11	55	
	EDINBURGH	FLYBE LTD	S	A	152	0	0	84	7	4	5	0	0	9	76	13	136	
	EDINBURGH	FLYBE LTD	S	D	152	0	0	84	6	5	5	0	0	11	73	14	136	
	GLASGOW	FLYBE LTD	S	A	157	0	5	86	6	4	4	0	0	9	70	19	128	
	GLASGOW	FLYBE LTD	S	D	157	0	5	80	12	4	3	1	0	12	68	24	130	
<b>TOTAL BIRMINGHAM</b>					<b>732</b>	<b>3</b>	<b>13</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>16</b>	<b>16</b>	
BISHKEK (FRUNZE)																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	12	0	1	67	8	0	17	8	0	36	58	32	12	
	HEATHROW	BMI BRITISH MIDLAND	S	D	8	0	0	63	0	13	25	0	0	44	58	19	12	
<b>TOTAL BISHKEK (FRUNZE)</b>					<b>20</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>5</b>	<b>5</b>	<b>20</b>	<b>5</b>	<b>0</b>	<b>39</b>	<b>58</b>	<b>26</b>	<b>26</b>	
BLACKPOOL																		
BOA VISTA (RABIL)																		
	GATWICK	THOMSON AIRWAYS LTD	S	A	4	0	0	50	50	0	0	0	0	17	50	15	4	
	GATWICK	THOMSON AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	4	100	8	4	
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	0	0	45	4	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BOA VISTA (RABIL)		MANCHESTER	THOMSON AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	3	50	24	4
<b>TOTAL BOA VISTA (RABIL)</b>						<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>50</b>	<b>23</b>	<b>23</b>
BOLOGNA		GATWICK	BRITISH AIRWAYS PLC	S	A	76	0	0	83	8	8	1	0	0	9	68	13	74
		GATWICK	BRITISH AIRWAYS PLC	S	D	76	0	0	89	9	1	0	0	0	4	80	7	74
		EDINBURGH	RYANAIR	S	A	8	0	0	50	25	25	0	0	0	21	0	0	0
		EDINBURGH	RYANAIR	S	D	8	0	0	88	0	13	0	0	0	7	0	0	0
		GATWICK	RYANAIR	S	A	16	0	0	94	6	0	0	0	0	2	0	0	0
		GATWICK	RYANAIR	S	D	16	0	0	94	6	0	0	0	0	2	0	0	0
		STANSTED	RYANAIR	S	A	44	0	0	80	11	7	2	0	0	9	68	19	44
		STANSTED	RYANAIR	S	D	45	0	0	82	11	2	4	0	0	9	77	15	44
<b>TOTAL BOLOGNA</b>						<b>289</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>13</b>	<b>13</b>
BORDEAUX		GATWICK	BRITISH AIRWAYS PLC	S	A	55	0	1	87	9	2	2	0	0	7	85	9	52
		GATWICK	BRITISH AIRWAYS PLC	S	D	56	0	0	88	9	2	2	0	0	6	85	7	52
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	96	4	0	0	0	0	2	0	0	0
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	88	12	0	0	0	0	6	0	0	0
		LUTON	EASYJET AIRLINE COMPANY LTD	S	A	16	0	0	81	6	6	6	0	0	16	60	26	15
		LUTON	EASYJET AIRLINE COMPANY LTD	S	D	16	0	0	81	6	6	0	6	0	18	67	26	15
<b>TOTAL BORDEAUX</b>						<b>195</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>12</b>	<b>12</b>
BOSTON		HEATHROW	AMERICAN AIRLINES	S	A	48	0	0	85	4	4	6	0	0	12	39	32	46
		HEATHROW	AMERICAN AIRLINES	S	D	48	0	0	92	6	2	0	0	0	4	69	11	45
		HEATHROW	BRITISH AIRWAYS PLC	S	A	81	0	0	83	10	4	2	0	1	18	71	16	83
		HEATHROW	BRITISH AIRWAYS PLC	S	D	81	0	0	81	14	2	2	0	0	9	53	17	83
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	24	0	0	96	4	0	0	0	0	2	44	30	27
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	24	0	0	96	4	0	0	0	0	3	78	21	27
<b>TOTAL BOSTON</b>						<b>306</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>59</b>	<b>19</b>	<b>19</b>
BOURNEMOUTH																		
BRATISLAVA		BIRMINGHAM	RYANAIR	S	A	12	0	0	83	8	8	0	0	0	6	100	2	12
		BIRMINGHAM	RYANAIR	S	D	12	0	0	100	0	0	0	0	0	4	100	4	12

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					Actual (7)	Plan (8)												
BRATISLAVA																		
	EDINBURGH	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	1	88	19	8	
	EDINBURGH	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	3	75	22	8	
	LUTON	RYANAIR	S	A	28	0	0	71	18	11	0	0	0	13	0	0	0	
	LUTON	RYANAIR	S	D	28	0	0	86	7	7	0	0	0	7	0	0	0	
	STANSTED	RYANAIR	S	A	52	0	0	88	4	2	2	4	0	15	79	17	80	
	STANSTED	RYANAIR	S	D	52	0	0	96	0	0	4	0	0	5	88	7	80	
<b>TOTAL BRATISLAVA</b>					<b>200</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>12</b>	<b>12</b>	
BREMEN																		
	EDINBURGH	RYANAIR	S	A	16	0	0	100	0	0	0	0	0	2	75	13	16	
	EDINBURGH	RYANAIR	S	D	16	0	0	94	6	0	0	0	0	5	94	7	16	
	STANSTED	RYANAIR	S	A	52	0	0	96	2	2	0	0	0	3	73	12	62	
	STANSTED	RYANAIR	S	D	52	0	0	87	10	4	0	0	0	6	78	12	64	
<b>TOTAL BREMEN</b>					<b>136</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>77</b>	<b>12</b>	<b>12</b>	
BRESCIA/MONTICHIARI																		
	MANCHESTER	JET2.COM LTD	C	A	2	0	0	0	100	0	0	0	0	22	0	0	0	
	MANCHESTER	JET2.COM LTD	C	D	2	0	0	50	0	50	0	0	0	21	0	0	0	
<b>TOTAL BRESCIA/MONTICHIARI</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>85</b>	<b>6</b>	<b>6</b>	
BREST																		
	LUTON	RYANAIR	S	A	12	0	0	100	0	0	0	0	0	4	100	5	12	
	LUTON	RYANAIR	S	D	12	0	0	100	0	0	0	0	0	3	92	6	12	
<b>TOTAL BREST</b>					<b>24</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>96</b>	<b>6</b>	<b>6</b>	
BRIDGETOWN																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	32	0	0	97	0	0	3	0	0	3	90	5	39	
	GATWICK	BRITISH AIRWAYS PLC	S	D	32	0	0	97	0	3	0	0	0	4	87	5	39	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	13	0	0	69	23	0	8	0	0	11	100	0	7	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	13	0	0	77	0	8	15	0	0	22	43	21	7	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	62	8	15	8	0	8	74	80	11	10	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	77	23	0	0	0	0	8	70	26	10	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	60	0	20	20	0	0	32	86	5	7	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	7	0	0	71	14	0	14	0	0	22	63	18	8	
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	2	0	0	50	0	50	0	0	0	20	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	A	12	0	0	67	17	17	0	0	0	12	42	34	12	

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

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					Actual (7)	Plan (8)												
BRIDGETOWN																		
	GATWICK	THOMSON AIRWAYS LTD	C	D	12	0	0	67	17	8	0	8	0	25	64	10	11	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	3	0	0	33	0	33	33	0	0	35	0	51	1	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	13	0	0	62	8	23	8	0	0	19	33	49	9	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	11	3	0	55	9	18	18	0	0	36	60	46	10	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	2	2	0	50	0	0	50	0	0	38	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	28	0	0	82	7	11	0	0	0	8	75	21	24	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	28	0	0	71	21	7	0	0	0	9	63	28	24	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	6	50	113	4	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	3	75	46	4	
<b>TOTAL BRIDGETOWN</b>					<b>250</b>	<b>6</b>	<b>0</b>	<b>78</b>	<b>9</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>72</b>	<b>19</b>	<b>19</b>	
BRINDISI																		
	STANSTED	RYANAIR	S	A	12	0	0	100	0	0	0	0	0	2	100	5	8	
	STANSTED	RYANAIR	S	D	12	0	0	100	0	0	0	0	0	5	88	9	8	
<b>TOTAL BRINDISI</b>					<b>24</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>94</b>	<b>7</b>	<b>7</b>	
BRISTOL																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	96	0	0	93	3	4	0	0	0	3	76	24	74	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	96	0	0	90	4	4	2	0	0	5	68	25	74	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	72	0	0	93	3	1	3	0	0	4	83	9	70	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	72	0	0	90	6	0	4	0	0	6	76	13	71	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	68	0	0	88	3	6	3	0	0	7	76	24	67	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	68	0	0	88	3	6	3	0	0	8	64	29	67	
<b>TOTAL BRISTOL</b>					<b>472</b>	<b>2</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>21</b>	<b>21</b>	
BRIVE-LA-GAILLARDE																		
	LONDON CITY	CITY JET	S	A	4	0	0	50	25	0	25	0	0	23	0	0	0	
	LONDON CITY	CITY JET	S	D	4	0	0	75	0	25	0	0	0	13	0	0	0	
<b>TOTAL BRIVE-LA-GAILLARDE</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	
BRNO (TURANY)																		
	STANSTED	RYANAIR	S	A	28	0	0	96	4	0	0	0	0	2	75	11	16	
	STANSTED	RYANAIR	S	D	28	0	0	100	0	0	0	0	0	1	75	11	16	
	LUTON	WIZZ AIR	S	A	12	0	0	92	8	0	0	0	0	3	0	0	0	
	LUTON	WIZZ AIR	S	D	12	0	0	92	8	0	0	0	0	4	0	0	0	
<b>TOTAL BRNO (TURANY)</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>11</b>	<b>11</b>	

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

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					Actual (7)	Plan (8)											
BRUSSELS	EDINBURGH	BMI REGIONAL	S	A	71	0	0	94	3	0	1	1	0	7	79	10	72
	EDINBURGH	BMI REGIONAL	S	D	71	0	0	85	10	3	3	0	0	8	83	11	72
	HEATHROW	BRITISH AIRWAYS PLC	S	A	164	0	0	84	7	5	3	0	0	8	75	13	155
	HEATHROW	BRITISH AIRWAYS PLC	S	D	164	0	0	82	12	4	3	0	0	9	74	12	155
	BIRMINGHAM	BRUSSELS AIRLINES	S	A	113	0	0	91	4	3	2	0	0	5	76	12	107
	BIRMINGHAM	BRUSSELS AIRLINES	S	D	113	0	0	90	5	3	2	0	0	6	76	11	107
	HEATHROW	BRUSSELS AIRLINES	S	A	100	0	0	67	18	11	4	0	0	14	60	20	98
	HEATHROW	BRUSSELS AIRLINES	S	D	99	0	1	80	11	5	4	0	0	9	59	19	98
	MANCHESTER	BRUSSELS AIRLINES	S	A	95	0	0	84	9	4	2	0	0	8	72	14	94
	MANCHESTER	BRUSSELS AIRLINES	S	D	95	0	0	81	9	6	3	0	0	9	72	19	94
	NEWCASTLE	BRUSSELS AIRLINES	S	A	67	0	0	99	1	0	0	0	0	2	91	5	66
	NEWCASTLE	BRUSSELS AIRLINES	S	D	67	0	0	88	7	4	0	0	0	5	73	11	67
	MANCHESTER	FLYBE LTD	S	A	39	0	1	69	15	5	10	0	0	18	62	27	37
	MANCHESTER	FLYBE LTD	S	D	40	0	0	73	15	8	5	0	0	14	79	18	38
<b>TOTAL BRUSSELS</b>					<b>1300</b>	<b>3</b>	<b>2</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>14</b>	<b>14</b>
BUCHAREST (BANEASA)	LUTON	BLUE AIR TRANSPORT AERIAN	S	A	20	0	0	55	15	30	0	0	0	20	0	0	0
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	20	0	0	60	20	20	0	0	0	17	0	0	0
	LUTON	WIZZ AIR	S	A	52	0	0	96	4	0	0	0	0	3	75	11	28
	LUTON	WIZZ AIR	S	D	52	0	0	81	13	4	2	0	0	8	39	38	28
<b>TOTAL BUCHAREST (BANEASA)</b>					<b>144</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>52</b>	<b>26</b>	<b>26</b>
BUCHAREST (OTOPENI)	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	84	11	5	0	0	0	7	66	13	56
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	93	5	2	0	0	0	4	89	4	56
	HEATHROW	TAROM	S	A	28	0	0	79	18	4	0	0	0	9	54	18	28
	HEATHROW	TAROM	S	D	28	0	0	89	4	7	0	0	0	5	46	25	28
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>169</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>13</b>	<b>13</b>
BUDAPEST	HEATHROW	BRITISH AIRWAYS PLC	S	A	84	0	0	81	7	10	2	0	0	9	69	9	80
	HEATHROW	BRITISH AIRWAYS PLC	S	D	84	0	0	86	10	2	2	0	0	6	78	7	80
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	28	0	0	89	7	4	0	0	0	7	43	25	28
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	28	0	0	96	4	0	0	0	0	5	64	19	28
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	28	0	0	86	7	4	4	0	0	7	57	29	28



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					Actual (7)	Plan (8)												
BUDAPEST																		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	28	0	0	93	4	0	4	0	0	6	67	19	27	
	MANCHESTER	JET2.COM LTD	S	A	17	0	0	71	0	24	6	0	0	19	67	28	12	
	MANCHESTER	JET2.COM LTD	S	D	17	0	0	82	12	0	6	0	0	10	75	27	12	
	GATWICK	MALEV (HUNGARIAN AIRLINES)	S	A	51	0	0	69	24	6	2	0	0	13	70	14	44	
	GATWICK	MALEV (HUNGARIAN AIRLINES)	S	D	51	0	0	49	27	20	4	0	0	19	59	18	44	
	LUTON	WIZZ AIR	S	A	73	0	0	95	4	1	0	0	0	4	86	13	56	
	LUTON	WIZZ AIR	S	D	73	0	0	81	12	5	1	0	0	9	48	36	56	
<b>TOTAL BUDAPEST</b>					<b>563</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>67</b>	<b>18</b>	<b>18</b>	
BUENOS AIRES																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	1	63	19	11	4	4	0	22	64	22	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	68	7	4	21	0	0	27	75	11	28	
<b>TOTAL BUENOS AIRES</b>					<b>55</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>13</b>	<b>7</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>70</b>	<b>17</b>	<b>17</b>	
BURGAS																		
	LUTON	WIZZ AIR	S	A	8	0	0	75	0	25	0	0	0	11	43	75	7	
	LUTON	WIZZ AIR	S	D	8	0	0	63	25	0	13	0	0	16	50	148	8	
<b>TOTAL BURGAS</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>47</b>	<b>114</b>	<b>114</b>	
BYDGOSZCZ																		
	BIRMINGHAM	RYANAIR	S	A	12	0	0	58	33	0	8	0	0	17	0	0	0	
	BIRMINGHAM	RYANAIR	S	D	12	0	0	75	17	8	0	0	0	12	0	0	0	
	STANSTED	RYANAIR	S	A	20	0	0	90	10	0	0	0	0	4	69	14	16	
	STANSTED	RYANAIR	S	D	20	0	0	85	15	0	0	0	0	5	81	11	16	
<b>TOTAL BYDGOSZCZ</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>17</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>12</b>	<b>12</b>	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
CAGLIARI (ELMAS)																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	83	8	8	0	0	0	8	0	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	92	0	8	0	0	0	7	0	0	0	0
<b>TOTAL CAGLIARI (ELMAS)</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>16</b>	<b>16</b>	
CAIRO																		
	GATWICK	ASTRAEUS LTD	C	A	2	0	0	50	50	0	0	0	0	15	0	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	A	28	0	0	75	11	4	7	4	0	19	79	13	28	28
	HEATHROW	BMI BRITISH MIDLAND	S	D	27	0	1	85	4	7	4	0	0	10	61	13	28	28
	HEATHROW	BRITISH AIRWAYS PLC	S	A	24	1	2	92	0	4	4	0	0	9	75	10	28	28
	HEATHROW	BRITISH AIRWAYS PLC	S	D	25	0	1	84	8	8	0	0	0	7	57	27	28	28
	HEATHROW	EGYPT AIR	S	A	37	0	4	49	32	11	5	3	0	28	42	24	33	33
	HEATHROW	EGYPT AIR	S	D	37	0	4	73	16	3	5	3	0	18	41	21	32	32
<b>TOTAL CAIRO</b>					<b>183</b>	<b>3</b>	<b>12</b>	<b>73</b>	<b>14</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>58</b>	<b>18</b>	<b>18</b>	
CALGARY																		
	HEATHROW	AIR CANADA	S	A	28	0	0	54	36	7	4	0	0	18	36	30	28	28
	HEATHROW	AIR CANADA	S	D	28	0	0	86	11	4	0	0	0	5	82	8	28	28
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	75	11	11	4	0	0	10	54	16	28	28
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	82	7	7	4	0	0	11	71	15	28	28
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	8	0	0	75	0	0	13	13	0	40	29	52	7	7
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	8	0	0	63	13	0	25	0	0	31	71	33	7	7
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	8	0	0	88	13	0	0	0	0	3	50	123	8	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	8	0	0	63	25	0	0	13	0	32	50	39	8	8
<b>TOTAL CALGARY</b>					<b>144</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>59</b>	<b>28</b>	<b>28</b>	
CAMPBELTOWN																		
	GLASGOW	LOGANAIR	S	A	37	0	0	86	3	8	3	0	0	7	85	11	33	33
	GLASGOW	LOGANAIR	S	D	38	0	0	84	5	8	3	0	0	8	86	6	37	37
<b>TOTAL CAMPBELTOWN</b>					<b>75</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>9</b>	<b>9</b>	
CANCUN																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	88	13	0	0	0	0	8	0	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	63	38	0	0	0	0	9	0	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	4	75	13	4	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	25	25	0	0	31	50	48	4	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	6	0	0	50	0	33	17	0	0	27	25	351	4	4

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
CANCUN																		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	6	0	0	17	33	17	33	0	0	47	0	138	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	50	0	0	25	25	0	107	50	68	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	25	0	25	25	25	0	146	50	62	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	10	0	0	70	10	10	10	0	0	19	56	111	16	
	GATWICK	THOMSON AIRWAYS LTD	C	D	10	0	0	70	10	10	0	0	10	70	56	25	16	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	8	0	0	63	13	13	0	13	0	53	50	86	8	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	8	0	0	75	0	13	0	0	13	57	63	78	8	
<b>TOTAL CANCUN</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>13</b>	<b>11</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>44</b>	<b>51</b>	<b>86</b>	<b>86</b>	
CANNES																		
CAPE TOWN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	52	0	0	73	19	4	2	2	0	16	77	10	52	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	52	0	0	73	10	10	6	2	0	19	48	22	52	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	28	0	0	100	0	0	0	0	0	2	93	5	28	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	28	0	0	89	11	0	0	0	0	4	75	9	28	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	28	0	2	96	0	4	0	0	0	2	93	4	28	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	28	0	0	82	18	0	0	0	0	6	82	11	28	
<b>TOTAL CAPE TOWN</b>					<b>216</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>11</b>	<b>11</b>	
CARCASSONNE																		
	STANSTED	RYANAIR	S	A	12	0	0	83	8	0	8	0	0	14	70	30	10	
	STANSTED	RYANAIR	S	D	12	0	0	100	0	0	0	0	0	3	70	11	10	
<b>TOTAL CARCASSONNE</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>70</b>	<b>21</b>	<b>21</b>	
CARDIFF WALES																		
	NEWCASTLE	AIR SOUTHWEST	S	A	18	0	0	78	11	6	6	0	0	15	0	0	0	
	NEWCASTLE	AIR SOUTHWEST	S	D	18	0	0	78	6	6	11	0	0	20	0	0	0	
	EDINBURGH	BMIBABY LTD	S	A	26	0	1	92	4	4	0	0	0	3	92	3	50	
	EDINBURGH	BMIBABY LTD	S	D	26	0	1	88	8	4	0	0	0	4	86	7	50	
	NEWCASTLE	EASTERN AIRWAYS	S	A	26	0	0	88	4	0	4	4	0	14	89	8	38	
	NEWCASTLE	EASTERN AIRWAYS	S	D	26	0	0	85	8	8	0	0	0	9	82	8	39	
	EDINBURGH	FLYBE LTD	S	A	54	0	1	81	6	9	2	2	0	12	82	18	55	
	EDINBURGH	FLYBE LTD	C	D	2	0	0	100	0	0	0	0	0	4	100	4	2	
	EDINBURGH	FLYBE LTD	S	D	55	0	0	87	2	5	4	2	0	16	80	12	54	
	GLASGOW	FLYBE LTD	S	A	16	0	0	75	0	6	13	6	0	28	79	18	19	

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
CARDIFF WALES																		
	GLASGOW	FLYBE LTD	S	D	16	0	0	75	0	6	13	6	0	35	63	27	19	
	EDINBURGH	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	3	0	0	0	
	EDINBURGH	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	7	0	0	0	
<b>TOTAL CARDIFF WALES</b>					<b>292</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>4</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>12</b>	<b>12</b>	
CASABLANCA MOHAMED V																		
	GATWICK	ROYAL AIR MAROC	S	A	9	0	0	56	22	22	0	0	0	19	71	12	7	
	GATWICK	ROYAL AIR MAROC	S	D	9	0	0	56	22	22	0	0	0	19	86	13	7	
<b>TOTAL CASABLANCA MOHAMED V</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>72</b>	<b>14</b>	<b>14</b>	
CATANIA (FONTANAROSSA)																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	0	33	50	17	0	0	0	19	33	24	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	92	0	8	0	0	0	8	78	4	9	
<b>TOTAL CATANIA (FONTANAROSSA)</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>56</b>	<b>14</b>	<b>14</b>	
CHAMBERY																		
	LONDON CITY	BA CITYFLYER LTD	S	A	16	0	0	69	13	0	19	0	0	25	0	0	0	
	LONDON CITY	BA CITYFLYER LTD	S	D	16	0	0	69	13	6	6	6	0	22	0	0	0	
	BIRMINGHAM	FLYBE LTD	S	A	8	0	0	75	0	13	13	0	0	21	38	42	8	
	BIRMINGHAM	FLYBE LTD	C	A	8	0	0	13	25	50	13	0	0	39	25	28	4	
	BIRMINGHAM	FLYBE LTD	C	D	8	0	0	50	0	38	13	0	0	26	0	36	4	
	BIRMINGHAM	FLYBE LTD	S	D	8	0	0	25	50	13	13	0	0	31	0	65	8	
	GATWICK	FLYBE LTD	C	A	4	0	0	50	50	0	0	0	0	18	25	71	4	
	GATWICK	FLYBE LTD	C	D	4	0	0	50	25	25	0	0	0	15	25	69	4	
	EDINBURGH	JET2.COM LTD	C	A	5	0	0	40	20	0	40	0	0	50	25	182	4	
	EDINBURGH	JET2.COM LTD	S	A	6	0	0	17	0	50	33	0	0	52	0	83	6	
	EDINBURGH	JET2.COM LTD	C	D	5	0	0	60	20	20	0	0	0	18	25	36	4	
	EDINBURGH	JET2.COM LTD	S	D	6	0	0	17	0	50	33	0	0	46	0	63	6	
	GATWICK	JET2.COM LTD	C	A	12	0	0	75	8	8	8	0	0	19	88	4	8	
	GATWICK	JET2.COM LTD	C	D	12	0	0	75	0	17	8	0	0	18	75	11	8	
	MANCHESTER	JET2.COM LTD	C	A	4	0	0	75	0	25	0	0	0	10	25	99	4	
	MANCHESTER	JET2.COM LTD	S	A	10	1	1	70	10	0	20	0	0	21	25	58	8	
	MANCHESTER	JET2.COM LTD	S	D	10	0	0	70	10	10	10	0	0	19	25	53	8	
	MANCHESTER	JET2.COM LTD	C	D	5	0	0	60	20	0	20	0	0	24	25	111	4	
	NEWCASTLE	JET2.COM LTD	S	A	4	0	0	0	0	50	25	0	25	134	25	66	4	
	NEWCASTLE	JET2.COM LTD	S	D	4	0	0	50	25	25	0	0	0	16	25	55	4	

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
CHAMBERY	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	25	50	0	25	0	0	34	0	54	3
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	11	0	33	3
	GATWICK	THOMSON AIRWAYS LTD	C	A	14	0	0	29	21	29	21	0	0	36	38	58	16
	GATWICK	THOMSON AIRWAYS LTD	C	D	15	0	0	53	13	20	13	0	0	26	38	39	16
	GLASGOW	THOMSON AIRWAYS LTD	C	A	3	0	0	33	33	33	0	0	0	21	25	30	4
	GLASGOW	THOMSON AIRWAYS LTD	C	D	3	0	0	67	33	0	0	0	0	10	50	15	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	8	0	0	38	25	13	25	0	0	32	14	130	7
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	8	0	0	50	13	13	25	0	0	32	38	88	8
	GATWICK	TITAN AIRWAYS LTD	C	A	10	0	0	70	20	10	0	0	0	11	50	34	6
	GATWICK	TITAN AIRWAYS LTD	C	D	10	0	0	70	0	10	20	0	0	20	33	44	6
	STANSTED	TITAN AIRWAYS LTD	C	A	17	0	0	47	18	29	6	0	0	24	47	32	19
	STANSTED	TITAN AIRWAYS LTD	C	D	15	0	0	67	0	27	7	0	0	20	26	38	19
<b>TOTAL CHAMBERY</b>					<b>268</b>	<b>3</b>	<b>1</b>	<b>54</b>	<b>15</b>	<b>18</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>40</b>	<b>47</b>	<b>47</b>
CHARLEROI	EDINBURGH	RYANAIR	S	A	16	0	0	100	0	0	0	0	0	83	23	12	
	EDINBURGH	RYANAIR	S	D	16	0	0	81	19	0	0	0	0	7	67	15	12
<b>TOTAL CHARLEROI</b>					<b>32</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>75</b>	<b>19</b>	<b>19</b>
CHARLOTTE	GATWICK	US AIRWAYS	S	A	28	0	0	93	0	0	4	4	0	15	89	8	28
	GATWICK	US AIRWAYS	S	D	28	0	0	89	0	4	7	0	0	13	82	6	28
<b>TOTAL CHARLOTTE</b>					<b>56</b>	<b>1</b>	<b>0</b>	<b>91</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>86</b>	<b>7</b>	<b>7</b>
CHENNAI	HEATHROW	BRITISH AIRWAYS PLC	S	A	20	0	0	90	5	0	5	0	0	7	85	8	20
	HEATHROW	BRITISH AIRWAYS PLC	S	D	20	0	0	65	5	15	15	0	0	27	63	27	19
<b>TOTAL CHENNAI</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>5</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>74</b>	<b>17</b>	<b>17</b>
CHICAGO (O'HARE)	HEATHROW	AMERICAN AIRLINES	S	A	73	0	1	56	19	11	11	3	0	26	21	41	81
	HEATHROW	AMERICAN AIRLINES	S	D	74	0	1	89	7	4	0	0	0	5	87	12	78
	MANCHESTER	AMERICAN AIRLINES	S	A	23	0	0	65	13	4	17	0	0	26	41	35	22
	MANCHESTER	AMERICAN AIRLINES	S	D	23	0	0	83	9	9	0	0	0	7	78	17	23
	HEATHROW	BRITISH AIRWAYS PLC	S	A	53	0	0	66	15	11	8	0	0	17	39	28	56
	HEATHROW	BRITISH AIRWAYS PLC	S	D	53	0	0	75	17	4	4	0	0	12	38	29	56

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010			
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Plan (8)												
CHICAGO (O'HARE)																		
	HEATHROW	UNITED AIRLINES	S	A	75	0	1	89	7	3	1	0	0	5	36	25	83	
	HEATHROW	UNITED AIRLINES	S	D	75	0	1	84	9	4	3	0	0	8	82	9	83	
<b>TOTAL CHICAGO (O'HARE)</b>					<b>449</b>	<b>0</b>	<b>4</b>	<b>77</b>	<b>12</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>52</b>	<b>24</b>	<b>24</b>	
CHISINAU (KISHINEV)																		
	GATWICK	AIR MOLDOVA INTERNATIONAL	S	A	4	0	0	25	0	50	25	0	0	47	75	8	4	
	GATWICK	AIR MOLDOVA INTERNATIONAL	S	D	4	0	0	0	0	25	75	0	0	64	100	0	4	
<b>TOTAL CHISINAU (KISHINEV)</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>38</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>88</b>	<b>4</b>	<b>4</b>	
CITY OF DERRY (EGLINTON)																		
	BIRMINGHAM	RYANAIR	S	A	16	0	0	94	6	0	0	0	0	2	81	11	16	
	BIRMINGHAM	RYANAIR	S	D	16	0	0	81	13	6	0	0	0	11	44	27	16	
	STANSTED	RYANAIR	S	A	28	0	0	93	0	7	0	0	0	6	88	23	16	
	STANSTED	RYANAIR	S	D	28	0	0	96	0	4	0	0	0	2	94	6	16	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>12</b>	<b>12</b>	
CLUJ NAPOCA																		
	LUTON	WIZZ AIR	S	A	21	0	0	90	10	0	0	0	0	3	85	11	20	
	LUTON	WIZZ AIR	S	D	21	0	0	71	10	14	5	0	0	15	35	58	20	
<b>TOTAL CLUJ NAPOCA</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>60</b>	<b>35</b>	<b>35</b>	
COLOGNE BONN																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	16	0	0	56	13	25	6	0	0	19	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	16	0	0	88	0	13	0	0	0	7	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	41	0	0	61	24	10	5	0	0	18	39	34	46	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	41	0	0	68	24	5	2	0	0	12	57	22	46	
	MANCHESTER	GERMANWINGS	S	A	18	0	0	89	11	0	0	0	0	4	85	9	20	
	MANCHESTER	GERMANWINGS	S	D	18	0	0	100	0	0	0	0	0	3	75	10	20	
	STANSTED	GERMANWINGS	S	A	61	0	0	92	5	3	0	0	0	4	58	17	73	
	STANSTED	GERMANWINGS	S	D	61	0	0	93	5	2	0	0	0	4	55	19	73	
	HEATHROW	LUFTHANSA	S	A	84	0	0	75	10	12	4	0	0	12	83	9	78	
	HEATHROW	LUFTHANSA	S	D	84	0	0	76	10	11	4	0	0	11	77	11	78	
<b>TOTAL COLOGNE BONN</b>					<b>440</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>65</b>	<b>18</b>	<b>18</b>	
COLOMBO																		
	HEATHROW	SRILANKAN AIRLINES	S	A	47	0	3	36	23	30	11	0	0	29	52	33	48	
	HEATHROW	SRILANKAN AIRLINES	S	D	47	0	3	45	30	15	11	0	0	26	46	29	48	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2010				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
COLOMBO																		
<b>TOTAL COLOMBO</b>					<b>94</b>	<b>0</b>	<b>6</b>	<b>40</b>	<b>27</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>48</b>	<b>31</b>	<b>31</b>	
CONAKRY																		
COPENHAGEN																		
	LONDON CITY	BA CITYFLYER LTD	S	A	44	0	0	93	2	5	0	0	0	3	0	0	0	0
	LONDON CITY	BA CITYFLYER LTD	S	D	44	0	0	82	7	5	7	0	0	12	0	0	0	0
	EDINBURGH	BMI REGIONAL	S	A	44	0	0	95	2	0	2	0	0	6	84	9	44	44
	EDINBURGH	BMI REGIONAL	S	D	44	0	0	89	9	0	2	0	0	6	91	7	44	44
	GLASGOW	BMI REGIONAL	S	A	24	0	0	88	8	0	4	0	0	8	87	4	23	23
	GLASGOW	BMI REGIONAL	S	D	24	0	0	83	0	8	8	0	0	15	92	4	24	24
	HEATHROW	BRITISH AIRWAYS PLC	S	A	147	0	0	85	4	8	3	0	0	8	76	11	138	138
	HEATHROW	BRITISH AIRWAYS PLC	S	D	147	0	0	86	8	4	1	1	0	8	86	8	140	140
	NEWCASTLE	CIMBER AIR A/S	S	A	22	0	1	59	18	18	5	0	0	18	50	24	24	24
	NEWCASTLE	CIMBER AIR A/S	S	D	21	0	2	62	19	14	5	0	0	17	63	23	24	24
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	42	0	0	76	12	7	2	2	0	14	60	22	47	47
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	42	0	0	83	10	2	2	2	0	12	77	16	48	48
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	20	0	0	65	15	20	0	0	0	14	38	60	21	21
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	20	0	0	75	5	20	0	0	0	12	38	54	21	21
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	73	0	0	82	11	4	1	1	0	10	48	38	77	77
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	73	0	0	90	7	0	1	1	0	9	68	24	77	77
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	8	0	0	38	50	13	0	0	0	20	75	24	8	8
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	8	0	0	63	25	13	0	0	0	19	63	25	8	8
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	52	0	0	71	17	8	4	0	0	12	63	16	51	51
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	52	0	0	60	25	12	4	0	0	15	73	16	51	51
	BIRMINGHAM	SAS	S	A	44	0	0	84	11	0	5	0	0	10	76	13	42	42
	BIRMINGHAM	SAS	S	D	44	0	0	84	7	5	5	0	0	10	71	22	41	41
	HEATHROW	SAS	S	A	154	0	0	71	19	7	3	0	0	13	65	15	152	152
	HEATHROW	SAS	S	D	154	0	0	88	6	3	3	0	0	6	87	6	151	151
	MANCHESTER	SAS	S	A	51	0	0	78	16	4	2	0	0	8	51	22	51	51
	MANCHESTER	SAS	S	D	51	0	1	84	10	2	4	0	0	7	56	22	50	50
<b>TOTAL COPENHAGEN</b>					<b>1461</b>	<b>4</b>	<b>4</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>16</b>	<b>16</b>	
CORK																		
	BIRMINGHAM	AER ARANN	S	A	48	1	0	92	2	2	4	0	0	6	0	0	0	0
	BIRMINGHAM	AER ARANN	S	D	48	0	0	92	2	2	4	0	0	6	0	0	0	0

