

# Punctuality Statistics

Economic Regulation Group

Aviation Data Unit



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

**Full and Summary Analysis**

**March 2011**

**Disclaimer**

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

## Contents

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

## FOREWORD

### 1 CONTENT

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

### 1.2 Coverage

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

### 2 ENQUIRIES

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

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

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

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

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

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

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

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

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

## INTRODUCTORY NOTES

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

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

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

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

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



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

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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	100	0	0	0	0	0	1	86	6	7
<b>TOTAL INNSBRUCK</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>70</b>	<b>17</b>	<b>10</b>
SALZBURG	FLYBE LTD	C	8	0	0	88	13	0	0	0	0	5	33	33	6
	THOMSON AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	1	67	30	3
<b>TOTAL SALZBURG</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>44</b>	<b>32</b>	<b>9</b>
<b>TOTAL AUSTRIA</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>58</b>	<b>24</b>	<b>19</b>
<b>BARBADOS</b>															
BRIDGETOWN	THOMSON AIRWAYS LTD	C	12	0	0	83	17	0	0	0	0	8	81	21	16
<b>TOTAL BRIDGETOWN</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>8</b>	<b>81</b>	<b>21</b>	<b>16</b>
<b>TOTAL BARBADOS</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>8</b>	<b>81</b>	<b>21</b>	<b>16</b>
<b>BELGIUM</b>															
BRUSSELS	BRUSSELS AIRLINES	S	256	0	0	92	4	4	0	0	0	4	82	11	256
<b>TOTAL BRUSSELS</b>			<b>256</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>11</b>	<b>256</b>
<b>TOTAL BELGIUM</b>			<b>256</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>11</b>	<b>256</b>
<b>BULGARIA</b>															
SOFIA	THOMSON AIRWAYS LTD	C	3	0	0	33	0	33	33	0	0	38	33	184	3
<b>TOTAL SOFIA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>33</b>	<b>184</b>	<b>3</b>
<b>TOTAL BULGARIA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>33</b>	<b>184</b>	<b>3</b>
<b>CAPE VERDE ISLANDS</b>															
ILHA DO SAL C.VERDE	THOMSON AIRWAYS LTD	S	10	0	0	80	10	0	0	10	0	27	60	21	10
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>27</b>	<b>60</b>	<b>21</b>	<b>10</b>
<b>TOTAL CAPE VERDE ISLANDS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>27</b>	<b>60</b>	<b>21</b>	<b>10</b>
<b>CUBA</b>															
HAVANA	THOMSON AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	30	0	0	0
<b>TOTAL HAVANA</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>30</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CUBA</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>30</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CYPRUS</b>															
LARNACA	MONARCH AIRLINES	S	20	0	0	70	20	5	5	0	0	13	52	28	21
<b>TOTAL LARNACA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>45</b>	<b>30</b>	<b>31</b>
PAPHOS	THOMSON AIRWAYS LTD	C	10	0	0	60	20	20	0	0	0	15	64	19	11
<b>TOTAL PAPHOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>54</b>	<b>30</b>	<b>13</b>
<b>TOTAL CYPRUS</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>20</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>48</b>	<b>30</b>	<b>44</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	BMIBABY LTD	S	26	0	0	92	4	4	0	0	0	5	79	13	34
<b>TOTAL PRAGUE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>73</b>	<b>14</b>	<b>70</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL CZECH REPUBLIC			26	0	0	92	4	4	0	0	0	5	73	14	70
DENMARK															
COPENHAGEN	SAS	S	92	0	0	89	4	0	7	0	0	8	76	14	100
TOTAL COPENHAGEN			92	0	0	89	4	0	7	0	0	8	76	14	100
TOTAL DENMARK			92	0	0	89	4	0	7	0	0	8	76	14	100
DOMINICAN REPUBLIC															
LA ROMANA	THOMSON AIRWAYS LTD	C	7	0	0	71	0	14	14	0	0	24	43	22	7
TOTAL LA ROMANA			7	0	0	71	0	14	14	0	0	24	43	22	7
PUNTA CANA	THOMSON AIRWAYS LTD	C	10	0	0	50	30	10	10	0	0	26	80	16	10
TOTAL PUNTA CANA			10	0	0	50	30	10	10	0	0	26	80	16	10
TOTAL DOMINICAN REPUBLIC			17	0	0	59	18	12	12	0	0	25	65	18	17
EGYPT															
HURGHADA	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	100	0	8
	THOMSON AIRWAYS LTD	S	8	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL HURGHADA			16	0	0	100	0	0	0	0	0	2	100	0	8
LUXOR	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	4	80	14	10
TOTAL LUXOR			10	0	0	100	0	0	0	0	0	4	80	14	10
SHARM EL SHEIKH (OPHIRA)	THOMAS COOK AIRLINES LTD	C	12	0	0	100	0	0	0	0	0	3	78	12	18
	THOMSON AIRWAYS LTD	S	34	0	0	97	3	0	0	0	0	2	71	15	34
TOTAL SHARM EL SHEIKH (OPHIRA)			46	0	0	98	2	0	0	0	0	2	73	14	52
TABA	THOMSON AIRWAYS LTD	C	10	0	0	60	0	0	40	0	0	50	50	66	10
TOTAL TABA			10	0	0	60	0	0	40	0	0	50	50	66	10
TOTAL EGYPT			82	0	0	94	1	0	5	0	0	8	74	19	80
FRANCE															
CHAMBERY	FLYBE LTD	C	16	0	0	38	25	25	13	0	0	33	25	29	8
	FLYBE LTD	S	16	0	0	50	25	6	19	0	0	32	31	38	16
	THOMSON AIRWAYS LTD	C	8	0	0	38	13	13	25	13	0	59	38	17	8
TOTAL CHAMBERY			40	0	0	43	23	15	18	3	0	37	31	30	32
GRENOBLE	EASYJET AIRLINE COMPANY LTD	S	16	0	0	88	0	13	0	0	0	7	75	16	16
TOTAL GRENOBLE			16	0	0	88	0	13	0	0	0	7	72	16	32
LYON	BRIT AIR	S	98	0	0	99	1	0	0	0	0	1	85	9	95
TOTAL LYON			98	0	0	99	1	0	0	0	0	1	85	9	95
NICE	BMIBABY LTD	S	22	0	0	86	14	0	0	0	0	5	70	24	20
TOTAL NICE			22	0	0	86	14	0	0	0	0	5	70	24	20
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	186	0	0	98	1	1	0	0	0	1	0	0	0
	FLYBE LTD	S	162	0	0	91	4	2	2	0	0	5	72	21	162
TOTAL PARIS (CHARLES DE GAULLE)			348	0	0	95	3	1	1	0	0	3	75	17	468
TOULOUSE (BLAGNAC)	FLYBE LTD	C	3	0	0	100	0	0	0	0	0	2	0	0	0
	THOMSON AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	8	33	17	3

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL TOULOUSE (BLAGNAC)			6	0	0	100	0	0	0	0	0	5	33	17	3
TOTAL FRANCE			530	0	0	91	4	2	2	0	0	6	75	16	668
<b>GAMBIA</b>															
BANJUL	THOMAS COOK AIRLINES LTD	C	10	0	0	70	10	10	10	0	0	17	80	23	10
TOTAL BANJUL			10	0	0	70	10	10	10	0	0	17	80	23	10
TOTAL GAMBIA			10	0	0	70	10	10	10	0	0	17	80	23	10
<b>GERMANY</b>															
DORTMUND	JET2.COM LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL DORTMUND			2	0	0	100	0	0	0	0	0	0	0	0	0
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	150	0	0	94	4	1	1	0	0	4	74	15	139
	FLYBE LTD	S	206	0	0	92	5	1	1	0	0	4	72	16	200
TOTAL DUSSELDORF			356	0	0	93	5	1	1	0	0	4	73	16	339
FRANKFURT MAIN	FLYBE LTD	S	83	0	8	72	6	7	10	5	0	29	73	19	142
	LUFTHANSA	S	233	0	0	79	12	6	3	0	0	10	67	21	175
TOTAL FRANKFURT MAIN			316	0	8	77	11	7	4	1	0	15	72	19	372
HAMBURG	FLYBE LTD	S	46	0	0	87	4	0	9	0	0	10	76	21	45
TOTAL HAMBURG			46	0	0	87	4	0	9	0	0	10	76	21	45
HANOVER	AIR BERLIN	C	18	0	0	94	6	0	0	0	0	2	83	9	18
	FLYBE LTD	S	78	0	0	83	8	6	3	0	0	8	69	23	71
TOTAL HANOVER			96	0	0	85	7	5	2	0	0	7	71	22	90
MUNICH	ADRIA AIRWAYS	C	2	0	0	100	0	0	0	0	0	1	0	0	0
	LUFTHANSA	S	8	0	0	100	0	0	0	0	0	0	0	0	0
	LUFTHANSA CITY LINE	S	157	0	0	86	6	6	3	0	0	7	68	21	168
TOTAL MUNICH			167	0	0	87	5	5	2	0	0	7	68	21	168
NIEDERRHEIN	RYANAIR	S	30	0	0	100	0	0	0	0	0	1	72	12	36
TOTAL NIEDERRHEIN			30	0	0	100	0	0	0	0	0	1	72	12	36
PADERBORN	AIR BERLIN	C	8	0	0	88	13	0	0	0	0	7	63	21	8
TOTAL PADERBORN			8	0	0	88	13	0	0	0	0	7	63	21	8
STUTTGART	FLYBE LTD	S	98	0	1	93	3	3	1	0	0	4	69	27	98
TOTAL STUTTGART			98	0	1	93	3	3	1	0	0	4	69	27	98
TOTAL GERMANY			1119	0	9	87	7	4	3	0	0	8	71	19	1158
<b>IRAN</b>															
IMAM KHOMIENI	MAHAN AIR	S	26	0	0	81	4	4	12	0	0	21	41	43	32
TOTAL IMAM KHOMIENI			26	0	0	81	4	4	12	0	0	21	41	43	32
TOTAL IRAN			26	0	0	81	4	4	12	0	0	21	41	43	32
<b>IRISH REPUBLIC</b>															
CORK	AER ARANN	S	114	0	0	93	0	1	4	3	0	13	0	0	0
TOTAL CORK			114	0	2	93	0	1	4	3	0	13	81	9	79

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2010			
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
DUBLIN	AER LINGUS	S	196	2	0	91	2	4	3	0	0	5	77	17	198
	RYANAIR	S	190	0	2	91	6	3	1	0	0	5	72	16	198
<b>TOTAL DUBLIN</b>			<b>387</b>	<b>2</b>	<b>2</b>	<b>91</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>74</b>	<b>17</b>	<b>396</b>
IRELAND WEST AIRPORT KNOCK	BMIBABY LTD	S	30	0	0	87	13	0	0	0	0	4	59	31	34
<b>TOTAL IRELAND WEST AIRPORT KNOCK</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>59</b>	<b>31</b>	<b>34</b>
SHANNON	AER ARANN	S	54	0	0	85	0	4	4	0	7	42	0	0	0
<b>TOTAL SHANNON</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>42</b>	<b>87</b>	<b>5</b>	<b>30</b>
WATERFORD	AER ARANN	S	34	0	0	94	0	0	0	6	0	16	79	18	34
<b>TOTAL WATERFORD</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>18</b>	<b>34</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>619</b>	<b>4</b>	<b>4</b>	<b>91</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>11</b>	<b>75</b>	<b>16</b>	<b>573</b>
<b>ITALY</b>															
MILAN (MALPENSA)	FLYBE LTD	S	43	0	1	86	7	2	0	0	5	77	70	24	54
<b>TOTAL MILAN (MALPENSA)</b>			<b>43</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>77</b>	<b>69</b>	<b>24</b>	<b>55</b>
TRIESTE (RONCHI DEI LEGIONARI)	RYANAIR	S	4	0	0	75	25	0	0	0	0	8	0	59	2
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</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>8</b>	<b>0</b>	<b>59</b>	<b>2</b>
TURIN	THOMAS COOK AIRLINES LTD	C	3	0	0	67	0	33	0	0	0	19	33	38	3
	THOMSON AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	7	33	34	3
<b>TOTAL TURIN</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>33</b>	<b>36</b>	<b>6</b>
<b>TOTAL ITALY</b>			<b>58</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>60</b>	<b>68</b>	<b>29</b>	<b>84</b>
<b>JAMAICA</b>															
MONTEGO BAY	THOMSON AIRWAYS LTD	C	3	0	0	33	33	33	0	0	0	28	50	15	4
<b>TOTAL MONTEGO BAY</b>			<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>28</b>	<b>50</b>	<b>15</b>	<b>4</b>
<b>TOTAL JAMAICA</b>			<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>28</b>	<b>50</b>	<b>15</b>	<b>4</b>
<b>LITHUANIA</b>															
KAUNAS	RYANAIR	S	4	0	0	100	0	0	0	0	0	3	78	15	18
<b>TOTAL KAUNAS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>78</b>	<b>15</b>	<b>18</b>
<b>TOTAL LITHUANIA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>78</b>	<b>15</b>	<b>18</b>
<b>MALTA</b>															
MALTA	AIR MALTA	S	16	0	0	75	13	13	0	0	0	9	38	22	16
	RYANAIR	S	16	0	0	88	13	0	0	0	0	6	0	0	0
<b>TOTAL MALTA</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>7</b>	<b>38</b>	<b>22</b>	<b>16</b>
<b>TOTAL MALTA</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>7</b>	<b>38</b>	<b>22</b>	<b>16</b>
<b>MEXICO</b>															
CANCUN	THOMSON AIRWAYS LTD	C	10	0	0	40	20	10	20	0	10	136	73	15	11
<b>TOTAL CANCUN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>10</b>	<b>136</b>	<b>73</b>	<b>15</b>	<b>11</b>
<b>TOTAL MEXICO</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>10</b>	<b>136</b>	<b>67</b>	<b>16</b>	<b>12</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>NETHERLANDS</b>															
AMSTERDAM	BMIBABY LTD	S	114	0	2	97	2	1	0	0	0	2	82	13	114
	KLM	S	178	0	0	96	3	1	0	0	0	3	80	12	235
	KLM CITYHOPPER	S	124	0	0	92	7	1	0	0	0	3	69	18	61
<b>TOTAL AMSTERDAM</b>			<b>416</b>	<b>0</b>	<b>2</b>	<b>95</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>13</b>	<b>411</b>
<b>TOTAL NETHERLANDS</b>			<b>416</b>	<b>0</b>	<b>2</b>	<b>95</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>13</b>	<b>411</b>
<b>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	36	0	0	39	22	17	22	0	0	33	29	43	34
<b>TOTAL ISLAMABAD</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>22</b>	<b>17</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>29</b>	<b>43</b>	<b>34</b>
<b>TOTAL PAKISTAN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>22</b>	<b>17</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>29</b>	<b>43</b>	<b>34</b>
<b>POLAND</b>															
BYDGOSZCZ	RYANAIR	S	28	0	0	89	11	0	0	0	0	5	0	84	2
<b>TOTAL BYDGOSZCZ</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>84</b>	<b>2</b>
GDANSK	RYANAIR	S	18	0	0	100	0	0	0	0	0	3	89	7	18
<b>TOTAL GDANSK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>7</b>	<b>18</b>
KATOWICE	RYANAIR	S	18	0	0	100	0	0	0	0	0	3	72	14	18
<b>TOTAL KATOWICE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>72</b>	<b>14</b>	<b>18</b>
KRAKOW	RYANAIR	S	22	0	0	86	5	5	5	0	0	9	86	9	28
	THOMSON AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	6	0	0	0
<b>TOTAL KRAKOW</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>9</b>	<b>28</b>
RZESZOW	RYANAIR	S	18	0	0	94	6	0	0	0	0	4	67	18	18
<b>TOTAL RZESZOW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>67</b>	<b>18</b>	<b>18</b>
<b>TOTAL POLAND</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>77</b>	<b>13</b>	<b>84</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	MONARCH AIRLINES	S	32	0	0	94	6	0	0	0	0	4	71	20	38
	RYANAIR	S	20	0	0	80	15	5	0	0	0	7	0	44	6
<b>TOTAL FARO</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>58</b>	<b>23</b>	<b>48</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>56</b>	<b>24</b>	<b>50</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	80	12	10
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>12</b>	<b>10</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>12</b>	<b>10</b>
<b>SLOVAK REPUBLIC</b>															
BRATISLAVA	RYANAIR	S	28	0	0	93	7	0	0	0	0	3	88	7	26
<b>TOTAL BRATISLAVA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>7</b>	<b>26</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>7</b>	<b>26</b>
<b>SPAIN</b>															

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2010			
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
ALICANTE	MONARCH AIRLINES	S	54	0	0	96	2	2	0	0	0	2	60	27	30
	RYANAIR	S	32	0	0	97	3	0	0	0	3	63	21	38	
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	4	100	2	8	
	THOMSON AIRWAYS LTD	C	18	0	0	89	11	0	0	0	6	72	14	18	
<b>TOTAL ALICANTE</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>64</b>	<b>21</b>	<b>114</b>	
ALMERIA	MONARCH AIRLINES	S	4	0	0	50	25	25	0	0	20	0	0	0	
<b>TOTAL ALMERIA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	
GERONA	RYANAIR	S	26	0	2	96	0	4	0	0	3	69	16	36	
<b>TOTAL GERONA</b>			<b>26</b>	<b>0</b>	<b>2</b>	<b>96</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>69</b>	<b>16</b>	<b>36</b>	
IBIZA	RYANAIR	S	6	0	0	100	0	0	0	0	0	0	43	2	
<b>TOTAL IBIZA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>2</b>	
MAHON	MONARCH AIRLINES	S	2	0	0	100	0	0	0	0	7	0	38	2	
<b>TOTAL MAHON</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>38</b>	<b>2</b>	
MALAGA	BMIBABY LTD	S	18	0	0	61	17	11	11	0	18	58	23	19	
	MONARCH AIRLINES	S	48	1	0	85	8	6	0	0	5	79	14	42	
	RYANAIR	S	34	0	0	97	3	0	0	0	3	76	15	37	
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	2	75	13	8	
<b>TOTAL MALAGA</b>			<b>108</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>16</b>	<b>107</b>	
MURCIA SAN JAVIER	RYANAIR	S	6	0	0	100	0	0	0	0	2	86	12	28	
<b>TOTAL MURCIA SAN JAVIER</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>2</b>	<b>75</b>	<b>18</b>	<b>32</b>	
PALMA DE MALLORCA	MONARCH AIRLINES	S	6	0	0	83	17	0	0	0	3	0	64	2	
	RYANAIR	S	8	0	0	100	0	0	0	0	0	0	63	2	
<b>TOTAL PALMA DE MALLORCA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>27</b>	<b>14</b>	
REUS	RYANAIR	S	4	0	0	75	0	25	0	0	14	0	60	4	
<b>TOTAL REUS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>60</b>	<b>4</b>	
<b>TOTAL SPAIN</b>			<b>282</b>	<b>1</b>	<b>2</b>	<b>91</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>67</b>	<b>19</b>	<b>311</b>	
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	MONARCH AIRLINES	S	28	0	0	96	4	0	0	0	3	88	7	26	
	RYANAIR	S	16	0	0	75	25	0	0	0	7	78	11	18	
	THOMAS COOK AIRLINES LTD	C	18	0	0	72	6	6	17	0	20	81	13	16	
	THOMSON AIRWAYS LTD	C	18	0	0	78	11	11	0	0	10	81	12	16	
<b>TOTAL ARRECIFE</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>10</b>	<b>76</b>	
FUERTEVENTURA	MONARCH AIRLINES	S	10	0	0	100	0	0	0	0	1	70	16	10	
	RYANAIR	S	2	0	0	50	0	50	0	0	29	0	0	0	
	THOMAS COOK AIRLINES LTD	C	18	0	0	94	6	0	0	0	3	83	8	18	
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	1	80	16	10	
<b>TOTAL FUERTEVENTURA</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>3</b>	<b>79</b>	<b>12</b>	<b>38</b>	
LAS PALMAS	MONARCH AIRLINES	S	16	0	0	81	0	19	0	0	10	60	25	10	
	RYANAIR	S	18	0	0	100	0	0	0	0	3	78	15	18	
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	25	0	0	0	10	60	25	10	
	THOMSON AIRWAYS LTD	C	10	0	0	60	30	10	0	0	13	70	14	10	
<b>TOTAL LAS PALMAS</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>69</b>	<b>19</b>	<b>48</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TENERIFE (SURREINA SOFIA)	MONARCH AIRLINES	S	79	1	1	84	8	4	5	0	0	9	83	10	70
	RYANAIR	S	30	0	0	93	3	3	0	0	0	3	81	11	26
	THOMAS COOK AIRLINES LTD	C	33	1	0	79	6	3	12	0	0	18	88	6	26
	THOMSON AIRWAYS LTD	C	25	1	0	84	4	12	0	0	0	6	65	17	34
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>167</b>	<b>3</b>	<b>1</b>	<b>84</b>	<b>6</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>11</b>	<b>156</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>339</b>	<b>3</b>	<b>1</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>12</b>	<b>318</b>
<b>SWEDEN</b>															
GOTEBORG	CITY AIRLINE	S	66	0	2	91	6	3	0	0	0	4	85	10	54
<b>TOTAL GOTEBORG</b>			<b>66</b>	<b>0</b>	<b>2</b>	<b>91</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>80</b>	<b>16</b>	<b>59</b>
<b>TOTAL SWEDEN</b>			<b>66</b>	<b>0</b>	<b>2</b>	<b>91</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>18</b>	<b>64</b>
<b>SWITZERLAND</b>															
GENEVA	BMIBABY LTD	S	24	0	0	96	4	0	0	0	0	2	82	24	22
	EASYJET AIRLINE COMPANY LTD	S	60	0	0	68	20	10	2	0	0	14	0	0	0
	EASYJET SWITZERLAND	S	24	0	0	88	13	0	0	0	0	7	52	31	84
	FLYBE LTD	C	8	0	0	50	25	0	0	25	0	58	40	48	10
	MONARCH AIRLINES	C	6	0	0	67	17	0	17	0	0	16	38	34	8
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	6	63	9	8
<b>TOTAL GENEVA</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>56</b>	<b>30</b>	<b>142</b>
ZURICH	HELVETIC AIRWAYS	S	180	0	0	92	7	2	0	0	0	5	75	15	186
	SWISS AIRLINES	S	4	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL ZURICH</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>75</b>	<b>15</b>	<b>186</b>
<b>TOTAL SWITZERLAND</b>			<b>314</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>67</b>	<b>21</b>	<b>334</b>
<b>TUNISIA</b>															
MONASTIR	THOMAS COOK AIRLINES LTD	C	7	0	0	71	29	0	0	0	0	8	50	24	8
	THOMSON AIRWAYS LTD	C	5	0	0	100	0	0	0	0	0	1	67	24	9
<b>TOTAL MONASTIR</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>5</b>	<b>59</b>	<b>24</b>	<b>17</b>
<b>TOTAL TUNISIA</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>5</b>	<b>59</b>	<b>24</b>	<b>17</b>
<b>TURKEY</b>															
ANTALYA	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	6	36	26	11
<b>TOTAL ANTALYA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>36</b>	<b>26</b>	<b>11</b>
DALAMAN	MONARCH AIRLINES	S	3	1	1	33	67	0	0	0	0	16	0	0	0
<b>TOTAL DALAMAN</b>			<b>3</b>	<b>1</b>	<b>1</b>	<b>33</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>50</b>	<b>2</b>
ISTANBUL	THY TURK HAVA YOLLARI TURKIS	S	42	0	0	86	7	7	0	0	0	7	43	29	40
<b>TOTAL ISTANBUL</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>43</b>	<b>29</b>	<b>40</b>
<b>TOTAL TURKEY</b>			<b>55</b>	<b>1</b>	<b>1</b>	<b>85</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>40</b>	<b>29</b>	<b>53</b>
<b>TURKMENISTAN</b>															
ASHKHABAD	TURKMENISTAN AIRLINES	S	34	0	0	79	12	3	6	0	0	9	47	24	36
<b>TOTAL ASHKHABAD</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>47</b>	<b>24</b>	<b>36</b>
<b>TOTAL TURKMENISTAN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>47</b>	<b>24</b>	<b>36</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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	124	0	0	33	28	28	10	0	0	30	25	43	123
TOTAL DUBAI			124	0	0	33	28	28	10	0	0	30	25	43	123
TOTAL UNITED ARAB EMIRATES			124	0	0	33	28	28	10	0	0	30	25	43	123
<b>UNITED KINGDOM</b>															
ABERDEEN	FLYBE LTD	S	164	0	0	91	2	6	1	0	0	5	74	26	127
TOTAL ABERDEEN			164	0	0	91	2	6	1	0	0	5	79	19	227
BELFAST CITY (GEORGE BEST)	BMIBABY LTD	S	123	0	1	85	6	3	6	0	0	10	0	0	0
	FLYBE LTD	S	286	0	4	90	5	2	2	0	0	7	80	15	296
TOTAL BELFAST CITY (GEORGE BEST)			409	0	5	89	5	2	3	0	0	7	80	15	296
CITY OF DERRY (EGLINTON)	RYANAIR	S	34	0	0	94	3	3	0	0	0	4	50	19	36
TOTAL CITY OF DERRY (EGLINTON)			34	0	0	94	3	3	0	0	0	4	50	19	36
DUNDEE	LOGANAIR	S	90	0	0	98	1	0	1	0	0	2	82	11	92
TOTAL DUNDEE			90	0	0	98	1	0	1	0	0	2	82	11	92
EDINBURGH	FLYBE LTD	S	358	0	0	90	4	3	2	0	0	7	76	15	332
TOTAL EDINBURGH			358	1	0	90	4	3	2	0	0	7	74	18	390
GLASGOW	FLYBE LTD	S	335	2	4	90	5	3	3	0	0	7	77	17	337
	THOMAS COOK AIRLINES LTD	C	6	0	0	83	17	0	0	0	0	6	0	0	0
TOTAL GLASGOW			341	2	4	89	5	3	3	0	0	7	77	17	337
GUERNSEY	FLYBE LTD	S	54	0	1	78	6	9	7	0	0	15	57	27	54
TOTAL GUERNSEY			54	0	1	78	6	9	7	0	0	15	57	27	54
INVERNESS	FLYBE LTD	S	54	0	0	98	0	2	0	0	0	3	70	21	54
TOTAL INVERNESS			54	0	0	98	0	2	0	0	0	3	70	21	54
ISLE OF MAN	FLYBE LTD	S	98	0	0	83	6	3	8	0	0	15	80	11	108
TOTAL ISLE OF MAN			98	0	0	83	6	3	8	0	0	15	80	11	108
JERSEY	FLYBE LTD	S	52	0	1	79	17	4	0	0	0	8	69	20	58
TOTAL JERSEY			52	0	1	79	17	4	0	0	0	8	69	20	58
NEWCASTLE	EASTERN AIRWAYS	S	132	2	6	97	0	0	3	0	0	3	86	11	132
TOTAL NEWCASTLE			132	2	6	97	0	0	3	0	0	3	86	11	132
TOTAL UNITED KINGDOM			1786	8	17	90	4	3	3	0	0	7	76	16	1894
<b>USA</b>															
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	60	0	0	87	5	5	2	2	0	10	48	36	60
TOTAL NEW YORK (NEWARK)			60	0	0	87	5	5	2	2	0	10	48	36	60
TOTAL USA			60	0	0	87	5	5	2	2	0	10	49	35	61
TOTAL BIRMINGHAM			6682	17	39	88	6	4	2	0	0	8	72	18	7016

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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	50	50	0	0	0	0	14	63	202	8
<b>TOTAL INNSBRUCK</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>202</b>	<b>8</b>
SALZBURG	JET2.COM LTD	S	8	0	0	38	13	0	50	0	0	68	0	0	0
<b>TOTAL SALZBURG</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL AUSTRIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>31</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>63</b>	<b>202</b>	<b>8</b>
<b>BARBADOS</b>															
BRIDGETOWN	THOMSON AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	26	100	3	1
<b>TOTAL BRIDGETOWN</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>26</b>	<b>100</b>	<b>3</b>	<b>1</b>
<b>TOTAL BARBADOS</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>26</b>	<b>100</b>	<b>3</b>	<b>1</b>
<b>BELGIUM</b>															
BRUSSELS	BMI REGIONAL	S	159	0	0	87	9	3	1	0	0	6	92	4	155
<b>TOTAL BRUSSELS</b>			<b>159</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>4</b>	<b>155</b>
CHARLEROI	RYANAIR	S	36	0	0	97	3	0	0	0	0	2	77	10	26
<b>TOTAL CHARLEROI</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>10</b>	<b>26</b>
<b>TOTAL BELGIUM</b>			<b>195</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>5</b>	<b>181</b>
<b>BULGARIA</b>															
SOFIA	BH AIR	C	7	0	0	86	14	0	0	0	0	6	100	2	4
<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>2</b>	<b>4</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>2</b>	<b>4</b>
<b>CYPRUS</b>															
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	17	1	1	88	0	6	6	0	0	9	0	0	0
<b>TOTAL PAPHOS</b>			<b>17</b>	<b>1</b>	<b>1</b>	<b>88</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CYPRUS</b>			<b>17</b>	<b>1</b>	<b>1</b>	<b>88</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	JET2.COM LTD	S	20	0	0	45	20	15	15	5	0	35	89	4	18
<b>TOTAL PRAGUE</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>20</b>	<b>15</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>35</b>	<b>89</b>	<b>4</b>	<b>18</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>20</b>	<b>15</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>35</b>	<b>89</b>	<b>4</b>	<b>18</b>
<b>DENMARK</b>															
BILLUND	RYANAIR	S	28	0	0	93	0	0	7	0	0	7	57	15	28
<b>TOTAL BILLUND</b>			<b>28</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>7</b>	<b>57</b>	<b>15</b>	<b>28</b>
COPENHAGEN	BMI REGIONAL	S	100	0	0	92	3	2	1	2	0	9	93	5	98
	NORWEGIAN AIR SHUTTLE	S	18	0	0	61	28	11	0	0	0	15	67	92	18
<b>TOTAL COPENHAGEN</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>18</b>	<b>118</b>
<b>TOTAL DENMARK</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>18</b>	<b>146</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	THOMSON AIRWAYS LTD	S	8	0	0	75	25	0	0	0	0	11	80	8	10
TOTAL SHARM EL SHEIKH (OPHIRA)			8	0	0	75	25	0	0	0	0	11	80	8	10
TOTAL EGYPT			8	0	0	75	25	0	0	0	0	11	80	8	10
<b>ESTONIA</b>															
TALLIN	RYANAIR	S	26	0	0	92	4	4	0	0	0	3	0	0	0
TOTAL TALLIN			26	0	0	92	4	4	0	0	0	3	0	0	0
TOTAL ESTONIA			26	0	0	92	4	4	0	0	0	3	0	0	0
<b>FINLAND</b>															
TAMPERE	RYANAIR	S	25	1	1	100	0	0	0	0	0	1	0	0	0
TOTAL TAMPERE			25	1	1	100	0	0	0	0	0	1	0	0	0
TOTAL FINLAND			25	1	1	100	0	0	0	0	0	1	0	0	0
<b>FRANCE</b>															
BEAUVAIS	RYANAIR	S	34	0	0	88	9	0	0	3	0	11	0	0	0
TOTAL BEAUVAIS			34	0	0	88	9	0	0	3	0	11	0	0	0
BORDEAUX	RYANAIR	S	4	0	0	100	0	0	0	0	0	1	100	7	2
TOTAL BORDEAUX			4	0	0	100	0	0	0	0	0	1	100	7	2
CHAMBERY	JET2.COM LTD	C	8	0	0	25	38	0	25	13	0	60	38	15	8
	JET2.COM LTD	S	8	0	0	25	0	13	63	0	0	74	25	55	8
TOTAL CHAMBERY			16	0	0	25	19	6	44	6	0	67	31	35	16
LYON	EASYJET AIRLINE COMPANY LTD	S	26	0	0	85	4	12	0	0	0	6	81	6	26
TOTAL LYON			26	0	0	85	4	12	0	0	0	6	81	6	26
MARSEILLE	RYANAIR	S	2	0	0	100	0	0	0	0	0	0	100	0	2
TOTAL MARSEILLE			2	0	0	100	0	0	0	0	0	0	100	0	2
NICE	EASYJET AIRLINE COMPANY LTD	S	4	0	0	100	0	0	0	0	0	5	50	37	2
TOTAL NICE			4	0	0	100	0	0	0	0	0	5	50	37	2
PARIS (CHARLES DE GAULLE)	CITY AIRLINE	C	2	0	0	100	0	0	0	0	0	3	0	0	0
	CITY JET	C	2	0	0	100	0	0	0	0	0	9	0	0	0
	CITY JET	S	196	0	0	95	4	2	0	0	0	4	84	8	202
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	89	10	2	0	0	0	4	78	15	58
TOTAL PARIS (CHARLES DE GAULLE)			262	0	0	94	5	2	0	0	0	4	82	10	260
TOTAL FRANCE			348	1	0	89	6	2	2	1	0	8	80	11	318
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	RYANAIR	S	26	0	0	85	8	8	0	0	0	8	67	12	36
TOTAL BERLIN (SCHONEFELD)			26	0	0	85	8	8	0	0	0	8	67	12	36
BREMEN	RYANAIR	S	32	0	0	91	9	0	0	0	0	3	81	8	36
TOTAL BREMEN			32	0	0	91	9	0	0	0	0	3	81	8	36
COLOGNE BONN	EASYJET AIRLINE COMPANY LTD	S	32	0	0	78	9	6	6	0	0	12	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
COLOGNE BONN	GERMANWINGS	S	6	0	0	67	0	17	17	0	0	20	33	17	6
<b>TOTAL COLOGNE BONN</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>33</b>	<b>17</b>	<b>6</b>
DUSSELDORF	LUFTHANSA CITY LINE	S	10	0	0	70	30	0	0	0	0	10	0	0	0
<b>TOTAL DUSSELDORF</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>30</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>
FRANKFURT MAIN	LUFTHANSA	S	72	0	0	78	8	6	6	3	0	18	60	19	70
<b>TOTAL FRANKFURT MAIN</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>60</b>	<b>19</b>	<b>70</b>
HAHN	RYANAIR	S	36	0	0	86	8	6	0	0	0	7	81	10	36
<b>TOTAL HAHN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>10</b>	<b>36</b>
MEMMINGEN ALLGAU	RYANAIR	S	26	0	0	85	8	8	0	0	0	5	82	8	28
<b>TOTAL MEMMINGEN ALLGAU</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>8</b>	<b>28</b>
MUNICH	EASYJET AIRLINE COMPANY LTD	S	48	0	0	83	2	10	4	0	0	12	65	13	46
<b>TOTAL MUNICH</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>2</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>65</b>	<b>13</b>	<b>46</b>
NIEDERRHEIN	RYANAIR	S	36	0	0	86	8	0	6	0	0	6	80	8	54
<b>TOTAL NIEDERRHEIN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>8</b>	<b>54</b>
<b>TOTAL GERMANY</b>			<b>324</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>12</b>	<b>312</b>
<b>IRISH REPUBLIC</b>															
CORK	AER ARANN	S	62	0	0	85	5	6	3	0	0	8	89	6	46
<b>TOTAL CORK</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>12</b>	<b>58</b>
DUBLIN	AER ARANN	S	140	0	0	91	5	1	2	0	0	6	0	0	0
	AER LINGUS	S	38	0	0	79	11	5	5	0	0	11	83	10	84
	RYANAIR	S	150	0	0	91	4	3	1	1	0	7	78	10	148
<b>TOTAL DUBLIN</b>			<b>328</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>10</b>	<b>235</b>
GALWAY	AER ARANN	S	34	0	0	91	9	0	0	0	0	4	81	12	36
<b>TOTAL GALWAY</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>81</b>	<b>12</b>	<b>36</b>
SHANNON	AER ARANN	S	6	0	0	83	17	0	0	0	0	4	0	0	0
<b>TOTAL SHANNON</b>			<b>6</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>7</b>	<b>34</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>430</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>10</b>	<b>363</b>
<b>ITALY</b>															
BOLOGNA	RYANAIR	S	16	0	0	81	19	0	0	0	0	7	50	12	2
<b>TOTAL BOLOGNA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>50</b>	<b>12</b>	<b>2</b>
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	46	0	0	80	2	11	7	0	0	13	80	11	46
<b>TOTAL MILAN (MALPENSA)</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>2</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>11</b>	<b>46</b>
PISA	RYANAIR	S	4	0	0	100	0	0	0	0	0	1	78	9	18
<b>TOTAL PISA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>9</b>	<b>18</b>
ROME (CIAMPINO)	RYANAIR	S	36	0	0	64	25	11	0	0	0	15	50	34	36
<b>TOTAL ROME (CIAMPINO)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>25</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>50</b>	<b>34</b>	<b>36</b>
VENICE	JET2.COM LTD	S	2	0	0	100	0	0	0	0	0	6	0	0	0
<b>TOTAL VENICE</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>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 ITALY			104	0	0	76	13	9	3	0	0	12	69	19	102
LITHUANIA															
KAUNAS	RYANAIR	S	18	0	0	94	0	6	0	0	0	4	0	0	0
TOTAL KAUNAS			18	0	0	94	0	6	0	0	0	4	0	0	0
TOTAL LITHUANIA			18	0	0	94	0	6	0	0	0	4	100	2	2
MALTA															
MALTA	RYANAIR	S	20	0	0	100	0	0	0	0	0	1	94	3	18
TOTAL MALTA			20	0	0	100	0	0	0	0	0	1	94	3	18
TOTAL MALTA			20	0	0	100	0	0	0	0	0	1	94	3	18
MOROCCO															
MARRAKESH	RYANAIR	S	18	0	0	94	0	0	6	0	0	5	0	0	0
TOTAL MARRAKESH			18	0	0	94	0	0	6	0	0	5	0	0	0
TOTAL MOROCCO			18	0	0	94	0	0	6	0	0	5	0	0	0
NETHERLANDS															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	108	0	0	89	8	2	1	0	0	5	85	9	68
	KLM	S	196	1	0	90	7	2	2	0	0	7	95	4	184
	KLM CITYHOPPER	S	124	0	0	94	5	1	0	0	0	4	84	8	126
TOTAL AMSTERDAM			428	1	0	91	7	1	1	0	0	5	90	6	378
TOTAL NETHERLANDS			428	1	0	91	7	1	1	0	0	5	90	6	378
NORWAY															
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	30	0	0	73	7	0	20	0	0	26	86	7	28
TOTAL OSLO (GARDERMOEN)			30	0	0	73	7	0	20	0	0	26	86	7	28
SANDEFJORD(TORP)	RYANAIR	S	27	0	1	93	4	4	0	0	0	4	77	17	26
TOTAL SANDEFJORD(TORP)			27	0	1	93	4	4	0	0	0	4	77	17	26
TOTAL NORWAY			58	0	1	81	7	2	10	0	0	16	81	12	54
POLAND															
GDANSK	RYANAIR	S	18	2	2	94	6	0	0	0	0	2	95	4	22
TOTAL GDANSK			18	2	2	94	6	0	0	0	0	2	95	4	22
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	26	0	0	92	8	0	0	0	0	4	86	11	28
	RYANAIR	S	26	0	0	85	8	4	0	0	4	23	88	7	26
TOTAL KRAKOW			52	0	0	88	8	2	0	0	2	13	87	9	54
LODZ LUBLINEK	RYANAIR	S	18	0	0	61	28	11	0	0	0	14	88	6	16
TOTAL LODZ LUBLINEK			18	0	0	61	28	11	0	0	0	14	88	6	16
POZNAN	RYANAIR	S	16	0	0	100	0	0	0	0	0	3	89	5	28
TOTAL POZNAN			16	0	0	100	0	0	0	0	0	3	89	5	28
TOTAL POLAND			104	2	2	87	10	3	0	0	1	10	89	7	120

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	JET2.COM LTD	S	16	0	0	38	44	13	6	0	0	23	0	0	0
	RYANAIR	S	20	0	0	60	25	15	0	0	0	16	0	0	0
<b>TOTAL FARO</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>33</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
LISBON	EASYJET AIRLINE COMPANY LTD	S	6	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL LISBON</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>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>29</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SLOVAK REPUBLIC</b>															
BRATISLAVA	RYANAIR	S	26	0	0	73	8	12	8	0	0	14	95	3	20
<b>TOTAL BRATISLAVA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>8</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>95</b>	<b>3</b>	<b>20</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>8</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>95</b>	<b>3</b>	<b>20</b>
<b>SPAIN</b>															
ALICANTE	RYANAIR	S	36	0	0	92	8	0	0	0	0	4	91	18	22
<b>TOTAL ALICANTE</b>			<b>36</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>91</b>	<b>18</b>	<b>22</b>
BARCELONA	RYANAIR	S	34	0	0	59	18	24	0	0	0	13	0	0	0
<b>TOTAL BARCELONA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>18</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
MADRID	EASTERN AIRWAYS	C	2	0	0	100	0	0	0	0	0	7	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	79	15	3	0	3	0	15	60	21	62
<b>TOTAL MADRID</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>60</b>	<b>21</b>	<b>62</b>
MALAGA	RYANAIR	S	40	0	0	80	10	3	8	0	0	14	100	4	28
<b>TOTAL MALAGA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>100</b>	<b>4</b>	<b>28</b>
MURCIA SAN JAVIER	JET2.COM LTD	S	2	0	0	0	50	0	50	0	0	102	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>102</b>	<b>0</b>	<b>0</b>	<b>0</b>
PALMA DE MALLORCA	RYANAIR	S	12	0	0	100	0	0	0	0	0	3	50	8	2
<b>TOTAL PALMA DE MALLORCA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>50</b>	<b>8</b>	<b>2</b>
<b>TOTAL SPAIN</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>18</b>	<b>142</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	RYANAIR	S	26	0	0	96	0	4	0	0	0	5	89	8	18
<b>TOTAL ARRECIFE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>8</b>	<b>18</b>
FUERTEVENTURA	RYANAIR	S	18	0	0	94	6	0	0	0	0	4	0	0	0
<b>TOTAL FUERTEVENTURA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
LAS PALMAS	RYANAIR	S	18	0	0	78	11	6	6	0	0	12	83	10	18
<b>TOTAL LAS PALMAS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>10</b>	<b>18</b>
TENERIFE (SURREINA SOFIA)	RYANAIR	S	30	0	0	87	10	0	3	0	0	6	72	75	18
	THOMSON AIRWAYS LTD	C	10	0	0	80	20	0	0	0	0	7	60	14	10
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>13</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>68</b>	<b>53</b>	<b>28</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>28</b>	<b>64</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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>SWEDEN</b>															
GOTEBORG (SAVE)	RYANAIR	S	26	0	0	92	0	4	4	0	0	6	0	0	0
<b>TOTAL GOTEBORG (SAVE)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
STOCKHOLM (ARLANDA)	NORWEGIAN AIR SHUTTLE	S	20	0	0	60	35	5	0	0	0	12	0	0	0
	SAS	S	4	0	0	75	25	0	0	0	0	6	0	0	0
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>33</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>100</b>	<b>2</b>	<b>2</b>
STOCKHOLM (SKAVSTA)	RYANAIR	S	28	0	0	79	4	18	0	0	0	9	78	10	36
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>4</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>10</b>	<b>36</b>
<b>TOTAL SWEDEN</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>9</b>	<b>38</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	EASYJET SWITZERLAND	S	34	0	0	88	0	0	12	0	0	12	0	0	0
<b>TOTAL BASLE MULHOUSE</b>			<b>34</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>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
GENEVA	EASYJET AIRLINE COMPANY LTD	S	68	0	0	85	10	0	4	0	0	9	79	12	70
	EASYJET SWITZERLAND	S	14	0	0	79	7	14	0	0	0	10	0	0	0
	JET2.COM LTD	C	8	0	0	63	38	0	0	0	0	12	67	15	9
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	63	27	8
<b>TOTAL GENEVA</b>			<b>99</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>14</b>	<b>87</b>
ZURICH	BMI REGIONAL	S	30	0	0	87	10	3	0	0	0	4	92	8	25
<b>TOTAL ZURICH</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>8</b>	<b>25</b>
<b>TOTAL SWITZERLAND</b>			<b>163</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>12</b>	<b>112</b>
<b>UNITED KINGDOM</b>															
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	186	0	2	87	4	3	4	2	0	11	83	11	202
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>186</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>4</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>11</b>	<b>202</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	158	0	0	89	4	4	4	0	0	9	85	9	186
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>9</b>	<b>186</b>
BIRMINGHAM	FLYBE LTD	S	357	0	1	89	6	3	2	0	0	7	89	7	332
<b>TOTAL BIRMINGHAM</b>			<b>357</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>9</b>	<b>394</b>
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	216	0	0	92	4	4	0	0	0	3	79	13	174
<b>TOTAL BRISTOL</b>			<b>216</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>13</b>	<b>174</b>
CARDIFF WALES	AIR SOUTHWEST	C	2	0	0	0	100	0	0	0	0	24	0	0	0
	BMIBABY LTD	S	30	0	0	87	0	0	13	0	0	14	100	1	92
	FLYBE LTD	S	128	0	0	84	7	5	2	2	0	10	89	12	123
<b>TOTAL CARDIFF WALES</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>94</b>	<b>7</b>	<b>215</b>
EAST MIDLANDS INTERNATIONAL	BMIBABY LTD	S	134	0	0	95	3	0	2	0	0	4	89	8	130
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>134</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>89</b>	<b>8</b>	<b>130</b>
EXETER	FLYBE LTD	S	84	0	0	85	11	2	2	0	0	7	81	12	102
<b>TOTAL EXETER</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>12</b>	<b>102</b>
GATWICK	BRITISH AIRWAYS PLC	S	246	0	0	82	9	7	2	0	0	9	92	4	243
	EASYJET AIRLINE COMPANY LTD	S	232	0	0	71	14	8	6	1	0	16	68	23	231

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL GATWICK			<b>478</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>13</b>	475
HEATHROW	BMI BRITISH MIDLAND	S	412	0	0	82	11	6	1	0	0	8	89	5	397
	BRITISH AIRWAYS PLC	S	526	2	0	88	6	4	2	0	0	6	87	7	454
	BRITISH AIRWAYS PLC	C	2	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL HEATHROW			<b>940</b>	<b>3</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>6</b>	851
ISLE OF MAN	LOGANAIR	S	52	0	0	81	6	6	8	0	0	12	93	3	54
TOTAL ISLE OF MAN			<b>52</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>93</b>	<b>3</b>	54
JERSEY	FLYBE LTD	S	2	0	0	100	0	0	0	0	0	0	86	15	22
TOTAL JERSEY			<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>86</b>	<b>15</b>	22
KIRKWALL	LOGANAIR	S	133	0	0	90	3	2	4	2	0	9	87	12	134
TOTAL KIRKWALL			<b>133</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>12</b>	134
LEEDS BRADFORD	BMI REGIONAL	S	92	0	0	89	5	4	1	0	0	6	93	4	90
TOTAL LEEDS BRADFORD			<b>92</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>93</b>	<b>4</b>	90
LONDON CITY	BA CITYFLYER LTD	S	350	0	0	83	5	2	9	0	0	14	86	6	313
	CITY JET	S	131	0	0	74	13	6	6	1	0	17	87	8	334
TOTAL LONDON CITY			<b>481</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>7</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>87</b>	<b>7</b>	647
LUTON	EASYJET AIRLINE COMPANY LTD	S	178	0	0	83	9	6	2	1	0	9	82	12	179
TOTAL LUTON			<b>178</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>12</b>	179
MANCHESTER	BMI REGIONAL	S	244	0	0	95	2	2	0	0	0	3	98	2	245
	FLYBE LTD	S	159	0	5	92	3	3	3	0	0	6	91	6	213
TOTAL MANCHESTER			<b>403</b>	<b>0</b>	<b>5</b>	<b>94</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>4</b>	458
MANSTON (KENT INT)	FLYBE LTD	S	54	0	0	93	2	4	2	0	0	7	0	0	0
TOTAL MANSTON (KENT INT)			<b>54</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	0
NEWCASTLE	JET2.COM LTD	S	7	0	0	43	14	29	0	14	0	41	0	0	0
TOTAL NEWCASTLE			<b>7</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>14</b>	<b>29</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>0</b>	0
NEWQUAY	FLYBE LTD	S	6	0	0	100	0	0	0	0	0	4	100	7	4
TOTAL NEWQUAY			<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>100</b>	<b>7</b>	4
NORWICH	FLYBE LTD	S	99	0	1	90	2	3	3	2	0	12	86	12	108
TOTAL NORWICH			<b>99</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>12</b>	108
SOUTHAMPTON	FLYBE LTD	S	287	0	1	88	7	5	1	0	0	6	87	8	287
TOTAL SOUTHAMPTON			<b>287</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>8</b>	287
STANSTED	EASYJET AIRLINE COMPANY LTD	S	298	0	0	87	7	4	2	0	0	7	83	9	248
TOTAL STANSTED			<b>298</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>9</b>	248
STORNOWAY	LOGANAIR	S	108	0	0	85	5	4	6	0	0	11	92	8	106
TOTAL STORNOWAY			<b>108</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>92</b>	<b>8</b>	106
SUMBURGH	LOGANAIR	S	117	3	0	85	3	3	7	1	0	13	92	5	115
TOTAL SUMBURGH			<b>117</b>	<b>3</b>	<b>0</b>	<b>85</b>	<b>3</b>	<b>3</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>92</b>	<b>5</b>	115
WICK	LOGANAIR	S	45	0	0	91	2	2	4	0	0	8	93	5	44
TOTAL WICK			<b>45</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>93</b>	<b>5</b>	44



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE								MAR 2010		
		CHARTER/ SCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 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 UNITED KINGDOM			5076	13	10	86	6	4	3	0	0	9	87	8	5317
USA															
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	62	0	0	69	13	13	3	2	0	17	37	35	62
TOTAL NEW YORK (NEWARK)			62	0	0	69	13	13	3	2	0	17	37	35	62
TOTAL USA			62	1	0	69	13	13	3	2	0	17	37	35	62
TOTAL EDINBURGH			8052	22	15	86	7	4	3	0	0	9	85	10	7790

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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	46	0	0	85	4	4	7	0	0	11	83	7	42
TOTAL TIRANA			46	0	0	85	4	4	7	0	0	11	83	7	42
TOTAL ALBANIA			46	0	0	85	4	4	7	0	0	11	83	7	42
<b>ALGERIA</b>															
HASSI MESSAOUD	MONARCH AIRLINES	C	28	0	0	82	11	4	4	0	0	7	57	33	28
TOTAL HASSI MESSAOUD			28	0	0	82	11	4	4	0	0	7	57	33	28
TOTAL ALGERIA			28	0	0	82	11	4	4	0	0	7	57	33	28
<b>ANTIGUA AND BARBUDA</b>															
ANTIGUA	BRITISH AIRWAYS PLC	S	9	0	0	78	0	0	22	0	0	22	100	11	1
	VIRGIN ATLANTIC AIRWAYS LTD	S	19	0	0	53	26	21	0	0	0	15	65	10	17
TOTAL ANTIGUA			28	0	0	61	18	14	7	0	0	17	67	10	18
TOTAL ANTIGUA AND BARBUDA			28	0	0	61	18	14	7	0	0	17	67	10	18
<b>AUSTRIA</b>															
INNSBRUCK	BRITISH AIRWAYS PLC	S	36	0	0	78	19	0	0	0	3	39	97	2	36
	EASYJET AIRLINE COMPANY LTD	S	120	0	0	93	3	3	2	0	1	9	72	14	120
	MONARCH AIRLINES	C	40	0	0	83	10	3	0	5	0	15	65	32	40
	THOMAS COOK AIRLINES LTD	C	11	0	0	91	9	0	0	0	0	4	64	93	11
	THOMSON AIRWAYS LTD	C	16	0	0	81	13	6	0	0	0	7	88	35	16
TOTAL INNSBRUCK			223	0	0	87	8	2	1	1	1	14	75	21	223
SALZBURG	BRITISH AIRWAYS PLC	S	40	0	0	88	8	5	0	0	0	6	87	4	39
	EASYJET AIRLINE COMPANY LTD	S	24	0	0	100	0	0	0	0	0	4	77	15	30
	FLYBE LTD	C	7	0	0	100	0	0	0	0	0	2	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	50	0	0	0	0	11	88	7	8
	THOMSON AIRWAYS LTD	C	19	0	0	74	16	0	11	0	0	14	58	20	24
TOTAL SALZBURG			98	0	0	86	10	2	2	0	0	7	77	13	109
VIENNA	EASYJET AIRLINE COMPANY LTD	S	104	0	0	83	10	4	4	0	0	10	69	23	98
TOTAL VIENNA			104	0	0	83	10	4	4	0	0	10	72	21	112
TOTAL AUSTRIA			425	0	0	86	9	3	2	0	0	11	75	19	444
<b>BANGLADESH</b>															
DHAKHA	UNITED AIRWAYS BANGLADESH	S	6	0	4	0	33	33	0	33	0	114	0	0	0
TOTAL DHAKHA			6	0	4	0	33	33	0	33	0	114	0	0	0
TOTAL BANGLADESH			6	0	4	0	33	33	0	33	0	114	0	0	0
<b>BARBADOS</b>															
BRIDGETOWN	BRITISH AIRWAYS PLC	S	72	0	0	88	6	1	6	0	0	8	98	2	85
	THOMAS COOK AIRLINES LTD	C	20	0	0	55	15	15	0	15	0	42	100	1	12
	THOMSON AIRWAYS LTD	C	18	0	0	78	6	17	0	0	0	12	65	31	17
	VIRGIN ATLANTIC AIRWAYS LTD	S	54	0	0	72	15	11	2	0	0	11	80	7	54
TOTAL BRIDGETOWN			164	0	0	77	10	8	3	2	0	13	89	6	168

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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			164	0	0	77	10	8	3	2	0	13	89	6	168
BELARUS															
MINSK INT'L	BELAVIA (BELARUSSIAN AIRLINES)	S	26	0	0	81	15	4	0	0	0	6	88	7	26
TOTAL MINSK INT'L			26	0	0	81	15	4	0	0	0	6	88	7	26
TOTAL BELARUS			26	0	0	81	15	4	0	0	0	6	88	7	26
BERMUDA															
BERMUDA	BRITISH AIRWAYS PLC	S	47	0	0	89	2	9	0	0	0	5	96	2	54
TOTAL BERMUDA			47	0	0	89	2	9	0	0	0	5	96	2	54
TOTAL BERMUDA			47	0	0	89	2	9	0	0	0	5	96	2	54
BULGARIA															
PLOVDIV	JET2.COM LTD	C	5	0	0	60	0	40	0	0	0	22	0	0	0
TOTAL PLOVDIV			5	0	0	60	0	40	0	0	0	22	0	0	0
SOPIA	EASYJET AIRLINE COMPANY LTD	S	82	0	0	95	2	0	2	0	0	6	74	20	88
	MONARCH AIRLINES	C	4	0	0	100	0	0	0	0	0	1	60	11	5
	THOMAS COOK AIRLINES LTD	C	3	1	0	100	0	0	0	0	0	6	33	91	3
	THOMSON AIRWAYS LTD	C	5	0	0	100	0	0	0	0	0	0	40	49	5
TOTAL SOPIA			94	1	0	96	2	0	2	0	0	5	70	23	101
TOTAL BULGARIA			99	1	0	94	2	2	2	0	0	6	71	22	105
CANADA															
CALGARY	THOMAS COOK AIRLINES LTD	S	18	0	0	83	6	0	0	11	0	43	76	13	17
TOTAL CALGARY			18	0	0	83	6	0	0	11	0	43	76	13	17
TORONTO	AIR TRANSAT	S	2	0	0	0	100	0	0	0	0	26	0	59	2
	THOMAS COOK AIRLINES LTD	S	22	0	0	64	23	0	9	5	0	25	68	13	25
TOTAL TORONTO			24	0	0	58	29	0	8	4	0	25	63	16	27
VANCOUVER	THOMAS COOK AIRLINES LTD	S	11	0	0	73	9	9	9	0	0	11	50	24	8
TOTAL VANCOUVER			11	0	0	73	9	9	9	0	0	11	50	24	8
TOTAL CANADA			53	0	0	70	17	2	6	6	0	28	67	18	60
CAPE VERDE ISLANDS															
BOA VISTA (RABIL)	THOMSON AIRWAYS LTD	S	10	0	0	100	0	0	0	0	0	3	50	16	8
TOTAL BOA VISTA (RABIL)			10	0	0	100	0	0	0	0	0	3	50	16	8
ILHA DO SAL C.VERDE	THOMSON AIRWAYS LTD	S	8	0	0	63	25	0	13	0	0	24	30	25	10
TOTAL ILHA DO SAL C.VERDE			8	0	0	63	25	0	13	0	0	24	30	25	10
TOTAL CAPE VERDE ISLANDS			18	0	0	83	11	0	6	0	0	12	39	21	18
COSTA RICA															
LIBERIA	THOMSON AIRWAYS LTD	C	10	0	0	80	10	10	0	0	0	9	0	0	0
TOTAL LIBERIA			10	0	0	80	10	10	0	0	0	9	0	0	0
TOTAL COSTA RICA			10	0	0	80	10	10	0	0	0	9	0	0	0

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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	39	0	0	90	5	3	3	0	0	5	83	9	36
<b>TOTAL DUBROVNIK</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>9</b>	<b>36</b>
ZAGREB	CROATIA AIRLINES	S	26	0	0	88	12	0	0	0	0	5	92	4	26
	EASYJET AIRLINE COMPANY LTD	S	44	0	1	77	9	7	5	2	0	15	0	0	0
<b>TOTAL ZAGREB</b>			<b>70</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>92</b>	<b>4</b>	<b>26</b>
<b>TOTAL CROATIA</b>			<b>109</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>7</b>	<b>62</b>
<b>CUBA</b>															
CUNAGUA (CAYO COCO)	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	3	89	6	9
<b>TOTAL CUNAGUA (CAYO COCO)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>6</b>	<b>9</b>
HAVANA	CUBANA	S	10	0	0	30	40	10	20	0	0	30	70	10	10
	THOMSON AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	20	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	18	0	0	33	39	0	17	11	0	56	11	84	18
<b>TOTAL HAVANA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>37</b>	<b>7</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>45</b>	<b>32</b>	<b>58</b>	<b>28</b>
HOLGUIN (FRANK PAIS)	THOMAS COOK AIRLINES LTD	C	6	0	0	100	0	0	0	0	0	1	80	11	5
	THOMSON AIRWAYS LTD	C	9	0	0	89	11	0	0	0	0	7	90	9	10
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>10</b>	<b>15</b>
VARADERO	THOMAS COOK AIRLINES LTD	C	5	0	0	80	0	0	20	0	0	23	60	18	5
<b>TOTAL VARADERO</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>42</b>	<b>91</b>	<b>12</b>
<b>TOTAL CUBA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>22</b>	<b>4</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>29</b>	<b>55</b>	<b>45</b>	<b>64</b>
<b>CYPRUS</b>															
LARNACA	EASYJET AIRLINE COMPANY LTD	S	43	0	0	88	7	5	0	0	0	7	50	29	54
	MONARCH AIRLINES	S	4	0	0	100	0	0	0	0	0	4	38	24	8
<b>TOTAL LARNACA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>50</b>	<b>28</b>	<b>64</b>
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	69	0	0	78	12	3	4	3	0	18	77	20	69
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	0	0	0	13	155	78	10	9
	THOMSON AIRWAYS LTD	C	19	0	0	89	11	0	0	0	0	4	67	15	30
<b>TOTAL PAPHOS</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>26</b>	<b>74</b>	<b>16</b>	<b>159</b>
<b>TOTAL CYPRUS</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>21</b>	<b>67</b>	<b>19</b>	<b>223</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	108	0	0	87	6	5	3	0	0	8	72	17	116
<b>TOTAL PRAGUE</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>16</b>	<b>117</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>16</b>	<b>117</b>
<b>DENMARK</b>															
AALBORG	NORWEGIAN AIR SHUTTLE	S	28	0	12	86	0	7	7	0	0	9	88	3	26
<b>TOTAL AALBORG</b>			<b>28</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>3</b>	<b>26</b>
BILLUND	CIMBER AIR A/S	S	114	0	2	92	4	2	2	0	0	5	80	13	95
<b>TOTAL BILLUND</b>			<b>114</b>	<b>0</b>	<b>2</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>13</b>	<b>95</b>
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	108	0	0	87	9	4	0	0	0	6	70	16	108