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
CORK	EDINBURGH	AER ARANN	S	A	28	1	0	79	7	11	4	0	0	10	67	23	24
	EDINBURGH	AER ARANN	S	D	29	0	0	76	10	10	3	0	0	10	75	20	24
	GLASGOW	AER ARANN	S	A	24	0	0	88	0	8	4	0	0	9	0	0	0
	GLASGOW	AER ARANN	S	D	23	1	0	91	4	4	0	0	0	4	0	0	0
	MANCHESTER	AER ARANN	S	A	54	0	0	85	2	6	6	2	0	17	0	0	0
	MANCHESTER	AER ARANN	S	D	54	0	0	81	6	6	6	2	0	17	0	0	0
	GATWICK	AER LINGUS	S	A	31	0	0	77	6	10	6	0	0	12	0	0	0
	GATWICK	AER LINGUS	S	D	31	0	0	77	13	6	3	0	0	10	0	0	0
	HEATHROW	AER LINGUS	S	A	103	0	0	70	12	15	4	0	0	15	65	14	111
	HEATHROW	AER LINGUS	S	D	104	0	0	83	6	11	1	0	0	9	88	8	111
	NEWCASTLE	JET2.COM LTD	S	A	7	0	0	29	43	14	14	0	0	37	88	32	8
	NEWCASTLE	JET2.COM LTD	S	D	8	0	0	38	38	13	13	0	0	31	100	3	8
	GATWICK	RYANAIR	S	A	27	0	1	63	7	22	4	4	0	24	96	1	28
	GATWICK	RYANAIR	S	D	27	0	1	56	22	7	11	4	0	28	93	3	28
	STANSTED	RYANAIR	S	A	55	0	1	76	15	4	2	4	0	17	78	9	55
	STANSTED	RYANAIR	S	D	55	0	0	91	4	2	4	0	0	6	79	9	57
<b>TOTAL CORK</b>					<b>756</b>	<b>3</b>	<b>3</b>	<b>79</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>10</b>	<b>10</b>
CUNAGUA (CAYO COCO)	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	50	89	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	50	0	0	0	0	18	50	126	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	2	25	112	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	5	0	104	4
<b>TOTAL CUNAGUA (CAYO COCO)</b>					<b>13</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>31</b>	<b>108</b>	<b>108</b>
CUNEO	STANSTED	RYANAIR	S	A	4	0	0	100	0	0	0	0	0	0	100	0	8
	STANSTED	RYANAIR	S	D	4	0	0	100	0	0	0	0	0	6	88	4	8
<b>TOTAL CUNEO</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>94</b>	<b>2</b>	<b>2</b>



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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							FEB 2010			
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
DALAMAN																	
DALLAS/FORT WORTH																	
	HEATHROW	AMERICAN AIRLINES	S	A	56	0	0	63	13	14	11	0	0	19	22	49	50
	HEATHROW	AMERICAN AIRLINES	S	D	56	0	0	84	11	4	0	2	0	10	63	17	49
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	68	18	7	7	0	0	19	32	75	28
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	75	21	4	0	0	0	10	46	24	28
<b>TOTAL DALLAS/FORT WORTH</b>					<b>168</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>41</b>	<b>39</b>	<b>39</b>
DAMASCUS																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	28	0	0	89	0	7	4	0	0	7	82	6	28
	HEATHROW	BMI BRITISH MIDLAND	S	D	27	0	1	74	7	15	4	0	0	13	77	7	22
	HEATHROW	SYRIANAIR	S	A	8	0	0	38	63	0	0	0	0	16	27	56	11
	HEATHROW	SYRIANAIR	S	D	8	0	0	63	13	25	0	0	0	22	18	61	11
<b>TOTAL DAMASCUS</b>					<b>71</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>11</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>63</b>	<b>23</b>	<b>23</b>
DAMMAM																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	12	0	0	50	8	17	17	8	0	45	67	11	12
	HEATHROW	BMI BRITISH MIDLAND	S	D	12	0	0	50	25	17	8	0	0	26	67	15	12
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	4	0	0	100	0	0	0	0	0	7	75	8	4
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	4	0	0	50	50	0	0	0	0	17	0	0	0
<b>TOTAL DAMMAM</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>13</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>68</b>	<b>12</b>	<b>12</b>
DAR-ES-SALAAM																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	12	0	0	100	0	0	0	0	0	3	50	31	12
	HEATHROW	BRITISH AIRWAYS PLC	S	D	12	0	0	92	8	0	0	0	0	5	67	13	12
<b>TOTAL DAR-ES-SALAAM</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>4</b>	<b>58</b>	<b>22</b>	<b>22</b>
DEAUVILLE																	
	LONDON CITY	VLM (BELGIUM)	S	A	12	0	0	100	0	0	0	0	0	1	0	0	0
	LONDON CITY	VLM (BELGIUM)	S	D	12	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL DEAUVILLE</b>					<b>24</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>
DEER LAKE (NEWFOUNDLAN																	
DELHI																	
	HEATHROW	AIR INDIA	S	A	28	0	0	29	7	39	25	0	0	40	75	8	40
	HEATHROW	AIR INDIA	S	D	28	0	0	79	14	7	0	0	0	8	68	16	40
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	54	21	11	9	4	2	41	59	29	56
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	43	32	18	7	0	0	23	34	25	56

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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)											
DELHI	HEATHROW	JET AIRWAYS	S	A	28	0	0	7	14	11	68	0	0	76	46	21	28
	HEATHROW	JET AIRWAYS	S	D	28	0	0	61	18	18	4	0	0	16	82	9	28
	HEATHROW	KINGFISHER AIRLINES	S	A	28	0	0	75	7	14	0	4	0	16	0	0	0
	HEATHROW	KINGFISHER AIRLINES	S	D	28	0	0	96	0	0	4	0	0	4	0	0	0
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	28	0	0	25	39	21	14	0	0	31	57	26	28
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	28	0	0	89	11	0	0	0	0	5	57	18	28
<b>TOTAL DELHI</b>					<b>336</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>18</b>	<b>14</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>58</b>	<b>20</b>	<b>20</b>
DENVER INTERNATIONAL	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	64	7	14	14	0	0	21	11	36	28
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	71	11	14	4	0	0	15	54	17	28
<b>TOTAL DENVER INTERNATIONAL</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>9</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>32</b>	<b>27</b>	<b>27</b>
DETROIT	HEATHROW	DELTA AIRLINES	S	A	37	0	2	95	3	3	0	0	0	3	54	24	28
	HEATHROW	DELTA AIRLINES	S	D	38	0	1	92	5	3	0	0	0	3	61	22	28
<b>TOTAL DETROIT</b>					<b>75</b>	<b>0</b>	<b>3</b>	<b>93</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>57</b>	<b>23</b>	<b>23</b>
DHAKHA	HEATHROW	BIMAN BANGLADESH AIRLINES	S	A	20	0	0	30	20	15	30	5	0	63	47	24	17
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	20	0	0	45	20	15	10	10	0	47	24	58	17
	GATWICK	UNITED AIRWAYS BANGLADESH	S	A	4	0	0	0	0	25	75	0	0	92	0	136	2
<b>TOTAL DHAKHA</b>					<b>44</b>	<b>4</b>	<b>4</b>	<b>34</b>	<b>18</b>	<b>16</b>	<b>25</b>	<b>7</b>	<b>0</b>	<b>59</b>	<b>34</b>	<b>46</b>	<b>46</b>
DIJON																	
DINARD	STANSTED	RYANAIR	S	A	16	0	0	94	0	6	0	0	0	6	83	5	12
	STANSTED	RYANAIR	S	D	16	0	0	94	0	6	0	0	0	4	92	4	12
<b>TOTAL DINARD</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>5</b>	<b>5</b>
DOHA	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	64	25	4	7	0	0	14	93	3	28
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	75	11	7	4	4	0	23	57	20	28
	GATWICK	QATAR AIRWAYS	S	A	28	0	0	75	7	18	0	0	0	11	93	8	28
	GATWICK	QATAR AIRWAYS	S	D	28	0	0	82	7	11	0	0	0	8	68	29	28
	HEATHROW	QATAR AIRWAYS	S	A	110	0	0	66	18	14	2	0	0	13	84	6	112
	HEATHROW	QATAR AIRWAYS	S	D	110	0	0	86	9	5	0	0	0	6	80	12	112

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Plan (8)											
DOHA	MANCHESTER	QATAR AIRWAYS	S	A	28	0	0	46	32	18	4	0	0	18	61	28	28
	MANCHESTER	QATAR AIRWAYS	S	D	28	0	0	64	25	7	4	0	0	17	57	29	28
<b>TOTAL DOHA</b>					<b>388</b>	<b>2</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>14</b>	<b>14</b>
DONEGAL	GLASGOW	AER ARANN	S	A	8	0	0	100	0	0	0	0	0	2	0	0	0
	GLASGOW	AER ARANN	S	D	8	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL DONEGAL</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
DONETSK																	
DORTMUND	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	55	0	0	89	7	0	4	0	0	7	70	24	60
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	80	13	7	0	0	0	8	69	19	64
<b>TOTAL DORTMUND</b>					<b>111</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>69</b>	<b>22</b>	<b>22</b>
DRESDEN	HEATHROW	LUFTHANSA	S	A	28	0	0	54	25	11	11	0	0	24	0	0	0
	HEATHROW	LUFTHANSA	S	D	28	0	0	79	7	14	0	0	0	9	0	0	0
<b>TOTAL DRESDEN</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
DUBAI	HEATHROW	BRITISH AIRWAYS PLC	S	A	83	0	0	67	18	11	4	0	0	15	86	7	76
	HEATHROW	BRITISH AIRWAYS PLC	S	D	84	0	0	81	15	1	2	0	0	9	66	17	76
	BIRMINGHAM	EMIRATES	S	A	56	0	0	21	27	38	14	0	0	38	33	29	55
	BIRMINGHAM	EMIRATES	S	D	56	0	0	11	25	41	23	0	0	46	13	63	56
	GATWICK	EMIRATES	S	A	84	0	0	29	30	36	6	0	0	29	49	20	84
	GATWICK	EMIRATES	S	D	84	0	0	60	15	19	6	0	0	19	52	21	84
	GLASGOW	EMIRATES	S	A	28	0	0	21	21	43	14	0	0	40	54	17	28
	GLASGOW	EMIRATES	S	D	28	0	0	7	29	36	25	0	4	60	54	21	28
	HEATHROW	EMIRATES	S	A	140	0	0	43	23	28	6	0	0	26	58	19	140
	HEATHROW	EMIRATES	S	D	140	0	0	50	21	19	11	0	0	24	59	19	140
	MANCHESTER	EMIRATES	S	A	56	0	0	18	34	39	9	0	0	32	45	22	56
	MANCHESTER	EMIRATES	S	D	56	0	0	20	25	41	14	0	0	37	41	31	56
	NEWCASTLE	EMIRATES	S	A	28	0	0	11	11	57	21	0	0	47	46	19	28
	NEWCASTLE	EMIRATES	S	D	28	0	0	7	14	54	25	0	0	53	25	27	28
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	27	0	0	78	11	11	0	0	0	9	86	8	28

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
DUBAI	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	27	0	0	93	7	0	0	0	0	3	82	9	28
<b>TOTAL DUBAI</b>					<b>1005</b>	<b>2</b>	<b>0</b>	<b>42</b>	<b>21</b>	<b>26</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>54</b>	<b>22</b>	<b>22</b>
DUBLIN	EDINBURGH	AER ARANN	S	A	61	0	0	93	3	0	3	0	0	4	0	0	0
	EDINBURGH	AER ARANN	C	A	3	0	0	67	0	0	33	0	0	26	0	0	0
	EDINBURGH	AER ARANN	C	D	3	0	0	67	0	0	33	0	0	31	0	0	0
	EDINBURGH	AER ARANN	S	D	61	0	0	92	5	0	3	0	0	5	0	0	0
	GLASGOW	AER ARANN	S	A	103	0	0	87	7	3	3	0	0	7	0	0	0
	GLASGOW	AER ARANN	S	D	101	0	0	90	5	2	3	0	0	6	0	0	0
	BIRMINGHAM	AER LINGUS	S	A	84	0	0	94	1	1	4	0	0	6	86	8	81
	BIRMINGHAM	AER LINGUS	S	D	84	0	0	89	5	2	4	0	0	7	81	11	81
	EDINBURGH	AER LINGUS	S	A	19	0	2	84	16	0	0	0	0	6	68	18	28
	EDINBURGH	AER LINGUS	S	D	19	0	1	79	16	5	0	0	0	9	79	16	28
	GATWICK	AER LINGUS	S	A	120	0	1	75	16	4	3	3	0	14	90	6	107
	GATWICK	AER LINGUS	S	D	119	0	0	82	10	4	3	2	0	11	79	10	107
	HEATHROW	AER LINGUS	S	A	331	0	0	69	16	9	6	0	0	16	77	10	334
	HEATHROW	AER LINGUS	S	D	330	0	0	79	9	8	4	0	0	11	86	6	334
	MANCHESTER	AER LINGUS	S	A	88	0	0	82	5	8	6	0	0	12	86	11	97
	MANCHESTER	AER LINGUS	S	D	88	0	0	77	9	8	6	0	0	12	82	13	97
	HEATHROW	BMI BRITISH MIDLAND	S	A	110	0	0	65	15	14	5	1	0	16	82	8	168
	HEATHROW	BMI BRITISH MIDLAND	S	D	110	0	0	72	14	11	4	0	0	12	79	9	168
	LONDON CITY	CITY JET	S	A	107	0	0	92	4	3	2	0	0	4	91	5	141
	LONDON CITY	CITY JET	S	D	107	0	0	87	7	4	2	0	0	7	73	10	143
	BIRMINGHAM	RYANAIR	S	A	76	1	0	87	7	5	1	0	0	6	86	6	83
	BIRMINGHAM	RYANAIR	S	D	76	0	0	88	7	5	0	0	0	6	78	11	83
	EDINBURGH	RYANAIR	S	A	69	0	0	93	1	4	1	0	0	4	75	13	68
	EDINBURGH	RYANAIR	S	D	69	0	0	91	3	4	1	0	0	6	62	27	68
	GATWICK	RYANAIR	S	A	142	0	0	93	2	5	0	0	0	4	91	7	140
	GATWICK	RYANAIR	S	D	142	0	0	89	6	4	1	0	0	5	88	7	140
	LUTON	RYANAIR	S	A	84	0	0	77	14	2	5	1	0	13	71	11	83
	LUTON	RYANAIR	S	D	84	0	0	89	7	2	0	1	0	8	80	22	84
	MANCHESTER	RYANAIR	S	A	80	0	4	85	11	1	3	0	0	8	76	14	100
	MANCHESTER	RYANAIR	S	D	80	0	4	84	10	4	3	0	0	9	68	15	100

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							FEB 2010				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
DUBLIN																		
	NEWCASTLE	RYANAIR	S	A	36	0	0	94	0	3	3	0	0	5	69	14	36	
	NEWCASTLE	RYANAIR	S	D	36	0	0	92	3	0	6	0	0	8	56	25	36	
	STANSTED	RYANAIR	S	A	192	0	0	74	15	9	2	0	0	11	62	17	196	
	STANSTED	RYANAIR	S	D	192	0	0	87	9	3	1	0	0	6	70	15	196	
<b>TOTAL DUBLIN</b>					<b>3421</b>	<b>5</b>	<b>17</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>11</b>	<b>11</b>	
DUBROVNIK																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	16	0	0	88	0	13	0	0	0	7	78	25	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	16	0	0	75	13	13	0	0	0	12	67	29	9	
<b>TOTAL DUBROVNIK</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>27</b>	<b>27</b>	
DUNDEE																		
	BIRMINGHAM	LOGANAIR	S	A	40	0	0	93	5	0	3	0	0	4	87	5	39	
	BIRMINGHAM	LOGANAIR	S	D	40	0	0	93	5	0	3	0	0	4	90	5	39	
	LONDON CITY	VLM (BELGIUM)	S	A	51	0	0	84	6	8	2	0	0	7	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	D	53	0	0	87	8	4	2	0	0	7	0	0	0	
<b>TOTAL DUNDEE</b>					<b>184</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>86</b>	<b>8</b>	<b>8</b>	
DUSSELDORF																		
	STANSTED	AIR BERLIN	S	A	48	0	0	94	6	0	0	0	0	3	75	11	92	
	STANSTED	AIR BERLIN	S	D	48	0	0	92	6	2	0	0	0	4	83	9	92	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	160	0	0	84	7	8	1	0	0	7	79	10	140	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	160	0	0	92	5	3	1	0	0	4	87	6	141	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	39	0	0	69	10	18	3	0	0	16	59	32	27	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	40	0	0	75	8	15	3	0	0	12	59	30	27	
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	68	0	0	91	4	3	1	0	0	5	82	8	60	
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	67	0	0	87	10	3	0	0	0	5	82	10	60	
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	A	43	0	0	81	12	7	0	0	0	7	86	7	42	
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	D	42	0	0	69	21	7	2	0	0	12	79	10	42	
	BIRMINGHAM	FLYBE LTD	S	A	79	0	1	90	6	0	4	0	0	7	76	15	82	
	BIRMINGHAM	FLYBE LTD	S	D	80	0	0	81	13	4	3	0	0	10	82	11	82	
	GATWICK	FLYBE LTD	S	A	60	0	0	93	3	2	0	2	0	9	75	18	67	
	GATWICK	FLYBE LTD	S	D	61	0	1	92	2	3	2	2	0	9	84	12	68	
	MANCHESTER	FLYBE LTD	S	A	67	0	0	79	13	4	3	0	0	11	68	12	60	
	MANCHESTER	FLYBE LTD	S	D	68	0	0	85	7	4	3	0	0	8	87	6	61	
	HEATHROW	LUFTHANSA	S	A	140	0	0	75	12	10	3	0	0	12	82	10	105	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
DUSSELDORF	HEATHROW	LUFTHANSA	S	D	139	0	1	77	12	5	5	1	0	12	85	9	104
	MANCHESTER	LUFTHANSA CITY LINE	S	A	86	0	0	85	13	0	2	0	0	7	80	10	65
	MANCHESTER	LUFTHANSA CITY LINE	S	D	86	0	0	91	5	2	2	0	0	6	76	13	66
<b>TOTAL DUSSELDORF</b>					<b>1581</b>	<b>1</b>	<b>3</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>11</b>	<b>11</b>

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					FEB 2010					
					Actual (7)	Plan (8)		16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
EAST MIDLANDS INTERNATI																		
	EDINBURGH	BMIBABY LTD	S	A	60	0	0	97	2	2	0	0	0	2	95	4	59	
	EDINBURGH	BMIBABY LTD	S	D	60	0	0	95	2	2	2	0	0	4	90	5	59	
	GLASGOW	BMIBABY LTD	S	A	52	0	0	90	8	0	2	0	0	5	88	6	52	
	GLASGOW	BMIBABY LTD	S	D	52	0	0	83	12	2	4	0	0	8	81	8	52	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>					<b>224</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>6</b>	<b>6</b>	
EDINBURGH																		
	LONDON CITY	BA CITYFLYER LTD	S	A	154	0	0	86	10	3	1	0	0	5	84	10	140	
	LONDON CITY	BA CITYFLYER LTD	S	D	156	0	0	94	2	3	1	0	0	4	79	11	138	
	HEATHROW	BMI BRITISH MIDLAND	S	A	174	0	0	74	7	11	7	0	0	15	84	6	184	
	HEATHROW	BMI BRITISH MIDLAND	S	D	174	0	0	85	7	4	3	0	0	8	93	3	188	
	MANCHESTER	BMI REGIONAL	S	A	107	1	0	90	2	3	6	0	0	8	88	9	110	
	MANCHESTER	BMI REGIONAL	S	D	106	0	0	90	3	3	5	0	0	6	91	8	110	
	GATWICK	BRITISH AIRWAYS PLC	S	A	112	0	0	79	12	6	2	0	1	13	73	13	108	
	GATWICK	BRITISH AIRWAYS PLC	S	D	112	0	0	86	6	6	2	0	0	6	82	9	111	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	231	0	1	84	9	5	3	0	0	8	83	10	247	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	232	0	0	90	6	3	2	0	0	5	86	6	247	
	LONDON CITY	CITY JET	S	A	59	0	0	78	8	8	5	0	0	12	91	4	146	
	LONDON CITY	CITY JET	S	D	59	0	0	80	12	5	3	0	0	9	82	7	146	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	104	0	0	73	16	10	1	0	0	11	55	28	103	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	104	0	0	76	17	6	1	0	0	10	59	24	103	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	80	0	0	79	11	3	5	3	0	13	84	13	79	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	80	0	0	80	11	8	1	0	0	8	76	20	79	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	135	0	0	79	10	8	3	0	0	11	64	23	112	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	136	0	0	85	10	3	2	0	0	7	69	21	113	
	BIRMINGHAM	FLYBE LTD	S	A	152	1	0	90	1	6	3	0	0	7	82	9	135	
	BIRMINGHAM	FLYBE LTD	S	D	152	0	0	85	7	4	5	0	0	10	75	15	136	
	MANCHESTER	FLYBE LTD	S	A	64	1	1	94	6	0	0	0	0	2	83	14	84	
	MANCHESTER	FLYBE LTD	S	D	66	0	0	82	8	5	6	0	0	11	86	11	84	
	NEWCASTLE	JET2.COM LTD	S	A	2	0	0	100	0	0	0	0	0	6	0	0	0	
	NEWCASTLE	JET2.COM LTD	S	D	2	0	0	50	50	0	0	0	0	16	0	0	0	
<b>TOTAL EDINBURGH</b>					<b>2754</b>	<b>8</b>	<b>2</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>11</b>	<b>11</b>	
EDMONTON																		
	HEATHROW	AIR CANADA	S	A	16	0	0	63	13	13	6	6	0	34	87	7	15	

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
EDMONTON	HEATHROW	AIR CANADA	S	D	16	0	0	88	0	13	0	0	0	8	73	11	15
<b>TOTAL EDMONTON</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>6</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>80</b>	<b>9</b>	<b>9</b>
EINDHOVEN	STANSTED	RYANAIR	S	A	55	0	0	95	4	2	0	0	0	4	65	27	49
	STANSTED	RYANAIR	S	D	56	0	1	96	4	0	0	0	0	2	83	7	48
	LONDON CITY	VLM (BELGIUM)	S	A	39	0	0	92	5	0	0	3	0	7	93	4	44
	LONDON CITY	VLM (BELGIUM)	S	D	39	0	0	90	5	3	3	0	0	8	81	8	43
<b>TOTAL EINDHOVEN</b>					<b>189</b>	<b>0</b>	<b>1</b>	<b>94</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>11</b>	<b>11</b>
ELAT																	
ENTEBBE	HEATHROW	BRITISH AIRWAYS PLC	S	A	20	0	0	90	5	0	5	0	0	7	90	4	20
	HEATHROW	BRITISH AIRWAYS PLC	S	D	20	0	0	65	25	10	0	0	0	12	65	13	20
<b>TOTAL ENTEBBE</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>15</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>8</b>	<b>8</b>
EXETER																	
	EDINBURGH	FLYBE LTD	S	A	38	0	0	74	13	11	0	3	0	15	73	14	44
	EDINBURGH	FLYBE LTD	S	D	38	0	0	68	13	16	3	0	0	14	77	17	44
	GLASGOW	FLYBE LTD	S	A	17	0	0	76	12	6	6	0	0	14	64	17	25
	GLASGOW	FLYBE LTD	S	D	17	0	0	82	0	18	0	0	0	8	68	13	25
	MANCHESTER	FLYBE LTD	S	A	40	0	0	85	8	5	3	0	0	8	90	6	41
	MANCHESTER	FLYBE LTD	S	D	41	0	0	78	7	10	5	0	0	13	81	13	43
	NEWCASTLE	FLYBE LTD	S	A	21	0	0	90	0	10	0	0	0	5	92	3	26
	NEWCASTLE	FLYBE LTD	S	D	21	0	0	90	0	0	10	0	0	8	96	5	26
<b>TOTAL EXETER</b>					<b>233</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>11</b>	<b>11</b>



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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
FAGERNES/LEIRIN	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	15	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL FAGERNES/LEIRIN</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>4</b>	<b>4</b>
FARNBOROUGH																	
FARO	GATWICK	BRITISH AIRWAYS PLC	S	A	16	0	0	63	25	13	0	0	0	14	89	9	28
	GATWICK	BRITISH AIRWAYS PLC	S	D	16	0	0	63	25	13	0	0	0	11	96	8	28
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	54	0	0	83	9	6	2	0	0	9	64	28	50
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	54	0	0	87	7	4	2	0	0	8	60	27	50
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	10	0	0	90	0	0	10	0	0	10	75	31	8
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	10	0	0	90	0	0	10	0	0	10	57	18	7
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	16	0	0	81	13	6	0	0	0	10	63	34	19
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	16	0	0	69	25	6	0	0	0	10	42	28	19
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	75	8	0	17	0	0	21	50	38	14
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	83	8	0	8	0	0	13	50	44	14
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	28	0	0	93	4	4	0	0	0	5	67	17	21
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	28	0	0	93	4	4	0	0	0	4	71	14	21
	EDINBURGH	JET2.COM LTD	S	A	6	0	0	33	0	17	33	17	0	64	0	0	0
	EDINBURGH	JET2.COM LTD	S	D	6	0	0	50	0	33	0	17	0	50	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	S	A	10	0	0	100	0	0	0	0	0	1	86	13	14
	BIRMINGHAM	MONARCH AIRLINES	S	D	10	0	0	100	0	0	0	0	0	3	86	17	14
	GATWICK	MONARCH AIRLINES	S	A	13	0	0	77	23	0	0	0	0	11	83	23	12
	GATWICK	MONARCH AIRLINES	S	D	13	0	0	100	0	0	0	0	0	3	83	15	12
	MANCHESTER	MONARCH AIRLINES	S	A	20	0	0	75	15	10	0	0	0	10	86	16	21
	MANCHESTER	MONARCH AIRLINES	S	D	20	0	0	95	5	0	0	0	0	2	81	17	21
	BIRMINGHAM	RYANAIR	S	A	5	0	0	100	0	0	0	0	0	4	0	0	0
	BIRMINGHAM	RYANAIR	S	D	5	0	0	60	40	0	0	0	0	14	0	0	0
	EDINBURGH	RYANAIR	S	A	8	0	0	63	38	0	0	0	0	11	0	0	0
	EDINBURGH	RYANAIR	S	D	8	0	0	25	38	38	0	0	0	23	0	0	0
	GATWICK	RYANAIR	S	A	16	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	RYANAIR	S	D	16	0	0	100	0	0	0	0	0	1	0	0	0
	STANSTED	RYANAIR	S	A	28	0	0	93	7	0	0	0	0	3	46	32	28
	STANSTED	RYANAIR	S	D	28	0	0	89	11	0	0	0	0	6	61	22	28

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						FEB 2010		
			CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
FARO																	
<b>TOTAL FARO</b>					<b>484</b>	<b>3</b>	<b>1</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>22</b>	<b>22</b>
FEZ																	
	STANSTED	RYANAIR	S	A	8	0	0	88	0	0	13	0	0	21	0	0	0
	STANSTED	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL FEZ</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
FILTON																	
FLORENCE																	
	LONDON CITY	CITY JET	S	A	23	0	0	78	17	4	0	0	0	7	0	0	0
	LONDON CITY	CITY JET	S	D	24	0	0	92	4	4	0	0	0	6	0	0	0
	GATWICK	MERIDIANA AIR	S	A	46	0	1	78	13	0	9	0	0	15	67	16	46
	GATWICK	MERIDIANA AIR	S	D	46	0	1	78	9	9	2	2	0	13	74	15	46
<b>TOTAL FLORENCE</b>					<b>139</b>	<b>2</b>	<b>2</b>	<b>81</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>16</b>	<b>16</b>
FRANKFURT MAIN																	
	LONDON CITY	BA CITYFLYER LTD	S	A	59	0	0	80	3	7	10	0	0	14	74	18	72
	LONDON CITY	BA CITYFLYER LTD	S	D	60	0	0	72	10	10	8	0	0	15	63	19	76
	HEATHROW	BRITISH AIRWAYS PLC	S	A	202	0	0	77	10	7	6	0	0	12	49	26	154
	HEATHROW	BRITISH AIRWAYS PLC	S	D	202	0	0	77	10	8	4	0	0	11	67	17	153
	BIRMINGHAM	FLYBE LTD	S	A	41	0	3	78	5	5	10	2	0	20	71	23	48
	BIRMINGHAM	FLYBE LTD	S	D	43	0	1	70	14	7	9	0	0	18	58	28	50
	GLASGOW	FLYBE LTD	S	A	24	0	0	83	8	4	4	0	0	8	0	0	0
	GLASGOW	FLYBE LTD	S	D	23	0	0	96	0	0	4	0	0	10	0	0	0
	MANCHESTER	FLYBE LTD	S	A	44	0	1	64	16	11	7	2	0	24	63	24	49
	MANCHESTER	FLYBE LTD	S	D	44	0	1	50	30	9	9	2	0	24	62	18	50
	BIRMINGHAM	LUFTHANSA	S	A	104	0	0	78	13	4	6	0	0	11	68	20	65
	BIRMINGHAM	LUFTHANSA	S	D	104	0	0	53	25	13	8	0	1	24	60	26	67
	EDINBURGH	LUFTHANSA	S	A	28	0	0	68	14	11	7	0	0	17	41	35	27
	EDINBURGH	LUFTHANSA	S	D	28	0	0	46	32	14	7	0	0	23	56	39	27
	HEATHROW	LUFTHANSA	S	A	279	0	0	73	11	11	5	0	0	14	63	19	246
	HEATHROW	LUFTHANSA	S	D	278	0	0	69	14	13	4	0	0	14	54	27	246
	MANCHESTER	LUFTHANSA	S	A	112	0	0	61	27	6	6	0	0	18	52	27	98
	MANCHESTER	LUFTHANSA	S	D	111	0	0	58	23	14	6	0	0	20	55	29	97
	LONDON CITY	LUFTHANSA CITY LINE	S	A	76	0	0	75	11	9	5	0	0	11	78	15	74

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
FRANKFURT MAIN	LONDON CITY	LUFTHANSA CITY LINE	S	D	76	0	0	62	16	12	11	0	0	19	57	25	74
<b>TOTAL FRANKFURT MAIN</b>					<b>1938</b>	<b>1</b>	<b>6</b>	<b>70</b>	<b>14</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>60</b>	<b>23</b>	<b>23</b>
FREETOWN	HEATHROW	BMI BRITISH MIDLAND	S	A	16	0	0	56	19	0	25	0	0	29	88	10	16
	HEATHROW	BMI BRITISH MIDLAND	S	D	16	0	0	69	6	19	6	0	0	18	50	32	16
<b>TOTAL FREETOWN</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>9</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>69</b>	<b>21</b>	<b>21</b>
FRIEDRICHSHAFEN	GATWICK	AER LINGUS	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	AER LINGUS	C	D	4	0	0	75	0	0	25	0	0	21	0	0	0
	GATWICK	VIKING AIRLINES	C	A	3	0	0	100	0	0	0	0	0	100	2	4	4
	GATWICK	VIKING AIRLINES	C	D	3	0	0	100	0	0	0	0	0	5	100	2	4
<b>TOTAL FRIEDRICHSHAFEN</b>					<b>18</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>72</b>	<b>17</b>	<b>17</b>
FUERTEVENTURA	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	63	13	25	0	0	0	17	50	17	8
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	75	0	25	0	0	0	18	63	21	8
	BIRMINGHAM	MONARCH AIRLINES	S	A	4	0	0	100	0	0	0	0	0	75	11	4	4
	BIRMINGHAM	MONARCH AIRLINES	S	D	4	0	0	100	0	0	0	0	0	2	75	15	4
	GATWICK	MONARCH AIRLINES	S	A	4	0	0	75	25	0	0	0	0	6	75	11	4
	GATWICK	MONARCH AIRLINES	S	D	4	0	0	75	25	0	0	0	0	7	75	10	4
	MANCHESTER	MONARCH AIRLINES	S	A	8	0	0	75	25	0	0	0	0	7	67	19	6
	MANCHESTER	MONARCH AIRLINES	S	D	8	0	0	75	13	13	0	0	0	10	86	6	7
	EDINBURGH	RYANAIR	S	A	8	0	0	75	13	0	13	0	0	12	0	0	0
	EDINBURGH	RYANAIR	S	D	8	0	0	88	13	0	0	0	0	5	0	0	0
	LUTON	RYANAIR	S	A	8	0	0	88	0	13	0	0	0	6	0	0	0
	LUTON	RYANAIR	S	D	8	0	0	88	0	0	13	0	0	17	0	0	0
	STANSTED	RYANAIR	S	A	8	0	0	63	25	0	13	0	0	14	0	0	0
	STANSTED	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	4	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	0	0	13	0	0	12	86	23	7
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	0	0	13	0	0	16	86	27	7
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	11	0	0	91	0	9	0	0	0	9	73	20	11
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	11	0	0	73	9	18	0	0	0	10	73	13	11
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	7	0	0	86	0	0	14	0	0	19	100	4	6
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	7	0	0	100	0	0	0	0	0	4	67	8	6

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
FUERTEVENTURA																		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	12	1	0	83	17	0	0	0	0	6	50	52	12	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	54	38	0	8	0	0	19	38	50	13	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	57	15	7	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	57	27	7	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	2	67	11	3	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	12	50	34	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	8	0	0	88	0	0	13	0	0	14	100	2	7	
	GATWICK	THOMSON AIRWAYS LTD	C	D	8	0	0	88	0	0	13	0	0	16	100	2	7	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	11	33	33	3	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	17	67	19	3	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	8	0	0	50	25	13	13	0	0	31	57	26	7	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	8	0	0	88	13	0	0	0	0	6	88	19	8	
<b>TOTAL FUERTEVENTURA</b>					<b>227</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>21</b>	<b>21</b>	
FUNCHAL																		
	GATWICK	AIR PORTUGAL	S	A	28	0	0	100	0	0	0	0	0	0	93	5	27	
	GATWICK	AIR PORTUGAL	S	D	28	0	0	100	0	0	0	0	0	2	68	13	28	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	16	0	0	75	6	13	6	0	0	12	56	78	16	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	16	0	0	81	6	13	0	0	0	9	56	37	16	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	20	0	0	95	5	0	0	0	0	3	80	16	20	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	20	0	0	95	5	0	0	0	0	2	80	15	20	
	MANCHESTER	JET2.COM LTD	S	A	3	0	0	100	0	0	0	0	0	3	0	0	0	
	MANCHESTER	JET2.COM LTD	S	D	3	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	75	14	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	100	0	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	10	100	4	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	7	0	0	71	14	0	14	0	0	15	43	41	7	
	GATWICK	THOMSON AIRWAYS LTD	C	D	7	0	0	86	0	0	14	0	0	21	57	18	7	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	75	10	4	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	4	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	7	0	0	100	0	0	0	0	0	2	71	18	7	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	7	0	0	71	14	14	0	0	0	12	57	28	7	
<b>TOTAL FUNCHAL</b>					<b>186</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>74</b>	<b>21</b>	<b>21</b>	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2010				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
GALWAY																		
	EDINBURGH	AER ARANN	S	A	14	0	0	64	14	7	14	0	0	20	82	15	17	
	EDINBURGH	AER ARANN	S	D	14	0	0	57	14	0	29	0	0	30	82	11	17	
	LUTON	AER ARANN	S	A	52	0	0	81	2	10	8	0	0	13	80	15	45	
	LUTON	AER ARANN	S	D	51	0	0	80	4	10	6	0	0	13	72	17	43	
	MANCHESTER	AER ARANN	S	A	23	0	0	78	9	4	9	0	0	14	74	20	31	
	MANCHESTER	AER ARANN	S	D	23	0	0	83	4	4	9	0	0	10	81	25	31	
<b>TOTAL GALWAY</b>					<b>179</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>6</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>78</b>	<b>18</b>	<b>18</b>	
GATWICK																		
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	112	0	0	84	8	7	1	0	0	8	78	10	111	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	112	0	0	87	5	5	2	0	1	11	76	16	110	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	112	0	0	90	6	3	1	0	0	6	87	6	111	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	112	0	0	88	5	3	4	0	0	9	83	7	111	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	112	0	0	84	10	4	2	0	0	7	86	8	139	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	111	0	0	86	11	2	1	0	0	6	87	10	139	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	104	1	0	73	19	7	1	0	0	11	56	26	103	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	104	0	0	70	19	10	1	0	0	11	57	29	103	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	83	0	0	77	11	7	5	0	0	13	65	22	78	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	83	0	0	70	16	6	8	0	0	16	49	27	78	
	NEWCASTLE	FLYBE LTD	S	A	81	0	0	90	7	2	0	0	0	3	88	7	91	
	NEWCASTLE	FLYBE LTD	S	D	81	0	0	90	5	4	0	1	0	8	80	12	91	
<b>TOTAL GATWICK</b>					<b>1210</b>	<b>8</b>	<b>2</b>	<b>83</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>14</b>	<b>14</b>	
GAZIANTEP																		
GDANSK																		
	BIRMINGHAM	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	0	100	2	8	
	BIRMINGHAM	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	4	100	2	8	
	EDINBURGH	RYANAIR	S	A	6	2	2	100	0	0	0	0	0	90	8	10		
	EDINBURGH	RYANAIR	S	D	8	0	0	88	13	0	0	0	0	5	75	23	12	
	STANSTED	RYANAIR	S	A	28	0	0	93	7	0	0	0	0	2	85	25	27	
	STANSTED	RYANAIR	S	D	28	0	0	96	0	4	0	0	0	4	93	3	28	
	LUTON	WIZZ AIR	S	A	48	0	0	81	10	6	2	0	0	8	84	24	51	
	LUTON	WIZZ AIR	S	D	48	0	0	69	13	15	4	0	0	15	65	41	52	
<b>TOTAL GDANSK</b>					<b>182</b>	<b>2</b>	<b>2</b>	<b>85</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>23</b>	<b>23</b>	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					FEB 2010					
					Actual (7)	Plan (8)		16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
GENEVA																		
	LONDON CITY	BA CITYFLYER LTD	S	A	28	0	0	93	7	0	0	0	0	2	71	12	28	
	LONDON CITY	BA CITYFLYER LTD	S	D	28	0	0	79	18	0	4	0	0	9	52	21	27	
	GATWICK	BMI BRITISH MIDLAND	C	A	8	0	0	88	0	0	13	0	0	18	25	39	8	
	GATWICK	BMI BRITISH MIDLAND	C	D	8	0	0	75	0	13	13	0	0	18	63	19	8	
	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	75	25	0	0	0	0	11	0	26	4	
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	100	0	0	0	0	0	3	100	1	4	
	MANCHESTER	BMI BRITISH MIDLAND	C	A	4	0	0	25	75	0	0	0	0	21	0	87	4	
	MANCHESTER	BMI BRITISH MIDLAND	C	D	4	0	0	50	50	0	0	0	0	15	50	55	4	
	BIRMINGHAM	BMIBABY LTD	S	A	14	0	0	93	7	0	0	0	0	3	67	17	18	
	BIRMINGHAM	BMIBABY LTD	S	D	14	0	0	64	36	0	0	0	0	8	56	25	18	
	MANCHESTER	BMIBABY LTD	S	A	10	0	0	50	30	10	10	0	0	19	70	17	10	
	MANCHESTER	BMIBABY LTD	S	D	10	0	0	50	20	10	20	0	0	26	60	16	10	
	GATWICK	BRITISH AIRWAYS PLC	S	A	71	0	1	68	21	6	6	0	0	14	56	28	72	
	GATWICK	BRITISH AIRWAYS PLC	S	D	72	0	0	82	17	0	1	0	0	6	72	18	72	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	232	0	0	72	16	7	5	0	0	13	62	16	221	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	232	0	0	89	5	4	2	0	0	7	73	13	221	
	BIRMINGHAM	EASYJET AIRLINE COMPANY LTD	S	A	32	0	0	53	25	19	3	0	0	19	0	0	0	
	BIRMINGHAM	EASYJET AIRLINE COMPANY LTD	S	D	32	0	0	41	22	28	9	0	0	27	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	32	0	0	72	13	6	6	3	0	21	53	22	32	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	32	0	0	69	16	9	6	0	0	14	66	18	32	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	110	0	0	64	22	6	8	0	0	17	51	36	94	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	110	0	0	80	10	5	5	0	0	11	58	30	95	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	16	0	0	69	19	13	0	0	0	11	33	28	12	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	16	0	0	75	13	13	0	0	0	9	25	32	12	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	147	0	0	71	16	9	5	0	0	13	50	35	143	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	147	0	0	81	13	5	1	0	0	8	56	27	144	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	40	0	0	83	5	10	3	0	0	12	36	43	36	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	40	0	0	73	23	3	3	0	0	11	39	38	36	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	32	0	0	78	9	9	3	0	0	11	27	88	33	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	32	0	0	78	9	9	3	0	0	12	59	65	34	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	64	0	0	69	19	5	8	0	0	14	49	40	61	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	64	0	0	91	3	5	2	0	0	6	69	15	61	
	BIRMINGHAM	EASYJET SWITZERLAND	S	A	8	0	0	63	25	13	0	0	0	12	38	39	39	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2010				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
GENEVA																		
	BIRMINGHAM	EASYJET SWITZERLAND	S	D	8	0	0	63	25	13	0	0	0	12	23	45	39	
	EDINBURGH	EASYJET SWITZERLAND	S	A	8	0	0	88	13	0	0	0	0	5	0	0	0	
	EDINBURGH	EASYJET SWITZERLAND	S	D	8	0	0	75	13	0	13	0	0	21	0	0	0	
	GATWICK	EASYJET SWITZERLAND	S	A	87	0	0	71	13	8	6	2	0	20	48	49	103	
	GATWICK	EASYJET SWITZERLAND	S	D	87	0	0	78	11	8	1	1	0	12	43	39	103	
	BIRMINGHAM	FLYBE LTD	C	A	4	0	0	100	0	0	0	0	0	9	50	30	4	
	BIRMINGHAM	FLYBE LTD	C	D	4	0	0	100	0	0	0	0	0	8	25	30	4	
	GATWICK	FLYBE LTD	C	A	12	0	0	67	33	0	0	0	0	10	17	31	6	
	GATWICK	FLYBE LTD	C	D	12	0	0	67	33	0	0	0	0	8	0	42	6	
	EDINBURGH	JET2.COM LTD	S	A	2	0	0	0	50	50	0	0	0	28	0	0	0	
	EDINBURGH	JET2.COM LTD	C	A	3	0	0	100	0	0	0	0	0	10	50	24	4	
	EDINBURGH	JET2.COM LTD	C	D	3	0	0	100	0	0	0	0	0	10	75	10	4	
	EDINBURGH	JET2.COM LTD	S	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	10	2	2	40	30	20	10	0	0	32	30	65	10	
	MANCHESTER	JET2.COM LTD	S	D	10	0	0	0	80	10	10	0	0	41	30	50	10	
	NEWCASTLE	JET2.COM LTD	S	A	2	0	0	0	50	50	0	0	0	29	0	0	0	
	NEWCASTLE	JET2.COM LTD	S	D	2	0	0	100	0	0	0	0	0	4	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	9	50	23	4	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	10	100	3	4	
	GATWICK	MONARCH AIRLINES	C	A	20	0	0	35	40	20	0	5	0	30	25	53	12	
	GATWICK	MONARCH AIRLINES	C	D	20	0	0	90	5	0	0	5	0	14	75	32	12	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	0	0	75	25	0	0	48	25	87	4	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	12	75	53	4	
	STANSTED	MONARCH AIRLINES	C	A	4	0	0	25	50	25	0	0	0	23	25	24	4	
	STANSTED	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	15	50	17	4	
	HEATHROW	SWISS AIRLINES	S	A	168	0	0	64	18	10	8	0	0	16	51	32	160	
	HEATHROW	SWISS AIRLINES	S	D	168	0	0	73	13	8	7	0	0	14	63	23	168	
	LONDON CITY	SWISS AIRLINES	S	A	110	0	0	96	4	0	0	0	0	2	67	30	101	
	LONDON CITY	SWISS AIRLINES	S	D	103	0	2	94	5	1	0	0	0	4	74	16	95	
	MANCHESTER	SWISS AIRLINES	S	A	8	0	0	88	0	0	13	0	0	10	50	32	6	
	MANCHESTER	SWISS AIRLINES	S	D	8	0	0	75	13	13	0	0	0	11	50	39	6	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	50	0	25	0	0	26	50	25	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	0	25	0	0	29	75	13	4	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
GENEVA	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	3	50	20	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	6	75	13	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	15	50	21	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	25	75	0	0	0	0	17	50	17	4
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	50	39	4
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	13	25	24	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	20	0	0	60	35	5	0	0	0	14	70	15	20
	GATWICK	THOMSON AIRWAYS LTD	C	D	20	0	0	65	10	20	5	0	0	19	45	21	20
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	11	75	7	4
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	7	100	9	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	8	0	0	63	38	0	0	0	0	9	88	6	8
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	8	0	0	75	25	0	0	0	0	8	75	8	8
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	6	75	8	4
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	75	9	4
<b>TOTAL GENEVA</b>					<b>2696</b>	<b>17</b>	<b>6</b>	<b>75</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>57</b>	<b>28</b>	<b>28</b>
GENOA	GATWICK	BRITISH AIRWAYS PLC	S	A	28	0	0	82	11	7	0	0	0	5	91	9	22
	GATWICK	BRITISH AIRWAYS PLC	S	D	28	0	0	82	11	7	0	0	0	7	95	6	22
	STANSTED	RYANAIR	S	A	12	0	0	92	8	0	0	0	0	6	58	17	12
	STANSTED	RYANAIR	S	D	12	0	0	92	8	0	0	0	0	4	83	9	12
<b>TOTAL GENOA</b>					<b>80</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>10</b>	<b>10</b>
GERONA	BIRMINGHAM	RYANAIR	S	A	12	0	0	100	0	0	0	0	0	1	81	16	16
	BIRMINGHAM	RYANAIR	S	D	12	0	0	100	0	0	0	0	0	2	81	22	16
	GATWICK	RYANAIR	S	A	28	0	0	96	4	0	0	0	0	4	81	13	27
	GATWICK	RYANAIR	S	D	28	0	0	100	0	0	0	0	0	3	74	21	27
	LUTON	RYANAIR	S	A	12	0	0	100	0	0	0	0	0	2	75	24	16
	LUTON	RYANAIR	S	D	12	0	0	100	0	0	0	0	0	2	63	56	16
	STANSTED	RYANAIR	S	A	36	0	0	81	14	3	3	0	0	6	69	22	36
	STANSTED	RYANAIR	S	D	36	0	0	92	3	3	3	0	0	6	60	25	35
<b>TOTAL GERONA</b>					<b>176</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>73</b>	<b>24</b>	<b>24</b>
GIBRALTAR	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	46	27	12	8	8	0	37	67	45	24



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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
GIBRALTAR																		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	100	0	0	0	0	0	1	71	15	28	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	27	0	0	48	37	4	4	4	4	44	44	90	27	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	28	0	0	86	4	11	0	0	0	11	57	27	28	
	LUTON	MONARCH AIRLINES	S	A	16	0	0	25	44	13	6	13	0	51	46	19	13	
	LUTON	MONARCH AIRLINES	S	D	16	0	0	75	19	0	6	0	0	12	50	18	14	
	MANCHESTER	MONARCH AIRLINES	S	A	12	0	0	25	33	33	0	8	0	47	13	103	8	
	MANCHESTER	MONARCH AIRLINES	S	D	12	0	0	100	0	0	0	0	0	3	88	25	8	
<b>TOTAL GIBRALTAR</b>					<b>165</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>8</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>25</b>	<b>57</b>	<b>42</b>	<b>42</b>	
GLASGOW																		
	LONDON CITY	BA CITYFLYER LTD	S	A	81	0	0	93	4	1	2	0	0	4	91	5	82	
	LONDON CITY	BA CITYFLYER LTD	S	D	82	0	0	83	9	0	9	0	0	11	81	9	80	
	HEATHROW	BMI BRITISH MIDLAND	S	A	166	0	0	66	19	12	4	0	0	15	88	6	197	
	HEATHROW	BMI BRITISH MIDLAND	S	D	166	0	0	83	8	4	5	0	0	10	89	5	194	
	GATWICK	BRITISH AIRWAYS PLC	S	A	112	0	0	84	10	3	4	0	0	10	87	6	111	
	GATWICK	BRITISH AIRWAYS PLC	S	D	112	0	0	93	4	3	1	0	0	4	88	5	111	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	204	0	0	78	8	9	3	0	0	12	88	6	217	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	204	0	0	89	5	3	2	0	0	6	85	7	217	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	83	0	0	71	17	4	8	0	0	15	56	26	78	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	83	0	0	78	12	5	5	0	0	12	67	24	78	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	96	0	0	83	10	3	3	0	0	7	89	9	96	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	96	0	0	83	11	2	3	0	0	8	84	13	96	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	124	0	0	86	9	3	1	1	0	7	85	8	101	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	124	0	0	92	3	4	1	0	0	4	82	13	101	
	BIRMINGHAM	FLYBE LTD	S	A	157	0	1	89	3	4	3	1	0	8	80	15	128	
	BIRMINGHAM	FLYBE LTD	S	D	157	0	1	86	5	5	4	0	0	9	65	22	128	
	MANCHESTER	FLYBE LTD	S	A	51	0	0	88	2	6	4	0	0	9	84	10	82	
	MANCHESTER	FLYBE LTD	S	D	51	0	0	84	8	2	4	2	0	11	73	21	81	
<b>TOTAL GLASGOW</b>					<b>2150</b>	<b>5</b>	<b>2</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>10</b>	<b>10</b>	
GOA																		
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	13	0	25	50	13	0	82	44	24	9	
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	63	13	0	13	13	0	47	88	5	8	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	0	50	0	25	25	0	79	50	20	4	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	25	0	50	25	0	0	43	100	4	4	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2010				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
GOA																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	15	0	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	15	0	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	13	13	0	0	0	9	13	84	8	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	13	0	0	0	0	7	25	144	8	8
	GATWICK	THOMSON AIRWAYS LTD	C	A	8	0	0	25	0	25	50	0	0	48	0	39	4	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	8	0	0	75	0	13	13	0	0	17	25	25	4	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	25	50	25	0	0	0	25	50	229	4	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	15	75	15	4	4
<b>TOTAL GOA</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>10</b>	<b>17</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>34</b>	<b>46</b>	<b>60</b>	<b>60</b>	<b>60</b>
GOTEBORG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	82	5	9	4	0	0	11	0	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	89	4	5	2	0	0	6	0	0	0	0
	BIRMINGHAM	CITY AIRLINE	S	A	28	0	0	82	11	0	4	4	0	15	91	14	23	23
	BIRMINGHAM	CITY AIRLINE	S	D	28	0	0	89	4	0	4	4	0	13	83	16	23	23
	MANCHESTER	CITY AIRLINE	S	A	44	0	0	73	18	7	2	0	0	11	70	25	43	43
	MANCHESTER	CITY AIRLINE	S	D	43	0	0	95	0	2	2	0	0	4	74	20	43	43
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	28	0	0	64	11	18	7	0	0	19	0	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	28	0	0	61	18	14	7	0	0	19	0	0	0	0
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	75	17	8	0	0	0	10	0	0	0	0
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	92	0	8	0	0	0	6	0	0	0	0
	HEATHROW	SAS	S	A	52	0	0	75	8	13	4	0	0	14	69	19	45	45
	HEATHROW	SAS	S	D	52	0	0	88	4	4	4	0	0	8	78	13	45	45
<b>TOTAL GOTEBORG</b>					<b>439</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>19</b>	<b>19</b>	<b>19</b>
GOTEBORG (SAVE)																		
	EDINBURGH	RYANAIR	S	A	12	0	0	100	0	0	0	0	0	0	0	0	0	0
	EDINBURGH	RYANAIR	S	D	12	0	0	100	0	0	0	0	0	2	0	0	0	0
	STANSTED	RYANAIR	S	A	56	0	0	93	7	0	0	0	0	2	69	18	61	61
	STANSTED	RYANAIR	S	D	56	0	0	98	2	0	0	0	0	3	84	7	64	64
<b>TOTAL GOTEBORG (SAVE)</b>					<b>136</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>77</b>	<b>13</b>	<b>13</b>	<b>13</b>
GRANADA																		
GRAND CAYMAN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	16	0	0	94	0	6	0	0	0	3	94	5	16	16

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
GRAND CAYMAN	HEATHROW	BRITISH AIRWAYS PLC		S D	16	0	0	81	6	6	6	0	0	16	63	11	16
<b>TOTAL GRAND CAYMAN</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>3</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>8</b>	<b>8</b>
GRAZ	STANSTED	RYANAIR		S A	16	0	0	75	19	6	0	0	0	8	63	19	16
	STANSTED	RYANAIR		S D	16	0	0	88	13	0	0	0	0	5	69	14	16
<b>TOTAL GRAZ</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>66</b>	<b>16</b>	<b>16</b>
GRENADA	GATWICK	BRITISH AIRWAYS PLC		S A	8	0	0	100	0	0	0	0	0	2	100	0	7
	GATWICK	BRITISH AIRWAYS PLC		S D	8	0	0	63	25	13	0	0	0	13	100	4	7
	GATWICK	MONARCH AIRLINES		C A	4	0	0	75	25	0	0	0	0	5	25	24	4
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S A	4	0	0	75	25	0	0	0	0	7	50	27	4
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S D	4	0	0	100	0	0	0	0	0	4	0	43	4
<b>TOTAL GRENADA</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>65</b>	<b>16</b>	<b>16</b>
GRENOBLE	GATWICK	BMI BRITISH MIDLAND		C A	4	0	0	25	0	0	75	0	0	68	50	114	4
	GATWICK	BMI BRITISH MIDLAND		C D	4	0	0	25	0	0	75	0	0	80	50	36	4
	BIRMINGHAM	EASYJET AIRLINE COMPANY LTD		S A	8	0	0	75	13	13	0	0	0	11	75	13	8
	BIRMINGHAM	EASYJET AIRLINE COMPANY LTD		S D	8	0	0	50	38	13	0	0	0	14	63	16	8
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	36	0	0	86	8	3	0	3	0	9	62	30	34
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	36	0	0	92	6	3	0	0	0	4	65	25	34
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	16	0	0	88	6	6	0	0	0	6	63	33	8
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	16	0	0	75	19	6	0	0	0	10	50	39	8
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	13	1	1	92	8	0	0	0	0	2	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	14	0	0	100	0	0	0	0	0	2	0	0	0
	NEWCASTLE	JET2.COM LTD		C A	4	0	0	50	0	50	0	0	0	20	100	3	4
	NEWCASTLE	JET2.COM LTD		C D	4	0	0	75	0	0	25	0	0	24	100	5	4
	GATWICK	MONARCH AIRLINES		C A	27	0	0	37	30	19	15	0	0	30	43	30	28
	GATWICK	MONARCH AIRLINES		C D	27	0	0	78	7	4	11	0	0	18	79	11	28
	MANCHESTER	MONARCH AIRLINES		C A	12	0	0	83	8	8	0	0	0	10	63	16	8
	MANCHESTER	MONARCH AIRLINES		C D	12	0	0	92	0	8	0	0	0	5	88	6	8
	STANSTED	RYANAIR		S A	20	0	0	95	0	5	0	0	0	2	74	25	23
	STANSTED	RYANAIR		S D	20	0	0	95	5	0	0	0	0	3	70	17	23
	BIRMINGHAM	THOMAS COOK AIRLINES LTD		C A	3	0	0	100	0	0	0	0	0	0	33	27	3

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							FEB 2010					
			CHARTER/ SCHED	ARR/ DEP	MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
GRENOBLE																	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	3	67	13	3
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	0	0	13	0	0	20	71	54	7
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	7	0	0	100	0	0	0	0	0	4	33	74	6
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	20	0	0	28	60	36	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	7	80	35	5
	GATWICK	THOMSON AIRWAYS LTD	C	A	14	0	0	93	7	0	0	0	0	2	88	4	17
	GATWICK	THOMSON AIRWAYS LTD	C	D	13	0	0	69	15	15	0	0	0	12	88	8	17
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	7	0	0	71	14	0	0	0	14	73	57	153	7
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	7	0	0	100	0	0	0	0	0	2	86	36	7
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	3	4
<b>TOTAL GRENOBLE</b>					<b>364</b>	<b>1</b>	<b>1</b>	<b>81</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>66</b>	<b>28</b>	<b>28</b>
GROSETTO																	
GUERNSEY																	
	GATWICK	AURIGNY AIR SERVICES	S	A	150	0	2	82	5	6	5	2	0	15	92	5	127
	GATWICK	AURIGNY AIR SERVICES	S	D	150	0	2	83	3	5	6	2	1	18	87	8	127
	MANCHESTER	AURIGNY AIR SERVICES	S	A	53	0	2	75	9	8	6	2	0	18	95	5	43
	MANCHESTER	AURIGNY AIR SERVICES	S	D	53	0	2	77	4	6	11	0	2	30	95	5	43
	STANSTED	AURIGNY AIR SERVICES	S	A	13	0	0	77	8	0	15	0	0	20	100	4	2
	STANSTED	AURIGNY AIR SERVICES	S	D	25	0	0	84	0	0	16	0	0	18	100	1	2
	BIRMINGHAM	FLYBE LTD	S	A	22	0	0	77	9	5	5	5	0	19	33	45	24
	BIRMINGHAM	FLYBE LTD	S	D	23	0	1	87	13	0	0	0	0	5	60	29	25
	GATWICK	FLYBE LTD	S	A	118	1	1	94	3	1	2	1	0	6	90	6	123
	GATWICK	FLYBE LTD	S	D	119	0	1	93	2	2	3	1	0	7	89	8	123
<b>TOTAL GUERNSEY</b>					<b>726</b>	<b>1</b>	<b>11</b>	<b>85</b>	<b>4</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>87</b>	<b>9</b>	<b>9</b>
GURYEV																	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010			
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
HAHN																		
	EDINBURGH	RYANAIR	S	A	16	0	0	75	13	6	6	0	0	12	56	14	16	
	EDINBURGH	RYANAIR	S	D	16	0	0	94	6	0	0	0	0	5	75	9	16	
	STANSTED	RYANAIR	S	A	76	0	0	75	16	7	3	0	0	11	50	21	76	
	STANSTED	RYANAIR	S	D	76	0	0	64	25	8	3	0	0	14	51	21	76	
<b>TOTAL HAHN</b>					<b>184</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>18</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>53</b>	<b>19</b>	<b>19</b>	
HALIFAX INT																		
	HEATHROW	AIR CANADA	S	A	15	0	0	47	13	20	20	0	0	38	44	24	16	
	HEATHROW	AIR CANADA	S	D	16	0	0	75	13	13	0	0	0	9	56	21	16	
<b>TOTAL HALIFAX INT</b>					<b>31</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>13</b>	<b>16</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>50</b>	<b>22</b>	<b>22</b>	
HAMBURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	112	0	0	87	5	5	3	0	0	7	82	10	110	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	112	0	0	89	4	6	1	0	0	5	86	7	110	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	38	0	0	66	18	11	5	0	0	18	46	34	46	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	38	0	0	76	13	8	3	0	0	15	54	31	46	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	20	0	0	70	25	5	0	0	0	10	48	33	23	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	20	0	0	90	10	0	0	0	0	6	46	34	24	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	24	0	0	83	8	4	4	0	0	13	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	24	0	0	88	4	4	0	4	0	17	0	0	0	
	BIRMINGHAM	FLYBE LTD	S	A	20	0	0	100	0	0	0	0	0	1	74	12	19	
	BIRMINGHAM	FLYBE LTD	S	D	20	0	0	100	0	0	0	0	0	2	84	11	19	
	HEATHROW	LUFTHANSA	S	A	112	0	0	76	11	8	5	0	0	13	72	11	79	
	HEATHROW	LUFTHANSA	S	D	112	0	0	87	4	2	7	0	0	9	73	15	78	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	64	0	0	84	13	2	2	0	0	7	73	15	66	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	64	0	0	89	8	2	2	0	0	6	72	14	65	
<b>TOTAL HAMBURG</b>					<b>780</b>	<b>3</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>16</b>	<b>16</b>	
HAMILTON (CANADA)																		
HANOVER																		
	BIRMINGHAM	AIR BERLIN	C	A	8	0	0	100	0	0	0	0	0	1	75	7	8	
	BIRMINGHAM	AIR BERLIN	C	D	8	0	0	88	13	0	0	0	0	7	75	9	8	
	GATWICK	AIR BERLIN	S	A	41	0	0	95	0	5	0	0	0	6	0	0	0	
	GATWICK	AIR BERLIN	S	D	41	0	0	93	0	5	2	0	0	5	0	0	0	
	STANSTED	AIR BERLIN	S	A	11	0	0	91	9	0	0	0	0	3	85	8	52	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE						FEB 2010				
					Actual (7)	Plan (8)		16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
HANOVER																		
	STANSTED	AIR BERLIN	S	D	11	0	0	91	0	9	0	0	0	3	83	7	52	
	HEATHROW	BMI BRITISH MIDLAND	S	A	73	0	1	68	15	11	5	0	0	15	86	8	76	
	HEATHROW	BMI BRITISH MIDLAND	S	D	73	0	1	82	5	4	8	0	0	13	89	4	76	
	BIRMINGHAM	FLYBE LTD	S	A	31	0	1	90	0	3	3	3	0	15	73	10	30	
	BIRMINGHAM	FLYBE LTD	S	D	32	0	0	78	6	9	3	3	0	19	80	13	30	
	MANCHESTER	FLYBE LTD	S	A	24	0	1	83	4	0	8	4	0	18	80	7	20	
	MANCHESTER	FLYBE LTD	S	D	24	0	0	79	4	4	8	4	0	22	90	4	21	
	STANSTED	GERMANWINGS	S	A	52	0	0	83	13	4	0	0	0	7	0	0	0	
	STANSTED	GERMANWINGS	S	D	52	0	0	85	13	2	0	0	0	5	0	0	0	
<b>TOTAL HANOVER</b>					<b>482</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>7</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>7</b>	<b>7</b>	
HARARE																		
	GATWICK	AIR ZIMBABWE	S	A	8	0	0	63	13	0	13	13	0	47	38	25	8	
	GATWICK	AIR ZIMBABWE	S	D	8	0	0	63	0	13	0	25	0	68	38	46	8	
<b>TOTAL HARARE</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>19</b>	<b>0</b>	<b>57</b>	<b>38</b>	<b>36</b>	<b>36</b>	
HASSI MESSAOUD																		
	GATWICK	MONARCH AIRLINES	C	A	12	0	0	58	25	17	0	0	0	14	25	49	12	
	GATWICK	MONARCH AIRLINES	C	D	12	0	0	83	17	0	0	0	0	6	50	19	12	
<b>TOTAL HASSI MESSAOUD</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>21</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>38</b>	<b>34</b>	<b>34</b>	
HAUGESUND																		
	STANSTED	RYANAIR	S	A	12	0	0	83	17	0	0	0	0	7	69	19	16	
	STANSTED	RYANAIR	S	D	12	0	0	100	0	0	0	0	0	3	63	17	16	
<b>TOTAL HAUGESUND</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>66</b>	<b>18</b>	<b>18</b>	
HAVANA																		
	GATWICK	CUBANA	S	A	4	0	0	100	0	0	0	0	0	0	50	20	4	
	GATWICK	CUBANA	S	D	4	0	0	100	0	0	0	0	0	9	25	42	4	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	0	0	88	0	0	13	0	0	12	13	90	8	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	0	100	0	0	0	0	0	8	13	89	8	
<b>TOTAL HAVANA</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>21</b>	<b>70</b>	<b>70</b>	
HEATHROW																		
	EDINBURGH	BMI BRITISH MIDLAND	S	A	174	0	0	77	11	8	3	0	0	11	87	6	188	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	174	0	0	77	9	9	5	0	0	12	79	7	184	
	GLASGOW	BMI BRITISH MIDLAND	S	A	166	0	0	79	7	7	7	0	0	13	86	8	193	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010			
					166	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)											
HEATHROW																		
	GLASGOW	BMI BRITISH MIDLAND	S	D	166	0	0	75	13	8	4	0	0	11	88	6	197	
	MANCHESTER	BMI BRITISH MIDLAND	S	A	167	0	1	70	17	6	7	1	0	16	83	8	234	
	MANCHESTER	BMI BRITISH MIDLAND	S	D	169	0	0	86	4	5	5	0	0	9	89	6	238	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	232	0	8	87	6	4	3	0	0	8	80	9	247	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	232	0	8	89	4	5	3	0	0	7	84	9	247	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	204	0	8	84	9	4	2	0	0	8	82	9	216	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	204	0	8	81	10	6	2	0	0	10	88	6	217	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	224	0	0	78	13	5	4	0	0	11	79	11	184	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	223	0	0	85	7	4	4	0	0	8	86	9	185	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	164	0	0	87	8	4	2	0	0	7	84	11	157	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	164	0	0	85	7	6	1	0	0	7	84	12	157	
<b>TOTAL HEATHROW</b>					<b>2665</b>	<b>1</b>	<b>33</b>	<b>82</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>8</b>	<b>8</b>	
HELSINKI																		
	HEATHROW	BLUE 1	S	A	52	0	0	52	10	23	15	0	0	25	50	16	28	
	HEATHROW	BLUE 1	S	D	52	0	0	92	4	0	2	2	0	9	93	5	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	55	20	16	9	0	0	20	63	17	56	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	80	9	9	2	0	0	9	89	6	56	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	25	0	0	72	16	8	4	0	0	12	29	38	28	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	25	0	0	92	4	4	0	0	0	3	43	27	28	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	16	0	0	44	13	31	13	0	0	28	55	23	11	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	16	0	0	75	6	19	0	0	0	9	82	11	11	
	HEATHROW	FINNAIR	S	A	111	0	0	67	12	15	6	0	0	19	65	13	112	
	HEATHROW	FINNAIR	S	D	111	0	0	77	7	11	5	0	0	11	79	8	112	
	MANCHESTER	FINNAIR	S	A	56	0	0	75	7	14	4	0	0	14	56	16	39	
	MANCHESTER	FINNAIR	S	D	56	0	0	88	5	2	5	0	0	8	83	10	40	
<b>TOTAL HELSINKI</b>					<b>632</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>9</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>14</b>	<b>14</b>	
HOLGUIN (FRANK PAIS)																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	50	0	0	0	0	11	75	20	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	2	25	180	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	0	0	25	317	75	44	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	50	25	0	0	0	25	332	75	21	4	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2010				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
HOLGUIN (FRANK PAIS)																		
<b>TOTAL HOLGUIN (FRANK PAIS)</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>164</b>	<b>63</b>	<b>66</b>	<b>66</b>	
HONG KONG (CHEP LAP KOK)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	100	0	0	0	0	1	95	4	56		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	80	14	0	5	0	12	73	14	56		
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	112	0	1	84	5	7	4	0	9	79	10	112		
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	111	0	1	91	4	5	1	0	6	80	9	111		
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>					<b>336</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>10</b>	<b>10</b>		
HOUSTON																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	51	0	0	76	14	6	4	0	13	51	22	55		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	52	0	0	79	12	8	2	0	10	59	17	56		
	HEATHROW	CONTINENTAL AIRLINES	S	A	56	0	0	88	5	0	7	0	11	44	30	54		
	HEATHROW	CONTINENTAL AIRLINES	S	D	56	0	0	82	13	2	4	0	8	48	33	54		
<b>TOTAL HOUSTON</b>					<b>216</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>51</b>	<b>25</b>	<b>25</b>		
HUESCA																		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	4	0	0	0		
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	10	0	0	0		
<b>TOTAL HUESCA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>0</b>	<b>0</b>		
HUMBERSIDE																		
HURGHADA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	100	0	0	0	0	2	75	7	8		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	100	0	0	0	0	4	88	11	8		
	MANCHESTER	JET2.COM LTD	S	A	3	0	0	0	67	33	0	0	32	0	0	0		
	MANCHESTER	JET2.COM LTD	S	D	3	0	0	67	33	0	0	0	11	0	0	0		
	GATWICK	MONARCH AIRLINES	C	A	3	0	0	100	0	0	0	0	2	0	0	0		
	GATWICK	MONARCH AIRLINES	C	D	3	0	0	100	0	0	0	0	0	0	0	0		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	15	75	56	4		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	14	75	11	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	11	0	0	64	9	18	9	0	21	100	1	8		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	0	100	0	0	0	0	3	100	3	8		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	10	0	0	50	0	20	20	10	67	50	26	10		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	11	1	0	64	0	9	9	18	0	64	64	20	11	
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	A	3	0	0	100	0	0	0	0	3	0	0	0		



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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						FEB 2010			
			CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
HURGHADA																		
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	D	3	0	0	100	0	0	0	0	0	2	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	0	50	16	4	
	GATWICK	THOMSON AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	1	75	10	4		
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	4	0	0	50	50	0	0	0	12	25	22	4		
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	4	100	4	4		
<b>TOTAL HURGHADA</b>					<b>109</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>6</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>71</b>	<b>16</b>	<b>16</b>	
HYDERABAD ( RAJIV GHANDI )																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	20	0	0	80	10	5	5	0	11	95	3	20		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	20	0	0	85	10	0	5	0	12	65	12	20		
<b>TOTAL HYDERABAD ( RAJIV GHANDI )</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>8</b>	<b>8</b>		