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 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)
COPENHAGEN	JET TIME	C	2	0	0	50	0	50	0	0	0	25	0	0	0
	NORWEGIAN AIR SHUTTLE	S	124	0	0	84	11	3	2	0	0	8	92	5	116
	THOMAS COOK SCANDANAVIA	C	2	0	0	50	0	50	0	0	0	34	0	0	0
	TRANSVIA	C	2	0	0	0	0	100	0	0	0	45	0	0	0
<b>TOTAL COPENHAGEN</b>			<b>238</b>	<b>1</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>80</b>	<b>12</b>	<b>324</b>
<b>TOTAL DENMARK</b>			<b>380</b>	<b>1</b>	<b>14</b>	<b>87</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>12</b>	<b>445</b>
<b>DOMINICAN REPUBLIC</b>															
LA ROMANA	THOMSON AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	5	67	20	9
<b>TOTAL LA ROMANA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>67</b>	<b>20</b>	<b>9</b>
PUERTO PLATA	THOMAS COOK AIRLINES LTD	C	5	1	0	40	20	0	20	0	20	106	100	3	10
	THOMSON AIRWAYS LTD	C	9	0	0	67	22	11	0	0	0	11	89	4	18
<b>TOTAL PUERTO PLATA</b>			<b>14</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>21</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>45</b>	<b>93</b>	<b>3</b>	<b>28</b>
PUNTA CANA	BRITISH AIRWAYS PLC	S	17	0	0	65	6	24	6	0	0	23	94	4	18
	THOMAS COOK AIRLINES LTD	C	4	0	0	75	0	0	0	0	25	292	78	25	9
	THOMSON AIRWAYS LTD	C	10	0	0	70	20	0	0	0	10	83	60	22	10
<b>TOTAL PUNTA CANA</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>10</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>81</b>	<b>14</b>	<b>37</b>
SAMANA (EL CATEY)	THOMSON AIRWAYS LTD	C	9	0	0	89	0	11	0	0	0	9	0	0	0
<b>TOTAL SAMANA (EL CATEY)</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>62</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>10</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>51</b>	<b>84</b>	<b>11</b>	<b>74</b>
<b>EGYPT</b>															
HURGHADA	EASYJET AIRLINE COMPANY LTD	S	26	0	0	96	0	4	0	0	0	5	61	28	18
	MONARCH AIRLINES	C	8	0	0	88	0	0	13	0	0	21	0	0	0
	THOMAS COOK AIRLINES LTD	C	19	0	0	63	32	0	5	0	0	13	89	2	18
	THOMSON AIRWAYS LTD	S	8	0	0	88	13	0	0	0	0	4	89	4	9
<b>TOTAL HURGHADA</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>12</b>	<b>53</b>	
LUXOR	EASYJET AIRLINE COMPANY LTD	S	10	0	0	90	10	0	0	0	0	4	0	0	0
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	2	75	9	36
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	0	30	0	0	0	15	80	26	10
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	2	70	10	10
<b>TOTAL LUXOR</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>12</b>	<b>56</b>	
MARSA ALAM	THOMSON AIRWAYS LTD	C	10	0	0	90	10	0	0	0	5	80	7	10	
<b>TOTAL MARSA ALAM</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>5</b>	<b>80</b>	<b>7</b>	<b>10</b>	
SHARM EL SHEIKH (OPHIRA)	BRITISH AIRWAYS PLC	S	26	0	0	96	4	0	0	0	0	2	100	2	26
	EASYJET AIRLINE COMPANY LTD	S	69	0	0	77	12	10	1	0	0	10	62	17	50
	MONARCH AIRLINES	C	28	0	0	71	11	4	11	4	0	24	53	19	34
	THOMAS COOK AIRLINES LTD	C	25	0	0	64	16	12	8	0	0	16	72	12	36
	THOMSON AIRWAYS LTD	S	72	0	0	86	7	7	0	0	0	7	63	18	79
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>220</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>63</b>	<b>19</b>	<b>253</b>	
TABA	MONARCH AIRLINES	C	8	0	0	75	13	0	13	0	0	14	67	11	18
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	1	40	35	10
<b>TOTAL TABA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>57</b>	<b>20</b>	<b>28</b>
<b>TOTAL EGYPT</b>			<b>347</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>67</b>	<b>17</b>	<b>401</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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	ESTONIAN AIR	S	20	0	0	85	5	0	10	0	0	10	63	36	16
<b>TOTAL TALLIN</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>63</b>	<b>36</b>	<b>16</b>
<b>TOTAL ESTONIA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>63</b>	<b>36</b>	<b>16</b>
<b>FINLAND</b>															
HELSINKI	EASYJET AIRLINE COMPANY LTD	S	50	0	0	80	12	8	0	0	0	9	57	19	60
<b>TOTAL HELSINKI</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>57</b>	<b>19</b>	<b>60</b>
KITILA	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	4	38	24	8
<b>TOTAL KITILA</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>38</b>	<b>24</b>	<b>8</b>
<b>TOTAL FINLAND</b>			<b>59</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>54</b>	<b>20</b>	<b>68</b>
<b>FRANCE</b>															
BORDEAUX	BRITISH AIRWAYS PLC	S	124	0	0	86	10	3	1	0	0	6	95	4	114
	EASYJET AIRLINE COMPANY LTD	S	46	0	0	83	11	2	4	0	0	10	33	44	6
<b>TOTAL BORDEAUX</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>92</b>	<b>6</b>	<b>120</b>
CHAMBERY	FLYBE LTD	C	8	0	0	75	13	13	0	0	0	9	63	21	8
	JET2.COM LTD	C	24	0	0	79	4	0	8	8	0	37	75	14	16
	THOMSON AIRWAYS LTD	C	32	0	0	34	13	22	19	13	0	67	56	51	32
	TITAN AIRWAYS LTD	C	17	0	0	53	18	12	18	0	0	27	0	0	0
<b>TOTAL CHAMBERY</b>			<b>81</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>11</b>	<b>12</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>44</b>	<b>60</b>	<b>30</b>	<b>80</b>
GRENOBLE	BMI BRITISH MIDLAND	C	8	0	0	100	0	0	0	0	0	1	75	23	8
	EASYJET AIRLINE COMPANY LTD	S	78	0	0	92	5	3	0	0	0	4	82	11	77
	MONARCH AIRLINES	C	48	0	0	52	13	23	8	4	0	34	65	28	55
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	3	88	6	8
	THOMSON AIRWAYS LTD	C	29	0	0	83	7	7	3	0	0	10	87	7	30
<b>TOTAL GRENOBLE</b>			<b>171</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>16</b>	<b>179</b>
LYON	BMI BRITISH MIDLAND	C	8	0	0	50	13	38	0	0	0	18	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	124	0	0	78	17	3	2	0	0	10	57	25	122
	MONARCH AIRLINES	C	8	0	0	50	13	25	13	0	0	23	0	0	0
<b>TOTAL LYON</b>			<b>140</b>	<b>0</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>57</b>	<b>25</b>	<b>122</b>
MARSEILLE	BRITISH AIRWAYS PLC	S	120	0	0	89	8	3	0	0	0	4	87	6	108
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	68	16	11	3	2	0	17	68	19	62
<b>TOTAL MARSEILLE</b>			<b>182</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>11</b>	<b>170</b>
MONTPELLIER	EASYJET AIRLINE COMPANY LTD	S	48	0	0	90	6	4	0	0	0	6	48	18	40
<b>TOTAL MONTPELLIER</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>48</b>	<b>18</b>	<b>40</b>
NANTES	FLYBE LTD	S	62	0	0	85	5	0	10	0	0	12	0	0	0
<b>TOTAL NANTES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
NICE	EASYJET AIRLINE COMPANY LTD	S	134	0	0	69	24	7	0	0	0	11	54	25	127
<b>TOTAL NICE</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>24</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>54</b>	<b>25</b>	<b>127</b>
TOULOUSE (BLAGNAC)	EASYJET AIRLINE COMPANY LTD	S	172	0	0	81	12	3	1	2	0	13	69	21	174
	THOMAS COOK AIRLINES LTD	C	15	0	0	87	0	7	7	0	0	17	93	4	14
	THOMSON AIRWAYS LTD	C	15	0	0	73	20	7	0	0	0	9	75	6	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL TOULOUSE (BLAGNAC)			202	0	0	81	12	4	1	2	0	13	71	19	202
TOTAL FRANCE			1191	0	0	78	12	6	3	1	0	13	71	18	1040
<b>GAMBIA</b>															
BANJUL	MONARCH AIRLINES	C	18	0	0	78	17	6	0	0	0	10	67	14	18
	THOMAS COOK AIRLINES LTD	C	16	0	0	69	19	13	0	0	0	12	94	5	18
TOTAL BANJUL			34	0	0	74	18	9	0	0	0	11	81	10	36
TOTAL GAMBIA			34	0	0	74	18	9	0	0	0	11	81	10	36
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	174	0	0	69	14	3	10	3	0	24	75	16	178
TOTAL BERLIN (SCHONEFELD)			174	0	0	69	14	3	10	3	0	24	75	16	180
COLOGNE BONN	EASYJET AIRLINE COMPANY LTD	S	104	0	0	68	24	8	0	0	0	11	61	21	96
TOTAL COLOGNE BONN			104	0	0	68	24	8	0	0	0	11	61	21	96
DUSSELDORF	EASYJET AIRLINE COMPANY LTD	S	108	0	0	76	16	4	5	0	0	11	79	11	62
TOTAL DUSSELDORF			108	0	0	76	16	4	5	0	0	11	80	11	223
FRIEDRICHSHAFEN	AER LINGUS	C	8	0	0	100	0	0	0	0	0	1	0	0	0
	VIKING AIRLINES	C	8	0	0	88	13	0	0	0	0	4	75	10	8
TOTAL FRIEDRICHSHAFEN			16	0	0	94	6	0	0	0	0	3	75	10	8
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	106	0	0	79	10	8	3	0	0	11	66	16	105
TOTAL HAMBURG			106	0	0	79	10	8	3	0	0	11	66	16	105
HANOVER	AIR BERLIN	S	116	0	0	95	3	3	0	0	0	4	0	0	0
TOTAL HANOVER			116	0	0	95	3	3	0	0	0	4	100	0	1
MUNICH	EASYJET AIRLINE COMPANY LTD	S	158	0	0	84	9	6	0	0	0	6	66	19	158
TOTAL MUNICH			158	0	0	84	9	6	0	0	0	6	66	19	158
NUREMBERG	AIR BERLIN	S	100	0	0	94	3	2	1	0	0	4	0	0	0
TOTAL NUREMBERG			100	0	0	94	3	2	1	0	0	4	0	0	0
TOTAL GERMANY			883	0	0	80	11	5	3	1	0	11	72	16	771
<b>GIBRALTAR</b>															
GIBRALTAR	EASYJET AIRLINE COMPANY LTD	S	61	0	0	74	11	8	3	3	0	24	74	33	62
TOTAL GIBRALTAR			61	0	0	74	11	8	3	3	0	24	74	33	62
TOTAL GIBRALTAR			61	0	0	74	11	8	3	3	0	24	74	33	62
<b>GREECE</b>															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	112	0	0	82	12	4	3	0	0	8	65	19	102
TOTAL ATHENS			112	0	0	82	12	4	3	0	0	8	72	15	132
CORFU	EASYJET AIRLINE COMPANY LTD	S	6	0	0	50	50	0	0	0	0	9	100	6	2
TOTAL CORFU			6	0	0	50	50	0	0	0	0	9	100	6	2
HERAKLION	EASYJET AIRLINE COMPANY LTD	S	4	0	0	50	0	50	0	0	0	22	0	25	4
TOTAL HERAKLION			4	0	0	50	0	50	0	0	0	22	0	25	4

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
KOS	EASYJET AIRLINE COMPANY LTD	S	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL KOS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
RHODES	EASYJET AIRLINE COMPANY LTD	S	2	0	0	100	0	0	0	0	5	100	8	2	
<b>TOTAL RHODES</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>8</b>	<b>2</b>	
SALONIKA	BRITISH AIRWAYS PLC	S	34	0	0	91	3	6	0	0	5	83	15	30	
	EASYJET AIRLINE COMPANY LTD	S	34	0	0	97	3	0	0	0	2	82	10	34	
	OLYMPIC AIR	S	36	0	0	100	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>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>83</b>	<b>12</b>	<b>64</b>	
ZAKINTHOS	EASYJET AIRLINE COMPANY LTD	S	4	0	0	100	0	0	0	0	0	0	0	0	
<b>TOTAL ZAKINTHOS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GREECE</b>			<b>234</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>14</b>	<b>204</b>	
<b>GRENADA</b>															
GRENADA	BRITISH AIRWAYS PLC	S	20	0	0	80	10	5	5	0	10	100	2	20	
	MONARCH AIRLINES	C	4	0	0	50	25	25	0	0	17	25	18	4	
	VIRGIN ATLANTIC AIRWAYS LTD	S	9	0	0	67	11	22	0	0	13	50	28	8	
<b>TOTAL GRENADA</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>11</b>	<b>32</b>	
<b>TOTAL GRENADA</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>11</b>	<b>32</b>	
<b>HUNGARY</b>															
BUDAPEST	EASYJET AIRLINE COMPANY LTD	S	62	0	0	98	2	0	0	0	3	71	11	62	
	MALEV (HUNGARIAN AIRLINES)	S	118	0	0	67	23	8	2	0	13	73	11	124	
<b>TOTAL BUDAPEST</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>16</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>11</b>	<b>186</b>	
<b>TOTAL HUNGARY</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>16</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>11</b>	<b>186</b>	
<b>ICELAND</b>															
KEFLAVIK	ASTRAEUS LTD	S	62	0	0	60	18	10	8	5	31	64	26	58	
<b>TOTAL KEFLAVIK</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>18</b>	<b>10</b>	<b>8</b>	<b>5</b>	<b>31</b>	<b>64</b>	<b>26</b>	<b>58</b>	
<b>TOTAL ICELAND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>18</b>	<b>10</b>	<b>8</b>	<b>5</b>	<b>31</b>	<b>64</b>	<b>26</b>	<b>58</b>	
<b>INDIA</b>															
CHENNAI	THOMAS COOK AIRLINES LTD	C	2	0	0	0	0	50	50	0	101	0	0	0	
<b>TOTAL CHENNAI</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>101</b>	<b>0</b>	<b>0</b>	<b>0</b>	
GOA	MONARCH AIRLINES	C	12	0	0	42	42	0	17	0	21	56	38	16	
	THOMAS COOK AIRLINES LTD	C	8	0	0	38	13	25	25	0	43	0	0	0	
	THOMSON AIRWAYS LTD	C	14	0	0	43	14	7	36	0	35	38	54	8	
<b>TOTAL GOA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>24</b>	<b>9</b>	<b>26</b>	<b>0</b>	<b>32</b>	<b>50</b>	<b>43</b>	<b>24</b>	
<b>TOTAL INDIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>22</b>	<b>11</b>	<b>28</b>	<b>0</b>	<b>36</b>	<b>50</b>	<b>43</b>	<b>24</b>	
<b>IRISH REPUBLIC</b>															
CORK	AER LINGUS	S	62	0	2	89	3	6	2	0	5	100	2	16	
	RYANAIR	S	62	0	0	89	5	6	0	0	5	87	5	62	
<b>TOTAL CORK</b>			<b>124</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>4</b>	<b>78</b>	
DUBLIN	AER LINGUS	S	263	0	0	86	7	6	2	0	7	87	5	249	



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
DUBLIN	RYANAIR	S	304	0	0	93	3	2	2	0	0	4	92	5	302
<b>TOTAL DUBLIN</b>			<b>567</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>5</b>	<b>551</b>
IRELAND WEST AIRPORT KNOCK	AER LINGUS	S	61	0	0	95	2	3	0	0	0	2	87	8	62
<b>TOTAL IRELAND WEST AIRPORT KNOCK</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>8</b>	<b>62</b>
SHANNON	AER LINGUS	S	4	0	0	100	0	0	0	0	0	3	0	0	0
	RYANAIR	S	52	0	0	92	2	6	0	0	0	5	94	3	116
<b>TOTAL SHANNON</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>94</b>	<b>3</b>	<b>116</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>808</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>5</b>	<b>807</b>
ITALY															
BARI (PALESE)	BRITISH AIRWAYS PLC	S	4	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL BARI (PALESE)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
BERGAMO	RYANAIR	S	52	0	0	92	4	0	4	0	0	4	0	0	0
<b>TOTAL BERGAMO</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
BOLOGNA	BRITISH AIRWAYS PLC	S	165	0	1	86	5	6	2	0	0	8	90	10	160
	EASYJET AIRLINE COMPANY LTD	S	8	0	0	100	0	0	0	0	0	1	0	0	0
	RYANAIR	S	30	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL BOLOGNA</b>			<b>203</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>11</b>	<b>162</b>
CAGLIARI (ELMAS)	BRITISH AIRWAYS PLC	S	6	0	0	100	0	0	0	0	0	1	100	0	4
<b>TOTAL CAGLIARI (ELMAS)</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>1</b>	<b>100</b>	<b>0</b>	<b>4</b>
CATANIA (FONTANAROSSA)	BRITISH AIRWAYS PLC	S	32	0	0	59	16	22	3	0	0	19	64	20	28
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>16</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>64</b>	<b>20</b>	<b>28</b>
FLORENCE	MERIDIANA AIR	S	101	0	0	89	4	5	2	0	0	8	44	30	86
<b>TOTAL FLORENCE</b>			<b>101</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>44</b>	<b>30</b>	<b>86</b>
GENOA	BRITISH AIRWAYS PLC	S	62	0	0	73	13	6	5	3	0	18	90	10	62
<b>TOTAL GENOA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>90</b>	<b>10</b>	<b>62</b>
MILAN (LINATE)	EASYJET AIRLINE COMPANY LTD	S	106	0	0	73	12	8	8	0	0	14	45	27	60
<b>TOTAL MILAN (LINATE)</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>45</b>	<b>27</b>	<b>60</b>
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	232	0	0	78	10	4	6	1	0	15	71	17	230
<b>TOTAL MILAN (MALPENSA)</b>			<b>232</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>18</b>	<b>236</b>
NAPLES	BRITISH AIRWAYS PLC	S	133	0	0	86	9	5	0	0	0	6	82	9	126
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	65	29	2	3	2	0	17	57	25	60
<b>TOTAL NAPLES</b>			<b>195</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>14</b>	<b>186</b>
PALERMO	EASYJET AIRLINE COMPANY LTD	S	28	0	0	75	21	4	0	0	0	8	0	0	0
<b>TOTAL PALERMO</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>16</b>	<b>1</b>
PISA	BRITISH AIRWAYS PLC	S	20	0	0	100	0	0	0	0	0	2	86	12	7
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	61	23	8	6	2	0	21	55	28	62
<b>TOTAL PISA</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>58</b>	<b>27</b>	<b>69</b>
ROME (CIAMPINO)	RYANAIR	S	62	0	0	98	2	0	0	0	0	2	0	0	0
<b>TOTAL ROME (CIAMPINO)</b>			<b>62</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>0</b>	<b>0</b>	<b>0</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	72	0	0	85	7	6	3	0	0	9	91	9	70
	EASYJET AIRLINE COMPANY LTD	S	224	0	0	83	9	5	1	2	0	12	55	22	170
<b>TOTAL ROME (FIUMICINO)</b>			<b>296</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>65</b>	<b>18</b>	<b>240</b>
TURIN	BRITISH AIRWAYS PLC	S	86	0	0	88	5	5	2	0	0	7	93	4	83
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	0	25	0	0	25	113	63	19	8
	THOMSON AIRWAYS LTD	C	16	0	0	88	6	6	0	0	0	6	81	16	16
<b>TOTAL TURIN</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>14</b>	<b>83</b>	<b>13</b>	<b>127</b>
VENICE	BRITISH AIRWAYS PLC	S	183	0	0	84	9	5	2	0	0	8	89	7	177
	EASYJET AIRLINE COMPANY LTD	S	120	0	0	82	10	3	5	0	0	10	67	21	122
<b>TOTAL VENICE</b>			<b>303</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>13</b>	<b>299</b>
VERONA VILLAFRANCA	BRITISH AIRWAYS PLC	S	69	0	0	80	14	6	0	0	0	8	85	8	62
	THOMAS COOK AIRLINES LTD	C	8	0	0	38	25	38	0	0	0	23	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	63	17	8
<b>TOTAL VERONA VILLAFRANCA</b>			<b>85</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>10</b>	<b>72</b>
<b>TOTAL ITALY</b>			<b>1959</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>17</b>	<b>1642</b>
<b>JAMAICA</b>															
KINGSTON	BRITISH AIRWAYS PLC	S	17	0	0	82	12	6	0	0	0	8	89	5	27
	VIRGIN ATLANTIC AIRWAYS LTD	S	18	0	0	50	17	22	11	0	0	27	56	39	18
<b>TOTAL KINGSTON</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>76</b>	<b>18</b>	<b>45</b>
MONTEGO BAY	BRITISH AIRWAYS PLC	S	18	0	0	67	11	22	0	0	0	16	88	6	16
	THOMAS COOK AIRLINES LTD	C	7	0	0	43	57	0	0	0	0	14	86	4	14
	THOMSON AIRWAYS LTD	C	27	0	0	52	19	15	15	0	0	28	55	57	11
	VIRGIN ATLANTIC AIRWAYS LTD	S	18	0	0	50	22	17	11	0	0	25	28	42	18
<b>TOTAL MONTEGO BAY</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>21</b>	<b>16</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>63</b>	<b>26</b>	<b>59</b>
<b>TOTAL JAMAICA</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>19</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>68</b>	<b>23</b>	<b>104</b>
<b>JORDAN</b>															
AMMAN	EASYJET AIRLINE COMPANY LTD	S	6	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL AMMAN</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>
AQABA	MONARCH AIRLINES	C	10	0	0	80	10	10	0	0	0	10	60	58	10
	THOMAS COOK AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	15	50	44	2
<b>TOTAL AQABA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>58</b>	<b>55</b>	<b>12</b>
<b>TOTAL JORDAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>58</b>	<b>55</b>	<b>12</b>
<b>KENYA</b>															
MOMBASA	MONARCH AIRLINES	C	12	1	0	17	0	33	50	0	0	59	10	59	10
	THOMSON AIRWAYS LTD	C	8	0	0	13	0	13	50	25	0	127	40	21	10
<b>TOTAL MOMBASA</b>			<b>20</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>10</b>	<b>0</b>	<b>86</b>	<b>29</b>	<b>38</b>	<b>21</b>
<b>TOTAL KENYA</b>			<b>20</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>10</b>	<b>0</b>	<b>86</b>	<b>29</b>	<b>38</b>	<b>21</b>
<b>KOSOVO</b>															
PRISTINA	BRITISH AIRWAYS PLC	S	28	0	0	68	21	0	11	0	0	15	88	7	26
<b>TOTAL PRISTINA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>21</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>88</b>	<b>7</b>	<b>26</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 KOSOVO			28	0	0	68	21	0	11	0	0	15	88	7	26
LATVIA															
RIGA	AIR BALTIC	S	62	0	0	79	13	6	2	0	0	11	84	8	62
TOTAL RIGA			62	0	0	79	13	6	2	0	0	11	84	8	62
TOTAL LATVIA			62	0	0	79	13	6	2	0	0	11	84	8	62
LIBYA															
TRIPOLI	AFRIQIYAH AIRWAYS	S	4	0	20	0	0	25	75	0	0	93	8	43	62
TOTAL TRIPOLI			4	0	20	0	0	25	75	0	0	93	8	43	62
TOTAL LIBYA			4	0	20	0	0	25	75	0	0	93	8	43	62
LITHUANIA															
KAUNAS	RYANAIR	S	60	0	0	90	8	0	0	2	0	8	0	0	0
TOTAL KAUNAS			60	0	0	90	8	0	0	2	0	8	0	0	0
TOTAL LITHUANIA			60	0	0	90	8	0	0	2	0	8	88	7	74
LUXEMBOURG															
LUXEMBOURG	BRITISH AIRWAYS PLC	S	82	0	0	88	7	5	0	0	0	6	93	4	99
TOTAL LUXEMBOURG			82	0	0	88	7	5	0	0	0	6	93	4	99
TOTAL LUXEMBOURG			82	0	0	88	7	5	0	0	0	6	93	4	99
MALDIVE ISLANDS															
MALE INTERNATIONAL	BRITISH AIRWAYS PLC	S	26	0	0	88	0	4	8	0	0	13	70	12	27
	THOMSON AIRWAYS LTD	C	18	0	0	44	6	6	28	17	0	88	77	12	13
TOTAL MALE INTERNATIONAL			44	0	0	70	2	5	16	7	0	44	63	25	49
TOTAL MALDIVE ISLANDS			44	0	0	70	2	5	16	7	0	44	63	25	49
MALTA															
MALTA	AIR MALTA	S	66	0	0	98	0	2	0	0	0	2	95	5	78
	EASYJET AIRLINE COMPANY LTD	S	64	0	0	88	11	2	0	0	0	6	61	15	64
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	1	80	16	10
TOTAL MALTA			141	0	0	94	5	1	0	0	0	4	80	9	153
TOTAL MALTA			141	0	0	94	5	1	0	0	0	4	80	9	153
MEXICO															
CANCUN	BRITISH AIRWAYS PLC	S	19	0	0	74	11	16	0	0	0	9	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	13	13	0	0	20	100	2	9
	THOMSON AIRWAYS LTD	C	22	0	0	68	9	9	14	0	0	23	71	11	34
TOTAL CANCUN			49	0	0	69	10	12	8	0	0	17	77	9	43
TOTAL MEXICO			49	0	0	69	10	12	8	0	0	17	73	14	81
MOROCCO															
AGADIR	EASYJET AIRLINE COMPANY LTD	S	18	0	0	89	6	6	0	0	0	6	78	12	18
	THOMSON AIRWAYS LTD	S	18	0	0	89	6	6	0	0	0	6	70	23	10

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>TOTAL AGADIR</b>			<b>36</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>6</b>	<b>75</b>	<b>16</b>	<b>28</b>
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	18	0	0	94	0	6	0	0	0	5	77	9	26
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>78</b>	<b>9</b>	<b>27</b>
MARRAKESH	BRITISH AIRWAYS PLC	S	6	0	0	83	17	0	0	0	0	4	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	108	0	0	87	9	4	0	0	0	6	81	8	122
	ROYAL AIR MAROC	S	42	0	0	86	7	2	5	0	0	7	89	5	36
	THOMSON AIRWAYS LTD	S	17	0	0	100	0	0	0	0	0	0	89	9	18
<b>TOTAL MARRAKESH</b>			<b>173</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>8</b>	<b>176</b>
<b>TOTAL MOROCCO</b>			<b>228</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>9</b>	<b>231</b>
<b>NETHERLANDS</b>															
AMSTERDAM	BRITISH AIRWAYS PLC	S	230	0	0	92	5	2	1	0	0	5	93	4	226
	EASYJET AIRLINE COMPANY LTD	S	270	0	0	76	12	11	1	0	0	10	68	18	222
<b>TOTAL AMSTERDAM</b>			<b>500</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>11</b>	<b>448</b>
<b>TOTAL NETHERLANDS</b>			<b>500</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>9</b>	<b>564</b>
<b>NORWAY</b>															
BERGEN	NORWEGIAN AIR SHUTTLE	S	96	0	0	80	15	4	1	0	0	7	83	7	92
	SAS BRAATHENS	S	34	0	0	68	21	6	6	0	0	14	59	16	32
<b>TOTAL BERGEN</b>			<b>131</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>16</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>10</b>	<b>124</b>
FAGERNES/LEIRIN	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL FAGERNES/LEIRIN</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>
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	162	0	0	81	10	4	4	0	0	10	83	7	162
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>7</b>	<b>162</b>
RYGGE	RYANAIR	S	84	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL RYGGE</b>			<b>84</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>
STAVANGER	NORWEGIAN AIR SHUTTLE	S	46	0	0	98	2	0	0	0	0	2	85	9	46
<b>TOTAL STAVANGER</b>			<b>46</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>85</b>	<b>9</b>	<b>46</b>
TROMSOE	NORWEGIAN AIR SHUTTLE	S	16	0	0	81	19	0	0	0	0	6	56	11	18
<b>TOTAL TROMSOE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>56</b>	<b>11</b>	<b>18</b>
TRONDHEIM (VAERNES)	NORWEGIAN AIR SHUTTLE	S	28	0	0	79	18	4	0	0	0	11	100	2	2
<b>TOTAL TRONDHEIM (VAERNES)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>100</b>	<b>2</b>	<b>2</b>
<b>TOTAL NORWAY</b>			<b>475</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>8</b>	<b>352</b>
<b>OMAN</b>															
MUSCAT	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL MUSCAT</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 OMAN</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>POLAND</b>															
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	61	0	2	87	3	3	2	5	0	17	77	9	62
<b>TOTAL KRAKOW</b>			<b>61</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>17</b>	<b>78</b>	<b>9</b>	<b>64</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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	MONARCH AIRLINES	C	2	0	0	0	100	0	0	0	0	21	0	0	0
<b>TOTAL RZESZOW</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL POLAND</b>			<b>63</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>18</b>	<b>84</b>	<b>9</b>	<b>118</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	BRITISH AIRWAYS PLC	S	48	0	0	73	8	15	4	0	0	13	97	2	66
	EASYJET AIRLINE COMPANY LTD	S	123	0	0	77	15	2	7	0	0	12	69	20	140
	MONARCH AIRLINES	S	40	0	0	78	10	3	10	0	0	19	85	5	34
	RYANAIR	S	28	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL FARO</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>12</b>	<b>249</b>
LISBON	AIR PORTUGAL	S	88	0	0	94	6	0	0	0	0	3	90	5	30
	EASYJET AIRLINE COMPANY LTD	S	76	0	0	74	16	11	0	0	0	10	65	24	62
<b>TOTAL LISBON</b>			<b>164</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>73</b>	<b>17</b>	<b>92</b>
OPORTO (PORTUGAL)	AIR PORTUGAL	S	71	0	0	92	4	1	3	0	0	6	94	4	69
	EASYJET AIRLINE COMPANY LTD	S	64	0	0	78	9	9	3	0	0	11	74	11	62
	RYANAIR	S	36	0	0	81	8	6	6	0	0	10	0	0	0
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>171</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>8</b>	<b>133</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>575</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>12</b>	<b>482</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR PORTUGAL	S	62	0	0	97	0	2	2	0	0	3	97	3	62
	EASYJET AIRLINE COMPANY LTD	S	36	0	0	78	17	0	6	0	0	11	85	7	34
	THOMSON AIRWAYS LTD	C	18	0	0	94	6	0	0	0	0	3	89	12	18
<b>TOTAL FUNCHAL</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>5</b>	<b>114</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>5</b>	<b>114</b>
<b>PUERTO RICO</b>															
SAN JUAN (PUERTO RICO)	BRITISH AIRWAYS PLC	S	2	0	0	100	0	0	0	0	0	3	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	7	0	0	29	43	14	14	0	0	44	25	30	8
<b>TOTAL SAN JUAN (PUERTO RICO)</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>33</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>25</b>	<b>30</b>	<b>8</b>
<b>TOTAL PUERTO RICO</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>33</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>25</b>	<b>30</b>	<b>8</b>
<b>QATAR</b>															
DOHA	QATAR AIRWAYS	S	62	0	0	87	8	5	0	0	0	5	100	2	62
<b>TOTAL DOHA</b>			<b>62</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>5</b>	<b>100</b>	<b>2</b>	<b>62</b>
<b>TOTAL QATAR</b>			<b>62</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>5</b>	<b>100</b>	<b>2</b>	<b>62</b>
<b>REPUBLIC OF MOLDOVA</b>															
CHISINAU (KISHINEV)	AIR MOLDOVA INTERNATIONAL	S	8	0	0	0	0	25	75	0	0	90	60	31	10
<b>TOTAL CHISINAU (KISHINEV)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>60</b>	<b>31</b>	<b>10</b>
<b>TOTAL REPUBLIC OF MOLDOVA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>60</b>	<b>31</b>	<b>10</b>
<b>REPUBLIC OF MONTENEGRO</b>															
PODGORICA	MONTENEGRO AIRLINES	S	22	0	0	100	0	0	0	0	0	1	83	9	18
<b>TOTAL PODGORICA</b>			<b>22</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>83</b>	<b>9</b>	<b>18</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 REPUBLIC OF MONTENEGRO			22	0	0	100	0	0	0	0	0	1	83	9	18
RUSSIA															
ST PETERSBURG	ROSSIYA AIRLINES	S	16	0	0	94	6	0	0	0	0	5	0	0	0
TOTAL ST PETERSBURG			16	0	0	94	6	0	0	0	0	5	88	6	8
TOTAL RUSSIA			16	0	0	94	6	0	0	0	0	5	88	6	8
SAINT KITTS AND NEVIS															
ST KITTS	BRITISH AIRWAYS PLC	S	19	0	0	74	11	5	11	0	0	19	89	7	9
TOTAL ST KITTS			19	0	0	74	11	5	11	0	0	19	89	7	9
TOTAL SAINT KITTS AND NEVIS			19	0	0	74	11	5	11	0	0	19	89	7	9
SLOVENIA															
LJUBLJANA	ADRIA AIRWAYS	S	34	0	0	91	3	3	3	0	0	6	90	4	52
TOTAL LJUBLJANA			34	0	0	91	3	3	3	0	0	6	90	4	52
TOTAL SLOVENIA			34	0	0	91	3	3	3	0	0	6	90	4	52
SPAIN															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	136	0	0	81	15	4	0	0	0	8	78	15	105
	MONARCH AIRLINES	S	64	0	0	77	13	3	3	5	0	24	88	8	52
	RYANAIR	S	70	0	0	90	6	4	0	0	0	5	74	14	68
	THOMSON AIRWAYS LTD	C	20	0	0	90	5	5	0	0	0	5	80	10	20
TOTAL ALICANTE			290	0	0	83	11	4	1	1	0	10	79	13	245
ALMERIA	EASYJET AIRLINE COMPANY LTD	S	44	0	0	93	5	2	0	0	0	3	89	5	38
TOTAL ALMERIA			44	0	0	93	5	2	0	0	0	3	90	5	39
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	296	0	0	76	15	8	1	0	0	10	61	21	194
	THOMSON AIRWAYS LTD	C	4	0	0	75	25	0	0	0	0	10	0	0	0
TOTAL BARCELONA			301	0	0	76	15	8	1	0	0	10	61	21	194
GERONA	RYANAIR	S	58	0	0	98	2	0	0	0	0	2	95	10	60
TOTAL GERONA			58	0	0	98	2	0	0	0	0	2	95	10	60
HUESCA	MONARCH AIRLINES	C	7	0	0	86	0	0	14	0	0	9	0	0	0
TOTAL HUESCA			7	0	0	86	0	0	14	0	0	9	88	4	8
MADRID	AIR BALTIC	C	2	0	0	50	0	0	50	0	0	43	0	0	0
	AIR EUROPA	S	124	0	0	83	9	3	5	0	0	9	70	16	112
	EASYJET AIRLINE COMPANY LTD	S	242	0	0	58	17	15	7	2	0	25	47	30	228
	RYANAIR	S	124	0	0	94	3	2	2	0	0	6	50	23	62
TOTAL MADRID			492	0	0	73	12	9	5	1	0	16	54	25	403
MALAGA	AER LINGUS	S	122	0	0	89	4	4	2	0	0	5	80	12	128
	BRITISH AIRWAYS PLC	S	31	0	0	87	3	10	0	0	0	8	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	203	0	0	81	13	2	3	0	0	13	73	15	229
	MONARCH AIRLINES	S	68	0	0	54	24	19	3	0	0	20	77	9	48
	THOMSON AIRWAYS LTD	C	26	0	0	92	0	0	8	0	0	7	96	3	26
TOTAL MALAGA			450	0	0	80	11	6	3	0	0	11	77	13	431
MURCIA SAN JAVIER	EASYJET AIRLINE COMPANY LTD	S	46	0	0	89	11	0	0	0	0	7	66	10	62

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 MURCIA SAN JAVIER</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>66</b>	<b>10</b>	62	
<b>PALMA DE MALLORCA</b>	EASYJET AIRLINE COMPANY LTD	S	73	1	0	74	19	7	0	0	9	61	16	76	
	MONARCH AIRLINES	S	24	0	0	33	38	17	13	0	28	0	0	0	
	THOMSON AIRWAYS LTD	C	18	0	0	94	6	0	0	0	4	89	9	18	
<b>TOTAL PALMA DE MALLORCA</b>			<b>115</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>21</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>65</b>	<b>14</b>	95	
<b>SEVILLE</b>	RYANAIR	S	28	0	0	100	0	0	0	0	1	0	0	0	
<b>TOTAL SEVILLE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	0	
<b>VALENCIA</b>	EASYJET AIRLINE COMPANY LTD	S	72	0	0	86	4	7	3	0	10	47	31	59	
<b>TOTAL VALENCIA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>4</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>47</b>	<b>31</b>	59	
<b>TOTAL SPAIN</b>			<b>1903</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>68</b>	<b>17</b>	1600	
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	EASYJET AIRLINE COMPANY LTD	S	53	0	0	72	15	13	0	0	14	78	9	50	
	MONARCH AIRLINES	S	32	0	0	84	9	6	0	0	8	79	10	34	
	THOMAS COOK AIRLINES LTD	C	18	0	0	94	6	0	0	0	4	88	7	16	
	THOMSON AIRWAYS LTD	C	38	0	0	100	0	0	0	0	3	76	14	34	
<b>TOTAL ARRECIFE</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>11</b>	142	
<b>FUERTEVENTURA</b>	MONARCH AIRLINES	S	8	0	0	100	0	0	0	0	0	100	4	10	
	THOMAS COOK AIRLINES LTD	C	18	0	0	56	22	11	11	0	28	89	6	18	
	THOMSON AIRWAYS LTD	C	18	0	0	89	0	0	11	0	15	72	19	18	
<b>TOTAL FUERTEVENTURA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>18</b>	<b>85</b>	<b>10</b>	46	
<b>LAS PALMAS</b>	EASYJET AIRLINE COMPANY LTD	S	60	0	0	65	17	12	7	0	19	48	26	62	
	MONARCH AIRLINES	S	14	0	0	64	7	0	29	0	38	78	26	18	
	THOMAS COOK AIRLINES LTD	C	18	0	0	67	11	11	11	0	23	57	16	14	
	THOMSON AIRWAYS LTD	C	34	0	0	79	15	3	3	0	9	74	30	38	
<b>TOTAL LAS PALMAS</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>8</b>	<b>9</b>	<b>0</b>	<b>19</b>	<b>61</b>	<b>26</b>	142	
<b>SANTA CRUZ DE LA PALMA</b>	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	8	100	1	10	
<b>TOTAL SANTA CRUZ DE LA PALMA</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>8</b>	<b>100</b>	<b>1</b>	10	
<b>TENERIFE (SURREINA SOFIA)</b>	EASYJET AIRLINE COMPANY LTD	S	123	0	0	73	15	7	5	0	13	76	14	123	
	LUXAIR	C	2	0	0	100	0	0	0	0	0	0	0	0	
	MONARCH AIRLINES	S	56	0	0	52	18	20	11	0	22	59	18	58	
	THOMAS COOK AIRLINES LTD	C	26	0	0	58	27	8	0	0	42	73	30	26	
	THOMSON AIRWAYS LTD	C	69	0	0	74	10	12	4	0	17	83	13	60	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>277</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>19</b>	<b>73</b>	<b>16</b>	275	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>597</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>16</b>	615	
<b>ST LUCIA</b>															
<b>ST LUCIA (HEWANORRA)</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	26	0	0	88	8	4	0	0	6	78	12	27	
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>12</b>	27	
<b>TOTAL ST LUCIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>12</b>	27	
<b>SWEDEN</b>															
<b>GOTEBORG</b>	EASYJET AIRLINE COMPANY LTD	S	62	0	0	79	13	8	0	0	9	0	0	0	

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 GOTEBOURG			62	0	0	79	13	8	0	0	0	9	0	0	0
MALMO	VIKING AIRLINES	C	3	0	0	67	33	0	0	0	10	0	0	0	
TOTAL MALMO			3	0	0	67	33	0	0	0	10	0	0	0	
STOCKHOLM (ARLANDA)	BH AIR	C	16	0	0	88	0	6	6	0	16	0	0	0	
	NORWEGIAN AIR SHUTTLE	S	114	0	0	69	18	8	5	0	16	0	0	0	
TOTAL STOCKHOLM (ARLANDA)			131	0	0	71	15	8	6	0	17	71	20	28	
STOCKHOLM (SKAVSTA)	RYANAIR	S	62	0	0	97	2	0	2	0	3	66	13	62	
TOTAL STOCKHOLM (SKAVSTA)			62	0	0	97	2	0	2	0	3	66	13	62	
TOTAL SWEDEN			258	0	0	79	12	6	3	0	12	68	15	90	
SWITZERLAND															
BASLE MULHOUSE	EASYJET AIRLINE COMPANY LTD	S	60	0	0	82	12	7	0	0	7	53	18	58	
	EASYJET SWITZERLAND	S	56	0	0	95	4	0	0	2	8	78	20	55	
TOTAL BASLE MULHOUSE			116	0	0	88	8	3	0	1	7	65	19	113	
BERNE	FLYBE LTD	C	6	0	0	83	17	0	0	0	9	0	0	0	
TOTAL BERNE			6	0	0	83	17	0	0	0	9	0	0	0	
GENEVA	BMI BRITISH MIDLAND	C	16	0	0	75	0	25	0	0	14	75	10	16	
	BRITISH AIRWAYS PLC	S	130	0	0	80	14	6	0	0	8	89	6	132	
	EASYJET AIRLINE COMPANY LTD	S	250	0	0	78	8	9	4	0	12	74	21	200	
	EASYJET SWITZERLAND	S	194	0	1	76	12	7	4	1	16	60	29	236	
	FLYBE LTD	C	24	0	0	71	13	17	0	0	12	36	25	11	
	MONARCH AIRLINES	C	42	0	0	62	29	10	0	0	11	17	46	24	
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	6	50	22	8	
	THOMSON AIRWAYS LTD	C	40	0	0	85	5	5	5	0	13	78	12	40	
TOTAL GENEVA			704	0	1	77	11	8	3	0	12	69	21	691	
ZURICH	EASYJET AIRLINE COMPANY LTD	S	114	0	0	90	7	3	0	0	5	78	13	122	
TOTAL ZURICH			114	0	0	90	7	3	0	0	5	78	13	122	
TOTAL SWITZERLAND			940	0	1	80	10	7	2	0	11	70	20	926	
TRINIDAD AND TOBAGO															
PORT OF SPAIN	BRITISH AIRWAYS PLC	S	47	0	0	85	13	2	0	0	6	86	5	44	
TOTAL PORT OF SPAIN			47	0	0	85	13	2	0	0	6	86	5	44	
TOBAGO	BRITISH AIRWAYS PLC	S	14	0	0	79	14	7	0	0	7	88	15	17	
	MONARCH AIRLINES	C	5	0	0	80	0	0	20	0	26	60	17	5	
TOTAL TOBAGO			19	0	0	79	11	5	5	0	12	82	16	22	
TOTAL TRINIDAD AND TOBAGO			66	0	0	83	12	3	2	0	8	85	9	66	
TUNISIA															
MONASTIR	THOMAS COOK AIRLINES LTD	C	16	0	0	75	0	0	19	6	34	89	9	19	
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	1	85	7	20	
TOTAL MONASTIR			26	0	0	85	0	0	12	4	21	87	8	39	
TUNIS	BRITISH AIRWAYS PLC	S	42	0	0	79	10	7	5	0	13	100	4	34	
TOTAL TUNIS			42	0	0	79	10	7	5	0	13	100	4	34	



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 TUNISIA</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>4</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>93</b>	<b>6</b>	<b>73</b>
<b>TURKEY</b>															
ANTALYA	EASYJET AIRLINE COMPANY LTD	S	2	0	0	0	100	0	0	0	0	23	0	0	0
	THOMAS COOK AIRLINES LTD	C	26	0	0	77	12	12	0	0	0	9	95	5	21
	THOMSON AIRWAYS LTD	C	10	0	0	70	30	0	0	0	0	7	100	0	1
<b>TOTAL ANTALYA</b>			<b>38</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>9</b>	<b>94</b>	<b>5</b>	<b>36</b>
DALAMAN	EASYJET AIRLINE COMPANY LTD	S	2	0	0	100	0	0	0	0	0	5	25	100	4
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	9	50	18	16
<b>TOTAL DALAMAN</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>7</b>	<b>45</b>	<b>35</b>	<b>20</b>
ISTANBUL (SABIHA GOKCEN)	EASYJET AIRLINE COMPANY LTD	S	34	0	0	85	12	3	0	0	0	8	68	11	62
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>68</b>	<b>11</b>	<b>62</b>
<b>TOTAL TURKEY</b>			<b>76</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>73</b>	<b>14</b>	<b>133</b>
<b>UKRAINE</b>															
KIEV (BORISPOL)	AEROSVIT AIRLINES	S	42	0	0	71	10	12	7	0	0	15	0	0	0
	UKRAINE INTERNATIONAL AIRLIN	S	62	0	8	84	13	3	0	0	0	8	74	10	62
<b>TOTAL KIEV (BORISPOL)</b>			<b>104</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>10</b>	<b>62</b>
<b>TOTAL UKRAINE</b>			<b>104</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>10</b>	<b>62</b>
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	186	0	2	73	16	11	1	0	0	11	64	17	185
<b>TOTAL DUBAI</b>			<b>186</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>16</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>64</b>	<b>17</b>	<b>185</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>186</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>16</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>64</b>	<b>17</b>	<b>185</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	FLYBE LTD	S	169	0	1	89	6	2	2	0	0	6	81	14	164
<b>TOTAL ABERDEEN</b>			<b>169</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>14</b>	<b>164</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	232	0	0	91	5	2	2	0	0	6	95	4	230
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>232</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>95</b>	<b>4</b>	<b>230</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	232	0	0	88	5	4	2	1	0	10	73	20	226
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>232</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>20</b>	<b>226</b>
EDINBURGH	BRITISH AIRWAYS PLC	S	246	0	0	82	8	8	2	0	0	9	92	4	243
	EASYJET AIRLINE COMPANY LTD	S	232	0	0	72	12	9	6	1	0	15	69	22	232
<b>TOTAL EDINBURGH</b>			<b>478</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>80</b>	<b>13</b>	<b>476</b>
GLASGOW	BRITISH AIRWAYS PLC	S	246	0	0	88	8	4	0	0	0	6	93	4	238
	EASYJET AIRLINE COMPANY LTD	S	182	0	0	82	8	4	5	0	0	10	76	20	176
<b>TOTAL GLASGOW</b>			<b>428</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>11</b>	<b>414</b>
GUERNSEY	AURIGNY AIR SERVICES	S	337	0	4	90	2	4	4	0	0	9	92	5	288
	FLYBE LTD	S	266	0	5	94	4	2	0	0	0	3	89	7	298
<b>TOTAL GUERNSEY</b>			<b>603</b>	<b>0</b>	<b>9</b>	<b>92</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>6</b>	<b>586</b>
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	62	0	0	90	2	8	0	0	0	5	72	19	60
	FLYBE LTD	S	169	0	1	90	2	2	5	0	0	7	93	5	160

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 INVERNESS			231	0	1	90	2	4	4	0	0	7	87	9	220
ISLE OF MAN	FLYBE LTD	S	231	0	0	91	4	3	1	0	0	4	96	2	232
TOTAL ISLE OF MAN			231	0	0	91	4	3	1	0	0	4	96	2	232
JERSEY	BRITISH AIRWAYS PLC	S	300	0	0	93	6	1	0	0	0	4	94	3	270
	FLYBE LTD	S	275	1	4	93	4	1	1	0	0	4	90	6	389
TOTAL JERSEY			575	1	4	93	5	1	0	0	0	4	92	5	659
LEEDS BRADFORD	FLYBE LTD	S	148	0	2	82	3	5	9	0	0	13	89	8	161
TOTAL LEEDS BRADFORD			148	0	2	82	3	5	9	0	0	13	89	8	161
MANCHESTER	BRITISH AIRWAYS PLC	S	248	0	0	87	7	5	2	0	0	7	93	4	303
	MONARCH AIRLINES	C	13	7	0	69	8	8	15	0	0	24	0	0	0
	THOMAS COOK AIRLINES LTD	C	12	4	0	58	25	8	8	0	0	18	60	295	5
TOTAL MANCHESTER			273	11	0	85	8	5	3	0	0	8	93	8	315
NEWCASTLE	FLYBE LTD	S	187	0	0	89	4	4	4	0	0	7	93	3	220
TOTAL NEWCASTLE			187	0	0	89	4	4	4	0	0	7	93	3	220
NEWQUAY	FLYBE LTD	S	162	0	0	93	1	1	4	1	0	9	95	5	170
TOTAL NEWQUAY			162	0	0	93	1	1	4	1	0	9	94	4	262
TOTAL UNITED KINGDOM			3949	15	17	88	5	4	3	0	0	7	89	8	4317
USA															
ATLANTA	DELTA AIRLINES	S	62	0	0	82	10	5	3	0	0	9	77	19	62
TOTAL ATLANTA			62	0	0	82	10	5	3	0	0	9	77	19	62
CHARLOTTE	US AIRWAYS	S	60	0	2	82	5	5	8	0	0	13	87	7	62
TOTAL CHARLOTTE			60	0	2	82	5	5	8	0	0	13	87	7	62
LAS VEGAS	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	66	19	13	2	0	0	11	50	29	62
TOTAL LAS VEGAS			62	0	0	66	19	13	2	0	0	11	50	29	62
ORLANDO	BRITISH AIRWAYS PLC	S	62	0	0	77	10	10	3	0	0	11	85	18	59
	VIRGIN ATLANTIC AIRWAYS LTD	S	92	0	0	64	21	8	8	0	0	18	47	32	94
TOTAL ORLANDO			154	0	0	69	16	8	6	0	0	15	61	27	153
SANFORD	THOMSON AIRWAYS LTD	C	9	0	0	78	11	0	11	0	0	15	73	10	11
TOTAL SANFORD			9	0	0	78	11	0	11	0	0	15	75	9	12
TAMPA	BRITISH AIRWAYS PLC	S	46	0	0	83	13	4	0	0	0	7	77	13	44
TOTAL TAMPA			46	0	0	83	13	4	0	0	0	7	77	13	44
TOTAL USA			393	2	2	75	13	7	5	0	0	12	68	21	395
ZIMBABWE															
HARARE	AIR ZIMBABWE	S	12	0	6	50	8	17	25	0	0	51	44	106	16
TOTAL HARARE			12	0	6	50	8	17	25	0	0	51	44	106	16
TOTAL ZIMBABWE			12	0	6	50	8	17	25	0	0	51	44	106	16
TOTAL GATWICK			19035	23	81	82	9	5	3	0	0	10	78	14	18625

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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	3	0	0	100	0	0	0	0	0	3	100	4	3
TOTAL SALZBURG			3	0	0	100	0	0	0	0	0	3	100	4	3
TOTAL AUSTRIA			3	0	0	100	0	0	0	0	0	3	100	4	3
<b>BARBADOS</b>															
BRIDGETOWN	THOMSON AIRWAYS LTD	C	6	0	0	67	0	33	0	0	0	16	50	22	2
TOTAL BRIDGETOWN			6	0	0	67	0	33	0	0	0	16	50	22	2
TOTAL BARBADOS			6	0	0	67	0	33	0	0	0	16	50	22	2
<b>BELGIUM</b>															
LIEGE	JET2.COM LTD	C	2	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL LIEGE			2	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL BELGIUM			3	1	0	100	0	0	0	0	0	1	0	0	0
<b>CANADA</b>															
TORONTO	AIR TRANSAT	S	10	0	0	80	10	10	0	0	0	8	0	91	2
TOTAL TORONTO			10	0	0	80	10	10	0	0	0	8	78	22	9
TOTAL CANADA			10	0	0	80	10	10	0	0	0	8	78	22	9
<b>CYPRUS</b>															
PAPHOS	THOMSON AIRWAYS LTD	C	12	0	0	83	17	0	0	0	0	6	50	28	10
TOTAL PAPHOS			12	0	0	83	17	0	0	0	0	6	50	28	10
TOTAL CYPRUS			12	0	0	83	17	0	0	0	0	6	55	25	11
<b>DENMARK</b>															
COPENHAGEN	BMI REGIONAL	S	54	0	0	89	4	4	4	0	0	7	92	9	52
TOTAL COPENHAGEN			54	0	0	89	4	4	4	0	0	7	92	9	52
TOTAL DENMARK			54	0	0	89	4	4	4	0	0	7	92	9	52
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL PUERTO PLATA			2	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL DOMINICAN REPUBLIC			3	0	0	100	0	0	0	0	0	2	100	0	2
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	THOMAS COOK AIRLINES LTD	C	19	0	0	95	5	0	0	0	0	2	67	13	18
	THOMSON AIRWAYS LTD	S	18	0	0	94	6	0	0	0	0	5	71	11	17
TOTAL SHARM EL SHEIKH (OPHIRA)			37	0	0	95	5	0	0	0	0	4	69	12	35
TOTAL EGYPT			37	0	0	95	5	0	0	0	0	4	69	12	35
<b>FRANCE</b>															
CHAMBERY	THOMSON AIRWAYS LTD	C	8	0	0	63	38	0	0	0	0	11	50	13	8
TOTAL CHAMBERY			8	0	0	63	38	0	0	0	0	11	50	13	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	36	0	0	78	19	3	0	0	0	9	85	5	40
	FLYBE LTD	S	61	0	1	95	3	0	2	0	0	5	93	12	54
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>97</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>9</b>	<b>94</b>
<b>TOTAL FRANCE</b>			<b>105</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>10</b>	<b>102</b>
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	36	0	0	83	11	6	0	0	0	9	79	16	38
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>16</b>	<b>38</b>
FRANKFURT MAIN	FLYBE LTD	S	54	0	0	89	2	6	4	0	0	8	0	0	0
<b>TOTAL FRANKFURT MAIN</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>2</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GERMANY</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>16</b>	<b>38</b>
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	34	0	0	88	12	0	0	0	0	4	83	49	36
<b>TOTAL KEFLAVIK</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>49</b>	<b>36</b>
<b>TOTAL ICELAND</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>49</b>	<b>36</b>
<b>IRISH REPUBLIC</b>															
CORK	AER ARANN	S	60	0	0	97	3	0	0	0	0	3	0	0	0
<b>TOTAL CORK</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>67</b>	<b>16</b>	<b>6</b>
DONEGAL	AER ARANN	S	22	0	0	64	18	9	0	9	0	27	25	42	4
	AER ARANN	C	2	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL DONEGAL</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>42</b>	<b>4</b>
DUBLIN	AER ARANN	S	232	0	0	94	1	1	3	0	0	7	0	0	0
<b>TOTAL DUBLIN</b>			<b>232</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>69</b>	<b>14</b>	<b>86</b>
SHANNON	AER ARANN	S	40	0	0	95	0	5	0	0	0	5	0	0	0
<b>TOTAL SHANNON</b>			<b>40</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>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>356</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>67</b>	<b>15</b>	<b>98</b>
<b>ITALY</b>															
TURIN	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	7	75	198	8
<b>TOTAL TURIN</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>198</b>	<b>8</b>
<b>TOTAL ITALY</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>198</b>	<b>8</b>
<b>JAMAICA</b>															
MONTEGO BAY	THOMAS COOK AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	12	0	0	0
	THOMSON AIRWAYS LTD	C	2	0	0	50	0	0	50	0	0	39	0	0	0
<b>TOTAL MONTEGO BAY</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL JAMAICA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>NETHERLANDS</b>															
AMSTERDAM	KLM	S	166	0	2	93	5	1	1	0	0	4	94	4	176
	KLM CITYHOPPER	S	74	0	0	93	5	1	0	0	0	3	87	10	54

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>TOTAL AMSTERDAM</b>			<b>240</b>	<b>0</b>	<b>2</b>	<b>93</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>5</b>	<b>230</b>
EINDHOVEN	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	3	0	0	0
	TRANSAVIA	C	2	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL EINDHOVEN</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NETHERLANDS</b>			<b>244</b>	<b>0</b>	<b>2</b>	<b>93</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>5</b>	<b>230</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	EASYJET AIRLINE COMPANY LTD	S	26	0	0	88	12	0	0	0	0	5	67	12	18
<b>TOTAL FARO</b>			<b>27</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>63</b>	<b>25</b>	<b>27</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>27</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>63</b>	<b>25</b>	<b>27</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	5	80	23	10
<b>TOTAL FUNCHAL</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>5</b>	<b>80</b>	<b>23</b>	<b>10</b>
<b>TOTAL PORTUGAL(MADEIRA)</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>5</b>	<b>80</b>	<b>23</b>	<b>10</b>
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	36	0	0	75	3	14	3	6	0	24	63	29	38
	JET2.COM LTD	S	2	0	0	50	50	0	0	0	0	12	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	0	63	38	0	0	0	27	100	5	8
	THOMSON AIRWAYS LTD	C	10	0	0	90	0	10	0	0	0	7	83	13	12
<b>TOTAL ALICANTE</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>13</b>	<b>16</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>21</b>	<b>72</b>	<b>22</b>	<b>58</b>
BILBAO	TITAN AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL BILBAO</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>
MALAGA	EASYJET AIRLINE COMPANY LTD	S	54	0	0	91	2	4	4	0	0	9	63	17	38
	THOMSON AIRWAYS LTD	C	7	0	0	86	14	0	0	0	0	6	88	8	8
<b>TOTAL MALAGA</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>67</b>	<b>15</b>	<b>46</b>
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	2	0	0	100	0	0	0	0	0	3	0	0	0
	JET2.COM LTD	S	2	0	0	0	0	50	50	0	0	57	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>89</b>	<b>8</b>	<b>9</b>
<b>TOTAL SPAIN</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>7</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>18</b>	<b>113</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	THOMAS COOK AIRLINES LTD	C	20	0	0	80	5	10	0	5	0	23	100	1	16
	THOMSON AIRWAYS LTD	C	10	0	0	90	0	10	0	0	0	10	100	3	8
<b>TOTAL ARRECIFE</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>3</b>	<b>10</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>100</b>	<b>2</b>	<b>24</b>
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	C	18	0	0	89	6	6	0	0	0	6	83	5	18
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	4	100	5	10
<b>TOTAL FUERTEVENTURA</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>6</b>	<b>89</b>	<b>5</b>	<b>28</b>
LAS PALMAS	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	0	12	80	12	10
	THOMSON AIRWAYS LTD	C	8	0	0	50	25	25	0	0	0	17	60	43	10
<b>TOTAL LAS PALMAS</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>70</b>	<b>28</b>	<b>20</b>
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	C	44	0	0	57	11	20	7	5	0	34	87	16	45

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TENERIFE (SURREINA SOFIA)	THOMSON AIRWAYS LTD	C	34	0	0	88	3	9	0	0	0	8	89	23	35
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>8</b>	<b>15</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>88</b>	<b>19</b>	<b>80</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>7</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>88</b>	<b>15</b>	<b>152</b>
<b>SWITZERLAND</b>															
GENEVA	EASYJET AIRLINE COMPANY LTD	S	34	0	0	91	3	6	0	0	0	6	67	13	24
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	88	17	8
<b>TOTAL GENEVA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>72</b>	<b>14</b>	<b>32</b>
<b>TOTAL SWITZERLAND</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>72</b>	<b>14</b>	<b>32</b>
<b>TUNISIA</b>															
MONASTIR	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	0	0	25	0	69	56	16	9
	THOMSON AIRWAYS LTD	C	5	0	0	100	0	0	0	0	0	1	50	12	8
<b>TOTAL MONASTIR</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>43</b>	<b>53</b>	<b>14</b>	<b>17</b>
<b>TOTAL TUNISIA</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>43</b>	<b>53</b>	<b>14</b>	<b>17</b>
<b>TURKEY</b>															
ANTALYA	THOMAS COOK AIRLINES LTD	C	12	0	0	67	33	0	0	0	0	10	56	14	9
<b>TOTAL ANTALYA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>60</b>	<b>13</b>	<b>10</b>
<b>TOTAL TURKEY</b>			<b>13</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>10</b>	<b>60</b>	<b>13</b>	<b>10</b>
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	62	0	0	47	18	23	13	0	0	25	39	22	62
<b>TOTAL DUBAI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>18</b>	<b>23</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>39</b>	<b>22</b>	<b>62</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>18</b>	<b>23</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>39</b>	<b>22</b>	<b>62</b>
<b>UNITED KINGDOM</b>															
BARRA	LOGANAIR	S	54	0	0	85	6	7	2	0	0	8	89	6	54
<b>TOTAL BARRA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>6</b>	<b>54</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	210	0	0	90	4	3	3	0	0	5	91	5	200
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>210</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>5</b>	<b>91</b>	<b>5</b>	<b>200</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	205	0	0	90	4	4	0	1	0	6	92	4	204
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>205</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>4</b>	<b>204</b>
BENBECULA	LOGANAIR	S	92	0	0	88	7	3	2	0	0	6	97	3	116
<b>TOTAL BENBECULA</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>97</b>	<b>3</b>	<b>116</b>
BIRMINGHAM	FLYBE LTD	S	337	0	20	87	6	4	2	0	0	7	88	9	338
<b>TOTAL BIRMINGHAM</b>			<b>337</b>	<b>0</b>	<b>20</b>	<b>87</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>9</b>	<b>338</b>
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	162	0	0	91	6	3	0	0	0	3	86	7	160
<b>TOTAL BRISTOL</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>7</b>	<b>160</b>
CAMPBELTOWN	LOGANAIR	S	88	0	0	95	3	1	0	0	0	2	87	9	90
<b>TOTAL CAMPBELTOWN</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>9</b>	<b>90</b>
CARDIFF WALES	FLYBE LTD	S	35	0	1	91	0	0	9	0	0	10	93	4	54

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 CARDIFF WALES</b>			<b>36</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>49</b>	<b>93</b>	<b>4</b>	<b>54</b>
EAST MIDLANDS INTERNATIONAL	BMIBABY LTD	S	118	1	0	93	3	3	1	0	0	4	94	3	116
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>118</b>	<b>1</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>3</b>	<b>116</b>
EXETER	FLYBE LTD	S	44	0	0	91	5	0	5	0	0	6	90	6	62
<b>TOTAL EXETER</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>6</b>	<b>62</b>
GATWICK	BRITISH AIRWAYS PLC	S	246	0	0	86	10	4	0	0	0	6	90	4	238
	EASYJET AIRLINE COMPANY LTD	S	182	1	0	83	7	4	6	0	0	10	80	19	176
	THOMAS COOK AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	22	0	0	0
<b>TOTAL GATWICK</b>			<b>430</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>11</b>	<b>419</b>
HEATHROW	BMI BRITISH MIDLAND	S	326	0	0	87	6	5	2	0	0	8	94	3	397
	BRITISH AIRWAYS PLC	S	456	0	0	88	6	4	2	0	0	6	86	8	322
<b>TOTAL HEATHROW</b>			<b>782</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>5</b>	<b>719</b>
ISLAY	LOGANAIR	S	102	1	0	92	8	0	0	0	0	3	88	8	108
<b>TOTAL ISLAY</b>			<b>102</b>	<b>1</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>88</b>	<b>8</b>	<b>108</b>
ISLE OF MAN	LOGANAIR	S	38	0	0	97	3	0	0	0	0	2	89	6	54
<b>TOTAL ISLE OF MAN</b>			<b>38</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>89</b>	<b>6</b>	<b>54</b>
KIRKWALL	LOGANAIR	S	62	0	0	90	0	2	6	2	0	12	89	9	63
<b>TOTAL KIRKWALL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>89</b>	<b>9</b>	<b>63</b>
LEEDS BRADFORD	BMI REGIONAL	S	90	0	0	93	2	2	2	0	0	5	96	2	89
<b>TOTAL LEEDS BRADFORD</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>96</b>	<b>2</b>	<b>89</b>
LONDON CITY	BA CITYFLYER LTD	S	180	1	0	85	5	4	4	2	0	12	88	7	185
<b>TOTAL LONDON CITY</b>			<b>180</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>88</b>	<b>7</b>	<b>185</b>
LUTON	EASYJET AIRLINE COMPANY LTD	S	210	0	0	90	4	3	2	0	0	7	84	8	210
<b>TOTAL LUTON</b>			<b>210</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>8</b>	<b>210</b>
MANCHESTER	FLYBE LTD	S	138	0	6	86	5	5	4	1	0	9	92	5	202
	THOMAS COOK AIRLINES LTD	C	4	0	0	50	0	50	0	0	0	26	0	0	0
<b>TOTAL MANCHESTER</b>			<b>142</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>5</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>92</b>	<b>5</b>	<b>202</b>
PLYMOUTH	AIR SOUTHWEST	S	54	0	0	85	11	0	4	0	0	9	89	8	53
<b>TOTAL PLYMOUTH</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>11</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>89</b>	<b>8</b>	<b>53</b>
SOUTHAMPTON	FLYBE LTD	S	199	2	1	86	9	2	2	1	1	16	84	9	247
<b>TOTAL SOUTHAMPTON</b>			<b>199</b>	<b>2</b>	<b>1</b>	<b>86</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>16</b>	<b>84</b>	<b>9</b>	<b>247</b>
STANSTED	EASYJET AIRLINE COMPANY LTD	S	270	0	0	91	3	4	1	0	0	5	92	4	228
<b>TOTAL STANSTED</b>			<b>270</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>92</b>	<b>4</b>	<b>228</b>
STORNOWAY	LOGANAIR	S	164	1	0	91	4	2	2	0	0	5	93	5	164
<b>TOTAL STORNOWAY</b>			<b>164</b>	<b>1</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>93</b>	<b>5</b>	<b>164</b>
SUMBURGH	LOGANAIR	S	62	0	0	85	5	3	6	0	0	9	94	3	62
<b>TOTAL SUMBURGH</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>94</b>	<b>3</b>	<b>62</b>
TIREE	LOGANAIR	S	50	0	0	74	10	12	4	0	0	12	76	15	54
<b>TOTAL TIREE</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>10</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>15</b>	<b>54</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 UNITED KINGDOM			4182	9	28	88	6	4	2	0	0	7	89	7	4252
USA															
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	62	0	0	77	6	11	3	2	0	16	44	33	62
TOTAL NEW YORK (NEWARK)			62	0	0	77	6	11	3	2	0	16	44	33	62
TOTAL USA			64	0	0	78	6	11	3	2	0	15	44	33	62
TOTAL GLASGOW			5659	10	31	88	6	4	2	0	0	8	86	9	5383