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
IBIZA																		
	STANSTED	RYANAIR	S	A	8	0	0	50	50	0	0	0	0	15	58	52	12	
	STANSTED	RYANAIR	S	D	8	0	0	88	13	0	0	0	0	8	83	23	12	
<b>TOTAL IBIZA</b>					<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>71</b>	<b>37</b>	<b>37</b>	
ILHA DO SAL C.VERDE																		
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	A	4	0	0	50	25	25	0	0	0	16	50	20	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	D	4	0	0	50	50	0	0	0	0	13	50	17	4	
	GATWICK	THOMSON AIRWAYS LTD	S	A	4	0	0	25	75	0	0	0	0	21	0	37	4	
	GATWICK	THOMSON AIRWAYS LTD	S	D	4	0	0	75	25	0	0	0	0	12	25	26	4	
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	4	0	0	50	25	25	0	0	0	18	0	39	4	
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	4	0	0	75	25	0	0	0	0	9	75	16	4	
<b>TOTAL ILHA DO SAL C.VERDE</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>38</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>33</b>	<b>26</b>	<b>26</b>	
IMAM KHOMIENI																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	28	0	0	50	14	11	25	0	0	36	100	0	27	
	HEATHROW	BMI BRITISH MIDLAND	S	D	28	0	0	71	18	11	0	0	0	11	75	10	28	
	HEATHROW	IRAN AIR	S	A	12	0	0	42	33	25	0	0	0	19	50	23	12	
	HEATHROW	IRAN AIR	S	D	12	0	0	67	17	17	0	0	0	14	50	20	12	
	BIRMINGHAM	MAHAN AIR	S	A	12	0	0	67	17	8	8	0	0	22	44	39	16	
	BIRMINGHAM	MAHAN AIR	S	D	12	0	0	67	17	8	8	0	0	22	19	68	16	
<b>TOTAL IMAM KHOMIENI</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>18</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>63</b>	<b>23</b>	<b>23</b>	
INNSBRUCK																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	19	0	0	68	21	11	0	0	0	14	95	6	19	
	GATWICK	BRITISH AIRWAYS PLC	S	D	20	0	0	85	15	0	0	0	0	5	95	5	20	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	56	0	0	84	4	11	2	0	0	9	75	33	55	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	91	5	4	0	0	0	4	75	22	56	
	MANCHESTER	FLYBE LTD	C	A	4	0	0	100	0	0	0	0	0	5	50	32	4	
	MANCHESTER	FLYBE LTD	C	D	4	0	0	75	25	0	0	0	0	9	25	46	4	
	GATWICK	MONARCH AIRLINES	C	A	20	0	0	90	5	0	5	0	0	8	80	6	20	
	GATWICK	MONARCH AIRLINES	C	D	20	0	0	90	5	0	5	0	0	9	75	10	20	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	3	43	47	7	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	100	0	0	0	0	0	4	57	37	7	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	4	25	28	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	11	100	3	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	25	131	4	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
INNSBRUCK																		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	8	75	12	4	
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	75	12	4	
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	9	50	13	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	8	0	0	88	13	0	0	0	0	5	38	34	8	
	GATWICK	THOMSON AIRWAYS LTD	C	D	8	0	0	75	25	0	0	0	0	7	63	24	8	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	3	71	13	7	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	8	0	0	75	13	13	0	0	0	10	38	28	8	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	4	75	14	4	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	75	10	4	
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	4	75	37	4	
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	2	4	
<b>TOTAL INNSBRUCK</b>					<b>291</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>72</b>	<b>22</b>	<b>22</b>	
INVERNESS																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	27	0	0	70	22	7	0	0	0	12	61	21	28	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	28	0	0	86	14	0	0	0	0	5	71	15	28	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	58	15	15	12	0	0	26	59	21	27	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	54	23	15	8	0	0	22	67	19	27	
	BIRMINGHAM	FLYBE LTD	S	A	22	0	0	95	5	0	0	0	0	2	77	9	22	
	BIRMINGHAM	FLYBE LTD	S	D	22	0	0	91	9	0	0	0	0	5	82	14	22	
	GATWICK	FLYBE LTD	S	A	62	0	0	97	3	0	0	0	0	2	89	6	64	
	GATWICK	FLYBE LTD	S	D	62	0	0	98	2	0	0	0	0	2	81	8	63	
	MANCHESTER	FLYBE LTD	S	A	46	0	0	89	4	4	2	0	0	7	84	11	43	
	MANCHESTER	FLYBE LTD	S	D	46	0	1	85	4	9	2	0	0	8	77	16	44	
<b>TOTAL INVERNESS</b>					<b>367</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>13</b>	<b>13</b>	
IRELAND WEST AIRPORT KN																		
	GATWICK	AER LINGUS	S	A	19	0	0	95	0	0	5	0	0	9	88	6	25	
	GATWICK	AER LINGUS	S	D	19	0	0	84	11	0	5	0	0	12	73	18	26	
	BIRMINGHAM	BMIBABY LTD	S	A	16	0	0	75	13	0	13	0	0	12	64	29	14	
	BIRMINGHAM	BMIBABY LTD	S	D	16	0	0	50	38	0	13	0	0	21	64	27	14	
	MANCHESTER	BMIBABY LTD	S	A	16	0	0	81	19	0	0	0	0	6	76	15	17	
	MANCHESTER	BMIBABY LTD	S	D	16	0	0	81	19	0	0	0	0	6	65	14	17	
	LUTON	RYANAIR	S	A	28	0	0	89	7	0	4	0	0	5	75	30	28	
	LUTON	RYANAIR	S	D	28	0	0	79	18	0	4	0	0	10	56	14	27	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						FEB 2010		
			CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
IRELAND WEST AIRPORT KN																	
	STANSTED	RYANAIR	S	A	28	0	0	89	4	4	4	0	0	8	74	24	35
	STANSTED	RYANAIR	S	D	28	0	0	93	7	0	0	0	0	3	86	13	36
<b>TOTAL IRELAND WEST AIRPORT KNOCK</b>					<b>214</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>18</b>	<b>18</b>
ISLAMABAD																	
	MANCHESTER	AIR BLUE	S	A	12	0	0	17	0	17	50	8	8	125	31	50	16
	MANCHESTER	AIR BLUE	S	D	12	0	0	0	8	17	58	8	8	129	13	130	15
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	A	14	0	2	7	29	36	29	0	0	46	53	18	15
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	D	14	0	2	29	43	14	14	0	0	28	27	112	15
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	15	0	0	13	13	40	33	0	0	53	38	47	16
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	16	0	0	38	31	19	13	0	0	34	75	21	16
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	17	1	1	6	24	41	24	6	0	63	31	24	16
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	18	0	0	22	11	22	39	6	0	67	0	47	17
<b>TOTAL ISLAMABAD</b>					<b>118</b>	<b>1</b>	<b>5</b>	<b>17</b>	<b>20</b>	<b>26</b>	<b>31</b>	<b>3</b>	<b>2</b>	<b>65</b>	<b>33</b>	<b>55</b>	<b>55</b>
ISLAY																	
	GLASGOW	LOGANAIR	S	A	48	0	0	94	0	2	4	0	0	5	84	14	43
	GLASGOW	LOGANAIR	S	D	48	0	0	92	4	2	2	0	0	5	77	16	43
<b>TOTAL ISLAY</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>80</b>	<b>15</b>	<b>15</b>
ISLE OF MAN																	
	LONDON CITY	AER ARANN	S	A	72	0	0	86	8	4	1	0	0	7	87	7	68
	LONDON CITY	AER ARANN	S	D	72	0	0	89	7	3	1	0	0	5	81	7	68
	NEWCASTLE	FLM AVIATION	S	A	14	0	0	71	0	14	7	7	0	28	100	1	12
	NEWCASTLE	FLM AVIATION	S	D	14	0	0	71	0	7	14	7	0	27	100	1	12
	BIRMINGHAM	FLYBE LTD	S	A	44	1	0	84	2	2	11	0	0	18	94	3	47
	BIRMINGHAM	FLYBE LTD	S	D	44	1	0	84	9	2	2	2	0	11	91	8	47
	GATWICK	FLYBE LTD	S	A	98	0	0	93	5	0	2	0	0	4	91	6	98
	GATWICK	FLYBE LTD	S	D	98	0	0	90	4	3	3	0	0	6	91	5	98
	LUTON	FLYBE LTD	S	A	20	0	0	80	0	10	10	0	0	11	90	10	21
	LUTON	FLYBE LTD	S	D	20	0	0	80	5	5	10	0	0	11	62	18	21
	MANCHESTER	FLYBE LTD	S	A	102	0	1	92	3	4	1	0	0	4	87	10	111
	MANCHESTER	FLYBE LTD	S	D	102	0	1	88	3	5	4	0	0	7	85	8	110
	EDINBURGH	LOGANAIR	S	A	22	0	0	95	0	5	0	0	0	3	95	4	21
	EDINBURGH	LOGANAIR	S	D	22	0	0	95	0	5	0	0	0	3	90	6	21
	GLASGOW	LOGANAIR	S	A	16	0	0	100	0	0	0	0	0	3	92	5	24

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
ISLE OF MAN																		
	GLASGOW	LOGANAIR	S	D	16	0	0	94	6	0	0	0	0	2	92	5	24	
	NEWCASTLE	VANAIR EUROPE AS	S	A	3	0	0	100	0	0	0	0	0	1	50	15	2	
	NEWCASTLE	VANAIR EUROPE AS	S	D	3	0	0	100	0	0	0	0	0	3	100	11	2	
<b>TOTAL ISLE OF MAN</b>					<b>782</b>	<b>2</b>	<b>2</b>	<b>89</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>7</b>	<b>7</b>	
ISTANBUL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	82	0	0	89	5	4	2	0	0	5	80	10	82	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	82	0	0	80	15	4	1	0	0	7	79	9	82	
	BIRMINGHAM	THY TURK HAVA YOLLARI TURKISH	S	A	19	0	0	95	5	0	0	0	0	6	53	15	19	
	BIRMINGHAM	THY TURK HAVA YOLLARI TURKISH	S	D	19	0	0	89	11	0	0	0	0	4	53	18	19	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	120	0	0	68	19	10	3	0	0	12	26	35	84	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	120	0	0	72	11	13	4	0	0	14	35	39	84	
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	A	28	0	0	75	18	7	0	0	0	11	25	30	28	
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	D	28	0	0	50	32	11	7	0	0	19	11	43	28	
<b>TOTAL ISTANBUL</b>					<b>498</b>	<b>2</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>50</b>	<b>24</b>	<b>24</b>	
ISTANBUL (SABIHA GOKCEN)																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	16	0	0	81	19	0	0	0	0	4	58	17	24	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	16	0	0	81	19	0	0	0	0	8	50	19	24	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	16	0	0	88	0	13	0	0	0	7	59	23	17	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	16	0	0	75	13	13	0	0	0	13	65	24	17	
	STANSTED	PEGASUS AIRLINES	S	A	36	0	0	64	31	6	0	0	0	13	14	39	28	
	STANSTED	PEGASUS AIRLINES	S	D	36	0	0	58	33	8	0	0	0	15	14	42	28	
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>					<b>136</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>23</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>41</b>	<b>27</b>	<b>27</b>	
IZMIR (ADNAM MENDERES)																		

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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
JEDDAH																			
	HEATHROW	BMI BRITISH MIDLAND	S	A	11	0	0	82	0	9	9	0	0	15	67	14	12		
	HEATHROW	BMI BRITISH MIDLAND	S	D	11	0	0	45	27	9	18	0	0	33	75	18	12		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	20	0	0	70	25	5	0	0	0	8	65	11	20		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	20	0	0	80	20	0	0	0	0	5	75	10	20		
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	28	0	0	75	18	7	0	0	0	9	68	11	28		
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	28	0	0	79	18	4	0	0	0	7	68	13	28		
<b>TOTAL JEDDAH</b>					<b>118</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>19</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>12</b>	<b>12</b>		
JERBA																			
	GATWICK	TUNISAIR	S	A	3	0	0	100	0	0	0	0	0	4	0	0	0		
	GATWICK	TUNISAIR	S	D	3	0	0	100	0	0	0	0	0	3	0	0	0		
<b>TOTAL JERBA</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>		
JEREZ																			
	STANSTED	RYANAIR	S	A	8	0	0	75	25	0	0	0	0	9	58	24	12		
	STANSTED	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	4	83	7	12		
<b>TOTAL JEREZ</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>71</b>	<b>16</b>	<b>16</b>		
JERSEY																			
	STANSTED	AURIGNY AIR SERVICES	S	A	14	0	0	71	14	0	14	0	0	17	85	14	26		
	STANSTED	AURIGNY AIR SERVICES	S	D	2	0	0	100	0	0	0	0	0	0	85	14	26		
	MANCHESTER	BMIBABY LTD	S	A	16	0	0	75	0	13	13	0	0	18	64	28	11		
	MANCHESTER	BMIBABY LTD	S	D	16	0	0	75	0	13	13	0	0	20	55	34	11		
	GATWICK	BRITISH AIRWAYS PLC	S	A	137	0	0	87	7	3	2	1	0	10	85	9	123		
	GATWICK	BRITISH AIRWAYS PLC	S	D	137	0	2	93	2	2	2	0	0	5	85	9	123		
	BIRMINGHAM	FLYBE LTD	S	A	25	0	1	68	8	12	12	0	0	18	78	15	23		
	BIRMINGHAM	FLYBE LTD	S	D	24	0	0	75	17	0	8	0	0	14	78	13	23		
	GATWICK	FLYBE LTD	S	A	117	0	2	92	3	4	0	0	0	4	90	7	168		
	GATWICK	FLYBE LTD	S	D	118	0	3	86	7	4	3	0	0	7	89	8	166		
	LUTON	FLYBE LTD	S	A	8	0	0	75	13	0	13	0	0	13	100	1	10		
	LUTON	FLYBE LTD	S	D	8	0	0	75	0	13	13	0	0	17	90	3	10		
	MANCHESTER	FLYBE LTD	S	A	27	0	1	74	7	7	11	0	0	18	90	11	29		
	MANCHESTER	FLYBE LTD	S	D	28	0	0	79	11	7	4	0	0	12	79	11	28		
<b>TOTAL JERSEY</b>					<b>677</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>10</b>	<b>10</b>		

JOHANNESBURG

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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE						FEB 2010			
					Actual (7)	Plan (8)		16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
JOHANNESBURG	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	91	4	2	2	0	2	19	70	15	56
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	75	16	5	2	0	2	38	75	10	56
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	50	0	0	80	4	6	2	2	6	51	81	10	48
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	50	0	1	88	12	0	0	0	0	5	94	4	48
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	28	0	0	96	4	0	0	0	0	2	86	12	28
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	28	0	0	93	0	7	0	0	0	6	64	26	28
<b>TOTAL JOHANNESBURG</b>					<b>268</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>23</b>	<b>78</b>	<b>12</b>	<b>12</b>

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE						FEB 2010				
					Actual (7)	Plan (8)		16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
KANSAS CITY																		
KARACHI																		
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	18	0	0	0	6	56	33	6	0	70	0	78	12	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	17	0	0	41	18	29	12	0	0	30	50	26	12	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	8	0	0	13	25	63	0	0	0	34	38	43	8	
<b>TOTAL KARACHI</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>14</b>	<b>48</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>48</b>	<b>28</b>	<b>50</b>	<b>50</b>	
KARLSRUHE/BADEN BADEN																		
	STANSTED	RYANAIR	S	A	28	0	0	93	7	0	0	0	0	2	54	18	28	
	STANSTED	RYANAIR	S	D	28	0	0	100	0	0	0	0	0	2	75	12	28	
<b>TOTAL KARLSRUHE/BADEN BADEN</b>					<b>56</b>	<b>1</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>65</b>	<b>15</b>	<b>15</b>	
KATOWICE																		
	BIRMINGHAM	RYANAIR	S	A	8	0	0	88	13	0	0	0	0	7	100	6	8	
	BIRMINGHAM	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	2	100	5	8	
	STANSTED	RYANAIR	S	A	28	0	0	89	11	0	0	0	0	3	75	11	28	
	STANSTED	RYANAIR	S	D	28	0	0	100	0	0	0	0	0	2	68	11	28	
	LUTON	WIZZ AIR	S	A	56	0	0	88	4	9	0	0	0	5	66	19	44	
	LUTON	WIZZ AIR	S	D	56	0	0	66	21	13	0	0	0	13	43	41	44	
<b>TOTAL KATOWICE</b>					<b>184</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>65</b>	<b>21</b>	<b>21</b>	
KAUNAS																		
	EDINBURGH	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	1	0	0	0	
	EDINBURGH	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	3	0	0	0	
	GATWICK	RYANAIR	S	A	28	0	0	75	18	7	0	0	0	9	0	0	0	
	GATWICK	RYANAIR	S	D	28	0	0	86	4	7	4	0	0	9	0	0	0	
	LUTON	RYANAIR	S	A	12	0	0	100	0	0	0	0	0	4	80	12	15	
	LUTON	RYANAIR	S	D	12	0	0	92	8	0	0	0	0	5	94	6	16	
	STANSTED	RYANAIR	S	A	28	0	0	71	21	7	0	0	0	10	67	15	46	
	STANSTED	RYANAIR	S	D	28	0	0	96	4	0	0	0	0	6	88	8	48	
<b>TOTAL KAUNAS</b>					<b>152</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>10</b>	<b>10</b>	
KEFLAVIK																		
	GATWICK	ASTRAEUS LTD	S	A	27	0	0	59	19	11	4	7	0	33	77	16	22	
	GATWICK	ASTRAEUS LTD	S	D	27	0	0	67	15	7	4	7	0	31	50	23	22	
	STANSTED	ASTRAEUS LTD	S	A	3	0	0	100	0	0	0	0	0	2	100	1	5	
	STANSTED	ASTRAEUS LTD	S	D	3	0	0	67	33	0	0	0	0	7	80	9	5	



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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2010			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
KEFLAVIK		GLASGOW	ICELANDAIR	S A	16	0	0	88	0	0	6	6	0	24	69	13	16
		GLASGOW	ICELANDAIR	S D	16	0	0	75	13	6	0	6	0	26	75	12	16
		HEATHROW	ICELANDAIR	S A	54	0	0	56	31	9	4	0	0	20	71	15	52
		HEATHROW	ICELANDAIR	S D	54	0	0	50	24	22	2	2	0	23	67	19	52
		MANCHESTER	ICELANDAIR	S A	16	0	0	69	19	0	6	6	0	31	88	9	16
		MANCHESTER	ICELANDAIR	S D	16	0	0	75	13	0	6	6	0	28	69	17	16
<b>TOTAL KEFLAVIK</b>					<b>232</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>20</b>	<b>10</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>25</b>	<b>71</b>	<b>16</b>	<b>16</b>
KERRY COUNTY		MANCHESTER	AER ARANN	S A	14	0	0	71	14	0	14	0	0	16	0	0	0
		MANCHESTER	AER ARANN	S D	14	0	0	79	7	7	7	0	0	14	0	0	0
		LUTON	RYANAIR	S A	28	0	0	93	4	0	0	4	0	11	79	12	28
		LUTON	RYANAIR	S D	28	0	0	86	7	4	0	4	0	15	68	19	28
		STANSTED	RYANAIR	S A	16	0	0	81	0	13	0	6	0	18	100	1	16
		STANSTED	RYANAIR	S D	16	0	0	100	0	0	0	0	0	2	81	15	16
<b>TOTAL KERRY COUNTY</b>					<b>116</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>13</b>	<b>13</b>
KHARTOUM		HEATHROW	BMI BRITISH MIDLAND	S A	12	0	0	100	0	0	0	0	0	1	67	9	12
		HEATHROW	BMI BRITISH MIDLAND	S D	12	0	0	50	33	8	8	0	0	19	75	10	12
<b>TOTAL KHARTOUM</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>10</b>	<b>10</b>
KIEV (BORISPOL)		HEATHROW	BRITISH AIRWAYS PLC	S A	28	0	0	54	29	11	7	0	0	21	46	24	28
		HEATHROW	BRITISH AIRWAYS PLC	S D	28	0	0	96	0	4	0	0	0	2	89	6	28
		GATWICK	UKRAINE INTERNATIONAL AIRLINES	S A	28	0	2	75	18	7	0	0	0	9	75	8	28
		GATWICK	UKRAINE INTERNATIONAL AIRLINES	S D	28	0	2	82	11	7	0	0	0	8	82	9	28
		LUTON	WIZZ AIR	S A	12	0	0	67	17	17	0	0	0	13	0	0	0
		LUTON	WIZZ AIR	S D	12	0	0	83	0	17	0	0	0	12	0	0	0
<b>TOTAL KIEV (BORISPOL)</b>					<b>136</b>	<b>2</b>	<b>4</b>	<b>76</b>	<b>13</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>67</b>	<b>18</b>	<b>18</b>
KINGSTON		GATWICK	BRITISH AIRWAYS PLC	S A	8	0	0	75	13	13	0	0	0	8	100	2	12
		GATWICK	BRITISH AIRWAYS PLC	S D	8	0	0	88	0	13	0	0	0	10	92	6	12
		GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S A	8	0	0	63	13	25	0	0	0	13	63	22	8

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
KINGSTON	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	0	38	38	13	13	0	0	25	25	43	8
<b>TOTAL KINGSTON</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>16</b>	<b>16</b>
KIRKWALL	EDINBURGH	LOGANAIR	S	A	54	0	0	94	4	0	2	0	0	4	85	13	55
	EDINBURGH	LOGANAIR	S	D	54	0	0	94	4	0	2	0	0	4	84	15	55
	GLASGOW	LOGANAIR	S	A	28	1	0	89	7	0	4	0	0	7	82	25	28
	GLASGOW	LOGANAIR	S	D	28	1	0	89	4	0	7	0	0	9	86	14	28
<b>TOTAL KIRKWALL</b>					<b>164</b>	<b>2</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>16</b>	<b>16</b>
KIRUNA	HEATHROW	SAS	C	A	5	0	0	80	20	0	0	0	0	5	75	12	4
	HEATHROW	SAS	C	D	5	0	0	80	0	0	20	0	0	16	75	9	4
<b>TOTAL KIRUNA</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>10</b>	<b>10</b>
KITTILA	GATWICK	MONARCH AIRLINES	C	A	5	0	0	40	40	20	0	0	0	17	75	18	4
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	9	100	1	4
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	0	50	25	25	0	0	53	75	19	4
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	5	75	15	4
<b>TOTAL KITTILA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>28</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>61</b>	<b>28</b>	<b>28</b>
KLAGENFURT	STANSTED	RYANAIR	S	A	14	0	0	50	36	14	0	0	0	20	33	25	12
	STANSTED	RYANAIR	S	D	14	0	0	86	7	7	0	0	0	8	92	6	12
<b>TOTAL KLAGENFURT</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>21</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>15</b>	<b>15</b>
KRAKOW	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	67	8	25	0	0	0	13	58	17	12
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	75	17	8	0	0	0	11	67	13	12
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	28	0	0	71	21	7	0	0	0	10	54	21	28
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	28	0	0	86	11	4	0	0	0	7	68	17	28
	BIRMINGHAM	RYANAIR	S	A	12	0	0	75	17	8	0	0	0	10	83	17	12
	BIRMINGHAM	RYANAIR	S	D	12	0	0	75	17	8	0	0	0	15	75	18	12
	EDINBURGH	RYANAIR	S	A	12	0	0	75	17	8	0	0	0	13	42	17	12
	EDINBURGH	RYANAIR	S	D	12	0	0	83	17	0	0	0	0	6	67	11	12
	STANSTED	RYANAIR	S	A	48	0	0	94	4	2	0	0	0	3	91	5	55

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
KRAKOW																		
	STANSTED	RYANAIR		S D	48	0	0	98	2	0	0	0	0	3	89	6	56	
<b>TOTAL KRAKOW</b>					<b>226</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>7</b>	<b>74</b>	<b>13</b>	<b>13</b>	
KUALA LUMPUR (SEPANG)																		
	STANSTED	AIR ASIA		S A	24	0	4	42	33	17	4	0	4	38	50	15	28	
	STANSTED	AIR ASIA		S D	24	0	5	79	8	4	4	4	0	23	54	19	28	
	HEATHROW	MALAYSIAN AIRLINES SYSTEM- MAS		S A	56	0	0	57	18	14	11	0	0	23	80	11	56	
	HEATHROW	MALAYSIAN AIRLINES SYSTEM- MAS		S D	56	0	0	86	9	5	0	0	0	6	84	15	55	
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>160</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>16</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>72</b>	<b>14</b>	<b>14</b>	
KUUSAMO																		
KUWAIT																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	28	0	0	89	7	0	4	0	0	8	93	5	28	
	HEATHROW	BRITISH AIRWAYS PLC		S D	28	0	0	86	11	4	0	0	0	7	75	7	28	
	HEATHROW	KUWAIT AIRWAYS		S A	28	0	0	39	11	36	11	4	0	34	36	32	28	
	HEATHROW	KUWAIT AIRWAYS		S D	28	0	0	93	4	0	4	0	0	6	61	30	28	
<b>TOTAL KUWAIT</b>					<b>112</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>8</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>66</b>	<b>18</b>	<b>18</b>	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
					25	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)										
LA CORUNA	HEATHROW	VUELING AIRLINES	S	A	25	0	0	64	12	20	4	0	0	19	62	17	26
	HEATHROW	VUELING AIRLINES	S	D	25	0	0	60	20	12	8	0	0	20	58	16	26
<b>TOTAL LA CORUNA</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>16</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>60</b>	<b>17</b>	<b>17</b>
LA ROCHELLE	STANSTED	RYANAIR	S	A	12	0	0	100	0	0	0	0	0	1	67	49	12
	STANSTED	RYANAIR	S	D	12	0	0	100	0	0	0	0	0	1	92	9	12
<b>TOTAL LA ROCHELLE</b>					<b>24</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>79</b>	<b>29</b>	<b>29</b>
LA ROMANA	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	50	10	2	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	8	100	12	2	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	25	50	23	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	13	0	52	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	0	0	20	0	52	50	82	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	60	20	20	0	0	0	19	80	25	5
<b>TOTAL LA ROMANA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>22</b>	<b>44</b>	<b>50</b>	<b>50</b>
LAGOS	HEATHROW	ARIK AIR	S	A	28	0	0	71	18	11	0	0	0	10	46	44	28
	HEATHROW	ARIK AIR	S	D	28	0	0	89	4	4	4	0	0	8	82	8	28
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	86	4	4	4	0	4	47	93	3	28
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	43	29	21	7	0	0	26	21	31	28
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	28	0	0	86	7	7	0	0	0	4	61	24	28
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	28	0	0	89	11	0	0	0	0	4	71	10	28
<b>TOTAL LAGOS</b>					<b>168</b>	<b>2</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>63</b>	<b>20</b>	<b>20</b>
LAHORE	HEATHROW	PAKISTAN INTL AIRLINES	S	A	11	0	0	0	55	36	9	0	0	41	17	30	12
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	11	0	0	45	9	18	27	0	0	41	33	20	12
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	10	0	0	10	30	30	30	0	0	47	71	18	7
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	7	0	0	0	29	29	43	0	0	53	33	97	9
<b>TOTAL LAHORE</b>					<b>39</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>31</b>	<b>28</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>34</b>	<b>39</b>	<b>39</b>
LARNACA	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	68	21	7	4	0	0	13	64	69	28
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	82	11	4	4	0	0	10	89	5	28

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							FEB 2010			
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
LARNACA	HEATHROW	CYPRUS AIRWAYS	S	A	48	0	0	67	19	6	8	0	0	17	53	24	45
	HEATHROW	CYPRUS AIRWAYS	S	D	48	0	0	75	10	13	2	0	0	14	63	21	46
	MANCHESTER	CYPRUS AIRWAYS	S	A	11	0	0	82	18	0	0	0	0	6	50	25	16
	MANCHESTER	CYPRUS AIRWAYS	S	D	11	0	0	73	27	0	0	0	0	14	42	28	12
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	85	8	4	4	0	0	10	26	51	19
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	69	15	12	4	0	0	14	55	34	20
	BIRMINGHAM	MONARCH AIRLINES	S	A	8	0	0	75	25	0	0	0	0	7	100	2	8
	BIRMINGHAM	MONARCH AIRLINES	S	D	8	0	0	75	13	13	0	0	0	11	88	8	8
	LUTON	MONARCH AIRLINES	S	A	4	0	0	50	25	25	0	0	0	13	50	18	8
	LUTON	MONARCH AIRLINES	S	D	4	0	0	50	50	0	0	0	0	15	57	14	7
	MANCHESTER	MONARCH AIRLINES	S	A	8	0	0	25	25	13	38	0	0	54	36	31	11
	MANCHESTER	MONARCH AIRLINES	S	D	8	0	0	63	0	0	38	0	0	43	73	24	11
<b>TOTAL LARNACA</b>					<b>266</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>60</b>	<b>28</b>	<b>28</b>
LAS PALMAS	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	28	0	0	57	39	4	0	0	0	12	50	31	28
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	28	0	0	71	21	7	0	0	0	10	54	22	28
	BIRMINGHAM	MONARCH AIRLINES	S	A	8	0	0	63	13	25	0	0	0	16	75	8	4
	BIRMINGHAM	MONARCH AIRLINES	S	D	8	0	0	100	0	0	0	0	0	1	100	8	4
	GATWICK	MONARCH AIRLINES	S	A	8	0	0	75	13	13	0	0	0	9	71	12	7
	GATWICK	MONARCH AIRLINES	S	D	8	0	0	75	13	13	0	0	0	8	57	15	7
	MANCHESTER	MONARCH AIRLINES	S	A	8	0	0	88	0	13	0	0	0	11	57	46	7
	MANCHESTER	MONARCH AIRLINES	S	D	8	0	0	88	13	0	0	0	0	4	57	37	7
	BIRMINGHAM	RYANAIR	S	A	8	2	0	88	0	13	0	0	0	5	63	33	8
	BIRMINGHAM	RYANAIR	S	D	8	2	0	88	13	0	0	0	0	4	63	35	8
	EDINBURGH	RYANAIR	S	A	8	0	0	63	13	13	13	0	0	17	88	14	8
	EDINBURGH	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	2	88	13	8
	LUTON	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	0	75	27	8
	LUTON	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	3	63	39	8
	STANSTED	RYANAIR	S	A	14	0	0	71	21	0	7	0	0	13	58	15	12
	STANSTED	RYANAIR	S	D	14	0	0	93	0	7	0	0	0	6	83	6	12
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	25	0	0	37	50	135	2
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	0	25	0	0	36	50	153	2
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	20	20	0	0	26	40	89	5

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							FEB 2010						
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records				
																	MATCHED	UNMATCHED		
LAS PALMAS																				
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	6	0	0	67	17	17	0	0	0	13	40	88	5			
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	25	25	0	25	0	67	100	0	3			
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	0	25	0	64	67	7	3			
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	13	13	0	13	0	40	82	22	11			
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	0	13	0	13	0	44	73	25	11			
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	7	50	10	4			
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	7	75	13	4			
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	0	50	16	4			
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	21	75	10	4			
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	13	50	18	4			
	GATWICK	THOMSON AIRWAYS LTD	C	A	13	0	0	31	38	15	15	0	0	32	25	38	12			
	GATWICK	THOMSON AIRWAYS LTD	C	D	14	0	0	57	21	7	14	0	0	21	58	15	12			
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	50	17	2			
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	50	12	2			
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	25	45	4			
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	13	25	86	4			
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	12	0	0	50	17	17	17	0	0	23	38	32	13			
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	12	0	0	75	17	8	0	0	0	10	43	26	14			
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	50	0	25	25	0	0	28	50	30	4			
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	12	100	4	4			
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	25	50	25	0	0	0	25	25	21	4			
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	9	75	13	4			
<b>TOTAL LAS PALMAS</b>					<b>327</b>	<b>4</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>59</b>	<b>28</b>	<b>28</b>			
LAS VEGAS																				
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	46	25	25	4	0	0	19	4	50	28			
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	82	7	4	7	0	0	11	50	20	28			
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	27	0	1	89	7	4	0	0	0	4	44	29	27			
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	27	0	1	78	11	7	4	0	0	12	46	37	28			
<b>TOTAL LAS VEGAS</b>					<b>110</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>13</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>36</b>	<b>34</b>	<b>34</b>			
LEEDS BRADFORD																				
	EDINBURGH	BMI REGIONAL	S	A	34	0	0	88	3	3	6	0	0	7	86	18	36			
	EDINBURGH	BMI REGIONAL	S	D	39	0	0	90	3	3	5	0	0	6	89	10	38			
	GLASGOW	BMI REGIONAL	S	A	39	0	0	72	8	8	10	3	0	20	91	4	33			

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
LEEDS BRADFORD																		
	GLASGOW	BMI REGIONAL	S	D	40	0	0	88	8	0	5	0	0	9	87	8	38	
	GATWICK	FLYBE LTD	S	A	60	0	1	75	8	8	7	2	0	16	77	25	62	
	GATWICK	FLYBE LTD	S	D	60	0	0	77	7	7	10	0	0	15	69	32	64	
<b>TOTAL LEEDS BRADFORD</b>					<b>272</b>	<b>4</b>	<b>4</b>	<b>81</b>	<b>6</b>	<b>5</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>19</b>	<b>19</b>	
LIBERIA																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	5	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0	
<b>TOTAL LIBERIA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	
LIMA																		
<b>TOTAL LIMA</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>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	
LIMOGES																		
	STANSTED	RYANAIR	S	A	12	0	0	92	8	0	0	0	0	2	75	12	12	
	STANSTED	RYANAIR	S	D	12	0	0	92	8	0	0	0	0	5	83	10	12	
<b>TOTAL LIMOGES</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>11</b>	<b>11</b>	
LINZ																		
	STANSTED	RYANAIR	S	A	12	0	0	83	17	0	0	0	0	7	88	11	16	
	STANSTED	RYANAIR	S	D	12	0	0	75	25	0	0	0	0	7	94	7	16	
<b>TOTAL LINZ</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>9</b>	<b>9</b>	
LISBON																		
	GATWICK	AIR PORTUGAL	S	A	46	0	0	100	0	0	0	0	0	1	100	3	12	
	GATWICK	AIR PORTUGAL	S	D	46	0	0	100	0	0	0	0	0	1	100	5	12	
	HEATHROW	AIR PORTUGAL	S	A	149	0	1	84	11	4	1	0	0	6	77	13	151	
	HEATHROW	AIR PORTUGAL	S	D	149	0	1	79	12	7	1	0	0	8	69	17	151	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	84	0	0	75	13	8	4	0	0	12	70	15	84	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	84	0	0	79	14	7	0	0	0	7	70	17	84	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	34	0	0	56	35	3	3	3	0	23	44	38	27	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	34	0	0	85	9	0	3	3	0	16	63	30	27	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	25	0	0	72	8	16	4	0	0	17	57	31	28	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	25	0	0	80	16	4	0	0	0	10	32	33	28	
	GLASGOW	MONARCH AIRLINES	C	A	2	0	0	0	50	50	0	0	0	34	0	0	0	
	GLASGOW	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	10	0	0	0	
<b>TOTAL LISBON</b>					<b>686</b>	<b>4</b>	<b>2</b>	<b>81</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>18</b>	<b>18</b>	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							FEB 2010				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
LIVERPOOL (JOHN LENNON)																		
LJUBLJANA																		
	GATWICK	ADRIA AIRWAYS	S	A	19	0	0	89	5	5	0	0	0	7	83	11	24	
	GATWICK	ADRIA AIRWAYS	S	D	19	0	0	84	5	11	0	0	0	6	50	16	24	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	78	13	4	4	0	0	11	68	10	22	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	91	4	4	0	0	0	6	82	7	22	
<b>TOTAL LJUBLJANA</b>					<b>84</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>71</b>	<b>11</b>	<b>11</b>	
LODZ LUBLINEK																		
	EDINBURGH	RYANAIR	S	A	8	0	0	50	38	0	13	0	0	29	75	12	8	
	EDINBURGH	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	3	88	9	8	
	STANSTED	RYANAIR	S	A	20	0	0	100	0	0	0	0	0	0	90	4	20	
	STANSTED	RYANAIR	S	D	20	0	0	100	0	0	0	0	0	3	75	11	20	
<b>TOTAL LODZ LUBLINEK</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>8</b>	<b>8</b>	
LONDON CITY																		
	EDINBURGH	BA CITYFLYER LTD	S	A	156	0	0	93	3	2	2	0	0	5	77	12	139	
	EDINBURGH	BA CITYFLYER LTD	S	D	155	0	0	90	5	5	1	0	0	5	82	12	141	
	GLASGOW	BA CITYFLYER LTD	S	A	82	0	0	85	5	1	9	0	0	11	81	11	80	
	GLASGOW	BA CITYFLYER LTD	S	D	82	0	0	90	5	1	4	0	0	5	78	8	82	
	EDINBURGH	CITY JET	S	A	59	0	0	83	8	7	2	0	0	8	83	9	146	
	EDINBURGH	CITY JET	S	D	59	0	0	76	17	5	2	0	0	10	88	7	148	
<b>TOTAL LONDON CITY</b>					<b>594</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>10</b>	<b>10</b>	
LOS ANGELES INTERNATIONAL																		
	HEATHROW	AMERICAN AIRLINES	S	A	28	0	0	82	14	4	0	0	0	6	32	23	28	
	HEATHROW	AMERICAN AIRLINES	S	D	28	0	0	82	7	7	4	0	0	9	79	11	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	75	0	0	63	17	13	7	0	0	18	25	34	63	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	74	0	0	61	27	9	3	0	0	16	34	26	64	
	HEATHROW	UNITED AIRLINES	S	A	25	0	0	88	12	0	0	0	0	4	57	16	28	
	HEATHROW	UNITED AIRLINES	S	D	25	0	0	92	0	0	8	0	0	8	89	10	27	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	49	0	0	94	2	2	2	0	0	5	54	17	28	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	50	0	0	78	16	6	0	0	0	8	39	21	28	
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>355</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>46</b>	<b>22</b>	<b>22</b>	
LUANDA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	8	0	0	100	0	0	0	0	0	0	88	10	8	



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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
LUANDA	HEATHROW	BRITISH AIRWAYS PLC	S	D	8	0	0	88	13	0	0	0	0	7	63	14	8
<b>TOTAL LUANDA</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>12</b>	<b>12</b>
LUBECK	STANSTED	RYANAIR	S	A	28	0	0	89	4	4	0	4	0	14	84	8	44
	STANSTED	RYANAIR	S	D	28	0	0	93	4	4	0	0	0	4	89	5	44
<b>TOTAL LUBECK</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>7</b>	<b>7</b>
LULEA	HEATHROW	SAS	S	A	4	0	0	0	75	0	25	0	0	37	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>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>44</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
LUSAKA	HEATHROW	BRITISH AIRWAYS PLC	S	A	12	0	0	100	0	0	0	0	0	2	83	13	12
	HEATHROW	BRITISH AIRWAYS PLC	S	D	12	0	0	83	17	0	0	0	0	6	92	7	12
<b>TOTAL LUSAKA</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>10</b>	<b>10</b>
LUTON	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	80	0	0	75	13	11	1	0	0	10	75	20	79
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	80	0	0	78	8	8	5	3	0	15	81	15	79
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	96	0	0	86	7	3	3	0	0	8	87	12	95
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	96	0	0	84	9	3	3	0	0	8	91	10	96
<b>TOTAL LUTON</b>					<b>355</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>14</b>	<b>14</b>
LUXEMBOURG	GATWICK	BRITISH AIRWAYS PLC	S	A	44	0	0	75	14	7	5	0	0	13	80	16	44
	GATWICK	BRITISH AIRWAYS PLC	S	D	44	0	0	77	16	5	2	0	0	10	91	4	44
	LONDON CITY	LUXAIR	S	A	96	0	0	79	13	5	3	0	0	12	78	12	92
	LONDON CITY	LUXAIR	S	D	95	0	0	83	12	1	3	1	0	11	77	13	92
	LONDON CITY	VLM (BELGIUM)	S	A	70	0	0	90	4	0	3	3	0	11	69	23	71
	LONDON CITY	VLM (BELGIUM)	S	D	71	0	0	86	7	0	4	3	0	13	56	21	72
<b>TOTAL LUXEMBOURG</b>					<b>421</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>15</b>	<b>15</b>
LUXOR	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	5	0	0	80	20	0	0	0	0	3	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	5	0	0	60	20	20	0	0	0	13	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	0	0	50	0	96	50	31	4

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
LUXOR	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	50	0	0	0	30	100	1	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	2	0	0	50	50	0	0	0	0	10	0	0	0	
<b>TOTAL LUXOR</b>					<b>28</b>	<b>0</b>	<b>5</b>	<b>71</b>	<b>11</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>18</b>	<b>56</b>	<b>24</b>	<b>24</b>	
LYON	GATWICK	BMI BRITISH MIDLAND	C	A	4	0	0	50	50	0	0	0	0	13	0	0	0	
	GATWICK	BMI BRITISH MIDLAND	C	D	4	0	0	50	50	0	0	0	0	15	0	0	0	
	MANCHESTER	BMI REGIONAL	S	A	23	0	0	83	0	9	9	0	0	13	67	22	18	
	MANCHESTER	BMI REGIONAL	S	D	23	0	0	87	4	0	9	0	0	9	78	13	18	
	BIRMINGHAM	BRIT AIR	S	A	43	0	0	91	7	2	0	0	0	5	75	13	40	
	BIRMINGHAM	BRIT AIR	S	D	43	0	0	98	2	0	0	0	0	2	70	21	40	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	84	0	0	88	8	4	0	0	0	5	77	14	82	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	84	0	0	85	12	0	4	0	0	7	82	8	82	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	83	8	8	0	0	0	5	67	27	12	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	83	8	8	0	0	0	7	67	24	12	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	54	0	0	70	20	7	2	0	0	12	38	50	52	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	54	0	0	72	19	7	2	0	0	11	50	34	54	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	87	10	3	0	0	0	6	53	39	36	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	84	16	0	0	0	0	6	69	17	36	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	25	25	0	0	0	17	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0	
<b>TOTAL LYON</b>					<b>510</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>67</b>	<b>22</b>	<b>22</b>	
LYON(BRON)																		

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							FEB 2010				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
MAASTRICHT																		
MADRID																		
	GATWICK	AIR EUROPA	S	A	53	0	0	85	9	4	2	0	0	8	76	14	49	
	GATWICK	AIR EUROPA	S	D	53	0	0	83	11	0	6	0	0	10	69	20	49	
	LONDON CITY	BA CITYFLYER LTD	S	A	44	0	0	86	9	5	0	0	0	5	83	9	40	
	LONDON CITY	BA CITYFLYER LTD	S	D	44	0	0	68	18	11	2	0	0	14	40	32	40	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	140	0	0	66	19	11	4	0	0	16	71	19	140	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	140	0	0	78	11	8	4	0	0	11	74	15	140	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	25	0	0	72	4	16	8	0	0	21	46	45	26	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	25	0	0	80	8	8	4	0	0	13	35	58	26	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	104	0	0	56	16	18	6	3	1	31	39	45	103	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	104	0	0	63	16	12	8	2	0	23	39	37	103	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	61	0	0	67	13	15	5	0	0	15	56	27	70	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	61	0	0	80	11	7	2	0	0	9	56	24	72	
	HEATHROW	IBERIA	S	A	218	0	4	56	22	16	6	0	0	19	67	16	220	
	HEATHROW	IBERIA	S	D	217	0	5	61	19	13	7	0	0	18	62	18	221	
	GATWICK	RYANAIR	S	A	56	0	0	91	7	2	0	0	0	5	64	18	28	
	GATWICK	RYANAIR	S	D	56	0	0	82	13	4	2	0	0	8	50	27	28	
	STANSTED	RYANAIR	S	A	56	0	0	66	18	16	0	0	0	12	57	20	56	
	STANSTED	RYANAIR	S	D	56	0	0	57	20	21	2	0	0	19	39	35	56	
<b>TOTAL MADRID</b>					<b>1516</b>	<b>1</b>	<b>9</b>	<b>68</b>	<b>16</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>59</b>	<b>24</b>	<b>24</b>	
MAHON																		
	LUTON	MONARCH AIRLINES	S	A	4	0	0	75	25	0	0	0	0	5	75	31	4	
	LUTON	MONARCH AIRLINES	S	D	4	0	0	75	25	0	0	0	0	9	75	26	4	
<b>TOTAL MAHON</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>28</b>	<b>28</b>	
MALAGA																		
	GATWICK	AER LINGUS	S	A	44	0	0	89	2	5	5	0	0	10	74	12	54	
	GATWICK	AER LINGUS	S	D	44	0	0	86	5	5	5	0	0	11	72	12	54	
	BIRMINGHAM	BMIBABY LTD	S	A	7	0	0	100	0	0	0	0	0	1	78	12	9	
	BIRMINGHAM	BMIBABY LTD	S	D	7	0	0	86	14	0	0	0	0	5	67	13	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	57	0	0	81	9	9	2	0	0	9	69	23	54	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	84	11	5	0	0	0	6	75	15	52	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	81	0	0	72	14	11	2	1	0	16	65	26	96	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	81	0	0	77	14	7	2	0	0	11	67	26	96	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							FEB 2010				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
MALAGA																		
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	87	13	0	0	0	0	4	75	17	16	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	100	0	0	0	0	0	3	88	10	16	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	19	0	0	63	26	11	0	0	0	16	74	15	19	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	19	0	0	74	11	16	0	0	0	14	63	18	19	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	20	1	0	85	15	0	0	0	0	6	75	22	20	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	20	0	0	95	5	0	0	0	0	2	65	23	20	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	20	0	0	85	10	0	5	0	0	9	61	26	28	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	20	0	0	90	10	0	0	0	0	5	68	23	28	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	73	27	0	0	0	0	8	52	42	31	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	93	7	0	0	0	0	3	52	36	31	
	BIRMINGHAM	MONARCH AIRLINES	S	A	19	0	0	100	0	0	0	0	0	2	64	23	14	
	BIRMINGHAM	MONARCH AIRLINES	S	D	19	0	0	95	5	0	0	0	0	2	79	18	14	
	GATWICK	MONARCH AIRLINES	S	A	22	0	0	27	41	23	5	0	5	40	40	26	15	
	GATWICK	MONARCH AIRLINES	S	D	22	0	0	91	0	0	5	5	0	22	73	12	15	
	LUTON	MONARCH AIRLINES	S	A	13	0	0	92	8	0	0	0	0	7	38	51	8	
	LUTON	MONARCH AIRLINES	S	D	13	0	0	85	8	8	0	0	0	9	63	10	8	
	MANCHESTER	MONARCH AIRLINES	S	A	37	0	0	65	24	8	3	0	0	14	71	23	24	
	MANCHESTER	MONARCH AIRLINES	S	D	37	0	0	95	0	3	3	0	0	5	75	20	24	
	BIRMINGHAM	RYANAIR	S	A	12	0	0	83	0	17	0	0	0	9	94	3	16	
	BIRMINGHAM	RYANAIR	S	D	12	0	0	100	0	0	0	0	0	4	75	9	16	
	EDINBURGH	RYANAIR	S	A	16	0	0	69	25	6	0	0	0	9	67	23	12	
	EDINBURGH	RYANAIR	S	D	16	0	0	88	6	6	0	0	0	5	92	8	12	
	STANSTED	RYANAIR	S	A	28	0	0	79	14	7	0	0	0	11	64	16	28	
	STANSTED	RYANAIR	S	D	28	0	0	100	0	0	0	0	0	2	86	6	28	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	10	67	97	3	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	67	82	3	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	7	75	26	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	31	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	0	100	1	12	
	GATWICK	THOMSON AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	4	83	13	12	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	8	0	0	75	13	0	0	13	0	36	67	30	12	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	8	0	0	75	0	13	0	13	0	44	58	35	12	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	0	4	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE										FEB 2010			
			CHARTER/ SCHED	ARR/ DEP	MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)												
MALAGA	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	100	3	4
<b>TOTAL MALAGA</b>					<b>952</b>	<b>3</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>21</b>	<b>21</b>	
MALE INTERNATIONAL	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	0	67	25	8	0	0	0	11	17	33	12	
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	92	8	0	0	0	0	5	92	4	12	
	GATWICK	THOMSON AIRWAYS LTD	C	A	7	0	0	29	29	43	0	0	0	22	50	28	6	
	GATWICK	THOMSON AIRWAYS LTD	C	D	8	0	0	75	13	13	0	0	0	13	50	29	6	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	25	25	25	25	0	0	34	67	8	3	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	50	0	25	25	0	0	39	50	14	4	
<b>TOTAL MALE INTERNATIONAL</b>					<b>47</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>17</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>45</b>	<b>27</b>	<b>27</b>	
MALMO					<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>130</b>	<b>130</b>	
MALTA	BIRMINGHAM	AIR MALTA	S	A	8	0	0	100	0	0	0	0	0	3	75	12	8	
	BIRMINGHAM	AIR MALTA	S	D	8	0	0	75	25	0	0	0	0	5	0	44	8	
	GATWICK	AIR MALTA	S	A	28	0	0	89	11	0	0	0	0	3	91	5	32	
	GATWICK	AIR MALTA	S	D	28	0	0	89	7	4	0	0	0	5	91	5	32	
	HEATHROW	AIR MALTA	S	A	56	0	0	79	4	14	4	0	0	11	91	4	56	
	HEATHROW	AIR MALTA	S	D	56	0	0	59	25	11	5	0	0	16	70	12	56	
	MANCHESTER	AIR MALTA	S	A	16	0	0	81	19	0	0	0	0	4	85	5	20	
	MANCHESTER	AIR MALTA	S	D	16	0	0	100	0	0	0	0	0	3	80	9	20	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	77	12	4	4	4	0	21	48	40	27	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	69	19	8	4	0	0	15	19	40	27	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	75	8	8	8	0	0	16	64	19	11	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	92	0	0	8	0	0	9	91	4	11	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	75	13	0	13	0	0	16	88	9	8	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	63	25	0	13	0	0	25	88	11	8	
	BIRMINGHAM	RYANAIR	S	A	8	0	0	75	13	13	0	0	0	10	0	0	0	
	BIRMINGHAM	RYANAIR	S	D	8	0	0	88	13	0	0	0	0	9	0	0	0	
	EDINBURGH	RYANAIR	S	A	8	0	0	88	0	0	13	0	0	11	50	16	8	
	EDINBURGH	RYANAIR	S	D	8	0	0	75	25	0	0	0	0	9	50	21	8	
	LUTON	RYANAIR	S	A	12	0	0	92	8	0	0	0	0	5	75	24	20	
	LUTON	RYANAIR	S	D	12	0	0	100	0	0	0	0	0	5	60	27	20	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
MALTA																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	41	75	10	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	50	25	0	0	25	0	52	75	13	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	26	50	21	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	75	18	4	
<b>TOTAL MALTA</b>					<b>386</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>15</b>	<b>15</b>	
MANCHESTER																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	169	0	0	82	7	6	5	0	0	11	89	6	237	
	HEATHROW	BMI BRITISH MIDLAND	S	D	167	0	0	80	8	5	6	1	0	13	91	6	235	
	EDINBURGH	BMI REGIONAL	S	A	105	0	0	91	1	2	6	0	0	7	92	9	109	
	EDINBURGH	BMI REGIONAL	S	D	106	0	0	92	0	4	5	0	0	7	89	9	111	
	GATWICK	BRITISH AIRWAYS PLC	S	A	111	0	0	85	7	7	1	0	0	8	86	12	139	
	GATWICK	BRITISH AIRWAYS PLC	S	D	112	0	0	93	5	0	2	0	0	4	90	5	139	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	223	0	0	81	5	9	5	0	0	11	82	10	185	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	224	0	0	86	7	5	2	0	0	6	89	6	186	
	EDINBURGH	FLYBE LTD	S	A	65	0	1	85	6	5	5	0	0	10	83	13	84	
	EDINBURGH	FLYBE LTD	S	D	65	0	1	92	8	0	0	0	0	3	82	18	88	
	GLASGOW	FLYBE LTD	S	A	51	0	1	82	10	2	4	2	0	12	73	21	81	
	GLASGOW	FLYBE LTD	S	D	51	0	1	84	4	8	4	0	0	10	73	13	83	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	0	25	50	25	0	0	44	0	0	0	
<b>TOTAL MANCHESTER</b>					<b>1457</b>	<b>5</b>	<b>4</b>	<b>85</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>10</b>	<b>10</b>	
MANSTON (KENT INT)																		
	EDINBURGH	FLYBE LTD	S	A	23	0	0	96	4	0	0	0	0	2	0	0	0	
	EDINBURGH	FLYBE LTD	S	D	23	0	0	91	4	4	0	0	0	5	0	0	0	
	MANCHESTER	FLYBE LTD	S	A	16	0	0	94	0	6	0	0	0	5	0	0	0	
	MANCHESTER	FLYBE LTD	S	D	16	0	0	94	0	6	0	0	0	4	0	0	0	
<b>TOTAL MANSTON (KENT INT)</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	
MARRAKESH																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	52	0	0	83	13	2	2	0	0	7	76	25	54	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	52	0	0	85	13	2	0	0	0	6	65	23	55	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	11	0	0	55	36	9	0	0	0	15	73	8	11	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	11	0	0	100	0	0	0	0	0	2	42	21	12	
	GATWICK	ROYAL AIR MAROC	S	A	17	0	0	88	6	0	0	0	6	29	100	1	14	
	GATWICK	ROYAL AIR MAROC	S	D	17	0	0	88	6	0	0	0	6	29	100	2	14	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							FEB 2010			
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
MARRAKESH	HEATHROW	ROYAL AIR MAROC	S	A	28	0	0	43	29	7	21	0	0	28	70	18	27
	HEATHROW	ROYAL AIR MAROC	S	D	28	0	0	61	11	25	4	0	0	21	64	20	25
	EDINBURGH	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	0	0	0	0
	EDINBURGH	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	1	0	0	0
	LUTON	RYANAIR	S	A	12	0	0	83	8	8	0	0	0	7	56	28	16
	LUTON	RYANAIR	S	D	12	0	0	92	8	0	0	0	0	6	75	17	16
	GATWICK	THOMSON AIRWAYS LTD	S	A	8	0	0	88	0	0	13	0	0	11	100	0	8
	GATWICK	THOMSON AIRWAYS LTD	S	D	8	0	0	88	0	0	13	0	0	14	88	5	8
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	8	0	0	75	13	0	0	13	0	28	88	3	8
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	8	0	0	88	0	0	0	13	0	29	75	78	8
<b>TOTAL MARRAKESH</b>					<b>288</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>14</b>	<b>73</b>	<b>19</b>	<b>19</b>
MARSA ALAM	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	3	0	0	0
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL MARSA ALAM</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>12</b>	<b>12</b>
MARSEILLE	GATWICK	BRITISH AIRWAYS PLC	S	A	48	0	0	85	6	6	2	0	0	9	51	34	39
	GATWICK	BRITISH AIRWAYS PLC	S	D	48	0	0	92	6	0	2	0	0	4	67	24	39
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	28	0	0	75	7	14	0	4	0	18	71	36	28
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	28	0	0	82	11	7	0	0	0	6	68	34	28
	MANCHESTER	MONARCH AIRLINES	C	A	2	0	0	0	0	0	100	0	0	124	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0
	STANSTED	RYANAIR	S	A	24	0	0	92	4	4	0	0	0	4	82	36	28
	STANSTED	RYANAIR	S	D	24	0	0	88	4	4	4	0	0	8	75	26	28
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	0	0	0	100	0	0	130	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	10	0	0	0
<b>TOTAL MARSEILLE</b>					<b>210</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>68</b>	<b>31</b>	<b>31</b>
MAURITIUS	HEATHROW	AIR MAURITIUS LTD	S	A	20	0	0	40	30	5	20	5	0	45	67	22	12
	HEATHROW	AIR MAURITIUS LTD	S	D	20	0	0	45	25	10	15	5	0	45	50	21	12
	HEATHROW	BRITISH AIRWAYS PLC	S	A	12	0	0	100	0	0	0	0	0	3	67	13	12

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2010			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MAURITIUS	HEATHROW	BRITISH AIRWAYS PLC	S	D	12	0	0	92	8	0	0	0	0	7	42	15	12
<b>TOTAL MAURITIUS</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>5</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>30</b>	<b>58</b>	<b>21</b>	<b>21</b>
MELBOURNE	HEATHROW	QANTAS	S	A	54	0	0	80	13	2	6	0	0	9	65	20	48
	HEATHROW	QANTAS	S	D	52	0	0	85	12	0	2	2	0	12	78	10	49
<b>TOTAL MELBOURNE</b>					<b>106</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>15</b>	<b>15</b>
MEMMINGEN ALLGAU	EDINBURGH	RYANAIR	S	A	12	0	0	92	8	0	0	0	0	3	58	16	12
	EDINBURGH	RYANAIR	S	D	12	0	0	100	0	0	0	0	0	2	42	30	12
	STANSTED	RYANAIR	S	A	30	0	0	70	30	0	0	0	0	6	4	43	28
	STANSTED	RYANAIR	S	D	30	0	0	73	27	0	0	0	0	7	68	11	28
<b>TOTAL MEMMINGEN ALLGAU</b>					<b>84</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>40</b>	<b>26</b>	<b>26</b>
MEXICO CITY	HEATHROW	BRITISH AIRWAYS PLC	S	A	12	0	0	67	17	8	0	0	8	130	67	62	12
	HEATHROW	BRITISH AIRWAYS PLC	S	D	12	0	0	42	42	17	0	0	0	18	50	57	12
<b>TOTAL MEXICO CITY</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>29</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>74</b>	<b>74</b>	<b>32</b>	<b>32</b>
MIAMI INTERNATIONAL	HEATHROW	AMERICAN AIRLINES	S	A	40	0	0	78	15	5	0	0	3	27	75	20	40
	HEATHROW	AMERICAN AIRLINES	S	D	40	0	0	78	15	3	3	3	0	13	60	20	40
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	84	4	5	4	4	0	16	91	8	56
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	77	9	9	4	2	0	16	55	19	56
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	28	0	0	96	4	0	0	0	0	2	75	20	28
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	28	0	0	68	25	4	4	0	0	12	46	26	28
<b>TOTAL MIAMI INTERNATIONAL</b>					<b>248</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>18</b>	<b>18</b>
MILAN (LINATE)	HEATHROW	ALITALIA (CAI)	S	A	120	0	1	85	6	8	1	0	0	7	75	15	122
	HEATHROW	ALITALIA (CAI)	S	D	121	0	0	87	6	7	1	0	0	7	69	18	122
	HEATHROW	BRITISH AIRWAYS PLC	S	A	150	0	1	83	9	5	4	0	0	9	78	11	137
	HEATHROW	BRITISH AIRWAYS PLC	S	D	151	0	0	87	6	5	2	0	0	6	78	11	137
	LONDON CITY	CITY JET	S	A	43	0	0	93	5	2	0	0	0	4	74	17	42
	LONDON CITY	CITY JET	S	D	43	0	0	86	7	2	5	0	0	8	68	16	44
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	39	0	0	67	26	3	5	0	0	15	43	30	28



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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2010			
					39	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	39	0	0	82	8	8	3	0	0	11	71	13	28
<b>TOTAL MILAN (LINATE)</b>					<b>706</b>	<b>4</b>	<b>2</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>15</b>	<b>15</b>
MILAN (MALPENSA)	HEATHROW	BRITISH AIRWAYS PLC	S	A	103	0	0	85	5	7	3	0	0	8	71	14	90
	HEATHROW	BRITISH AIRWAYS PLC	S	D	103	0	0	88	5	3	4	0	0	6	83	9	90
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	20	0	0	50	20	10	15	5	0	31	39	37	18
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	20	0	0	50	15	15	15	5	0	34	39	53	18
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	104	0	0	78	12	3	6	2	0	17	61	33	104
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	104	0	0	86	6	6	3	0	0	10	61	25	102
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	35	0	0	74	11	6	9	0	0	15	53	32	47
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	35	0	0	86	6	6	3	0	0	9	63	22	48
	BIRMINGHAM	FLYBE LTD	S	A	20	0	0	85	10	5	0	0	0	6	71	27	24
	BIRMINGHAM	FLYBE LTD	S	D	20	0	0	65	30	5	0	0	0	11	75	15	24
	MANCHESTER	FLYBE LTD	S	A	28	0	0	68	11	18	4	0	0	15	46	28	28
	MANCHESTER	FLYBE LTD	S	D	28	0	0	100	0	0	0	0	0	3	64	18	28
	HEATHROW	LUFTHANSA	S	A	131	0	0	60	23	13	5	0	0	16	47	25	158
	HEATHROW	LUFTHANSA	S	D	131	0	0	69	18	10	3	0	0	12	63	16	157
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	3	0	0	0	0	33	67	0	0	72	0	0	0
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>					<b>888</b>	<b>2</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>61</b>	<b>23</b>	<b>23</b>
MINNEAPOLIS-ST PAUL	HEATHROW	DELTA AIRLINES	S	A	25	0	3	84	4	8	0	4	0	21	50	20	20
	HEATHROW	DELTA AIRLINES	S	D	25	0	2	92	4	0	0	4	0	9	70	14	20
<b>TOTAL MINNEAPOLIS-ST PAUL</b>					<b>50</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>15</b>	<b>60</b>	<b>17</b>	<b>17</b>
MINSK INT'L	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	A	12	0	0	42	42	17	0	0	0	17	58	17	12
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	D	12	0	0	83	8	8	0	0	0	5	92	6	12
<b>TOTAL MINSK INT'L</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>11</b>	<b>11</b>
MOMBASA	GATWICK	MONARCH AIRLINES	C	A	6	0	0	17	17	33	33	0	0	44	0	121	4
	GATWICK	MONARCH AIRLINES	C	D	6	0	0	50	17	17	17	0	0	33	0	76	4

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MOMBASA																	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	0	25	50	25	0	0	55	0	108	4
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	50	0	50	0	0	0	23	60	34	5
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	25	50	25	0	0	0	19	50	14	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	11	75	15	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	10	0	0	0
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	19	0	0	0
<b>TOTAL MOMBASA</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>19</b>	<b>28</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>32</b>	<b>60</b>	<b>60</b>
MONASTIR																	
MONTEGO BAY																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	75	13	13	0	0	0	8	50	15	8
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	75	13	13	0	0	0	12	88	4	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	50	0	0	0	17	50	89	6
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	7	50	84	6
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	33	104	6	6
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	5	17	107	6
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	67	22	0	0	0	11	49	50	38	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	78	0	11	0	0	11	61	75	30	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	40	0	20	40	0	0	57	100	6	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	1	0	40	0	0	40	20	0	83	50	19	4
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	0	0	88	13	0	0	0	0	8	38	47	8
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	0	63	25	13	0	0	0	15	13	65	8
<b>TOTAL MONTEGO BAY</b>					<b>70</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>10</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>30</b>	<b>53</b>	<b>48</b>	<b>48</b>
MONTPELLIER																	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	78	22	0	0	0	0	8	50	42	20
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	89	11	0	0	0	0	6	45	40	20
<b>TOTAL MONTPELLIER</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>46</b>	<b>41</b>	<b>41</b>
MONTREAL (DORVAL)																	
	HEATHROW	AIR CANADA	S	A	27	0	0	59	26	7	7	0	0	17	14	52	28
	HEATHROW	AIR CANADA	S	D	28	0	0	93	0	4	4	0	0	6	68	20	28
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	68	18	11	0	4	0	18	46	26	28
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	93	7	0	0	0	0	5	68	12	28
<b>TOTAL MONTREAL (DORVAL)</b>					<b>111</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>11</b>	<b>49</b>	<b>27</b>	<b>27</b>

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
MOSCOW (DOMODEDOVO)																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	56	0	0	75	16	9	0	0	0	9	87	5	53	
	HEATHROW	BMI BRITISH MIDLAND	S	D	56	0	0	88	4	7	2	0	0	7	94	3	53	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	84	0	0	77	13	10	0	0	0	8	83	10	65	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	84	0	0	85	14	1	0	0	0	6	91	8	65	
	HEATHROW	TRANSAERO AIRLINES	S	A	56	0	0	59	14	18	9	0	0	22	63	22	49	
	HEATHROW	TRANSAERO AIRLINES	S	D	56	0	0	66	11	20	2	2	0	20	71	15	49	
<b>TOTAL MOSCOW (DOMODEDOVO)</b>					<b>393</b>	<b>2</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>10</b>	<b>10</b>	
MOSCOW (SHEREMETYEVO)																		
	HEATHROW	AEROFLOT	S	A	72	0	0	69	15	13	3	0	0	13	50	22	68	
	HEATHROW	AEROFLOT	S	D	72	0	0	85	11	4	0	0	0	7	68	11	68	
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>					<b>144</b>	<b>2</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>59</b>	<b>16</b>	<b>16</b>	
MOSCOW (VNUKOVO)																		
MULHOUSE HABSHEIM																		
MUMBAI																		
	HEATHROW	AIR INDIA	S	A	28	0	0	25	32	29	11	4	0	41	21	32	28	
	HEATHROW	AIR INDIA	S	D	28	0	0	64	14	11	11	0	0	23	57	19	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	55	13	20	13	0	0	24	88	5	56	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	89	4	5	2	0	0	8	75	10	56	
	HEATHROW	JET AIRWAYS	S	A	56	0	0	32	32	18	14	4	0	37	68	13	56	
	HEATHROW	JET AIRWAYS	S	D	56	0	0	70	16	9	5	0	0	16	73	11	56	
	HEATHROW	KINGFISHER AIRLINES	S	A	28	0	0	61	25	14	0	0	0	15	68	9	28	
	HEATHROW	KINGFISHER AIRLINES	S	D	28	0	0	96	4	0	0	0	0	1	75	9	28	
<b>TOTAL MUMBAI</b>					<b>336</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>17</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>69</b>	<b>12</b>	<b>12</b>	
MUNICH																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	180	0	0	80	8	9	3	0	0	9	73	20	176	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	180	0	0	88	4	7	1	0	0	6	77	11	176	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	19	0	0	79	5	11	5	0	0	11	48	43	23	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	19	0	0	79	16	0	5	0	0	11	57	29	23	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	68	0	0	71	19	6	4	0	0	14	47	33	77	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	68	0	0	75	21	4	0	0	0	9	62	22	79	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	25	0	0	68	28	4	0	0	0	12	31	61	16	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	25	0	0	84	12	4	0	0	0	7	40	37	15	

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

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MUNICH	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	48	0	0	77	6	15	2	0	0	12	40	34	53
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	48	0	0	81	6	6	6	0	0	11	55	29	55
	BIRMINGHAM	LUFTHANSA	S	D	2	0	0	100	0	0	0	0	0	1	25	59	4
	HEATHROW	LUFTHANSA	S	A	196	0	0	71	15	11	3	0	0	13	67	18	207
	HEATHROW	LUFTHANSA	S	D	196	0	0	78	10	10	2	0	0	9	63	19	209
	MANCHESTER	LUFTHANSA	S	A	80	0	0	66	20	9	5	0	0	14	63	21	73
	MANCHESTER	LUFTHANSA	S	D	80	0	0	81	11	4	4	0	0	10	63	19	72
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	74	0	0	82	11	3	4	0	0	8	69	20	70
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	73	0	0	78	5	15	1	0	0	13	54	23	70
	LONDON CITY	LUFTHANSA CITY LINE	S	A	36	0	0	78	14	6	3	0	0	11	75	15	36
	LONDON CITY	LUFTHANSA CITY LINE	S	D	36	0	0	72	11	11	6	0	0	16	56	20	36
<b>TOTAL MUNICH</b>					<b>1456</b>	<b>3</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>64</b>	<b>21</b>	<b>21</b>
MUNSTER-OSNABRUCK	STANSTED	AIR BERLIN	S	A	51	0	1	94	0	2	4	0	0	5	82	12	51
	STANSTED	AIR BERLIN	S	D	50	0	2	96	4	0	0	0	0	2	86	13	51
<b>TOTAL MUNSTER-OSNABRUCK</b>					<b>101</b>	<b>0</b>	<b>3</b>	<b>95</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>12</b>	<b>12</b>
MURCIA SAN JAVIER	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	20	0	0	85	10	5	0	0	0	10	64	25	22
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	20	0	0	85	15	0	0	0	0	11	45	26	22
	MANCHESTER	JET2.COM LTD	S	A	9	0	0	22	56	11	11	0	0	29	0	0	0
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	78	11	11	0	0	0	12	0	0	0
	NEWCASTLE	JET2.COM LTD	S	A	8	0	0	63	0	25	0	0	13	190	0	0	0
	NEWCASTLE	JET2.COM LTD	S	D	8	0	0	50	25	13	13	0	0	23	0	0	0
	STANSTED	RYANAIR	S	A	12	0	0	92	0	8	0	0	0	3	92	12	12
	STANSTED	RYANAIR	S	D	12	0	0	92	8	0	0	0	0	3	83	17	12
<b>TOTAL MURCIA SAN JAVIER</b>					<b>98</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>26</b>	<b>65</b>	<b>29</b>	<b>29</b>
MUSCAT	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	86	11	4	0	0	0	7	93	7	28
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	75	14	7	4	0	0	10	68	16	28
	HEATHROW	OMAN AIR	S	A	28	0	0	71	14	14	0	0	0	12	96	3	28
	HEATHROW	OMAN AIR	S	D	28	0	0	96	4	0	0	0	0	2	93	2	28
<b>TOTAL MUSCAT</b>					<b>112</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>7</b>	<b>7</b>