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

		Reporting Airport: HEATHROW (Full Analysis)											MAR 2010		
ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							% Early to 15 mins	Average Delay (mins)	Number of Flights
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)			
				Actual (7)	Plan (8)										
<b>ALGERIA</b>															
ALGIERS	AIR ALGERIE	S	36	0	0	31	14	19	31	6	0	61	47	48	34
	BRITISH AIRWAYS PLC	S	62	0	0	98	2	0	0	0	0	1	87	5	54
<b>TOTAL ALGIERS</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>6</b>	<b>7</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>72</b>	<b>21</b>	<b>88</b>
<b>TOTAL ALGERIA</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>6</b>	<b>7</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>72</b>	<b>21</b>	<b>88</b>
<b>ANGOLA</b>															
LUANDA	BRITISH AIRWAYS PLC	S	18	0	0	89	11	0	0	0	0	4	94	6	17
<b>TOTAL LUANDA</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>94</b>	<b>6</b>	<b>17</b>
<b>TOTAL ANGOLA</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>94</b>	<b>6</b>	<b>17</b>
<b>ARGENTINA</b>															
BUENOS AIRES	BRITISH AIRWAYS PLC	S	61	0	0	74	10	7	8	0	2	31	70	37	61
<b>TOTAL BUENOS AIRES</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>10</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>31</b>	<b>70</b>	<b>37</b>	<b>61</b>
<b>TOTAL ARGENTINA</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>10</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>31</b>	<b>70</b>	<b>37</b>	<b>61</b>
<b>ARMENIA</b>															
YEREVAN	BMI BRITISH MIDLAND	S	28	0	0	82	4	11	4	0	0	10	80	3	5
<b>TOTAL YEREVAN</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>4</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>3</b>	<b>5</b>
<b>TOTAL ARMENIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>4</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>3</b>	<b>5</b>
<b>AUSTRALIA</b>															
MELBOURNE	QANTAS	S	118	0	0	78	10	6	4	2	0	13	76	31	109
<b>TOTAL MELBOURNE</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>31</b>	<b>109</b>
SYDNEY	BRITISH AIRWAYS PLC	S	122	0	0	81	6	8	4	0	1	15	64	22	69
	QANTAS	S	116	0	0	67	17	14	2	0	0	14	69	33	103
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	81	11	5	3	0	0	9	79	8	61
<b>TOTAL SYDNEY</b>			<b>300</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>23</b>	<b>233</b>
<b>TOTAL AUSTRALIA</b>			<b>418</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>26</b>	<b>342</b>
<b>AUSTRIA</b>															
VIENNA	AUSTRIAN AIRLINES	S	186	0	0	81	16	4	0	0	0	7	90	5	237
	BMI BRITISH MIDLAND	S	124	0	0	86	6	6	1	0	0	6	86	7	14
	BRITISH AIRWAYS PLC	S	248	0	0	92	6	2	1	0	0	4	86	7	200
<b>TOTAL VIENNA</b>			<b>558</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>6</b>	<b>455</b>
<b>TOTAL AUSTRIA</b>			<b>558</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>6</b>	<b>455</b>
<b>AZERBAIJAN</b>															
BAKU (HEYDER ALIYEV INT'L)	AZERBAIJAN AIRLINES (AZAL)	S	28	0	0	75	14	11	0	0	0	9	69	13	26
	BMI BRITISH MIDLAND	S	29	0	0	93	0	7	0	0	0	4	76	16	59
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>15</b>	<b>85</b>
<b>TOTAL AZERBAIJAN</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>15</b>	<b>85</b>
<b>BAHRAIN</b>															
BAHRAIN	BRITISH AIRWAYS PLC	S	6	0	0	67	33	0	0	0	0	13	40	102	5

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
BAHRAIN	GULF AIR	S	124	0	0	90	6	2	2	0	0	6	94	5	156
<b>TOTAL BAHRAIN</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>92</b>	<b>8</b>	<b>161</b>
<b>TOTAL BAHRAIN</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>92</b>	<b>8</b>	<b>161</b>
<b>BANGLADESH</b>															
DHAKHA	BIMAN BANGLADESH AIRLINES	S	46	0	5	76	9	0	4	9	2	37	35	40	40
<b>TOTAL DHAKHA</b>			<b>46</b>	<b>0</b>	<b>5</b>	<b>76</b>	<b>9</b>	<b>0</b>	<b>4</b>	<b>9</b>	<b>2</b>	<b>37</b>	<b>35</b>	<b>40</b>	<b>40</b>
<b>TOTAL BANGLADESH</b>			<b>46</b>	<b>0</b>	<b>5</b>	<b>76</b>	<b>9</b>	<b>0</b>	<b>4</b>	<b>9</b>	<b>2</b>	<b>37</b>	<b>35</b>	<b>40</b>	<b>40</b>
<b>BARBADOS</b>															
BRIDGETOWN	VIRGIN ATLANTIC AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL BRIDGETOWN</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 BARBADOS</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>BELGIUM</b>															
BRUSSELS	BRITISH AIRWAYS PLC	S	360	0	0	90	5	4	2	0	0	6	91	4	252
	BRUSSELS AIRLINES	S	219	0	0	77	11	9	3	0	0	10	81	9	222
<b>TOTAL BRUSSELS</b>			<b>579</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>6</b>	<b>573</b>
<b>TOTAL BELGIUM</b>			<b>579</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>6</b>	<b>573</b>
<b>BRAZIL</b>															
RIO DE JANEIRO (GALEAO)	BRITISH AIRWAYS PLC	S	27	0	0	56	26	11	7	0	0	17	44	30	25
	TAM LINHAS AEREAS	S	26	0	0	65	12	12	12	0	0	23	0	0	0
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>19</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>44</b>	<b>30</b>	<b>25</b>
SAO PAULO (GUARULHOS)	BRITISH AIRWAYS PLC	S	9	0	0	78	11	11	0	0	0	8	0	128	1
	TAM LINHAS AEREAS	S	62	0	0	73	8	15	3	2	0	18	66	17	62
<b>TOTAL SAO PAULO (GUARULHOS)</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>8</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>65</b>	<b>19</b>	<b>63</b>
<b>TOTAL BRAZIL</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>13</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>59</b>	<b>22</b>	<b>88</b>
<b>BRUNEI</b>															
BANDAR SERI BEGAWAN	ROYAL BRUNEI AIRLINES	S	62	0	0	77	11	6	3	2	0	14	87	4	61
<b>TOTAL BANDAR SERI BEGAWAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>87</b>	<b>4</b>	<b>61</b>
<b>TOTAL BRUNEI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>87</b>	<b>4</b>	<b>61</b>
<b>BULGARIA</b>															
SOFIA	BRITISH AIRWAYS PLC	S	62	0	0	98	2	0	0	0	0	1	84	7	56
	BULGARIA AIR	S	48	0	0	96	2	2	0	0	0	4	85	9	60
<b>TOTAL SOFIA</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>8</b>	<b>116</b>
<b>TOTAL BULGARIA</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>8</b>	<b>116</b>
<b>CANADA</b>															
CALGARY	AIR CANADA	S	56	0	0	73	11	7	7	2	0	17	75	18	61
	BRITISH AIRWAYS PLC	S	62	0	0	79	11	5	5	0	0	11	84	9	61
<b>TOTAL CALGARY</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>13</b>	<b>122</b>
EDMONTON	AIR CANADA	S	39	0	0	79	18	3	0	0	0	7	76	8	38

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 EDMONTON			39	0	0	79	18	3	0	0	0	7	76	8	38
HALIFAX INT	AIR CANADA	S	35	0	0	86	9	3	3	0	0	11	72	14	39
TOTAL HALIFAX INT			35	0	0	86	9	3	3	0	0	11	72	14	39
MONTREAL (DORVAL)	AIR CANADA	S	62	0	0	77	6	13	3	0	0	12	65	31	62
	BRITISH AIRWAYS PLC	S	62	0	0	81	8	8	3	0	0	9	73	16	62
TOTAL MONTREAL (DORVAL)			124	0	0	79	7	10	3	0	0	10	69	23	124
OTTAWA INTERNATIONAL	AIR CANADA	S	54	0	0	89	4	6	2	0	0	8	76	8	59
TOTAL OTTAWA INTERNATIONAL			54	0	0	89	4	6	2	0	0	8	76	8	59
TORONTO	AIR CANADA	S	234	0	0	71	18	6	5	0	0	14	67	16	235
	BRITISH AIRWAYS PLC	C	2	0	0	100	0	0	0	0	0	7	0	0	0
	BRITISH AIRWAYS PLC	S	122	0	0	65	19	8	7	1	0	20	69	13	121
TOTAL TORONTO			358	1	0	69	18	7	6	0	0	16	64	20	418
VANCOUVER	AIR CANADA	S	62	0	0	77	15	2	6	0	0	11	86	10	64
	BRITISH AIRWAYS PLC	S	62	0	0	65	16	10	10	0	0	18	62	19	61
TOTAL VANCOUVER			124	0	0	71	15	6	8	0	0	14	74	15	125
TOTAL CANADA			852	1	0	74	14	7	5	0	0	13	70	17	925
CAYMAN ISLANDS															
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	36	0	0	78	14	8	0	0	0	11	70	10	30
TOTAL GRAND CAYMAN			36	0	0	78	14	8	0	0	0	11	70	10	30
TOTAL CAYMAN ISLANDS			36	0	0	78	14	8	0	0	0	11	70	10	30
CHINA															
BEIJING	AIR CHINA	S	62	0	0	89	8	3	0	0	0	5	68	16	62
	BRITISH AIRWAYS PLC	S	54	0	0	85	7	4	4	0	0	8	78	14	54
TOTAL BEIJING			116	0	0	87	8	3	2	0	0	7	72	15	116
SHANGHAI (PU DONG)	BRITISH AIRWAYS PLC	S	51	0	0	53	12	12	22	2	0	35	65	13	52
	CHINA EASTERN AIRLINES	S	36	0	0	61	11	22	6	0	0	17	25	21	4
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	1	77	10	8	5	0	0	10	71	15	56
TOTAL SHANGHAI (PU DONG)			149	0	1	65	11	13	11	1	0	20	67	14	112
TOTAL CHINA			265	0	1	75	9	9	7	0	0	14	70	15	228
CROATIA															
ZAGREB	CROATIA AIRLINES	S	80	0	0	88	8	4	1	0	0	8	75	10	80
TOTAL ZAGREB			80	0	0	88	8	4	1	0	0	8	75	10	80
TOTAL CROATIA			80	0	0	88	8	4	1	0	0	8	75	10	80
CYPRUS															
LARNACA	AEGEAN AIRLINES	S	10	0	0	90	10	0	0	0	0	5	0	0	0
	BRITISH AIRWAYS PLC	S	62	0	0	85	6	6	0	0	2	23	68	16	62
	CYPRUS AIRWAYS	S	127	0	0	77	13	8	2	0	0	9	57	22	123
TOTAL LARNACA			199	0	0	80	11	7	1	0	1	13	61	20	185
TOTAL CYPRUS			199	0	0	80	11	7	1	0	1	13	61	20	185

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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>CZECH REPUBLIC</b>															
PRAGUE	BRITISH AIRWAYS PLC	S	248	0	0	92	6	1	1	0	0	4	84	8	174
<b>TOTAL PRAGUE</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>6</b>	<b>294</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>6</b>	<b>294</b>
<b>DENMARK</b>															
COPENHAGEN	BRITISH AIRWAYS PLC	S	304	0	0	93	4	3	0	0	0	3	92	4	270
	SAS	S	344	0	1	86	6	5	2	0	0	8	91	5	344
<b>TOTAL COPENHAGEN</b>			<b>648</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>91</b>	<b>4</b>	<b>614</b>
<b>TOTAL DENMARK</b>			<b>648</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>91</b>	<b>4</b>	<b>614</b>
<b>EGYPT</b>															
CAIRO	BMI BRITISH MIDLAND	S	62	0	0	81	10	8	2	0	0	9	77	17	62
	BRITISH AIRWAYS PLC	S	58	0	1	86	7	5	2	0	0	7	74	16	62
	EGYPT AIR	S	99	0	0	81	13	4	2	0	0	8	50	19	70
<b>TOTAL CAIRO</b>			<b>219</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>66</b>	<b>17</b>	<b>194</b>
LUXOR	EGYPT AIR	S	5	0	0	80	20	0	0	0	0	7	30	40	10
<b>TOTAL LUXOR</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>7</b>	<b>30</b>	<b>40</b>	<b>10</b>
<b>TOTAL EGYPT</b>			<b>224</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>65</b>	<b>18</b>	<b>204</b>
<b>ETHIOPIA</b>															
ADDIS ABABA	BMI BRITISH MIDLAND	S	27	0	1	78	7	11	4	0	0	13	67	11	27
	ETHIOPIAN AIRLINES	S	52	0	0	73	6	13	8	0	0	15	69	22	52
<b>TOTAL ADDIS ABABA</b>			<b>79</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>6</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>18</b>	<b>79</b>
<b>TOTAL ETHIOPIA</b>			<b>79</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>6</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>18</b>	<b>79</b>
<b>FINLAND</b>															
HELSINKI	BLUE 1	S	116	0	0	83	11	4	2	0	0	7	92	10	62
	BRITISH AIRWAYS PLC	S	122	0	0	82	11	4	2	0	0	8	88	7	102
	FINNAIR	S	246	0	2	83	10	6	2	0	0	8	92	4	248
<b>TOTAL HELSINKI</b>			<b>484</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>5</b>	<b>412</b>
<b>TOTAL FINLAND</b>			<b>484</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>5</b>	<b>412</b>
<b>FRANCE</b>															
LYON	BRITISH AIRWAYS PLC	S	186	0	0	90	5	5	1	0	0	4	82	6	169
<b>TOTAL LYON</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>6</b>	<b>169</b>
NICE	BRITISH AIRWAYS PLC	S	332	0	0	91	6	3	0	0	0	4	84	10	264
	BRITISH AIRWAYS PLC	C	2	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL NICE</b>			<b>334</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>84</b>	<b>10</b>	<b>264</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	496	0	0	89	8	3	1	0	0	5	86	7	550
	BRITISH AIRWAYS PLC	S	495	0	0	87	7	3	2	0	0	7	83	8	434
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>991</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>7</b>	<b>984</b>
PARIS (ORLY)	BRITISH AIRWAYS PLC	S	120	0	0	92	5	3	1	0	0	4	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 PARIS (ORLY)			120	0	0	92	5	3	1	0	0	4	0	0	0
TOULOUSE (BLAGNAC)	BRITISH AIRWAYS PLC	S	186	0	0	89	6	4	1	0	0	5	88	7	133
TOTAL TOULOUSE (BLAGNAC)			186	0	0	89	6	4	1	0	0	5	88	7	133
TOTAL FRANCE			1817	1	0	89	7	3	1	0	0	5	85	8	1550
GEORGIA															
TBILISI	BMI BRITISH MIDLAND	S	33	0	0	88	9	0	3	0	0	5	71	9	34
TOTAL TBILISI			33	0	0	88	9	0	3	0	0	5	71	9	34
TOTAL GEORGIA			33	0	0	88	9	0	3	0	0	5	71	9	34
GERMANY															
BERLIN (TEGEL)	BMI BRITISH MIDLAND	S	308	0	1	86	10	3	1	0	0	6	87	4	31
	BRITISH AIRWAYS PLC	S	318	0	0	90	5	4	1	0	0	5	87	7	270
TOTAL BERLIN (TEGEL)			626	0	1	88	8	4	1	0	0	6	87	7	461
COLOGNE BONN	LUFTHANSA	S	178	0	2	80	10	8	2	1	0	10	94	3	183
TOTAL COLOGNE BONN			178	0	2	80	10	8	2	1	0	10	94	3	183
DRESDEN	LUFTHANSA	S	62	0	0	76	19	5	0	0	0	9	0	0	0
TOTAL DRESDEN			62	0	0	76	19	5	0	0	0	9	0	0	0
DUSSELDORF	BRITISH AIRWAYS PLC	S	352	0	0	90	4	5	1	0	0	4	89	6	250
	LUFTHANSA	S	295	0	0	86	7	6	1	0	0	7	90	5	257
TOTAL DUSSELDORF			647	0	0	88	5	5	1	0	0	5	89	6	507
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	398	0	0	81	9	8	2	0	0	8	76	12	287
	LUFTHANSA	S	627	0	1	77	13	9	2	0	0	10	82	9	606
TOTAL FRANKFURT MAIN			1025	0	1	78	11	8	2	0	0	9	80	10	893
HAMBURG	BRITISH AIRWAYS PLC	S	246	0	0	95	3	2	0	0	0	2	91	4	212
	LUFTHANSA	S	230	0	0	89	6	3	2	0	0	6	91	4	188
TOTAL HAMBURG			476	0	0	92	4	2	1	0	0	4	91	4	400
HANOVER	BMI BRITISH MIDLAND	S	168	0	0	83	8	5	3	0	0	9	96	2	170
TOTAL HANOVER			168	0	0	83	8	5	3	0	0	9	96	2	170
MUNICH	BRITISH AIRWAYS PLC	S	388	0	0	92	5	3	1	0	0	4	85	7	314
	LUFTHANSA	S	434	0	0	85	11	4	1	0	0	6	85	8	477
TOTAL MUNICH			822	0	0	88	8	3	1	0	0	5	85	8	791
STUTT GART	BRITISH AIRWAYS PLC	S	174	0	0	93	5	2	1	0	0	3	86	6	154
	CONTACTAIR FLUGDIENST	S	184	0	0	89	5	4	1	1	0	7	0	0	0
TOTAL STUTT GART			358	0	0	91	5	3	1	0	0	5	88	6	338
TOTAL GERMANY			4362	0	4	86	8	5	1	0	0	6	86	7	3743
GHANA															
ACCRA	BRITISH AIRWAYS PLC	S	62	0	0	82	10	6	2	0	0	8	58	23	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	25	0	0	96	4	0	0	0	0	2	0	0	0
TOTAL ACCRA			87	0	0	86	8	5	1	0	0	7	58	23	62
TOTAL GHANA			87	0	0	86	8	5	1	0	0	7	58	23	62

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>GIBRALTAR</b>															
GIBRALTAR	BRITISH AIRWAYS PLC	S	61	0	0	85	7	5	0	3	0	16	78	17	54
TOTAL GIBRALTAR			<b>61</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>17</b>	<b>54</b>
TOTAL GIBRALTAR			<b>61</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>17</b>	<b>54</b>
<b>GREECE</b>															
ATHENS	AEGEAN AIRLINES	S	144	0	0	86	8	6	0	0	0	6	73	11	119
	BRITISH AIRWAYS PLC	S	177	0	1	88	10	2	1	0	0	5	82	13	166
	OLYMPIC AIR	S	124	0	0	98	2	0	0	0	0	2	83	7	150
TOTAL ATHENS			<b>445</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>80</b>	<b>10</b>	<b>435</b>
TOTAL GREECE			<b>445</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>80</b>	<b>10</b>	<b>435</b>
<b>HONG KONG</b>															
HONG KONG (CHEP LAP KOK)	BRITISH AIRWAYS PLC	S	124	0	0	83	7	6	3	1	0	10	83	7	121
	CATHAY PACIFIC AIRWAYS	S	248	0	2	86	7	5	1	0	0	7	79	13	247
TOTAL HONG KONG (CHEP LAP KOK)			<b>372</b>	<b>1</b>	<b>2</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>11</b>	<b>369</b>
TOTAL HONG KONG			<b>372</b>	<b>1</b>	<b>2</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>11</b>	<b>369</b>
<b>HUNGARY</b>															
BUDAPEST	BRITISH AIRWAYS PLC	S	186	0	0	90	6	3	1	0	0	4	89	6	152
TOTAL BUDAPEST			<b>186</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>6</b>	<b>152</b>
TOTAL HUNGARY			<b>186</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>6</b>	<b>152</b>
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	116	0	0	69	20	9	2	0	0	13	69	31	118
TOTAL KEFLAVIK			<b>116</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>20</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>31</b>	<b>118</b>
TOTAL ICELAND			<b>116</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>20</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>31</b>	<b>118</b>
<b>INDIA</b>															
AMRITSAR	AIR INDIA	S	58	1	0	79	7	12	2	0	0	10	33	65	36
TOTAL AMRITSAR			<b>58</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>33</b>	<b>65</b>	<b>36</b>
BANGALORE (BENGALURU)	BRITISH AIRWAYS PLC	S	62	0	0	79	10	2	8	2	0	16	84	10	62
TOTAL BANGALORE (BENGALURU)			<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>2</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>84</b>	<b>10</b>	<b>62</b>
CHENNAI	BRITISH AIRWAYS PLC	S	43	0	1	86	5	2	7	0	0	12	66	13	38
TOTAL CHENNAI			<b>43</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>5</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>66</b>	<b>13</b>	<b>38</b>
DELHI	AIR INDIA	S	62	1	0	55	13	23	10	0	0	21	76	10	88
	BRITISH AIRWAYS PLC	S	124	0	0	70	17	6	6	2	0	18	64	18	112
	JET AIRWAYS	S	62	0	0	52	16	10	21	2	0	28	71	16	62
	KINGFISHER AIRLINES	S	62	0	2	89	6	3	2	0	0	5	50	24	8
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	69	13	10	6	2	0	17	68	17	62
TOTAL DELHI			<b>372</b>	<b>1</b>	<b>2</b>	<b>67</b>	<b>14</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>69</b>	<b>16</b>	<b>332</b>
HYDERABAD ( RAJIV GHANDI )	BRITISH AIRWAYS PLC	S	45	0	0	89	2	9	0	0	0	6	81	11	43
TOTAL HYDERABAD ( RAJIV GHANDI )			<b>45</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>11</b>	<b>43</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
MUMBAI	AIR INDIA	S	62	0	0	69	15	8	8	0	0	15	66	15	62
	BRITISH AIRWAYS PLC	S	124	0	0	77	9	6	6	1	0	15	73	10	125
	JET AIRWAYS	S	124	0	0	75	11	8	6	0	0	12	85	7	124
	KINGFISHER AIRLINES	S	62	0	1	90	8	2	0	0	0	3	82	7	62
<b>TOTAL MUMBAI</b>			<b>372</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>10</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>9</b>	<b>373</b>
<b>TOTAL INDIA</b>			<b>952</b>	<b>2</b>	<b>4</b>	<b>75</b>	<b>11</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>14</b>	<b>884</b>
IRAN															
IMAM KHOMIENI	BMI BRITISH MIDLAND	S	62	0	0	45	13	23	19	0	0	31	74	12	62
	IRAN AIR	S	28	0	0	68	14	11	7	0	0	18	50	22	26
<b>TOTAL IMAM KHOMIENI</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>13</b>	<b>19</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>67</b>	<b>15</b>	<b>88</b>
<b>TOTAL IRAN</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>13</b>	<b>19</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>67</b>	<b>15</b>	<b>88</b>
IRISH REPUBLIC															
CORK	AER LINGUS	S	248	1	0	86	11	2	0	0	0	5	69	13	238
<b>TOTAL CORK</b>			<b>248</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>69</b>	<b>13</b>	<b>238</b>
DUBLIN	AER LINGUS	S	779	0	0	84	9	5	2	0	0	8	90	5	766
	BMI BRITISH MIDLAND	S	260	0	0	79	12	7	3	0	0	11	91	4	345
	BRITISH AIRWAYS PLC	C	2	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL DUBLIN</b>			<b>1041</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>5</b>	<b>1111</b>
SHANNON	AER LINGUS	S	186	0	0	90	7	3	0	0	0	4	90	10	186
<b>TOTAL SHANNON</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>10</b>	<b>186</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>1475</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>7</b>	<b>1535</b>
ISRAEL															
TEL AVIV	BRITISH AIRWAYS PLC	S	124	0	0	90	4	3	3	0	0	6	75	12	124
	EL AL	S	102	1	0	73	17	8	3	0	0	11	59	30	94
<b>TOTAL TEL AVIV</b>			<b>226</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>68</b>	<b>19</b>	<b>218</b>
<b>TOTAL ISRAEL</b>			<b>226</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>68</b>	<b>19</b>	<b>218</b>
ITALY															
MILAN (LINATE)	ALITALIA (CAI)	S	282	0	0	92	6	1	1	0	0	3	83	9	282
	BRITISH AIRWAYS PLC	S	324	0	1	91	6	3	0	0	0	4	86	8	251
<b>TOTAL MILAN (LINATE)</b>			<b>606</b>	<b>2</b>	<b>1</b>	<b>92</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>9</b>	<b>533</b>
MILAN (MALPENSA)	BRITISH AIRWAYS PLC	S	183	0	0	92	5	1	1	0	0	4	93	4	202
	LUFTHANSA	S	294	0	0	71	17	7	4	0	0	13	70	13	341
<b>TOTAL MILAN (MALPENSA)</b>			<b>477</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>10</b>	<b>543</b>
PISA	BRITISH AIRWAYS PLC	S	114	0	0	86	9	4	1	0	0	6	82	12	100
<b>TOTAL PISA</b>			<b>114</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>6</b>	<b>82</b>	<b>12</b>	<b>100</b>
ROME (FIUMICINO)	ALITALIA (CAI)	S	298	0	0	86	10	5	0	0	0	5	68	14	300
	BRITISH AIRWAYS PLC	S	372	0	0	86	8	5	1	1	0	7	80	8	286
<b>TOTAL ROME (FIUMICINO)</b>			<b>670</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>6</b>	<b>74</b>	<b>12</b>	<b>586</b>
VENICE	BRITISH AIRWAYS PLC	S	56	0	0	89	0	9	2	0	0	6	0	58	2

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 VENICE			56	0	0	89	0	9	2	0	0	6	0	58	2
TOTAL ITALY			1923	2	1	86	8	4	1	0	0	6	79	10	1764
<b>JAPAN</b>															
TOKYO (HANEDA)	BRITISH AIRWAYS PLC	S	22	0	0	64	18	5	14	0	0	24	0	0	0
TOTAL TOKYO (HANEDA)			22	0	0	64	18	5	14	0	0	24	0	0	0
TOKYO (NARITA)	ALL NIPPON AIRWAYS	S	62	0	0	79	13	5	2	2	0	11	89	5	62
	BRITISH AIRWAYS PLC	S	78	0	4	51	18	18	9	3	1	34	69	17	61
	JAPAN AIRLINES	S	61	1	2	87	7	3	0	0	3	70	92	3	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	54	0	2	67	17	6	6	4	2	47	87	8	62
TOTAL TOKYO (NARITA)			255	1	8	70	14	9	4	2	2	40	84	8	247
TOTAL JAPAN			277	1	8	69	14	8	5	2	1	38	84	8	247
<b>JORDAN</b>															
AMMAN	BMI BRITISH MIDLAND	S	35	0	0	83	9	9	0	0	0	7	77	9	35
	ROYAL JORDANIAN	S	62	0	0	84	11	5	0	0	0	7	62	19	61
TOTAL AMMAN			97	0	0	84	10	6	0	0	0	7	68	15	96
TOTAL JORDAN			97	1	0	84	10	6	0	0	0	7	68	15	96
<b>KAZAKHSTAN</b>															
ALMATY	AIR ASTANA	S	18	0	0	78	11	0	0	11	0	40	56	19	18
	BMI BRITISH MIDLAND	S	3	0	0	67	33	0	0	0	0	11	0	0	0
TOTAL ALMATY			21	0	0	76	14	0	0	10	0	36	56	19	18
TOTAL KAZAKHSTAN			21	0	0	76	14	0	0	10	0	36	56	19	18
<b>KENYA</b>															
NAIROBI	BRITISH AIRWAYS PLC	S	62	0	0	74	18	8	0	0	0	10	66	12	62
	KENYA AIRWAYS	S	74	0	4	82	7	8	3	0	0	9	75	33	64
	VIRGIN ATLANTIC AIRWAYS LTD	S	50	0	0	82	8	6	4	0	0	8	60	26	45
TOTAL NAIROBI			186	0	4	80	11	8	2	0	0	9	68	23	171
TOTAL KENYA			186	0	4	80	11	8	2	0	0	9	68	23	171
<b>KUWAIT</b>															
KUWAIT	BRITISH AIRWAYS PLC	S	62	0	0	92	5	3	0	0	0	4	90	5	62
	KUWAIT AIRWAYS	S	62	0	1	73	8	13	6	0	0	14	58	18	62
TOTAL KUWAIT			124	0	1	82	6	8	3	0	0	9	74	11	124
TOTAL KUWAIT			124	0	1	82	6	8	3	0	0	9	74	11	124
<b>KYRGYZSTAN</b>															
BISHKEK (FRUNZE)	BMI BRITISH MIDLAND	S	23	0	2	70	26	0	4	0	0	11	62	47	26
TOTAL BISHKEK (FRUNZE)			23	0	2	70	26	0	4	0	0	11	62	47	26
TOTAL KYRGYZSTAN			23	0	2	70	26	0	4	0	0	11	62	47	26
<b>LEBANON</b>															
BEIRUT	BMI BRITISH MIDLAND	S	36	0	0	89	8	3	0	0	0	5	89	10	36



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
BEIRUT	MEA	S	62	0	0	84	16	0	0	0	0	7	87	6	62
<b>TOTAL BEIRUT</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>8</b>	<b>98</b>
<b>TOTAL LEBANON</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>8</b>	<b>98</b>
LUXEMBOURG	BRITISH AIRWAYS PLC	S	18	0	0	83	0	17	0	0	0	8	0	0	0
<b>TOTAL LUXEMBOURG</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL LUXEMBOURG</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
MALAYSIA	MALAYSIAN AIRLINES SYSTEM-MA	S	121	0	3	73	9	7	10	1	0	17	81	20	124
<b>TOTAL KUALA LUMPUR (SEPANG)</b>			<b>121</b>	<b>0</b>	<b>3</b>	<b>73</b>	<b>9</b>	<b>7</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>81</b>	<b>20</b>	<b>124</b>
<b>TOTAL MALAYSIA</b>			<b>121</b>	<b>0</b>	<b>3</b>	<b>73</b>	<b>9</b>	<b>7</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>81</b>	<b>20</b>	<b>124</b>
MALTA	AIR MALTA	S	124	0	0	88	6	3	2	0	0	6	85	6	124
<b>TOTAL MALTA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>6</b>	<b>124</b>
<b>TOTAL MALTA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>6</b>	<b>124</b>
MAURITIUS	AIR MAURITIUS LTD	S	40	0	0	63	18	13	8	0	0	20	54	18	26
	BRITISH AIRWAYS PLC	S	26	0	0	69	23	0	8	0	0	15	77	67	26
<b>TOTAL MAURITIUS</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>20</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>67</b>	<b>61</b>	<b>69</b>
<b>TOTAL MAURITIUS</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>20</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>67</b>	<b>61</b>	<b>69</b>
MEXICO	BRITISH AIRWAYS PLC	S	27	0	0	59	30	11	0	0	0	11	56	15	27
<b>TOTAL MEXICO CITY</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>30</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>56</b>	<b>15</b>	<b>27</b>
<b>TOTAL MEXICO</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>30</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>56</b>	<b>15</b>	<b>27</b>
MOROCCO	ROYAL AIR MAROC	S	10	0	0	80	20	0	0	0	0	9	0	162	1
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>162</b>	<b>1</b>
MARRAKESH	ROYAL AIR MAROC	S	52	0	0	73	12	15	0	0	0	9	80	22	61
<b>TOTAL MARRAKESH</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>22</b>	<b>61</b>
TANGIERS (IBN BATUTA)	ROYAL AIR MAROC	S	18	0	0	56	11	22	11	0	0	27	94	11	17
<b>TOTAL TANGIERS (IBN BATUTA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>11</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>94</b>	<b>11</b>	<b>17</b>
<b>TOTAL MOROCCO</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>21</b>	<b>79</b>
NETHERLANDS	BRITISH AIRWAYS PLC	S	470	0	0	90	6	4	1	0	0	5	93	4	350
	KLM	S	416	0	0	89	6	4	0	0	0	5	95	2	543
	KLM CITYHOPPER	S	212	0	0	96	2	1	0	0	0	2	91	5	108
<b>TOTAL AMSTERDAM</b>			<b>1098</b>	<b>2</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>94</b>	<b>3</b>	<b>1181</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

		Reporting Airport: HEATHROW (Full Analysis)											MAR 2010		
		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										
		CHARTER/ SCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
ORIGIN / DESTINATION	AIRLINE		MATCHED	Actual (7)											Plan (8)
<b>TOTAL NETHERLANDS</b>			<b>1098</b>	<b>4</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>94</b>	<b>3</b>	<b>1181</b>
<b>NEW ZEALAND</b>															
AUCKLAND INTERNATIONAL	AIR NEW ZEALAND LTD	S	106	0	3	79	14	6	0	1	0	9	82	11	104
<b>TOTAL AUCKLAND INTERNATIONAL</b>			<b>106</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>11</b>	<b>104</b>
<b>TOTAL NEW ZEALAND</b>			<b>106</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>11</b>	<b>104</b>
<b>NIGERIA</b>															
ABUJA	ARIK AIR	S	34	1	2	62	18	9	12	0	0	21	84	17	43
	BRITISH AIRWAYS PLC	S	62	0	0	74	16	6	3	0	0	11	84	6	62
<b>TOTAL ABUJA</b>			<b>96</b>	<b>1</b>	<b>2</b>	<b>70</b>	<b>17</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>84</b>	<b>10</b>	<b>105</b>
<b>LAGOS</b>															
	ARIK AIR	S	61	0	3	80	13	3	3	0	0	10	85	6	55
	BRITISH AIRWAYS PLC	S	61	0	0	84	7	5	5	0	0	10	66	18	58
	VIRGIN ATLANTIC AIRWAYS LTD	S	61	0	1	95	5	0	0	0	0	3	76	37	62
<b>TOTAL LAGOS</b>			<b>183</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>21</b>	<b>175</b>
<b>TOTAL NIGERIA</b>			<b>279</b>	<b>1</b>	<b>6</b>	<b>81</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>17</b>	<b>280</b>
<b>NORWAY</b>															
OSLO (GARDERMOEN)	BRITISH AIRWAYS PLC	S	248	0	0	88	6	4	1	0	0	7	88	5	195
	SAS	S	298	2	0	86	5	7	2	0	0	7	92	4	290
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>546</b>	<b>2</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>4</b>	<b>485</b>
STAVANGER	SAS	S	108	0	0	81	11	4	4	0	0	8	94	4	108
<b>TOTAL STAVANGER</b>			<b>108</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>8</b>	<b>94</b>	<b>4</b>	<b>108</b>
<b>TOTAL NORWAY</b>			<b>654</b>	<b>2</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>4</b>	<b>593</b>
<b>OMAN</b>															
MUSCAT	BRITISH AIRWAYS PLC	S	62	0	0	95	5	0	0	0	0	3	77	10	62
	OMAN AIR	S	62	0	0	90	6	3	0	0	0	4	94	8	62
<b>TOTAL MUSCAT</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>9</b>	<b>124</b>
<b>TOTAL OMAN</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>9</b>	<b>124</b>
<b>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	34	0	0	41	29	12	15	3	0	39	58	27	36
<b>TOTAL ISLAMABAD</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>29</b>	<b>12</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>39</b>	<b>58</b>	<b>27</b>	<b>36</b>
KARACHI	PAKISTAN INTL AIRLINES	S	34	0	0	47	15	26	12	0	0	26	35	31	26
<b>TOTAL KARACHI</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>15</b>	<b>26</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>35</b>	<b>31</b>	<b>26</b>
LAHORE	PAKISTAN INTL AIRLINES	S	28	0	0	32	25	11	32	0	0	37	35	28	26
<b>TOTAL LAHORE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>25</b>	<b>11</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>35</b>	<b>28</b>	<b>26</b>
<b>TOTAL PAKISTAN</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>23</b>	<b>17</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>34</b>	<b>44</b>	<b>28</b>	<b>88</b>
<b>POLAND</b>															
WARSAW	BRITISH AIRWAYS PLC	S	178	0	0	88	7	3	2	0	0	6	93	4	163
	LOT-POLISH AIRLINES	S	177	0	1	82	14	3	1	0	0	7	89	6	177
	LOT-POLISH AIRLINES	C	2	0	0	50	50	0	0	0	0	15	0	0	0

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

		Reporting Airport: HEATHROW (Full Analysis)											MAR 2010		
		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										
ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 WARSAW</b>			<b>357</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>5</b>	<b>340</b>
<b>TOTAL POLAND</b>			<b>357</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>5</b>	<b>340</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
<b>LISBON</b>	AIR PORTUGAL	S	345	0	1	89	8	3	1	0	0	6	84	8	341
	BRITISH AIRWAYS PLC	S	196	0	0	81	13	4	2	0	0	8	86	8	164
<b>TOTAL LISBON</b>			<b>541</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>8</b>	<b>505</b>
<b>OPORTO (PORTUGAL)</b>	AIR PORTUGAL	S	44	0	0	100	0	0	0	0	0	1	96	1	54
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>96</b>	<b>1</b>	<b>54</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>585</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>7</b>	<b>559</b>
<b>QATAR</b>															
<b>DOHA</b>	BRITISH AIRWAYS PLC	S	55	1	2	89	7	4	0	0	0	7	84	11	55
	QATAR AIRWAYS	S	246	0	0	87	9	3	1	0	0	5	90	4	248
<b>TOTAL DOHA</b>			<b>301</b>	<b>1</b>	<b>2</b>	<b>88</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>6</b>	<b>303</b>
<b>TOTAL QATAR</b>			<b>301</b>	<b>1</b>	<b>2</b>	<b>88</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>6</b>	<b>303</b>
<b>REPUBLIC OF KOREA</b>															
<b>SEOUL (INCHEON)</b>	ASIANA AIRLINES	S	36	0	1	81	8	3	8	0	0	15	82	15	34
	KOREAN AIR	S	62	0	0	87	6	6	0	0	0	5	76	8	62
<b>TOTAL SEOUL (INCHEON)</b>			<b>98</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>10</b>	<b>96</b>
<b>TOTAL REPUBLIC OF KOREA</b>			<b>98</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>10</b>	<b>96</b>
<b>REPUBLIC OF SERBIA</b>															
<b>BELGRADE</b>	JATAIRWAYS	S	64	0	0	83	6	6	5	0	0	9	81	8	62
<b>TOTAL BELGRADE</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>7</b>	<b>110</b>
<b>TOTAL REPUBLIC OF SERBIA</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>7</b>	<b>110</b>
<b>REPUBLIC OF SOUTH AFRICA</b>															
<b>CAPE TOWN</b>	BRITISH AIRWAYS PLC	S	108	0	0	75	15	3	4	1	3	42	74	11	110
	SOUTH AFRICAN AIRWAYS	S	62	0	0	89	2	5	3	0	2	19	92	3	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	43	0	0	91	5	2	2	0	0	7	89	33	47
<b>TOTAL CAPE TOWN</b>			<b>213</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>28</b>	<b>82</b>	<b>14</b>	<b>219</b>
<b>JOHANNESBURG</b>	BRITISH AIRWAYS PLC	S	123	0	1	76	11	6	2	2	3	45	78	12	127
	SOUTH AFRICAN AIRWAYS	S	110	0	0	85	6	6	2	0	0	7	90	5	110
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	73	19	0	8	0	0	13	77	12	61
<b>TOTAL JOHANNESBURG</b>			<b>295</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>82</b>	<b>10</b>	<b>298</b>
<b>TOTAL REPUBLIC OF SOUTH AFRICA</b>			<b>508</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>26</b>	<b>82</b>	<b>11</b>	<b>517</b>
<b>ROMANIA</b>															
<b>BUCHAREST (OTOPENI)</b>	BRITISH AIRWAYS PLC	S	124	0	0	88	8	2	2	0	0	5	81	8	104
	TAROM	S	62	0	0	95	5	0	0	0	0	2	68	15	62
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>76</b>	<b>10</b>	<b>166</b>
<b>TOTAL ROMANIA</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>76</b>	<b>10</b>	<b>166</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>RUSSIA</b>															
<b>MOSCOW (DOMODEDOVO)</b>	BMI BRITISH MIDLAND	S	124	0	0	81	11	6	1	0	0	7	97	2	118
	BRITISH AIRWAYS PLC	S	186	0	0	91	5	2	1	1	0	6	94	4	109
	TRANSAERO AIRLINES	S	124	0	0	65	19	6	6	3	0	25	85	9	123
<b>TOTAL MOSCOW (DOMODEDOVO)</b>			<b>434</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>92</b>	<b>5</b>	<b>350</b>
<b>MOSCOW (SHEREMETYEVO)</b>	AEROFLOT	S	160	0	0	78	15	7	0	0	0	8	78	8	152
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>8</b>	<b>152</b>
<b>ST PETERSBURG</b>	BRITISH AIRWAYS PLC	S	62	0	0	95	5	0	0	0	0	2	92	5	62
<b>TOTAL ST PETERSBURG</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>6</b>	<b>70</b>
<b>TOTAL RUSSIA</b>			<b>656</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>6</b>	<b>572</b>
<b>SAUDI ARABIA</b>															
<b>DAMMAM</b>	BMI BRITISH MIDLAND	S	27	0	0	93	0	7	0	0	0	6	84	6	25
	SAUDI ARABIAN AIRLINES	S	9	0	0	89	0	11	0	0	0	7	75	8	4
<b>TOTAL DAMMAM</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>6</b>	<b>29</b>
<b>JEDDAH</b>	BMI BRITISH MIDLAND	S	27	0	0	48	30	22	0	0	0	18	67	13	27
	BRITISH AIRWAYS PLC	S	43	0	0	91	9	0	0	0	0	3	81	7	43
	SAUDI ARABIAN AIRLINES	S	62	0	0	84	3	10	3	0	0	10	85	7	62
<b>TOTAL JEDDAH</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>8</b>	<b>132</b>
<b>RIYADH</b>	BRITISH AIRWAYS PLC	S	52	0	0	100	0	0	0	0	0	1	87	5	45
	SAUDI ARABIAN AIRLINES	S	33	0	0	82	9	6	3	0	0	8	84	8	38
<b>TOTAL RIYADH</b>			<b>85</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>7</b>	<b>85</b>
<b>TOTAL SAUDI ARABIA</b>			<b>253</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>8</b>	<b>246</b>
<b>SEYCHELLES</b>															
<b>SEYCHELLES</b>	AIR SEYCHELLES	S	17	0	0	71	6	12	12	0	0	22	50	48	16
<b>TOTAL SEYCHELLES</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>6</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>50</b>	<b>48</b>	<b>16</b>
<b>TOTAL SEYCHELLES</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>6</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>50</b>	<b>48</b>	<b>16</b>
<b>SIERRA LEONE</b>															
<b>FREETOWN</b>	BMI BRITISH MIDLAND	S	36	0	0	50	22	14	14	0	0	25	61	35	36
<b>TOTAL FREETOWN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>22</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>61</b>	<b>35</b>	<b>36</b>
<b>TOTAL SIERRA LEONE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>22</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>61</b>	<b>35</b>	<b>36</b>
<b>SINGAPORE</b>															
<b>SINGAPORE</b>	BRITISH AIRWAYS PLC	S	63	0	1	75	6	11	6	2	0	17	74	15	62
	SINGAPORE AIRLINES	S	186	0	0	83	6	9	1	1	0	9	83	8	186
<b>TOTAL SINGAPORE</b>			<b>249</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>6</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>10</b>	<b>248</b>
<b>TOTAL SINGAPORE</b>			<b>249</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>6</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>10</b>	<b>248</b>
<b>SPAIN</b>															
<b>BARCELONA</b>	BRITISH AIRWAYS PLC	S	443	0	0	82	12	4	2	0	0	8	78	12	339
<b>TOTAL BARCELONA</b>			<b>444</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>12</b>	<b>339</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
BILBAO	VUELING AIRLINES	S	62	0	0	90	6	2	2	0	0	5	92	6	62
<b>TOTAL BILBAO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>92</b>	<b>6</b>	62
LA CORUNA	VUELING AIRLINES	S	62	0	0	84	6	5	5	0	0	13	79	10	62
<b>TOTAL LA CORUNA</b>			<b>62</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>13</b>	<b>79</b>	<b>10</b>	62
MADRID	BRITISH AIRWAYS PLC	S	302	0	0	75	14	7	4	1	0	13	81	7	242
	IBERIA	S	493	0	2	57	19	16	8	0	0	21	78	9	502
<b>TOTAL MADRID</b>			<b>795</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>17</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>79</b>	<b>9</b>	744
MALAGA	BRITISH AIRWAYS PLC	S	105	0	0	83	10	3	3	1	0	10	78	11	109
<b>TOTAL MALAGA</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>11</b>	109
SEVILLE	VUELING AIRLINES	S	62	0	0	58	24	18	0	0	0	14	79	9	62
<b>TOTAL SEVILLE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>24</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>9</b>	62
VALENCIA	BRITISH AIRWAYS PLC	C	2	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL VALENCIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL SPAIN</b>			<b>1532</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>15</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>10</b>	1378
SRI LANKA															
COLOMBO	SRILANKAN AIRLINES	S	114	0	2	73	9	13	5	0	0	14	75	13	106
<b>TOTAL COLOMBO</b>			<b>114</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>9</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>13</b>	106
<b>TOTAL SRI LANKA</b>			<b>114</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>9</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>13</b>	106
SUDAN															
KHARTOUM	BMI BRITISH MIDLAND	S	26	0	1	85	15	0	0	0	0	5	73	9	26
<b>TOTAL KHARTOUM</b>			<b>26</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>73</b>	<b>9</b>	26
<b>TOTAL SUDAN</b>			<b>26</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>73</b>	<b>9</b>	26
SWEDEN															
GOTEBORG	BRITISH AIRWAYS PLC	S	124	0	0	88	4	7	1	0	0	6	0	0	0
	SAS	S	116	0	0	91	5	3	2	0	0	6	89	6	116
<b>TOTAL GOTEBORG</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>6</b>	116
KIRUNA	SAS	C	3	0	0	100	0	0	0	0	0	2	50	8	2
<b>TOTAL KIRUNA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>8</b>	2
LULEA	SAS	S	8	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL LULEA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	0
OSTERSUND / FROSON	BMI BRITISH MIDLAND	C	8	0	0	88	13	0	0	0	0	2	100	0	8
<b>TOTAL OSTERSUND / FROSON</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>2</b>	<b>100</b>	<b>0</b>	8
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS PLC	S	347	0	0	92	5	3	0	0	0	4	92	5	263
	SAS	S	387	0	1	85	9	4	1	0	0	7	89	6	340
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>734</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>6</b>	603
<b>TOTAL SWEDEN</b>			<b>993</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>5</b>	729
SWITZERLAND															
BASLE MULHOUSE	BMI BRITISH MIDLAND	S	27	0	0	85	4	11	0	0	0	8	0	0	0

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

## Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
BASLE MULHOUSE	BRITISH AIRWAYS PLC	S	186	0	0	92	5	2	1	0	0	4	93	3	153
<b>TOTAL BASLE MULHOUSE</b>			<b>213</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>93</b>	<b>3</b>	<b>153</b>
GENEVA	BMI BRITISH MIDLAND	C	8	0	0	75	25	0	0	0	0	6	63	14	8
	BRITISH AIRWAYS PLC	S	510	0	0	88	8	4	1	0	0	6	82	8	396
	SWISS AIRLINES	S	371	0	0	78	12	9	2	0	0	9	69	16	372
<b>TOTAL GENEVA</b>			<b>889</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>12</b>	<b>776</b>
ZURICH	BRITISH AIRWAYS PLC	S	302	0	0	91	6	2	1	0	0	5	84	8	256
	SWISS AIRLINES	S	372	0	0	87	8	5	1	0	0	6	82	7	370
<b>TOTAL ZURICH</b>			<b>674</b>	<b>3</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>8</b>	<b>626</b>
<b>TOTAL SWITZERLAND</b>			<b>1776</b>	<b>4</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>9</b>	<b>1555</b>
SYRIA															
DAMASCUS	BMI BRITISH MIDLAND	S	62	0	1	89	6	3	2	0	0	6	85	6	62
	SYRIANAIR	S	16	0	0	81	6	0	13	0	0	15	56	22	16
<b>TOTAL DAMASCUS</b>			<b>78</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>6</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>10</b>	<b>78</b>
<b>TOTAL SYRIA</b>			<b>78</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>6</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>10</b>	<b>78</b>
TAIWAN															
TAIPEI	CHINA AIRLINES	S	18	0	0	72	17	11	0	0	0	12	75	9	4
	EVA AIR	S	62	0	0	73	6	5	13	3	0	23	57	24	54
<b>TOTAL TAIPEI</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>9</b>	<b>6</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>59</b>	<b>23</b>	<b>58</b>
<b>TOTAL TAIWAN</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>9</b>	<b>6</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>59</b>	<b>23</b>	<b>58</b>
TANZANIA															
DAR-ES-SALAAM	BRITISH AIRWAYS PLC	S	26	0	0	73	23	4	0	0	0	7	69	61	26
<b>TOTAL DAR-ES-SALAAM</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>69</b>	<b>61</b>	<b>26</b>
<b>TOTAL TANZANIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>69</b>	<b>61</b>	<b>26</b>
THAILAND															
BANGKOK SUVARNABHUMI AIRPORT	THAI AIRWAYS INTERNATIONAL	S	123	0	1	80	7	9	3	0	1	20	79	10	124
<b>TOTAL BANGKOK SUVARNABHUMI AIRPORT</b>			<b>123</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>7</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>79</b>	<b>10</b>	<b>124</b>
<b>TOTAL THAILAND</b>			<b>123</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>7</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>79</b>	<b>10</b>	<b>124</b>
TUNISIA															
TUNIS	TUNISAIR	S	32	0	0	31	28	31	9	0	0	30	28	25	36
<b>TOTAL TUNIS</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>28</b>	<b>31</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>28</b>	<b>25</b>	<b>36</b>
<b>TOTAL TUNISIA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>28</b>	<b>31</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>28</b>	<b>25</b>	<b>36</b>
TURKEY															
ISTANBUL	BRITISH AIRWAYS PLC	S	134	0	0	77	16	4	2	0	0	10	76	12	112
	THY TURK HAVA YOLLARI TURKIS	S	264	0	0	78	13	8	0	0	0	8	38	25	194
<b>TOTAL ISTANBUL</b>			<b>398</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>52</b>	<b>20</b>	<b>306</b>
<b>TOTAL TURKEY</b>			<b>398</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>51</b>	<b>23</b>	<b>324</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010			
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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>TURKMENISTAN</b>																
ASHKHABAD	TURKMENISTAN AIRLINES	S	18	0	0	56	33	6	6	0	0	16	56	12	18	
<b>TOTAL ASHKHABAD</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>33</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>56</b>	<b>12</b>	<b>18</b>	
<b>TOTAL TURKMENISTAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>33</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>56</b>	<b>12</b>	<b>18</b>	
<b>TURKS AND CAICOS ISLANDS</b>																
PROVIDENCIALES	BRITISH AIRWAYS PLC	S	8	0	0	88	13	0	0	0	0	9	86	2	7	
<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>9</b>	<b>86</b>	<b>2</b>	<b>7</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>9</b>	<b>86</b>	<b>2</b>	<b>7</b>	
<b>UGANDA</b>																
ENTEBBE	BRITISH AIRWAYS PLC	S	45	0	0	58	20	20	0	2	0	20	71	12	42	
<b>TOTAL ENTEBBE</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>71</b>	<b>12</b>	<b>42</b>	
<b>TOTAL UGANDA</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>71</b>	<b>12</b>	<b>42</b>	
<b>UKRAINE</b>																
KIEV (BORISPOL)	BRITISH AIRWAYS PLC	S	70	0	0	86	9	6	0	0	0	5	77	17	56	
<b>TOTAL KIEV (BORISPOL)</b>			<b>70</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>77</b>	<b>17</b>	<b>56</b>	
<b>TOTAL UKRAINE</b>			<b>70</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>77</b>	<b>17</b>	<b>56</b>	
<b>UNITED ARAB EMIRATES</b>																
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	185	0	4	91	5	2	1	1	0	5	92	6	186	
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>185</b>	<b>0</b>	<b>4</b>	<b>91</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>92</b>	<b>6</b>	<b>186</b>	
DUBAI	BRITISH AIRWAYS PLC	S	177	0	0	86	7	3	2	1	1	13	78	12	177	
	EMIRATES	S	310	0	0	72	13	10	5	1	0	14	66	16	310	
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	1	87	11	2	0	0	0	4	90	5	62	
<b>TOTAL DUBAI</b>			<b>549</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>14</b>	<b>549</b>	
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>734</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>12</b>	<b>735</b>	
<b>UNITED KINGDOM</b>																
ABERDEEN	BMI BRITISH MIDLAND	S	345	0	0	88	6	3	3	0	0	7	90	5	341	
	BRITISH AIRWAYS PLC	S	393	0	0	91	4	4	1	0	0	5	90	6	270	
<b>TOTAL ABERDEEN</b>			<b>738</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>6</b>	<b>611</b>	
BELFAST CITY (GEORGE BEST)	BMI BRITISH MIDLAND	S	358	0	0	84	11	4	1	0	0	7	92	5	426	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>358</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>92</b>	<b>5</b>	<b>426</b>	
BELFAST INTERNATIONAL	AER LINGUS	S	194	0	0	95	3	1	1	0	0	3	97	1	193	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>194</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>97</b>	<b>1</b>	<b>193</b>	
EDINBURGH	BMI BRITISH MIDLAND	S	412	0	0	83	9	6	1	0	0	7	95	4	396	
	BRITISH AIRWAYS PLC	S	526	0	0	89	7	3	1	0	0	5	90	5	454	
	BRITISH AIRWAYS PLC	C	2	0	0	100	0	0	0	0	0	2	0	0	0	
<b>TOTAL EDINBURGH</b>			<b>940</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>4</b>	<b>850</b>	
GLASGOW	BMI BRITISH MIDLAND	S	326	0	0	89	5	5	2	0	0	7	95	3	397	
	BRITISH AIRWAYS PLC	S	456	0	0	90	5	4	1	0	0	5	90	7	322	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 GLASGOW</b>			<b>782</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>93</b>	<b>5</b>	719
<b>MANCHESTER</b>	BMI BRITISH MIDLAND	S	350	0	0	87	7	6	1	0	0	6	95	3	477
	BRITISH AIRWAYS PLC	S	503	0	0	90	5	4	1	0	0	5	93	4	417
<b>TOTAL MANCHESTER</b>			<b>853</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>94</b>	<b>4</b>	894
<b>NEWCASTLE</b>	BRITISH AIRWAYS PLC	S	364	0	0	92	2	2	4	0	0	5	90	7	286
<b>TOTAL NEWCASTLE</b>			<b>364</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>7</b>	286
<b>TOTAL UNITED KINGDOM</b>			<b>4229</b>	<b>3</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>92</b>	<b>5</b>	3979
<b>USA</b>															
<b>ATLANTA</b>	BRITISH AIRWAYS PLC	S	62	0	0	85	13	0	2	0	0	7	61	14	62
	DELTA AIRLINES	S	97	0	1	59	18	18	5	1	0	19	53	20	62
<b>TOTAL ATLANTA</b>			<b>159</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>16</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>57</b>	<b>17</b>	124
<b>BALTIMORE</b>	BRITISH AIRWAYS PLC	S	62	0	0	90	3	5	2	0	0	7	70	16	61
<b>TOTAL BALTIMORE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>16</b>	61
<b>BOSTON</b>	AMERICAN AIRLINES	S	116	0	0	86	8	4	2	0	0	8	67	16	116
	BRITISH AIRWAYS PLC	S	184	0	0	78	14	4	4	0	0	10	68	15	183
	DELTA AIRLINES	S	18	0	0	72	22	6	0	0	0	8	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	67	12	17	3	2	0	19	76	18	62
<b>TOTAL BOSTON</b>			<b>378</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>16</b>	361
<b>CHICAGO (O'HARE)</b>	AMERICAN AIRLINES	S	182	0	1	76	16	5	2	1	0	11	66	16	186
	BRITISH AIRWAYS PLC	S	124	0	0	70	13	13	4	0	0	14	54	19	123
	UNITED AIRLINES	S	174	0	4	86	7	5	2	0	0	7	74	11	186
<b>TOTAL CHICAGO (O'HARE)</b>			<b>480</b>	<b>0</b>	<b>5</b>	<b>78</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>66</b>	<b>15</b>	495
<b>DALLAS/FORT WORTH</b>	AMERICAN AIRLINES	S	122	1	0	71	16	8	2	2	0	15	47	29	123
	BRITISH AIRWAYS PLC	S	62	0	0	58	15	24	3	0	0	17	44	22	62
<b>TOTAL DALLAS/FORT WORTH</b>			<b>184</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>16</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>46</b>	<b>27</b>	185
<b>DENVER INTERNATIONAL</b>	BRITISH AIRWAYS PLC	S	62	0	0	69	23	6	2	0	0	11	35	31	62
<b>TOTAL DENVER INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>23</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>41</b>	<b>28</b>	68
<b>DETROIT</b>	DELTA AIRLINES	S	86	0	2	90	8	1	1	0	0	4	81	17	62
<b>TOTAL DETROIT</b>			<b>86</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>81</b>	<b>17</b>	62
<b>HOUSTON</b>	BRITISH AIRWAYS PLC	S	114	0	0	70	11	11	6	3	0	20	53	22	113
	CONTINENTAL AIRLINES	S	124	0	0	75	17	6	2	0	0	11	51	26	122
<b>TOTAL HOUSTON</b>			<b>238</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>52</b>	<b>24</b>	235
<b>LAS VEGAS</b>	BRITISH AIRWAYS PLC	S	62	0	0	56	8	15	10	11	0	44	26	34	62
<b>TOTAL LAS VEGAS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>8</b>	<b>15</b>	<b>10</b>	<b>11</b>	<b>0</b>	<b>44</b>	<b>26</b>	<b>34</b>	62
<b>LOS ANGELES INTERNATIONAL</b>	AMERICAN AIRLINES	S	62	0	0	84	11	5	0	0	0	7	53	29	62
	BRITISH AIRWAYS PLC	S	133	0	0	49	27	19	5	0	0	22	45	24	177
	UNITED AIRLINES	S	59	0	0	90	7	0	2	2	0	8	82	12	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	120	0	0	79	14	3	3	0	0	11	64	18	87
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>374</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>57</b>	<b>22</b>	388
<b>MIAMI INTERNATIONAL</b>	AMERICAN AIRLINES	S	84	0	0	63	18	14	4	1	0	20	67	20	86
	BRITISH AIRWAYS PLC	S	124	0	1	67	17	7	6	3	0	23	57	24	123