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2010				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
NAIROBI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	86	11	0	4	0	0	6	64	20	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	82	18	0	0	0	0	7	64	12	28	
	HEATHROW	KENYA AIRWAYS	S	A	36	0	0	83	0	8	6	3	0	16	63	64	32	
	HEATHROW	KENYA AIRWAYS	S	D	36	0	0	89	8	3	0	0	0	5	74	61	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	24	0	0	96	4	0	0	0	0	1	83	7	23	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	24	0	0	88	8	4	0	0	0	5	70	18	23	
<b>TOTAL NAIROBI</b>					<b>176</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>69</b>	<b>33</b>	<b>33</b>	
NANTES																		
	GATWICK	FLYBE LTD	S	A	21	0	0	81	10	5	5	0	0	10	0	0	0	
	GATWICK	FLYBE LTD	S	D	21	0	0	71	5	14	10	0	0	17	0	0	0	
	MANCHESTER	FLYBE LTD	S	A	16	0	0	50	31	13	6	0	0	20	0	0	0	
	MANCHESTER	FLYBE LTD	S	D	16	0	0	81	0	19	0	0	0	13	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	A	47	0	0	87	2	9	2	0	0	8	80	11	46	
	LONDON CITY	VLM (BELGIUM)	S	D	48	0	0	92	2	4	0	2	0	8	73	13	48	
<b>TOTAL NANTES</b>					<b>169</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>12</b>	<b>12</b>	
NAPLES																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	54	0	1	94	4	2	0	0	0	3	76	14	46	
	GATWICK	BRITISH AIRWAYS PLC	S	D	56	0	0	86	13	0	2	0	0	5	72	11	46	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	28	0	0	82	18	0	0	0	0	7	61	18	28	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	28	0	0	86	7	7	0	0	0	7	61	14	28	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	43	23	23	10	0	0	22	41	28	27	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	80	13	7	0	0	0	9	52	21	27	
<b>TOTAL NAPLES</b>					<b>230</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>63</b>	<b>17</b>	<b>17</b>	
NEW YORK (JF KENNEDY)																		
	HEATHROW	AMERICAN AIRLINES	S	A	129	0	0	79	5	12	2	2	0	14	59	30	96	
	HEATHROW	AMERICAN AIRLINES	S	D	129	0	0	88	6	3	2	0	0	8	74	11	96	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	184	0	0	88	5	4	2	1	0	8	67	20	157	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	184	0	0	79	11	4	5	1	1	15	56	18	157	
	LONDON CITY	BRITISH AIRWAYS PLC	S	A	43	0	1	98	0	2	0	0	0	1	83	7	41	
	LONDON CITY	BRITISH AIRWAYS PLC	S	D	43	0	1	100	0	0	0	0	0	0	98	1	41	
	HEATHROW	DELTA AIRLINES	S	A	83	0	0	94	2	2	1	0	0	3	30	42	53	
	HEATHROW	DELTA AIRLINES	S	D	82	0	2	84	10	5	1	0	0	7	88	7	52	
	MANCHESTER	DELTA AIRLINES	S	A	20	0	0	85	10	0	5	0	0	11	0	0	0	

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					FEB 2010					
					Actual (7)	Plan (8)		16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
NEW YORK (JF KENNEDY)																		
	MANCHESTER	DELTA AIRLINES	S	D	20	0	0	95	0	0	5	0	0	10	0	0	0	0
	HEATHROW	KUWAIT AIRWAYS	S	A	12	0	0	83	0	8	8	0	0	9	75	36	12	
	HEATHROW	KUWAIT AIRWAYS	S	D	12	0	0	17	17	50	17	0	0	39	17	37	12	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	11	0	0	27	27	9	27	9	0	57	0	72	8	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	75	0	0	91	1	4	4	0	0	6	53	22	75	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	75	0	0	76	12	8	4	0	0	12	63	15	75	
<b>TOTAL NEW YORK (JF KENNEDY)</b>					<b>1102</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>63</b>	<b>20</b>	<b>20</b>	
NEW YORK (NEWARK)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	80	0	0	91	6	1	0	1	0	6	87	33	54	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	80	0	0	75	15	9	1	0	0	10	54	18	54	
	BIRMINGHAM	CONTINENTAL AIRLINES	S	A	23	0	1	83	13	4	0	0	0	6	43	31	23	
	BIRMINGHAM	CONTINENTAL AIRLINES	S	D	23	0	1	87	9	0	0	0	4	24	74	23	23	
	EDINBURGH	CONTINENTAL AIRLINES	S	A	26	0	2	81	8	4	8	0	0	12	52	28	27	
	EDINBURGH	CONTINENTAL AIRLINES	S	D	26	0	1	81	8	4	8	0	0	11	63	24	27	
	GLASGOW	CONTINENTAL AIRLINES	S	A	26	0	0	85	4	8	4	0	0	10	46	33	26	
	GLASGOW	CONTINENTAL AIRLINES	S	D	26	0	0	88	8	0	4	0	0	7	46	35	26	
	HEATHROW	CONTINENTAL AIRLINES	S	A	133	0	0	87	9	3	1	0	0	6	56	26	80	
	HEATHROW	CONTINENTAL AIRLINES	S	D	133	0	0	86	5	4	2	3	0	15	73	26	80	
	MANCHESTER	CONTINENTAL AIRLINES	S	A	37	0	1	78	11	8	3	0	0	12	57	29	42	
	MANCHESTER	CONTINENTAL AIRLINES	S	D	37	0	1	81	8	8	3	0	0	12	60	31	42	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	52	0	0	79	13	6	2	0	0	8	42	29	53	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	52	0	0	87	10	2	2	0	0	6	55	26	53	
<b>TOTAL NEW YORK (NEWARK)</b>					<b>754</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>59</b>	<b>27</b>	<b>27</b>	
NEWCASTLE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	164	0	0	80	9	9	3	0	0	10	83	12	157	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	164	0	0	89	7	2	2	0	0	6	89	8	157	
	BIRMINGHAM	EASTERN AIRWAYS	S	A	57	0	1	89	5	2	4	0	0	6	87	11	55	
	BIRMINGHAM	EASTERN AIRWAYS	S	D	57	0	1	91	4	2	4	0	0	5	84	10	56	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	52	0	0	88	4	4	4	0	0	6	60	27	52	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	52	0	0	90	2	4	4	0	0	6	58	30	52	
	GATWICK	FLYBE LTD	S	A	81	1	0	89	5	5	0	1	0	7	86	8	91	
	GATWICK	FLYBE LTD	S	D	81	0	0	89	7	4	0	0	0	4	88	9	91	
<b>TOTAL NEWCASTLE</b>					<b>710</b>	<b>7</b>	<b>2</b>	<b>87</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>12</b>	<b>12</b>	

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2010				
					19	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)											
NEWQUAY																		
	MANCHESTER	AIR SOUTHWEST	S	A	19	0	1	79	11	5	5	0	0	11	83	8	23	
	MANCHESTER	BMIBABY LTD	S	A	8	0	0	75	13	0	13	0	0	18	0	0	0	
	MANCHESTER	BMIBABY LTD	S	D	8	0	0	75	13	0	13	0	0	17	0	0	0	
	GATWICK	FLYBE LTD	S	A	69	0	0	94	3	0	3	0	0	5	91	6	70	
	GATWICK	FLYBE LTD	S	D	69	0	0	93	3	3	1	0	0	4	80	10	70	
<b>TOTAL NEWQUAY</b>					<b>173</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>9</b>	<b>9</b>	
NICE																		
	LONDON CITY	BA CITYFLYER LTD	S	A	16	0	0	88	0	0	13	0	0	13	67	20	15	
	LONDON CITY	BA CITYFLYER LTD	S	D	16	0	0	81	6	0	13	0	0	18	67	24	15	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	138	0	0	87	4	7	2	0	0	6	74	17	135	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	138	0	0	85	7	5	4	0	0	8	72	16	136	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	54	0	0	52	26	13	9	0	0	20	40	38	52	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	54	0	0	67	22	6	6	0	0	14	48	29	52	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	38	38	19	5	0	0	25	52	46	27	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	62	19	14	5	0	0	19	56	36	27	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	83	8	0	8	0	0	16	64	31	11	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	92	8	0	0	0	0	3	58	20	12	
<b>TOTAL NICE</b>					<b>486</b>	<b>7</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>64</b>	<b>23</b>	<b>23</b>	
NIEDERRHEIN																		
	BIRMINGHAM	RYANAIR	S	A	16	0	0	100	0	0	0	0	0	1	88	17	16	
	BIRMINGHAM	RYANAIR	S	D	16	0	0	94	6	0	0	0	0	2	81	9	16	
	EDINBURGH	RYANAIR	S	A	16	0	0	94	6	0	0	0	0	6	63	20	16	
	EDINBURGH	RYANAIR	S	D	16	0	0	94	6	0	0	0	0	4	88	7	16	
	STANSTED	RYANAIR	S	A	57	0	0	96	0	0	4	0	0	5	78	25	76	
	STANSTED	RYANAIR	S	D	56	0	0	93	5	0	2	0	0	4	70	16	76	
<b>TOTAL NIEDERRHEIN</b>					<b>177</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>19</b>	<b>19</b>	
NIMES																		
	LUTON	RYANAIR	S	A	16	0	0	88	6	0	6	0	0	10	87	17	15	
	LUTON	RYANAIR	S	D	16	0	0	88	6	0	6	0	0	14	93	5	15	
<b>TOTAL NIMES</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>90</b>	<b>11</b>	<b>11</b>	
NORWICH																		
	EDINBURGH	FLYBE LTD	S	A	44	0	0	84	9	2	2	2	0	11	68	31	44	

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					FEB 2010					
					MATCHED			UNMATCHED		16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)		Actual (7)	Plan (8)									
NORWICH	EDINBURGH	FLYBE LTD	S	D	44	0	0	86	5	7	0	2	0	12	67	26	46	
	MANCHESTER	FLYBE LTD	S	A	42	0	1	71	10	10	10	0	0	17	68	24	41	
	MANCHESTER	FLYBE LTD	S	D	42	0	1	81	5	7	7	0	0	13	73	24	41	
<b>TOTAL NORWICH</b>					<b>172</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>7</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>26</b>	<b>26</b>	
NUREMBERG	GATWICK	AIR BERLIN	S	A	35	0	0	89	9	3	0	0	0	6	0	0	0	
	GATWICK	AIR BERLIN	S	D	35	0	0	89	3	9	0	0	0	5	0	0	0	
	STANSTED	AIR BERLIN	S	A	11	0	0	73	9	18	0	0	0	13	68	21	47	
	STANSTED	AIR BERLIN	S	D	11	0	0	73	18	9	0	0	0	9	74	20	47	
<b>TOTAL NUREMBERG</b>					<b>92</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>71</b>	<b>20</b>	<b>20</b>	



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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							FEB 2010				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
OPORTO (PORTUGAL)																		
	GATWICK	AIR PORTUGAL	S	A	28	0	0	93	7	0	0	0	0	3	57	15	28	
	GATWICK	AIR PORTUGAL	S	D	28	0	0	100	0	0	0	0	0	0	89	6	27	
	HEATHROW	AIR PORTUGAL	S	A	24	0	0	92	8	0	0	0	2	100	0	27		
	HEATHROW	AIR PORTUGAL	S	D	24	0	0	96	4	0	0	0	1	93	2	28		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	27	0	0	70	22	7	0	0	11	61	22	28		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	27	0	0	85	11	4	0	0	7	50	28	28		
	GATWICK	RYANAIR	S	A	20	0	0	85	5	0	10	0	11	0	0	0		
	GATWICK	RYANAIR	S	D	20	0	0	80	10	0	10	0	12	0	0	0		
	STANSTED	RYANAIR	S	A	48	0	0	85	13	0	2	0	8	75	25	48		
	STANSTED	RYANAIR	S	D	48	0	0	85	15	0	0	0	7	71	21	48		
<b>TOTAL OPORTO (PORTUGAL)</b>					<b>294</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>16</b>	<b>16</b>		
ORLANDO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	28	0	0	93	0	7	0	0	5	96	1	24		
	GATWICK	BRITISH AIRWAYS PLC	S	D	28	0	0	86	7	4	4	0	8	83	7	24		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	42	0	0	79	7	7	7	0	11	64	25	42		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	43	0	0	84	5	7	5	0	12	42	42	43		
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	32	0	0	94	6	0	0	0	2	74	23	35		
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	32	0	0	72	19	9	0	0	10	72	29	36		
<b>TOTAL ORLANDO</b>					<b>205</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>24</b>	<b>24</b>		
OSLO (GARDERMOEN)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	112	0	0	81	9	6	4	0	10	73	11	111		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	112	0	0	86	9	4	1	0	7	78	11	112		
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	12	0	0	50	42	8	0	0	14	75	12	12		
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	12	0	0	50	33	17	0	0	15	75	16	12		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	72	0	0	79	11	7	3	0	9	79	9	72		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	72	0	0	71	17	10	3	0	14	63	16	72		
	HEATHROW	SAS	S	A	136	0	0	74	13	11	1	0	11	75	9	136		
	HEATHROW	SAS	S	D	136	0	0	92	3	4	1	0	5	90	5	136		
	MANCHESTER	SAS	S	A	16	0	0	81	19	0	0	0	8	81	8	16		
	MANCHESTER	SAS	S	D	16	0	0	81	19	0	0	0	7	88	6	16		
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>696</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>10</b>	<b>10</b>		
OSTERSUND / FROSON																		
	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	100	0	0	0	0	1	60	7	5		

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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
OSTERSUND / FROSON																		
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	100	0	0	0	0	0	1	100	0	5	
	MANCHESTER	FLYBE LTD	C	A	4	0	0	25	50	25	0	0	0	21	0	0	0	
	MANCHESTER	FLYBE LTD	C	D	3	0	0	67	33	0	0	0	0	12	0	0	0	
<b>TOTAL OSTERSUND / FROSON</b>					<b>15</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>20</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>4</b>	<b>4</b>	
OTTAWA INTERNATIONAL																		
	HEATHROW	AIR CANADA	S	A	27	0	0	70	11	15	4	0	0	15	25	34	28	
	HEATHROW	AIR CANADA	S	D	25	0	0	88	4	4	4	0	0	13	68	13	28	
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>46</b>	<b>23</b>	<b>23</b>	
OUARZAZATE																		
<b>TOTAL OUARZAZATE</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>	
OVDA																		
	LUTON	THOMSON AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	2	0	0	0	
<b>TOTAL OVDA</b>					<b>3</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>30</b>	<b>30</b>	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
PADERBORN																		
	BIRMINGHAM	AIR BERLIN	C	A	4	0	0	100	0	0	0	0	0	5	100	1	4	
	BIRMINGHAM	AIR BERLIN	C	D	4	0	0	100	0	0	0	0	0	6	50	9	4	
	MANCHESTER	AIR BERLIN	S	A	12	0	0	75	25	0	0	0	0	7	67	14	12	
	MANCHESTER	AIR BERLIN	S	D	12	0	0	92	8	0	0	0	0	3	67	13	12	
	STANSTED	AIR BERLIN	S	A	27	0	1	93	4	4	0	0	0	5	81	9	27	
	STANSTED	AIR BERLIN	S	D	28	0	0	86	4	4	7	0	0	8	75	9	28	
<b>TOTAL PADERBORN</b>					<b>87</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>10</b>	<b>10</b>	
PALERMO																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	92	8	0	0	0	0	10	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	100	0	0	0	0	0	5	0	0	0	
<b>TOTAL PALERMO</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>8</b>	<b>50</b>	<b>17</b>	<b>17</b>	
PALMA DE MALLORCA																		
	MANCHESTER	BMIBABY LTD	S	A	10	0	0	40	20	10	30	0	0	41	57	40	7	
	MANCHESTER	BMIBABY LTD	S	D	10	0	0	70	10	10	10	0	0	20	29	48	7	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	27	0	0	59	26	11	4	0	0	18	43	37	28	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	27	0	0	67	26	7	0	0	0	14	64	20	28	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	47	6	35	12	0	0	29	45	44	20	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	47	12	35	6	0	0	29	55	33	20	
	GATWICK	MONARCH AIRLINES	S	A	10	0	0	50	40	0	0	10	0	44	0	0	0	
	GATWICK	MONARCH AIRLINES	S	D	10	0	0	70	20	10	0	0	0	10	0	0	0	
	MANCHESTER	MONARCH AIRLINES	S	A	8	0	0	38	38	13	13	0	0	36	0	0	0	
	MANCHESTER	MONARCH AIRLINES	S	D	8	0	0	50	25	13	13	0	0	29	0	0	0	
	STANSTED	RYANAIR	S	A	8	0	0	63	38	0	0	0	0	9	75	23	16	
	STANSTED	RYANAIR	S	D	8	0	0	88	13	0	0	0	0	10	88	17	16	
	GATWICK	THOMSON AIRWAYS LTD	C	A	2	0	0	50	50	0	0	0	0	14	100	0	1	
	GATWICK	THOMSON AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	0	100	4	2	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	2	0	0	0	100	0	0	0	0	19	0	141	1	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	2	0	50	2	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	3	0	125	1	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	2	0	154	2	
<b>TOTAL PALMA DE MALLORCA</b>					<b>175</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>22</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>56</b>	<b>35</b>	<b>35</b>	
PAPHOS																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	7	1	1	100	0	0	0	0	0	0	0	0	0	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2010			
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
PAPHOS	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	100	0	0	0	0	0	5	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	28	0	0	93	0	0	4	4	0	13	63	12	27
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	28	0	0	79	11	4	4	4	0	21	43	17	28
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	63	38	0	0	0	0	6	75	22	12
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	63	25	13	0	0	0	15	67	26	12
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	20	1	0	80	10	5	5	0	0	12	58	24	26
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	20	0	0	95	0	5	0	0	0	5	52	29	27
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	0	0	50	0	0	67	67	43	3
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	0	50	50	0	0	0	36	33	128	3
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	50	11	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	6	100	5	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	8	0	0	75	0	0	25	0	0	34	63	19	8
	GATWICK	THOMSON AIRWAYS LTD	C	D	8	0	0	75	0	13	13	0	0	23	75	17	8
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	100	1	3
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	8	75	10	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	1	75	33	8
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	8	0	0	88	0	13	0	0	0	8	50	40	8
<b>TOTAL PAPHOS</b>					<b>181</b>	<b>2</b>	<b>1</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>64</b>	<b>21</b>	<b>21</b>
PARIS (CHARLES DE GAULLE)	BIRMINGHAM	AIR FRANCE	S	A	84	0	0	96	2	1	0	0	0	2	0	0	0
	BIRMINGHAM	AIR FRANCE	S	D	84	0	0	98	2	0	0	0	0	1	0	0	0
	HEATHROW	AIR FRANCE	S	A	224	0	0	72	14	10	4	0	0	13	67	18	237
	HEATHROW	AIR FRANCE	S	D	224	0	0	89	7	3	0	0	0	5	84	12	238
	MANCHESTER	AIR FRANCE	S	A	80	0	0	78	13	6	4	0	0	13	73	16	108
	MANCHESTER	AIR FRANCE	S	D	80	0	0	79	10	8	4	0	0	10	75	19	108
	NEWCASTLE	BRIT AIR	S	A	75	0	0	89	4	3	4	0	0	8	81	10	70
	NEWCASTLE	BRIT AIR	S	D	75	0	0	77	12	8	3	0	0	12	79	10	70
	HEATHROW	BRITISH AIRWAYS PLC	S	A	248	0	0	79	11	5	5	0	0	10	85	8	228
	HEATHROW	BRITISH AIRWAYS PLC	S	D	248	0	0	84	10	6	1	0	0	7	83	9	228
	EDINBURGH	CITY JET	S	A	82	0	0	90	4	4	2	0	0	6	73	13	92
	EDINBURGH	CITY JET	S	D	82	0	0	80	13	5	1	0	0	10	67	15	92
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	74	17	4	0	0	4	32	77	12	26
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	61	13	13	4	9	0	29	73	13	26

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							FEB 2010				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
PARIS (CHARLES DE GAULLE)																		
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	83	6	6	0	0	6	29	70	14	20	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	94	0	6	0	0	0	6	85	7	20	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	78	0	0	64	18	13	5	0	0	18	67	29	72	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	78	0	0	78	9	10	3	0	0	12	74	18	73	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	20	0	0	80	10	0	10	0	0	15	45	37	20	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	20	0	0	70	20	0	10	0	0	17	55	34	20	
	BIRMINGHAM	FLYBE LTD	S	A	69	0	0	93	3	4	0	0	0	4	59	21	63	
	BIRMINGHAM	FLYBE LTD	S	D	69	0	0	87	9	3	1	0	0	7	66	19	64	
	GLASGOW	FLYBE LTD	S	A	28	0	0	86	7	4	4	0	0	7	75	15	24	
	GLASGOW	FLYBE LTD	S	D	28	0	0	93	0	7	0	0	0	6	88	8	25	
	MANCHESTER	FLYBE LTD	S	A	96	0	0	82	11	5	1	0	0	8	53	27	70	
	MANCHESTER	FLYBE LTD	S	D	96	0	0	76	17	7	0	0	0	9	69	17	70	
	MANCHESTER	REGIONAL COMPAGNIE AERIENNE EUROPEENNE	S	A	4	0	0	75	25	0	0	0	0	9	57	17	21	
	MANCHESTER	REGIONAL COMPAGNIE AERIENNE EUROPEENNE	S	D	4	0	0	100	0	0	0	0	0	2	86	10	21	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>2268</b>	<b>4</b>	<b>2</b>	<b>82</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>14</b>	<b>14</b>	
PARIS (LE BOURGET)																		
PARIS (ORLY)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	48	0	0	83	10	6	0	0	0	6	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	48	0	0	88	8	2	2	0	0	6	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	A	127	0	0	91	4	2	4	0	0	6	86	7	70	
	LONDON CITY	VLM (BELGIUM)	S	D	129	0	0	88	7	3	2	0	0	6	80	11	70	
<b>TOTAL PARIS (ORLY)</b>					<b>354</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>10</b>	<b>10</b>	
PARMA																		
	STANSTED	RYANAIR	S	A	11	0	0	64	36	0	0	0	0	13	31	28	16	
	STANSTED	RYANAIR	S	D	12	0	0	83	17	0	0	0	0	7	50	20	16	
<b>TOTAL PARMA</b>					<b>23</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>41</b>	<b>24</b>	<b>24</b>	
PAU																		
	STANSTED	RYANAIR	S	A	12	0	0	83	17	0	0	0	0	5	70	12	10	
	STANSTED	RYANAIR	S	D	12	0	0	100	0	0	0	0	0	4	60	13	10	
<b>TOTAL PAU</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>65</b>	<b>12</b>	<b>12</b>	
PERUGIA																		

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
PERUGIA		STANSTED	RYANAIR	S	A	12	0	0	83	8	0	8	0	0	12	75	8	12
		STANSTED	RYANAIR	S	D	12	0	0	83	8	0	8	0	0	13	100	3	12
<b>TOTAL PERUGIA</b>						<b>24</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>88</b>	<b>6</b>	<b>6</b>
PESCARA		STANSTED	RYANAIR	S	A	16	0	0	100	0	0	0	0	0	1	100	0	16
		STANSTED	RYANAIR	S	D	16	0	0	100	0	0	0	0	0	3	75	14	16
<b>TOTAL PESCARA</b>						<b>32</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>7</b>	<b>7</b>	
PHILADELPHIA INTERNATIONAL		HEATHROW	BRITISH AIRWAYS PLC	S	A	55	0	0	82	7	2	7	0	2	17	49	36	47
		HEATHROW	BRITISH AIRWAYS PLC	S	D	55	0	0	82	16	0	2	0	0	9	47	26	47
		HEATHROW	US AIRWAYS	S	A	28	0	0	96	0	0	4	0	0	5	58	26	26
		HEATHROW	US AIRWAYS	S	D	28	0	0	82	14	4	0	0	0	7	62	19	26
		MANCHESTER	US AIRWAYS	S	A	28	0	0	86	0	7	7	0	0	9	73	25	26
		MANCHESTER	US AIRWAYS	S	D	28	0	0	82	4	14	0	0	0	9	69	32	26
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>						<b>222</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>57</b>	<b>28</b>	<b>28</b>
PHOENIX		HEATHROW	BRITISH AIRWAYS PLC	S	A	24	0	0	67	29	4	0	0	0	11	29	37	24
		HEATHROW	BRITISH AIRWAYS PLC	S	D	24	0	0	75	13	8	4	0	0	12	29	30	24
<b>TOTAL PHOENIX</b>						<b>48</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>21</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>29</b>	<b>34</b>	<b>34</b>
PISA		HEATHROW	BRITISH AIRWAYS PLC	S	A	55	0	0	87	5	5	2	0	0	6	65	18	43
		HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	84	7	9	0	0	0	7	72	15	43
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	28	0	0	75	11	14	0	0	0	11	36	32	28
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	28	0	0	75	11	14	0	0	0	11	50	23	28
		STANSTED	RYANAIR	S	A	44	0	0	91	5	2	0	2	0	8	68	22	40
		STANSTED	RYANAIR	S	D	43	0	0	81	12	5	0	2	0	11	65	14	40
<b>TOTAL PISA</b>						<b>254</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>63</b>	<b>21</b>	<b>21</b>
PLOVDIV		GATWICK	JET2.COM LTD	C	A	4	0	0	25	0	25	50	0	0	55	0	0	0
		GATWICK	JET2.COM LTD	C	D	4	0	0	50	0	0	50	0	0	42	0	0	0
		STANSTED	RYANAIR	S	A	10	0	0	70	30	0	0	0	0	13	0	0	0
		STANSTED	RYANAIR	S	D	10	0	0	80	20	0	0	0	0	10	0	0	0

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2010			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
PLOVDIV																	
<b>TOTAL PLOVDIV</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>4</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
PLYMOUTH																	
	GLASGOW	AIR SOUTHWEST	S	A	24	0	0	58	25	8	8	0	0	21	75	16	24
	GLASGOW	AIR SOUTHWEST	S	D	24	0	0	63	21	8	8	0	0	23	72	17	25
	MANCHESTER	AIR SOUTHWEST	S	A	19	0	1	74	26	0	0	0	0	11	63	15	19
	MANCHESTER	AIR SOUTHWEST	S	D	38	0	2	82	11	3	5	0	0	8	83	8	42
<b>TOTAL PLYMOUTH</b>					<b>107</b>	<b>0</b>	<b>3</b>	<b>71</b>	<b>19</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>82</b>	<b>10</b>	<b>10</b>
PODGORICA																	
	GATWICK	MONTENEGRO AIRLINES	S	A	10	0	0	80	0	10	0	10	0	24	75	12	8
	GATWICK	MONTENEGRO AIRLINES	S	D	10	0	0	80	0	10	0	10	0	25	88	9	8
<b>TOTAL PODGORICA</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>25</b>	<b>81</b>	<b>11</b>	<b>11</b>
POINTE NOIRE																	
POITIERS																	
	STANSTED	RYANAIR	S	A	12	0	0	92	0	8	0	0	0	4	82	15	11
	STANSTED	RYANAIR	S	D	12	0	0	92	8	0	0	0	0	4	82	17	11
<b>TOTAL POITIERS</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>16</b>	<b>16</b>
PORT OF SPAIN																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	20	0	0	100	0	0	0	0	0	1	100	0	19
	GATWICK	BRITISH AIRWAYS PLC	S	D	20	0	0	90	5	0	5	0	0	9	89	7	19
<b>TOTAL PORT OF SPAIN</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>95</b>	<b>4</b>	<b>4</b>
POZNAN																	
	EDINBURGH	RYANAIR	S	A	8	0	0	75	0	25	0	0	0	17	75	10	12
	EDINBURGH	RYANAIR	S	D	8	0	0	88	13	0	0	0	0	10	83	8	12
	STANSTED	RYANAIR	S	A	28	0	0	79	18	4	0	0	0	8	64	13	28
	STANSTED	RYANAIR	S	D	28	0	0	89	11	0	0	0	0	7	75	9	28
	LUTON	WIZZ AIR	S	A	24	0	0	75	17	0	4	4	0	24	72	47	29
	LUTON	WIZZ AIR	S	D	24	0	0	75	8	13	4	0	0	15	54	62	28
<b>TOTAL POZNAN</b>					<b>120</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>29</b>	<b>29</b>
PRAGUE																	
	BIRMINGHAM	BMIBABY LTD	S	A	3	0	0	100	0	0	0	0	0	86	8	14	
	BIRMINGHAM	BMIBABY LTD	S	D	3	0	0	67	0	33	0	0	0	14	79	12	14
	MANCHESTER	BMIBABY LTD	S	A	11	1	0	82	18	0	0	0	0	7	58	21	19

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					FEB 2010					
					Actual (7)	Plan (8)		16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
PRAGUE																		
	MANCHESTER	BMIBABY LTD	S	D	12	0	0	92	0	8	0	0	0	6	63	19	19	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	112	0	0	88	4	6	3	0	0	8	86	6	107	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	112	0	0	89	4	5	1	0	0	5	87	7	107	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	50	0	0	82	10	4	4	0	0	9	53	30	55	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	50	0	0	80	10	6	4	0	0	8	58	29	55	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	40	0	0	88	10	0	0	3	0	11	79	13	48	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	40	0	0	98	3	0	0	0	0	3	73	13	48	
	EDINBURGH	JET2.COM LTD	S	A	8	0	0	88	0	13	0	0	0	9	75	19	8	
	EDINBURGH	JET2.COM LTD	S	D	8	0	0	100	0	0	0	0	0	5	75	20	8	
	MANCHESTER	JET2.COM LTD	S	A	8	0	0	38	38	0	13	13	0	58	0	0	0	
	MANCHESTER	JET2.COM LTD	S	D	8	0	0	50	13	38	0	0	0	17	0	0	0	
	NEWCASTLE	JET2.COM LTD	S	A	6	0	0	67	33	0	0	0	0	7	0	0	0	
	NEWCASTLE	JET2.COM LTD	S	D	6	0	0	100	0	0	0	0	0	5	0	0	0	
	LUTON	WIZZ AIR	S	A	37	0	0	86	8	3	3	0	0	6	65	20	23	
	LUTON	WIZZ AIR	S	D	37	0	0	68	16	11	5	0	0	15	43	44	23	
<b>TOTAL PRAGUE</b>					<b>555</b>	<b>2</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>15</b>	<b>15</b>	
PRESTWICK																		
	STANSTED	RYANAIR	S	A	36	0	0	89	8	0	3	0	0	5	90	9	80	
	STANSTED	RYANAIR	S	D	36	0	0	81	3	14	3	0	0	11	83	13	80	
<b>TOTAL PRESTWICK</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>11</b>	<b>11</b>	
PRISTINA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	0	75	8	17	0	0	0	7	75	14	12	
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	92	0	8	0	0	0	5	75	12	12	
<b>TOTAL PRISTINA</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>4</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>13</b>	<b>13</b>	
PROVIDENCIALES																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	100	0	0	0	0	0	0	100	1	4	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	4	0	0	75	25	0	0	0	0	12	100	1	4	
<b>TOTAL PROVIDENCIALES</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>1</b>	<b>1</b>	
PUERTO PLATA																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	50	0	0	0	23	75	26	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	0	0	50	0	0	47	25	62	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	249	4	



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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							FEB 2010				
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)												
PUERTO PLATA																		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	5	0	310	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	21	8	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	8	50	41	8	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	0	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	12	75	12	4	
<b>TOTAL PUERTO PLATA</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>53</b>	<b>78</b>	<b>78</b>	
PUNTA CANA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	88	0	13	0	0	0	8	63	25	8	
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	100	0	0	0	0	0	4	25	33	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	0	50	0	0	78	25	28	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	0	0	50	0	0	86	100	5	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	0	50	0	50	0	0	44	75	8	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	15	100	0	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	34	75	8	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	37	75	4	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	50	25	0	0	25	0	56	50	22	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	50	0	50	0	0	0	21	25	40	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	7	50	44	4	
<b>TOTAL PUNTA CANA</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>8</b>	<b>8</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>59</b>	<b>20</b>	<b>20</b>	

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
RALEIGH	HEATHROW	AMERICAN AIRLINES	S	A	28	0	0	82	7	4	7	0	0	11	68	12	28
	HEATHROW	AMERICAN AIRLINES	S	D	28	0	0	75	11	7	7	0	0	14	71	10	28
<b>TOTAL RALEIGH</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>11</b>	<b>11</b>
REUS																	
RIGA	GATWICK	AIR BALTIC	S	A	28	0	0	75	25	0	0	0	0	10	82	10	28
	GATWICK	AIR BALTIC	S	D	26	0	1	85	15	0	0	0	0	6	75	9	28
	STANSTED	RYANAIR	S	A	51	0	1	65	25	8	2	0	0	12	52	20	56
	STANSTED	RYANAIR	S	D	52	0	0	94	4	0	2	0	0	4	89	5	56
	LUTON	WIZZ AIR	S	A	12	0	0	92	8	0	0	0	0	4	0	0	0
	LUTON	WIZZ AIR	S	D	12	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL RIGA</b>					<b>181</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>15</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>11</b>	<b>11</b>
RIMINI	STANSTED	RYANAIR	S	A	12	0	0	75	17	8	0	0	0	11	77	12	13
	STANSTED	RYANAIR	S	D	12	0	0	83	8	8	0	0	0	8	92	6	12
<b>TOTAL RIMINI</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>9</b>	<b>9</b>
RIO DE JANEIRO (GALEAO)	HEATHROW	BRITISH AIRWAYS PLC	S	A	12	0	1	50	33	17	0	0	0	18	17	34	12
	HEATHROW	BRITISH AIRWAYS PLC	S	D	12	0	0	58	42	0	0	0	0	12	50	24	12
	HEATHROW	TAM LINHAS AEREAS	S	A	12	0	0	25	25	33	17	0	0	39	0	0	0
	HEATHROW	TAM LINHAS AEREAS	S	D	12	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>					<b>48</b>	<b>0</b>	<b>1</b>	<b>58</b>	<b>25</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>32</b>	<b>40</b>	<b>40</b>
RIYADH	HEATHROW	BRITISH AIRWAYS PLC	S	A	24	0	0	83	17	0	0	0	0	6	85	6	20
	HEATHROW	BRITISH AIRWAYS PLC	S	D	24	0	0	83	4	13	0	0	0	8	70	13	20
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	16	0	0	50	19	25	6	0	0	21	75	10	16
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	16	0	0	88	6	6	0	0	0	6	70	10	20
<b>TOTAL RIYADH</b>					<b>82</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>75</b>	<b>10</b>	<b>10</b>
RODEZ	STANSTED	RYANAIR	S	A	12	0	0	83	17	0	0	0	0	7	50	77	8
	STANSTED	RYANAIR	S	D	12	0	0	100	0	0	0	0	0	4	78	24	9
<b>TOTAL RODEZ</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>65</b>	<b>49</b>	<b>49</b>