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
MIAMI INTERNATIONAL	DELTA AIRLINES	S	10	0	0	70	10	10	10	0	0	13	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	58	23	6	13	0	0	24	56	23	62
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>280</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>18</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>60</b>	<b>22</b>	271
MINNEAPOLIS-ST PAUL	DELTA AIRLINES	S	62	0	1	89	3	2	5	2	0	9	74	14	46
<b>TOTAL MINNEAPOLIS-ST PAUL</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>14</b>	46
NEW YORK (JF KENNEDY)	AMERICAN AIRLINES	S	288	0	2	83	7	5	5	0	0	11	71	16	231
	BRITISH AIRWAYS PLC	S	400	0	0	83	9	5	3	0	0	9	63	20	359
	DELTA AIRLINES	S	179	0	7	91	3	3	3	0	0	6	67	14	120
	KUWAIT AIRWAYS	S	27	0	0	44	22	11	22	0	0	29	65	17	26
	VIRGIN ATLANTIC AIRWAYS LTD	S	168	0	0	80	8	8	4	0	0	10	57	31	179
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>1062</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>64</b>	<b>20</b>	915	
NEW YORK (NEWARK)	BRITISH AIRWAYS PLC	S	180	0	0	87	7	2	3	1	0	9	67	13	127
	CONTINENTAL AIRLINES	S	304	0	0	80	11	4	4	2	0	14	61	21	194
	VIRGIN ATLANTIC AIRWAYS LTD	S	116	0	0	74	15	7	4	0	0	11	64	18	124
<b>TOTAL NEW YORK (NEWARK)</b>			<b>600</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>64</b>	<b>18</b>	445
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	124	0	0	85	8	4	2	0	1	15	64	13	118
	US AIRWAYS	S	62	0	0	82	8	10	0	0	0	7	69	13	62
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>66</b>	<b>13</b>	180
PHOENIX	BRITISH AIRWAYS PLC	S	52	0	0	62	23	6	10	0	0	22	52	25	52
<b>TOTAL PHOENIX</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>23</b>	<b>6</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>52</b>	<b>25</b>	52
RALEIGH	AMERICAN AIRLINES	S	60	0	0	87	5	3	5	0	0	12	68	14	62
<b>TOTAL RALEIGH</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>5</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>14</b>	62
SAN FRANCISCO	BRITISH AIRWAYS PLC	S	124	0	0	79	11	6	4	0	0	11	56	21	123
	UNITED AIRLINES	S	68	0	0	85	9	3	3	0	0	8	88	9	69
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	84	10	5	2	0	0	7	60	17	62
<b>TOTAL SAN FRANCISCO</b>			<b>254</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>66</b>	<b>17</b>	254
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	62	0	0	82	13	2	3	0	0	9	65	17	60
<b>TOTAL SEATTLE (TACOMA)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>65</b>	<b>17</b>	60
WASHINGTON (DULLES)	BRITISH AIRWAYS PLC	S	184	0	0	81	13	5	1	1	0	10	51	27	178
	UNITED AIRLINES	S	181	0	2	85	10	2	2	1	0	8	72	13	185
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	85	10	2	3	0	0	9	61	19	62
<b>TOTAL WASHINGTON (DULLES)</b>			<b>427</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>61</b>	<b>19</b>	425
<b>TOTAL USA</b>			<b>5130</b>	<b>3</b>	<b>21</b>	<b>78</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>62</b>	<b>19</b>	4751
<b>UZBEKISTAN</b>															
TASHKENT	UZBEKISTAN AIRLINES	S	18	0	0	22	33	33	11	0	0	30	44	32	18
<b>TOTAL TASHKENT</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>33</b>	<b>33</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>44</b>	<b>32</b>	18
<b>TOTAL UZBEKISTAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>33</b>	<b>33</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>44</b>	<b>32</b>	18
<b>ZAMBIA</b>															
LUSAKA	BRITISH AIRWAYS PLC	S	26	0	0	88	4	8	0	0	0	6	81	9	26
<b>TOTAL LUSAKA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>9</b>	26

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2010			
		CHARTER/ SCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 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 ZAMBIA		26	0	0	88	4	8	0	0	0	6	81	9	26
TOTAL HEATHROW		39936	33	98	83	9	5	2	0	0	9	80	11	37123

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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	244	1	0	89	4	4	2	0	0	7	93	3	254
TOTAL ANTWERP			<b>244</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>93</b>	<b>3</b>	<b>254</b>
TOTAL BELGIUM			<b>244</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>93</b>	<b>3</b>	<b>254</b>
<b>DENMARK</b>															
BILLUND	SUN AIR OF SCANDINAVIA	S	57	0	0	84	7	4	4	0	2	35	78	15	40
TOTAL BILLUND			<b>57</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>35</b>	<b>78</b>	<b>15</b>	<b>40</b>
COPENHAGEN	BA CITYFLYER LTD	S	100	0	0	82	4	3	8	3	0	20	0	0	0
TOTAL COPENHAGEN			<b>100</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>4</b>	<b>3</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>92</b>	<b>5</b>	<b>98</b>
TOTAL DENMARK			<b>157</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>5</b>	<b>3</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>25</b>	<b>88</b>	<b>8</b>	<b>138</b>
<b>FRANCE</b>															
CHAMBERY	BA CITYFLYER LTD	S	25	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL CHAMBERY			<b>25</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>
DEAUVILLE	VLM (BELGIUM)	S	26	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL DEAUVILLE			<b>26</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
NANTES	VLM (BELGIUM)	S	103	0	0	90	3	4	2	1	0	7	91	6	106
TOTAL NANTES			<b>103</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>6</b>	<b>106</b>
NICE	BA CITYFLYER LTD	S	40	0	0	85	0	5	8	3	0	16	79	15	39
TOTAL NICE			<b>40</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>0</b>	<b>5</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>15</b>	<b>39</b>
PARIS (ORLY)	VLM (BELGIUM)	S	289	0	0	87	5	3	4	1	0	10	89	6	282
TOTAL PARIS (ORLY)			<b>289</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>5</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>6</b>	<b>282</b>
TOTAL FRANCE			<b>483</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>89</b>	<b>7</b>	<b>427</b>
<b>GERMANY</b>															
FRANKFURT MAIN	BA CITYFLYER LTD	S	136	0	0	71	10	10	8	1	0	20	79	13	177
	LUFTHANSA CITY LINE	S	166	0	0	78	7	10	4	0	1	21	75	14	176
TOTAL FRANKFURT MAIN			<b>302</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>9</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>77</b>	<b>14</b>	<b>353</b>
MUNICH	LUFTHANSA CITY LINE	S	75	1	0	89	4	3	3	0	1	25	83	9	90
TOTAL MUNICH			<b>75</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>83</b>	<b>9</b>	<b>90</b>
TOTAL GERMANY			<b>377</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>80</b>	<b>11</b>	<b>535</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	CITY JET	S	238	1	0	90	3	3	4	0	0	8	89	6	320
TOTAL DUBLIN			<b>238</b>	<b>1</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>6</b>	<b>320</b>
TOTAL IRISH REPUBLIC			<b>238</b>	<b>1</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>6</b>	<b>320</b>
<b>ITALY</b>															
FLORENCE	CITY JET	S	54	0	0	81	0	4	15	0	0	22	0	0	0
TOTAL FLORENCE			<b>54</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>0</b>	<b>4</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
MILAN (LINATE)	CITY JET	S	97	0	0	91	1	1	7	0	0	10	80	10	100

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL MILAN (LINATE)			97	0	0	91	1	1	7	0	0	10	80	10	100
TOTAL ITALY			151	0	0	87	1	2	10	0	0	14	81	9	123
LUXEMBOURG															
LUXEMBOURG	LUXAIR	S	207	4	0	81	9	5	4	0	0	17	89	6	212
	VLM (BELGIUM)	S	160	0	0	89	3	3	4	1	0	9	86	7	162
TOTAL LUXEMBOURG			367	4	0	85	7	4	4	1	0	14	88	6	374
TOTAL LUXEMBOURG			367	4	0	85	7	4	4	1	0	14	88	6	374
NETHERLANDS															
AMSTERDAM	BA CITYFLYER LTD	S	154	26	0	86	6	3	5	0	0	10	83	10	190
	CITY JET	S	346	1	0	85	5	4	6	1	0	11	0	0	0
TOTAL AMSTERDAM			500	27	0	85	5	4	6	0	0	11	86	8	633
EINDHOVEN	VLM (BELGIUM)	S	91	1	0	80	4	2	9	4	0	24	95	3	100
TOTAL EINDHOVEN			91	1	0	80	4	2	9	4	0	24	95	3	100
ROTTERDAM	VLM (BELGIUM)	S	394	1	1	85	5	4	6	0	0	11	93	4	376
TOTAL ROTTERDAM			394	1	1	85	5	4	6	0	0	11	93	4	376
TOTAL NETHERLANDS			985	29	1	84	5	4	6	1	0	12	89	6	1109
SPAIN															
BARCELONA	BA CITYFLYER LTD	S	30	0	0	80	7	7	0	7	0	19	13	34	8
TOTAL BARCELONA			30	0	0	80	7	7	0	7	0	19	13	34	8
IBIZA	BA CITYFLYER LTD	S	4	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL IBIZA			4	0	0	100	0	0	0	0	0	0	0	0	0
MADRID	BA CITYFLYER LTD	S	100	0	0	87	5	0	7	1	0	14	76	8	90
TOTAL MADRID			100	0	0	87	5	0	7	1	0	14	76	8	90
PALMA DE MALLORCA	BA CITYFLYER LTD	S	4	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL PALMA DE MALLORCA			4	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL SPAIN			138	0	0	86	5	1	5	2	0	14	70	10	98
SWEDEN															
STOCKHOLM (ARLANDA)	BA CITYFLYER LTD	S	100	0	0	80	7	6	5	2	0	15	0	0	0
TOTAL STOCKHOLM (ARLANDA)			100	0	0	80	7	6	5	2	0	15	0	0	0
TOTAL SWEDEN			100	0	0	80	7	6	5	2	0	15	0	0	0
SWITZERLAND															
BASLE MULHOUSE	SWISS AIRLINES	S	82	1	0	90	4	1	0	2	2	45	92	4	105
TOTAL BASLE MULHOUSE			82	1	0	90	4	1	0	2	2	45	92	4	105
BERNE	SKY WORK AG	S	10	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL BERNE			10	0	0	100	0	0	0	0	0	2	0	0	0
GENEVA	BA CITYFLYER LTD	S	44	0	0	84	2	9	5	0	0	11	90	5	52
	SWISS AIRLINES	S	237	1	0	95	3	0	0	0	1	15	92	5	223

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 GENEVA			281	1	0	93	3	2	1	0	1	15	89	6	350
ZURICH	BA CITYFLYER LTD	S	182	10	0	84	5	4	7	1	0	14	81	9	198
	SWISS AIRLINES	S	369	3	0	87	5	4	2	0	1	23	84	8	377
TOTAL ZURICH			551	13	0	86	5	4	4	0	1	20	83	8	575
TOTAL SWITZERLAND			924	15	0	89	4	3	2	0	1	20	86	7	1030
UNITED KINGDOM															
DUNDEE	VLM (BELGIUM)	S	124	0	0	86	5	6	3	0	0	8	0	0	0
TOTAL DUNDEE			124	0	0	86	5	6	3	0	0	8	93	3	208
EDINBURGH	BA CITYFLYER LTD	S	350	1	0	84	5	3	9	0	0	13	88	5	317
	CITY JET	S	131	0	0	73	13	8	6	0	0	18	88	7	334
TOTAL EDINBURGH			481	1	0	81	7	4	8	0	0	15	88	6	651
GLASGOW	BA CITYFLYER LTD	S	181	0	0	87	2	6	4	1	0	11	89	6	183
TOTAL GLASGOW			181	0	0	87	2	6	4	1	0	11	89	6	183
ISLE OF MAN	AER ARANN	S	158	2	3	80	8	6	6	0	1	23	87	8	158
TOTAL ISLE OF MAN			158	2	3	80	8	6	6	0	1	23	87	8	158
TOTAL UNITED KINGDOM			944	3	3	83	6	5	6	0	0	15	88	7	1349
USA															
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	100	0	0	91	5	0	4	0	0	5	91	3	100
TOTAL NEW YORK (JF KENNEDY)			100	0	0	91	5	0	4	0	0	5	91	3	100
TOTAL USA			100	0	0	91	5	0	4	0	0	5	91	3	100
TOTAL LONDON CITY			5208	54	4	85	5	4	5	1	0	14	87	7	5857

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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	3	0	0	100	0	0	0	0	0	5	40	79	5
TOTAL SALZBURG			3	1	0	100	0	0	0	0	0	5	40	79	5
TOTAL AUSTRIA			3	3	0	100	0	0	0	0	0	5	40	79	5
<b>BULGARIA</b>															
BURGAS	WIZZ AIR	S	22	0	0	64	9	27	0	0	0	16	61	24	18
TOTAL BURGAS			22	0	0	64	9	27	0	0	0	16	61	24	18
SOFIA	WIZZ AIR	S	62	0	0	82	10	8	0	0	0	9	76	15	62
TOTAL SOFIA			62	2	0	82	10	8	0	0	0	9	76	15	62
VARNA	WIZZ AIR	S	16	0	0	50	31	6	13	0	0	22	25	33	8
TOTAL VARNA			16	0	0	50	31	6	13	0	0	22	25	33	8
TOTAL BULGARIA			100	2	0	73	13	12	2	0	0	13	68	18	88
<b>CYPRUS</b>															
LARNACA	MONARCH AIRLINES	S	14	0	0	64	21	0	14	0	0	20	30	27	20
TOTAL LARNACA			14	0	0	64	21	0	14	0	0	20	30	27	20
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	18	0	0	72	11	6	6	6	0	24	62	15	26
TOTAL PAPHOS			19	0	0	74	11	5	5	5	0	23	67	15	36
TOTAL CYPRUS			33	0	0	70	15	3	9	3	0	22	54	19	56
<b>CZECH REPUBLIC</b>															
BRNO (TURANY)	WIZZ AIR	S	30	0	0	93	7	0	0	0	0	2	0	0	0
TOTAL BRNO (TURANY)			30	0	0	93	7	0	0	0	0	2	0	0	0
PRAGUE	WIZZ AIR	S	96	0	0	95	5	0	0	0	0	2	70	21	54
TOTAL PRAGUE			96	0	0	95	5	0	0	0	0	2	70	21	54
TOTAL CZECH REPUBLIC			126	0	0	94	6	0	0	0	0	2	70	21	54
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	EASYJET AIRLINE COMPANY LTD	S	44	0	0	86	11	2	0	0	0	6	94	7	36
	THOMSON AIRWAYS LTD	S	18	0	0	89	6	6	0	0	0	8	50	25	18
TOTAL SHARM EL SHEIKH (OPHIRA)			62	0	0	87	10	3	0	0	0	6	80	13	54
TOTAL EGYPT			62	0	0	87	10	3	0	0	0	6	80	13	54
<b>ESTONIA</b>															
TALLIN	RYANAIR	S	28	0	0	82	14	4	0	0	0	8	0	0	0
TOTAL TALLIN			28	0	0	82	14	4	0	0	0	8	0	0	0
TOTAL ESTONIA			28	0	0	82	14	4	0	0	0	8	0	0	0
<b>FRANCE</b>															
BEZIERS	RYANAIR	S	22	0	0	82	5	5	9	0	0	11	100	1	18
TOTAL BEZIERS			22	0	0	82	5	5	9	0	0	11	100	1	18
BORDEAUX	EASYJET AIRLINE COMPANY LTD	S	38	0	0	87	8	5	0	0	0	6	81	9	32

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL BORDEAUX			38	0	0	87	8	5	0	0	0	6	81	9	32
GRENOBLE	EASYJET AIRLINE COMPANY LTD	S	32	0	0	81	3	16	0	0	0	10	80	7	10
TOTAL GRENOBLE			32	0	0	81	3	16	0	0	0	10	67	9	18
MONTPELLIER	EASYJET AIRLINE COMPANY LTD	S	4	0	0	75	0	25	0	0	0	11	0	0	0
TOTAL MONTPELLIER			4	0	0	75	0	25	0	0	0	11	0	0	0
NICE	EASYJET AIRLINE COMPANY LTD	S	62	0	0	69	11	10	10	0	0	16	75	17	64
TOTAL NICE			62	2	0	69	11	10	10	0	0	16	75	17	68
NIMES	RYANAIR	S	38	0	0	92	5	0	3	0	0	5	92	4	36
TOTAL NIMES			38	0	0	92	5	0	3	0	0	5	92	4	36
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	176	0	0	78	11	8	3	0	0	11	75	14	166
TOTAL PARIS (CHARLES DE GAULLE)			176	0	0	78	11	8	3	0	0	11	75	14	166
TOTAL FRANCE			372	18	0	79	9	8	4	0	0	11	79	12	364
GERMANY															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	108	0	0	86	9	5	0	0	0	5	83	15	112
TOTAL BERLIN (SCHONEFELD)			108	3	0	86	9	5	0	0	0	5	83	15	112
BRAUNSCHWEIG	TITAN AIRWAYS LTD	C	2	0	0	0	100	0	0	0	0	25	0	0	0
TOTAL BRAUNSCHWEIG			2	0	0	0	100	0	0	0	0	25	0	0	0
DORTMUND	EASYJET AIRLINE COMPANY LTD	S	124	0	0	87	6	2	3	2	0	10	81	12	139
TOTAL DORTMUND			124	0	0	87	6	2	3	2	0	10	81	12	139
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	44	0	0	93	7	0	0	0	0	3	66	25	47
TOTAL HAMBURG			44	1	0	93	7	0	0	0	0	3	66	25	47
MUNICH	ADRIA AIRWAYS	C	2	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL MUNICH			2	0	0	100	0	0	0	0	0	3	50	16	4
TOTAL GERMANY			281	8	0	87	8	2	2	1	0	8	79	15	302
GIBRALTAR															
GIBRALTAR	MONARCH AIRLINES	S	46	0	0	70	15	11	2	2	0	19	68	11	38
TOTAL GIBRALTAR			46	0	0	70	15	11	2	2	0	19	68	11	38
TOTAL GIBRALTAR			46	0	0	70	15	11	2	2	0	19	68	11	38
HUNGARY															
BUDAPEST	EASYJET AIRLINE COMPANY LTD	S	62	0	0	84	10	6	0	0	0	7	68	24	50
	WIZZ AIR	S	178	0	0	91	6	2	0	1	0	7	74	14	124
TOTAL BUDAPEST			240	1	0	89	7	3	0	1	0	7	72	17	174
TOTAL HUNGARY			240	1	0	89	7	3	0	1	0	7	72	17	174
IRISH REPUBLIC															
DUBLIN	CITY JET	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	RYANAIR	S	186	0	0	89	8	3	1	0	0	6	82	11	180
TOTAL DUBLIN			188	0	0	89	7	3	1	0	0	6	82	11	180

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
GALWAY	AER ARANN	S	101	0	2	90	5	3	2	0	0	5	95	5	100
<b>TOTAL GALWAY</b>			<b>101</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>95</b>	<b>5</b>	<b>100</b>
IRELAND WEST AIRPORT KNOCK	RYANAIR	S	58	0	0	81	14	2	3	0	0	8	73	11	62
<b>TOTAL IRELAND WEST AIRPORT KNOCK</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>14</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>11</b>	<b>62</b>
KERRY COUNTY	RYANAIR	S	62	0	0	95	5	0	0	0	0	2	90	12	62
<b>TOTAL KERRY COUNTY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>12</b>	<b>62</b>
WATERFORD	AER ARANN	S	43	0	0	88	9	2	0	0	0	5	90	13	110
<b>TOTAL WATERFORD</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>13</b>	<b>110</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>452</b>	<b>1</b>	<b>2</b>	<b>89</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>10</b>	<b>514</b>
<b>ISRAEL</b>															
OVDA	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL OVDA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>25</b>	<b>40</b>	<b>4</b>
TEL AVIV	EASYJET AIRLINE COMPANY LTD	S	62	0	0	76	16	6	2	0	0	10	37	37	54
	EL AL	S	20	0	0	70	20	0	10	0	0	23	40	24	60
<b>TOTAL TEL AVIV</b>			<b>82</b>	<b>4</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>38</b>	<b>32</b>	<b>120</b>
<b>TOTAL ISRAEL</b>			<b>90</b>	<b>4</b>	<b>0</b>	<b>77</b>	<b>16</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>39</b>	<b>31</b>	<b>129</b>
<b>ITALY</b>															
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	84	0	0	79	12	7	2	0	0	10	69	13	94
<b>TOTAL MILAN (MALPENSA)</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>66</b>	<b>16</b>	<b>102</b>
PALERMO	RYANAIR	S	4	0	0	50	25	0	25	0	0	22	0	0	0
<b>TOTAL PALERMO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
PISA	EASYJET AIRLINE COMPANY LTD	S	8	0	0	50	0	50	0	0	0	20	25	70	8
<b>TOTAL PISA</b>			<b>8</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>25</b>	<b>70</b>	<b>8</b>
<b>TOTAL ITALY</b>			<b>96</b>	<b>18</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>68</b>	<b>16</b>	<b>178</b>
<b>LATVIA</b>															
RIGA	WIZZ AIR	S	27	0	0	67	19	7	7	0	0	13	100	10	2
<b>TOTAL RIGA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>100</b>	<b>10</b>	<b>2</b>
<b>TOTAL LATVIA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>100</b>	<b>10</b>	<b>2</b>
<b>LITHUANIA</b>															
KAUNAS	RYANAIR	S	26	0	0	92	4	0	4	0	0	6	82	10	33
<b>TOTAL KAUNAS</b>			<b>26</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>6</b>	<b>82</b>	<b>10</b>	<b>33</b>
<b>TOTAL LITHUANIA</b>			<b>26</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>6</b>	<b>82</b>	<b>10</b>	<b>33</b>
<b>MALTA</b>															
MALTA	RYANAIR	S	40	0	0	83	15	3	0	0	0	9	88	5	48
<b>TOTAL MALTA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>5</b>	<b>48</b>
<b>TOTAL MALTA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>5</b>	<b>48</b>



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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>MOROCCO</b>															
MARRAKESH	RYANAIR	S	28	0	0	96	4	0	0	0	0	2	78	9	36
TOTAL MARRAKESH			<b>28</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>78</b>	<b>9</b>	<b>36</b>
TOTAL MOROCCO			<b>28</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>78</b>	<b>9</b>	<b>36</b>
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	188	0	0	84	10	4	2	0	0	7	80	12	162
TOTAL AMSTERDAM			<b>188</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>12</b>	<b>162</b>
TOTAL NETHERLANDS			<b>188</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>12</b>	<b>162</b>
<b>NORWAY</b>															
LAKSELV/BANAK	THOMSON AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	14	0	0	0
TOTAL LAKSELV/BANAK			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL NORWAY			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>POLAND</b>															
GDANSK	WIZZ AIR	S	109	0	0	83	7	4	6	0	0	12	79	15	120
TOTAL GDANSK			<b>109</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>15</b>	<b>120</b>
KATOWICE	WIZZ AIR	S	123	0	1	80	7	6	6	1	1	16	71	23	102
TOTAL KATOWICE			<b>123</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>7</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>16</b>	<b>71</b>	<b>23</b>	<b>102</b>
KRAKOW	THOMSON AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	5	0	0	0
TOTAL KRAKOW			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>73</b>	<b>12</b>	<b>44</b>
POZNAN	WIZZ AIR	S	54	0	0	94	2	2	0	2	0	9	82	16	62
TOTAL POZNAN			<b>54</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>16</b>	<b>62</b>
RZESZOW	RYANAIR	S	18	0	0	100	0	0	0	0	0	1	94	6	18
TOTAL RZESZOW			<b>18</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>15</b>	<b>20</b>
WARSAW	WIZZ AIR	S	168	0	2	85	10	3	2	0	1	10	71	21	170
TOTAL WARSAW			<b>168</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>71</b>	<b>21</b>	<b>170</b>
WROCLAW	WIZZ AIR	S	44	0	0	89	9	2	0	0	0	6	65	22	52
TOTAL WROCLAW			<b>44</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>65</b>	<b>22</b>	<b>52</b>
TOTAL POLAND			<b>518</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>19</b>	<b>570</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	EASYJET AIRLINE COMPANY LTD	S	42	0	0	88	7	5	0	0	0	7	76	12	46
	MONARCH AIRLINES	S	6	0	0	67	33	0	0	0	0	11	100	4	4
TOTAL FARO			<b>48</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>11</b>	<b>50</b>
LISBON	EASYJET AIRLINE COMPANY LTD	S	62	0	0	74	16	8	2	0	0	12	63	16	62
TOTAL LISBON			<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>63</b>	<b>16</b>	<b>62</b>
TOTAL PORTUGAL(EXCLUDING MADEIRA)			<b>111</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>68</b>	<b>14</b>	<b>114</b>
<b>REPUBLIC OF SERBIA</b>															
BELGRADE	WIZZ AIR	S	28	0	0	82	4	11	0	0	4	23	0	0	0

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 BELGRADE			28	0	0	82	4	11	0	0	4	23	0	0	0
TOTAL REPUBLIC OF SERBIA			28	0	0	82	4	11	0	0	4	23	0	0	0
ROMANIA															
BACAU	BLUE AIR TRANSPORT AERIAN	S	30	0	0	83	10	0	7	0	0	13	55	22	20
TOTAL BACAU			30	0	0	83	10	0	7	0	0	13	55	22	20
BUCHAREST (BANEASA)	BLUE AIR TRANSPORT AERIAN	S	42	0	0	48	38	10	5	0	0	18	38	25	8
	WIZZ AIR	S	108	0	2	92	4	2	1	2	0	8	73	21	67
TOTAL BUCHAREST (BANEASA)			150	0	2	79	13	4	2	1	0	11	69	21	75
CLUJ NAPOCA	WIZZ AIR	S	58	0	0	83	7	9	2	0	0	9	68	16	44
TOTAL CLUJ NAPOCA			58	0	0	83	7	9	2	0	0	9	68	16	44
TIMISOARA	WIZZ AIR	S	28	0	0	93	4	4	0	0	0	5	50	54	24
TOTAL TIMISOARA			28	0	0	93	4	4	0	0	0	5	50	54	24
TOTAL ROMANIA			266	1	2	82	11	5	2	1	0	10	63	25	167
SLOVAK REPUBLIC															
BRATISLAVA	RYANAIR	S	62	0	0	85	11	3	0	0	0	6	63	14	8
TOTAL BRATISLAVA			62	0	0	85	11	3	0	0	0	6	63	14	8
TOTAL SLOVAK REPUBLIC			62	0	0	85	11	3	0	0	0	6	63	14	8
SPAIN															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	34	0	0	85	9	3	3	0	0	9	68	17	38
	MONARCH AIRLINES	S	30	0	1	77	10	10	3	0	0	15	50	18	4
TOTAL ALICANTE			64	0	1	81	9	6	3	0	0	12	67	17	42
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	124	0	0	90	8	2	0	0	0	5	80	9	122
	JET2.COM LTD	C	4	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL BARCELONA			128	6	0	90	8	2	0	0	0	5	78	9	130
GERONA	RYANAIR	S	36	0	0	97	3	0	0	0	0	2	94	6	34
TOTAL GERONA			36	0	0	97	3	0	0	0	0	2	94	6	34
MADRID	EASYJET AIRLINE COMPANY LTD	S	138	0	0	83	12	3	3	0	0	11	74	16	158
TOTAL MADRID			138	3	0	83	12	3	3	0	0	11	74	16	158
MAHON	MONARCH AIRLINES	S	8	0	0	100	0	0	0	0	0	4	63	17	8
TOTAL MAHON			8	0	0	100	0	0	0	0	0	4	63	17	8
MALAGA	EASYJET AIRLINE COMPANY LTD	S	55	1	0	76	9	15	0	0	0	10	81	15	52
	MONARCH AIRLINES	S	32	0	0	72	22	6	0	0	0	11	77	11	30
TOTAL MALAGA			87	1	0	75	14	11	0	0	0	10	81	13	89
MURCIA SAN JAVIER	RYANAIR	S	24	0	0	83	17	0	0	0	0	6	71	11	38
TOTAL MURCIA SAN JAVIER			24	0	0	83	17	0	0	0	0	6	71	11	38
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	10	0	0	90	10	0	0	0	0	3	75	15	8
TOTAL PALMA DE MALLORCA			10	0	0	90	10	0	0	0	0	3	78	14	9
REUS	RYANAIR	S	4	0	0	50	50	0	0	0	0	10	0	23	4

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 REUS			4	0	0	50	50	0	0	0	0	10	0	23	4
TOTAL SPAIN			499	13	1	84	10	4	1	0	0	8	76	13	514
SPAIN(CANARY ISLANDS)															
ARRECIFE	MONARCH AIRLINES	S	28	0	0	61	29	11	0	0	0	12	85	9	26
	RYANAIR	S	18	0	0	83	6	6	6	0	0	7	94	3	16
	THOMSON AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	10	88	15	8
TOTAL ARRECIFE			54	0	0	70	19	9	2	0	0	10	88	8	50
FUERTEVENTURA	RYANAIR	S	16	0	1	94	6	0	0	0	0	5	0	0	0
TOTAL FUERTEVENTURA			16	0	1	94	6	0	0	0	0	5	89	5	19
LAS PALMAS	RYANAIR	S	16	0	0	100	0	0	0	0	0	1	94	4	18
	THOMSON AIRWAYS LTD	C	8	0	0	75	0	25	0	0	0	10	50	16	10
TOTAL LAS PALMAS			24	0	0	92	0	8	0	0	0	4	79	8	28
TENERIFE (SURREINA SOFIA)	MONARCH AIRLINES	S	60	0	0	70	17	5	8	0	0	17	66	16	53
	RYANAIR	S	28	0	0	89	7	4	0	0	0	6	94	4	18
	THOMSON AIRWAYS LTD	C	18	0	0	61	22	11	6	0	0	22	94	6	18
TOTAL TENERIFE (SURREINA SOFIA)			106	0	0	74	15	6	6	0	0	15	78	12	89
TOTAL SPAIN(CANARY ISLANDS)			200	0	1	77	14	7	4	0	0	11	82	10	186
SWITZERLAND															
GENEVA	EASYJET AIRLINE COMPANY LTD	S	317	2	0	86	8	4	2	0	0	8	74	16	306
TOTAL GENEVA			317	13	0	86	8	4	2	0	0	8	74	16	306
ZURICH	EASYJET AIRLINE COMPANY LTD	S	76	0	0	82	11	8	0	0	0	7	68	19	80
TOTAL ZURICH			76	1	0	82	11	8	0	0	0	7	68	19	80
TOTAL SWITZERLAND			393	15	0	85	8	5	1	0	0	8	73	17	386
TURKEY															
DALAMAN	MONARCH AIRLINES	S	2	0	0	100	0	0	0	0	0	6	0	0	0
TOTAL DALAMAN			2	0	0	100	0	0	0	0	0	6	0	0	0
ISTANBUL (SABIHA GOKCEN)	EASYJET AIRLINE COMPANY LTD	S	36	0	0	67	25	3	6	0	0	12	69	13	36
TOTAL ISTANBUL (SABIHA GOKCEN)			36	0	0	67	25	3	6	0	0	12	69	13	36
TOTAL TURKEY			38	0	0	68	24	3	5	0	0	12	69	13	36
UKRAINE															
KIEV (BORISPOL)	WIZZ AIR	S	22	0	0	86	5	0	0	9	0	21	0	0	0
TOTAL KIEV (BORISPOL)			22	3	0	86	5	0	0	9	0	21	75	19	28
KIEV (ZHULYANY)	WIZZ AIR	S	6	0	0	67	17	17	0	0	0	9	0	0	0
TOTAL KIEV (ZHULYANY)			6	0	0	67	17	17	0	0	0	9	0	0	0
TOTAL UKRAINE			28	3	0	82	7	4	0	7	0	19	75	19	28
UNITED KINGDOM															
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	97	0	0	87	6	6	0	1	0	9	79	19	67
TOTAL ABERDEEN			97	0	0	87	6	6	0	1	0	9	79	19	67

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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)	EASYJET AIRLINE COMPANY LTD	S	170	1	0	82	12	5	1	0	0	7	67	25	123
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>170</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>67</b>	<b>25</b>	<b>123</b>
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	178	0	0	87	6	6	2	0	0	7	80	12	178
<b>TOTAL EDINBURGH</b>			<b>178</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>12</b>	<b>178</b>
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	210	0	0	90	3	5	2	0	0	7	85	8	210
<b>TOTAL GLASGOW</b>			<b>210</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>8</b>	<b>210</b>
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	58	0	0	95	2	2	2	0	0	6	79	9	56
<b>TOTAL INVERNESS</b>			<b>59</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>6</b>	<b>79</b>	<b>9</b>	<b>56</b>
ISLE OF MAN	FLYBE LTD	S	46	0	0	87	4	9	0	0	0	5	96	2	54
<b>TOTAL ISLE OF MAN</b>			<b>46</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>96</b>	<b>2</b>	<b>54</b>
JERSEY	FLYBE LTD	S	26	0	0	81	4	15	0	0	0	8	96	4	28
<b>TOTAL JERSEY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>4</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>96</b>	<b>4</b>	<b>28</b>
<b>TOTAL UNITED KINGDOM</b>			<b>786</b>	<b>5</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>12</b>	<b>751</b>
<b>TOTAL LUTON</b>			<b>5172</b>	<b>156</b>	<b>9</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>15</b>	<b>5027</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>AUSTRIA</b>															
<b>INNSBRUCK</b>	FLYBE LTD	C	8	0	0	63	13	0	25	0	0	27	75	11	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	0	13	0	0	17	63	72	8
	THOMSON AIRWAYS LTD	C	16	0	0	88	6	6	0	0	0	6	50	49	16
<b>TOTAL INNSBRUCK</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>9</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>59</b>	<b>45</b>	<b>32</b>
<b>SALZBURG</b>															
	FLYBE LTD	C	7	0	0	100	0	0	0	0	0	0	0	0	0
	JET2.COM LTD	C	8	0	0	75	0	25	0	0	0	15	0	0	0
	JET2.COM LTD	S	8	0	0	50	0	25	0	25	0	72	0	0	0
	THOMAS COOK AIRLINES LTD	C	7	0	0	86	14	0	0	0	0	3	75	9	8
	THOMSON AIRWAYS LTD	C	8	0	0	88	0	0	13	0	0	9	60	12	5
<b>TOTAL SALZBURG</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>3</b>	<b>11</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>21</b>	<b>71</b>	<b>12</b>	<b>21</b>
<b>TOTAL AUSTRIA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>6</b>	<b>7</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>64</b>	<b>32</b>	<b>53</b>
<b>BARBADOS</b>															
<b>BRIDGETOWN</b>	THOMAS COOK AIRLINES LTD	C	21	0	0	62	14	14	10	0	0	22	80	22	15
	THOMSON AIRWAYS LTD	C	21	0	0	57	14	14	5	5	5	56	65	43	20
	VIRGIN ATLANTIC AIRWAYS LTD	S	8	0	0	88	13	0	0	0	0	5	56	17	9
<b>TOTAL BRIDGETOWN</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>34</b>	<b>68</b>	<b>31</b>	<b>44</b>
<b>TOTAL BARBADOS</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>34</b>	<b>68</b>	<b>31</b>	<b>44</b>
<b>BELGIUM</b>															
<b>ANTWERP</b>	VLM (BELGIUM)	S	92	0	0	91	4	2	2	0	0	5	93	6	100
<b>TOTAL ANTWERP</b>			<b>92</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>93</b>	<b>6</b>	<b>100</b>
<b>BRUSSELS</b>	BRUSSELS AIRLINES	S	211	0	0	89	7	3	1	0	0	5	90	4	211
	FLYBE LTD	S	96	0	2	80	4	6	9	0	0	14	93	3	100
<b>TOTAL BRUSSELS</b>			<b>308</b>	<b>1</b>	<b>2</b>	<b>86</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>4</b>	<b>311</b>
<b>TOTAL BELGIUM</b>			<b>400</b>	<b>1</b>	<b>2</b>	<b>87</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>4</b>	<b>411</b>
<b>BULGARIA</b>															
<b>SOFIA</b>	BH AIR	C	3	0	0	67	33	0	0	0	0	9	100	5	3
	EASYJET AIRLINE COMPANY LTD	S	26	0	0	92	8	0	0	0	0	2	68	13	28
	MONARCH AIRLINES	C	4	0	0	50	0	50	0	0	0	23	100	0	2
	THOMAS COOK AIRLINES LTD	C	3	0	0	100	0	0	0	0	0	0	0	318	3
	THOMSON AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	0	33	30	3
<b>TOTAL SOFIA</b>			<b>39</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>5</b>	<b>64</b>	<b>36</b>	<b>39</b>
<b>TOTAL BULGARIA</b>			<b>39</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>5</b>	<b>64</b>	<b>36</b>	<b>39</b>
<b>CANADA</b>															
<b>CALGARY</b>	THOMAS COOK AIRLINES LTD	S	18	0	0	83	11	0	6	0	0	10	71	50	17
<b>TOTAL CALGARY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>50</b>	<b>17</b>
<b>TORONTO</b>	AIR TRANSAT	S	10	0	0	70	0	10	20	0	0	30	75	5	4
<b>TOTAL TORONTO</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>0</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>67</b>	<b>13</b>	<b>9</b>
<b>TOTAL CANADA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>4</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>67</b>	<b>38</b>	<b>27</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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	88	13	0	0	0	0	4	60	14	10
<b>TOTAL BOA VISTA (RABIL)</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>60</b>	<b>14</b>	<b>10</b>
ILHA DO SAL C.VERDE	THOMSON AIRWAYS LTD	S	10	0	0	70	10	20	0	0	0	14	40	23	10
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>40</b>	<b>23</b>	<b>10</b>
<b>TOTAL CAPE VERDE ISLANDS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>50</b>	<b>18</b>	<b>20</b>
<b>CUBA</b>															
CUNAGUA (CAYO COCO)	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	5	78	6	9
<b>TOTAL CUNAGUA (CAYO COCO)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>78</b>	<b>6</b>	<b>9</b>
HAVANA	THOMSON AIRWAYS LTD	C	2	0	0	50	0	0	50	0	0	45	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>45</b>	<b>0</b>	<b>0</b>	<b>0</b>
HOLGUIN (FRANK PAIS)	THOMAS COOK AIRLINES LTD	C	4	0	0	50	0	25	25	0	0	36	75	8	4
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>75</b>	<b>8</b>	<b>4</b>
VARADERO	THOMAS COOK AIRLINES LTD	C	4	0	0	50	25	25	0	0	0	18	100	1	4
	THOMSON AIRWAYS LTD	C	10	0	0	70	10	20	0	0	0	18	75	72	4
<b>TOTAL VARADERO</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>88</b>	<b>37</b>	<b>8</b>
<b>TOTAL CUBA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>11</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>81</b>	<b>18</b>	<b>21</b>
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	28	0	0	71	11	11	7	0	0	18	56	17	32
	MONARCH AIRLINES	S	24	0	0	42	25	17	17	0	0	35	69	15	32
<b>TOTAL LARNACA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>17</b>	<b>13</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>63</b>	<b>16</b>	<b>65</b>
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	45	0	1	73	9	9	7	2	0	20	79	11	61
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	25	0	0	0	16	50	42	12
	THOMSON AIRWAYS LTD	C	20	0	0	85	5	10	0	0	0	6	54	27	28
<b>TOTAL PAPHOS</b>			<b>73</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>8</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>68</b>	<b>19</b>	<b>113</b>
<b>TOTAL CYPRUS</b>			<b>125</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>12</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>66</b>	<b>18</b>	<b>178</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	BMIBABY LTD	S	26	0	1	81	0	12	8	0	0	14	74	16	42
	JET2.COM LTD	S	22	1	0	77	14	9	0	0	0	9	0	0	0
<b>TOTAL PRAGUE</b>			<b>48</b>	<b>1</b>	<b>1</b>	<b>79</b>	<b>6</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>14</b>	<b>49</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>48</b>	<b>1</b>	<b>1</b>	<b>79</b>	<b>6</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>14</b>	<b>49</b>
<b>DENMARK</b>															
BILLUND	SUN AIR OF SCANDINAVIA	S	98	0	2	96	4	0	0	0	0	2	82	16	93
<b>TOTAL BILLUND</b>			<b>98</b>	<b>0</b>	<b>2</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>16</b>	<b>93</b>
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	46	0	0	80	13	7	0	0	0	7	79	9	52
	SAS	S	114	0	0	89	6	4	1	0	0	6	84	8	116
<b>TOTAL COPENHAGEN</b>			<b>160</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>6</b>	<b>83</b>	<b>8</b>	<b>168</b>
<b>TOTAL DENMARK</b>			<b>258</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>11</b>	<b>261</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>DOMINICAN REPUBLIC</b>															
LA ROMANA	THOMSON AIRWAYS LTD	C	10	0	0	70	0	30	0	0	0	20	56	46	9
<b>TOTAL LA ROMANA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>56</b>	<b>46</b>	<b>9</b>
PUERTO PLATA	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	0	75	11	8
	THOMSON AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	4	60	22	10
<b>TOTAL PUERTO PLATA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>67</b>	<b>17</b>	<b>18</b>
PUNTA CANA	THOMAS COOK AIRLINES LTD	C	4	0	0	50	0	0	25	25	0	94	75	33	8
	THOMSON AIRWAYS LTD	C	9	0	0	67	0	22	0	11	0	43	70	16	10
<b>TOTAL PUNTA CANA</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>0</b>	<b>15</b>	<b>8</b>	<b>15</b>	<b>0</b>	<b>58</b>	<b>72</b>	<b>23</b>	<b>18</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>37</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>3</b>	<b>14</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>27</b>	<b>67</b>	<b>25</b>	<b>45</b>
<b>EGYPT</b>															
HURGHADA	THOMAS COOK AIRLINES LTD	C	26	0	0	81	8	4	0	8	0	29	97	1	30
	THOMSON AIRWAYS LTD	S	8	0	0	88	13	0	0	0	0	5	88	6	8
<b>TOTAL HURGHADA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>23</b>	<b>95</b>	<b>2</b>	<b>38</b>
LUXOR	MONARCH AIRLINES	C	8	0	0	88	0	13	0	0	0	11	60	18	10
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	20	20	0	0	0	17	80	51	10
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	2	70	15	10
<b>TOTAL LUXOR</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>28</b>	<b>30</b>
MARSA ALAM	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	1	50	13	8
<b>TOTAL MARSA ALAM</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>13</b>	<b>8</b>
SHARM EL SHEIKH (OPHIRA)	EASYJET AIRLINE COMPANY LTD	S	35	0	0	80	3	3	14	0	0	17	0	0	0
	MONARCH AIRLINES	C	25	0	0	84	12	0	4	0	0	8	67	16	24
	THOMAS COOK AIRLINES LTD	C	44	0	0	73	7	14	7	0	0	17	46	26	37
	THOMSON AIRWAYS LTD	S	36	0	0	89	6	6	0	0	0	6	64	16	53
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>140</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>57</b>	<b>27</b>	<b>128</b>
TABA	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	2	50	22	10
<b>TOTAL TABA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>22</b>	<b>10</b>
<b>TOTAL EGYPT</b>			<b>222</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>65</b>	<b>22</b>	<b>215</b>
<b>FINLAND</b>															
HELSINKI	EASYJET AIRLINE COMPANY LTD	S	32	0	0	56	16	16	6	6	0	35	86	6	36
	FINNAIR	S	124	0	0	86	8	4	2	0	0	7	85	8	87
<b>TOTAL HELSINKI</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>85</b>	<b>8</b>	<b>123</b>
KITTILA	MONARCH AIRLINES	C	8	0	0	75	0	0	25	0	0	23	63	12	8
<b>TOTAL KITTILA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>63</b>	<b>12</b>	<b>8</b>
<b>TOTAL FINLAND</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>84</b>	<b>8</b>	<b>131</b>
<b>FRANCE</b>															
CHAMBERY	JET2.COM LTD	S	26	0	0	65	15	4	15	0	0	23	13	41	16
	JET2.COM LTD	C	8	0	0	75	0	0	13	13	0	55	50	30	8
	THOMSON AIRWAYS LTD	C	16	0	0	50	25	13	13	0	0	24	44	26	16
<b>TOTAL CHAMBERY</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>16</b>	<b>6</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>33</b>	<b>33</b>	<b>40</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
GRENOBLE	MONARCH AIRLINES	C	24	0	0	63	17	13	0	0	8	47	69	13	16
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	4	88	6	8	
	THOMSON AIRWAYS LTD	C	16	0	0	88	13	0	0	0	6	81	10	16	
<b>TOTAL GRENOBLE</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>26</b>	<b>75</b>	<b>10</b>	<b>48</b>
LE HAVRE	EUROPE AIRPOST	C	2	0	0	0	50	50	0	0	0	30	0	0	0
<b>TOTAL LE HAVRE</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>30</b>	<b>0</b>	<b>0</b>	<b>0</b>
LYON	BMI REGIONAL	S	46	0	0	96	0	0	4	0	4	97	1	36	
<b>TOTAL LYON</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>97</b>	<b>1</b>	<b>36</b>	
MARSEILLE	BMI REGIONAL	C	2	0	0	100	0	0	0	0	7	0	0	0	
	NEOS SPA	C	8	0	0	50	25	13	13	0	24	0	0	0	
	THOMSON AIRWAYS LTD	C	2	0	0	0	0	100	0	0	60	0	0	0	
<b>TOTAL MARSEILLE</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>25</b>	<b>8</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	
NANTES	FLYBE LTD	S	38	0	0	84	11	0	5	0	9	0	0	0	
<b>TOTAL NANTES</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	
NICE	JET2.COM LTD	C	4	0	0	100	0	0	0	0	9	0	0	0	
<b>TOTAL NICE</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>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	178	0	0	94	3	2	1	0	4	93	4	245	
	AIRLINAIR	C	2	0	0	0	50	0	50	0	40	0	0	0	
	FLYBE LTD	S	216	0	0	89	6	3	2	0	9	78	10	162	
	REGIONAL COMPAGNIE AERIENN	S	8	0	0	100	0	0	0	0	1	92	4	60	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>405</b>	<b>2</b>	<b>2</b>	<b>91</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>6</b>	<b>472</b>	
TOULOUSE (BLAGNAC)	BMIBABY LTD	S	8	0	0	88	13	0	0	0	4	80	12	20	
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	0	25	0	32	50	58	8	
	THOMSON AIRWAYS LTD	C	5	0	0	100	0	0	0	0	1	100	3	5	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>22</b>	<b>33</b>	
<b>TOTAL FRANCE</b>			<b>626</b>	<b>2</b>	<b>2</b>	<b>86</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>9</b>	<b>631</b>	
<b>GAMBIA</b>															
BANJUL	THOMAS COOK AIRLINES LTD	C	18	0	0	61	11	6	22	0	24	67	40	18	
<b>TOTAL BANJUL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>11</b>	<b>6</b>	<b>22</b>	<b>0</b>	<b>24</b>	<b>67</b>	<b>40</b>	<b>18</b>	
<b>TOTAL GAMBIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>11</b>	<b>6</b>	<b>22</b>	<b>0</b>	<b>24</b>	<b>67</b>	<b>40</b>	<b>18</b>	
<b>GERMANY</b>															
COLOGNE BONN	GERMANWINGS	S	44	0	0	84	5	7	5	0	8	89	4	44	
<b>TOTAL COLOGNE BONN</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>4</b>	<b>44</b>	
DUSSELDORF	FLYBE LTD	S	158	0	0	91	7	1	1	0	4	84	11	162	
	LUFTHANSA CITY LINE	S	193	0	0	93	6	1	1	0	3	80	9	144	
<b>TOTAL DUSSELDORF</b>			<b>351</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>10</b>	<b>306</b>	
FRANKFURT MAIN	FLYBE LTD	S	87	0	0	69	8	9	10	3	28	73	15	146	
	LUFTHANSA	S	247	0	0	74	15	7	3	0	12	77	13	247	
<b>TOTAL FRANKFURT MAIN</b>			<b>335</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>16</b>	<b>76</b>	<b>13</b>	<b>393</b>	
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	54	0	0	78	15	0	7	0	13	0	0	0	
	LUFTHANSA CITY LINE	S	150	0	0	92	5	3	1	0	4	86	6	140	



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 HAMBURG			204	0	0	88	7	2	2	0	0	6	86	6	140
HANOVER	FLYBE LTD	S	58	0	0	93	3	2	2	0	0	4	94	3	54
TOTAL HANOVER			58	0	0	93	3	2	2	0	0	4	94	3	54
MUNICH	EASYJET AIRLINE COMPANY LTD	S	56	0	0	75	14	9	2	0	0	10	69	13	36
	LUFTHANSA	S	178	0	0	92	4	1	3	0	0	6	82	9	178
TOTAL MUNICH			234	0	0	88	7	3	3	0	0	7	80	10	231
PADERBORN	AIR BERLIN	S	26	0	0	100	0	0	0	0	0	1	85	7	26
TOTAL PADERBORN			26	0	0	100	0	0	0	0	0	1	85	7	26
STUTTGART	LUFTHANSA CITY LINE	S	46	0	0	89	4	7	0	0	0	5	0	0	0
TOTAL STUTTGART			46	0	0	89	4	7	0	0	0	5	0	0	0
TOTAL GERMANY			1298	0	0	86	8	4	3	0	0	8	81	10	1194
GIBRALTAR															
GIBRALTAR	MONARCH AIRLINES	S	26	0	0	62	12	15	8	4	0	31	79	17	28
TOTAL GIBRALTAR			26	0	0	62	12	15	8	4	0	31	79	17	28
TOTAL GIBRALTAR			26	0	0	62	12	15	8	4	0	31	79	17	28
GREECE															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	28	0	0	75	11	4	7	0	4	34	58	12	24
	VIKING HELLAS	S	17	1	0	29	12	41	18	0	0	33	12	36	17
TOTAL ATHENS			45	1	0	58	11	18	11	0	2	34	39	22	41
CORFU	EASYJET AIRLINE COMPANY LTD	S	2	0	0	0	0	50	50	0	0	69	50	24	2
TOTAL CORFU			2	0	0	0	0	50	50	0	0	69	50	24	2
HERAKLION	EASYJET AIRLINE COMPANY LTD	S	2	0	0	50	50	0	0	0	0	9	50	15	2
TOTAL HERAKLION			2	0	0	50	50	0	0	0	0	9	50	15	2
TOTAL GREECE			49	1	0	55	12	18	12	0	2	34	40	22	45
HUNGARY															
BUDAPEST	JET2.COM LTD	S	44	0	0	86	5	0	5	0	5	25	50	28	28
TOTAL BUDAPEST			44	0	0	86	5	0	5	0	5	25	50	28	28
TOTAL HUNGARY			44	0	0	86	5	0	5	0	5	25	50	28	28
ICELAND															
KEFLAVIK	ICELANDAIR	S	34	0	0	85	15	0	0	0	0	5	83	51	36
TOTAL KEFLAVIK			34	0	0	85	15	0	0	0	0	5	83	51	36
TOTAL ICELAND			34	0	0	85	15	0	0	0	0	5	83	51	36
INDIA															
GOA	MONARCH AIRLINES	C	8	0	0	75	13	13	0	0	0	7	63	14	8
	THOMAS COOK AIRLINES LTD	C	18	0	0	61	6	11	22	0	0	26	81	9	16
	THOMSON AIRWAYS LTD	C	10	0	0	80	20	0	0	0	0	5	80	7	10
TOTAL GOA			36	0	0	69	11	8	11	0	0	16	76	10	34

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL INDIA			36	0	0	69	11	8	11	0	0	16	76	10	34
IRISH REPUBLIC															
CORK	AER ARANN	S	121	0	0	93	2	2	0	2	0	9	0	0	0
TOTAL CORK			121	0	3	93	2	2	0	2	0	9	83	10	90
DUBLIN	AER ARANN	C	2	0	0	50	50	0	0	0	0	16	50	14	4
	AER LINGUS	S	202	0	0	83	10	6	0	0	0	7	83	8	222
	CITY JET	C	2	0	0	100	0	0	0	0	0	3	75	11	8
	RYANAIR	S	176	0	6	86	10	3	1	0	0	6	89	7	210
TOTAL DUBLIN			382	0	6	84	10	5	1	0	0	7	85	7	449
GALWAY	AER ARANN	S	50	0	0	82	4	8	6	0	0	10	80	13	70
TOTAL GALWAY			50	0	0	82	4	8	6	0	0	10	80	13	70
IRELAND WEST AIRPORT KNOCK	BMIBABY LTD	S	34	0	0	85	15	0	0	0	0	5	78	9	40
TOTAL IRELAND WEST AIRPORT KNOCK			34	0	0	85	15	0	0	0	0	5	78	9	40
KERRY COUNTY	AER ARANN	S	34	0	0	76	3	18	3	0	0	13	0	0	0
TOTAL KERRY COUNTY			34	0	0	76	3	18	3	0	0	13	0	0	0
SHANNON	AER ARANN	S	94	0	0	87	6	0	4	2	0	12	0	0	0
TOTAL SHANNON			94	0	0	87	6	0	4	2	0	12	0	0	0
WATERFORD	AER ARANN	S	33	0	0	85	15	0	0	0	0	4	84	18	44
TOTAL WATERFORD			33	0	0	85	15	0	0	0	0	4	84	18	44
TOTAL IRISH REPUBLIC			748	0	9	86	8	4	1	1	0	8	84	9	693
ISRAEL															
TEL AVIV	JET2.COM LTD	S	18	0	0	39	33	22	6	0	0	26	8	64	12
TOTAL TEL AVIV			18	0	0	39	33	22	6	0	0	26	8	64	12
TOTAL ISRAEL			18	0	0	39	33	22	6	0	0	26	15	59	13
ITALY															
MILAN (MALPENSA)	FLYBE LTD	S	60	0	2	88	5	3	3	0	0	7	59	22	63
TOTAL MILAN (MALPENSA)			60	0	2	88	5	3	3	0	0	7	55	25	69
ROME (FIUMICINO)	JET2.COM LTD	S	46	0	0	83	11	7	0	0	0	6	61	27	36
TOTAL ROME (FIUMICINO)			46	0	0	83	11	7	0	0	0	6	61	27	36
TURIN	THOMAS COOK AIRLINES LTD	C	4	0	0	75	0	25	0	0	0	11	75	18	4
	THOMSON AIRWAYS LTD	C	16	0	0	100	0	0	0	0	0	2	50	38	16
TOTAL TURIN			20	0	0	95	0	5	0	0	0	3	55	33	22
VENICE	JET2.COM LTD	S	18	0	0	61	11	17	11	0	0	21	75	4	4
TOTAL VENICE			18	0	0	61	11	17	11	0	0	21	75	4	4
VERONA VILLAFRANCA	FLYBE LTD	C	3	0	0	67	33	0	0	0	0	14	0	0	0
	THOMSON AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	6	75	14	8
TOTAL VERONA VILLAFRANCA			10	0	0	90	10	0	0	0	0	8	60	27	10
TOTAL ITALY			154	0	2	84	7	6	3	0	0	8	57	26	144

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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>															
MONTEGO BAY	THOMAS COOK AIRLINES LTD	C	7	0	0	43	0	29	29	0	0	36	86	16	14
	THOMSON AIRWAYS LTD	C	14	0	0	57	21	7	14	0	0	24	70	11	10
<b>TOTAL MONTEGO BAY</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>14</b>	<b>14</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>79</b>	<b>14</b>	<b>24</b>
<b>TOTAL JAMAICA</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>14</b>	<b>14</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>79</b>	<b>14</b>	<b>24</b>
<b>KENYA</b>															
MOMBASA	MONARCH AIRLINES	C	9	0	0	33	0	22	44	0	0	57	14	83	7
	THOMSON AIRWAYS LTD	C	10	0	0	50	0	30	20	0	0	45	0	0	0
<b>TOTAL MOMBASA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>26</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>14</b>	<b>83</b>	<b>7</b>
<b>TOTAL KENYA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>26</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>14</b>	<b>83</b>	<b>7</b>
<b>MALDIVE ISLANDS</b>															
MALE INTERNATIONAL	THOMSON AIRWAYS LTD	C	10	0	0	90	0	0	0	10	0	19	80	11	10
<b>TOTAL MALE INTERNATIONAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>19</b>	<b>80</b>	<b>11</b>	<b>10</b>
<b>TOTAL MALDIVE ISLANDS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>19</b>	<b>80</b>	<b>11</b>	<b>10</b>
<b>MALTA</b>															
MALTA	AIR MALTA	S	26	0	0	96	4	0	0	0	0	2	78	7	46
	EASYJET AIRLINE COMPANY LTD	S	28	0	0	86	4	4	0	7	0	22	90	4	30
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	10	10	20	0	0	26	100	2	10
	THOMSON AIRWAYS LTD	C	10	0	0	80	0	0	20	0	0	21	80	22	10
<b>TOTAL MALTA</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>3</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>84</b>	<b>7</b>	<b>96</b>
<b>TOTAL MALTA</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>3</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>84</b>	<b>7</b>	<b>96</b>
<b>MEXICO</b>															
CANCUN	THOMAS COOK AIRLINES LTD	C	13	0	0	62	23	0	8	8	0	35	73	21	11
	THOMSON AIRWAYS LTD	C	18	0	0	50	28	6	6	11	0	37	45	46	20
<b>TOTAL CANCUN</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>26</b>	<b>3</b>	<b>6</b>	<b>10</b>	<b>0</b>	<b>36</b>	<b>55</b>	<b>37</b>	<b>31</b>
<b>TOTAL MEXICO</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>26</b>	<b>3</b>	<b>6</b>	<b>10</b>	<b>0</b>	<b>36</b>	<b>51</b>	<b>40</b>	<b>35</b>
<b>MOROCCO</b>															
AGADIR	THOMSON AIRWAYS LTD	S	18	0	0	78	11	6	6	0	0	11	40	23	10
<b>TOTAL AGADIR</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>40</b>	<b>23</b>	<b>10</b>
MARRAKESH	EASYJET AIRLINE COMPANY LTD	S	28	0	0	71	21	0	7	0	0	11	73	12	26
	THOMSON AIRWAYS LTD	S	16	0	0	81	6	13	0	0	0	10	72	27	18
<b>TOTAL MARRAKESH</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>16</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>18</b>	<b>44</b>
<b>TOTAL MOROCCO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>67</b>	<b>19</b>	<b>54</b>
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	114	0	0	85	9	4	2	0	0	7	0	0	0
	JET2.COM LTD	S	2	2	2	0	0	100	0	0	0	35	0	0	0
	KLM	S	320	0	1	93	4	1	1	0	0	5	89	6	298
<b>TOTAL AMSTERDAM</b>			<b>436</b>	<b>3</b>	<b>3</b>	<b>91</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>7</b>	<b>370</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL NETHERLANDS			436	3	3	91	6	2	1	0	0	5	87	7	370
NORWAY															
OSLO (GARDERMOEN)	SAS	S	35	1	0	91	3	0	6	0	0	6	94	4	34
TOTAL OSLO (GARDERMOEN)			35	1	0	91	3	0	6	0	0	6	94	4	34
TOTAL NORWAY			35	1	0	91	3	0	6	0	0	6	94	4	35
PAKISTAN															
ISLAMABAD	AIR BLUE	S	26	0	0	15	12	23	42	8	0	69	9	99	34
	PAKISTAN INTL AIRLINES	S	45	1	1	24	20	33	20	2	0	50	19	38	36
TOTAL ISLAMABAD			71	1	1	21	17	30	28	4	0	57	14	68	70
KARACHI	PAKISTAN INTL AIRLINES	S	9	0	0	44	22	22	11	0	0	33	38	24	8
TOTAL KARACHI			9	0	0	44	22	22	11	0	0	33	38	24	8
LAHORE	PAKISTAN INTL AIRLINES	S	23	0	0	26	26	17	30	0	0	37	50	16	18
TOTAL LAHORE			23	0	0	26	26	17	30	0	0	37	50	16	18
TOTAL PAKISTAN			103	1	1	24	19	26	27	3	0	50	23	55	96
PORTUGAL(EXCLUDING MADEIRA)															
FARO	EUROATLANTIC AIRWAYS	C	2	0	0	0	0	0	0	50	50	328	0	0	0
	JET2.COM LTD	S	6	0	0	33	50	17	0	0	0	20	100	8	4
	MONARCH AIRLINES	S	52	0	0	88	6	6	0	0	0	7	98	2	54
TOTAL FARO			61	0	0	79	11	7	0	2	2	19	95	6	75
LISBON	BMIBABY LTD	S	2	0	0	50	0	0	50	0	0	74	50	33	4
TOTAL LISBON			2	0	0	50	0	0	50	0	0	74	67	24	6
TOTAL PORTUGAL(EXCLUDING MADEIRA)			63	0	0	78	11	6	2	2	2	21	88	11	89
PORTUGAL(MADEIRA)															
FUNCHAL	JET2.COM LTD	S	8	0	0	38	38	25	0	0	0	20	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	13	13	0	0	27	90	3	10
	THOMSON AIRWAYS LTD	C	16	0	0	94	6	0	0	0	0	4	94	12	18
TOTAL FUNCHAL			32	0	0	75	13	9	3	0	0	14	93	9	28
TOTAL PORTUGAL(MADEIRA)			32	0	0	75	13	9	3	0	0	14	93	9	28
QATAR															
DOHA	QATAR AIRWAYS	S	62	0	0	77	13	8	2	0	0	9	68	11	62
TOTAL DOHA			62	0	0	77	13	8	2	0	0	9	68	11	62
TOTAL QATAR			62	0	0	77	13	8	2	0	0	9	68	11	62
SINGAPORE															
SINGAPORE	SINGAPORE AIRLINES	S	62	0	0	77	11	6	5	0	0	11	61	14	28
TOTAL SINGAPORE			62	0	0	77	11	6	5	0	0	11	61	14	28
TOTAL SINGAPORE			62	0	0	77	11	6	5	0	0	11	61	14	28
SPAIN															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	44	0	0	91	2	7	0	0	0	5	91	9	54

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
ALICANTE	JET2.COM LTD	S	6	0	0	33	33	33	0	0	0	31	75	8	4
	MONARCH AIRLINES	S	92	0	0	87	8	4	1	0	0	7	92	3	66
	THOMAS COOK AIRLINES LTD	C	18	0	0	72	11	6	11	0	0	15	94	3	18
	THOMSON AIRWAYS LTD	C	28	0	0	89	4	7	0	0	0	6	86	14	37
<b>TOTAL ALICANTE</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>7</b>	<b>179</b>	
ALMERIA	MONARCH AIRLINES	S	12	0	0	92	0	8	0	0	0	5	100	3	2
<b>TOTAL ALMERIA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>67</b>	<b>18</b>	<b>3</b>	
BARCELONA	MONARCH AIRLINES	S	36	0	0	81	14	6	0	0	0	6	71	12	28
<b>TOTAL BARCELONA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>12</b>	<b>30</b>	
MAHON	MONARCH AIRLINES	S	2	0	0	50	50	0	0	0	0	9	50	18	2
<b>TOTAL MAHON</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>50</b>	<b>18</b>	<b>2</b>	
MALAGA	EASYJET AIRLINE COMPANY LTD	S	42	0	0	81	14	5	0	0	0	7	83	11	52
	JET2.COM LTD	S	6	0	0	33	50	17	0	0	0	22	50	49	4
	MONARCH AIRLINES	S	80	0	0	69	16	9	1	3	3	29	84	8	62
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	4	75	12	8
	THOMSON AIRWAYS LTD	C	26	0	0	73	12	8	0	0	8	37	94	5	33
<b>TOTAL MALAGA</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>23</b>	<b>84</b>	<b>9</b>	<b>159</b>
MURCIA SAN JAVIER	JET2.COM LTD	S	28	1	1	50	25	14	11	0	0	24	50	18	4
<b>TOTAL MURCIA SAN JAVIER</b>			<b>28</b>	<b>1</b>	<b>1</b>	<b>50</b>	<b>25</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>50</b>	<b>18</b>	<b>4</b>
PALMA DE MALLORCA	BMIBABY LTD	S	26	0	0	65	27	8	0	0	0	12	56	17	18
	EASYJET AIRLINE COMPANY LTD	S	12	0	0	67	0	17	17	0	0	21	0	0	0
	JET2.COM LTD	S	6	0	0	33	50	17	0	0	0	19	0	44	2
	MONARCH AIRLINES	S	30	0	0	60	20	13	0	0	7	41	100	2	8
	THOMSON AIRWAYS LTD	C	18	0	0	83	11	6	0	0	0	6	100	2	18
<b>TOTAL PALMA DE MALLORCA</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>20</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>22</b>	<b>79</b>	<b>9</b>	<b>47</b>
<b>TOTAL SPAIN</b>			<b>522</b>	<b>1</b>	<b>1</b>	<b>75</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>85</b>	<b>9</b>	<b>425</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	JET2.COM LTD	S	10	0	0	100	0	0	0	0	0	4	81	8	16
	MONARCH AIRLINES	S	41	0	1	66	20	5	10	0	0	21	74	19	38
	THOMAS COOK AIRLINES LTD	C	45	0	0	80	9	2	9	0	0	16	91	12	43
	THOMSON AIRWAYS LTD	C	36	0	0	83	6	3	3	6	0	23	79	14	34
<b>TOTAL ARRECIFE</b>			<b>132</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>11</b>	<b>3</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>77</b>	<b>21</b>	<b>142</b>
FUERTEVENTURA	MONARCH AIRLINES	S	18	0	0	78	0	17	6	0	0	15	67	24	18
	THOMAS COOK AIRLINES LTD	C	36	0	0	97	3	0	0	0	0	4	70	18	30
	THOMSON AIRWAYS LTD	C	18	0	0	89	0	0	11	0	0	11	100	2	18
<b>TOTAL FUERTEVENTURA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>15</b>	<b>66</b>	
LAS PALMAS	MONARCH AIRLINES	S	16	0	0	56	19	19	6	0	0	18	78	10	18
	THOMAS COOK AIRLINES LTD	C	26	0	0	58	19	15	4	4	0	29	80	12	25
	THOMSON AIRWAYS LTD	C	26	0	0	77	8	15	0	0	0	10	68	19	38
<b>TOTAL LAS PALMAS</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>16</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>67</b>	<b>19</b>	<b>91</b>
SANTA CRUZ DE LA PALMA	THOMSON AIRWAYS LTD	C	8	0	0	50	13	38	0	0	0	19	100	2	10
<b>TOTAL SANTA CRUZ DE LA PALMA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>100</b>	<b>2</b>	<b>10</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TENERIFE (SURREINA SOFIA)	EASYJET AIRLINE COMPANY LTD	S	44	0	0	70	7	16	7	0	0	15	73	17	64
	JET2.COM LTD	S	18	0	0	89	6	6	0	0	7	44	27	18	
	MONARCH AIRLINES	S	81	0	0	49	23	25	2	0	19	58	19	80	
	THOMAS COOK AIRLINES LTD	C	42	0	0	64	17	5	12	0	2	53	83	21	40
	THOMSON AIRWAYS LTD	C	75	1	0	80	9	7	3	0	1	14	90	6	61
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>260</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>14</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>21</b>	<b>72</b>	<b>16</b>	<b>271</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>540</b>	<b>1</b>	<b>1</b>	<b>72</b>	<b>12</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>74</b>	<b>17</b>	<b>580</b>
<b>SWEDEN</b>															
GOTEBORG	BH AIR	C	10	0	0	100	0	0	0	0	0	0	0	0	0
	CITY AIRLINE	S	98	0	0	87	9	2	2	0	8	93	4	100	
	EASYJET AIRLINE COMPANY LTD	S	26	0	0	77	8	8	0	0	8	48	0	0	
<b>TOTAL GOTEBORG</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>93</b>	<b>4</b>	<b>100</b>
STOCKHOLM (ARLANDA)	SAS	S	98	0	0	89	5	4	2	0	7	89	6	90	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>6</b>	<b>90</b>	
<b>TOTAL SWEDEN</b>			<b>232</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>91</b>	<b>5</b>	<b>190</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	BMI BRITISH MIDLAND	S	8	0	0	88	13	0	0	0	6	0	0	0	
	SWISS AIRLINES	S	30	0	0	100	0	0	0	0	2	81	8	36	
<b>TOTAL BASLE MULHOUSE</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>81</b>	<b>8</b>	<b>36</b>	
BERNE	FLYBE LTD	C	4	0	0	75	25	0	0	0	6	83	4	6	
<b>TOTAL BERNE</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>6</b>	<b>83</b>	<b>4</b>	<b>6</b>	
GENEVA	BMI BRITISH MIDLAND	C	8	0	0	25	38	13	13	13	0	60	63	17	8
	BMIBABY LTD	S	16	0	0	69	25	6	0	0	10	81	10	16	
	EASYJET AIRLINE COMPANY LTD	S	80	1	0	81	10	4	5	0	12	63	16	78	
	JET2.COM LTD	S	16	0	0	50	31	6	13	0	26	19	21	16	
	MONARCH AIRLINES	C	8	0	0	25	13	50	13	0	32	63	13	8	
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	4	50	26	8	
	THOMSON AIRWAYS LTD	C	16	0	0	81	13	6	0	0	8	88	7	16	
<b>TOTAL GENEVA</b>			<b>152</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>16</b>	<b>63</b>	<b>15</b>	<b>160</b>	
ZURICH	EASYJET AIRLINE COMPANY LTD	S	46	0	0	72	11	7	11	0	18	0	0	0	
	HELVETIC AIRWAYS	S	12	0	0	92	8	0	0	0	3	67	11	46	
	SWISS AIRLINES	S	174	0	0	86	10	4	1	0	7	77	10	140	
<b>TOTAL ZURICH</b>			<b>233</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>11</b>	<b>186</b>	
<b>TOTAL SWITZERLAND</b>			<b>427</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>12</b>	<b>388</b>	
<b>TUNISIA</b>															
MONASTIR	THOMAS COOK AIRLINES LTD	C	17	0	0	82	6	6	6	0	9	77	16	26	
	THOMSON AIRWAYS LTD	C	10	0	0	80	10	0	0	0	10	46	17	20	
<b>TOTAL MONASTIR</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>23</b>	<b>76</b>	<b>17</b>	<b>46</b>
<b>TOTAL TUNISIA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>23</b>	<b>76</b>	<b>17</b>	<b>46</b>
<b>TURKEY</b>															
ANTALYA	MONARCH AIRLINES	S	2	0	0	0	100	0	0	0	21	0	0	0	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
ANTALYA	PEGASUS AIRLINES	S	2	0	0	100	0	0	0	0	0	0	0	0	0
	THOMAS COOK AIRLINES LTD	C	27	0	0	63	15	19	4	0	0	17	91	9	23
	THOMSON AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	7	100	5	1
<b>TOTAL ANTALYA</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>17</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>94</b>	<b>7</b>	<b>31</b>
DALAMAN	EASYJET AIRLINE COMPANY LTD	S	2	0	0	100	0	0	0	0	0	6	0	0	0
<b>TOTAL DALAMAN</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>62</b>	<b>25</b>	<b>34</b>
ISTANBUL	THY TURK HAVA YOLLARI TURKIS	S	62	0	0	73	18	5	5	0	0	13	31	27	62
<b>TOTAL ISTANBUL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>31</b>	<b>27</b>	<b>62</b>
<b>TOTAL TURKEY</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>53</b>	<b>26</b>	<b>139</b>
<b>UKRAINE</b>															
KIEV (ZHULYANY)	JET2.COM LTD	C	4	0	0	100	0	0	0	0	0	5	0	0	0
	TITAN AIRWAYS LTD	C	2	0	0	0	50	50	0	0	0	40	0	0	0
<b>TOTAL KIEV (ZHULYANY)</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UKRAINE</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>UNITED ARAB EMIRATES</b>															
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	62	0	1	92	3	2	3	0	0	5	90	6	61
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>6</b>	<b>61</b>
DUBAI	EMIRATES	S	124	0	0	45	19	26	10	1	0	28	35	25	124
<b>TOTAL DUBAI</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>19</b>	<b>26</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>35</b>	<b>25</b>	<b>124</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>186</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>13</b>	<b>18</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>53</b>	<b>19</b>	<b>185</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	AIR SOUTHWEST	C	4	0	0	50	0	25	25	0	0	58	0	0	0
	BMI REGIONAL	S	226	0	0	94	2	1	3	0	0	4	95	3	272
	EASTERN AIRWAYS	C	6	0	0	50	33	17	0	0	0	17	100	6	6
	FLYBE LTD	S	163	0	0	88	4	3	5	0	0	8	0	0	0
<b>TOTAL ABERDEEN</b>			<b>399</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>95</b>	<b>3</b>	<b>280</b>
BELFAST CITY (GEORGE BEST)	BMIBABY LTD	S	108	0	0	86	9	3	0	2	0	8	0	0	0
	FLYBE LTD	S	337	1	4	88	7	2	2	1	0	7	81	9	320
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>445</b>	<b>1</b>	<b>4</b>	<b>87</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>9</b>	<b>320</b>
BELFAST INTERNATIONAL	JET2.COM LTD	S	2	3	3	0	0	100	0	0	0	57	0	0	0
	JET2.COM LTD	C	2	0	0	50	0	50	0	0	0	27	50	9	2
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>4</b>	<b>3</b>	<b>3</b>	<b>25</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>83</b>	<b>11</b>	<b>109</b>
EDINBURGH	BMI REGIONAL	S	243	1	0	96	2	1	0	0	0	3	98	1	244
	FLYBE LTD	S	159	0	0	92	4	2	3	0	0	5	93	5	214
<b>TOTAL EDINBURGH</b>			<b>402</b>	<b>1</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>96</b>	<b>3</b>	<b>458</b>
EXETER	FLYBE LTD	S	89	0	0	97	0	0	2	1	0	7	84	8	100
<b>TOTAL EXETER</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>8</b>	<b>100</b>
GATWICK	BRITISH AIRWAYS PLC	S	248	0	0	82	11	4	2	0	0	8	93	4	303
	FLYBE LTD	S	6	2	2	100	0	0	0	0	0	7	0	0	0
<b>TOTAL GATWICK</b>			<b>254</b>	<b>3</b>	<b>2</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>93</b>	<b>4</b>	<b>304</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
GLASGOW	FLYBE LTD	S	138	0	1	86	3	6	4	1	0	9	94	4	203
<b>TOTAL GLASGOW</b>			<b>138</b>	<b>1</b>	<b>1</b>	<b>86</b>	<b>3</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>94</b>	<b>4</b>	<b>203</b>
GUERNSEY	AURIGNY AIR SERVICES	S	120	0	2	92	4	0	3	0	1	9	97	2	98
<b>TOTAL GUERNSEY</b>			<b>120</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>94</b>	<b>3</b>	<b>126</b>
HEATHROW	BMI BRITISH MIDLAND	S	350	0	3	86	8	5	1	0	0	7	94	4	478
	BRITISH AIRWAYS PLC	S	503	0	0	87	6	5	1	0	0	6	90	5	418
<b>TOTAL HEATHROW</b>			<b>854</b>	<b>0</b>	<b>3</b>	<b>87</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>92</b>	<b>5</b>	<b>896</b>
INVERNESS	FLYBE LTD	S	106	0	0	86	7	5	3	0	0	8	84	13	108
<b>TOTAL INVERNESS</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>13</b>	<b>108</b>
ISLE OF MAN	FLYBE LTD	S	246	0	2	95	2	1	2	0	0	4	94	5	268
<b>TOTAL ISLE OF MAN</b>			<b>246</b>	<b>0</b>	<b>2</b>	<b>95</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>5</b>	<b>268</b>
JERSEY	BMIBABY LTD	S	34	0	2	91	9	0	0	0	0	4	92	5	36
	FLYBE LTD	S	61	0	1	97	0	2	2	0	0	5	91	8	64
<b>TOTAL JERSEY</b>			<b>95</b>	<b>0</b>	<b>3</b>	<b>95</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>7</b>	<b>100</b>
MANSTON (KENT INT)	FLYBE LTD	S	34	0	0	94	6	0	0	0	0	3	0	0	0
<b>TOTAL MANSTON (KENT INT)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
NEWQUAY	AIR SOUTHWEST	S	22	0	2	95	5	0	0	0	0	4	78	18	27
	BMIBABY LTD	S	18	0	0	56	44	0	0	0	0	12	33	35	6
<b>TOTAL NEWQUAY</b>			<b>40</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>21</b>	<b>33</b>
NORWICH	FLYBE LTD	S	100	0	0	72	3	8	15	2	0	25	87	11	100
<b>TOTAL NORWICH</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>3</b>	<b>8</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>87</b>	<b>11</b>	<b>100</b>
PLYMOUTH	AIR SOUTHWEST	S	68	0	2	84	9	1	6	0	0	12	84	10	73
<b>TOTAL PLYMOUTH</b>			<b>68</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>9</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>84</b>	<b>10</b>	<b>73</b>
SOUTHAMPTON	FLYBE LTD	S	212	0	2	92	3	4	0	0	0	5	88	7	276
<b>TOTAL SOUTHAMPTON</b>			<b>212</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>7</b>	<b>276</b>
<b>TOTAL UNITED KINGDOM</b>			<b>3607</b>	<b>11</b>	<b>26</b>	<b>89</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>6</b>	<b>3757</b>
<b>USA</b>															
ATLANTA	DELTA AIRLINES	S	62	0	0	89	5	3	3	0	0	6	65	13	46
<b>TOTAL ATLANTA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>65</b>	<b>13</b>	<b>46</b>
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	60	0	0	82	7	8	3	0	0	8	66	31	62
<b>TOTAL CHICAGO (O'HARE)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>66</b>	<b>31</b>	<b>62</b>
NEW YORK (JF KENNEDY)	DELTA AIRLINES	S	40	0	0	73	10	13	5	0	0	12	0	0	0
	PAKISTAN INTL AIRLINES	S	14	0	0	57	14	0	29	0	0	33	0	43	8
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>11</b>	<b>9</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>43</b>	<b>8</b>
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	114	0	0	70	12	10	7	1	0	18	57	35	118
<b>TOTAL NEW YORK (NEWARK)</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>12</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>57</b>	<b>35</b>	<b>118</b>
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	78	0	0	83	8	5	4	0	0	9	72	13	72
<b>TOTAL ORLANDO</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>13</b>	<b>72</b>
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	62	0	0	74	15	8	3	0	0	12	69	31	62



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010			
		CHARTER/ SCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 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 PHILADELPHIA INTERNATIONAL			62	0	0	74	15	8	3	0	0	12	69	31	62
SANFORD	THOMSON AIRWAYS LTD	C	8	0	0	38	13	25	0	25	0	87	58	40	12
TOTAL SANFORD			9	0	0	44	11	22	0	22	0	79	64	35	14
TOTAL USA			440	0	0	77	10	8	5	1	0	14	63	27	383
TOTAL MANCHESTER			11641	26	52	83	8	5	3	0	0	11	81	11	11432

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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	100	0	0	0	0	0	0	63	31	8
<b>TOTAL INNSBRUCK</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>63</b>	<b>31</b>	<b>8</b>
SALZBURG	THOMSON AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	2	100	7	3
<b>TOTAL SALZBURG</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>7</b>	<b>3</b>
<b>TOTAL AUSTRIA</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>24</b>	<b>11</b>
<b>BARBADOS</b>															
BRIDGETOWN	THOMSON AIRWAYS LTD	C	2	1	0	100	0	0	0	0	0	1	50	27	2
<b>TOTAL BRIDGETOWN</b>			<b>2</b>	<b>1</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>27</b>	<b>2</b>
<b>TOTAL BARBADOS</b>			<b>2</b>	<b>1</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>27</b>	<b>2</b>
<b>BELGIUM</b>															
BRUSSELS	BRUSSELS AIRLINES	S	154	0	0	91	8	0	1	0	0	4	93	3	152
<b>TOTAL BRUSSELS</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>93</b>	<b>3</b>	<b>152</b>
<b>TOTAL BELGIUM</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>93</b>	<b>3</b>	<b>152</b>
<b>BULGARIA</b>															
SOFIA	BH AIR	C	7	0	0	86	14	0	0	0	0	6	100	0	3
<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>3</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>3</b>
<b>CYPRUS</b>															
PAPHOS	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	3	44	19	9
<b>TOTAL PAPHOS</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>44</b>	<b>19</b>	<b>9</b>
<b>TOTAL CYPRUS</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>50</b>	<b>17</b>	<b>10</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	JET2.COM LTD	S	20	0	0	80	5	10	5	0	0	10	0	0	0
<b>TOTAL PRAGUE</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>5</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>5</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>DENMARK</b>															
COPENHAGEN	CIMBER AIR A/S	S	10	0	0	90	10	0	0	0	0	4	63	18	54
<b>TOTAL COPENHAGEN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>63</b>	<b>18</b>	<b>54</b>
<b>TOTAL DENMARK</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>63</b>	<b>18</b>	<b>54</b>
<b>EGYPT</b>															
HURGHADA	THOMAS COOK AIRLINES LTD	C	3	0	0	67	0	0	33	0	0	25	0	0	0
<b>TOTAL HURGHADA</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>25</b>	<b>0</b>	<b>0</b>	<b>0</b>
SHARM EL SHEIKH (OPHIRA)	THOMAS COOK AIRLINES LTD	C	10	0	0	60	10	0	10	20	0	77	100	3	10
	THOMSON AIRWAYS LTD	S	18	0	0	100	0	0	0	0	0	3	61	33	18
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>29</b>	<b>67</b>	<b>23</b>	<b>36</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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			31	0	0	84	3	0	6	6	0	29	67	23	36
FRANCE															
CHAMBERY	JET2.COM LTD	S	8	0	0	50	0	13	38	0	0	48	0	26	8
TOTAL CHAMBERY			8	0	0	50	0	13	38	0	0	48	0	26	8
GRENOBLE	JET2.COM LTD	C	7	0	0	100	0	0	0	0	0	0	86	22	7
TOTAL GRENOBLE			7	0	0	100	0	0	0	0	0	0	86	22	7
NICE	EASYJET AIRLINE COMPANY LTD	S	4	0	0	100	0	0	0	0	0	1	0	33	2
TOTAL NICE			4	0	0	100	0	0	0	0	0	1	0	33	2
PARIS (CHARLES DE GAULLE)	BRIT AIR	S	170	0	0	92	6	1	1	0	0	5	90	10	167
	EASYJET AIRLINE COMPANY LTD	S	42	0	0	76	2	5	17	0	0	21	78	9	36
TOTAL PARIS (CHARLES DE GAULLE)			212	0	0	89	6	2	4	0	0	8	88	9	203
TOTAL FRANCE			231	1	0	88	5	2	5	0	0	9	84	11	220
GERMANY															
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	96	0	0	90	8	2	0	0	0	4	83	8	100
TOTAL DUSSELDORF			96	0	0	90	8	2	0	0	0	4	83	8	100
HANOVER	FLYBE LTD	S	2	0	0	100	0	0	0	0	0	2	0	135	2
TOTAL HANOVER			2	0	0	100	0	0	0	0	0	2	0	135	2
TOTAL GERMANY			98	0	0	90	8	2	0	0	0	4	81	10	102
IRISH REPUBLIC															
CORK	JET2.COM LTD	S	16	0	0	63	25	13	0	0	0	14	88	6	16
TOTAL CORK			16	0	0	63	25	13	0	0	0	14	88	6	16
DUBLIN	RYANAIR	S	76	2	2	95	1	4	0	0	0	4	79	11	78
TOTAL DUBLIN			76	2	2	95	1	4	0	0	0	4	79	11	78
TOTAL IRISH REPUBLIC			92	2	2	89	5	5	0	0	0	6	81	10	94
ITALY															
TURIN	THOMSON AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	0	33	25	3
TOTAL TURIN			3	0	0	100	0	0	0	0	0	0	33	25	3
TOTAL ITALY			3	0	0	100	0	0	0	0	0	0	57	16	7
MALTA															
MALTA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	89	0	11	0	0	0	7	94	4	18
TOTAL MALTA			18	0	0	89	0	11	0	0	0	7	94	4	18
TOTAL MALTA			18	0	0	89	0	11	0	0	0	7	94	4	18
NETHERLANDS															
AMSTERDAM	KLM	S	155	0	0	94	3	2	1	0	0	4	94	4	178
	KLM CITYHOPPER	S	51	0	0	80	12	8	0	0	0	9	100	1	16
TOTAL AMSTERDAM			206	0	0	91	5	3	0	0	0	5	94	4	194
TOTAL NETHERLANDS			206	0	0	91	5	3	0	0	0	5	94	4	194

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

## Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>NORWAY</b>															
BERGEN	EASTERN AIRWAYS	S	8	0	0	88	0	13	0	0	0	6	87	5	46
<b>TOTAL BERGEN</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>6</b>	<b>87</b>	<b>5</b>	<b>46</b>
RYGGE	RYANAIR	S	26	0	6	100	0	0	0	0	0	0	0	0	0
<b>TOTAL RYGGE</b>			<b>26</b>	<b>0</b>	<b>6</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>
STAVANGER	EASTERN AIRWAYS	S	45	0	1	93	2	0	4	0	0	5	100	1	46
	WIDEROE FLYVESELSKAP A/S	S	26	0	0	92	8	0	0	0	0	4	96	3	26
<b>TOTAL STAVANGER</b>			<b>71</b>	<b>0</b>	<b>1</b>	<b>93</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>99</b>	<b>2</b>	<b>72</b>	
<b>TOTAL NORWAY</b>			<b>105</b>	<b>0</b>	<b>7</b>	<b>94</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>94</b>	<b>3</b>	<b>118</b>	
<b>POLAND</b>															
KRAKOW	JET2.COM LTD	S	2	0	0	50	50	0	0	0	0	17	0	0	0
<b>TOTAL KRAKOW</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL POLAND</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	EASYJET AIRLINE COMPANY LTD	S	30	0	0	77	20	3	0	0	0	8	83	10	36
<b>TOTAL FARO</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>10</b>	<b>36</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>10</b>	<b>36</b>
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	48	0	0	85	10	0	4	0	0	7	85	8	62
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	25	0	13	0	0	22	100	3	8
	THOMSON AIRWAYS LTD	C	18	0	0	89	11	0	0	0	0	6	92	3	12
<b>TOTAL ALICANTE</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>12</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>7</b>	<b>82</b>
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	44	0	0	86	2	7	5	0	0	9	77	11	52
<b>TOTAL BARCELONA</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>2</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>11</b>	<b>52</b>
GERONA	RYANAIR	S	4	0	0	100	0	0	0	0	0	7	50	12	4
<b>TOTAL GERONA</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>7</b>	<b>50</b>	<b>12</b>	<b>4</b>
MALAGA	EASYJET AIRLINE COMPANY LTD	S	48	0	0	90	6	4	0	0	0	7	84	8	62
	THOMSON AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	9	75	14	8
<b>TOTAL MALAGA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>9</b>	<b>70</b>
MURCIA SAN JAVIER	JET2.COM LTD	S	23	0	1	48	43	9	0	0	0	14	25	26	4
<b>TOTAL MURCIA SAN JAVIER</b>			<b>23</b>	<b>0</b>	<b>1</b>	<b>48</b>	<b>43</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>8</b>	<b>22</b>
PALMA DE MALLORCA	JET2.COM LTD	S	2	0	0	100	0	0	0	0	0	8	75	7	4
	THOMSON AIRWAYS LTD	C	8	0	0	88	0	0	13	0	0	11	75	7	8
<b>TOTAL PALMA DE MALLORCA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>9</b>	<b>47</b>
<b>TOTAL SPAIN</b>			<b>212</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>9</b>	<b>277</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	JET2.COM LTD	S	10	0	0	100	0	0	0	0	0	4	63	53	8
	THOMAS COOK AIRLINES LTD	C	14	0	0	79	7	14	0	0	0	8	100	1	8
	THOMSON AIRWAYS LTD	C	18	0	0	100	0	0	0	0	0	3	88	10	8

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

## Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 ARRECIFE</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>21</b>	<b>24</b>
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	C	12	0	0	75	0	8	17	0	0	24	94	2	18
<b>TOTAL FUERTEVENTURA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>8</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>94</b>	<b>2</b>	<b>18</b>
LAS PALMAS	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	7	90	6	10
	THOMSON AIRWAYS LTD	C	8	0	0	38	25	13	25	0	0	38	90	7	10
<b>TOTAL LAS PALMAS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>90</b>	<b>7</b>	<b>20</b>
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	10	0	0	30	40	10	20	0	0	45	90	7	10
	THOMAS COOK AIRLINES LTD	C	26	0	0	81	8	4	8	0	0	11	92	4	26
	THOMSON AIRWAYS LTD	C	26	0	0	77	15	8	0	0	0	8	71	9	21
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>84</b>	<b>7</b>	<b>57</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>87</b>	<b>9</b>	<b>119</b>
<b>SWITZERLAND</b>															
GENEVA	EASYJET AIRLINE COMPANY LTD	S	70	0	0	84	10	3	1	1	0	12	68	15	74
	JET2.COM LTD	S	8	0	0	38	0	50	0	13	0	50	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	5	75	11	8
<b>TOTAL GENEVA</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>15</b>	<b>82</b>
<b>TOTAL SWITZERLAND</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>15</b>	<b>82</b>
<b>TUNISIA</b>															
MONASTIR	THOMAS COOK AIRLINES LTD	C	17	0	0	100	0	0	0	0	0	2	88	4	8
<b>TOTAL MONASTIR</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>7</b>	<b>16</b>
<b>TOTAL TUNISIA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>7</b>	<b>16</b>
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	62	0	0	47	18	27	8	0	0	28	40	30	62
<b>TOTAL DUBAI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>18</b>	<b>27</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>40</b>	<b>30</b>	<b>62</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>18</b>	<b>27</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>40</b>	<b>30</b>	<b>62</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	EASTERN AIRWAYS	S	188	0	4	95	4	1	0	1	0	3	91	5	226
<b>TOTAL ABERDEEN</b>			<b>188</b>	<b>0</b>	<b>4</b>	<b>95</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>91</b>	<b>5</b>	<b>226</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	98	0	0	92	0	3	5	0	0	9	85	15	110
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>15</b>	<b>110</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	145	0	0	81	10	4	4	1	0	14	85	6	147
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>145</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>85</b>	<b>6</b>	<b>147</b>
BIRMINGHAM	EASTERN AIRWAYS	S	134	0	4	96	1	0	3	0	0	3	95	4	129
<b>TOTAL BIRMINGHAM</b>			<b>134</b>	<b>0</b>	<b>4</b>	<b>96</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>95</b>	<b>4</b>	<b>129</b>
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	148	0	0	93	4	1	1	1	0	6	84	10	154
<b>TOTAL BRISTOL</b>			<b>148</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>10</b>	<b>154</b>
CARDIFF WALES	AIR SOUTHWEST	S	24	0	0	96	4	0	0	0	0	7	0	0	0
	EASTERN AIRWAYS	S	52	2	40	94	4	2	0	0	0	3	92	3	88

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 CARDIFF WALES			76	2	40	95	4	1	0	0	0	4	94	3	114
EDINBURGH	JET2.COM LTD	S	8	0	0	50	38	0	13	0	0	35	0	0	0
TOTAL EDINBURGH			9	0	0	56	33	0	11	0	0	32	0	0	0
EXETER	FLYBE LTD	S	53	0	1	94	2	2	2	0	0	3	81	17	62
TOTAL EXETER			53	0	1	94	2	2	2	0	0	3	81	17	62
GATWICK	FLYBE LTD	S	187	0	1	89	3	4	4	0	0	7	92	4	220
TOTAL GATWICK			187	0	1	89	3	4	4	0	0	7	92	4	220
HEATHROW	BRITISH AIRWAYS PLC	S	364	0	0	91	3	2	4	0	0	6	90	9	283
TOTAL HEATHROW			364	0	0	91	3	2	4	0	0	6	90	9	283
ISLE OF MAN	FLM AVIATION	S	14	0	0	86	0	14	0	0	0	7	100	1	6
	VANAIR EUROPE AS	S	6	0	0	67	0	17	17	0	0	21	84	9	50
TOTAL ISLE OF MAN			20	0	0	80	0	15	5	0	0	11	86	8	56
JERSEY	FLYBE LTD	S	2	0	0	100	0	0	0	0	0	0	100	1	6
TOTAL JERSEY			2	0	0	100	0	0	0	0	0	0	100	1	6
NEWQUAY	AIR SOUTHWEST	S	23	0	4	91	9	0	0	0	0	6	0	0	0
TOTAL NEWQUAY			23	0	4	91	9	0	0	0	0	6	0	0	0
SOUTHAMPTON	FLYBE LTD	S	161	0	1	91	6	1	2	0	0	5	88	8	199
TOTAL SOUTHAMPTON			161	0	2	91	6	1	2	0	0	5	86	9	252
STANSTED	EASYJET AIRLINE COMPANY LTD	S	98	0	0	95	2	2	1	0	0	5	84	12	116
TOTAL STANSTED			98	0	0	95	2	2	1	0	0	5	84	12	116
TOTAL UNITED KINGDOM			1707	6	56	91	4	2	3	0	0	6	88	8	1916
TOTAL NEWCASTLE			3246	10	66	88	6	3	3	0	0	7	86	9	3539

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
GRAZ	RYANAIR	S	34	0	0	94	6	0	0	0	0	4	89	4	36
<b>TOTAL GRAZ</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>4</b>	<b>36</b>
INNSBRUCK	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	75	36	8
<b>TOTAL INNSBRUCK</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>75</b>	<b>36</b>	<b>8</b>
KLAGENFURT	RYANAIR	S	27	0	1	85	11	4	0	0	0	9	69	11	26
<b>TOTAL KLAGENFURT</b>			<b>27</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>11</b>	<b>26</b>
LINZ	RYANAIR	S	30	0	0	93	7	0	0	0	0	3	100	2	36
<b>TOTAL LINZ</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>3</b>	<b>100</b>	<b>2</b>	<b>36</b>
SALZBURG	AIR BERLIN	S	34	0	0	100	0	0	0	0	0	1	0	0	0
	RYANAIR	S	74	0	0	88	9	1	1	0	0	6	81	11	104
	THOMSON AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	0	33	45	3
<b>TOTAL SALZBURG</b>			<b>111</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>12</b>	<b>107</b>
<b>TOTAL AUSTRIA</b>			<b>210</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>9</b>	<b>213</b>
<b>BULGARIA</b>															
PLOVDIV	RYANAIR	S	18	0	0	89	11	0	0	0	0	6	0	0	0
<b>TOTAL PLOVDIV</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>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BULGARIA</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>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CROATIA</b>															
PULA	RYANAIR	S	4	0	0	100	0	0	0	0	0	1	100	0	2
<b>TOTAL PULA</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>100</b>	<b>0</b>	<b>2</b>
ZADAR	RYANAIR	S	6	0	0	67	17	17	0	0	0	8	0	0	0
<b>TOTAL ZADAR</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CROATIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>0</b>	<b>2</b>
<b>CYPRUS</b>															
PAPHOS	THOMSON AIRWAYS LTD	C	9	0	0	89	11	0	0	0	0	6	89	9	9
<b>TOTAL PAPHOS</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>6</b>	<b>89</b>	<b>9</b>	<b>9</b>
<b>TOTAL CYPRUS</b>			<b>9</b>	<b>2</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>55</b>	<b>17</b>	<b>31</b>
<b>CZECH REPUBLIC</b>															
BRNO (TURANY)	RYANAIR	S	62	0	0	97	3	0	0	0	0	1	94	2	36
<b>TOTAL BRNO (TURANY)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>94</b>	<b>2</b>	<b>36</b>
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	82	0	0	94	4	1	1	0	0	5	83	11	94
<b>TOTAL PRAGUE</b>			<b>82</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>5</b>	<b>83</b>	<b>11</b>	<b>94</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>8</b>	<b>130</b>
<b>DENMARK</b>															
AARHUS (TIRSTRUP)	RYANAIR	S	62	0	0	90	5	3	0	2	0	8	95	3	56
<b>TOTAL AARHUS (TIRSTRUP)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>95</b>	<b>3</b>	<b>56</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
BILLUND	RYANAIR	S	124	0	0	97	2	1	0	0	0	3	94	6	163
<b>TOTAL BILLUND</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>94</b>	<b>6</b>	<b>163</b>
COPENHAGEN	CIMBER AIR A/S	C	2	0	0	50	50	0	0	0	11	0	0	0	
	DANISH AIR TRANSPORT	C	2	0	0	50	50	0	0	0	15	0	0	0	
	EASYJET AIRLINE COMPANY LTD	S	161	0	1	89	6	2	3	0	6	72	17	160	
<b>TOTAL COPENHAGEN</b>			<b>165</b>	<b>1</b>	<b>1</b>	<b>88</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>17</b>	<b>160</b>	
<b>TOTAL DENMARK</b>			<b>351</b>	<b>1</b>	<b>1</b>	<b>91</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>10</b>	<b>379</b>	
EGYPT															
SHARM EL SHEIKH (OPHIRA)	THOMSON AIRWAYS LTD	S	8	0	0	88	13	0	0	0	5	33	37	9	
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</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>5</b>	<b>65</b>	<b>21</b>	<b>17</b>	
<b>TOTAL EGYPT</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>5</b>	<b>65</b>	<b>21</b>	<b>17</b>	
ESTONIA															
TALLIN	EASYJET AIRLINE COMPANY LTD	S	58	0	0	90	7	3	0	0	4	76	11	58	
<b>TOTAL TALLIN</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>76</b>	<b>11</b>	<b>58</b>	
<b>TOTAL ESTONIA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>76</b>	<b>11</b>	<b>58</b>	
FINLAND															
TAMPERE	RYANAIR	S	42	0	0	86	2	10	2	0	8	89	4	36	
<b>TOTAL TAMPERE</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>2</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>4</b>	<b>36</b>	
<b>TOTAL FINLAND</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>2</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>4</b>	<b>36</b>	
FRANCE															
BERGERAC	RYANAIR	S	40	0	0	88	8	5	0	0	7	88	5	32	
<b>TOTAL BERGERAC</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>5</b>	<b>32</b>	
BIARRITZ	RYANAIR	S	40	0	0	98	3	0	0	0	2	88	6	32	
<b>TOTAL BIARRITZ</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>6</b>	<b>32</b>	
CARCASSONNE	RYANAIR	S	32	0	0	94	6	0	0	0	5	80	11	30	
<b>TOTAL CARCASSONNE</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>80</b>	<b>11</b>	<b>30</b>	
CHAMBERY	TITAN AIRWAYS LTD	C	24	0	0	38	29	21	13	0	26	53	32	34	
<b>TOTAL CHAMBERY</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>29</b>	<b>21</b>	<b>13</b>	<b>0</b>	<b>26</b>	<b>53</b>	<b>32</b>	<b>34</b>	
DINARD	RYANAIR	S	34	0	0	97	3	0	0	0	3	100	1	28	
<b>TOTAL DINARD</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100</b>	<b>1</b>	<b>28</b>	
GRENOBLE	EASYJET AIRLINE COMPANY LTD	S	32	0	0	94	3	3	0	0	3	0	0	0	
	RYANAIR	S	32	0	2	97	3	0	0	0	3	94	2	50	
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	88	6	8	
<b>TOTAL GRENOBLE</b>			<b>72</b>	<b>0</b>	<b>2</b>	<b>96</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>93</b>	<b>3</b>	<b>58</b>	
LA ROCHELLE	RYANAIR	S	28	0	0	96	0	0	0	4	10	89	4	28	
<b>TOTAL LA ROCHELLE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>10</b>	<b>89</b>	<b>4</b>	<b>28</b>	
LIMOGES	RYANAIR	S	40	0	0	100	0	0	0	0	2	90	3	30	
<b>TOTAL LIMOGES</b>			<b>40</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>90</b>	<b>3</b>	<b>30</b>	



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
LYON	EASYJET AIRLINE COMPANY LTD	S	60	0	0	83	13	2	2	0	0	6	84	16	76
<b>TOTAL LYON</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>16</b>	<b>76</b>
MARSEILLE	RYANAIR	S	56	0	0	88	9	4	0	0	5	92	8	62	
<b>TOTAL MARSEILLE</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>92</b>	<b>8</b>	<b>62</b>	
NICE	EASYJET AIRLINE COMPANY LTD	S	38	0	0	89	11	0	0	0	5	80	14	30	
<b>TOTAL NICE</b>			<b>38</b>	<b>3</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>80</b>	<b>14</b>	<b>30</b>	
PAU	RYANAIR	S	24	0	0	83	17	0	0	0	7	73	10	26	
<b>TOTAL PAU</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>7</b>	<b>73</b>	<b>10</b>	<b>26</b>	
PERPIGNAN	RYANAIR	S	6	0	0	100	0	0	0	0	3	100	0	6	
<b>TOTAL PERPIGNAN</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>3</b>	<b>100</b>	<b>0</b>	<b>6</b>	
POITIERS	RYANAIR	S	30	0	0	90	7	3	0	0	4	90	12	31	
<b>TOTAL POITIERS</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>12</b>	<b>31</b>	
RODEZ	RYANAIR	S	28	0	0	93	7	0	0	0	4	95	4	22	
<b>TOTAL RODEZ</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>95</b>	<b>4</b>	<b>22</b>	
TARBES-LOURDES INTERNATIONAL	RYANAIR	S	8	0	0	100	0	0	0	0	0	94	4	18	
<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>94</b>	<b>4</b>	<b>18</b>	
TOULON / HYERES	RYANAIR	S	26	0	0	92	8	0	0	0	5	100	0	4	
<b>TOTAL TOULON / HYERES</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>0</b>	<b>4</b>	
TOURS	RYANAIR	S	30	0	0	93	7	0	0	0	4	86	17	22	
<b>TOTAL TOURS</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>4</b>	<b>86</b>	<b>17</b>	<b>22</b>	
<b>TOTAL FRANCE</b>			<b>616</b>	<b>3</b>	<b>2</b>	<b>90</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>9</b>	<b>570</b>	
<b>GERMANY</b>															
ALTENBURG - WALLBURG	RYANAIR	S	24	0	0	100	0	0	0	0	3	93	3	29	
<b>TOTAL ALTENBURG - WALLBURG</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>3</b>	<b>93</b>	<b>3</b>	<b>29</b>	
BERLIN (SCHONEFELD)	RYANAIR	S	162	0	1	84	10	3	3	0	8	82	10	169	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>162</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>10</b>	<b>169</b>	
BREMEN	RYANAIR	S	116	0	0	91	6	3	0	0	4	94	4	138	
<b>TOTAL BREMEN</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>4</b>	<b>138</b>	
COLOGNE BONN	GERMANWINGS	S	152	0	0	87	11	2	0	0	5	82	8	168	
<b>TOTAL COLOGNE BONN</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>8</b>	<b>168</b>	
DUSSELDORF	AIR BERLIN	S	118	0	0	92	7	1	0	0	4	82	9	200	
<b>TOTAL DUSSELDORF</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>9</b>	<b>200</b>	
HAHN	RYANAIR	S	162	0	0	88	10	1	0	0	6	85	8	168	
<b>TOTAL HAHN</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>8</b>	<b>168</b>	
HANOVER	GERMANWINGS	S	114	0	0	87	9	2	3	0	8	0	0	0	
<b>TOTAL HANOVER</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>3</b>	<b>118</b>	
KARLSRUHE/BADEN BADEN	RYANAIR	S	86	0	0	91	5	5	0	0	5	94	5	68	
<b>TOTAL KARLSRUHE/BADEN BADEN</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>94</b>	<b>5</b>	<b>68</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 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)
LUBECK	RYANAIR	S	58	0	0	98	0	2	0	0	0	3	93	3	92
<b>TOTAL LUBECK</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>93</b>	<b>3</b>	<b>92</b>
MEMMINGEN ALLGAU	RYANAIR	S	62	0	0	84	15	2	0	0	0	5	39	23	62
<b>TOTAL MEMMINGEN ALLGAU</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>39</b>	<b>23</b>	<b>62</b>
MUNICH	EASYJET AIRLINE COMPANY LTD	S	124	0	0	84	8	3	5	0	0	10	71	17	106
<b>TOTAL MUNICH</b>			<b>124</b>	<b>2</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>17</b>	<b>106</b>
MUNSTER-OSNABRUCK	AIR BERLIN	S	106	0	0	99	0	0	1	0	0	2	97	2	116
<b>TOTAL MUNSTER-OSNABRUCK</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>99</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>97</b>	<b>2</b>	<b>116</b>
NIEDERRHEIN	RYANAIR	S	116	0	0	96	3	1	0	0	0	2	87	7	164
<b>TOTAL NIEDERRHEIN</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>7</b>	<b>164</b>
PADERBORN	AIR BERLIN	S	62	0	0	98	0	0	2	0	0	3	90	8	70
<b>TOTAL PADERBORN</b>			<b>62</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>3</b>	<b>90</b>	<b>8</b>	<b>70</b>
STUTTGART	GERMANWINGS	S	108	0	0	99	1	0	0	0	0	1	94	3	108
<b>TOTAL STUTTGART</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>99</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>94</b>	<b>3</b>	<b>108</b>
<b>TOTAL GERMANY</b>			<b>1570</b>	<b>3</b>	<b>1</b>	<b>91</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>8</b>	<b>1918</b>
ICELAND															
KEFLAVIK	ASTRAEUS LTD	S	2	0	0	100	0	0	0	0	0	1	50	33	10
<b>TOTAL KEFLAVIK</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>33</b>	<b>10</b>
<b>TOTAL ICELAND</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>33</b>	<b>10</b>
IRISH REPUBLIC															
CORK	RYANAIR	S	122	0	0	95	4	1	0	0	0	3	93	4	124
<b>TOTAL CORK</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>93</b>	<b>4</b>	<b>124</b>
DUBLIN	RYANAIR	S	427	0	0	81	12	5	1	0	0	8	86	7	430
<b>TOTAL DUBLIN</b>			<b>427</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>7</b>	<b>430</b>
IRELAND WEST AIRPORT KNOCK	RYANAIR	S	62	0	0	94	5	0	0	2	0	6	92	5	75
<b>TOTAL IRELAND WEST AIRPORT KNOCK</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>5</b>	<b>75</b>
KERRY COUNTY	RYANAIR	S	46	0	0	98	2	0	0	0	0	2	87	7	38
<b>TOTAL KERRY COUNTY</b>			<b>46</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>87</b>	<b>7</b>	<b>38</b>
SHANNON	RYANAIR	S	96	0	0	98	2	0	0	0	0	2	85	10	123
<b>TOTAL SHANNON</b>			<b>96</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>85</b>	<b>10</b>	<b>123</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>753</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>7</b>	<b>790</b>
ITALY															
ALGHERO/SASSARI	RYANAIR	S	36	0	0	100	0	0	0	0	0	2	93	8	30
<b>TOTAL ALGHERO/SASSARI</b>			<b>36</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>93</b>	<b>8</b>	<b>30</b>
ANCONA	RYANAIR	S	49	0	0	88	6	4	2	0	0	8	84	8	38
<b>TOTAL ANCONA</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>8</b>	<b>38</b>
BARI (PALESE)	RYANAIR	S	34	0	0	91	6	3	0	0	0	5	53	45	30

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 BARI (PALESE)			34	0	0	91	6	3	0	0	0	5	53	45	30
BERGAMO	RYANAIR	S	186	0	0	80	17	2	2	0	0	10	81	10	187
TOTAL BERGAMO			186	0	0	80	17	2	2	0	0	10	81	10	187
BOLOGNA	RYANAIR	S	90	0	0	91	7	2	0	0	0	5	80	12	97
TOTAL BOLOGNA			90	0	0	91	7	2	0	0	0	5	80	12	97
BRINDISI	RYANAIR	S	30	0	0	100	0	0	0	0	0	4	83	7	18
TOTAL BRINDISI			30	0	0	100	0	0	0	0	0	4	83	7	18
CAGLIARI (ELMAS)	EASYJET AIRLINE COMPANY LTD	S	34	0	0	94	6	0	0	0	0	3	63	11	8
TOTAL CAGLIARI (ELMAS)			34	0	0	94	6	0	0	0	0	3	63	11	8
CUNEO	RYANAIR	S	8	0	0	100	0	0	0	0	0	0	94	5	18
TOTAL CUNEO			8	0	0	100	0	0	0	0	0	0	94	5	18
GENOA	RYANAIR	S	40	0	0	95	5	0	0	0	0	4	75	25	32
TOTAL GENOA			40	0	0	95	5	0	0	0	0	4	75	25	32
TOTAL MILAN (MALPENSA)			2	0	0	0	50	50	0	0	0	37	0	0	0
NAPLES	EASYJET AIRLINE COMPANY LTD	S	68	0	0	76	15	9	0	0	0	10	68	20	66
TOTAL NAPLES			68	0	0	76	15	9	0	0	0	10	68	20	66
PALERMO	RYANAIR	S	15	0	0	73	13	13	0	0	0	9	71	11	24
TOTAL PALERMO			15	0	0	73	13	13	0	0	0	9	71	11	24
PARMA	RYANAIR	S	26	0	0	73	23	4	0	0	0	9	65	14	34
TOTAL PARMA			26	0	0	73	23	4	0	0	0	9	65	14	34
PERUGIA	RYANAIR	S	36	0	0	86	14	0	0	0	0	5	86	6	28
TOTAL PERUGIA			36	0	0	86	14	0	0	0	0	5	86	6	28
PESCARA	RYANAIR	S	36	0	0	97	3	0	0	0	0	2	92	16	36
TOTAL PESCARA			36	0	0	97	3	0	0	0	0	2	92	16	36
PISA	RYANAIR	S	148	0	0	74	16	5	4	1	0	14	70	12	102
TOTAL PISA			148	0	0	74	16	5	4	1	0	14	70	12	102
RIMINI	RYANAIR	S	23	0	0	87	4	4	4	0	0	9	85	7	26
TOTAL RIMINI			23	0	0	87	4	4	4	0	0	9	85	7	26
ROME (CIAMPINO)	RYANAIR	S	208	0	0	86	10	3	1	0	0	7	81	9	186
TOTAL ROME (CIAMPINO)			208	0	0	86	10	3	1	0	0	7	81	9	186
TRAPANI	RYANAIR	S	23	0	0	100	0	0	0	0	0	2	50	19	4
TOTAL TRAPANI			23	0	0	100	0	0	0	0	0	2	50	19	4
TREVISO	RYANAIR	S	124	0	0	77	15	9	0	0	0	10	81	12	108
TOTAL TREVISO			124	0	0	77	15	9	0	0	0	10	81	12	108
TRIESTE (RONCHI DEI LEGIONARI)	RYANAIR	S	54	0	0	85	15	0	0	0	0	6	56	23	39
TOTAL TRIESTE (RONCHI DEI LEGIONARI)			54	0	0	85	15	0	0	0	0	6	56	23	39
TURIN	RYANAIR	S	84	0	0	95	5	0	0	0	0	4	87	5	100
	THOMSON AIRWAYS LTD	C	6	0	0	100	0	0	0	0	0	2	40	33	5

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL TURIN			90	0	0	96	4	0	0	0	0	4	85	6	105
VERONA VILAFRANCA	RYANAIR	S	36	0	0	89	8	3	0	0	0	5	0	0	0
TOTAL VERONA VILAFRANCA			36	0	0	89	8	3	0	0	0	5	0	0	0
TOTAL ITALY			1396	4	0	85	11	3	1	0	0	7	78	12	1245
LATVIA															
RIGA	RYANAIR	S	124	0	8	90	9	1	1	0	0	6	87	7	124
TOTAL RIGA			124	0	8	90	9	1	1	0	0	6	87	7	124
TOTAL LATVIA			124	0	8	90	9	1	1	0	0	6	87	7	124
LITHUANIA															
KAUNAS	RYANAIR	S	64	0	0	86	9	5	0	0	0	7	90	6	105
TOTAL KAUNAS			64	0	0	86	9	5	0	0	0	7	90	6	105
TOTAL LITHUANIA			64	0	0	86	9	5	0	0	0	7	91	5	151
MALAYSIA															
KUALA LUMPUR (SEPANG)	AIR ASIA	S	54	0	0	78	17	6	0	0	0	9	93	9	30
TOTAL KUALA LUMPUR (SEPANG)			54	0	0	78	17	6	0	0	0	9	93	9	30
TOTAL MALAYSIA			54	0	0	78	17	6	0	0	0	9	93	9	30
MOROCCO															
AGADIR	RYANAIR	S	18	0	0	94	6	0	0	0	0	2	78	10	18
TOTAL AGADIR			18	0	0	94	6	0	0	0	0	2	78	10	18
FEZ	RYANAIR	S	20	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL FEZ			20	0	0	100	0	0	0	0	0	3	0	0	0
MARRAKESH	RYANAIR	S	4	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL MARRAKESH			4	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL MOROCCO			42	0	0	98	2	0	0	0	0	2	78	10	18
NETHERLANDS															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	223	0	1	89	6	4	1	0	0	6	75	12	178
TOTAL AMSTERDAM			223	1	1	89	6	4	1	0	0	6	75	12	178
EINDHOVEN	RYANAIR	S	124	0	0	92	4	4	0	0	0	5	97	3	108
TOTAL EINDHOVEN			124	1	0	92	4	4	0	0	0	5	97	3	108
TOTAL NETHERLANDS			347	6	1	90	5	4	1	0	0	6	84	8	287
NORWAY															
HAUGESUND	RYANAIR	S	28	0	0	96	4	0	0	0	0	2	88	7	32
TOTAL HAUGESUND			28	0	0	96	4	0	0	0	0	2	88	7	32
RYGGE	RYANAIR	S	125	0	0	92	5	2	0	1	0	4	96	6	124
TOTAL RYGGE			125	0	0	92	5	2	0	1	0	4	96	6	124
SANDEFJORD(TORP)	RYANAIR	S	61	0	0	93	5	2	0	0	0	3	89	9	178

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 SANDEFJORD(TORP)			61	0	0	93	5	2	0	0	0	3	89	9	178
TOTAL NORWAY			214	0	0	93	5	2	0	0	0	4	92	8	357
POLAND															
BYDGOSZCZ	RYANAIR	S	54	0	0	91	7	2	0	0	0	4	92	5	38
TOTAL BYDGOSZCZ			54	0	0	91	7	2	0	0	0	4	92	5	38
GDANSK	RYANAIR	S	62	0	0	100	0	0	0	0	0	2	97	2	62
TOTAL GDANSK			62	0	0	100	0	0	0	0	0	2	97	2	62
KATOWICE	RYANAIR	S	62	0	0	98	2	0	0	0	0	1	94	9	62
TOTAL KATOWICE			62	0	0	98	2	0	0	0	0	1	94	9	62
KRAKOW	RYANAIR	S	118	0	0	93	3	2	0	1	1	8	98	2	124
TOTAL KRAKOW			118	0	0	93	3	2	0	1	1	8	97	2	126
LODZ LUBLINEK	RYANAIR	S	48	0	0	96	2	0	0	2	0	8	96	3	48
TOTAL LODZ LUBLINEK			48	0	0	96	2	0	0	2	0	8	96	3	48
POZNAN	RYANAIR	S	62	0	0	84	13	3	0	0	0	6	89	6	64
TOTAL POZNAN			62	0	0	84	13	3	0	0	0	6	89	6	64
RZESZOW	RYANAIR	S	54	0	0	96	4	0	0	0	0	3	84	6	38
TOTAL RZESZOW			54	0	0	96	4	0	0	0	0	3	84	6	38
SZCZECIN (GOLENOW)	RYANAIR	S	30	0	0	97	3	0	0	0	0	2	87	4	30
TOTAL SZCZECIN (GOLENOW)			30	0	0	97	3	0	0	0	0	2	87	4	30
WROCLAW	RYANAIR	S	78	0	0	96	3	1	0	0	0	3	97	3	68
TOTAL WROCLAW			78	0	0	96	3	1	0	0	0	3	97	3	68
TOTAL POLAND			568	0	0	94	4	1	0	0	0	4	94	4	536
PORTUGAL(EXCLUDING MADEIRA)															
FARO	EASYJET AIRLINE COMPANY LTD	S	72	0	0	83	11	4	1	0	0	7	82	14	50
	RYANAIR	S	62	0	0	85	10	2	3	0	0	8	73	13	62
TOTAL FARO			134	0	0	84	10	3	2	0	0	7	77	13	112
OPORTO (PORTUGAL)	RYANAIR	S	109	0	0	79	15	6	1	0	0	10	95	7	106
TOTAL OPORTO (PORTUGAL)			109	0	0	79	15	6	1	0	0	10	95	7	106
TOTAL PORTUGAL(EXCLUDING MADEIRA)			243	0	0	82	12	4	2	0	0	9	85	11	220
PORTUGAL(MADEIRA)															
FUNCHAL	EASYJET AIRLINE COMPANY LTD	S	42	0	0	93	5	2	0	0	0	4	97	8	38
TOTAL FUNCHAL			42	0	0	93	5	2	0	0	0	4	97	8	38
TOTAL PORTUGAL(MADEIRA)			42	0	0	93	5	2	0	0	0	4	97	8	38
SLOVAK REPUBLIC															
BRATISLAVA	RYANAIR	S	124	0	0	91	5	4	0	0	0	5	98	2	170
TOTAL BRATISLAVA			124	0	0	91	5	4	0	0	0	5	98	2	170
TOTAL SLOVAK REPUBLIC			124	0	0	91	5	4	0	0	0	5	98	2	170

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010			
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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>SLOVENIA</b>																
LJUBLJANA	EASYJET AIRLINE COMPANY LTD	S	44	0	0	91	9	0	0	0	0	4	64	16	42	
TOTAL LJUBLJANA			<b>44</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>64</b>	<b>16</b>	<b>42</b>	
TOTAL SLOVENIA			<b>44</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>64</b>	<b>16</b>	<b>42</b>	
<b>SPAIN</b>																
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	69	0	0	88	9	3	0	0	0	6	85	9	98	
	RYANAIR	S	68	0	0	90	6	1	3	0	0	9	85	7	68	
TOTAL ALICANTE			<b>137</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>9</b>	<b>166</b>	
ALMERIA	RYANAIR	S	4	0	0	100	0	0	0	0	0	8	100	4	2	
TOTAL ALMERIA			<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>8</b>	<b>100</b>	<b>4</b>	<b>2</b>	
ASTURIAS	EASYJET AIRLINE COMPANY LTD	S	46	0	0	78	2	17	0	2	0	16	78	8	36	
TOTAL ASTURIAS			<b>46</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>2</b>	<b>17</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>8</b>	<b>36</b>	
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	72	0	0	86	6	7	0	1	0	8	73	16	70	
	THOMSON AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	17	0	0	0	
TOTAL BARCELONA			<b>74</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>16</b>	<b>70</b>	
BILBAO	EASYJET AIRLINE COMPANY LTD	S	62	0	0	84	10	5	2	0	0	7	73	13	62	
TOTAL BILBAO			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>13</b>	<b>62</b>	
GERONA	RYANAIR	S	94	0	0	85	10	3	2	0	0	7	88	7	82	
TOTAL GERONA			<b>94</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>7</b>	<b>82</b>	
IBIZA	RYANAIR	S	22	0	0	64	14	18	0	5	0	21	96	4	28	
TOTAL IBIZA			<b>22</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>18</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>21</b>	<b>96</b>	<b>4</b>	<b>28</b>	
JEREZ	RYANAIR	S	20	0	0	90	10	0	0	0	0	4	87	12	30	
TOTAL JEREZ			<b>20</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>12</b>	<b>30</b>	
MADRID	RYANAIR	S	124	0	0	70	17	10	2	0	0	14	63	17	124	
TOTAL MADRID			<b>124</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>17</b>	<b>124</b>	
MALAGA	EASYJET AIRLINE COMPANY LTD	S	73	0	0	82	8	7	3	0	0	10	73	18	85	
	RYANAIR	S	64	0	0	89	8	3	0	0	0	6	86	6	64	
TOTAL MALAGA			<b>137</b>	<b>2</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>13</b>	<b>149</b>	
MURCIA SAN JAVIER	RYANAIR	S	38	0	0	100	0	0	0	0	0	3	77	9	35	
TOTAL MURCIA SAN JAVIER			<b>39</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>77</b>	<b>9</b>	<b>35</b>	
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	44	0	0	70	14	7	9	0	0	19	62	19	52	
	RYANAIR	S	26	0	0	73	12	15	0	0	0	13	98	3	40	
TOTAL PALMA DE MALLORCA			<b>70</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>12</b>	<b>92</b>	
REUS	RYANAIR	S	28	0	0	100	0	0	0	0	0	2	89	14	28	
TOTAL REUS			<b>28</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>14</b>	<b>28</b>	
SANTANDER	RYANAIR	S	38	0	0	92	8	0	0	0	0	4	89	6	38	
TOTAL SANTANDER			<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>4</b>	<b>89</b>	<b>6</b>	<b>38</b>	
SANTIAGO DE COMPOSTELA (SPAIN)	RYANAIR	S	6	0	0	83	17	0	0	0	0	8	90	5	30	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>5</b>	30
SEVILLE	RYANAIR	S	62	0	0	94	6	0	0	0	0	4	84	7	38
<b>TOTAL SEVILLE</b>			<b>62</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>84</b>	<b>7</b>	38
VALENCIA	RYANAIR	S	52	0	0	77	13	10	0	0	0	9	88	11	34
<b>TOTAL VALENCIA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>11</b>	34
VALLADOLID	RYANAIR	S	26	0	0	92	8	0	0	0	0	3	96	2	24
<b>TOTAL VALLADOLID</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>96</b>	<b>2</b>	24
ZARAGOZA	RYANAIR	S	34	0	0	74	18	9	0	0	0	8	56	14	36
<b>TOTAL ZARAGOZA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>56</b>	<b>14</b>	36
<b>TOTAL SPAIN</b>			<b>1075</b>	<b>3</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>11</b>	1132
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	RYANAIR	S	36	0	0	86	8	3	3	0	0	9	77	16	26
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	2	100	3	8
	THOMSON AIRWAYS LTD	C	10	0	0	80	10	10	0	0	0	10	100	1	8
<b>TOTAL ARRECIFE</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>11</b>	42
FUERTEVENTURA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	67	11	22	0	0	0	16	89	10	18
	RYANAIR	S	18	0	0	94	0	6	0	0	0	7	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	20	0	0	0	0	8	100	1	10
<b>TOTAL FUERTEVENTURA</b>			<b>46</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>11</b>	<b>93</b>	<b>7</b>	28
LAS PALMAS	RYANAIR	S	25	0	0	76	8	16	0	0	0	11	96	5	28
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	2	100	1	8
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	100	4	10
<b>TOTAL LAS PALMAS</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>98</b>	<b>4</b>	46
TENERIFE (SURREINA SOFIA)	RYANAIR	S	38	0	0	71	13	5	11	0	0	20	76	11	34
	THOMAS COOK AIRLINES LTD	C	16	0	0	63	25	13	0	0	0	15	100	0	8
	THOMSON AIRWAYS LTD	C	18	0	0	89	11	0	0	0	0	7	94	5	18
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>72</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>85</b>	<b>8</b>	60
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>215</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>90</b>	<b>7</b>	176
<b>SWEDEN</b>															
GOTEBORG (SAVE)	RYANAIR	S	124	0	1	94	3	0	2	0	0	4	96	3	140
<b>TOTAL GOTEBORG (SAVE)</b>			<b>124</b>	<b>0</b>	<b>1</b>	<b>94</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>96</b>	<b>3</b>	140
STOCKHOLM (SKAVSTA)	RYANAIR	S	142	0	0	85	12	1	2	0	0	7	85	7	170
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>7</b>	170
VASTERAS	RYANAIR	S	62	0	0	87	5	8	0	0	0	7	95	3	62
<b>TOTAL VASTERAS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>95</b>	<b>3</b>	62
<b>TOTAL SWEDEN</b>			<b>329</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>91</b>	<b>5</b>	372
<b>SWITZERLAND</b>															
GENEVA	EASYJET AIRLINE COMPANY LTD	S	141	0	0	82	11	6	1	0	0	8	74	14	122
	MONARCH AIRLINES	C	6	0	0	17	50	17	17	0	0	34	25	37	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 GENEVA			147	1	1	80	13	6	1	0	0	9	70	15	138
SION	TITAN AIRWAYS LTD	C	22	0	0	95	5	0	0	0	0	2	100	1	16
TOTAL SION			22	0	0	95	5	0	0	0	0	2	100	1	16
TOTAL SWITZERLAND			169	8	3	82	12	5	1	0	0	8	73	14	154
TUNISIA															
MONASTIR	THOMAS COOK AIRLINES LTD	C	8	0	0	75	25	0	0	0	0	5	88	5	8
TOTAL MONASTIR			8	0	0	75	25	0	0	0	0	5	88	5	8
TOTAL TUNISIA			8	0	0	75	25	0	0	0	0	5	88	5	8
TURKEY															
ANKARA (ESENBOGA)	THY TURK HAVA YOLLARI TURKIS	S	26	0	0	88	0	8	4	0	0	10	0	0	0
TOTAL ANKARA (ESENBOGA)			26	0	0	88	0	8	4	0	0	10	0	0	0
DALAMAN	EASYJET AIRLINE COMPANY LTD	S	4	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL DALAMAN			4	0	0	100	0	0	0	0	0	3	50	78	4
ISTANBUL (SABIHA GOKCEN)	PEGASUS AIRLINES	S	76	0	0	78	17	0	5	0	0	11	39	25	62
TOTAL ISTANBUL (SABIHA GOKCEN)			76	0	0	78	17	0	5	0	0	11	48	21	124
IZMIR (ADNAM MENDERES)	PEGASUS AIRLINES	S	4	0	0	75	25	0	0	0	0	5	0	0	0
TOTAL IZMIR (ADNAM MENDERES)			4	0	0	75	25	0	0	0	0	5	63	15	8
TOTAL TURKEY			110	0	0	81	13	2	5	0	0	11	49	22	180
UNITED KINGDOM															
BELFAST CITY (GEORGE BEST)	BMIBABY LTD	S	24	0	0	92	0	8	0	0	0	4	0	0	0
TOTAL BELFAST CITY (GEORGE BEST)			24	0	0	92	0	8	0	0	0	4	95	3	248
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	238	0	0	90	4	3	2	1	0	6	82	13	204
TOTAL BELFAST INTERNATIONAL			238	0	0	90	4	3	2	1	0	6	82	13	204
CITY OF DERRY (EGLINTON)	RYANAIR	S	62	0	0	92	8	0	0	0	0	4	82	9	38
TOTAL CITY OF DERRY (EGLINTON)			62	0	0	92	8	0	0	0	0	4	82	9	38
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	298	1	0	87	7	4	2	0	0	6	84	9	248
TOTAL EDINBURGH			298	4	0	87	7	4	2	0	0	6	84	9	248
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	270	0	0	91	3	4	1	0	0	5	92	4	228
TOTAL GLASGOW			270	1	0	91	3	4	1	0	0	5	92	4	228
GUERNSEY	AURIGNY AIR SERVICES	S	43	1	0	91	0	5	5	0	0	8	75	26	8
TOTAL GUERNSEY			43	1	0	91	0	5	5	0	0	8	75	26	8
JERSEY	AURIGNY AIR SERVICES	S	13	0	0	100	0	0	0	0	0	2	93	8	58
TOTAL JERSEY			13	0	0	100	0	0	0	0	0	2	93	8	58
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	97	0	1	92	5	2	1	0	0	5	85	11	116
TOTAL NEWCASTLE			97	0	1	92	5	2	1	0	0	5	85	11	116
PRESTWICK	RYANAIR	S	76	0	0	95	1	3	0	1	0	5	90	4	180
TOTAL PRESTWICK			76	0	0	95	1	3	0	1	0	5	90	4	180