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2010					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
ROME (CIAMPINO)																			
	EDINBURGH	RYANAIR	S	A	16	0	0	13	50	31	6	0	0	29	6	52	16		
	EDINBURGH	RYANAIR	S	D	16	0	0	88	6	6	0	0	0	8	94	5	16		
	GATWICK	RYANAIR	S	A	28	0	0	79	7	11	4	0	0	12	0	0	0		
	GATWICK	RYANAIR	S	D	28	0	0	75	11	7	7	0	0	16	0	0	0		
	STANSTED	RYANAIR	S	A	86	0	0	69	21	10	0	0	0	11	72	26	87		
	STANSTED	RYANAIR	S	D	86	0	0	90	8	2	0	0	0	7	86	8	88		
<b>TOTAL ROME (CIAMPINO)</b>					<b>260</b>	<b>3</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>19</b>	<b>19</b>		
ROME (FIUMICINO)																			
	HEATHROW	ALITALIA (CAI)	S	A	126	0	0	80	14	6	0	0	0	8	59	16	133		
	HEATHROW	ALITALIA (CAI)	S	D	126	0	0	75	12	11	2	0	0	11	64	18	133		
	GATWICK	BRITISH AIRWAYS PLC	S	A	28	0	0	89	11	0	0	0	0	5	57	23	28		
	GATWICK	BRITISH AIRWAYS PLC	S	D	28	0	0	96	4	0	0	0	0	3	82	12	28		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	166	0	1	83	9	5	4	0	0	9	70	15	146		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	167	0	0	85	9	5	1	0	0	7	77	10	146		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	90	0	0	77	16	6	2	0	0	11	42	35	78		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	90	0	0	83	9	6	2	0	0	8	56	23	78		
	MANCHESTER	JET2.COM LTD	S	A	19	0	0	84	11	0	0	5	0	20	38	61	13		
	MANCHESTER	JET2.COM LTD	S	D	20	0	0	75	20	5	0	0	0	10	62	34	13		
<b>TOTAL ROME (FIUMICINO)</b>					<b>861</b>	<b>1</b>	<b>2</b>	<b>82</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>64</b>	<b>19</b>	<b>19</b>		
ROTTERDAM																			
	LONDON CITY	VLM (BELGIUM)	S	A	175	0	1	94	2	2	1	1	0	6	88	6	164		
	LONDON CITY	VLM (BELGIUM)	S	D	171	0	4	91	4	4	1	0	0	5	81	10	162		
<b>TOTAL ROTTERDAM</b>					<b>347</b>	<b>3</b>	<b>6</b>	<b>93</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>8</b>	<b>8</b>		
RYGGE																			
	GATWICK	RYANAIR	S	A	40	0	0	85	15	0	0	0	0	5	0	0	0		
	GATWICK	RYANAIR	S	D	40	0	0	90	10	0	0	0	0	4	0	0	0		
	NEWCASTLE	RYANAIR	S	A	8	4	4	100	0	0	0	0	0	0	0	0	0		
	NEWCASTLE	RYANAIR	S	D	8	4	4	100	0	0	0	0	0	0	0	0	0		
	STANSTED	RYANAIR	S	A	56	0	0	95	2	0	2	2	0	8	89	5	56		
	STANSTED	RYANAIR	S	D	56	0	0	98	2	0	0	0	0	3	84	10	56		
<b>TOTAL RYGGE</b>					<b>208</b>	<b>8</b>	<b>8</b>	<b>93</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>7</b>	<b>7</b>		
RZESZOW																			

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							FEB 2010						
			CHARTER/ SCHED	ARR/ DEP	MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)												
RZESZOW																		
	BIRMINGHAM	RYANAIR	S	A	8	0	0	75	13	13	0	0	0	9	100	3	7	
	BIRMINGHAM	RYANAIR	S	D	8	0	0	88	0	13	0	0	0	9	100	4	8	
	LUTON	RYANAIR	S	A	8	0	0	100	0	0	0	0	4	100	4	8		
	LUTON	RYANAIR	S	D	8	0	0	100	0	0	0	0	4	100	2	8		
	STANSTED	RYANAIR	S	A	20	0	0	85	15	0	0	0	6	65	27	17		
	STANSTED	RYANAIR	S	D	20	0	0	90	5	5	0	0	6	88	9	16		
<b>TOTAL RZESZOW</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>11</b>	<b>11</b>		

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2010					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
SALONIKA																		
	MANCHESTER	ASTRA AIRLINES	C	A	2	0	0	0	0	100	0	0	0	38	0	0	0	
	MANCHESTER	ASTRA AIRLINES	C	D	2	0	0	0	0	0	100	0	0	81	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	16	0	0	94	0	6	0	0	3	91	5	11		
	GATWICK	BRITISH AIRWAYS PLC	S	D	16	0	0	94	0	0	6	0	6	91	7	11		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	16	0	0	94	0	0	0	6	16	71	16	14		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	16	0	0	94	0	0	0	6	19	71	19	14		
	GATWICK	OLYMPIC AIR	S	A	20	0	0	100	0	0	0	0	0	0	0	0		
	GATWICK	OLYMPIC AIR	S	D	20	0	0	100	0	0	0	0	1	0	0	0		
<b>TOTAL SALONIKA</b>					<b>115</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>12</b>	<b>12</b>	
SALZBURG																		
	STANSTED	AIR BERLIN	S	A	16	0	0	100	0	0	0	0	1	0	0	0		
	STANSTED	AIR BERLIN	S	D	16	0	0	100	0	0	0	0	0	0	0	0		
	GATWICK	BRITISH AIRWAYS PLC	S	A	20	0	0	85	5	10	0	0	5	75	14	20		
	GATWICK	BRITISH AIRWAYS PLC	S	D	20	0	0	85	5	10	0	0	6	70	17	20		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	67	33	0	0	0	9	67	13	18		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	83	8	8	0	0	9	61	17	18		
	BIRMINGHAM	FLYBE LTD	C	A	8	0	0	75	0	13	0	13	44	22	35	9		
	BIRMINGHAM	FLYBE LTD	C	D	8	0	0	75	0	13	13	0	24	33	26	9		
	GATWICK	FLYBE LTD	C	A	4	0	0	50	50	0	0	0	10	0	0	0		
	GATWICK	FLYBE LTD	C	D	4	0	0	75	0	25	0	0	14	0	0	0		
	MANCHESTER	FLYBE LTD	C	A	4	0	0	50	25	25	0	0	21	0	0	0		
	MANCHESTER	FLYBE LTD	C	D	4	0	0	50	0	25	25	0	35	0	0	0		
	EDINBURGH	JET2.COM LTD	S	A	4	0	0	0	25	0	75	0	64	0	0	0		
	EDINBURGH	JET2.COM LTD	S	D	4	0	0	25	0	0	75	0	55	0	0	0		
	MANCHESTER	JET2.COM LTD	C	A	4	0	0	100	0	0	0	0	4	0	0	0		
	MANCHESTER	JET2.COM LTD	S	A	4	1	1	0	0	50	25	25	113	0	0	0		
	MANCHESTER	JET2.COM LTD	C	D	4	0	0	100	0	0	0	0	3	0	0	0		
	MANCHESTER	JET2.COM LTD	S	D	4	0	0	0	50	0	25	25	109	0	0	0		
	STANSTED	RYANAIR	S	A	40	0	0	83	10	5	0	0	16	67	17	48		
	STANSTED	RYANAIR	S	D	40	0	0	85	13	3	0	0	7	73	11	48		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	7	50	114	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	4	75	13	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	20	60	20	0	0	22	50	20	4		

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
SALZBURG		MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	9	60	22	5
		BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	9	100	2	4
		BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	75	12	4
		GATWICK	THOMSON AIRWAYS LTD	C	A	12	0	0	92	8	0	0	0	0	4	92	15	13
		GATWICK	THOMSON AIRWAYS LTD	C	D	12	0	0	75	17	8	0	0	0	11	69	24	13
		GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	75	9	4
		GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	75	15	4
		LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	11	100	3	4
		LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	10	25	15	4
		MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	60	17	5
		MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	75	12	4
		NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	50	18	4
		NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	50	23	4
		STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	4	4
		STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	75	7	4
<b>TOTAL SALZBURG</b>						<b>326</b>	<b>3</b>	<b>1</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>17</b>	<b>17</b>
SAMANA (EL CATEY)		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	1	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>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
SAN FRANCISCO		HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	79	13	9	0	0	0	9	53	24	53
		HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	79	11	9	2	0	0	11	47	25	53
		HEATHROW	UNITED AIRLINES	S	A	28	0	0	82	14	4	0	0	0	7	75	12	28
		HEATHROW	UNITED AIRLINES	S	D	28	0	0	89	4	4	4	0	0	10	81	13	27
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	28	0	0	93	7	0	0	0	0	3	54	16	28
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	28	0	0	93	7	0	0	0	0	4	75	11	28
<b>TOTAL SAN FRANCISCO</b>						<b>224</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>61</b>	<b>19</b>	<b>19</b>
SAN JOSE COST RICA																		
SAN JUAN (PUERTO RICO)		GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	4	0	0	25	50	25	0	0	0	20	0	156	4
		GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	4	0	0	50	25	25	0	0	0	20	50	19	4

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2010			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
SAN JUAN (PUERTO RICO)																	
<b>TOTAL SAN JUAN (PUERTO RICO)</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>25</b>	<b>87</b>	<b>87</b>
SANDEFJORD(TORP)																	
	EDINBURGH	RYANAIR	S	A	12	0	0	100	0	0	0	0	0	2	75	14	12
	EDINBURGH	RYANAIR	S	D	12	0	0	92	8	0	0	0	0	4	83	11	12
	STANSTED	RYANAIR	S	A	28	0	0	79	18	4	0	0	0	7	67	17	84
	STANSTED	RYANAIR	S	D	28	0	0	93	7	0	0	0	0	3	79	13	84
<b>TOTAL SANDEFJORD(TORP)</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>73</b>	<b>15</b>	<b>15</b>
SANFORD																	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	3	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	5	75	12	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	75	13	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	0	41	4
<b>TOTAL SANFORD</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>63</b>	<b>17</b>	<b>17</b>
SANTA CRUZ DE LA PALMA																	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	50	39	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	25	29	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	33	57	3
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	12	4
<b>TOTAL SANTA CRUZ DE LA PALMA</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>47</b>	<b>33</b>	<b>33</b>
SANTANDER																	
	STANSTED	RYANAIR	S	A	16	0	0	75	25	0	0	0	0	8	50	30	16
	STANSTED	RYANAIR	S	D	16	0	0	100	0	0	0	0	0	2	63	18	16
<b>TOTAL SANTANDER</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>56</b>	<b>24</b>	<b>24</b>
SANTIAGO DE COMPOSTELA																	
SAO PAULO (GUARULHOS)																	
	HEATHROW	TAM LINHAS AEREAS	S	A	28	0	0	43	18	18	21	0	0	31	39	28	28
	HEATHROW	TAM LINHAS AEREAS	S	D	28	0	0	86	14	0	0	0	0	5	64	11	28
<b>TOTAL SAO PAULO (GUARULHOS)</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>16</b>	<b>9</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>52</b>	<b>19</b>	<b>19</b>
SEATTLE (TACOMA)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	86	7	0	4	0	4	48	93	4	28
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	96	0	4	0	0	0	3	50	20	28
<b>TOTAL SEATTLE (TACOMA)</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>26</b>	<b>71</b>	<b>12</b>	<b>12</b>

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
SEOUL (INCHEON)																		
	HEATHROW	ASIANA AIRLINES	S	A	16	0	4	81	13	6	0	0	0	6	81	8	16	
	HEATHROW	ASIANA AIRLINES	S	D	16	0	0	81	13	6	0	0	0	6	88	8	16	
	HEATHROW	KOREAN AIR	S	A	28	0	0	71	18	7	4	0	0	9	57	16	28	
	HEATHROW	KOREAN AIR	S	D	28	0	0	96	0	4	0	0	0	3	86	6	28	
<b>TOTAL SEOUL (INCHEON)</b>					<b>88</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>10</b>	<b>10</b>	
SEVILLE																		
	GATWICK	RYANAIR	S	A	12	0	0	67	25	8	0	0	0	11	0	0	0	
	GATWICK	RYANAIR	S	D	12	0	0	58	25	17	0	0	0	15	0	0	0	
	STANSTED	RYANAIR	S	A	28	0	0	96	4	0	0	0	0	4	67	14	15	
	STANSTED	RYANAIR	S	D	28	0	0	100	0	0	0	0	0	2	75	11	16	
	HEATHROW	VUELING AIRLINES	S	A	25	0	0	28	28	28	16	0	0	36	81	9	26	
	HEATHROW	VUELING AIRLINES	S	D	25	0	0	80	12	8	0	0	0	7	92	3	26	
<b>TOTAL SEVILLE</b>					<b>132</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>8</b>	<b>8</b>	
SEYCHELLES																		
	GATWICK	AIR SEYCHELLES	S	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	AIR SEYCHELLES	S	D	2	0	0	100	0	0	0	0	0	1	0	0	0	
	HEATHROW	AIR SEYCHELLES	S	A	8	0	0	88	13	0	0	0	0	5	13	76	8	
	HEATHROW	AIR SEYCHELLES	S	D	8	0	0	75	13	13	0	0	0	8	63	23	8	
<b>TOTAL SEYCHELLES</b>					<b>20</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>5</b>	<b>38</b>	<b>49</b>	<b>49</b>	
SHANGHAI (PU DONG)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	24	0	0	38	38	17	8	0	0	23	38	38	21	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	24	0	0	88	8	4	0	0	0	5	77	10	22	
	HEATHROW	CHINA EASTERN AIRLINES	S	A	16	0	0	56	19	25	0	0	0	17	0	0	0	
	HEATHROW	CHINA EASTERN AIRLINES	S	D	16	0	0	88	13	0	0	0	0	5	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	26	0	2	62	27	8	4	0	0	12	79	14	19	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	26	0	0	81	12	8	0	0	0	7	89	13	19	
<b>TOTAL SHANGHAI (PU DONG)</b>					<b>132</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>20</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>19</b>	<b>19</b>	
SHANNON																		
	BIRMINGHAM	AER ARANN	S	A	25	0	0	92	0	0	4	4	0	11	0	0	0	
	BIRMINGHAM	AER ARANN	S	D	26	0	0	85	8	0	4	4	0	13	0	0	0	
	GLASGOW	AER ARANN	S	A	20	0	0	75	10	10	5	0	0	14	0	0	0	
	GLASGOW	AER ARANN	S	D	20	0	0	80	5	10	5	0	0	12	0	0	0	



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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2010				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
SHANNON																		
	MANCHESTER	AER ARANN	S	A	45	0	0	80	9	7	4	0	0	11	0	0	0	
	MANCHESTER	AER ARANN	S	D	45	0	0	84	4	4	7	0	0	10	0	0	0	
	HEATHROW	AER LINGUS	S	A	84	0	0	75	7	12	5	1	0	15	82	8	84	
	HEATHROW	AER LINGUS	S	D	84	0	0	79	1	13	6	1	0	16	83	6	84	
	GATWICK	RYANAIR	S	A	24	0	0	88	8	4	0	0	0	6	88	5	56	
	GATWICK	RYANAIR	S	D	24	0	0	92	4	4	0	0	0	5	91	4	56	
	STANSTED	RYANAIR	S	A	45	0	0	89	9	0	0	2	0	8	64	28	59	
	STANSTED	RYANAIR	S	D	45	0	0	98	2	0	0	0	0	2	70	13	57	
<b>TOTAL SHANNON</b>					<b>487</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>5</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>9</b>	<b>9</b>	
SHARM EL SHEIKH (OPHIRA)																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	0	83	8	0	8	0	0	11	92	5	12	
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	92	0	8	0	0	0	5	100	1	12	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	32	0	0	88	3	6	3	0	0	8	45	36	22	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	32	0	0	91	3	3	3	0	0	8	71	19	24	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	20	0	0	90	10	0	0	0	0	3	56	29	16	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	20	0	0	75	20	5	0	0	0	10	63	30	16	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	16	0	0	81	0	13	0	6	0	21	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	16	0	0	75	13	13	0	0	0	8	0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	4	0	0	50	0	50	0	0	0	21	50	18	4	
	MANCHESTER	JET2.COM LTD	S	D	4	0	0	75	25	0	0	0	0	8	100	4	4	
	NEWCASTLE	JET2.COM LTD	S	A	4	0	0	75	0	0	25	0	0	24	0	35	3	
	NEWCASTLE	JET2.COM LTD	S	D	4	0	0	75	0	25	0	0	0	19	67	13	3	
	GATWICK	MONARCH AIRLINES	C	A	11	0	0	64	9	18	0	9	0	36	21	35	14	
	GATWICK	MONARCH AIRLINES	C	D	12	0	0	75	0	17	0	8	0	35	71	11	14	
	MANCHESTER	MONARCH AIRLINES	C	A	12	0	0	58	17	8	8	8	0	40	75	10	12	
	MANCHESTER	MONARCH AIRLINES	C	D	11	0	0	82	9	0	9	0	0	21	58	55	12	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	6	0	0	100	0	0	0	0	0	2	57	12	7	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	6	0	0	100	0	0	0	0	0	1	88	6	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	12	0	0	100	0	0	0	0	0	2	60	14	15	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	12	0	0	100	0	0	0	0	0	3	50	59	14	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	6	0	0	83	17	0	0	0	0	4	38	45	8	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	6	0	0	100	0	0	0	0	0	2	75	18	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	12	0	0	67	17	0	8	8	0	39	30	105	10	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
SHARM EL SHEIKH (OPHIRA)																		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	85	0	0	0	15	0	34	67	59	12	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	1	80	8	5	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	5	40	15	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	A	16	0	0	81	13	0	6	0	0	7	43	22	14	
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	D	16	0	0	88	6	0	6	0	0	10	63	26	16	
	EDINBURGH	THOMSON AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	2	0	24	1	
	EDINBURGH	THOMSON AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	2	50	18	2	
	GATWICK	THOMSON AIRWAYS LTD	S	A	28	0	0	79	11	7	4	0	0	9	45	23	33	
	GATWICK	THOMSON AIRWAYS LTD	S	D	28	0	0	75	18	4	4	0	0	11	71	12	34	
	GLASGOW	THOMSON AIRWAYS LTD	S	A	8	0	0	75	25	0	0	0	0	8	38	65	8	
	GLASGOW	THOMSON AIRWAYS LTD	S	D	8	0	0	75	25	0	0	0	0	10	50	51	8	
	LUTON	THOMSON AIRWAYS LTD	S	A	8	0	0	63	25	13	0	0	0	10	50	58	8	
	LUTON	THOMSON AIRWAYS LTD	S	D	8	0	0	75	13	13	0	0	0	13	50	68	8	
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	24	0	0	88	0	8	4	0	0	13	54	21	24	
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	24	0	0	88	8	4	0	0	0	6	63	23	24	
	NEWCASTLE	THOMSON AIRWAYS LTD	S	A	8	0	0	100	0	0	0	0	0	3	75	9	8	
	NEWCASTLE	THOMSON AIRWAYS LTD	S	D	8	0	0	100	0	0	0	0	0	5	88	10	8	
	STANSTED	THOMSON AIRWAYS LTD	S	A	5	0	0	80	20	0	0	0	0	5	100	5	4	
	STANSTED	THOMSON AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	5	75	27	4	
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>					<b>504</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>60</b>	<b>27</b>	<b>27</b>	
SINGAPORE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	1	100	0	0	0	0	0	1	100	1	6	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	2	81	11	0	7	0	0	13	67	29	6	
	HEATHROW	QANTAS	S	D	2	0	0	100	0	0	0	0	0	4	0	0	0	
	HEATHROW	SINGAPORE AIRLINES	S	A	84	0	0	68	19	11	2	0	0	14	75	12	84	
	HEATHROW	SINGAPORE AIRLINES	S	D	84	0	0	93	2	4	1	0	0	5	70	17	84	
	MANCHESTER	SINGAPORE AIRLINES	S	A	28	0	0	61	18	11	11	0	0	22	75	11	12	
	MANCHESTER	SINGAPORE AIRLINES	S	D	28	0	0	43	39	11	7	0	0	22	58	17	12	
<b>TOTAL SINGAPORE</b>					<b>280</b>	<b>0</b>	<b>3</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>14</b>	<b>14</b>	
SION																		
	STANSTED	TITAN AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	3	70	15	10	
	STANSTED	TITAN AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	4	56	17	9	
<b>TOTAL SION</b>					<b>18</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>63</b>	<b>16</b>	<b>16</b>	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							FEB 2010				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
SKIATHOS																		
SOFIA																		
	EDINBURGH	BH AIR	C	A	4	0	0	100	0	0	0	0	0	7	100	5	4	
	EDINBURGH	BH AIR	C	D	4	0	0	100	0	0	0	0	0	9	100	0	4	
	MANCHESTER	BH AIR	C	A	4	0	0	50	50	0	0	0	0	11	100	7	4	
	MANCHESTER	BH AIR	C	D	4	0	0	50	25	25	0	0	0	17	50	31	4	
	NEWCASTLE	BH AIR	C	A	3	0	0	100	0	0	0	0	0	4	100	0	4	
	NEWCASTLE	BH AIR	C	D	4	0	0	75	25	0	0	0	0	7	100	0	4	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	82	7	4	7	0	0	8	54	17	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	96	0	4	0	0	0	3	93	4	28	
	HEATHROW	BULGARIA AIR	S	A	21	0	0	52	24	10	14	0	0	21	77	12	26	
	HEATHROW	BULGARIA AIR	S	D	21	0	0	76	14	10	0	0	0	9	77	20	26	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	38	0	0	89	8	0	3	0	0	5	56	28	39	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	38	0	0	92	5	0	3	0	0	6	75	17	40	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	10	0	0	90	0	0	10	0	0	11	42	27	12	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	10	0	0	90	0	0	10	0	0	13	75	11	12	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	75	28	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	14	75	34	4	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	2	75	9	4	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	3	50	21	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	0	0	20	20	20	139	100	2	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	0	0	20	20	20	147	75	14	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	0	0	25	25	191	50	93	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	0	0	25	25	195	25	108	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	7	25	102	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	12	50	90	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	50	35	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	25	42	4	
	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	4	0	0	75	0	25	0	0	0	14	50	29	4	
	LUTON	WIZZ AIR	S	A	28	0	0	86	7	4	0	4	0	11	72	21	29	
	LUTON	WIZZ AIR	S	D	28	0	0	61	25	7	7	0	0	18	61	34	28	
<b>TOTAL SOFIA</b>					<b>331</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>18</b>	<b>68</b>	<b>23</b>	<b>23</b>	
SOUTHAMPTON																		

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
SOUTHAMPTON																		
	EDINBURGH	FLYBE LTD	S	A	117	0	2	91	5	3	1	0	0	6	84	8	122	
	EDINBURGH	FLYBE LTD	S	D	119	0	0	84	7	6	3	1	0	10	79	9	121	
	GLASGOW	FLYBE LTD	S	A	76	0	4	91	5	3	1	0	0	5	81	12	105	
	GLASGOW	FLYBE LTD	S	D	79	0	6	81	6	8	5	0	0	13	75	12	105	
	MANCHESTER	FLYBE LTD	S	A	93	0	2	86	5	2	6	0	0	9	84	8	116	
	MANCHESTER	FLYBE LTD	S	D	93	0	2	84	5	3	6	1	0	12	85	10	113	
	NEWCASTLE	FLYBE LTD	S	A	67	1	1	87	1	1	10	0	0	10	92	9	86	
	NEWCASTLE	FLYBE LTD	S	D	68	0	0	91	1	4	3	0	0	8	87	11	86	
<b>TOTAL SOUTHAMPTON</b>					<b>712</b>	<b>1</b>	<b>17</b>	<b>87</b>	<b>5</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>10</b>	<b>10</b>	
ST KITTS																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	75	13	13	0	0	0	11	75	7	4	
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	50	25	25	0	0	0	18	100	3	4	
<b>TOTAL ST KITTS</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>88</b>	<b>5</b>	<b>5</b>	
ST LUCIA (HEWANORRA)																		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	12	0	0	92	8	0	0	0	0	3	75	29	12	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	12	0	0	92	8	0	0	0	0	5	75	34	12	
<b>TOTAL ST LUCIA (HEWANORRA)</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>77</b>	<b>29</b>	<b>29</b>	
ST MORITZ																		
<b>TOTAL ST MORITZ</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>	
ST PETERSBURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	86	11	4	0	0	0	6	71	13	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	93	4	0	4	0	0	5	86	5	28	
<b>TOTAL ST PETERSBURG</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>76</b>	<b>10</b>	<b>10</b>	
STANSTED																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	136	0	0	80	11	6	3	0	0	10	63	23	113	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	136	0	0	81	10	7	2	0	0	9	62	36	112	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	124	0	0	91	4	4	1	0	0	4	83	13	99	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	124	0	0	88	7	3	1	1	0	7	88	8	101	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	52	0	0	90	4	2	4	0	0	5	60	28	52	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	52	0	0	87	4	6	4	0	0	7	44	32	52	
<b>TOTAL STANSTED</b>					<b>624</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>69</b>	<b>22</b>	<b>22</b>	
STAVANGER																		

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010			
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
STAVANGER																		
	NEWCASTLE	EASTERN AIRWAYS	S	A	19	0	1	89	11	0	0	0	0	3	85	9	20	
	NEWCASTLE	EASTERN AIRWAYS	S	D	19	0	1	89	0	11	0	0	0	5	79	15	19	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	20	0	0	100	0	0	0	0	0	2	90	10	20	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	20	0	0	90	5	5	0	0	0	4	70	20	20	
	HEATHROW	SAS	S	A	48	0	0	77	10	8	4	0	0	11	83	11	48	
	HEATHROW	SAS	S	D	48	0	0	88	2	10	0	0	0	6	90	7	48	
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S	S	A	10	0	2	100	0	0	0	0	0	2	92	18	12	
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S	S	D	10	0	2	90	0	10	0	0	0	4	75	32	12	
<b>TOTAL STAVANGER</b>					<b>194</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>5</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>13</b>	<b>13</b>	
STOCKHOLM (ARLANDA)																		
	LONDON CITY	BA CITYFLYER LTD	S	A	44	0	0	82	9	2	5	2	0	16	0	0	0	
	LONDON CITY	BA CITYFLYER LTD	S	D	44	0	0	75	16	2	5	0	2	23	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	160	0	0	74	11	11	4	0	0	13	81	9	154	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	160	0	0	88	6	4	1	0	0	6	86	8	152	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	8	0	0	75	13	13	0	0	0	12	0	0	0	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	8	0	0	88	0	13	0	0	0	9	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	52	0	0	50	31	10	4	6	0	30	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	52	0	0	56	27	6	8	4	0	28	0	0	0	
	HEATHROW	SAS	S	A	163	0	0	74	10	10	6	0	0	16	67	13	143	
	HEATHROW	SAS	S	D	162	0	0	87	4	6	2	0	0	7	80	9	143	
	MANCHESTER	SAS	S	A	43	0	0	81	9	9	0	0	0	8	81	10	31	
	MANCHESTER	SAS	S	D	43	0	0	84	5	9	0	2	0	10	84	8	31	
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>939</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>10</b>	<b>10</b>	
STOCKHOLM (SKAVSTA)																		
	EDINBURGH	RYANAIR	S	A	12	0	0	75	17	8	0	0	0	7	40	22	15	
	EDINBURGH	RYANAIR	S	D	12	0	0	75	17	8	0	0	0	7	63	13	16	
	GATWICK	RYANAIR	S	A	28	0	0	82	11	0	4	4	0	15	52	28	27	
	GATWICK	RYANAIR	S	D	28	0	0	79	11	4	4	4	0	16	44	30	27	
	STANSTED	RYANAIR	S	A	56	0	0	82	9	4	0	4	2	49	60	37	73	
	STANSTED	RYANAIR	S	D	56	0	0	77	20	2	0	0	2	14	77	12	75	
<b>TOTAL STOCKHOLM (SKAVSTA)</b>					<b>192</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>24</b>	<b>62</b>	<b>24</b>	<b>24</b>	
STORNOWAY																		
	EDINBURGH	LOGANAIR	S	A	47	0	0	89	0	4	4	2	0	11	85	7	47	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							FEB 2010					
			CHARTER/ SCHED	ARR/ DEP	MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
STORNOWAY																	
	EDINBURGH	LOGANAIR	S	D	47	0	0	89	2	2	4	2	0	12	83	12	47
	GLASGOW	LOGANAIR	S	A	67	0	0	90	6	3	1	0	0	5	80	14	70
	GLASGOW	LOGANAIR	S	D	67	0	0	91	4	3	1	0	0	6	79	12	71
<b>TOTAL STORNOWAY</b>					<b>228</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>12</b>	<b>12</b>
STRASBOURG																	
<b>TOTAL STRASBOURG</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
STUTTART																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	83	0	1	93	1	4	2	0	0	6	84	9	82
	HEATHROW	BRITISH AIRWAYS PLC	S	D	84	0	0	86	8	4	2	0	0	7	88	7	83
	HEATHROW	CONTACTAIR FLUGDIENST	S	A	83	0	0	76	10	8	6	0	0	13	0	0	0
	HEATHROW	CONTACTAIR FLUGDIENST	S	D	82	0	0	80	10	7	2	0	0	9	0	0	0
	BIRMINGHAM	FLYBE LTD	S	A	37	0	0	92	0	8	0	0	0	4	74	15	35
	BIRMINGHAM	FLYBE LTD	S	D	37	0	0	86	14	0	0	0	0	5	80	14	35
	STANSTED	GERMANWINGS	S	A	48	0	0	98	2	0	0	0	0	2	94	4	48
	STANSTED	GERMANWINGS	S	D	48	0	0	98	2	0	0	0	0	3	85	12	48
	MANCHESTER	LUFTHANSA CITY LINE	S	A	20	0	0	90	10	0	0	0	0	5	0	0	0
	MANCHESTER	LUFTHANSA CITY LINE	S	D	20	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL STUTTART</b>					<b>542</b>	<b>1</b>	<b>1</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>10</b>	<b>10</b>
SULAYMANIYAH INT																	
SUMBURGH																	
	EDINBURGH	LOGANAIR	S	A	50	0	0	84	4	6	6	0	0	10	71	25	48
	EDINBURGH	LOGANAIR	S	D	46	4	0	78	7	7	9	0	0	14	71	25	48
	GLASGOW	LOGANAIR	S	A	28	1	0	86	0	11	4	0	0	9	75	18	28
	GLASGOW	LOGANAIR	S	D	28	1	0	89	7	4	0	0	0	6	79	9	28
<b>TOTAL SUMBURGH</b>					<b>152</b>	<b>6</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>21</b>	<b>21</b>
SYDNEY																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	77	11	0	11	2	0	21	75	12	56
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	75	13	7	5	0	0	13	60	18	55
	HEATHROW	QANTAS	S	A	54	0	0	48	11	26	9	6	0	37	63	30	48
	HEATHROW	QANTAS	S	D	53	0	0	74	15	2	8	0	2	31	71	19	48
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	28	0	0	68	18	4	11	0	0	14	68	16	28
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	28	0	0	86	11	4	0	0	0	7	75	12	28

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE						FEB 2010			
					MATCHED	UNMATCHED		16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
SYDNEY																	
<b>TOTAL SYDNEY</b>					<b>275</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>8</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>68</b>	<b>18</b>	<b>18</b>
SZCZECIN (GOLENOW)																	
	STANSTED	RYANAIR	S	A	12	0	0	100	0	0	0	0	0	1	92	3	12
	STANSTED	RYANAIR	S	D	12	0	0	92	8	0	0	0	0	6	67	13	12
<b>TOTAL SZCZECIN (GOLENOW)</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>3</b>	<b>79</b>	<b>8</b>	<b>8</b>

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							FEB 2010					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records			
																	MATCHED	UNMATCHED	
TABA																			
	GATWICK	MONARCH AIRLINES	C	A	7	0	0	100	0	0	0	0	0	5	50	23	8		
	GATWICK	MONARCH AIRLINES	C	D	7	0	0	86	0	14	0	0	0	7	63	13	8		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	0	29	1		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	0	33	2		
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	7	0	0	0		
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	10	0	0	0		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	5	0	0	0		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	12	0	0	0		
<b>TOTAL TABA</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>60</b>	<b>16</b>	<b>16</b>		
TAIPEI																			
	HEATHROW	CHINA AIRLINES	S	A	8	0	0	50	38	13	0	0	0	16	0	0	0		
	HEATHROW	CHINA AIRLINES	S	D	8	0	0	75	13	13	0	0	0	8	0	0	0		
	HEATHROW	EVA AIR	S	A	28	0	0	25	18	54	4	0	0	29	46	25	24		
	HEATHROW	EVA AIR	S	D	28	0	0	82	11	4	4	0	0	9	67	17	24		
<b>TOTAL TAIPEI</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>17</b>	<b>25</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>56</b>	<b>21</b>	<b>21</b>		
TALLIN																			
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	28	0	0	71	18	11	0	0	0	10	61	27	28		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	28	0	0	96	4	0	0	0	0	2	64	22	28		
	GATWICK	ESTONIAN AIR	S	A	8	0	0	88	0	13	0	0	0	6	88	13	8		
	GATWICK	ESTONIAN AIR	S	D	9	0	0	78	22	0	0	0	0	4	75	13	8		
	EDINBURGH	RYANAIR	S	A	12	0	0	100	0	0	0	0	0	0	0	0	0		
	EDINBURGH	RYANAIR	S	D	12	0	0	100	0	0	0	0	0	2	0	0	0		
	LUTON	RYANAIR	S	A	12	0	0	75	17	8	0	0	0	11	0	0	0		
	LUTON	RYANAIR	S	D	12	0	0	100	0	0	0	0	0	3	0	0	0		
<b>TOTAL TALLIN</b>					<b>121</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>67</b>	<b>22</b>	<b>22</b>		
TAMPA																			
	GATWICK	BRITISH AIRWAYS PLC	S	A	20	0	0	90	10	0	0	0	0	3	95	1	20		
	GATWICK	BRITISH AIRWAYS PLC	S	D	20	0	0	90	10	0	0	0	0	6	80	10	20		
<b>TOTAL TAMPA</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>6</b>	<b>6</b>		
TAMPERE																			
	EDINBURGH	RYANAIR	S	A	11	1	1	100	0	0	0	0	0	0	0	0	0		
	EDINBURGH	RYANAIR	S	D	12	0	0	100	0	0	0	0	0	1	0	0	0		