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2011

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2010			
		CHARTER/ SCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 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		1121	7	1	90	5	3	2	0	0	6	88	7	1328
TOTAL STANSTED		10081	61	22	88	8	3	1	0	0	6	84	9	10812

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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	
AALBORG																			
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	14	0	6	86	0	7	7	0	0	9	92	2	13		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	14	0	6	86	0	7	7	0	0	9	85	4	13		
<b>TOTAL AALBORG</b>					<b>28</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>3</b>	<b>3</b>		
AARHUS (TIRSTRUP)																			
	STANSTED	RYANAIR	S	A	31	0	0	87	6	3	0	3	0	12	93	2	28		
	STANSTED	RYANAIR	S	D	31	0	0	94	3	3	0	0	0	5	96	3	28		
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>95</b>	<b>3</b>	<b>3</b>		
ABERDEEN																			
	MANCHESTER	AIR SOUTHWEST	C	A	2	0	0	50	0	50	0	0	0	27	0	0	0		
	MANCHESTER	AIR SOUTHWEST	C	D	2	0	0	50	0	0	50	0	0	90	0	0	0		
	HEATHROW	BMI BRITISH MIDLAND	S	A	171	0	0	85	9	4	2	0	0	8	90	6	169		
	HEATHROW	BMI BRITISH MIDLAND	S	D	174	0	0	91	2	3	3	0	0	6	90	5	172		
	MANCHESTER	BMI REGIONAL	S	A	115	0	0	94	3	0	3	0	0	5	96	2	138		
	MANCHESTER	BMI REGIONAL	S	D	111	0	0	94	2	2	3	0	0	4	93	4	134		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	196	0	0	91	4	4	1	0	0	5	90	8	135		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	197	0	0	91	4	5	1	0	0	5	91	4	135		
	MANCHESTER	EASTERN AIRWAYS	C	A	3	0	0	0	67	33	0	0	0	30	100	9	3		
	MANCHESTER	EASTERN AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	5	100	3	3		
	NEWCASTLE	EASTERN AIRWAYS	S	A	94	0	2	94	4	1	0	1	0	4	91	4	113		
	NEWCASTLE	EASTERN AIRWAYS	S	D	94	0	2	96	3	1	0	0	0	2	90	6	113		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	48	0	0	90	4	4	0	2	0	11	85	17	33		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	49	0	0	84	8	8	0	0	0	8	74	21	34		
	BIRMINGHAM	FLYBE LTD	S	A	82	0	0	91	2	6	0	0	0	3	76	25	63		
	BIRMINGHAM	FLYBE LTD	S	D	82	0	0	90	2	6	1	0	0	6	72	28	64		
	GATWICK	FLYBE LTD	S	A	85	0	0	92	4	2	2	0	0	5	86	10	81		
	GATWICK	FLYBE LTD	S	D	84	0	1	87	8	2	2	0	0	7	76	18	83		
	MANCHESTER	FLYBE LTD	S	A	82	0	0	85	6	4	5	0	0	9	0	0	0		
	MANCHESTER	FLYBE LTD	S	D	81	0	0	90	2	2	5	0	0	7	0	0	0		
<b>TOTAL ABERDEEN</b>					<b>1755</b>	<b>1</b>	<b>5</b>	<b>90</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>9</b>	<b>9</b>		
ABU DHABI INTERNATIONAL																			
	HEATHROW	ETIHAD AIRWAYS	S	A	93	0	3	91	6	1	1	0	0	4	96	5	93		
	HEATHROW	ETIHAD AIRWAYS	S	D	92	0	1	90	4	3	1	1	0	7	89	7	93		
	MANCHESTER	ETIHAD AIRWAYS	S	A	31	0	1	90	6	0	3	0	0	4	90	7	30		

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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	
ABU DHABI INTERNATIONAL																			
	MANCHESTER	ETIHAD AIRWAYS		S D	31	0	0	94	0	3	3	0	0	6	90	5	31		
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>247</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>92</b>	<b>6</b>	<b>6</b>		
ABUJA																			
	HEATHROW	ARIK AIR		S A	17	0	1	24	35	18	24	0	0	42	68	31	22		
	HEATHROW	ARIK AIR		S D	17	1	1	100	0	0	0	0	0	100	1	21			
	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	68	19	10	3	0	0	14	84	5	31		
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	81	13	3	3	0	0	7	84	7	31		
<b>TOTAL ABUJA</b>					<b>96</b>	<b>5</b>	<b>2</b>	<b>70</b>	<b>17</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>84</b>	<b>10</b>	<b>10</b>		
ACAPULCO																			
ACCRA																			
	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	94	3	3	0	0	0	4	74	16	31		
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	71	16	10	3	0	0	13	42	30	31		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	12	0	0	100	0	0	0	0	0	2	0	0	0		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	13	0	0	92	8	0	0	0	0	3	0	0	0		
<b>TOTAL ACCRA</b>					<b>87</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>60</b>	<b>19</b>	<b>19</b>		
ADDIS ABABA																			
	HEATHROW	BMI BRITISH MIDLAND		S A	14	0	1	86	0	7	7	0	0	11	92	3	13		
	HEATHROW	BMI BRITISH MIDLAND		S D	13	0	0	69	15	15	0	0	0	15	43	18	14		
	HEATHROW	ETHIOPIAN AIRLINES		S A	26	0	0	69	0	15	15	0	0	20	54	37	26		
	HEATHROW	ETHIOPIAN AIRLINES		S D	26	0	0	77	12	12	0	0	0	11	85	7	26		
<b>TOTAL ADDIS ABABA</b>					<b>79</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>6</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>18</b>	<b>18</b>		
AGADIR																			
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	9	0	0	100	0	0	0	0	0	3	78	10	9		
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	9	0	0	78	11	11	0	0	0	9	78	13	9		
	STANSTED	RYANAIR		S A	9	0	0	89	11	0	0	0	0	3	67	13	9		
	STANSTED	RYANAIR		S D	9	0	0	100	0	0	0	0	0	1	89	7	9		
	GATWICK	THOMSON AIRWAYS LTD		S A	9	0	0	89	11	0	0	0	0	6	80	16	5		
	GATWICK	THOMSON AIRWAYS LTD		S D	9	0	0	89	0	11	0	0	0	6	60	30	5		
	MANCHESTER	THOMSON AIRWAYS LTD		S A	9	0	0	89	0	11	0	0	0	8	40	22	5		
	MANCHESTER	THOMSON AIRWAYS LTD		S D	9	0	0	67	22	0	11	0	0	14	40	24	5		
<b>TOTAL AGADIR</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>70</b>	<b>15</b>	<b>15</b>		
ALGHERO/SASSARI																			

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 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
ALGHERO/SASSARI	STANSTED	RYANAIR	S	A	18	0	0	100	0	0	0	0	0	0	93	6	15
	STANSTED	RYANAIR	S	D	18	0	0	100	0	0	0	0	0	3	93	9	15
<b>TOTAL ALGHERO/SASSARI</b>					<b>36</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>93</b>	<b>8</b>	<b>8</b>
ALGIERS	HEATHROW	AIR ALGERIE	S	A	18	0	0	6	22	28	39	6	0	77	35	54	17
	HEATHROW	AIR ALGERIE	S	D	18	0	0	56	6	11	22	6	0	45	59	41	17
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	97	3	0	0	0	0	1	96	1	27
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	100	0	0	0	0	0	1	78	8	27
<b>TOTAL ALGIERS</b>					<b>98</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>6</b>	<b>7</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>72</b>	<b>21</b>	<b>21</b>
ALICANTE	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	68	0	0	85	12	3	0	0	0	6	75	18	53
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	68	0	0	76	18	6	0	0	0	9	81	12	52
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	72	6	11	6	6	0	26	68	27	19
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	78	0	17	0	6	0	23	58	31	19
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	88	6	6	0	0	0	6	74	14	19
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	82	12	0	6	0	0	12	63	19	19
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	86	5	9	0	0	0	7	89	11	27
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	95	0	5	0	0	0	3	93	8	27
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	24	0	0	83	13	0	4	0	0	7	84	10	31
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	24	0	0	88	8	0	4	0	0	7	87	7	31
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	34	0	0	82	15	3	0	0	0	8	85	10	48
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	35	0	0	94	3	3	0	0	0	4	84	9	50
	MANCHESTER	JET2.COM LTD	S	A	3	0	0	33	33	33	0	0	0	33	50	11	2
	MANCHESTER	JET2.COM LTD	S	D	3	0	0	33	33	33	0	0	0	29	100	5	2
	BIRMINGHAM	MONARCH AIRLINES	S	A	27	0	0	96	4	0	0	0	0	1	53	29	15
	BIRMINGHAM	MONARCH AIRLINES	S	D	27	0	0	96	0	4	0	0	0	3	67	25	15
	GATWICK	MONARCH AIRLINES	S	A	32	0	0	69	16	6	3	6	0	28	85	10	26
	GATWICK	MONARCH AIRLINES	S	D	32	0	0	84	9	0	3	3	0	20	92	7	26
	LUTON	MONARCH AIRLINES	S	A	15	0	1	67	13	13	7	0	0	22	50	19	2
	LUTON	MONARCH AIRLINES	S	D	15	0	0	87	7	7	0	0	0	8	50	17	2
	MANCHESTER	MONARCH AIRLINES	S	A	46	0	0	85	11	2	2	0	0	8	91	3	33
	MANCHESTER	MONARCH AIRLINES	S	D	46	0	0	89	4	7	0	0	0	5	94	3	33
	BIRMINGHAM	RYANAIR	S	A	16	0	0	94	6	0	0	0	0	4	58	24	19

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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
ALICANTE	BIRMINGHAM	RYANAIR	S	D	16	0	0	100	0	0	0	0	0	3	68	19	19
	EDINBURGH	RYANAIR	S	A	18	0	0	89	11	0	0	0	0	5	91	32	11
	EDINBURGH	RYANAIR	S	D	18	0	0	94	6	0	0	0	0	4	91	5	11
	GATWICK	RYANAIR	S	A	35	0	0	91	6	3	0	0	0	5	85	10	34
	GATWICK	RYANAIR	S	D	35	0	0	89	6	6	0	0	0	5	62	17	34
	STANSTED	RYANAIR	S	A	34	0	0	91	3	3	3	0	0	9	82	10	34
	STANSTED	RYANAIR	S	D	34	0	0	88	9	0	3	0	0	8	88	5	34
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	7	100	0	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	3	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0	50	50	0	0	0	32	100	7	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	0	75	25	0	0	0	23	100	3	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	56	11	11	22	0	0	26	89	4	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	11	0	0	0	0	3	100	1	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	50	0	25	0	0	41	100	0	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	6	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	6	78	10	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	6	67	18	9
	GATWICK	THOMSON AIRWAYS LTD	C	A	10	0	0	90	10	0	0	0	0	3	80	6	10
	GATWICK	THOMSON AIRWAYS LTD	C	D	10	0	0	90	0	10	0	0	0	8	80	13	10
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	12	67	20	6
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	100	6	6
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	14	0	0	79	7	14	0	0	0	11	89	24	18
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	14	0	0	100	0	0	0	0	0	2	84	5	19
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	5	100	3	6
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	9	0	0	78	22	0	0	0	0	7	83	4	6
<b>TOTAL ALICANTE</b>					<b>957</b>	<b>1</b>	<b>1</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>12</b>	<b>12</b>
ALMATY	HEATHROW	AIR ASTANA	S	A	9	0	0	78	11	0	0	11	0	41	56	19	9
	HEATHROW	AIR ASTANA	S	D	9	0	0	78	11	0	0	11	0	39	56	19	9
	HEATHROW	BMI BRITISH MIDLAND	S	D	3	0	0	67	33	0	0	0	0	11	0	0	0
<b>TOTAL ALMATY</b>					<b>21</b>	<b>3</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>36</b>	<b>56</b>	<b>19</b>	<b>19</b>
ALMERIA	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	86	9	5	0	0	0	6	89	5	19

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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
ALMERIA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	100	0	0	0	0	0	1	89	5	19	
	BIRMINGHAM	MONARCH AIRLINES	S	A	2	0	0	100	0	0	0	0	0	4	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	S	D	2	0	0	0	50	50	0	0	0	37	0	0	0	
	MANCHESTER	MONARCH AIRLINES	S	A	6	0	0	100	0	0	0	0	0	1	100	5	1	
	MANCHESTER	MONARCH AIRLINES	S	D	6	0	0	83	0	17	0	0	0	9	100	0	1	
	STANSTED	RYANAIR	S	A	2	0	0	100	0	0	0	0	0	8	100	1	1	
	STANSTED	RYANAIR	S	D	2	0	0	100	0	0	0	0	0	8	100	6	1	
<b>TOTAL ALMERIA</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>6</b>	<b>6</b>	
ALTENBURG - WALLBURG																		
	STANSTED	RYANAIR	S	A	12	0	0	100	0	0	0	0	0	2	93	3	14	
	STANSTED	RYANAIR	S	D	12	0	0	100	0	0	0	0	0	5	93	4	15	
<b>TOTAL ALTENBURG - WALLBURG</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>93</b>	<b>3</b>	<b>3</b>	
AMMAN																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	17	0	0	88	6	6	0	0	0	3	89	3	18	
	HEATHROW	BMI BRITISH MIDLAND	S	D	18	0	0	78	11	11	0	0	0	11	65	15	17	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	3	0	0	100	0	0	0	0	0	3	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	3	0	0	100	0	0	0	0	0	5	0	0	0	
	HEATHROW	ROYAL JORDANIAN	S	A	31	0	0	81	13	6	0	0	0	8	52	28	31	
	HEATHROW	ROYAL JORDANIAN	S	D	31	0	0	87	10	3	0	0	0	6	73	10	30	
<b>TOTAL AMMAN</b>					<b>103</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>68</b>	<b>15</b>	<b>15</b>	
AMMAN (KING HUSSEIN)																		
AMRITSAR																		
	HEATHROW	AIR INDIA	S	A	29	0	0	69	7	21	3	0	0	15	39	86	18	
	HEATHROW	AIR INDIA	S	D	29	1	0	90	7	3	0	0	0	4	28	43	18	
<b>TOTAL AMRITSAR</b>					<b>58</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>33</b>	<b>65</b>	<b>65</b>	
AMSTERDAM																		
	LONDON CITY	BA CITYFLYER LTD	S	A	77	14	0	84	6	1	8	0	0	12	89	6	95	
	LONDON CITY	BA CITYFLYER LTD	S	D	77	12	0	87	5	5	3	0	0	7	77	13	95	
	BIRMINGHAM	BMIBABY LTD	S	A	57	0	1	98	2	0	0	0	0	1	84	10	57	
	BIRMINGHAM	BMIBABY LTD	S	D	57	0	1	96	2	2	0	0	0	3	79	17	57	
	GATWICK	BRITISH AIRWAYS PLC	S	A	115	0	0	90	7	1	2	0	0	5	92	4	113	
	GATWICK	BRITISH AIRWAYS PLC	S	D	115	0	0	93	3	3	1	0	0	5	95	4	113	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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
AMSTERDAM																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	235	0	0	87	8	4	1	0	0	6	94	5	175	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	235	0	0	93	4	3	0	0	0	4	93	4	175	
	LONDON CITY	CITY JET	S	A	174	1	0	86	3	3	6	1	0	12	0	0	0	
	LONDON CITY	CITY JET	S	D	172	0	0	83	6	5	5	0	0	10	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	54	0	0	89	7	4	0	0	0	6	79	11	34	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	54	0	0	89	9	0	2	0	0	5	91	6	34	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	135	0	0	73	13	12	2	0	0	12	68	17	111	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	135	0	0	80	10	10	0	0	0	9	68	18	111	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	94	0	0	80	13	5	2	0	0	8	79	12	81	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	94	0	0	88	7	3	1	0	0	7	81	12	81	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	57	0	0	89	5	4	2	0	0	6	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	57	0	0	81	12	5	2	0	0	8	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	111	0	1	84	8	6	2	0	0	8	65	17	89	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	112	0	0	95	4	2	0	0	0	3	85	7	89	
	MANCHESTER	JET2.COM LTD	S	D	2	0	0	0	0	100	0	0	0	35	0	0	0	
	BIRMINGHAM	KLM	S	A	89	0	0	99	0	1	0	0	0	1	81	10	117	
	BIRMINGHAM	KLM	S	D	89	0	0	93	6	1	0	0	0	4	78	13	118	
	EDINBURGH	KLM	S	A	98	1	0	92	6	1	1	0	0	6	93	4	92	
	EDINBURGH	KLM	S	D	98	0	0	89	7	2	2	0	0	7	97	4	92	
	GLASGOW	KLM	S	A	83	0	1	95	4	1	0	0	0	3	97	2	88	
	GLASGOW	KLM	S	D	83	0	1	90	7	0	2	0	0	6	91	5	88	
	HEATHROW	KLM	S	A	208	0	0	90	6	4	0	0	0	5	96	2	272	
	HEATHROW	KLM	S	D	208	0	0	89	7	4	0	0	0	6	94	3	271	
	MANCHESTER	KLM	S	A	160	0	1	94	5	0	1	0	0	5	92	5	149	
	MANCHESTER	KLM	S	D	160	0	0	93	4	2	1	0	0	4	87	7	149	
	NEWCASTLE	KLM	S	A	77	0	0	92	5	3	0	0	0	5	94	4	89	
	NEWCASTLE	KLM	S	D	78	0	0	96	1	1	1	0	0	4	93	5	89	
	BIRMINGHAM	KLM CITYHOPPER	S	A	62	0	0	94	5	2	0	0	0	3	77	14	30	
	BIRMINGHAM	KLM CITYHOPPER	S	D	62	0	0	90	10	0	0	0	0	3	61	23	31	
	EDINBURGH	KLM CITYHOPPER	S	A	62	0	0	92	6	2	0	0	0	5	84	8	63	
	EDINBURGH	KLM CITYHOPPER	S	D	62	0	0	97	3	0	0	0	0	3	84	7	63	
	GLASGOW	KLM CITYHOPPER	S	A	37	0	0	95	5	0	0	0	0	3	85	11	27	
	GLASGOW	KLM CITYHOPPER	S	D	37	0	0	92	5	3	0	0	0	4	89	8	27	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 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)											
AMSTERDAM	HEATHROW	KLM CITYHOPPER	S	A	106	0	0	94	2	3	1	0	0	3	85	8	54
	HEATHROW	KLM CITYHOPPER	S	D	106	0	0	98	2	0	0	0	0	1	96	2	54
	NEWCASTLE	KLM CITYHOPPER	S	A	26	0	0	81	12	8	0	0	0	8	100	1	8
	NEWCASTLE	KLM CITYHOPPER	S	D	25	0	0	80	12	8	0	0	0	10	100	1	8
<b>TOTAL AMSTERDAM</b>					<b>4235</b>	<b>36</b>	<b>8</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>7</b>	<b>7</b>
ANCONA	STANSTED	RYANAIR	S	A	24	0	0	79	13	4	4	0	0	12	74	11	19
	STANSTED	RYANAIR	S	D	25	0	0	96	0	4	0	0	0	4	95	5	19
<b>TOTAL ANCONA</b>					<b>49</b>	<b>2</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>8</b>	<b>8</b>
ANKARA (ESENBOGA)	STANSTED	THY TURK HAVA YOLLARI TURKISH	S	A	13	0	0	85	0	15	0	0	0	7	0	0	0
	STANSTED	THY TURK HAVA YOLLARI TURKISH	S	D	13	0	0	92	0	0	8	0	0	12	0	0	0
<b>TOTAL ANKARA (ESENBOGA)</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>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
ANNECY																	
ANTALYA	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	40	22	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	11	33	29	6
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	13	0	0	77	15	8	0	0	0	9	100	3	11
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	13	0	0	77	8	15	0	0	0	8	90	7	10
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	6	0	0	67	33	0	0	0	0	10	25	20	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	6	0	0	67	33	0	0	0	0	11	80	9	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	62	15	23	0	0	0	19	82	17	11
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	14	0	0	64	14	14	7	0	0	14	100	1	12
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	40	60	0	0	0	0	13	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	0	1
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	12	0	0	0
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	2	100	5	1
<b>TOTAL ANTALYA</b>					<b>101</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>19</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>13</b>	<b>13</b>
ANTIGUA	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	75	0	0	25	0	0	21	100	11	1
	GATWICK	BRITISH AIRWAYS PLC	S	D	5	0	0	80	0	0	20	0	0	23	0	0	0



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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 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)											
ANTIGUA	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	10	0	0	50	20	30	0	0	0	15	88	4	8
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	56	33	11	0	0	0	15	44	15	9
<b>TOTAL ANTIGUA</b>					<b>29</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>17</b>	<b>14</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>67</b>	<b>10</b>	<b>10</b>
ANTWERP	LONDON CITY	VLM (BELGIUM)	S	A	120	1	0	88	5	3	3	1	0	9	97	2	127
	LONDON CITY	VLM (BELGIUM)	S	D	124	0	0	90	3	5	2	0	0	5	90	4	127
	MANCHESTER	VLM (BELGIUM)	S	A	46	0	0	89	7	2	2	0	0	6	92	7	50
	MANCHESTER	VLM (BELGIUM)	S	D	46	0	0	93	2	2	2	0	0	4	94	5	50
<b>TOTAL ANTWERP</b>					<b>336</b>	<b>2</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>93</b>	<b>4</b>	<b>4</b>
AQABA	GATWICK	MONARCH AIRLINES	C	A	5	0	0	60	20	20	0	0	0	15	40	84	5
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	4	80	32	5
<b>TOTAL AQABA</b>					<b>13</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>58</b>	<b>55</b>	<b>55</b>
ARRECIFE	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	69	15	15	0	0	0	15	80	8	25
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	27	0	0	74	15	11	0	0	0	12	76	11	25
	MANCHESTER	JET2.COM LTD	S	A	5	0	0	100	0	0	0	0	0	3	100	1	8
	MANCHESTER	JET2.COM LTD	S	D	5	0	0	100	0	0	0	0	0	6	63	15	8
	NEWCASTLE	JET2.COM LTD	S	A	5	0	0	100	0	0	0	0	0	0	75	41	4
	NEWCASTLE	JET2.COM LTD	S	D	5	0	0	100	0	0	0	0	0	8	50	64	4
	BIRMINGHAM	MONARCH AIRLINES	S	A	14	0	0	100	0	0	0	0	0	1	92	4	13
	BIRMINGHAM	MONARCH AIRLINES	S	D	14	0	0	93	7	0	0	0	0	4	85	10	13
	GATWICK	MONARCH AIRLINES	S	A	16	0	0	75	19	6	0	0	0	8	82	9	17
	GATWICK	MONARCH AIRLINES	S	D	16	0	0	94	0	6	0	0	0	7	76	11	17
	LUTON	MONARCH AIRLINES	S	A	14	0	0	57	29	14	0	0	0	14	85	6	13
	LUTON	MONARCH AIRLINES	S	D	14	0	0	64	29	7	0	0	0	10	85	11	13
	MANCHESTER	MONARCH AIRLINES	S	A	20	0	1	55	25	10	10	0	0	23	68	24	19
	MANCHESTER	MONARCH AIRLINES	S	D	21	0	0	76	14	0	10	0	0	20	79	15	19
	BIRMINGHAM	RYANAIR	S	A	8	0	0	88	13	0	0	0	0	6	78	8	9
	BIRMINGHAM	RYANAIR	S	D	8	0	0	63	38	0	0	0	0	9	78	14	9
	EDINBURGH	RYANAIR	S	A	13	0	0	92	0	8	0	0	0	6	78	10	9
	EDINBURGH	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	4	100	5	9
	LUTON	RYANAIR	S	A	9	0	0	78	11	11	0	0	0	6	88	4	8

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 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
ARRECIFE	LUTON	RYANAIR	S	D	9	0	0	89	0	0	11	0	0	8	100	3	8
	STANSTED	RYANAIR	S	A	18	0	0	83	11	0	6	0	0	10	69	20	13
	STANSTED	RYANAIR	S	D	18	0	0	89	6	6	0	0	0	8	85	13	13
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	0	11	11	0	0	19	88	12	8
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	11	0	22	0	0	21	75	15	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	3	88	4	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	11	0	0	0	0	6	88	10	8
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	11	11	0	0	0	8	100	0	8
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	11	0	0	82	0	9	0	9	0	36	100	3	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	22	0	0	77	14	0	9	0	0	15	95	10	21
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	23	0	0	83	4	4	9	0	0	16	86	13	22
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	7	0	0	57	14	29	0	0	0	14	100	0	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	7	0	0	100	0	0	0	0	0	2	100	3	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	3	100	0	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	0	100	5	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	78	0	22	0	0	0	14	75	13	8
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	78	22	0	0	0	0	7	88	10	8
	GATWICK	THOMSON AIRWAYS LTD	C	A	19	0	0	100	0	0	0	0	0	3	76	16	17
	GATWICK	THOMSON AIRWAYS LTD	C	D	19	0	0	100	0	0	0	0	0	2	76	13	17
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	13	100	1	4
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	6	100	4	4
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	18	75	27	4
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	3	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	18	0	0	72	11	6	6	6	0	27	76	12	17
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	18	0	0	94	0	0	0	6	0	18	82	16	17
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	5	75	11	4
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	2	100	8	4
	STANSTED	THOMSON AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	0	17	100	3	4
	STANSTED	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	100	0	4
<b>TOTAL ARRECIFE</b>					<b>562</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>13</b>	<b>13</b>
ASHKHABAD	BIRMINGHAM	TURKMENISTAN AIRLINES	S	A	17	0	0	88	6	0	6	0	0	6	44	22	18
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	D	17	0	0	71	18	6	6	0	0	13	50	27	18

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 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)												
ASHKHABAD																		
	HEATHROW	TURKMENISTAN AIRLINES	S	A	9	0	0	44	44	0	11	0	0	19	33	17	9	
	HEATHROW	TURKMENISTAN AIRLINES	S	D	9	0	0	67	22	11	0	0	13	78	8	9		
<b>TOTAL ASHKHABAD</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>19</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>12</b>	<b>50</b>	<b>20</b>	<b>20</b>		
ASTANA																		
ASTURIAS																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	74	4	17	0	4	0	23	67	12	18	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	83	0	17	0	0	8	89	5	18		
<b>TOTAL ASTURIAS</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>2</b>	<b>17</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>8</b>	<b>8</b>	
ATHENS																		
	HEATHROW	AEGEAN AIRLINES	S	A	72	0	0	88	10	3	0	0	4	85	8	60		
	HEATHROW	AEGEAN AIRLINES	S	D	72	0	0	85	7	8	0	0	8	61	13	59		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	88	0	1	92	6	1	1	0	4	86	13	83		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	89	0	0	83	13	3	0	0	6	78	13	83		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	56	0	0	88	7	4	2	0	6	53	24	51		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	77	16	4	4	0	11	76	13	51		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	71	14	0	7	0	7	54	25	20	12	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	79	7	7	7	0	15	92	4	12		
	HEATHROW	OLYMPIC AIR	S	A	62	0	0	100	0	0	0	0	1	85	6	75		
	HEATHROW	OLYMPIC AIR	S	D	62	0	0	95	5	0	0	0	2	81	7	75		
	MANCHESTER	VIKING HELLAS	S	A	8	1	0	50	0	50	0	0	26	0	44	7		
	MANCHESTER	VIKING HELLAS	S	D	9	0	0	11	22	33	33	0	39	20	30	10		
<b>TOTAL ATHENS</b>					<b>602</b>	<b>1</b>	<b>1</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>12</b>	<b>12</b>		
ATLANTA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	87	10	0	3	0	9	45	21	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	84	16	0	0	0	5	77	8	31		
	GATWICK	DELTA AIRLINES	S	A	31	0	0	87	6	3	3	0	8	65	25	31		
	GATWICK	DELTA AIRLINES	S	D	31	0	0	77	13	6	3	0	10	90	13	31		
	HEATHROW	DELTA AIRLINES	S	A	48	0	0	38	25	27	10	0	26	26	30	31		
	HEATHROW	DELTA AIRLINES	S	D	49	0	1	80	10	8	0	2	12	81	10	31		
	MANCHESTER	DELTA AIRLINES	S	A	31	0	0	90	6	3	0	0	4	43	20	23		
	MANCHESTER	DELTA AIRLINES	S	D	31	0	0	87	3	3	6	0	8	87	7	23		
<b>TOTAL ATLANTA</b>					<b>283</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>64</b>	<b>17</b>	<b>17</b>		

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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)											
AUCKLAND INTERNATIONAL	HEATHROW	AIR NEW ZEALAND LTD	S	A	53	0	3	66	21	11	0	2	0	14	71	16	52
	HEATHROW	AIR NEW ZEALAND LTD	S	D	53	0	0	92	8	0	0	0	0	3	92	5	52
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>106</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>11</b>	<b>11</b>
AZORES PONTA DELGADA																	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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
BACAU																		
	LUTON	BLUE AIR TRANSPORT AERIAN	S	A	15	0	0	87	7	0	7	0	0	10	60	20	10	
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	15	0	0	80	13	0	7	0	0	16	50	23	10	
<b>TOTAL BACAU</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>55</b>	<b>22</b>	<b>22</b>	
BAHRAIN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	5	0	0	60	40	0	0	0	0	16	40	102	5	
	HEATHROW	GULF AIR	S	A	62	0	0	90	3	3	3	0	0	8	97	2	78	
	HEATHROW	GULF AIR	S	D	62	0	0	89	10	0	2	0	0	5	90	8	78	
<b>TOTAL BAHRAIN</b>					<b>131</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>92</b>	<b>8</b>	<b>8</b>	
BAKU (HEYDER ALIYEV INT'L)																		
	HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	A	14	0	0	79	7	14	0	0	0	9	85	10	13	
	HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	D	14	0	0	71	21	7	0	0	0	9	54	17	13	
	HEATHROW	BMI BRITISH MIDLAND	S	A	14	0	0	100	0	0	0	0	0	2	73	9	30	
	HEATHROW	BMI BRITISH MIDLAND	S	D	15	0	0	87	0	13	0	0	0	7	79	22	29	
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>					<b>57</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>15</b>	<b>15</b>	
BALTIMORE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	94	3	3	0	0	0	5	67	20	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	87	3	6	3	0	0	8	74	11	31	
<b>TOTAL BALTIMORE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>16</b>	<b>16</b>	
BANDAR SERI BEGAWAN																		
	HEATHROW	ROYAL BRUNEI AIRLINES	S	A	31	0	0	65	16	13	3	3	0	23	90	3	30	
	HEATHROW	ROYAL BRUNEI AIRLINES	S	D	31	0	0	90	6	0	3	0	0	5	84	5	31	
<b>TOTAL BANDAR SERI BEGAWAN</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>87</b>	<b>4</b>	<b>4</b>	
BANGALORE (BENGALURU)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	81	6	3	10	0	0	14	94	3	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	77	13	0	6	3	0	18	74	17	31	
<b>TOTAL BANGALORE (BENGALURU)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>2</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>84</b>	<b>10</b>	<b>10</b>	
BANGKOK SUVARNABHUMI A																		
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	A	62	0	0	79	2	13	6	0	0	16	74	12	62	
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	D	61	0	1	80	13	5	0	0	2	24	84	7	62	
<b>TOTAL BANGKOK SUVARNABHUMI AIRPORT</b>					<b>123</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>7</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>79</b>	<b>10</b>	<b>10</b>	
BANGOR																		

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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
BANJUL																		
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	78	22	0	0	0	0	7	56	19	9	
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	78	11	11	0	0	0	12	78	10	9	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	0	8	80	19	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	20	0	20	0	0	26	80	26	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	0	13	0	0	0	7	89	5	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	50	38	13	0	0	0	18	100	5	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	56	11	11	22	0	0	26	78	39	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	11	0	22	0	0	22	56	42	9	
<b>TOTAL BANJUL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>20</b>	<b>20</b>	
BARCELONA																		
	LONDON CITY	BA CITYFLYER LTD	S	A	15	0	0	73	13	7	0	7	0	21	0	41	4	
	LONDON CITY	BA CITYFLYER LTD	S	D	15	0	0	87	0	7	0	7	0	16	25	27	4	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	222	0	0	81	14	5	1	0	0	8	79	11	170	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	221	0	0	83	11	3	2	0	0	8	76	13	169	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	148	0	0	80	14	6	1	0	0	8	67	21	97	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	148	0	0	72	16	11	2	0	0	12	56	21	97	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	90	6	3	0	0	0	5	82	7	61	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	89	10	2	0	0	0	4	79	10	61	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	86	5	5	5	0	0	7	88	10	26	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	86	0	9	5	0	0	11	65	13	26	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	36	0	0	86	6	6	0	3	0	10	69	17	35	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	36	0	0	86	6	8	0	0	0	6	77	15	35	
	LUTON	JET2.COM LTD	C	A	2	0	0	100	0	0	0	0	0	2	0	0	0	
	LUTON	JET2.COM LTD	C	D	2	0	0	100	0	0	0	0	0	4	0	0	0	
	MANCHESTER	MONARCH AIRLINES	S	A	18	0	0	72	22	6	0	0	0	9	43	24	14	
	MANCHESTER	MONARCH AIRLINES	S	D	18	0	0	89	6	6	0	0	0	4	100	1	14	
	EDINBURGH	RYANAIR	S	A	17	0	0	24	29	47	0	0	0	23	0	0	0	
	EDINBURGH	RYANAIR	S	D	17	0	0	94	6	0	0	0	0	4	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	A	2	0	0	50	50	0	0	0	0	20	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
<b>TOTAL BARCELONA</b>					<b>1095</b>	<b>6</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>14</b>	<b>14</b>	
BARI (PALESE)																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	2	0	0	100	0	0	0	0	0	0	0	0	0	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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
BARI (PALESE)																		
	GATWICK	BRITISH AIRWAYS PLC		S D	2	0	0	100	0	0	0	0	0	0	0	0	0	0
	STANSTED	RYANAIR		S A	17	0	0	88	12	0	0	0	0	5	60	62	15	
	STANSTED	RYANAIR		S D	17	0	0	94	0	6	0	0	0	5	47	27	15	
<b>TOTAL BARI (PALESE)</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>53</b>	<b>45</b>	<b>45</b>	
BARRA																		
	GLASGOW	LOGANAIR		S A	27	0	0	81	11	4	4	0	0	8	93	4	27	
	GLASGOW	LOGANAIR		S D	27	0	0	89	0	11	0	0	0	8	85	8	27	
<b>TOTAL BARRA</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>6</b>	<b>6</b>	
BASLE MULHOUSE																		
	HEATHROW	BMI BRITISH MIDLAND		S A	13	0	0	77	8	15	0	0	0	10	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND		S D	14	0	0	93	0	7	0	0	0	8	0	0	0	
	MANCHESTER	BMI BRITISH MIDLAND		S A	4	0	0	100	0	0	0	0	0	6	0	0	0	
	MANCHESTER	BMI BRITISH MIDLAND		S D	4	0	0	75	25	0	0	0	0	5	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC		S A	93	0	0	90	6	2	1	0	0	4	96	2	76	
	HEATHROW	BRITISH AIRWAYS PLC		S D	93	0	0	94	3	2	1	0	0	3	90	4	77	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	30	0	0	83	7	10	0	0	0	7	59	16	29	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	30	0	0	80	17	3	0	0	0	7	48	21	29	
	EDINBURGH	EASYJET SWITZERLAND		S A	17	0	0	88	0	0	12	0	0	11	0	0	0	
	EDINBURGH	EASYJET SWITZERLAND		S D	17	0	0	88	0	0	12	0	0	12	0	0	0	
	GATWICK	EASYJET SWITZERLAND		S A	28	0	0	93	4	0	0	4	0	11	85	17	27	
	GATWICK	EASYJET SWITZERLAND		S D	28	0	0	96	4	0	0	0	0	5	71	24	28	
	LONDON CITY	SWISS AIRLINES		S A	41	1	0	88	5	2	0	2	2	45	92	4	53	
	LONDON CITY	SWISS AIRLINES		S D	41	0	0	93	2	0	0	2	2	45	92	3	52	
	MANCHESTER	SWISS AIRLINES		S A	15	0	0	100	0	0	0	0	0	3	78	10	18	
	MANCHESTER	SWISS AIRLINES		S D	15	0	0	100	0	0	0	0	0	1	83	7	18	
<b>TOTAL BASLE MULHOUSE</b>					<b>483</b>	<b>2</b>	<b>1</b>	<b>90</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>84</b>	<b>8</b>	<b>8</b>	
BEAUVAIS																		
	EDINBURGH	RYANAIR		S A	17	0	0	88	6	0	0	6	0	18	0	0	0	
	EDINBURGH	RYANAIR		S D	17	0	0	88	12	0	0	0	0	3	0	0	0	
<b>TOTAL BEAUVAIS</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	
BEIJING																		
	HEATHROW	AIR CHINA		S A	31	0	0	81	13	6	0	0	0	8	52	21	31	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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)											
BEIJING	HEATHROW	AIR CHINA	S	D	31	0	0	97	3	0	0	0	0	1	84	10	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	0	78	15	4	4	0	0	10	78	17	27
	HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	0	93	0	4	4	0	0	7	78	10	27
<b>TOTAL BEIJING</b>					<b>116</b>	<b>2</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>15</b>	<b>15</b>
BEIRUT	HEATHROW	BMI BRITISH MIDLAND	S	A	18	0	0	89	6	6	0	0	0	3	88	5	17
	HEATHROW	BMI BRITISH MIDLAND	S	D	18	0	0	89	11	0	0	0	0	6	89	15	19
	HEATHROW	MEA	S	A	31	0	0	87	13	0	0	0	0	7	84	8	31
	HEATHROW	MEA	S	D	31	0	0	81	19	0	0	0	0	6	90	5	31
<b>TOTAL BEIRUT</b>					<b>98</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>8</b>	<b>8</b>
BELFAST CITY (GEORGE BES)	HEATHROW	BMI BRITISH MIDLAND	S	A	179	0	0	85	11	2	2	0	0	7	92	6	213
	HEATHROW	BMI BRITISH MIDLAND	S	D	179	0	0	82	11	6	1	0	0	7	92	4	213
	BIRMINGHAM	BMIBABY LTD	S	A	61	0	1	87	7	2	5	0	0	7	0	0	0
	BIRMINGHAM	BMIBABY LTD	S	D	62	0	0	84	5	5	6	0	0	12	0	0	0
	MANCHESTER	BMIBABY LTD	S	A	54	0	0	87	9	2	0	2	0	8	0	0	0
	MANCHESTER	BMIBABY LTD	S	D	54	0	0	85	9	4	0	2	0	8	0	0	0
	STANSTED	BMIBABY LTD	S	A	12	0	0	92	0	8	0	0	0	5	0	0	0
	STANSTED	BMIBABY LTD	S	D	12	0	0	92	0	8	0	0	0	4	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	85	0	0	82	11	6	1	0	0	8	67	26	61
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	85	1	0	81	14	5	0	0	0	7	66	24	62
	BIRMINGHAM	FLYBE LTD	S	A	143	0	2	92	3	2	2	1	0	6	82	13	148
	BIRMINGHAM	FLYBE LTD	S	D	143	0	2	89	6	2	3	0	0	7	78	16	148
	EDINBURGH	FLYBE LTD	S	A	93	0	1	88	4	2	4	1	0	8	81	11	101
	EDINBURGH	FLYBE LTD	S	D	93	0	1	86	4	4	3	2	0	13	84	11	101
	GATWICK	FLYBE LTD	S	A	116	0	0	91	4	3	2	0	0	6	95	4	115
	GATWICK	FLYBE LTD	S	D	116	0	0	91	6	2	2	0	0	6	95	5	115
	GLASGOW	FLYBE LTD	S	A	105	0	0	90	4	3	3	0	0	5	92	5	100
	GLASGOW	FLYBE LTD	S	D	105	0	0	90	4	3	4	0	0	6	90	5	100
	MANCHESTER	FLYBE LTD	S	A	170	1	2	86	10	1	2	1	0	7	81	10	160
	MANCHESTER	FLYBE LTD	S	D	167	0	2	89	5	4	2	1	0	7	81	8	160
	NEWCASTLE	FLYBE LTD	S	A	49	0	0	92	0	2	6	0	0	8	89	10	55
	NEWCASTLE	FLYBE LTD	S	D	49	0	0	92	0	4	4	0	0	9	80	20	55



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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>					<b>2132</b>	<b>2</b>	<b>11</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>9</b>	<b>9</b>
BELFAST INTERNATIONAL																	
	HEATHROW	AER LINGUS	S	A	97	0	0	96	1	2	1	0	0	3	97	2	97
	HEATHROW	AER LINGUS	S	D	97	0	0	95	4	0	1	0	0	2	97	1	96
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	79	0	0	91	3	3	4	0	0	8	87	7	93
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	79	0	0	86	5	5	4	0	0	10	84	11	93
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	116	0	0	87	8	3	2	0	0	7	73	18	113
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	116	0	0	88	3	5	2	3	0	12	73	21	113
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	102	0	0	89	6	3	1	1	0	7	92	4	102
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	103	0	0	90	3	6	0	1	0	6	92	3	102
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	72	0	0	81	11	3	4	1	0	13	84	6	73
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	73	0	0	81	8	5	4	1	0	14	86	6	74
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	119	0	0	92	4	1	3	1	0	6	81	12	102
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	119	0	0	89	4	4	2	1	0	6	82	13	102
	MANCHESTER	JET2.COM LTD	S	D	2	0	0	0	0	100	0	0	0	57	0	0	0
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>1176</b>	<b>3</b>	<b>3</b>	<b>89</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>10</b>	<b>10</b>
BELGRADE																	
	HEATHROW	JATAIRWAYS	S	A	32	0	0	84	3	6	6	0	0	9	90	6	31
	HEATHROW	JATAIRWAYS	S	D	32	0	0	81	9	6	3	0	0	8	71	10	31
	LUTON	WIZZ AIR	S	A	14	0	0	86	7	7	0	0	0	6	0	0	0
	LUTON	WIZZ AIR	S	D	14	0	0	79	0	14	0	0	7	40	0	0	0
<b>TOTAL BELGRADE</b>					<b>92</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>5</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>84</b>	<b>7</b>	<b>7</b>
BENBECULA																	
	GLASGOW	LOGANAIR	S	A	46	0	0	89	9	0	2	0	0	5	98	2	58
	GLASGOW	LOGANAIR	S	D	46	0	0	87	4	7	2	0	0	7	97	4	58
<b>TOTAL BENBECULA</b>					<b>92</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>97</b>	<b>3</b>	<b>3</b>
BERGAMO																	
	GATWICK	RYANAIR	S	A	26	0	0	92	4	0	4	0	0	4	0	0	0
	GATWICK	RYANAIR	S	D	26	0	0	92	4	0	4	0	0	4	0	0	0
	STANSTED	RYANAIR	S	A	93	0	0	69	25	4	2	0	0	13	71	15	94
	STANSTED	RYANAIR	S	D	93	0	0	90	9	0	1	0	0	6	91	4	93
<b>TOTAL BERGAMO</b>					<b>238</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>14</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>10</b>	<b>10</b>

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 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
BERGEN																		
	NEWCASTLE	EASTERN AIRWAYS	S	A	4	0	0	100	0	0	0	0	0	1	87	3	23	
	NEWCASTLE	EASTERN AIRWAYS	S	D	4	0	0	75	0	25	0	0	0	12	87	7	23	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	48	0	0	79	19	2	0	0	0	6	87	6	46	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	48	0	0	81	10	6	2	0	0	8	78	9	46	
	GATWICK	SAS BRAATHENS	S	A	17	0	0	59	29	6	6	0	0	17	50	19	16	
	GATWICK	SAS BRAATHENS	S	D	17	0	0	76	12	6	6	0	0	11	69	14	16	
<b>TOTAL BERGEN</b>					<b>139</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>8</b>	<b>8</b>	
BERGERAC																		
	STANSTED	RYANAIR	S	A	20	0	0	85	10	5	0	0	0	8	88	5	16	
	STANSTED	RYANAIR	S	D	20	0	0	90	5	5	0	0	0	6	88	5	16	
<b>TOTAL BERGERAC</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>5</b>	<b>5</b>	
BERLIN (SCHONEFELD)																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	87	0	0	67	13	3	13	5	0	30	78	16	89	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	87	0	0	71	16	3	8	1	0	17	72	17	89	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	78	11	11	0	0	0	9	79	16	19	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	89	11	0	0	0	0	8	79	16	19	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	54	0	0	85	13	2	0	0	0	5	88	14	56	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	54	0	0	87	6	7	0	0	0	6	79	17	56	
	EDINBURGH	RYANAIR	S	A	13	0	0	77	15	8	0	0	0	9	39	21	18	
	EDINBURGH	RYANAIR	S	D	13	0	0	92	0	8	0	0	0	7	94	4	18	
	STANSTED	RYANAIR	S	A	81	0	0	85	9	2	4	0	0	7	81	12	85	
	STANSTED	RYANAIR	S	D	81	0	1	83	11	4	2	0	0	8	83	8	84	
<b>TOTAL BERLIN (SCHONEFELD)</b>					<b>506</b>	<b>3</b>	<b>1</b>	<b>79</b>	<b>11</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>14</b>	<b>14</b>	
BERLIN (TEGEL)																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	154	0	0	83	12	5	1	0	0	7	80	6	15	
	HEATHROW	BMI BRITISH MIDLAND	S	D	154	0	1	88	9	2	1	0	0	5	94	3	16	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	159	0	0	89	8	3	1	0	0	6	90	7	135	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	159	0	0	91	3	5	1	0	0	5	85	7	135	
<b>TOTAL BERLIN (TEGEL)</b>					<b>626</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>7</b>	<b>7</b>	
BERMUDA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	23	0	0	83	4	13	0	0	0	7	100	0	27	
	GATWICK	BRITISH AIRWAYS PLC	S	D	24	0	0	96	0	4	0	0	0	3	93	3	27	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 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)										
BERMUDA																	
<b>TOTAL BERMUDA</b>					<b>47</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>96</b>	<b>2</b>	<b>2</b>
BERNE																	
	GATWICK	FLYBE LTD	C	A	3	0	0	100	0	0	0	0	0	3	0	0	0
	GATWICK	FLYBE LTD	C	D	3	0	0	67	33	0	0	0	0	14	0	0	0
	MANCHESTER	FLYBE LTD	C	A	2	0	0	50	50	0	0	0	0	11	67	6	3
	MANCHESTER	FLYBE LTD	C	D	2	0	0	100	0	0	0	0	0	2	100	1	3
	LONDON CITY	SKY WORK AG	S	A	5	0	0	100	0	0	0	0	0	3	0	0	0
	LONDON CITY	SKY WORK AG	S	D	5	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL BERNE</b>					<b>20</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>83</b>	<b>5</b>	<b>5</b>
BEZIERS																	
	LUTON	RYANAIR	S	A	11	0	0	91	0	0	9	0	0	8	100	0	9
	LUTON	RYANAIR	S	D	11	0	0	73	9	9	9	0	0	13	100	3	9
<b>TOTAL BEZIERS</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>5</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>100</b>	<b>1</b>	<b>1</b>
BIARRITZ																	
	STANSTED	RYANAIR	S	A	20	0	0	95	5	0	0	0	0	3	88	6	16
	STANSTED	RYANAIR	S	D	20	0	0	100	0	0	0	0	0	1	88	6	16
<b>TOTAL BIARRITZ</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>3</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>
BILBAO																	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	84	10	3	3	0	0	8	71	14	31
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	84	10	6	0	0	0	6	74	12	31
	HEATHROW	VUELING AIRLINES	S	A	31	0	0	94	6	0	0	0	0	2	90	7	31
	HEATHROW	VUELING AIRLINES	S	D	31	0	0	87	6	3	3	0	0	8	94	5	31
<b>TOTAL BILBAO</b>					<b>126</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>9</b>	<b>9</b>
BILLUND																	
	GATWICK	CIMBER AIR A/S	S	A	57	0	1	89	7	2	2	0	0	6	77	14	47
	GATWICK	CIMBER AIR A/S	S	D	57	0	1	95	2	2	2	0	0	4	83	12	48
	EDINBURGH	RYANAIR	S	A	14	0	0	93	0	0	7	0	0	5	86	6	14
	EDINBURGH	RYANAIR	S	D	14	0	0	93	0	0	7	0	0	9	29	24	14
	STANSTED	RYANAIR	S	A	62	0	0	97	3	0	0	0	0	3	93	8	81
	STANSTED	RYANAIR	S	D	62	0	0	97	2	2	0	0	0	3	95	4	82
	LONDON CITY	SUN AIR OF SCANDINAVIA	S	A	29	0	0	83	10	3	3	0	0	11	78	16	18
	LONDON CITY	SUN AIR OF SCANDINAVIA	S	D	28	0	0	86	4	4	4	0	4	61	77	13	22

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 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)												
BILLUND																		
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	A	49	0	1	92	8	0	0	0	0	4	74	18	47	
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	D	49	0	1	100	0	0	0	0	0	0	89	13	46	
<b>TOTAL BILLUND</b>					<b>421</b>	<b>1</b>	<b>4</b>	<b>93</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>11</b>	<b>11</b>	
BIRMINGHAM																		
	NEWCASTLE	EASTERN AIRWAYS	S	A	66	0	3	97	0	0	3	0	0	3	95	4	64	
	NEWCASTLE	EASTERN AIRWAYS	S	D	68	0	1	96	1	0	3	0	0	4	94	4	65	
	EDINBURGH	FLYBE LTD	S	A	178	0	1	90	5	3	2	1	0	7	91	7	166	
	EDINBURGH	FLYBE LTD	S	D	179	0	0	88	7	3	2	0	0	7	87	8	166	
	GLASGOW	FLYBE LTD	S	A	169	0	9	90	5	3	2	0	0	6	88	9	169	
	GLASGOW	FLYBE LTD	S	D	168	0	11	85	8	5	2	0	0	8	89	10	169	
<b>TOTAL BIRMINGHAM</b>					<b>829</b>	<b>0</b>	<b>25</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>8</b>	<b>8</b>	
BISHKEK (FRUNZE)																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	13	0	2	100	0	0	0	0	0	2	69	44	13	
	HEATHROW	BMI BRITISH MIDLAND	S	D	10	0	0	30	60	0	10	0	0	22	54	50	13	
<b>TOTAL BISHKEK (FRUNZE)</b>					<b>23</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>26</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>62</b>	<b>47</b>	<b>47</b>	
BLACKPOOL																		
BOA VISTA (RABIL)																		
	GATWICK	THOMSON AIRWAYS LTD	S	A	5	0	0	100	0	0	0	0	0	2	50	18	4	
	GATWICK	THOMSON AIRWAYS LTD	S	D	5	0	0	100	0	0	0	0	0	3	50	14	4	
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	0	40	20	5	
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	4	0	0	75	25	0	0	0	0	7	80	8	5	
<b>TOTAL BOA VISTA (RABIL)</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>56</b>	<b>15</b>	<b>15</b>	
BODRUM (MILAS)																		
BOLOGNA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	82	0	1	85	5	7	2	0	0	8	85	18	80	
	GATWICK	BRITISH AIRWAYS PLC	S	D	83	0	0	87	6	5	2	0	0	7	95	3	80	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	4	0	0	100	0	0	0	0	0	2	0	0	0	
	EDINBURGH	RYANAIR	S	A	8	0	0	63	38	0	0	0	0	13	100	8	1	
	EDINBURGH	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	0	0	16	1	
	GATWICK	RYANAIR	S	A	15	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	RYANAIR	S	D	15	0	0	100	0	0	0	0	0	1	0	0	0	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2010				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BOLOGNA																		
	STANSTED	RYANAIR		S A	45	0	0	87	9	4	0	0	0	6	73	16	48	
	STANSTED	RYANAIR		S D	45	0	0	96	4	0	0	0	0	3	88	8	49	
<b>TOTAL BOLOGNA</b>					<b>309</b>	<b>2</b>	<b>2</b>	<b>89</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>11</b>	<b>11</b>	
BORDEAUX																		
	GATWICK	BRITISH AIRWAYS PLC		S A	62	0	0	87	6	5	2	0	0	8	93	5	57	
	GATWICK	BRITISH AIRWAYS PLC		S D	62	0	0	85	13	2	0	0	0	5	96	3	57	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	23	0	0	87	9	0	4	0	0	7	33	37	3	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	23	0	0	78	13	4	4	0	0	12	33	51	3	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	19	0	0	95	0	5	0	0	0	3	88	6	16	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	19	0	0	79	16	5	0	0	0	8	75	12	16	
	EDINBURGH	RYANAIR		S A	2	0	0	100	0	0	0	0	0	100	14	1		
	EDINBURGH	RYANAIR		S D	2	0	0	100	0	0	0	0	0	1	100	0	1	
<b>TOTAL BORDEAUX</b>					<b>212</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>6</b>	<b>6</b>	
BOSTON																		
	HEATHROW	AMERICAN AIRLINES		S A	58	0	0	79	12	5	3	0	0	12	57	23	58	
	HEATHROW	AMERICAN AIRLINES		S D	58	0	0	93	3	3	0	0	0	4	78	10	58	
	HEATHROW	BRITISH AIRWAYS PLC		S A	92	0	0	83	13	1	3	0	0	8	76	10	91	
	HEATHROW	BRITISH AIRWAYS PLC		S D	92	0	0	74	14	7	5	0	0	12	61	19	92	
	HEATHROW	DELTA AIRLINES		S A	9	0	0	78	22	0	0	0	0	7	0	0	0	
	HEATHROW	DELTA AIRLINES		S D	9	0	0	67	22	11	0	0	0	8	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	30	0	0	60	10	20	7	3	0	28	61	21	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	30	0	0	73	13	13	0	0	0	10	90	14	31	
<b>TOTAL BOSTON</b>					<b>378</b>	<b>3</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>16</b>	<b>16</b>	
BOURNEMOUTH																		
BRATISLAVA																		
	BIRMINGHAM	RYANAIR		S A	14	0	0	93	7	0	0	0	0	2	92	5	13	
	BIRMINGHAM	RYANAIR		S D	14	0	0	93	7	0	0	0	0	4	85	9	13	
	EDINBURGH	RYANAIR		S A	13	0	0	77	8	8	8	0	0	10	100	0	10	
	EDINBURGH	RYANAIR		S D	13	0	0	69	8	15	8	0	0	18	90	5	10	
	LUTON	RYANAIR		S A	31	0	0	81	16	3	0	0	0	7	25	16	4	
	LUTON	RYANAIR		S D	31	0	0	90	6	3	0	0	0	5	100	12	4	
	STANSTED	RYANAIR		S A	62	0	0	89	6	5	0	0	0	6	96	2	85	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 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)											
BRATISLAVA	STANSTED	RYANAIR		S D	62	0	0	94	3	3	0	0	0	4	99	2	85
<b>TOTAL BRATISLAVA</b>					<b>240</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>95</b>	<b>3</b>	<b>3</b>
BRAUNSCHWEIG					<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>
BREMEN	EDINBURGH	RYANAIR		S A	16	0	0	94	6	0	0	0	2	72	11	18	
	EDINBURGH	RYANAIR		S D	16	0	0	88	13	0	0	0	4	89	5	18	
	STANSTED	RYANAIR		S A	58	0	0	91	7	2	0	0	4	90	5	69	
	STANSTED	RYANAIR		S D	58	0	0	91	5	3	0	0	5	99	3	69	
<b>TOTAL BREMEN</b>					<b>148</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>91</b>	<b>5</b>	<b>5</b>	
BRESCIA/MONTICHIARI																	
BREST																	
BRIDGETOWN	GATWICK	BRITISH AIRWAYS PLC		S A	36	0	0	89	6	3	3	0	7	98	1	43	
	GATWICK	BRITISH AIRWAYS PLC		S D	36	0	0	86	6	0	8	0	9	98	2	42	
	GATWICK	THOMAS COOK AIRLINES LTD		C A	11	0	0	73	9	9	0	9	28	100	0	6	
	GATWICK	THOMAS COOK AIRLINES LTD		C D	9	0	0	33	22	22	0	22	59	100	1	6	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	11	0	0	36	18	27	18	0	37	88	11	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	10	0	0	90	10	0	0	0	6	71	34	7	
	BIRMINGHAM	THOMSON AIRWAYS LTD		C A	5	0	0	60	40	0	0	0	10	86	17	7	
	BIRMINGHAM	THOMSON AIRWAYS LTD		C D	7	0	0	100	0	0	0	0	6	78	24	9	
	EDINBURGH	THOMSON AIRWAYS LTD		C A	2	0	0	50	0	50	0	0	26	100	3	1	
	GATWICK	THOMSON AIRWAYS LTD		C A	9	0	0	67	0	33	0	0	18	67	29	9	
	GATWICK	THOMSON AIRWAYS LTD		C D	9	0	0	89	11	0	0	0	6	63	34	8	
	GLASGOW	THOMSON AIRWAYS LTD		C A	4	0	0	50	0	50	0	0	23	100	13	1	
	GLASGOW	THOMSON AIRWAYS LTD		C D	2	0	0	100	0	0	0	0	2	0	30	1	
	MANCHESTER	THOMSON AIRWAYS LTD		C A	10	0	0	50	20	20	0	10	51	67	58	9	
	MANCHESTER	THOMSON AIRWAYS LTD		C D	11	0	0	64	9	9	9	0	61	64	31	11	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S A	27	0	0	67	19	15	0	0	10	85	5	27	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S D	27	0	0	78	11	7	4	0	11	74	10	27	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD		S A	4	0	0	100	0	0	0	0	4	60	22	5	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD		S D	4	0	0	75	25	0	0	0	7	50	11	4	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 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
BRIDGETOWN																	
<b>TOTAL BRIDGETOWN</b>					<b>238</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>84</b>	<b>12</b>	<b>12</b>
BRINDISI																	
	STANSTED	RYANAIR	S	A	15	0	0	100	0	0	0	0	0	4	89	6	9
	STANSTED	RYANAIR	S	D	15	0	0	100	0	0	0	0	0	4	78	9	9
<b>TOTAL BRINDISI</b>					<b>30</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>83</b>	<b>7</b>	<b>7</b>
BRISTOL																	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	108	0	0	94	3	4	0	0	0	3	80	11	87
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	108	0	0	91	6	4	0	0	0	4	78	14	87
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	81	0	0	95	4	1	0	0	0	2	88	6	80
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	81	0	0	88	7	5	0	0	0	4	85	8	80
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	74	0	0	96	3	1	0	0	0	3	84	8	77
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	74	0	0	91	5	1	1	1	0	9	83	11	77
<b>TOTAL BRISTOL</b>					<b>526</b>	<b>1</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>10</b>	<b>10</b>
BRNO (TURANY)																	
	STANSTED	RYANAIR	S	A	31	0	0	94	6	0	0	0	0	1	94	2	18
	STANSTED	RYANAIR	S	D	31	0	0	100	0	0	0	0	0	1	94	1	18
	LUTON	WIZZ AIR	S	A	15	0	0	100	0	0	0	0	0	0	0	0	0
	LUTON	WIZZ AIR	S	D	15	0	0	87	13	0	0	0	0	4	0	0	0
<b>TOTAL BRNO (TURANY)</b>					<b>92</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>94</b>	<b>2</b>	<b>2</b>
BRUSSELS																	
	EDINBURGH	BMI REGIONAL	S	A	79	0	0	91	6	3	0	0	0	4	91	3	78
	EDINBURGH	BMI REGIONAL	S	D	80	0	0	84	11	3	3	0	0	8	94	5	77
	HEATHROW	BRITISH AIRWAYS PLC	S	A	180	0	0	89	6	3	2	0	0	6	96	2	126
	HEATHROW	BRITISH AIRWAYS PLC	S	D	180	0	0	90	4	4	2	0	0	5	86	6	126
	BIRMINGHAM	BRUSSELS AIRLINES	S	A	128	0	0	93	3	3	1	0	0	4	80	12	128
	BIRMINGHAM	BRUSSELS AIRLINES	S	D	128	0	0	91	5	4	0	0	0	5	84	10	128
	HEATHROW	BRUSSELS AIRLINES	S	A	110	0	0	77	9	10	4	0	0	11	78	11	111
	HEATHROW	BRUSSELS AIRLINES	S	D	109	0	0	76	14	7	3	0	0	9	84	6	111
	MANCHESTER	BRUSSELS AIRLINES	S	A	106	0	0	90	8	2	1	0	0	6	92	4	106
	MANCHESTER	BRUSSELS AIRLINES	S	D	105	0	0	89	7	4	1	0	0	5	88	4	105
	NEWCASTLE	BRUSSELS AIRLINES	S	A	77	0	0	94	6	0	0	0	0	3	96	2	76
	NEWCASTLE	BRUSSELS AIRLINES	S	D	77	0	0	88	10	0	1	0	0	5	89	4	76

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 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)												
BRUSSELS																		
	MANCHESTER	FLYBE LTD		S A	46	0	2	76	7	7	11	0	0	16	92	4	50	
	MANCHESTER	FLYBE LTD		S D	50	0	0	84	2	6	8	0	0	12	94	2	50	
<b>TOTAL BRUSSELS</b>					<b>1457</b>	<b>2</b>	<b>2</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>6</b>	<b>6</b>	
BUCHAREST (BANEASA)																		
	LUTON	BLUE AIR TRANSPORT AERIAN		S A	21	0	0	62	24	14	0	0	0	13	50	22	4	
	LUTON	BLUE AIR TRANSPORT AERIAN		S D	21	0	0	33	52	5	10	0	0	22	25	28	4	
	LUTON	WIZZ AIR		S A	54	0	1	94	2	0	2	2	0	8	88	15	34	
	LUTON	WIZZ AIR		S D	54	0	1	89	6	4	0	2	0	9	58	27	33	
<b>TOTAL BUCHAREST (BANEASA)</b>					<b>150</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>13</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>59</b>	<b>24</b>	<b>24</b>	
BUCHAREST (OTOPENI)																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	62	0	0	92	5	2	2	0	0	4	79	9	52	
	HEATHROW	BRITISH AIRWAYS PLC		S D	62	0	0	84	11	3	2	0	0	6	83	6	52	
	HEATHROW	TAROM		S A	31	0	0	94	6	0	0	0	0	2	81	10	31	
	HEATHROW	TAROM		S D	31	0	0	97	3	0	0	0	0	2	55	19	31	
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>186</b>	<b>1</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>77</b>	<b>10</b>	<b>10</b>	
BUDAPEST																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	93	0	0	89	6	4	0	0	0	4	89	6	76	
	HEATHROW	BRITISH AIRWAYS PLC		S D	93	0	0	91	5	1	2	0	0	4	88	6	76	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	31	0	0	97	3	0	0	0	0	4	74	12	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	31	0	0	100	0	0	0	0	0	2	68	10	31	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	31	0	0	77	16	6	0	0	0	8	68	25	25	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	31	0	0	90	3	6	0	0	0	5	68	23	25	
	MANCHESTER	JET2.COM LTD		S A	22	0	0	86	5	0	5	0	5	24	57	26	14	
	MANCHESTER	JET2.COM LTD		S D	22	0	0	86	5	0	5	0	5	27	43	30	14	
	GATWICK	MALEV (HUNGARIAN AIRLINES)		S A	59	0	0	80	14	5	2	0	0	11	82	8	62	
	GATWICK	MALEV (HUNGARIAN AIRLINES)		S D	59	0	0	54	32	12	2	0	0	16	63	14	62	
	LUTON	WIZZ AIR		S A	89	0	0	96	2	1	0	1	0	4	87	9	62	
	LUTON	WIZZ AIR		S D	89	0	0	87	9	3	0	1	0	9	61	19	62	
<b>TOTAL BUDAPEST</b>					<b>650</b>	<b>2</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>12</b>	<b>12</b>	
BUENOS AIRES																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	30	0	0	83	7	3	3	0	3	40	65	63	31	
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	65	13	10	13	0	0	23	77	10	30	



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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						MAR 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)												
BUENOS AIRES																		
<b>TOTAL BUENOS AIRES</b>					<b>61</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>10</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>31</b>	<b>70</b>	<b>37</b>	<b>37</b>	
BURGAS																		
	LUTON	WIZZ AIR	S	A	11	0	0	64	9	27	0	0	0	16	56	28	9	
	LUTON	WIZZ AIR	S	D	11	0	0	64	9	27	0	0	0	16	67	19	9	
<b>TOTAL BURGAS</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>9</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>61</b>	<b>24</b>	<b>24</b>	
BYDGOSZCZ																		
	BIRMINGHAM	RYANAIR	S	A	14	0	0	93	7	0	0	0	0	6	0	89	1	
	BIRMINGHAM	RYANAIR	S	D	14	0	0	86	14	0	0	0	0	4	0	79	1	
	STANSTED	RYANAIR	S	A	27	0	0	93	7	0	0	0	0	3	95	3	19	
	STANSTED	RYANAIR	S	D	27	0	0	89	7	4	0	0	0	5	89	6	19	
<b>TOTAL BYDGOSZCZ</b>					<b>82</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>9</b>	<b>9</b>	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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	
CAGLIARI (ELMAS)																			
	GATWICK	BRITISH AIRWAYS PLC		S A	3	0	0	100	0	0	0	0	0	1	100	0	2		
	GATWICK	BRITISH AIRWAYS PLC		S D	3	0	0	100	0	0	0	0	0	1	100	0	2		
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	17	0	0	88	12	0	0	0	4	50	13	4			
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	17	0	0	100	0	0	0	0	1	75	8	4			
<b>TOTAL CAGLIARI (ELMAS)</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>2</b>	<b>69</b>	<b>12</b>	<b>12</b>			
CAIRO																			
	HEATHROW	BMI BRITISH MIDLAND		S A	31	0	0	84	6	6	3	0	7	74	19	31			
	HEATHROW	BMI BRITISH MIDLAND		S D	31	0	0	77	13	10	0	0	11	81	15	31			
	HEATHROW	BRITISH AIRWAYS PLC		S A	29	0	1	93	3	3	0	0	3	84	16	31			
	HEATHROW	BRITISH AIRWAYS PLC		S D	29	0	0	79	10	7	3	0	11	65	16	31			
	HEATHROW	EGYPT AIR		S A	50	0	0	74	18	8	0	0	10	57	16	35			
	HEATHROW	EGYPT AIR		S D	49	0	0	88	8	0	4	0	6	43	22	35			
<b>TOTAL CAIRO</b>					<b>219</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>66</b>	<b>17</b>	<b>17</b>			
CALGARY																			
	HEATHROW	AIR CANADA		S A	28	0	0	54	18	11	14	4	0	31	67	29	30		
	HEATHROW	AIR CANADA		S D	28	0	0	93	4	4	0	0	3	84	6	31			
	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	74	16	6	3	0	11	87	9	30			
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	84	6	3	6	0	11	81	9	31			
	GATWICK	THOMAS COOK AIRLINES LTD		S A	9	0	0	89	0	0	0	11	0	41	88	10	8		
	GATWICK	THOMAS COOK AIRLINES LTD		S D	9	0	0	78	11	0	0	11	0	46	67	15	9		
	MANCHESTER	THOMAS COOK AIRLINES LTD		S A	9	0	0	89	0	0	11	0	13	75	41	8			
	MANCHESTER	THOMAS COOK AIRLINES LTD		S D	9	0	0	78	22	0	0	0	7	67	58	9			
<b>TOTAL CALGARY</b>					<b>154</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>78</b>	<b>18</b>	<b>18</b>		
CAMPBELTOWN																			
	GLASGOW	LOGANAIR		S A	44	0	0	95	2	2	0	0	2	87	9	45			
	GLASGOW	LOGANAIR		S D	44	0	0	95	5	0	0	0	2	87	9	45			
<b>TOTAL CAMPBELTOWN</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>9</b>	<b>9</b>			
CANCUN																			
	GATWICK	BRITISH AIRWAYS PLC		S A	9	0	0	44	22	33	0	0	0	18	0	0	0		
	GATWICK	BRITISH AIRWAYS PLC		S D	10	0	0	100	0	0	0	0	0	1	0	0	0		
	GATWICK	THOMAS COOK AIRLINES LTD		C A	4	0	0	50	25	25	0	0	0	16	100	1	5		
	GATWICK	THOMAS COOK AIRLINES LTD		C D	4	0	0	75	0	0	25	0	0	24	100	5	4		

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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)												
CANCUN																		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	7	0	0	57	29	0	0	14	0	40	80	11	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	6	0	0	67	17	0	17	0	0	29	67	30	6	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	40	20	0	20	0	20	239	60	11	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	40	20	20	20	0	0	33	83	19	6	
	GATWICK	THOMSON AIRWAYS LTD	C	A	11	0	0	64	9	9	18	0	0	29	71	11	17	
	GATWICK	THOMSON AIRWAYS LTD	C	D	11	0	0	73	9	9	9	0	0	16	71	11	17	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	9	0	0	44	33	11	0	11	0	34	56	33	9	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	9	0	0	56	22	0	11	11	0	39	36	56	11	
<b>TOTAL CANCUN</b>					<b>91</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>16</b>	<b>9</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>39</b>	<b>68</b>	<b>20</b>	<b>20</b>	
CANNES																		
CAPE TOWN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	55	0	0	73	16	4	4	2	2	42	75	10	56	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	53	0	0	77	13	2	4	0	4	41	72	13	54	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	31	0	0	94	0	3	0	0	3	27	100	1	31	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	31	0	0	84	3	6	6	0	0	10	84	6	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	22	0	0	95	0	5	0	0	0	2	96	13	24	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	21	0	0	86	10	0	5	0	0	12	83	55	23	
<b>TOTAL CAPE TOWN</b>					<b>213</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>28</b>	<b>82</b>	<b>14</b>	<b>14</b>	
CARCASSONNE																		
	STANSTED	RYANAIR	S	A	16	0	0	94	6	0	0	0	0	5	80	10	15	
	STANSTED	RYANAIR	S	D	16	0	0	94	6	0	0	0	0	5	80	12	15	
<b>TOTAL CARCASSONNE</b>					<b>32</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>5</b>	<b>80</b>	<b>11</b>	<b>11</b>	
CARDIFF WALES																		
	NEWCASTLE	AIR SOUTHWEST	S	D	23	0	0	96	4	0	0	0	0	7	0	0	0	
	EDINBURGH	BMIBABY LTD	S	A	15	0	0	87	0	0	13	0	0	12	100	1	46	
	EDINBURGH	BMIBABY LTD	S	D	15	0	0	87	0	0	13	0	0	15	100	1	46	
	NEWCASTLE	EASTERN AIRWAYS	S	A	27	0	22	93	7	0	0	0	0	2	93	4	43	
	NEWCASTLE	EASTERN AIRWAYS	S	D	25	2	18	96	0	4	0	0	0	4	91	3	45	
	EDINBURGH	FLYBE LTD	S	A	64	0	0	88	3	5	3	2	0	9	87	11	61	
	EDINBURGH	FLYBE LTD	S	D	64	0	0	81	11	6	0	2	0	12	92	12	62	
	GLASGOW	FLYBE LTD	S	A	17	0	1	94	0	0	6	0	0	5	96	1	27	
	GLASGOW	FLYBE LTD	S	D	18	0	0	89	0	0	11	0	0	15	89	6	27	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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
CARDIFF WALES																	
<b>TOTAL CARDIFF WALES</b>					<b>272</b>	<b>5</b>	<b>41</b>	<b>88</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>94</b>	<b>5</b>	<b>5</b>
CASABLANCA MOHAMED V																	
	GATWICK	ROYAL AIR MAROC	S	A	9	0	0	100	0	0	0	0	0	3	69	12	13
	GATWICK	ROYAL AIR MAROC	S	D	9	0	0	89	0	11	0	0	0	8	85	7	13
	HEATHROW	ROYAL AIR MAROC	S	A	5	0	0	80	20	0	0	0	0	13	0	0	0
	HEATHROW	ROYAL AIR MAROC	S	D	5	0	0	80	20	0	0	0	0	5	0	162	1
<b>TOTAL CASABLANCA MOHAMED V</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>14</b>	<b>14</b>
CATANIA (FONTANAROSSA)																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	16	0	0	31	31	31	6	0	0	26	50	25	14
	GATWICK	BRITISH AIRWAYS PLC	S	D	16	0	0	88	0	13	0	0	0	12	79	15	14
<b>TOTAL CATANIA (FONTANAROSSA)</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>16</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>64</b>	<b>20</b>	<b>20</b>
CHAMBERY																	
	LONDON CITY	BA CITYFLYER LTD	S	A	12	0	0	100	0	0	0	0	0	1	0	0	0
	LONDON CITY	BA CITYFLYER LTD	S	D	13	0	0	100	0	0	0	0	0	1	0	0	0
	BIRMINGHAM	FLYBE LTD	S	A	8	0	0	75	0	0	25	0	0	31	25	37	8
	BIRMINGHAM	FLYBE LTD	C	A	8	0	0	25	25	38	13	0	0	40	0	41	4
	BIRMINGHAM	FLYBE LTD	S	D	8	0	0	25	50	13	13	0	0	32	38	39	8
	BIRMINGHAM	FLYBE LTD	C	D	8	0	0	50	25	13	13	0	0	25	50	17	4
	GATWICK	FLYBE LTD	C	A	4	0	0	75	0	25	0	0	0	13	75	20	4
	GATWICK	FLYBE LTD	C	D	4	0	0	75	25	0	0	0	0	6	50	22	4
	EDINBURGH	JET2.COM LTD	C	A	4	0	0	25	25	0	25	25	0	81	50	12	4
	EDINBURGH	JET2.COM LTD	S	A	4	0	0	25	0	0	75	0	0	90	25	67	4
	EDINBURGH	JET2.COM LTD	C	D	4	0	0	25	50	0	25	0	0	38	25	17	4
	EDINBURGH	JET2.COM LTD	S	D	4	0	0	25	0	25	50	0	0	57	25	43	4
	GATWICK	JET2.COM LTD	C	A	12	0	0	75	8	0	8	8	0	38	63	18	8
	GATWICK	JET2.COM LTD	C	D	12	0	0	83	0	0	8	8	0	35	88	9	8
	MANCHESTER	JET2.COM LTD	S	A	13	0	0	54	23	8	15	0	0	25	13	55	8
	MANCHESTER	JET2.COM LTD	C	A	4	0	0	75	0	0	0	25	0	81	50	30	4
	MANCHESTER	JET2.COM LTD	S	D	13	0	0	77	8	0	15	0	0	21	13	28	8
	MANCHESTER	JET2.COM LTD	C	D	4	0	0	75	0	0	25	0	0	28	50	30	4
	NEWCASTLE	JET2.COM LTD	S	A	4	0	0	25	0	25	50	0	0	61	0	29	4
	NEWCASTLE	JET2.COM LTD	S	D	4	0	0	75	0	0	25	0	0	36	0	24	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	25	25	0	25	25	0	84	25	22	4

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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)											
CHAMBERY	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	50	0	25	25	0	0	33	50	11	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	16	0	0	25	19	25	19	13	0	69	44	60	16
	GATWICK	THOMSON AIRWAYS LTD	C	D	16	0	0	44	6	19	19	13	0	64	69	42	16
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	12	0	26	4
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	10	100	1	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	8	0	0	50	13	13	25	0	0	31	25	39	8
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	8	0	0	50	38	13	0	0	0	18	63	13	8
	GATWICK	TITAN AIRWAYS LTD	C	A	9	0	0	56	11	11	22	0	0	28	0	0	0
	GATWICK	TITAN AIRWAYS LTD	C	D	8	0	0	50	25	13	13	0	0	25	0	0	0
	STANSTED	TITAN AIRWAYS LTD	C	A	12	0	0	33	33	17	17	0	0	27	38	53	16
	STANSTED	TITAN AIRWAYS LTD	C	D	12	0	0	42	25	25	8	0	0	25	67	15	18
<b>TOTAL CHAMBERY</b>					<b>252</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>15</b>	<b>10</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>34</b>	<b>45</b>	<b>31</b>	<b>31</b>
CHARLEROI	EDINBURGH	RYANAIR	S	A	18	0	0	100	0	0	0	0	0	1	77	5	13
	EDINBURGH	RYANAIR	S	D	18	0	0	94	6	0	0	0	0	4	77	14	13
<b>TOTAL CHARLEROI</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>10</b>	<b>10</b>
CHARLOTTE	GATWICK	US AIRWAYS	S	A	30	0	1	80	7	7	7	0	0	12	81	10	31
	GATWICK	US AIRWAYS	S	D	30	0	1	83	3	3	10	0	0	14	94	4	31
<b>TOTAL CHARLOTTE</b>					<b>60</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>5</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>87</b>	<b>7</b>	<b>7</b>
CHENNAI	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	1	91	5	0	5	0	0	9	100	0	19
	HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	0	81	5	5	10	0	0	15	32	26	19
<b>TOTAL CHENNAI</b>					<b>45</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>4</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>66</b>	<b>13</b>	<b>13</b>
CHICAGO (O'HARE)	HEATHROW	AMERICAN AIRLINES	S	A	92	0	0	72	20	8	1	0	0	11	44	26	93
	HEATHROW	AMERICAN AIRLINES	S	D	90	0	1	80	13	3	2	1	0	10	88	6	93
	MANCHESTER	AMERICAN AIRLINES	S	A	30	0	0	67	10	17	7	0	0	14	48	43	31
	MANCHESTER	AMERICAN AIRLINES	S	D	30	0	0	97	3	0	0	0	0	2	84	19	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	69	10	16	5	0	0	15	56	18	61
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	71	16	10	3	0	0	13	53	19	62
	HEATHROW	UNITED AIRLINES	S	A	87	0	2	82	9	7	2	0	0	9	61	15	93

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 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 D	87	0	2	90	6	2	2	0	0	6	86	7	93
<b>TOTAL CHICAGO (O'HARE)</b>					<b>540</b>	<b>0</b>	<b>5</b>	<b>78</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>66</b>	<b>17</b>	<b>17</b>
CHISINAU (KISHINEV)	GATWICK	AIR MOLDOVA INTERNATIONAL		S A	4	0	0	0	0	50	50	0	0	80	40	42	5
	GATWICK	AIR MOLDOVA INTERNATIONAL		S D	4	0	0	0	0	0	100	0	0	100	80	20	5
<b>TOTAL CHISINAU (KISHINEV)</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>60</b>	<b>31</b>	<b>31</b>
CITY OF DERRY (EGLINTON)	BIRMINGHAM	RYANAIR		S A	17	0	0	100	0	0	0	0	0	1	78	9	18
	BIRMINGHAM	RYANAIR		S D	17	0	0	88	6	6	0	0	0	8	22	29	18
	STANSTED	RYANAIR		S A	31	0	0	94	6	0	0	0	0	4	84	9	19
	STANSTED	RYANAIR		S D	31	0	0	90	10	0	0	0	0	4	79	9	19
<b>TOTAL CITY OF DERRY (EGLINTON)</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>76</b>	<b>10</b>	<b>10</b>
CLUJ NAPOCA	LUTON	WIZZ AIR		S A	29	0	0	86	7	7	0	0	0	7	95	3	22
	LUTON	WIZZ AIR		S D	29	0	0	79	7	10	3	0	0	11	41	29	22
<b>TOTAL CLUJ NAPOCA</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>16</b>	<b>16</b>
COLOGNE BONN	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S A	16	0	0	63	19	13	6	0	0	17	0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S D	16	0	0	94	0	0	6	0	0	7	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	52	0	0	56	33	12	0	0	0	14	54	24	48
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	52	0	0	81	15	4	0	0	0	8	69	18	48
	EDINBURGH	GERMANWINGS		S A	3	0	0	67	0	33	0	0	0	13	33	17	3
	EDINBURGH	GERMANWINGS		S D	3	0	0	67	0	0	33	0	0	27	33	18	3
	MANCHESTER	GERMANWINGS		S A	22	0	0	82	5	9	5	0	0	9	86	4	22
	MANCHESTER	GERMANWINGS		S D	22	0	0	86	5	5	5	0	0	7	91	4	22
	STANSTED	GERMANWINGS		S A	76	0	0	86	12	3	0	0	0	6	82	7	84
	STANSTED	GERMANWINGS		S D	76	0	0	88	11	1	0	0	0	5	82	8	84
	HEATHROW	LUFTHANSA		S A	89	0	1	83	10	4	1	1	0	9	97	2	91
	HEATHROW	LUFTHANSA		S D	89	0	1	78	9	11	2	0	0	11	91	4	92
<b>TOTAL COLOGNE BONN</b>					<b>516</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>8</b>	<b>8</b>
COLOMBO	HEATHROW	SRILANKAN AIRLINES		S A	57	0	1	72	9	14	5	0	0	15	75	13	53

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 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
COLOMBO	HEATHROW	SRILANKAN AIRLINES		S D	57	0	1	74	9	12	5	0	0	13	75	13	53
<b>TOTAL COLOMBO</b>					<b>114</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>9</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>16</b>	<b>16</b>
COPENHAGEN	LONDON CITY	BA CITYFLYER LTD		S A	50	0	0	84	4	4	6	2	0	14	0	0	0
	LONDON CITY	BA CITYFLYER LTD		S D	50	0	0	80	4	2	10	4	0	25	0	0	0
	EDINBURGH	BMI REGIONAL		S A	50	0	0	88	6	4	0	2	0	9	96	4	49
	EDINBURGH	BMI REGIONAL		S D	50	0	0	96	0	0	2	2	0	8	90	5	49
	GLASGOW	BMI REGIONAL		S A	27	0	0	89	7	4	0	0	0	4	92	7	26
	GLASGOW	BMI REGIONAL		S D	27	0	0	89	0	4	7	0	0	9	92	11	26
	HEATHROW	BRITISH AIRWAYS PLC		S A	152	0	0	93	3	3	0	0	0	3	94	4	135
	HEATHROW	BRITISH AIRWAYS PLC		S D	152	0	0	93	5	2	0	0	0	3	90	4	135
	NEWCASTLE	CIMBER AIR A/S		S A	5	0	0	80	20	0	0	0	0	4	59	18	27
	NEWCASTLE	CIMBER AIR A/S		S D	5	0	0	100	0	0	0	0	0	3	67	19	27
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	54	0	0	83	15	2	0	0	0	6	63	17	54
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	54	0	0	91	4	6	0	0	0	5	78	14	54
	MANCHESTER	EASYJET AIRLINE COMPANY LTD		S A	23	0	0	78	17	4	0	0	0	7	77	9	26
	MANCHESTER	EASYJET AIRLINE COMPANY LTD		S D	23	0	0	83	9	9	0	0	0	7	81	8	26
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	80	0	1	86	8	3	4	0	0	7	61	21	80
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	81	0	0	91	5	1	2	0	0	5	83	12	80
	EDINBURGH	NORWEGIAN AIR SHUTTLE		S A	9	0	0	67	22	11	0	0	0	13	78	10	9
	EDINBURGH	NORWEGIAN AIR SHUTTLE		S D	9	0	0	56	33	11	0	0	0	17	56	174	9
	GATWICK	NORWEGIAN AIR SHUTTLE		S A	62	0	0	87	8	3	2	0	0	6	90	5	58
	GATWICK	NORWEGIAN AIR SHUTTLE		S D	62	0	0	81	15	3	2	0	0	9	95	4	58
	BIRMINGHAM	SAS		S A	46	0	0	89	4	0	7	0	0	8	76	13	50
	BIRMINGHAM	SAS		S D	46	0	0	89	4	0	7	0	0	8	76	14	50
	HEATHROW	SAS		S A	172	0	0	82	9	6	3	0	0	10	88	6	172
	HEATHROW	SAS		S D	172	0	1	90	3	4	2	1	0	6	93	3	172
	MANCHESTER	SAS		S A	57	0	0	88	9	2	2	0	0	7	88	7	58
	MANCHESTER	SAS		S D	57	0	0	91	4	5	0	0	0	4	81	9	58
<b>TOTAL COPENHAGEN</b>					<b>1585</b>	<b>2</b>	<b>2</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>10</b>	<b>10</b>
CORFU	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	3	0	0	33	67	0	0	0	0	11	100	3	1
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	3	0	0	67	33	0	0	0	0	7	100	9	1

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 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
CORFU																		
<b>TOTAL CORFU</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>75</b>	<b>15</b>	<b>15</b>	
CORK																		
	BIRMINGHAM	AER ARANN	S	A	57	0	0	95	0	0	4	2	0	10	0	0	0	0
	BIRMINGHAM	AER ARANN	S	D	57	0	0	91	0	2	4	4	0	16	0	0	0	0
	EDINBURGH	AER ARANN	S	A	31	0	0	87	3	6	3	0	0	8	87	7	23	
	EDINBURGH	AER ARANN	S	D	31	0	0	84	6	6	3	0	0	8	91	5	23	
	GLASGOW	AER ARANN	S	A	30	0	0	97	3	0	0	0	0	3	0	0	0	0
	GLASGOW	AER ARANN	S	D	30	0	0	97	3	0	0	0	0	2	0	0	0	0
	MANCHESTER	AER ARANN	S	A	61	0	0	95	0	3	0	2	0	9	0	0	0	0
	MANCHESTER	AER ARANN	S	D	60	0	0	92	5	2	0	2	0	8	0	0	0	0
	GATWICK	AER LINGUS	S	A	31	0	1	90	3	6	0	0	0	4	100	0	8	
	GATWICK	AER LINGUS	S	D	31	0	1	87	3	6	3	0	0	7	100	3	8	
	HEATHROW	AER LINGUS	S	A	124	0	0	81	16	2	1	0	0	7	61	16	119	
	HEATHROW	AER LINGUS	S	D	124	1	0	92	6	2	0	0	0	4	77	10	119	
	NEWCASTLE	JET2.COM LTD	S	A	8	0	0	50	38	13	0	0	0	17	88	6	8	
	NEWCASTLE	JET2.COM LTD	S	D	8	0	0	75	13	13	0	0	0	12	88	6	8	
	GATWICK	RYANAIR	S	A	31	0	0	87	6	6	0	0	0	5	87	5	31	
	GATWICK	RYANAIR	S	D	31	0	0	90	3	6	0	0	0	5	87	6	31	
	STANSTED	RYANAIR	S	A	61	0	0	92	7	2	0	0	0	4	90	5	62	
	STANSTED	RYANAIR	S	D	61	0	0	98	2	0	0	0	0	3	95	4	62	
<b>TOTAL CORK</b>					<b>867</b>	<b>2</b>	<b>7</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>9</b>	<b>9</b>	
CUNAGUA (CAYO COCO)																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	100	3	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	6	80	8	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	3	80	4	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	7	75	7	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>4</b>	<b>83</b>	<b>6</b>	<b>6</b>	
CUNEO																		
	STANSTED	RYANAIR	S	A	4	0	0	100	0	0	0	0	0	1	89	6	9	
	STANSTED	RYANAIR	S	D	4	0	0	100	0	0	0	0	0	0	100	3	9	
<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>0</b>	<b>94</b>	<b>5</b>	<b>5</b>	



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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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)												
DALAMAN																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	100	0	0	0	0	0	3	0	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	100	0	0	0	0	0	3	0	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	S	D	2	0	0	50	50	0	0	0	0	14	0	0	0	0
<b>TOTAL DALAMAN</b>					<b>16</b>	<b>1</b>	<b>1</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>52</b>	<b>33</b>	<b>33</b>	
DALLAS/FORT WORTH																		
	HEATHROW	AMERICAN AIRLINES	S	A	61	0	0	61	20	13	5	2	0	18	20	41	61	
	HEATHROW	AMERICAN AIRLINES	S	D	61	1	0	82	13	3	0	2	0	13	74	17	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	42	13	42	3	0	0	23	26	26	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	74	16	6	3	0	0	12	61	19	31	
<b>TOTAL DALLAS/FORT WORTH</b>					<b>184</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>16</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>46</b>	<b>27</b>	<b>27</b>	
DAMASCUS																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	31	0	1	90	6	0	3	0	0	7	90	4	31	
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	87	6	6	0	0	0	6	81	8	31	
	HEATHROW	SYRIANAIR	S	A	8	0	0	88	0	0	13	0	0	14	75	17	8	
	HEATHROW	SYRIANAIR	S	D	8	0	0	75	13	0	13	0	0	15	38	26	8	
<b>TOTAL DAMASCUS</b>					<b>78</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>6</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>10</b>	<b>10</b>	
DAMMAM																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	14	0	0	86	0	14	0	0	0	7	83	5	12	
	HEATHROW	BMI BRITISH MIDLAND	S	D	13	0	0	100	0	0	0	0	0	5	85	7	13	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	5	0	0	80	0	20	0	0	0	8	75	8	4	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	4	0	0	100	0	0	0	0	0	6	0	0	0	
<b>TOTAL DAMMAM</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>6</b>	<b>6</b>	
DAR-ES-SALAAM																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	62	31	8	0	0	0	10	62	114	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	85	15	0	0	0	0	4	77	8	13	
<b>TOTAL DAR-ES-SALAAM</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>69</b>	<b>61</b>	<b>61</b>	
DEAUVILLE																		
	LONDON CITY	VLM (BELGIUM)	S	A	13	0	0	100	0	0	0	0	0	1	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	D	13	0	0	100	0	0	0	0	0	0	0	0	0	
<b>TOTAL DEAUVILLE</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	
DELHI																		
	HEATHROW	AIR INDIA	S	A	31	1	0	26	16	39	19	0	0	37	73	12	44	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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)											
DELHI	HEATHROW	AIR INDIA	S	D	31	0	0	84	10	6	0	0	0	5	80	8	44
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	65	18	8	8	2	0	20	73	17	56
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	76	16	3	3	2	0	15	55	19	56
	HEATHROW	JET AIRWAYS	S	A	31	0	0	32	23	6	35	3	0	43	48	29	31
	HEATHROW	JET AIRWAYS	S	D	31	0	0	71	10	13	6	0	0	13	94	3	31
	HEATHROW	KINGFISHER AIRLINES	S	A	31	0	2	81	13	3	3	0	0	8	0	46	4
	HEATHROW	KINGFISHER AIRLINES	S	D	31	0	0	97	0	3	0	0	0	1	100	2	4
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	48	19	16	13	3	0	30	58	22	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	90	6	3	0	0	0	4	77	12	31
<b>TOTAL DELHI</b>					<b>372</b>	<b>1</b>	<b>2</b>	<b>67</b>	<b>14</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>69</b>	<b>16</b>	<b>16</b>
DENVER INTERNATIONAL	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	52	32	13	3	0	0	16	19	38	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	87	13	0	0	0	0	7	52	24	31
<b>TOTAL DENVER INTERNATIONAL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>23</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>41</b>	<b>28</b>	<b>28</b>
DETROIT	HEATHROW	DELTA AIRLINES	S	A	43	0	1	86	9	2	2	0	0	7	90	10	31
	HEATHROW	DELTA AIRLINES	S	D	43	0	1	93	7	0	0	0	0	2	71	25	31
<b>TOTAL DETROIT</b>					<b>86</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>81</b>	<b>17</b>	<b>17</b>
DHAKHA	HEATHROW	BIMAN BANGLADESH AIRLINES	S	A	23	0	5	74	9	0	4	9	4	40	40	41	20
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	23	0	0	78	9	0	4	9	0	34	30	40	20
	GATWICK	UNITED AIRWAYS BANGLADESH	S	A	3	0	2	0	0	33	0	67	0	203	0	0	0
	GATWICK	UNITED AIRWAYS BANGLADESH	S	D	3	0	2	0	67	33	0	0	0	25	0	0	0
<b>TOTAL DHAKHA</b>					<b>52</b>	<b>0</b>	<b>9</b>	<b>67</b>	<b>12</b>	<b>4</b>	<b>4</b>	<b>12</b>	<b>2</b>	<b>46</b>	<b>35</b>	<b>40</b>	<b>40</b>
DINARD	STANSTED	RYANAIR	S	A	17	0	0	94	6	0	0	0	0	5	100	1	14
	STANSTED	RYANAIR	S	D	17	0	0	100	0	0	0	0	0	2	100	1	14
<b>TOTAL DINARD</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100</b>	<b>1</b>	<b>1</b>
DOHA	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	1	2	93	7	0	0	0	0	4	97	9	29
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	85	8	8	0	0	0	9	69	13	26
	GATWICK	QATAR AIRWAYS	S	A	31	0	0	81	13	6	0	0	0	6	100	0	31

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 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)											
DOHA	GATWICK	QATAR AIRWAYS	S	D	31	0	0	94	3	3	0	0	0	4	100	3	31
	HEATHROW	QATAR AIRWAYS	S	A	123	0	0	81	13	5	1	0	0	7	90	4	124
	HEATHROW	QATAR AIRWAYS	S	D	123	0	0	93	5	1	1	0	0	3	90	5	124
	MANCHESTER	QATAR AIRWAYS	S	A	31	0	0	71	19	10	0	0	0	8	68	9	31
	MANCHESTER	QATAR AIRWAYS	S	D	31	0	0	84	6	6	3	0	0	10	68	12	31
<b>TOTAL DOHA</b>					<b>425</b>	<b>2</b>	<b>2</b>	<b>86</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>6</b>	<b>6</b>
DONEGAL	GLASGOW	AER ARANN	S	A	11	0	0	64	18	9	0	9	0	28	0	44	2
	GLASGOW	AER ARANN	S	D	11	0	0	64	18	9	0	9	0	26	50	40	2
<b>TOTAL DONEGAL</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>42</b>	<b>42</b>
DORTMUND	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	85	3	3	5	3	0	16	84	9	69
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	89	10	0	2	0	0	5	79	14	70
<b>TOTAL DORTMUND</b>					<b>126</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>12</b>	<b>12</b>
DRESDEN	HEATHROW	LUFTHANSA	S	A	31	0	0	65	32	3	0	0	0	11	0	0	0
	HEATHROW	LUFTHANSA	S	D	31	0	0	87	6	6	0	0	0	6	0	0	0
<b>TOTAL DRESDEN</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
DUBAI	HEATHROW	BRITISH AIRWAYS PLC	S	A	89	0	0	84	10	2	2	0	1	16	80	14	88
	HEATHROW	BRITISH AIRWAYS PLC	S	D	88	0	0	88	5	5	2	1	0	9	76	10	89
	BIRMINGHAM	EMIRATES	S	A	62	0	0	42	24	27	6	0	0	25	32	37	62
	BIRMINGHAM	EMIRATES	S	D	62	0	0	24	32	29	15	0	0	35	18	49	61
	GATWICK	EMIRATES	S	A	93	0	1	65	18	15	2	0	0	14	60	18	93
	GATWICK	EMIRATES	S	D	93	0	1	81	13	6	0	0	0	8	67	15	92
	GLASGOW	EMIRATES	S	A	31	0	0	55	19	16	10	0	0	20	42	19	31
	GLASGOW	EMIRATES	S	D	31	0	0	39	16	29	16	0	0	30	35	26	31
	HEATHROW	EMIRATES	S	A	155	0	0	68	16	12	4	1	0	15	63	19	155
	HEATHROW	EMIRATES	S	D	155	0	0	76	10	8	6	1	0	13	70	13	155
	MANCHESTER	EMIRATES	S	A	62	0	0	45	24	23	8	0	0	23	34	25	62
	MANCHESTER	EMIRATES	S	D	62	0	0	45	13	29	11	2	0	33	35	26	62
	NEWCASTLE	EMIRATES	S	A	31	0	0	52	16	26	6	0	0	24	45	26	31

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 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
DUBAI	NEWCASTLE	EMIRATES	S	D	31	0	0	42	19	29	10	0	0	32	35	35	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	1	77	19	3	0	0	0	7	84	9	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	97	3	0	0	0	0	2	97	2	31
<b>TOTAL DUBAI</b>					<b>1107</b>	<b>2</b>	<b>3</b>	<b>65</b>	<b>15</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>58</b>	<b>20</b>	<b>20</b>
DUBLIN	EDINBURGH	AER ARANN	S	A	70	0	0	94	3	1	1	0	0	5	0	0	0
	EDINBURGH	AER ARANN	S	D	70	0	0	89	7	1	3	0	0	6	0	0	0
	GLASGOW	AER ARANN	S	A	116	0	0	94	1	2	3	0	0	7	0	0	0
	GLASGOW	AER ARANN	S	D	116	0	0	94	2	1	3	0	0	7	0	0	0
	BIRMINGHAM	AER LINGUS	S	A	98	1	0	93	1	4	2	0	0	5	80	16	99
	BIRMINGHAM	AER LINGUS	S	D	98	1	0	90	3	4	3	0	0	6	74	19	99
	EDINBURGH	AER LINGUS	S	A	19	0	0	74	16	5	5	0	0	11	83	11	42
	EDINBURGH	AER LINGUS	S	D	19	0	0	84	5	5	5	0	0	11	83	10	42
	GATWICK	AER LINGUS	S	A	132	0	0	85	6	7	2	0	0	8	86	6	125
	GATWICK	AER LINGUS	S	D	131	0	0	87	8	5	1	0	0	6	88	5	124
	HEATHROW	AER LINGUS	S	A	390	0	0	81	12	5	2	0	0	10	87	7	383
	HEATHROW	AER LINGUS	S	D	389	0	0	87	6	5	3	0	0	6	92	4	383
	MANCHESTER	AER LINGUS	S	A	101	0	0	84	9	7	0	0	0	7	84	8	111
	MANCHESTER	AER LINGUS	S	D	101	0	0	81	12	6	1	0	0	7	82	8	111
	HEATHROW	BMI BRITISH MIDLAND	S	A	130	0	0	77	14	7	2	0	0	11	93	4	173
	HEATHROW	BMI BRITISH MIDLAND	S	D	130	0	0	81	9	7	3	0	0	11	88	5	172
	LONDON CITY	CITY JET	S	A	117	1	0	88	3	3	6	0	0	8	94	3	160
	LONDON CITY	CITY JET	S	D	121	0	0	92	2	3	2	1	0	8	84	8	160
	BIRMINGHAM	RYANAIR	S	A	95	0	1	92	6	2	0	0	0	4	75	14	99
	BIRMINGHAM	RYANAIR	S	D	95	0	1	89	6	3	1	0	0	6	69	19	99
	EDINBURGH	RYANAIR	S	A	75	0	0	91	5	4	0	0	0	4	89	6	74
	EDINBURGH	RYANAIR	S	D	75	0	0	92	3	3	1	1	0	10	68	14	74
	GATWICK	RYANAIR	S	A	152	0	0	93	3	3	2	0	0	4	95	4	151
	GATWICK	RYANAIR	S	D	152	0	0	93	4	2	1	0	0	4	89	5	151
	LUTON	RYANAIR	S	A	93	0	0	83	12	3	2	0	0	8	79	9	90
	LUTON	RYANAIR	S	D	93	0	0	95	3	2	0	0	0	3	84	12	90
	MANCHESTER	RYANAIR	S	A	88	0	3	85	11	3	0	0	0	6	87	6	105
	MANCHESTER	RYANAIR	S	D	88	0	3	86	8	3	2	0	0	7	90	7	105

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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	38	1	1	97	0	3	0	0	0	2	82	9	39	
	NEWCASTLE	RYANAIR	S	D	38	1	1	92	3	5	0	0	0	5	77	13	39	
	STANSTED	RYANAIR	S	A	213	0	0	76	16	7	1	0	0	9	81	8	215	
	STANSTED	RYANAIR	S	D	214	0	0	87	8	4	0	0	0	6	92	5	215	
<b>TOTAL DUBLIN</b>					<b>3866</b>	<b>6</b>	<b>10</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>8</b>	<b>8</b>	
DUBROVNIK																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	19	0	0	95	0	5	0	0	0	3	83	10	18	
	GATWICK	BRITISH AIRWAYS PLC	S	D	20	0	0	85	10	0	5	0	0	7	83	8	18	
<b>TOTAL DUBROVNIK</b>					<b>39</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>9</b>	<b>9</b>	
DUNDEE																		
	BIRMINGHAM	LOGANAIR	S	A	45	0	0	98	2	0	0	0	0	1	80	10	46	
	BIRMINGHAM	LOGANAIR	S	D	45	0	0	98	0	0	2	0	0	3	83	12	46	
	LONDON CITY	VLM (BELGIUM)	S	A	62	0	0	82	6	5	6	0	0	13	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	D	62	0	0	90	3	6	0	0	0	4	0	0	0	
<b>TOTAL DUNDEE</b>					<b>214</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>6</b>	<b>6</b>	
DURHAM TEES VALLEY																		
DUSSELDORF																		
	STANSTED	AIR BERLIN	S	A	59	0	0	93	5	2	0	0	0	4	76	11	100	
	STANSTED	AIR BERLIN	S	D	59	0	0	92	8	0	0	0	0	4	88	7	100	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	176	0	0	89	6	5	1	0	0	5	89	6	125	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	176	0	0	92	2	5	1	0	0	4	89	6	125	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	54	0	0	69	22	6	4	0	0	12	77	13	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	54	0	0	83	9	2	6	0	0	10	81	9	31	
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	75	0	0	93	5	0	1	0	0	4	77	12	69	
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	75	0	0	95	3	1	1	0	0	4	71	18	70	
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	A	48	0	0	92	6	2	0	0	0	4	84	7	50	
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	D	48	0	0	88	10	2	0	0	0	5	82	9	50	
	BIRMINGHAM	FLYBE LTD	S	A	103	0	0	94	3	2	1	0	0	3	74	14	100	
	BIRMINGHAM	FLYBE LTD	S	D	103	0	0	90	8	1	1	0	0	5	70	19	100	
	MANCHESTER	FLYBE LTD	S	A	79	0	0	87	11	0	1	0	0	4	84	11	81	
	MANCHESTER	FLYBE LTD	S	D	79	0	0	94	3	3	1	0	0	4	84	11	81	
	HEATHROW	LUFTHANSA	S	A	148	0	0	85	10	4	1	0	0	7	91	5	129	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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)											
DUSSELDORF	HEATHROW	LUFTHANSA	S	D	147	0	0	87	4	7	1	0	0	6	88	5	128
	EDINBURGH	LUFTHANSA CITY LINE	S	A	5	0	0	60	40	0	0	0	0	11	0	0	0
	EDINBURGH	LUFTHANSA CITY LINE	S	D	5	0	0	80	20	0	0	0	0	9	0	0	0
	MANCHESTER	LUFTHANSA CITY LINE	S	A	97	0	0	95	4	0	1	0	0	4	88	6	72
	MANCHESTER	LUFTHANSA CITY LINE	S	D	96	0	0	92	7	1	0	0	0	3	72	11	72
<b>TOTAL DUSSELDORF</b>					<b>1686</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>9</b>	<b>9</b>

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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
EAST MIDLANDS INTERNATI																		
	EDINBURGH	BMIBABY LTD		S A	67	0	0	97	1	0	1	0	0	3	91	7	65	
	EDINBURGH	BMIBABY LTD		S D	67	0	0	93	4	0	3	0	0	6	88	9	65	
	GLASGOW	BMIBABY LTD		S A	59	0	0	97	2	2	0	0	0	2	97	2	58	
	GLASGOW	BMIBABY LTD		S D	59	1	0	90	3	5	2	0	0	6	91	5	58	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>					<b>252</b>	<b>3</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>91</b>	<b>6</b>	<b>6</b>	
EDINBURGH																		
	LONDON CITY	BA CITYFLYER LTD		S A	176	0	0	81	5	4	10	0	0	16	89	4	158	
	LONDON CITY	BA CITYFLYER LTD		S D	174	1	0	87	5	2	7	0	0	11	86	7	159	
	HEATHROW	BMI BRITISH MIDLAND		S A	206	0	0	80	11	7	2	0	0	9	93	5	196	
	HEATHROW	BMI BRITISH MIDLAND		S D	206	0	0	87	7	5	0	0	0	6	97	3	200	
	MANCHESTER	BMI REGIONAL		S A	121	1	0	95	3	1	1	0	0	3	99	1	121	
	MANCHESTER	BMI REGIONAL		S D	122	0	0	97	2	1	0	1	0	3	96	2	123	
	GATWICK	BRITISH AIRWAYS PLC		S A	122	0	0	81	7	11	1	0	0	9	91	5	122	
	GATWICK	BRITISH AIRWAYS PLC		S D	124	0	0	83	9	6	2	0	0	8	93	3	121	
	HEATHROW	BRITISH AIRWAYS PLC		S A	263	0	0	87	8	3	2	0	0	6	88	6	226	
	HEATHROW	BRITISH AIRWAYS PLC		S D	263	0	0	91	5	3	1	0	0	4	92	4	228	
	LONDON CITY	CITY JET		S A	65	0	0	74	9	8	9	0	0	22	88	7	167	
	LONDON CITY	CITY JET		S D	66	0	0	73	17	8	3	0	0	14	87	7	167	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	116	0	0	71	11	11	6	1	0	16	68	24	116	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	116	0	0	74	13	7	5	1	0	14	69	21	116	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	89	0	0	90	4	4	1	0	0	6	83	13	89	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	89	0	0	83	8	7	2	0	0	9	78	12	89	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	149	1	0	85	9	5	2	0	0	8	85	9	124	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	149	0	0	90	6	3	1	0	0	5	84	8	124	
	BIRMINGHAM	FLYBE LTD		S A	179	0	0	92	3	2	2	0	0	5	79	13	166	
	BIRMINGHAM	FLYBE LTD		S D	179	0	0	88	6	3	2	1	0	9	73	18	166	
	MANCHESTER	FLYBE LTD		S A	80	0	0	94	3	3	1	0	0	4	94	5	107	
	MANCHESTER	FLYBE LTD		S D	79	0	0	90	5	1	4	0	0	5	93	5	107	
	NEWCASTLE	JET2.COM LTD		S A	4	0	0	100	0	0	0	0	0	10	0	0	0	
	NEWCASTLE	JET2.COM LTD		S D	4	0	0	0	75	0	25	0	0	61	0	0	0	
<b>TOTAL EDINBURGH</b>					<b>3145</b>	<b>11</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>8</b>	<b>8</b>	
EDMONTON																		
	HEATHROW	AIR CANADA		S A	20	0	0	75	20	5	0	0	0	9	84	5	19	

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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)											
EDMONTON	HEATHROW	AIR CANADA		S D	19	0	0	84	16	0	0	0	0	5	68	10	19
<b>TOTAL EDMONTON</b>					<b>39</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>8</b>	<b>8</b>
EINDHOVEN	STANSTED	RYANAIR		S A	62	0	0	89	5	6	0	0	0	7	96	4	54
	STANSTED	RYANAIR		S D	62	0	0	95	3	2	0	0	0	3	98	2	54
	LONDON CITY	VLM (BELGIUM)		S A	45	1	0	82	4	0	9	4	0	22	98	1	50
	LONDON CITY	VLM (BELGIUM)		S D	46	0	0	78	4	4	9	4	0	26	92	5	50
<b>TOTAL EINDHOVEN</b>					<b>219</b>	<b>2</b>	<b>0</b>	<b>87</b>	<b>4</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>96</b>	<b>3</b>	<b>3</b>
ELAT																	
ENTEBBE	HEATHROW	BRITISH AIRWAYS PLC		S A	22	0	0	59	23	18	0	0	0	16	86	6	22
	HEATHROW	BRITISH AIRWAYS PLC		S D	23	0	0	57	17	22	0	4	0	24	55	19	20
<b>TOTAL ENTEBBE</b>					<b>45</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>71</b>	<b>12</b>	<b>12</b>
EXETER																	
	EDINBURGH	FLYBE LTD		S A	42	0	0	88	10	0	2	0	0	5	82	9	51
	EDINBURGH	FLYBE LTD		S D	42	0	0	81	12	5	2	0	0	10	80	16	51
	GLASGOW	FLYBE LTD		S A	22	0	0	95	0	0	5	0	0	4	90	7	31
	GLASGOW	FLYBE LTD		S D	22	0	0	86	9	0	5	0	0	8	90	4	31
	MANCHESTER	FLYBE LTD		S A	44	0	0	95	0	0	2	2	0	10	84	7	50
	MANCHESTER	FLYBE LTD		S D	45	0	0	98	0	0	2	0	0	4	84	9	50
	NEWCASTLE	FLYBE LTD		S A	26	0	1	96	0	4	0	0	0	2	81	17	31
	NEWCASTLE	FLYBE LTD		S D	27	0	0	93	4	0	4	0	0	4	81	16	31
<b>TOTAL EXETER</b>					<b>270</b>	<b>0</b>	<b>1</b>	<b>91</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>11</b>	<b>11</b>



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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 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		
FAGERNES/LEIRIN	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0	0
<b>TOTAL FAGERNES/LEIRIN</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>0</b>
FARNBOROUGH																		
FARO	GATWICK	BRITISH AIRWAYS PLC	S	A	24	0	0	71	13	17	0	0	0	13	97	1	33	
	GATWICK	BRITISH AIRWAYS PLC	S	D	24	0	0	75	4	13	8	0	0	14	97	2	33	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	61	0	0	74	16	2	8	0	0	13	70	20	70	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	81	13	2	5	0	0	10	67	20	70	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	92	8	0	0	0	0	4	67	12	9	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	85	15	0	0	0	0	5	67	12	9	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	90	5	5	0	0	0	5	74	11	23	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	86	10	5	0	0	0	9	78	14	23	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	15	0	0	80	20	0	0	0	0	6	89	9	18	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	15	0	0	73	20	7	0	0	0	10	78	12	18	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	36	0	0	81	11	6	3	0	0	9	76	17	25	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	36	0	0	86	11	3	0	0	0	5	88	11	25	
	EDINBURGH	JET2.COM LTD	S	A	8	0	0	0	75	13	13	0	0	30	0	0	0	
	EDINBURGH	JET2.COM LTD	S	D	8	0	0	75	13	13	0	0	0	16	0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	3	0	0	0	67	33	0	0	0	28	100	5	2	
	MANCHESTER	JET2.COM LTD	S	D	3	0	0	67	33	0	0	0	0	12	100	12	2	
	BIRMINGHAM	MONARCH AIRLINES	S	A	16	0	0	100	0	0	0	0	0	2	68	18	19	
	BIRMINGHAM	MONARCH AIRLINES	S	D	16	0	0	88	13	0	0	0	0	6	74	21	19	
	GATWICK	MONARCH AIRLINES	S	A	20	0	0	70	15	5	10	0	0	23	76	6	17	
	GATWICK	MONARCH AIRLINES	S	D	20	0	0	85	5	0	10	0	0	15	94	3	17	
	LUTON	MONARCH AIRLINES	S	A	3	0	0	67	33	0	0	0	0	10	100	0	2	
	LUTON	MONARCH AIRLINES	S	D	3	0	0	67	33	0	0	0	0	12	100	8	2	
	MANCHESTER	MONARCH AIRLINES	S	A	26	0	0	85	8	8	0	0	0	9	96	2	27	
	MANCHESTER	MONARCH AIRLINES	S	D	26	0	0	92	4	4	0	0	0	5	100	1	27	
	BIRMINGHAM	RYANAIR	S	A	10	0	0	100	0	0	0	0	0	2	0	28	3	
	BIRMINGHAM	RYANAIR	S	D	10	0	0	60	30	10	0	0	0	13	0	59	3	
	EDINBURGH	RYANAIR	S	A	10	0	0	80	10	10	0	0	0	11	0	0	0	
	EDINBURGH	RYANAIR	S	D	10	0	0	40	40	20	0	0	0	22	0	0	0	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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)												
FARO																		
	GATWICK	RYANAIR		S A	14	0	0	100	0	0	0	0	0	0	0	0	0	0
	GATWICK	RYANAIR		S D	14	0	0	100	0	0	0	0	0	1	0	0	0	0
	STANSTED	RYANAIR		S A	31	0	0	87	10	0	3	0	0	5	58	18	31	
	STANSTED	RYANAIR		S D	31	0	0	84	10	3	3	0	0	10	87	8	31	
<b>TOTAL FARO</b>					<b>628</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>13</b>	<b>13</b>	
FEZ																		
	STANSTED	RYANAIR		S A	10	0	0	100	0	0	0	0	0	1	0	0	0	0
	STANSTED	RYANAIR		S D	10	0	0	100	0	0	0	0	0	5	0	0	0	0
<b>TOTAL FEZ</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>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
FILTON																		
FLORENCE																		
	LONDON CITY	CITY JET		S A	27	0	0	81	0	4	15	0	0	22	0	0	0	0
	LONDON CITY	CITY JET		S D	27	0	0	81	0	4	15	0	0	23	0	0	0	0
	GATWICK	MERIDIANA AIR		S A	51	0	0	88	6	4	2	0	0	8	40	28	43	
	GATWICK	MERIDIANA AIR		S D	50	0	0	90	2	6	2	0	0	8	49	32	43	
<b>TOTAL FLORENCE</b>					<b>155</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>3</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>44</b>	<b>30</b>	<b>30</b>	
FORLI																		
FORT LAUDERDALE																		
FRANKFURT MAIN																		
	LONDON CITY	BA CITYFLYER LTD		S A	68	0	0	76	7	6	9	1	0	18	82	13	88	
	LONDON CITY	BA CITYFLYER LTD		S D	68	0	0	65	13	13	7	1	0	22	76	13	89	
	HEATHROW	BRITISH AIRWAYS PLC		S A	199	0	0	78	10	9	3	0	0	10	76	12	143	
	HEATHROW	BRITISH AIRWAYS PLC		S D	199	0	0	84	8	7	2	0	0	7	76	12	144	
	BIRMINGHAM	FLYBE LTD		S A	41	0	4	76	5	2	12	5	0	28	76	18	71	
	BIRMINGHAM	FLYBE LTD		S D	42	0	4	69	7	12	7	5	0	30	69	21	71	
	GLASGOW	FLYBE LTD		S A	27	0	0	81	0	11	7	0	0	12	0	0	0	0
	GLASGOW	FLYBE LTD		S D	27	0	0	96	4	0	0	0	0	4	0	0	0	0
	MANCHESTER	FLYBE LTD		S A	43	0	0	74	5	7	9	5	0	28	75	14	73	
	MANCHESTER	FLYBE LTD		S D	44	0	0	64	11	11	11	2	0	29	71	16	73	
	BIRMINGHAM	LUFTHANSA		S A	116	0	0	86	9	3	1	0	0	7	70	18	87	
	BIRMINGHAM	LUFTHANSA		S D	117	0	0	71	15	9	4	0	0	14	65	24	88	
	EDINBURGH	LUFTHANSA		S A	36	0	0	81	8	3	6	3	0	17	63	18	35	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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		
FRANKFURT MAIN																		
	EDINBURGH	LUFTHANSA	S	D	36	0	0	75	8	8	6	3	0	19	57	19	35	
	HEATHROW	LUFTHANSA	S	A	314	0	0	78	13	8	1	0	0	10	86	6	303	
	HEATHROW	LUFTHANSA	S	D	313	0	1	75	13	10	2	0	0	10	78	11	303	
	MANCHESTER	LUFTHANSA	S	A	123	0	0	74	15	8	2	0	0	12	79	13	124	
	MANCHESTER	LUFTHANSA	S	D	124	0	0	75	15	6	4	0	0	11	76	12	123	
	LONDON CITY	LUFTHANSA CITY LINE	S	A	83	0	0	88	2	6	4	0	0	9	82	10	88	
	LONDON CITY	LUFTHANSA CITY LINE	S	D	83	0	0	69	12	13	5	0	1	34	68	18	88	
<b>TOTAL FRANKFURT MAIN</b>					<b>2105</b>	<b>3</b>	<b>9</b>	<b>77</b>	<b>11</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>13</b>	<b>13</b>	
FREETOWN																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	18	0	0	78	11	0	11	0	0	15	89	19	18	
	HEATHROW	BMI BRITISH MIDLAND	S	D	18	0	0	22	33	28	17	0	0	34	33	51	18	
<b>TOTAL FREETOWN</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>22</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>61</b>	<b>35</b>	<b>35</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	100	0	0	0	0	0	2	0	0	0	
	GATWICK	VIKING AIRLINES	C	A	4	0	0	75	25	0	0	0	0	4	75	8	4	
	GATWICK	VIKING AIRLINES	C	D	4	0	0	100	0	0	0	0	0	5	75	11	4	
<b>TOTAL FRIEDRICHSHAFEN</b>					<b>16</b>	<b>1</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>78</b>	<b>13</b>	<b>13</b>	
FUERTEVENTURA																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	67	11	22	0	0	0	15	89	8	9	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	67	11	22	0	0	0	17	89	11	9	
	BIRMINGHAM	MONARCH AIRLINES	S	A	5	0	0	100	0	0	0	0	0	0	80	13	5	
	BIRMINGHAM	MONARCH AIRLINES	S	D	5	0	0	100	0	0	0	0	0	1	60	18	5	
	GATWICK	MONARCH AIRLINES	S	A	4	0	0	100	0	0	0	0	0	0	100	5	5	
	GATWICK	MONARCH AIRLINES	S	D	4	0	0	100	0	0	0	0	0	1	100	2	5	
	MANCHESTER	MONARCH AIRLINES	S	A	9	0	0	78	0	22	0	0	0	16	67	28	9	
	MANCHESTER	MONARCH AIRLINES	S	D	9	0	0	78	0	11	11	0	0	14	67	19	9	
	EDINBURGH	RYANAIR	S	A	9	0	0	89	11	0	0	0	0	4	0	0	0	
	EDINBURGH	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	4	0	0	0	
	LUTON	RYANAIR	S	A	8	0	1	100	0	0	0	0	0	1	0	0	0	
	LUTON	RYANAIR	S	D	8	0	0	88	13	0	0	0	0	9	0	0	0	
	STANSTED	RYANAIR	S	A	9	0	0	89	0	11	0	0	0	8	0	0	0	
	STANSTED	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	7	0	0	0	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 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
FUERTEVENTURA	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	1	78	8	9
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	11	0	0	0	0	5	89	8	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	67	11	11	11	0	0	24	89	6	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	44	33	11	11	0	0	33	89	6	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	11	0	0	0	0	5	78	4	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	0	11	0	0	0	8	89	5	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	18	0	0	94	6	0	0	0	0	4	64	22	14
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	18	0	0	100	0	0	0	0	0	3	75	15	16
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	6	0	0	67	0	17	17	0	0	25	89	3	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	6	0	0	83	0	0	17	0	0	22	100	1	9
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	40	0	0	0	0	15	100	0	5
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	2	100	2	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	1	80	11	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	80	20	5
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	89	0	0	11	0	0	14	78	15	9
	GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	89	0	0	11	0	0	17	67	22	9
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	4	100	6	5
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	5	100	4	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	9	0	0	89	0	0	11	0	0	11	100	4	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	9	0	0	89	0	0	11	0	0	11	100	1	9
<b>TOTAL FUERTEVENTURA</b>					<b>276</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>10</b>	<b>10</b>
FUNCHAL	GATWICK	AIR PORTUGAL	S	A	31	0	0	94	0	3	3	0	0	5	100	0	31
	GATWICK	AIR PORTUGAL	S	D	31	0	0	100	0	0	0	0	0	2	94	5	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	89	6	0	6	0	0	9	88	6	17
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	67	28	0	6	0	0	13	82	7	17
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	90	5	5	0	0	0	5	95	12	19
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	95	5	0	0	0	0	3	100	4	19
	MANCHESTER	JET2.COM LTD	S	A	4	0	0	25	75	0	0	0	0	18	0	0	0
	MANCHESTER	JET2.COM LTD	S	D	4	0	0	50	0	50	0	0	0	21	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	46	80	3	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	8	100	2	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	80	8	5

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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)												
FUNCHAL																		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	80	16	5	
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	2	78	20	9	
	GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	4	100	4	9	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	4	60	43	5	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	6	100	2	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	3	89	21	9	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	8	0	0	88	13	0	0	0	0	4	100	3	9	
<b>TOTAL FUNCHAL</b>					<b>206</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>7</b>	<b>7</b>	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 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)												
GALWAY																		
	EDINBURGH	AER ARANN	S	A	17	0	0	94	6	0	0	0	0	4	89	8	18	
	EDINBURGH	AER ARANN	S	D	17	0	0	88	12	0	0	0	0	3	72	17	18	
	LUTON	AER ARANN	S	A	49	0	1	90	6	2	2	0	0	4	98	5	49	
	LUTON	AER ARANN	S	D	52	0	1	90	4	4	2	0	0	5	92	6	51	
	MANCHESTER	AER ARANN	S	A	25	0	0	80	4	8	8	0	0	12	83	11	35	
	MANCHESTER	AER ARANN	S	D	25	0	0	84	4	8	4	0	0	8	77	15	35	
<b>TOTAL GALWAY</b>					<b>185</b>	<b>2</b>	<b>2</b>	<b>88</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>9</b>	<b>9</b>	
GANDER																		
GATWICK																		
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	124	0	0	81	10	6	3	0	0	10	93	4	121	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	122	0	0	83	9	7	1	0	0	8	91	4	122	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	123	0	0	91	6	3	0	0	0	4	91	4	120	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	123	0	0	81	14	4	1	0	0	8	90	4	118	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	124	0	0	81	12	5	2	0	0	8	93	4	152	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	124	0	0	83	10	4	2	0	0	7	93	4	151	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	116	0	0	72	15	7	6	1	0	16	68	21	115	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	116	0	0	70	14	9	5	2	0	17	68	25	116	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	91	1	0	89	3	2	5	0	0	8	83	17	88	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	91	0	0	77	11	5	7	0	0	12	76	21	88	
	MANCHESTER	FLYBE LTD	S	A	4	2	2	100	0	0	0	0	0	5	0	0	0	
	MANCHESTER	FLYBE LTD	S	D	2	0	0	100	0	0	0	0	0	11	0	0	0	
	NEWCASTLE	FLYBE LTD	S	A	93	0	1	89	4	3	3	0	0	6	95	3	110	
	NEWCASTLE	FLYBE LTD	S	D	94	0	0	88	2	4	5	0	0	9	89	5	110	
<b>TOTAL GATWICK</b>					<b>1349</b>	<b>4</b>	<b>3</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>9</b>	<b>9</b>	
GAZIANTEP																		
GDANSK																		
	BIRMINGHAM	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	2	89	6	9	
	BIRMINGHAM	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	4	89	9	9	
	EDINBURGH	RYANAIR	S	A	8	2	2	100	0	0	0	0	0	0	100	0	9	
	EDINBURGH	RYANAIR	S	D	10	0	0	90	10	0	0	0	0	4	92	7	13	
	STANSTED	RYANAIR	S	A	31	0	0	100	0	0	0	0	0	1	97	1	31	
	STANSTED	RYANAIR	S	D	31	0	0	100	0	0	0	0	0	3	97	2	31	
	LUTON	WIZZ AIR	S	A	55	0	0	91	0	2	7	0	0	10	88	11	60	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 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)											
GDANSK	LUTON	WIZZ AIR		S D	54	0	0	76	15	6	4	0	0	14	70	19	60
<b>TOTAL GDANSK</b>					<b>207</b>	<b>2</b>	<b>2</b>	<b>91</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>10</b>	<b>10</b>
GENEVA	LONDON CITY	BA CITYFLYER LTD		S A	22	0	0	91	0	5	5	0	0	7	96	2	26
	LONDON CITY	BA CITYFLYER LTD		S D	22	0	0	77	5	14	5	0	0	15	85	9	26
	GATWICK	BMI BRITISH MIDLAND		C A	8	0	0	63	0	38	0	0	0	18	50	16	8
	GATWICK	BMI BRITISH MIDLAND		C D	8	0	0	88	0	13	0	0	0	10	100	4	8
	HEATHROW	BMI BRITISH MIDLAND		C A	4	0	0	50	50	0	0	0	0	8	25	26	4
	HEATHROW	BMI BRITISH MIDLAND		C D	4	0	0	100	0	0	0	0	0	3	100	2	4
	MANCHESTER	BMI BRITISH MIDLAND		C A	4	0	0	25	25	25	25	0	0	60	50	21	4
	MANCHESTER	BMI BRITISH MIDLAND		C D	4	0	0	25	50	0	0	25	0	60	75	13	4
	BIRMINGHAM	BMIBABY LTD		S A	12	0	0	100	0	0	0	0	0	0	82	37	11
	BIRMINGHAM	BMIBABY LTD		S D	12	0	0	92	8	0	0	0	0	4	82	12	11
	MANCHESTER	BMIBABY LTD		S A	8	0	0	75	25	0	0	0	0	6	75	14	8
	MANCHESTER	BMIBABY LTD		S D	8	0	0	63	25	13	0	0	0	15	88	7	8
	GATWICK	BRITISH AIRWAYS PLC		S A	65	0	0	72	22	6	0	0	0	10	85	7	67
	GATWICK	BRITISH AIRWAYS PLC		S D	65	0	0	88	6	6	0	0	0	6	92	5	65
	HEATHROW	BRITISH AIRWAYS PLC		S A	255	0	0	86	9	4	1	0	0	7	80	9	198
	HEATHROW	BRITISH AIRWAYS PLC		S D	255	0	0	91	6	3	0	0	0	5	83	8	198
	BIRMINGHAM	EASYJET AIRLINE COMPANY LTD		S A	30	0	0	80	10	10	0	0	0	10	0	0	0
	BIRMINGHAM	EASYJET AIRLINE COMPANY LTD		S D	30	0	0	57	30	10	3	0	0	18	0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S A	34	0	0	85	9	0	6	0	0	9	77	14	35
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S D	34	0	0	85	12	0	3	0	0	8	80	10	35
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	125	0	0	76	10	10	5	0	0	13	69	28	100
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	125	0	0	81	7	9	3	0	0	11	78	14	100
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S A	17	0	0	94	6	0	0	0	0	5	50	16	12
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S D	17	0	0	88	0	12	0	0	0	7	83	10	12
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	158	1	0	83	9	6	1	1	0	9	72	16	153
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	159	1	0	89	6	3	2	0	0	7	76	15	153
	MANCHESTER	EASYJET AIRLINE COMPANY LTD		S A	40	1	0	83	10	3	5	0	0	12	54	18	39
	MANCHESTER	EASYJET AIRLINE COMPANY LTD		S D	40	0	0	80	10	5	5	0	0	12	72	15	39
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S A	35	0	0	83	11	0	3	3	0	16	57	20	37
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S D	35	0	0	86	9	6	0	0	0	8	78	11	37