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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Plan (8)											
TAMPERE	STANSTED	RYANAIR	S	A	16	0	0	69	25	6	0	0	0	10	69	15	16
	STANSTED	RYANAIR	S	D	16	0	0	100	0	0	0	0	0	3	88	9	16
<b>TOTAL TAMPERE</b>					<b>55</b>	<b>1</b>	<b>1</b>	<b>91</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>12</b>	<b>12</b>
TANGIERS (IBN BATUTA)	HEATHROW	ROYAL AIR MAROC	S	A	7	0	0	43	14	14	29	0	0	35	75	20	8
	HEATHROW	ROYAL AIR MAROC	S	D	7	0	0	57	14	14	14	0	0	22	75	20	8
<b>TOTAL TANGIERS (IBN BATUTA)</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>14</b>	<b>14</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>75</b>	<b>20</b>	<b>20</b>
TARBES-LOURDES INTERNA	STANSTED	RYANAIR	S	A	4	0	0	100	0	0	0	0	0	88	8	8	
	STANSTED	RYANAIR	S	D	4	0	0	100	0	0	0	0	0	5	100	5	8
<b>TOTAL TARBES-LOURDES INTERNATIONAL</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>84</b>	<b>10</b>	<b>10</b>
TASHKENT	HEATHROW	UZBEKISTAN AIRLINES	S	A	8	0	0	38	13	25	25	0	0	35	63	22	8
	HEATHROW	UZBEKISTAN AIRLINES	S	D	8	0	0	38	0	13	50	0	0	50	63	26	8
<b>TOTAL TASHKENT</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>6</b>	<b>19</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>63</b>	<b>24</b>	<b>24</b>
TBILISI	HEATHROW	BMI BRITISH MIDLAND	S	A	16	0	0	75	19	6	0	0	0	8	81	45	16
	HEATHROW	BMI BRITISH MIDLAND	S	D	16	0	0	69	19	6	6	0	0	17	50	15	16
<b>TOTAL TBILISI</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>19</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>66</b>	<b>30</b>	<b>30</b>
TEL AVIV	HEATHROW	BRITISH AIRWAYS PLC	S	A	55	0	1	64	18	16	2	0	0	13	77	11	56
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	82	13	5	0	0	0	6	77	11	56
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	27	0	0	44	26	19	11	0	0	21	39	39	23
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	28	0	0	50	32	7	11	0	0	21	21	45	24
	HEATHROW	EL AL	S	A	44	0	0	68	20	7	2	2	0	16	50	19	44
	HEATHROW	EL AL	S	D	44	0	0	84	5	7	2	2	0	15	77	12	44
	LUTON	EL AL	S	A	9	0	0	100	0	0	0	0	0	1	53	21	19
	LUTON	EL AL	S	D	9	0	0	44	33	22	0	0	0	19	56	29	18
	MANCHESTER	JET2.COM LTD	S	A	7	0	0	0	14	71	14	0	0	47	0	91	3
	MANCHESTER	JET2.COM LTD	S	D	7	0	0	14	71	14	0	0	0	26	33	52	3
<b>TOTAL TEL AVIV</b>					<b>286</b>	<b>3</b>	<b>1</b>	<b>66</b>	<b>19</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>61</b>	<b>20</b>	<b>20</b>

TENERIFE (SURREINA SOFIA)

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010			
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
TENERIFE (SURREINA SOFIA)																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	56	0	0	73	11	14	0	0	2	17	63	26	56	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	73	16	5	4	0	2	18	68	23	56	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	20	0	0	85	15	0	0	0	4	50	33	26		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	20	0	0	95	5	0	0	0	3	52	27	25		
	MANCHESTER	JET2.COM LTD	S	A	8	0	0	38	13	38	13	0	0	39	38	30	8	
	MANCHESTER	JET2.COM LTD	S	D	8	0	0	63	0	25	13	0	0	34	25	32	8	
	NEWCASTLE	JET2.COM LTD	S	A	4	0	0	50	25	25	0	0	0	14	50	31	4	
	NEWCASTLE	JET2.COM LTD	S	D	4	0	0	50	50	0	0	0	0	17	50	32	4	
	BIRMINGHAM	MONARCH AIRLINES	S	A	33	0	1	88	6	6	0	0	0	5	66	23	29	
	BIRMINGHAM	MONARCH AIRLINES	S	D	34	0	0	91	3	0	6	0	0	7	63	27	30	
	GATWICK	MONARCH AIRLINES	S	A	24	0	0	17	38	29	17	0	0	33	19	33	26	
	GATWICK	MONARCH AIRLINES	S	D	24	0	0	75	21	4	0	0	0	9	74	11	27	
	LUTON	MONARCH AIRLINES	S	A	24	0	0	63	25	4	8	0	0	18	67	19	21	
	LUTON	MONARCH AIRLINES	S	D	24	0	0	54	29	4	13	0	0	22	52	23	21	
	MANCHESTER	MONARCH AIRLINES	S	A	37	0	0	38	22	30	8	3	0	32	22	35	36	
	MANCHESTER	MONARCH AIRLINES	S	D	36	0	0	81	11	0	6	3	0	15	69	13	36	
	BIRMINGHAM	RYANAIR	S	A	12	2	0	100	0	0	0	0	0	0	83	10	12	
	BIRMINGHAM	RYANAIR	S	D	12	2	0	100	0	0	0	0	0	5	75	14	12	
	EDINBURGH	RYANAIR	S	A	12	0	0	83	0	8	8	0	0	12	75	16	8	
	EDINBURGH	RYANAIR	S	D	12	0	0	83	17	0	0	0	0	6	63	21	8	
	LUTON	RYANAIR	S	A	10	0	0	90	10	0	0	0	0	2	88	3	8	
	LUTON	RYANAIR	S	D	10	0	0	80	0	20	0	0	0	9	63	11	8	
	STANSTED	RYANAIR	S	A	18	0	0	56	33	11	0	0	0	18	44	28	16	
	STANSTED	RYANAIR	S	D	18	0	0	100	0	0	0	0	0	4	63	17	16	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	0	11	11	0	0	17	90	6	10	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	10	0	0	90	10	0	0	0	0	4	80	8	10	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	1	0	44	22	33	0	0	0	24	82	8	11	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	0	80	20	0	0	0	0	6	100	4	11	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	17	0	0	88	6	6	0	0	0	5	71	29	17	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	17	0	0	94	6	0	0	0	0	3	67	36	18	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	26	0	0	46	8	23	15	4	4	58	71	36	24	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	26	0	0	69	8	12	4	4	4	34	72	15	25	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	11	0	0	64	18	18	0	0	0	13	89	3	9	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
TENERIFE (SURREINA SOFIA)	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	11	0	0	91	9	0	0	0	0	5	78	9	9
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	3	0	0	33	33	0	0	33	0	102	100	2	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	0	25	25	0	111	100	2	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	12	0	0	83	8	0	8	0	0	9	50	39	14
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	12	0	0	83	17	0	0	0	0	5	53	36	15
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	6	100	5	1
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	3	1	0	100	0	0	0	0	0	6	100	10	2
	GATWICK	THOMSON AIRWAYS LTD	C	A	28	0	0	57	39	4	0	0	0	12	61	15	23
	GATWICK	THOMSON AIRWAYS LTD	C	D	28	0	0	82	14	4	0	0	0	8	72	16	25
	GLASGOW	THOMSON AIRWAYS LTD	C	A	16	0	0	88	13	0	0	0	0	7	69	15	16
	GLASGOW	THOMSON AIRWAYS LTD	C	D	16	0	0	94	6	0	0	0	0	4	81	8	16
	LUTON	THOMSON AIRWAYS LTD	C	A	8	0	0	75	0	25	0	0	0	10	86	12	7
	LUTON	THOMSON AIRWAYS LTD	C	D	8	0	0	88	0	13	0	0	0	7	86	9	7
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	34	0	0	85	9	6	0	0	0	8	64	32	25
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	34	0	0	88	6	0	6	0	0	8	76	18	25
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	12	0	0	75	25	0	0	0	0	8	75	23	8
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	12	0	0	83	8	8	0	0	0	10	67	19	9
	STANSTED	THOMSON AIRWAYS LTD	C	A	8	0	0	88	0	13	0	0	0	10	38	26	8
	STANSTED	THOMSON AIRWAYS LTD	C	D	8	0	0	88	0	13	0	0	0	12	63	15	8
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>913</b>	<b>6</b>	<b>1</b>	<b>75</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>63</b>	<b>22</b>	<b>22</b>
TETERBORO																	
TIMISOARA	LUTON	WIZZ AIR	S	A	12	0	0	92	8	0	0	0	0	3	83	5	12
	LUTON	WIZZ AIR	S	D	12	0	0	83	8	8	0	0	0	9	8	40	12
<b>TOTAL TIMISOARA</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>46</b>	<b>22</b>	<b>22</b>
TIRANA	GATWICK	BRITISH AIRWAYS PLC	S	A	20	0	0	90	10	0	0	0	0	2	85	6	20
	GATWICK	BRITISH AIRWAYS PLC	S	D	20	0	0	95	5	0	0	0	0	5	90	8	20
<b>TOTAL TIRANA</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>7</b>	<b>7</b>
TIREE	GLASGOW	LOGANAIR	S	A	23	0	0	74	9	9	9	0	0	13	63	26	24
	GLASGOW	LOGANAIR	S	D	23	0	0	74	13	9	4	0	0	11	65	23	23

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

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					MATCHED			UNMATCHED		16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)		Actual (7)	Plan (8)									
TIREE																		
<b>TOTAL TIREE</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>64</b>	<b>24</b>	<b>24</b>	
TOBAGO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	88	0	0	0	13	0	23	100	0	8	
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	100	0	0	0	0	0	6	100	5	8	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	10	50	11	4	
<b>TOTAL TOBAGO</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>14</b>	<b>90</b>	<b>4</b>	<b>4</b>	
TOKYO (HANEDA)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	7	0	0	14	57	14	14	0	0	33	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	8	0	0	75	13	13	0	0	0	12	0	0	0	
<b>TOTAL TOKYO (HANEDA)</b>					<b>15</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>33</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TOKYO (NARITA)																		
	HEATHROW	ALL NIPPON AIRWAYS	S	A	28	0	0	82	11	7	0	0	0	6	96	2	28	
	HEATHROW	ALL NIPPON AIRWAYS	S	D	28	0	0	96	4	0	0	0	0	1	86	6	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	54	36	7	0	4	0	23	57	29	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	71	18	4	7	0	0	16	32	42	28	
	HEATHROW	JAPAN AIRLINES	S	A	28	0	0	75	14	7	0	4	0	20	96	1	28	
	HEATHROW	JAPAN AIRLINES	S	D	28	0	0	96	0	0	0	4	0	9	89	4	28	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	27	0	0	74	15	7	0	4	0	17	68	12	25	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	27	0	0	85	7	0	4	4	0	13	68	19	25	
<b>TOTAL TOKYO (NARITA)</b>					<b>222</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>14</b>	<b>14</b>	
TORONTO																		
	HEATHROW	AIR CANADA	S	A	107	0	1	56	15	17	9	3	0	29	21	44	98	
	HEATHROW	AIR CANADA	S	D	107	0	0	79	10	4	4	2	1	17	77	15	97	
	GLASGOW	AIR TRANSAT	S	A	4	0	0	75	0	0	25	0	0	25	0	0	0	
	GLASGOW	AIR TRANSAT	S	D	4	0	0	25	25	25	25	0	0	35	0	0	0	
	MANCHESTER	AIR TRANSAT	S	A	4	0	0	50	0	50	0	0	0	22	0	0	0	
	MANCHESTER	AIR TRANSAT	S	D	4	0	0	25	25	50	0	0	0	25	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	63	16	13	9	0	0	19	36	43	56	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	64	18	13	4	2	0	18	54	20	56	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	12	0	0	83	8	8	0	0	0	7	17	180	12	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	12	0	0	58	25	8	8	0	0	17	33	118	12	
<b>TOTAL TORONTO</b>					<b>366</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>14</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>43</b>	<b>38</b>	<b>38</b>	

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							FEB 2010				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
TORREJON DE ARDOZ																		
TOULON / HYERES																		
	STANSTED	RYANAIR	S	A	7	0	0	86	14	0	0	0	0	5	0	0	0	0
	STANSTED	RYANAIR	S	D	7	0	0	86	14	0	0	0	0	4	0	0	0	0
<b>TOTAL TOULON / HYERES</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOULOUSE (BLAGNAC)																		
	MANCHESTER	BMIBABY LTD	S	A	4	0	0	75	25	0	0	0	0	16	63	39	8	8
	MANCHESTER	BMIBABY LTD	S	D	4	0	0	100	0	0	0	0	0	5	75	37	8	8
	HEATHROW	BRITISH AIRWAYS PLC	S	A	84	0	0	85	10	4	2	0	0	10	71	23	70	70
	HEATHROW	BRITISH AIRWAYS PLC	S	D	84	0	0	92	4	1	4	0	0	5	66	21	70	70
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	69	0	0	64	22	12	3	0	0	15	61	39	79	79
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	69	0	0	68	19	10	3	0	0	13	54	27	79	79
	BIRMINGHAM	FLYBE LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	FLYBE LTD	C	D	4	0	0	50	25	25	0	0	0	21	0	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	25	38	0	38	0	0	46	63	27	8	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	1	0	63	0	0	38	0	0	35	50	33	8	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	20	20	0	0	32	40	203	5	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	8	40	161	5	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	0	25	50	25	0	0	43	25	52	4	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	14	50	43	4	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	7	0	0	57	0	29	14	0	0	26	80	5	5	5
	GATWICK	THOMSON AIRWAYS LTD	C	D	7	0	0	100	0	0	0	0	0	2	80	7	5	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	6	60	78	5	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	80	48	5	5
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>378</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>61</b>	<b>33</b>	<b>33</b>	<b>33</b>
TOURS																		
	STANSTED	RYANAIR	S	A	10	0	0	100	0	0	0	0	0	1	88	9	8	8
	STANSTED	RYANAIR	S	D	10	0	0	100	0	0	0	0	0	0	75	11	8	8
<b>TOTAL TOURS</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>10</b>	<b>10</b>	<b>10</b>
TRAPANI																		
	STANSTED	RYANAIR	S	A	16	0	0	100	0	0	0	0	0	1	0	0	0	0
	STANSTED	RYANAIR	S	D	16	0	0	94	6	0	0	0	0	5	0	0	0	0
<b>TOTAL TRAPANI</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>7</b>	<b>7</b>	<b>7</b>

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
TREVISO	STANSTED	RYANAIR	S	A	54	0	1	80	15	4	2	0	0	10	54	22	46
	STANSTED	RYANAIR	S	D	56	0	0	89	7	4	0	0	0	5	71	17	48
<b>TOTAL TREVISO</b>					<b>110</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>63</b>	<b>19</b>	<b>19</b>
TRIESTE (RONCHI DEI LEGIO)	STANSTED	RYANAIR	S	A	20	0	0	75	20	5	0	0	0	11	50	24	16
	STANSTED	RYANAIR	S	D	20	0	0	85	10	5	0	0	0	7	63	20	16
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>56</b>	<b>22</b>	<b>22</b>
TRIPOLI	GATWICK	AFRIQIYAH AIRWAYS	S	A	28	0	0	25	21	14	25	14	0	86	4	62	28
	GATWICK	AFRIQIYAH AIRWAYS	S	D	28	0	0	46	11	7	25	11	0	68	14	55	28
	HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	0	90	5	0	5	0	0	7	58	20	43
	HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	0	95	5	0	0	0	0	2	73	13	44
	HEATHROW	LIBYAN ARAB AIRLINES	S	A	6	0	0	67	17	0	0	0	17	71	63	12	8
	HEATHROW	LIBYAN ARAB AIRLINES	S	D	6	0	0	67	0	0	0	17	118	63	19	8	
	MANCHESTER	LIBYAN ARAB AIRLINES	S	A	14	0	4	50	7	7	29	7	0	57	50	17	18
	MANCHESTER	LIBYAN ARAB AIRLINES	S	D	15	0	3	47	7	7	27	13	0	69	50	42	18
<b>TOTAL TRIPOLI</b>					<b>141</b>	<b>0</b>	<b>7</b>	<b>59</b>	<b>10</b>	<b>6</b>	<b>16</b>	<b>8</b>	<b>1</b>	<b>53</b>	<b>46</b>	<b>31</b>	<b>31</b>
TROMSOE	GATWICK	JET2.COM LTD	C	A	10	0	0	60	20	10	0	10	0	38	0	0	0
	GATWICK	JET2.COM LTD	C	D	8	0	0	88	13	0	0	0	0	5	0	0	0
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	8	0	0	63	13	13	13	0	0	18	50	18	8
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	8	0	0	38	38	13	13	0	0	27	38	23	8
<b>TOTAL TROMSOE</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>21</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>44</b>	<b>20</b>	<b>20</b>
TRONDHEIM (VAERNES)	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	12	0	0	83	8	8	0	0	0	10	0	0	0
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	12	0	0	92	0	8	0	0	0	7	0	0	0
<b>TOTAL TRONDHEIM (VAERNES)</b>					<b>24</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>92</b>	<b>5</b>	<b>5</b>
TUNIS	GATWICK	BRITISH AIRWAYS PLC	S	A	20	0	0	80	15	5	0	0	0	7	78	12	18
	GATWICK	BRITISH AIRWAYS PLC	S	D	20	0	0	90	10	0	0	0	0	6	83	13	18
	HEATHROW	TUNISAIR	S	A	12	0	0	8	42	50	0	0	0	34	38	28	16
	HEATHROW	TUNISAIR	S	D	12	0	0	25	25	33	17	0	0	35	38	33	16

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
TUNIS																		
<b>TOTAL TUNIS</b>					<b>64</b>	<b>2</b>	<b>0</b>	<b>59</b>	<b>20</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>60</b>	<b>21</b>	<b>21</b>	
TURIN																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	40	0	0	83	10	5	3	0	0	10	69	15	36	
	GATWICK	BRITISH AIRWAYS PLC	S	D	40	0	0	93	5	0	3	0	0	7	89	6	37	
	EDINBURGH	RYANAIR	C	A	3	0	0	67	0	33	0	0	0	15	0	0	0	
	EDINBURGH	RYANAIR	C	D	3	0	0	67	33	0	0	0	0	9	0	0	0	
	STANSTED	RYANAIR	S	A	42	0	0	93	7	0	0	0	0	4	77	16	44	
	STANSTED	RYANAIR	S	D	42	0	0	86	14	0	0	0	0	5	82	14	44	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	16	75	13	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	4	75	51	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	0	20	0	0	39	50	13	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	2	75	6	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	0	50	0	0	42	29	132	7	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	50	0	0	0	23	50	60	6	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	25	86	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	47	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	4	70	14	10	
	GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	6	90	3	10	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	0	75	8	4	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	1	100	0	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	9	0	0	89	0	0	11	0	0	17	56	105	9	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	2	67	74	9	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	43	4	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	75	30	4	
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	1	0	75	25	0	0	0	0	4	50	13	4	
	STANSTED	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	75	9	4	
<b>TOTAL TURIN</b>					<b>265</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>22</b>	<b>22</b>	

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
VALENCIA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	28	0	0	61	21	11	7	0	0	19	41	51	27	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	28	0	0	75	21	0	4	0	0	10	56	33	27	
	STANSTED	RYANAIR	S	A	19	0	0	68	16	16	0	0	0	12	67	25	12	
	STANSTED	RYANAIR	S	D	19	0	0	89	5	0	5	0	0	7	67	24	12	
<b>TOTAL VALENCIA</b>					<b>95</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>54</b>	<b>37</b>	<b>37</b>	
VALLADOLID																		
	STANSTED	RYANAIR	S	A	12	0	0	100	0	0	0	0	0	2	83	13	12	
	STANSTED	RYANAIR	S	D	12	0	0	92	8	0	0	0	0	2	83	3	12	
<b>TOTAL VALLADOLID</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>2</b>	<b>83</b>	<b>8</b>	<b>8</b>	
VANCOUVER																		
	HEATHROW	AIR CANADA	S	A	28	0	0	57	29	7	7	0	0	21	56	18	36	
	HEATHROW	AIR CANADA	S	D	28	0	0	79	11	11	0	0	0	10	78	7	37	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	57	18	25	0	0	0	18	61	16	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	54	21	25	0	0	0	16	46	28	28	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	4	0	0	75	0	25	0	0	0	18	75	10	4	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	4	0	0	25	25	0	50	0	0	49	25	22	4	
<b>TOTAL VANCOUVER</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>19</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>61</b>	<b>17</b>	<b>17</b>	
VARADERO																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	0	0	50	0	0	53	75	33	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	7	25	102	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	19	100	8	2	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	20	50	17	2	
<b>TOTAL VARADERO</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>0</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>50</b>	<b>44</b>	<b>44</b>	
VARNA																		
	LUTON	WIZZ AIR	S	A	8	0	0	63	0	13	25	0	0	30	0	46	4	
	LUTON	WIZZ AIR	S	D	9	0	0	67	0	22	11	0	0	19	50	39	4	
<b>TOTAL VARNA</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>0</b>	<b>18</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>25</b>	<b>43</b>	<b>43</b>	
VASTERAS																		
	STANSTED	RYANAIR	S	A	23	0	0	83	4	4	4	4	0	21	71	14	28	
	STANSTED	RYANAIR	S	D	23	0	0	87	4	0	4	4	0	15	82	12	28	



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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2010			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
VASTERAS																	
<b>TOTAL VASTERAS</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>18</b>	<b>77</b>	<b>13</b>	<b>13</b>
VENICE																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	82	0	0	91	5	1	2	0	0	7	87	6	75
	GATWICK	BRITISH AIRWAYS PLC	S	D	82	0	1	90	7	2	0	0	0	5	93	5	75
	HEATHROW	BRITISH AIRWAYS PLC	S	A	25	0	0	88	8	4	0	0	0	7	70	12	27
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	96	0	0	4	0	0	4	89	7	27
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	56	0	0	86	9	2	4	0	0	8	63	16	56
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	91	5	2	2	0	0	8	75	13	55
	MANCHESTER	JET2.COM LTD	S	A	4	0	0	75	0	25	0	0	0	15	0	0	0
	MANCHESTER	JET2.COM LTD	S	D	4	0	0	75	0	25	0	0	0	13	0	0	0
<b>TOTAL VENICE</b>					<b>339</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>9</b>	<b>9</b>
VERONA VILAFRANCA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	28	0	0	82	7	7	4	0	0	8	59	17	22
	GATWICK	BRITISH AIRWAYS PLC	S	D	28	0	0	86	7	7	0	0	0	7	77	10	22
	MANCHESTER	FLYBE LTD	C	A	4	0	0	0	50	50	0	0	0	35	0	0	0
	MANCHESTER	FLYBE LTD	C	D	4	0	0	75	25	0	0	0	0	12	0	0	0
	STANSTED	RYANAIR	S	A	14	0	0	57	14	14	7	7	0	36	0	0	0
	STANSTED	RYANAIR	S	D	12	0	0	83	17	0	0	0	0	5	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	25	0	25	0	90	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	0	25	0	86	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	100	0	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	1	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	9	100	0	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	1	4
<b>TOTAL VERONA VILAFRANCA</b>					<b>114</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>9</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>78</b>	<b>10</b>	<b>10</b>
VIENNA																	
	HEATHROW	AUSTRIAN AIRLINES	S	A	84	0	0	80	11	6	4	0	0	10	85	6	106
	HEATHROW	AUSTRIAN AIRLINES	S	D	84	0	0	80	14	4	2	0	0	9	75	10	106
	HEATHROW	BMI BRITISH MIDLAND	S	A	56	0	0	75	18	7	0	0	0	9	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	D	56	0	0	93	2	4	2	0	0	4	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	112	0	0	77	10	6	6	1	0	14	76	12	110
	HEATHROW	BRITISH AIRWAYS PLC	S	D	112	0	0	87	4	5	4	0	0	8	80	12	110
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	48	0	0	81	8	8	2	0	0	8	67	24	51

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
VIENNA	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	48	0	0	81	13	6	0	0	0	8	75	16	51
<b>TOTAL VIENNA</b>					<b>600</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>12</b>	<b>12</b>
VILNIUS																	

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

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2010				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
WARSAW																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	84	0	0	81	6	8	5	0	0	10	82	8	83	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	84	0	0	92	4	4	1	0	0	5	90	6	84	
	HEATHROW	LOT-POLISH AIRLINES	S	A	80	0	0	65	18	13	5	0	0	16	79	10	80	
	HEATHROW	LOT-POLISH AIRLINES	S	D	80	0	0	83	6	9	3	0	0	9	89	7	80	
	LUTON	WIZZ AIR	S	A	73	0	0	75	11	8	5	0	0	14	71	45	72	
	LUTON	WIZZ AIR	S	D	73	0	0	63	19	11	7	0	0	17	53	56	72	
<b>TOTAL WARSAW</b>					<b>474</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>19</b>	<b>19</b>	
WASHINGTON (DULLES)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	83	0	0	86	6	4	5	0	0	9	45	24	73	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	83	0	0	72	17	7	4	0	0	13	63	19	73	
	HEATHROW	UNITED AIRLINES	S	A	84	0	0	93	2	0	1	2	1	16	53	24	73	
	HEATHROW	UNITED AIRLINES	S	D	84	0	0	93	4	1	2	0	0	5	66	23	74	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	25	0	0	96	0	0	4	0	0	5	42	38	24	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	25	0	0	88	8	4	0	0	0	6	67	30	24	
<b>TOTAL WASHINGTON (DULLES)</b>					<b>384</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>57</b>	<b>24</b>	<b>24</b>	
WATERFORD																		
	BIRMINGHAM	AER ARANN	S	A	14	0	0	86	0	0	14	0	0	16	81	9	16	
	BIRMINGHAM	AER ARANN	S	D	14	0	0	79	0	7	14	0	0	23	80	15	15	
	LUTON	AER ARANN	S	A	23	0	0	83	4	9	4	0	0	10	83	14	47	
	LUTON	AER ARANN	S	D	24	0	0	75	8	13	4	0	0	12	74	24	50	
	MANCHESTER	AER ARANN	S	A	16	0	0	63	13	6	13	6	0	42	79	15	19	
	MANCHESTER	AER ARANN	S	D	16	0	0	75	6	0	13	6	0	38	74	14	19	
<b>TOTAL WATERFORD</b>					<b>107</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>6</b>	<b>7</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>78</b>	<b>16</b>	<b>16</b>	
WHITE PLAINS																		
WICK																		
	EDINBURGH	LOGANAIR	S	A	19	0	0	84	0	0	11	5	0	23	79	10	19	
	EDINBURGH	LOGANAIR	S	D	19	0	0	79	5	0	11	5	0	27	75	11	20	
<b>TOTAL WICK</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>25</b>	<b>77</b>	<b>11</b>	<b>11</b>	
WROCLAW																		
	STANSTED	RYANAIR	S	A	32	0	0	97	3	0	0	0	0	2	86	6	28	
	STANSTED	RYANAIR	S	D	32	0	0	97	3	0	0	0	0	4	89	5	28	
	LUTON	WIZZ AIR	S	A	20	0	0	90	10	0	0	0	0	6	57	41	14	

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

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE							FEB 2010		
			CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
WROCLAW	LUTON	WIZZ AIR	S	D	20	0	0	45	30	20	5	0	0	19	33	51	15
<b>TOTAL WROCLAW</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>19</b>	<b>19</b>

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

Origin / Destinations: Y

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
YEREVAN	HEATHROW	BMI BRITISH MIDLAND	S	A	12	0	0	75	17	8	0	0	0	9	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	D	12	0	0	67	8	8	17	0	0	23	0	0	0
<b>TOTAL YEREVAN</b>					<b>24</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2010			
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
ZAGREB																		
	GATWICK	CROATIA AIRLINES	S	A	12	0	0	83	8	8	0	0	0	8	75	10	12	
	GATWICK	CROATIA AIRLINES	S	D	12	0	0	83	8	8	0	0	0	6	92	7	12	
	HEATHROW	CROATIA AIRLINES	S	A	36	0	0	72	17	6	6	0	0	14	64	12	36	
	HEATHROW	CROATIA AIRLINES	S	D	36	0	0	69	14	14	3	0	0	13	61	15	36	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	85	8	8	0	0	0	8	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	69	15	15	0	0	0	14	0	0	0	
	LUTON	WIZZ AIR	S	A	2	0	0	100	0	0	0	0	0	7	83	4	12	
	LUTON	WIZZ AIR	S	D	2	0	0	50	50	0	0	0	0	15	92	5	12	
<b>TOTAL ZAGREB</b>					<b>126</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>10</b>	<b>10</b>	
ZARAGOZA																		
	STANSTED	RYANAIR	S	A	16	0	0	63	25	13	0	0	0	17	38	34	16	
	STANSTED	RYANAIR	S	D	16	0	0	75	19	6	0	0	0	11	44	27	16	
<b>TOTAL ZARAGOZA</b>					<b>33</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>24</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>42</b>	<b>29</b>	<b>29</b>	
ZURICH																		
	LONDON CITY	BA CITYFLYER LTD	S	A	87	0	0	95	3	0	1	0	0	3	79	11	89	
	LONDON CITY	BA CITYFLYER LTD	S	D	87	0	0	82	6	10	2	0	0	8	81	9	90	
	EDINBURGH	BMI REGIONAL	S	A	15	0	0	100	0	0	0	0	0	2	87	5	15	
	EDINBURGH	BMI REGIONAL	S	D	16	0	0	100	0	0	0	0	0	1	100	3	15	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	162	0	0	86	8	3	3	0	0	7	75	12	154	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	162	0	0	89	8	2	1	0	0	5	77	10	154	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	50	0	0	74	16	8	2	0	0	10	61	20	56	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	50	0	0	80	16	4	0	0	0	7	68	20	56	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	36	0	0	64	36	0	0	0	0	12	56	39	48	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	36	0	0	78	14	8	0	0	0	9	63	37	48	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	20	0	0	45	25	30	0	0	0	22	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	20	0	0	80	20	0	0	0	0	7	0	0	0	
	BIRMINGHAM	HELVETIC AIRWAYS	S	A	73	0	0	95	4	0	1	0	0	4	90	10	78	
	BIRMINGHAM	HELVETIC AIRWAYS	S	D	72	0	0	93	6	1	0	0	0	5	79	12	78	
	MANCHESTER	HELVETIC AIRWAYS	S	A	3	0	0	100	0	0	0	0	0	3	65	12	20	
	MANCHESTER	HELVETIC AIRWAYS	S	D	3	0	0	100	0	0	0	0	0	5	60	15	20	
	BIRMINGHAM	SWISS AIRLINES	S	A	11	0	0	55	27	18	0	0	0	16	60	15	5	
	BIRMINGHAM	SWISS AIRLINES	S	D	11	0	1	55	27	18	0	0	0	21	40	25	5	
	HEATHROW	SWISS AIRLINES	S	A	166	0	0	76	13	9	2	0	0	11	72	12	168	

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE						FEB 2010				
					Actual (7)	Plan (8)		16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
ZURICH																		
	HEATHROW	SWISS AIRLINES	S	D	166	0	0	80	12	7	1	0	0	9	71	12	168	
	LONDON CITY	SWISS AIRLINES	S	A	164	0	1	90	6	3	1	0	0	6	78	10	162	
	LONDON CITY	SWISS AIRLINES	S	D	168	1	0	89	8	2	1	0	0	6	68	13	171	
	MANCHESTER	SWISS AIRLINES	S	A	81	0	0	80	14	5	1	0	0	10	65	17	63	
	MANCHESTER	SWISS AIRLINES	S	D	81	0	0	83	9	5	4	0	0	10	52	23	63	
<b>TOTAL ZURICH</b>					<b>1743</b>	<b>8</b>	<b>2</b>	<b>84</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>14</b>	<b>14</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2011

Reporting Airport: BIRMINGHAM (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2010			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
		Actual (7)	Plan (8)										
CHARTERED FLIGHTS(ALL ROUTES)	398	0	0	79	9	7	4	1	0	15	65	28	464
SCHEDULED FLIGHTS(ALL ROUTES)	5376	18	31	84	7	5	3	0	0	10	75	17	5495
AIRPORT TOTAL	5774	18	31	84	8	5	3	0	0	10	74	17	5959



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2011

Reporting Airport: EDINBURGH (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2010			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
		Actual (7)	Plan (8)										
CHARTERED FLIGHTS(ALL ROUTES)	85	4	0	79	11	5	6	0	0	13	59	25	110
SCHEDULED FLIGHTS(ALL ROUTES)	6871	12	41	84	7	5	3	0	0	9	76	15	6826
AIRPORT TOTAL	6956	16	41	84	7	5	3	0	0	9	76	15	6936

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2011

Reporting Airport: GATWICK (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2010			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
		Actual (7)	Plan (8)										
CHARTERED FLIGHTS(ALL ROUTES)	1403	13	0	70	13	8	7	1	1	23	62	26	1499
SCHEDULED FLIGHTS(ALL ROUTES)	15335	12	39	80	11	6	3	0	0	11	70	19	15235
AIRPORT TOTAL	16738	25	39	80	11	6	3	1	0	12	69	20	16734

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2011

Reporting Airport: GLASGOW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2010			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
		Actual (7)	Plan (8)										
CHARTERED FLIGHTS(ALL ROUTES)	235	1	0	85	9	4	2	1	0	10	71	24	237
SCHEDULED FLIGHTS(ALL ROUTES)	4727	6	49	84	7	5	4	0	0	9	79	13	4518
AIRPORT TOTAL	4962	7	49	84	8	5	4	0	0	9	79	13	4755

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2011

Reporting Airport: HEATHROW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2010			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
		Actual (7)	Plan (8)										
CHARTERED FLIGHTS(ALL ROUTES)	26	9	0	88	8	0	4	0	0	6	59	19	37
SCHEDULED FLIGHTS(ALL ROUTES)	36025	3	92	78	11	7	4	0	0	12	72	15	34807
AIRPORT TOTAL	36051	12	92	78	11	7	4	0	0	12	72	15	34844

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2011

Reporting Airport: LONDON CITY (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2010			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
		Actual (7)	Plan (8)										
SCHEDULED FLIGHTS(ALL ROUTES)	4719	2	10	87	7	4	3	0	0	7	78	11	5096
AIRPORT TOTAL	4719	2	10	87	7	4	3	0	0	7	78	11	5096

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2011

Reporting Airport: LUTON (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2010			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
		Actual (7)	Plan (8)										
CHARTERED FLIGHTS(ALL ROUTES)	73	123	0	71	8	14	7	0	0	15	59	32	63
SCHEDULED FLIGHTS(ALL ROUTES)	4397	1	1	77	12	7	3	0	0	12	66	26	4316
AIRPORT TOTAL	4470	124	1	77	12	7	3	0	0	12	66	26	4379

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2011

Reporting Airport: MANCHESTER (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2010			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
		Actual (7)	Plan (8)										
CHARTERED FLIGHTS(ALL ROUTES)	1103	13	0	69	12	10	6	2	1	24	57	47	1132
SCHEDULED FLIGHTS(ALL ROUTES)	9163	37	69	79	10	6	4	0	0	13	72	17	8559
AIRPORT TOTAL	10266	50	69	78	10	7	5	1	0	14	70	21	9691

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2011

Reporting Airport: NEWCASTLE (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2010			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
		Actual (7)	Plan (8)										
CHARTERED FLIGHTS(ALL ROUTES)	188	5	0	83	11	4	2	0	0	8	71	18	190
SCHEDULED FLIGHTS(ALL ROUTES)	2674	9	22	84	7	5	4	0	0	10	76	17	2907
AIRPORT TOTAL	2862	14	22	84	7	5	3	0	0	10	75	17	3097



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2011

Reporting Airport: STANSTED (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2010			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
		Actual (7)	Plan (8)										
CHARTERED FLIGHTS(ALL ROUTES)	171	37	0	75	10	10	4	2	0	17	60	20	191
SCHEDULED FLIGHTS(ALL ROUTES)	8570	13	22	86	9	4	1	0	0	8	71	18	9469
AIRPORT TOTAL	8741	50	22	86	9	4	1	0	0	8	70	18	9660