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 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																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	70	0	0	74	16	9	1	0	0	11	62	21	61	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	71	0	0	90	7	3	0	0	0	4	85	6	61	
	BIRMINGHAM	EASYJET SWITZERLAND	S	A	12	0	0	75	25	0	0	0	0	9	52	31	42	
	BIRMINGHAM	EASYJET SWITZERLAND	S	D	12	0	0	100	0	0	0	0	0	5	52	32	42	
	EDINBURGH	EASYJET SWITZERLAND	S	A	7	0	0	86	0	14	0	0	0	8	0	0	0	
	EDINBURGH	EASYJET SWITZERLAND	S	D	7	0	0	71	14	14	0	0	0	12	0	0	0	
	GATWICK	EASYJET SWITZERLAND	S	A	97	0	1	76	10	5	6	2	0	20	64	32	118	
	GATWICK	EASYJET SWITZERLAND	S	D	97	0	0	76	13	8	2	0	0	12	57	26	118	
	BIRMINGHAM	FLYBE LTD	C	A	4	0	0	50	25	0	0	25	0	58	60	33	5	
	BIRMINGHAM	FLYBE LTD	C	D	4	0	0	50	25	0	0	25	0	58	20	62	5	
	GATWICK	FLYBE LTD	C	A	12	0	0	58	8	33	0	0	0	17	40	24	5	
	GATWICK	FLYBE LTD	C	D	12	0	0	83	17	0	0	0	0	8	33	26	6	
	EDINBURGH	JET2.COM LTD	C	A	4	0	0	50	50	0	0	0	0	16	50	16	4	
	EDINBURGH	JET2.COM LTD	C	D	4	0	0	75	25	0	0	0	0	9	80	15	5	
	MANCHESTER	JET2.COM LTD	S	A	8	0	0	50	38	0	13	0	0	23	25	23	8	
	MANCHESTER	JET2.COM LTD	S	D	8	0	0	50	25	13	13	0	0	29	13	20	8	
	NEWCASTLE	JET2.COM LTD	S	A	4	0	0	0	0	75	0	25	0	82	0	0	0	
	NEWCASTLE	JET2.COM LTD	S	D	4	0	0	75	0	25	0	0	0	17	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	A	3	0	0	33	33	0	33	0	0	32	25	35	4	
	BIRMINGHAM	MONARCH AIRLINES	C	D	3	0	0	100	0	0	0	0	0	0	50	33	4	
	GATWICK	MONARCH AIRLINES	C	A	21	0	0	38	43	19	0	0	0	18	0	56	12	
	GATWICK	MONARCH AIRLINES	C	D	21	0	0	86	14	0	0	0	0	4	33	37	12	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	0	0	75	25	0	0	46	25	26	4	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	50	25	25	0	0	0	18	100	1	4	
	STANSTED	MONARCH AIRLINES	C	A	3	0	0	0	67	0	33	0	0	39	25	42	4	
	STANSTED	MONARCH AIRLINES	C	D	3	0	0	33	33	33	0	0	0	29	25	31	4	
	HEATHROW	SWISS AIRLINES	S	A	186	0	0	77	13	9	2	0	0	9	67	17	186	
	HEATHROW	SWISS AIRLINES	S	D	185	0	0	79	10	9	2	0	0	10	72	15	186	
	LONDON CITY	SWISS AIRLINES	S	A	120	1	0	97	2	0	1	0	1	15	95	4	113	
	LONDON CITY	SWISS AIRLINES	S	D	117	0	0	93	5	1	0	0	1	15	89	6	110	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	7	25	30	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	5	75	15	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	6	50	27	4	



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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 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																		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	50	26	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	11	75	7	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	50	10	4	
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	50	24	4	
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	75	30	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	20	0	0	90	0	5	5	0	0	10	75	13	20	
	GATWICK	THOMSON AIRWAYS LTD	C	D	20	0	0	80	10	5	5	0	0	16	80	11	20	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	75	33	4	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	2	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	3	75	13	8	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	8	0	0	63	25	13	0	0	0	13	100	2	8	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	10	50	16	4	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	7	4	
<b>TOTAL GENEVA</b>					<b>2847</b>	<b>17</b>	<b>2</b>	<b>82</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>15</b>	<b>15</b>	
GENOA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	74	10	10	3	3	0	17	84	18	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	71	16	3	6	3	0	19	97	2	31	
	STANSTED	RYANAIR	S	A	20	0	0	90	10	0	0	0	0	5	63	44	16	
	STANSTED	RYANAIR	S	D	20	0	0	100	0	0	0	0	0	3	88	6	16	
<b>TOTAL GENOA</b>					<b>102</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>15</b>	<b>15</b>	
GERONA																		
	BIRMINGHAM	RYANAIR	S	A	13	0	1	92	0	8	0	0	0	3	78	13	18	
	BIRMINGHAM	RYANAIR	S	D	13	0	1	100	0	0	0	0	0	2	61	19	18	
	GATWICK	RYANAIR	S	A	29	0	0	100	0	0	0	0	0	2	93	11	30	
	GATWICK	RYANAIR	S	D	29	0	0	97	3	0	0	0	0	2	97	10	30	
	LUTON	RYANAIR	S	A	18	0	0	94	6	0	0	0	0	3	88	8	17	
	LUTON	RYANAIR	S	D	18	0	0	100	0	0	0	0	0	2	100	4	17	
	NEWCASTLE	RYANAIR	S	A	2	0	0	100	0	0	0	0	0	2	50	10	2	
	NEWCASTLE	RYANAIR	S	D	2	0	0	100	0	0	0	0	0	11	50	15	2	
	STANSTED	RYANAIR	S	A	47	0	0	81	11	4	4	0	0	9	83	8	41	
	STANSTED	RYANAIR	S	D	47	0	0	89	9	2	0	0	0	5	93	6	41	
<b>TOTAL GERONA</b>					<b>218</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>11</b>	<b>11</b>	
GIBRALTAR																		

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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		
GIBRALTAR																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	77	10	7	0	7	0	29	70	25	27	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	94	3	3	0	0	0	3	85	8	27	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	63	13	13	3	7	0	38	68	51	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	84	10	3	3	0	0	10	81	15	31	
	LUTON	MONARCH AIRLINES	S	A	23	0	0	57	17	17	4	4	0	30	63	12	19	
	LUTON	MONARCH AIRLINES	S	D	23	0	0	83	13	4	0	0	0	7	74	10	19	
	MANCHESTER	MONARCH AIRLINES	S	A	13	0	0	31	23	31	8	8	0	52	64	30	14	
	MANCHESTER	MONARCH AIRLINES	S	D	13	0	0	92	0	0	8	0	0	9	93	3	14	
<b>TOTAL GIBRALTAR</b>					<b>194</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>75</b>	<b>21</b>	<b>21</b>	
GLASGOW																		
	LONDON CITY	BA CITYFLYER LTD	S	A	88	0	0	86	0	6	7	1	0	14	92	4	90	
	LONDON CITY	BA CITYFLYER LTD	S	D	93	0	0	88	3	5	2	1	0	9	85	7	93	
	HEATHROW	BMI BRITISH MIDLAND	S	A	163	0	0	88	6	4	2	0	0	8	94	3	199	
	HEATHROW	BMI BRITISH MIDLAND	S	D	163	0	0	90	4	5	1	0	0	6	95	3	198	
	GATWICK	BRITISH AIRWAYS PLC	S	A	123	0	0	80	13	6	1	0	0	9	92	4	118	
	GATWICK	BRITISH AIRWAYS PLC	S	D	123	0	0	95	3	2	0	0	0	3	93	4	120	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	228	0	0	89	4	5	1	0	0	6	90	7	161	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	228	0	0	91	5	3	1	0	0	4	91	7	161	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	91	0	0	79	9	7	5	0	0	12	75	20	88	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	91	0	0	85	8	2	5	0	0	8	77	20	88	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	105	0	0	91	1	6	2	0	0	6	87	7	105	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	105	0	0	88	5	5	2	1	0	7	83	9	105	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	135	0	0	91	4	3	1	0	0	5	92	5	114	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	135	0	0	92	1	5	1	0	0	5	91	4	114	
	BIRMINGHAM	FLYBE LTD	S	A	166	2	3	90	5	2	3	0	0	5	79	14	169	
	BIRMINGHAM	FLYBE LTD	S	D	169	0	1	89	5	4	2	0	0	8	74	19	168	
	MANCHESTER	FLYBE LTD	S	A	69	0	1	90	1	4	3	1	0	8	96	3	101	
	MANCHESTER	FLYBE LTD	S	D	69	0	0	83	4	7	6	0	0	9	91	4	102	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	33	0	0	0	0	11	0	0	0	
<b>TOTAL GLASGOW</b>					<b>2350</b>	<b>5</b>	<b>5</b>	<b>89</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>8</b>	<b>8</b>	
GLOUCESTERSHIRE																		
GOA																		

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 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	
GOA																			
	GATWICK	MONARCH AIRLINES	C	A	6	0	0	17	50	0	33	0	0	32	50	41	8		
	GATWICK	MONARCH AIRLINES	C	D	6	0	0	67	33	0	0	0	0	11	63	34	8		
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	50	25	25	0	0	0	14	75	6	4		
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	1	50	22	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	0	50	25	0	0	43	0	0	0		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	0	25	0	0	42	0	0	0		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	67	11	11	11	0	0	18	78	9	9		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	56	0	11	33	0	0	34	86	9	7		
	GATWICK	THOMSON AIRWAYS LTD	C	A	7	0	0	29	14	14	43	0	0	41	25	50	4		
	GATWICK	THOMSON AIRWAYS LTD	C	D	7	0	0	57	14	0	29	0	0	28	50	58	4		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	2	100	4	5		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	60	40	0	0	0	0	9	60	11	5		
<b>TOTAL GOA</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>17</b>	<b>9</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>66</b>	<b>24</b>	<b>24</b>		
GOTEBORG																			
	MANCHESTER	BH AIR	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0		
	MANCHESTER	BH AIR	C	D	5	0	0	100	0	0	0	0	0	1	0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	84	6	8	2	0	0	8	0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	92	2	6	0	0	0	4	0	0	0		
	BIRMINGHAM	CITY AIRLINE	S	A	33	0	1	94	3	3	0	0	0	5	85	10	27		
	BIRMINGHAM	CITY AIRLINE	S	D	33	0	1	88	9	3	0	0	0	4	85	11	27		
	MANCHESTER	CITY AIRLINE	S	A	49	0	0	82	12	4	2	0	0	9	90	6	50		
	MANCHESTER	CITY AIRLINE	S	D	49	0	0	92	6	0	2	0	0	6	96	2	50		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	81	13	6	0	0	0	8	0	0	0		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	77	13	10	0	0	0	10	0	0	0		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	69	15	8	0	0	8	50	0	0	0		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	85	0	8	0	0	8	45	0	0	0		
	HEATHROW	SAS	S	A	58	0	0	90	7	2	2	0	0	7	88	6	58		
	HEATHROW	SAS	S	D	58	0	0	91	3	3	2	0	0	5	90	5	58		
<b>TOTAL GOTEBORG</b>					<b>502</b>	<b>1</b>	<b>2</b>	<b>87</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>7</b>	<b>7</b>		
GOTEBORG (SAVE)																			
	EDINBURGH	RYANAIR	S	A	13	0	0	92	0	0	8	0	0	7	0	0	0		
	EDINBURGH	RYANAIR	S	D	13	0	0	92	0	8	0	0	0	5	0	0	0		
	STANSTED	RYANAIR	S	A	62	0	1	92	5	0	3	0	0	5	93	3	70		

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2010		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
GOTEBORG (SAVE)	STANSTED	RYANAIR		S D	62	0	0	97	2	0	2	0	0	4	99	3	70
<b>TOTAL GOTEBORG (SAVE)</b>					<b>150</b>	<b>1</b>	<b>1</b>	<b>94</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>96</b>	<b>3</b>	<b>3</b>
GRANADA																	
GRAND CAYMAN	HEATHROW	BRITISH AIRWAYS PLC		S A	18	0	0	61	22	17	0	0	0	15	93	2	14
	HEATHROW	BRITISH AIRWAYS PLC		S D	18	0	0	94	6	0	0	0	0	7	50	16	16
<b>TOTAL GRAND CAYMAN</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>10</b>	<b>10</b>
GRAZ																	
	STANSTED	RYANAIR		S A	17	0	0	88	12	0	0	0	0	6	83	6	18
	STANSTED	RYANAIR		S D	17	0	0	100	0	0	0	0	0	2	94	1	18
<b>TOTAL GRAZ</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>4</b>	<b>4</b>
GREENSBOROUGH																	
GRENADA	GATWICK	BRITISH AIRWAYS PLC		S A	10	0	0	80	10	10	0	0	0	8	100	2	10
	GATWICK	BRITISH AIRWAYS PLC		S D	10	0	0	80	10	0	10	0	0	13	100	2	10
	GATWICK	MONARCH AIRLINES		C A	4	0	0	50	25	25	0	0	0	17	25	18	4
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S A	4	0	0	50	25	25	0	0	0	15	50	44	4
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S D	5	0	0	80	0	20	0	0	0	12	50	13	4
<b>TOTAL GRENADA</b>					<b>33</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>11</b>	<b>11</b>
GRENOBLE																	
	GATWICK	BMI BRITISH MIDLAND		C A	4	0	0	100	0	0	0	0	0	75	36	4	4
	GATWICK	BMI BRITISH MIDLAND		C D	4	0	0	100	0	0	0	0	0	2	75	10	4
	BIRMINGHAM	EASYJET AIRLINE COMPANY LTD		S A	8	0	0	88	0	13	0	0	0	5	75	10	8
	BIRMINGHAM	EASYJET AIRLINE COMPANY LTD		S D	8	0	0	88	0	13	0	0	0	9	75	22	8
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	39	0	0	95	5	0	0	0	0	2	79	12	38
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	39	0	0	90	5	5	0	0	0	5	85	10	39
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	16	0	0	81	6	13	0	0	0	8	80	7	5
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	16	0	0	81	0	19	0	0	0	11	80	7	5
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	16	0	0	100	0	0	0	0	0	1	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	16	0	0	88	6	6	0	0	0	5	0	0	0
	NEWCASTLE	JET2.COM LTD		C A	4	0	0	100	0	0	0	0	0	75	31	4	4
	NEWCASTLE	JET2.COM LTD		C D	3	0	0	100	0	0	0	0	0	1	100	9	3

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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
GRENOBLE																		
	GATWICK	MONARCH AIRLINES	C	A	24	0	0	33	17	38	8	4	0	41	50	38	28	
	GATWICK	MONARCH AIRLINES	C	D	24	0	0	71	8	8	8	4	0	26	81	18	27	
	MANCHESTER	MONARCH AIRLINES	C	A	12	0	0	42	33	17	0	0	8	53	50	20	8	
	MANCHESTER	MONARCH AIRLINES	C	D	12	0	0	83	0	8	0	0	8	40	88	5	8	
	STANSTED	RYANAIR	S	A	16	0	1	94	6	0	0	0	0	2	92	3	25	
	STANSTED	RYANAIR	S	D	16	0	1	100	0	0	0	0	0	3	96	2	25	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	0	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	75	11	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	6	100	1	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	75	11	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	14	0	0	93	0	7	0	0	0	4	73	10	15	
	GATWICK	THOMSON AIRWAYS LTD	C	D	15	0	0	73	13	7	7	0	0	15	100	3	15	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	8	0	0	88	13	0	0	0	0	4	88	7	8	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	8	0	0	88	13	0	0	0	0	8	75	13	8	
	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	75	13	4	
<b>TOTAL GRENOBLE</b>					<b>346</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>6</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>12</b>	<b>79</b>	<b>12</b>	<b>12</b>	
GROSETTO																		
GUERNSEY																		
	GATWICK	AURIGNY AIR SERVICES	S	A	169	0	1	91	1	3	5	0	0	8	94	5	144	
	GATWICK	AURIGNY AIR SERVICES	S	D	168	0	3	89	3	5	2	0	1	9	90	6	144	
	MANCHESTER	AURIGNY AIR SERVICES	S	A	60	0	1	93	3	0	3	0	0	5	96	2	49	
	MANCHESTER	AURIGNY AIR SERVICES	S	D	60	0	1	90	5	0	3	0	2	13	98	2	49	
	STANSTED	AURIGNY AIR SERVICES	S	A	16	1	0	88	0	6	6	0	0	11	75	5	4	
	STANSTED	AURIGNY AIR SERVICES	S	D	27	0	0	93	0	4	4	0	0	6	75	47	4	
	BIRMINGHAM	FLYBE LTD	S	A	27	0	1	74	7	7	11	0	0	17	48	28	27	
	BIRMINGHAM	FLYBE LTD	S	D	27	0	0	81	4	11	4	0	0	13	67	25	27	
	GATWICK	FLYBE LTD	S	A	133	0	1	93	5	2	0	0	0	3	90	5	147	
	GATWICK	FLYBE LTD	S	D	133	0	4	94	3	3	0	0	0	3	87	9	151	
<b>TOTAL GUERNSEY</b>					<b>820</b>	<b>1</b>	<b>12</b>	<b>91</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>7</b>	<b>7</b>	
GURYEV																		

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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	18	0	0	78	11	11	0	0	0	11	78	10	18	
	EDINBURGH	RYANAIR		S D	18	0	0	94	6	0	0	0	0	4	83	10	18	
	STANSTED	RYANAIR		S A	81	0	0	93	7	0	0	0	0	5	88	7	84	
	STANSTED	RYANAIR		S D	81	0	0	84	14	2	0	0	0	7	82	9	84	
<b>TOTAL HAHN</b>					<b>198</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>8</b>	<b>8</b>	
HALIFAX INT																		
	HEATHROW	AIR CANADA		S A	17	0	0	88	6	6	0	0	0	8	63	18	19	
	HEATHROW	AIR CANADA		S D	18	0	0	83	11	0	6	0	0	13	80	10	20	
<b>TOTAL HALIFAX INT</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>14</b>	<b>14</b>	
HAMBURG																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	123	0	0	96	2	2	0	0	0	2	92	4	106	
	HEATHROW	BRITISH AIRWAYS PLC		S D	123	0	0	94	4	2	0	0	0	3	89	5	106	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	53	0	0	74	15	9	2	0	0	12	60	18	52	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	53	0	0	85	6	6	4	0	0	11	72	15	53	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	22	0	0	91	9	0	0	0	0	3	61	26	23	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	22	0	0	95	5	0	0	0	0	2	71	25	24	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD		S A	27	0	0	74	19	0	7	0	0	14	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD		S D	27	0	0	81	11	0	7	0	0	11	0	0	0	
	BIRMINGHAM	FLYBE LTD		S A	23	0	0	87	4	0	9	0	0	7	77	23	22	
	BIRMINGHAM	FLYBE LTD		S D	23	0	0	87	4	0	9	0	0	12	74	18	23	
	HEATHROW	LUFTHANSA		S A	115	0	0	88	6	4	2	0	0	6	95	3	94	
	HEATHROW	LUFTHANSA		S D	115	0	0	90	5	2	2	1	0	6	87	5	94	
	MANCHESTER	LUFTHANSA CITY LINE		S A	75	0	0	92	3	5	0	0	0	5	84	6	70	
	MANCHESTER	LUFTHANSA CITY LINE		S D	75	0	0	92	7	0	1	0	0	3	87	6	70	
<b>TOTAL HAMBURG</b>					<b>876</b>	<b>1</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>84</b>	<b>9</b>	<b>9</b>	
HANOVER																		
	BIRMINGHAM	AIR BERLIN		C A	9	0	0	100	0	0	0	0	0	1	89	8	9	
	BIRMINGHAM	AIR BERLIN		C D	9	0	0	89	11	0	0	0	0	3	78	11	9	
	GATWICK	AIR BERLIN		S A	58	0	0	95	2	3	0	0	0	5	0	0	0	
	GATWICK	AIR BERLIN		S D	58	0	0	95	3	2	0	0	0	3	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND		S A	84	0	0	83	6	8	2	0	0	8	95	3	85	
	HEATHROW	BMI BRITISH MIDLAND		S D	84	0	0	83	11	2	4	0	0	9	98	1	85	
	BIRMINGHAM	FLYBE LTD		S A	39	0	0	92	5	3	0	0	0	3	69	20	35	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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)													
HANOVER																			
	BIRMINGHAM	FLYBE LTD		S D	39	0	0	74	10	10	5	0	0	13	69	26	36		
	MANCHESTER	FLYBE LTD		S A	29	0	0	97	0	3	0	0	0	2	93	3	27		
	MANCHESTER	FLYBE LTD		S D	29	0	0	90	7	0	3	0	0	6	96	3	27		
	STANSTED	GERMANWINGS		S A	57	0	0	84	11	2	4	0	0	8	0	0	0		
	STANSTED	GERMANWINGS		S D	57	0	0	89	7	2	2	0	0	7	0	0	0		
<b>TOTAL HANOVER</b>					<b>555</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>7</b>	<b>7</b>		
HARARE																			
	GATWICK	AIR ZIMBABWE		S A	6	0	3	67	0	17	17	0	0	35	50	99	8		
	GATWICK	AIR ZIMBABWE		S D	6	0	3	33	17	17	33	0	0	67	38	112	8		
<b>TOTAL HARARE</b>					<b>12</b>	<b>0</b>	<b>6</b>	<b>50</b>	<b>8</b>	<b>17</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>44</b>	<b>106</b>	<b>106</b>		
HASSI MESSAOUD																			
	GATWICK	MONARCH AIRLINES		C A	14	0	0	71	21	7	0	0	0	9	29	41	14		
	GATWICK	MONARCH AIRLINES		C D	14	0	0	93	0	0	7	0	0	5	86	25	14		
<b>TOTAL HASSI MESSAOUD</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>57</b>	<b>33</b>	<b>33</b>		
HAUGESUND																			
	STANSTED	RYANAIR		S A	14	0	0	93	7	0	0	0	0	4	88	8	16		
	STANSTED	RYANAIR		S D	14	0	0	100	0	0	0	0	0	0	88	7	16		
<b>TOTAL HAUGESUND</b>					<b>28</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>88</b>	<b>7</b>	<b>7</b>		
HAVANA																			
	GATWICK	CUBANA		S A	5	0	0	60	20	20	0	0	0	14	80	5	5		
	GATWICK	CUBANA		S D	5	0	0	0	60	0	40	0	0	46	60	16	5		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S A	9	0	0	22	56	0	0	22	0	62	11	89	9		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S D	9	0	0	44	22	0	33	0	0	50	11	79	9		
<b>TOTAL HAVANA</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>32</b>	<b>9</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>44</b>	<b>32</b>	<b>58</b>	<b>58</b>		
HEATHROW																			
	EDINBURGH	BMI BRITISH MIDLAND		S A	206	0	0	81	13	6	1	0	0	8	90	4	200		
	EDINBURGH	BMI BRITISH MIDLAND		S D	206	0	0	83	9	6	2	0	0	8	88	5	197		
	GLASGOW	BMI BRITISH MIDLAND		S A	163	0	0	85	9	5	1	0	0	8	93	3	198		
	GLASGOW	BMI BRITISH MIDLAND		S D	163	0	0	90	4	5	2	0	0	7	95	3	199		
	MANCHESTER	BMI BRITISH MIDLAND		S A	176	0	1	85	9	6	1	0	0	8	95	4	237		
	MANCHESTER	BMI BRITISH MIDLAND		S D	174	0	2	87	7	4	2	0	0	6	94	4	241		
	EDINBURGH	BRITISH AIRWAYS PLC		S A	263	2	0	88	6	4	2	0	0	6	86	6	228		

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 2010			
					263	0	0	88	6	4	2	0	0	6	87	7	226
HEATHROW	EDINBURGH	BRITISH AIRWAYS PLC	S	D	263	0	0	88	6	4	2	0	0	6	87	7	226
	GLASGOW	BRITISH AIRWAYS PLC	S	A	228	0	0	87	7	4	1	0	0	6	84	9	161
	GLASGOW	BRITISH AIRWAYS PLC	S	D	228	0	0	89	5	4	2	0	0	6	89	7	161
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	251	0	0	83	10	6	2	0	0	9	85	7	209
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	252	0	0	92	3	4	1	0	0	4	95	3	209
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	182	0	0	92	2	2	4	0	0	6	88	8	143
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	182	0	0	91	3	2	4	0	0	5	91	10	140
<b>TOTAL HEATHROW</b>					<b>2940</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>90</b>	<b>5</b>	<b>5</b>
HELSINKI	HEATHROW	BLUE 1	S	A	58	0	0	72	21	3	3	0	0	11	90	11	31
	HEATHROW	BLUE 1	S	D	58	0	0	93	2	5	0	0	0	3	94	8	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	0	67	20	8	5	0	0	13	84	8	51
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	0	97	3	0	0	0	0	3	92	6	51
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	25	0	0	68	20	12	0	0	0	12	40	24	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	25	0	0	92	4	4	0	0	0	5	73	15	30
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	16	0	0	44	13	31	6	6	0	42	83	9	18
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	16	0	0	69	19	0	6	6	0	28	89	3	18
	HEATHROW	FINNAIR	S	A	124	0	0	77	12	8	2	0	0	10	91	5	124
	HEATHROW	FINNAIR	S	D	122	0	2	88	8	3	1	0	0	5	94	3	124
	MANCHESTER	FINNAIR	S	A	62	0	0	79	15	5	2	0	0	9	73	13	44
	MANCHESTER	FINNAIR	S	D	62	0	0	94	2	3	2	0	0	5	98	3	43
<b>TOTAL HELSINKI</b>					<b>691</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>7</b>	<b>7</b>
HERAKLION	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	50	0	50	0	0	0	18	0	30	2
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	50	0	50	0	0	0	26	0	20	2
<b>TOTAL HERAKLION</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>21</b>	<b>21</b>
HOLGUIN (FRANK PAIS)	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	75	14	4	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	3	100	0	1
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	50	0	0	0	25	75	8	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	0	0	50	0	0	48	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	6	80	15	5
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	7	100	3	5



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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 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)
HOLGUIN (FRANK PAIS)																	
<b>TOTAL HOLGUIN (FRANK PAIS)</b>					<b>19</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>9</b>	<b>9</b>
HONG KONG (CHEP LAP KOK)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	87	8	5	0	0	0	4	95	3	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	79	6	6	6	2	0	16	72	11	61
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	124	0	2	82	9	6	2	0	0	8	74	14	124
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	124	0	0	90	6	3	0	1	0	6	84	11	123
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>					<b>372</b>	<b>1</b>	<b>2</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>11</b>	<b>11</b>
HOUSTON																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	57	0	0	56	19	16	5	4	0	28	43	27	56
	HEATHROW	BRITISH AIRWAYS PLC	S	D	57	0	0	84	2	5	7	2	0	13	63	18	57
	HEATHROW	CONTINENTAL AIRLINES	S	A	62	0	0	69	23	6	2	0	0	12	54	24	61
	HEATHROW	CONTINENTAL AIRLINES	S	D	62	0	0	81	11	5	3	0	0	11	48	28	61
<b>TOTAL HOUSTON</b>					<b>238</b>	<b>3</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>52</b>	<b>24</b>	<b>24</b>
HUESCA																	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	0	0	25	0	0	15	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	3	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL HUESCA</b>					<b>7</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>9</b>	<b>88</b>	<b>4</b>	<b>4</b>
HUMBERSIDE																	
HURGHADA																	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	92	0	8	0	0	0	6	78	24	9
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	100	0	0	0	0	0	4	44	32	9
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	0	0	25	0	0	42	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	0	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	1	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	10	0	0	50	40	0	10	0	0	19	89	2	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	22	0	0	0	0	6	89	2	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	77	8	8	0	8	0	28	93	1	15
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	85	8	0	0	8	0	31	100	1	15
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	3	0	0	0
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	3	0	0	0
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	2	0	0	0

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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)												
HURGHADA																		
	GATWICK	THOMSON AIRWAYS LTD	S	A	4	0	0	75	25	0	0	0	0	7	75	8	4	
	GATWICK	THOMSON AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	2	100	1	5	
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	4	0	0	75	25	0	0	0	0	7	75	9	4	
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	2	100	3	4	
<b>TOTAL HURGHADA</b>					<b>114</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>86</b>	<b>8</b>	<b>8</b>	
HYDERABAD ( RAJIV GHANDI )																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	23	0	0	83	4	13	0	0	0	8	95	5	21	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	95	0	5	0	0	0	4	68	16	22	
<b>TOTAL HYDERABAD ( RAJIV GHANDI )</b>					<b>45</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>11</b>	<b>11</b>	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 2010				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
IBIZA																		
	LONDON CITY	BA CITYFLYER LTD		S A	2	0	0	100	0	0	0	0	0	0	0	0	0	0
	LONDON CITY	BA CITYFLYER LTD		S D	2	0	0	100	0	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	RYANAIR		S A	3	0	0	100	0	0	0	0	0	0	0	0	20	1
	BIRMINGHAM	RYANAIR		S D	3	0	0	100	0	0	0	0	0	0	0	0	65	1
	STANSTED	RYANAIR		S A	11	0	0	36	18	36	0	9	0	36	100	4	14	
	STANSTED	RYANAIR		S D	11	0	0	91	9	0	0	0	0	7	93	5	14	
<b>TOTAL IBIZA</b>					<b>32</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>9</b>	<b>13</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>90</b>	<b>7</b>	<b>7</b>	
ILHA DO SAL C.VERDE																		
	BIRMINGHAM	THOMSON AIRWAYS LTD		S A	5	0	0	60	20	0	0	20	0	48	60	23	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD		S D	5	0	0	100	0	0	0	0	0	6	60	18	5	
	GATWICK	THOMSON AIRWAYS LTD		S A	4	0	0	25	50	0	25	0	0	41	20	32	5	
	GATWICK	THOMSON AIRWAYS LTD		S D	4	0	0	100	0	0	0	0	0	7	40	17	5	
	MANCHESTER	THOMSON AIRWAYS LTD		S A	5	0	0	40	20	40	0	0	0	23	0	33	5	
	MANCHESTER	THOMSON AIRWAYS LTD		S D	5	0	0	100	0	0	0	0	0	4	80	12	5	
<b>TOTAL ILHA DO SAL C.VERDE</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>21</b>	<b>43</b>	<b>23</b>	<b>23</b>	
IMAM KHOMIENI																		
	HEATHROW	BMI BRITISH MIDLAND		S A	31	0	0	42	3	19	35	0	0	41	84	11	31	
	HEATHROW	BMI BRITISH MIDLAND		S D	31	0	0	48	23	26	3	0	0	22	65	13	31	
	HEATHROW	IRAN AIR		S A	14	0	0	50	21	21	7	0	0	26	23	30	13	
	HEATHROW	IRAN AIR		S D	14	0	0	86	7	0	7	0	0	11	77	14	13	
	BIRMINGHAM	MAHAN AIR		S A	13	0	0	77	8	8	8	0	0	21	56	26	16	
	BIRMINGHAM	MAHAN AIR		S D	13	0	0	85	0	0	15	0	0	20	25	60	16	
<b>TOTAL IMAM KHOMIENI</b>					<b>116</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>11</b>	<b>16</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>60</b>	<b>22</b>	<b>22</b>	
INNSBRUCK																		
	GATWICK	BRITISH AIRWAYS PLC		S A	18	0	0	61	33	0	0	0	6	74	94	3	18	
	GATWICK	BRITISH AIRWAYS PLC		S D	18	0	0	94	6	0	0	0	0	4	100	1	18	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	60	0	0	92	2	3	2	0	2	12	72	16	60	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	60	0	0	93	3	2	2	0	0	5	72	12	60	
	MANCHESTER	FLYBE LTD		C A	4	0	0	50	25	0	25	0	0	26	100	4	4	
	MANCHESTER	FLYBE LTD		C D	4	0	0	75	0	0	25	0	0	27	50	17	4	
	GATWICK	MONARCH AIRLINES		C A	20	0	0	85	10	0	0	5	0	13	70	31	20	
	GATWICK	MONARCH AIRLINES		C D	20	0	0	80	10	5	0	5	0	16	60	34	20	
	GATWICK	THOMAS COOK AIRLINES LTD		C A	6	0	0	83	17	0	0	0	0	4	67	120	6	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 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
INNSBRUCK																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	4	60	61	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	25	0	0	31	75	129	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	50	16	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	1	3	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	75	10	4	
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	9	75	355	4	
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	4	0	0	25	75	0	0	0	0	19	50	48	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	8	0	0	75	13	13	0	0	0	8	75	62	8	
	GATWICK	THOMSON AIRWAYS LTD	C	D	8	0	0	88	13	0	0	0	0	6	100	8	8	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	8	0	0	88	13	0	0	0	0	4	63	60	8	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	8	0	0	88	0	13	0	0	0	8	38	38	8	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	50	56	4	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	75	6	4	
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	64	4	
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	75	8	4	
<b>TOTAL INNSBRUCK</b>					<b>287</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>13</b>	<b>73</b>	<b>29</b>	<b>29</b>	
INVERNESS																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	84	3	13	0	0	0	8	67	21	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	97	0	3	0	0	0	2	77	18	30	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	29	0	0	90	3	3	3	0	0	10	82	8	28	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	29	0	0	100	0	0	0	0	0	3	75	11	28	
	BIRMINGHAM	FLYBE LTD	S	A	27	0	0	100	0	0	0	0	0	1	70	18	27	
	BIRMINGHAM	FLYBE LTD	S	D	27	0	0	96	0	4	0	0	0	5	70	23	27	
	GATWICK	FLYBE LTD	S	A	84	0	1	92	1	2	5	0	0	6	94	5	80	
	GATWICK	FLYBE LTD	S	D	85	0	0	88	4	2	6	0	0	8	93	6	80	
	MANCHESTER	FLYBE LTD	S	A	53	0	0	89	6	4	2	0	0	7	87	12	54	
	MANCHESTER	FLYBE LTD	S	D	53	0	0	83	8	6	4	0	0	9	81	15	54	
<b>TOTAL INVERNESS</b>					<b>450</b>	<b>0</b>	<b>1</b>	<b>91</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>11</b>	<b>11</b>	
IRELAND WEST AIRPORT KN																		
	GATWICK	AER LINGUS	S	A	30	0	0	97	0	3	0	0	0	1	87	7	31	
	GATWICK	AER LINGUS	S	D	31	0	0	94	3	3	0	0	0	3	87	9	31	
	BIRMINGHAM	BMIBABY LTD	S	A	15	0	0	100	0	0	0	0	0	2	59	31	17	
	BIRMINGHAM	BMIBABY LTD	S	D	15	0	0	73	27	0	0	0	0	7	59	31	17	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2010				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
IRELAND WEST AIRPORT KN																		
	MANCHESTER	BMIBABY LTD		S A	17	0	0	82	18	0	0	0	0	5	75	11	20	
	MANCHESTER	BMIBABY LTD		S D	17	0	0	88	12	0	0	0	0	4	80	8	20	
	LUTON	RYANAIR		S A	29	0	0	90	7	0	3	0	0	5	81	9	31	
	LUTON	RYANAIR		S D	29	0	0	72	21	3	3	0	0	12	65	13	31	
	STANSTED	RYANAIR		S A	31	0	0	90	6	0	0	3	0	10	92	5	37	
	STANSTED	RYANAIR		S D	31	0	0	97	3	0	0	0	0	2	92	4	38	
<b>TOTAL IRELAND WEST AIRPORT KNOCK</b>					<b>245</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>80</b>	<b>11</b>	<b>11</b>	
ISLAMABAD																		
	MANCHESTER	AIR BLUE		S A	13	0	0	23	0	31	38	8	0	68	12	95	17	
	MANCHESTER	AIR BLUE		S D	13	0	0	8	23	15	46	8	0	70	6	103	17	
	BIRMINGHAM	PAKISTAN INTL AIRLINES		S A	18	0	0	39	17	17	28	0	0	37	29	39	17	
	BIRMINGHAM	PAKISTAN INTL AIRLINES		S D	18	0	0	39	28	17	17	0	0	30	29	47	17	
	HEATHROW	PAKISTAN INTL AIRLINES		S A	17	0	0	29	29	24	12	6	0	47	28	47	18	
	HEATHROW	PAKISTAN INTL AIRLINES		S D	17	0	0	53	29	0	18	0	0	31	89	7	18	
	MANCHESTER	PAKISTAN INTL AIRLINES		S A	22	1	1	23	14	45	14	5	0	52	28	33	18	
	MANCHESTER	PAKISTAN INTL AIRLINES		S D	23	0	0	26	26	22	26	0	0	47	11	44	18	
<b>TOTAL ISLAMABAD</b>					<b>141</b>	<b>1</b>	<b>1</b>	<b>30</b>	<b>21</b>	<b>22</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>46</b>	<b>29</b>	<b>51</b>	<b>51</b>	
ISLAY																		
	GLASGOW	LOGANAIR		S A	51	1	0	92	8	0	0	0	0	2	89	8	54	
	GLASGOW	LOGANAIR		S D	51	0	0	92	8	0	0	0	0	3	87	9	54	
<b>TOTAL ISLAY</b>					<b>102</b>	<b>1</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>88</b>	<b>8</b>	<b>8</b>	
ISLE OF MAN																		
	LONDON CITY	AER ARANN		S A	78	2	3	76	12	6	6	0	0	16	86	9	79	
	LONDON CITY	AER ARANN		S D	80	0	0	84	4	6	5	0	1	31	89	7	79	
	NEWCASTLE	FLM AVIATION		S A	7	0	0	86	0	14	0	0	0	7	100	3	3	
	NEWCASTLE	FLM AVIATION		S D	7	0	0	86	0	14	0	0	0	7	100	0	3	
	BIRMINGHAM	FLYBE LTD		S A	49	0	0	88	2	2	8	0	0	15	81	9	54	
	BIRMINGHAM	FLYBE LTD		S D	49	0	0	78	10	4	8	0	0	16	78	13	54	
	GATWICK	FLYBE LTD		S A	115	0	0	91	4	3	1	0	0	4	97	2	116	
	GATWICK	FLYBE LTD		S D	116	0	0	91	4	3	1	0	0	4	95	3	116	
	LUTON	FLYBE LTD		S A	23	0	0	91	0	9	0	0	0	4	100	0	27	
	LUTON	FLYBE LTD		S D	23	0	0	83	9	9	0	0	0	6	93	5	27	
	MANCHESTER	FLYBE LTD		S A	124	0	1	94	2	1	2	0	0	4	95	4	134	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 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																		
	MANCHESTER	FLYBE LTD		S D	122	0	1	95	2	1	2	0	0	4	94	5	134	
	EDINBURGH	LOGANAIR		S A	26	0	0	81	8	4	8	0	0	12	89	4	27	
	EDINBURGH	LOGANAIR		S D	26	0	0	81	4	8	8	0	0	12	96	2	27	
	GLASGOW	LOGANAIR		S A	19	0	0	100	0	0	0	0	0	2	89	5	27	
	GLASGOW	LOGANAIR		S D	19	0	0	95	5	0	0	0	0	2	89	6	27	
	NEWCASTLE	VANAIR EUROPE AS		S A	3	0	0	67	0	0	33	0	0	22	84	10	25	
	NEWCASTLE	VANAIR EUROPE AS		S D	3	0	0	67	0	33	0	0	0	19	84	8	25	
<b>TOTAL ISLE OF MAN</b>					<b>889</b>	<b>3</b>	<b>5</b>	<b>88</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>91</b>	<b>5</b>	<b>5</b>	
ISTANBUL																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	67	0	0	75	18	4	3	0	0	9	75	12	56	
	HEATHROW	BRITISH AIRWAYS PLC		S D	67	0	0	79	15	4	1	0	0	10	77	11	56	
	BIRMINGHAM	THY TURK HAVA YOLLARI TURKISH		S A	21	0	0	81	10	10	0	0	0	8	55	24	20	
	BIRMINGHAM	THY TURK HAVA YOLLARI TURKISH		S D	21	0	0	90	5	5	0	0	0	7	30	34	20	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH		S A	132	0	0	76	19	5	0	0	0	8	28	27	97	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH		S D	132	0	0	81	8	11	1	0	0	8	48	23	97	
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH		S A	31	0	0	74	16	6	3	0	0	10	42	21	31	
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH		S D	31	0	0	71	19	3	6	0	0	16	19	33	31	
<b>TOTAL ISTANBUL</b>					<b>502</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>48</b>	<b>22</b>	<b>22</b>	
ISTANBUL (SABIHA GOKCEN)																		
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	17	0	0	76	24	0	0	0	0	8	77	8	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	17	0	0	94	0	6	0	0	0	8	58	14	31	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	18	0	0	72	17	6	6	0	0	12	67	13	18	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	18	0	0	61	33	0	6	0	0	13	72	13	18	
	STANSTED	PEGASUS AIRLINES		S A	38	0	0	76	18	0	5	0	0	11	39	23	31	
	STANSTED	PEGASUS AIRLINES		S D	38	0	0	79	16	0	5	0	0	12	39	27	31	
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>					<b>146</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>18</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>57</b>	<b>17</b>	<b>17</b>	
IZMIR (ADNAM MENDERES)																		
	STANSTED	PEGASUS AIRLINES		S A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	STANSTED	PEGASUS AIRLINES		S D	2	0	0	50	50	0	0	0	0	10	0	0	0	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 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)											
IZMIR (ADNAM MENDERES)																	
<b>TOTAL IZMIR (ADNAM MENDERES)</b>					4	0	0	75	25	0	0	0	0	5	58	35	35

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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 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	13	0	0	77	8	15	0	0	0	11	71	13	14
	HEATHROW	BMI BRITISH MIDLAND	S	D	14	0	0	21	50	29	0	0	0	26	62	13	13
	HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	0	90	10	0	0	0	0	3	82	7	22
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	91	9	0	0	0	0	4	81	7	21
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	31	0	0	84	0	13	3	0	0	11	84	9	31
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	31	0	0	84	6	6	3	0	0	8	87	5	31
<b>TOTAL JEDDAH</b>					<b>132</b>	<b>2</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>8</b>	<b>8</b>
JEREZ	STANSTED	RYANAIR	S	A	10	0	0	80	20	0	0	0	0	6	80	13	15
	STANSTED	RYANAIR	S	D	10	0	0	100	0	0	0	0	0	3	93	10	15
<b>TOTAL JEREZ</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>12</b>	<b>12</b>
JERSEY	STANSTED	AURIGNY AIR SERVICES	S	A	12	0	0	100	0	0	0	0	0	2	90	10	29
	MANCHESTER	BMIBABY LTD	S	A	17	0	1	100	0	0	0	0	0	2	94	3	18
	MANCHESTER	BMIBABY LTD	S	D	17	0	1	82	18	0	0	0	0	6	89	7	18
	GATWICK	BRITISH AIRWAYS PLC	S	A	150	0	0	93	6	1	0	0	0	4	94	3	135
	GATWICK	BRITISH AIRWAYS PLC	S	D	150	0	0	92	6	2	0	0	0	3	94	3	135
	BIRMINGHAM	FLYBE LTD	S	A	26	0	0	73	23	4	0	0	0	9	72	19	29
	BIRMINGHAM	FLYBE LTD	S	D	26	0	1	85	12	4	0	0	0	7	66	20	29
	GATWICK	FLYBE LTD	S	A	137	1	1	96	3	1	1	0	0	2	91	5	197
	GATWICK	FLYBE LTD	S	D	138	0	3	91	6	2	1	0	0	5	90	6	192
	LUTON	FLYBE LTD	S	A	13	0	0	77	8	15	0	0	0	8	93	5	14
	LUTON	FLYBE LTD	S	D	13	0	0	85	0	15	0	0	0	9	100	3	14
	MANCHESTER	FLYBE LTD	S	A	30	0	1	100	0	0	0	0	0	2	91	6	32
	MANCHESTER	FLYBE LTD	S	D	31	0	0	94	0	3	3	0	0	8	91	9	32
<b>TOTAL JERSEY</b>					<b>765</b>	<b>1</b>	<b>8</b>	<b>92</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>6</b>	<b>6</b>
JOHANNESBURG	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	1	79	11	7	0	0	3	29	87	7	63
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	73	11	5	5	3	3	60	69	18	64
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	55	0	0	85	9	4	2	0	0	6	93	3	55
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	55	0	0	85	4	9	2	0	0	7	87	7	55
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	61	29	0	10	0	0	15	77	13	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	84	10	0	6	0	0	12	77	12	30



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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 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)											
JOHANNESBURG																	
<b>TOTAL JOHANNESBURG</b>					295	0	1	79	11	5	3	1	1	24	82	10	10

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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
KARACHI		HEATHROW	PAKISTAN INTL AIRLINES	S A	17	0	0	18	24	47	12	0	0	37	8	48	13
		HEATHROW	PAKISTAN INTL AIRLINES	S D	17	0	0	76	6	6	12	0	0	14	62	13	13
		MANCHESTER	PAKISTAN INTL AIRLINES	S A	9	0	0	44	22	22	11	0	0	33	38	24	8
<b>TOTAL KARACHI</b>					<b>43</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>16</b>	<b>26</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>35</b>	<b>29</b>	<b>29</b>
KARLSRUHE/BADEN BADEN		STANSTED	RYANAIR	S A	43	0	0	88	7	5	0	0	0	5	91	6	34
		STANSTED	RYANAIR	S D	43	0	0	93	2	5	0	0	0	5	97	4	34
<b>TOTAL KARLSRUHE/BADEN BADEN</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>94</b>	<b>5</b>	<b>5</b>
KARUP																	
KATOWICE		BIRMINGHAM	RYANAIR	S A	9	0	0	100	0	0	0	0	0	3	67	13	9
		BIRMINGHAM	RYANAIR	S D	9	0	0	100	0	0	0	0	0	4	78	15	9
		STANSTED	RYANAIR	S A	31	0	0	97	3	0	0	0	0	1	97	13	31
		STANSTED	RYANAIR	S D	31	0	0	100	0	0	0	0	0	1	90	5	31
		LUTON	WIZZ AIR	S A	61	0	1	89	2	5	3	0	2	14	90	14	51
		LUTON	WIZZ AIR	S D	62	0	0	73	11	6	8	2	0	18	51	31	51
<b>TOTAL KATOWICE</b>					<b>203</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>17</b>	<b>17</b>
KAUNAS		BIRMINGHAM	RYANAIR	S A	2	0	0	100	0	0	0	0	0	2	78	12	9
		BIRMINGHAM	RYANAIR	S D	2	0	0	100	0	0	0	0	0	3	78	19	9
		EDINBURGH	RYANAIR	S A	9	0	0	100	0	0	0	0	0	1	0	0	0
		EDINBURGH	RYANAIR	S D	9	0	0	89	0	11	0	0	0	6	0	0	0
		GATWICK	RYANAIR	S A	30	0	0	87	13	0	0	0	0	3	0	0	0
		GATWICK	RYANAIR	S D	30	0	0	93	3	0	0	3	0	12	0	0	0
		LUTON	RYANAIR	S A	13	0	0	92	0	0	8	0	0	8	81	9	16
		LUTON	RYANAIR	S D	13	0	0	92	8	0	0	0	0	4	82	10	17
		STANSTED	RYANAIR	S A	32	0	0	81	16	3	0	0	0	7	87	8	52
		STANSTED	RYANAIR	S D	32	0	0	91	3	6	0	0	0	7	94	4	53
<b>TOTAL KAUNAS</b>					<b>172</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>8</b>	<b>8</b>
KEFLAVIK		GATWICK	ASTRAEUS LTD	S A	31	0	0	58	16	13	6	6	0	32	72	23	29
		GATWICK	ASTRAEUS LTD	S D	31	0	0	61	19	6	10	3	0	30	55	28	29

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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)												
KEFLAVIK		GLASGOW	ICELANDAIR	S	A	17	0	0	88	12	0	0	0	0	3	83	49	18
		GLASGOW	ICELANDAIR	S	D	17	0	0	88	12	0	0	0	0	5	83	50	18
		HEATHROW	ICELANDAIR	S	A	58	0	0	71	19	9	2	0	0	13	71	30	59
		HEATHROW	ICELANDAIR	S	D	58	0	0	67	21	10	2	0	0	14	68	32	59
		MANCHESTER	ICELANDAIR	S	A	17	0	0	82	18	0	0	0	0	5	83	49	18
		MANCHESTER	ICELANDAIR	S	D	17	0	0	88	12	0	0	0	0	5	83	53	18
<b>TOTAL KEFLAVIK</b>						<b>248</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>35</b>	<b>35</b>
KERRY COUNTY		MANCHESTER	AER ARANN	S	A	17	0	0	76	6	12	6	0	0	14	0	0	0
		MANCHESTER	AER ARANN	S	D	17	0	0	76	0	24	0	0	0	12	0	0	0
		LUTON	RYANAIR	S	A	31	0	0	100	0	0	0	0	0	97	9	31	
		LUTON	RYANAIR	S	D	31	0	0	90	10	0	0	0	0	4	84	14	31
		STANSTED	RYANAIR	S	A	23	0	0	100	0	0	0	0	0	2	95	4	19
		STANSTED	RYANAIR	S	D	23	0	0	96	4	0	0	0	0	2	79	10	19
<b>TOTAL KERRY COUNTY</b>						<b>142</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>10</b>	<b>10</b>
KHARTOUM		HEATHROW	BMI BRITISH MIDLAND	S	A	13	0	1	100	0	0	0	0	0	100	2	14	
		HEATHROW	BMI BRITISH MIDLAND	S	D	13	0	0	69	31	0	0	0	0	9	42	17	12
<b>TOTAL KHARTOUM</b>						<b>26</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>73</b>	<b>9</b>	<b>9</b>
KIEV (BORISPOL)		GATWICK	AEROSVIT AIRLINES	S	A	21	0	0	62	10	19	10	0	0	19	0	0	0
		GATWICK	AEROSVIT AIRLINES	S	D	21	0	0	81	10	5	5	0	0	11	0	0	0
		HEATHROW	BRITISH AIRWAYS PLC	S	A	35	0	0	77	14	9	0	0	0	8	64	21	28
		HEATHROW	BRITISH AIRWAYS PLC	S	D	35	0	0	94	3	3	0	0	0	3	89	12	28
		GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	31	0	4	77	19	3	0	0	0	8	77	9	31
		GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	31	0	4	90	6	3	0	0	0	7	71	12	31
		LUTON	WIZZ AIR	S	A	11	0	0	91	0	0	0	9	0	20	0	0	0
		LUTON	WIZZ AIR	S	D	11	0	0	82	9	0	0	9	0	23	0	0	0
<b>TOTAL KIEV (BORISPOL)</b>						<b>196</b>	<b>4</b>	<b>8</b>	<b>82</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>15</b>	<b>15</b>
KIEV (ZHULYANY)		MANCHESTER	JET2.COM LTD	C	A	2	0	0	100	0	0	0	0	0	5	0	0	0

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 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)												
KIEV (ZHULYANY)																		
	MANCHESTER	JET2.COM LTD	C	D	2	0	0	100	0	0	0	0	0	6	0	0	0	
	LUTON	WIZZ AIR	S	A	3	0	0	67	33	0	0	0	0	8	0	0	0	
	LUTON	WIZZ AIR	S	D	3	0	0	67	0	33	0	0	0	11	0	0	0	
<b>TOTAL KIEV (ZHULYANY)</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	
KINGSTON																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	67	22	11	0	0	0	11	100	1	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	100	0	0	0	0	0	5	79	8	14	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	67	11	11	11	0	0	25	67	29	9	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	33	22	33	11	0	0	28	44	49	9	
<b>TOTAL KINGSTON</b>					<b>35</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>76</b>	<b>18</b>	<b>18</b>	
KIRKWALL																		
	EDINBURGH	LOGANAIR	S	A	67	0	0	93	0	1	4	1	0	9	88	11	69	
	EDINBURGH	LOGANAIR	S	D	66	0	0	88	6	2	3	2	0	9	86	13	65	
	GLASGOW	LOGANAIR	S	A	31	0	0	84	0	0	13	3	0	22	87	10	31	
	GLASGOW	LOGANAIR	S	D	31	0	0	97	0	3	0	0	0	2	91	7	32	
<b>TOTAL KIRKWALL</b>					<b>195</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>11</b>	<b>11</b>	
KIRUNA																		
	HEATHROW	SAS	C	A	2	0	0	100	0	0	0	0	0	3	0	16	1	
<b>TOTAL KIRUNA</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>8</b>	<b>8</b>	
KITTLA																		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	7	0	36	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	0	75	12	4	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	50	0	0	50	0	0	40	25	22	4	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	5	100	1	4	
<b>TOTAL KITTLA</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>56</b>	<b>16</b>	<b>16</b>	
KLAGENFURT																		
	STANSTED	RYANAIR	S	A	13	0	1	69	23	8	0	0	0	15	46	19	13	
	STANSTED	RYANAIR	S	D	14	0	0	100	0	0	0	0	0	3	92	3	13	
<b>TOTAL KLAGENFURT</b>					<b>27</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>11</b>	<b>11</b>	
KOS																		
<b>TOTAL KOS</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
KRAKOW																		

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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
KRAKOW																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	85	15	0	0	0	0	5	86	7	14	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	100	0	0	0	0	0	2	86	15	14	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	2	90	0	3	3	3	0	17	77	10	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	84	6	3	0	6	0	18	77	8	31	
	BIRMINGHAM	RYANAIR	S	A	11	0	0	91	0	9	0	0	0	4	86	7	14	
	BIRMINGHAM	RYANAIR	S	D	11	0	0	82	9	0	9	0	0	13	86	11	14	
	EDINBURGH	RYANAIR	S	A	13	0	0	69	15	8	0	0	8	42	85	9	13	
	EDINBURGH	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	4	92	5	13	
	STANSTED	RYANAIR	S	A	59	0	0	92	3	2	0	2	2	12	97	2	62	
	STANSTED	RYANAIR	S	D	59	0	0	95	3	2	0	0	0	3	98	2	62	
<b>TOTAL KRAKOW</b>					<b>259</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>11</b>	<b>87</b>	<b>7</b>	<b>7</b>	
KUALA LUMPUR (SEPANG)																		
	STANSTED	AIR ASIA	S	A	27	0	0	67	22	11	0	0	0	12	0	0	0	
	STANSTED	AIR ASIA	S	D	27	0	0	89	11	0	0	0	0	5	93	9	30	
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	61	0	1	57	15	11	15	2	0	27	79	9	62	
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	D	60	0	2	88	3	3	5	0	0	7	82	31	62	
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>175</b>	<b>0</b>	<b>3</b>	<b>74</b>	<b>11</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>18</b>	<b>18</b>	
KUWAIT																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	97	3	0	0	0	0	1	97	1	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	87	6	6	0	0	0	7	84	8	31	
	HEATHROW	KUWAIT AIRWAYS	S	A	31	0	0	61	10	16	13	0	0	21	45	22	31	
	HEATHROW	KUWAIT AIRWAYS	S	D	31	0	1	84	6	10	0	0	0	7	71	15	31	
<b>TOTAL KUWAIT</b>					<b>124</b>	<b>1</b>	<b>1</b>	<b>82</b>	<b>6</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>11</b>	<b>11</b>	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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	
LA CORUNA																			
	HEATHROW	VUELING AIRLINES		S A	31	0	0	90	3	3	3	0	0	9	74	12	31		
	HEATHROW	VUELING AIRLINES		S D	31	0	0	77	10	6	6	0	0	17	84	8	31		
<b>TOTAL LA CORUNA</b>					<b>62</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>13</b>	<b>79</b>	<b>10</b>	<b>10</b>		
LA ROCHELLE																			
	STANSTED	RYANAIR		S A	14	0	0	93	0	0	0	7	0	18	93	3	14		
	STANSTED	RYANAIR		S D	14	0	0	100	0	0	0	0	0	1	86	5	14		
<b>TOTAL LA ROCHELLE</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>4</b>	<b>4</b>		
LA ROMANA																			
	BIRMINGHAM	THOMSON AIRWAYS LTD		C A	3	0	0	100	0	0	0	0	0	0	67	13	3		
	BIRMINGHAM	THOMSON AIRWAYS LTD		C D	4	0	0	50	0	25	25	0	0	42	25	29	4		
	GATWICK	THOMSON AIRWAYS LTD		C A	4	0	0	75	0	25	0	0	0	8	60	18	5		
	GATWICK	THOMSON AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	3	75	22	4		
	MANCHESTER	THOMSON AIRWAYS LTD		C A	4	0	0	75	0	25	0	0	0	18	60	22	5		
	MANCHESTER	THOMSON AIRWAYS LTD		C D	6	0	0	67	0	33	0	0	0	21	50	76	4		
<b>TOTAL LA ROMANA</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>4</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>63</b>	<b>25</b>	<b>25</b>		
LAGOS																			
	HEATHROW	ARIK AIR		S A	31	0	1	74	16	6	3	0	0	10	89	6	27		
	HEATHROW	ARIK AIR		S D	30	0	2	87	10	0	3	0	0	9	82	5	28		
	HEATHROW	BRITISH AIRWAYS PLC		S A	30	0	0	97	3	0	0	0	0	1	90	10	29		
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	71	10	10	10	0	0	18	41	25	29		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	31	0	0	97	3	0	0	0	0	2	68	66	31		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	30	0	1	93	7	0	0	0	0	4	84	9	31		
<b>TOTAL LAGOS</b>					<b>183</b>	<b>2</b>	<b>4</b>	<b>86</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>21</b>	<b>21</b>		
LAHORE																			
	HEATHROW	PAKISTAN INTL AIRLINES		S A	14	0	0	21	36	7	36	0	0	38	15	38	13		
	HEATHROW	PAKISTAN INTL AIRLINES		S D	14	0	0	43	14	14	29	0	0	36	54	17	13		
	MANCHESTER	PAKISTAN INTL AIRLINES		S A	14	0	0	21	21	21	36	0	0	40	22	21	9		
	MANCHESTER	PAKISTAN INTL AIRLINES		S D	9	0	0	33	33	11	22	0	0	33	78	11	9		
<b>TOTAL LAHORE</b>					<b>51</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>25</b>	<b>14</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>37</b>	<b>26</b>	<b>26</b>		
LAKSELV/BANAK																			
<b>TOTAL LAKSELV/BANAK</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>		
LAMETIA-TERME																			

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 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)											
LARNACA	HEATHROW	AEGEAN AIRLINES	S	A	5	0	0	80	20	0	0	0	0	5	0	0	0
	HEATHROW	AEGEAN AIRLINES	S	D	5	0	0	100	0	0	0	0	0	4	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	81	6	10	0	0	3	42	58	18	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	90	6	3	0	0	0	5	77	13	31
	HEATHROW	CYPRUS AIRWAYS	S	A	63	0	0	73	16	10	2	0	0	10	57	23	61
	HEATHROW	CYPRUS AIRWAYS	S	D	64	0	0	81	11	6	2	0	0	9	56	22	62
	MANCHESTER	CYPRUS AIRWAYS	S	A	14	0	0	79	7	14	0	0	0	10	72	14	18
	MANCHESTER	CYPRUS AIRWAYS	S	D	14	0	0	64	14	7	14	0	0	26	36	22	14
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	86	10	5	0	0	0	6	48	30	27
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	91	5	5	0	0	0	8	52	29	27
	BIRMINGHAM	MONARCH AIRLINES	S	A	10	0	0	70	20	0	10	0	0	10	40	30	10
	BIRMINGHAM	MONARCH AIRLINES	S	D	10	0	0	70	20	10	0	0	0	15	64	27	11
	GATWICK	MONARCH AIRLINES	S	A	2	0	0	100	0	0	0	0	0	6	0	30	4
	GATWICK	MONARCH AIRLINES	S	D	2	0	0	100	0	0	0	0	0	2	75	18	4
	LUTON	MONARCH AIRLINES	S	A	7	0	0	57	29	0	14	0	0	20	20	31	10
	LUTON	MONARCH AIRLINES	S	D	7	0	0	71	14	0	14	0	0	21	40	24	10
	MANCHESTER	MONARCH AIRLINES	S	A	12	0	0	25	42	17	17	0	0	38	56	20	16
	MANCHESTER	MONARCH AIRLINES	S	D	12	0	0	58	8	17	17	0	0	32	81	10	16
<b>TOTAL LARNACA</b>					<b>333</b>	<b>2</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>56</b>	<b>22</b>	<b>22</b>
LAS PALMAS	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	57	20	17	7	0	0	22	39	27	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	73	13	7	7	0	0	17	58	25	31
	BIRMINGHAM	MONARCH AIRLINES	S	A	8	0	0	75	0	25	0	0	0	12	40	34	5
	BIRMINGHAM	MONARCH AIRLINES	S	D	8	0	0	88	0	13	0	0	0	8	80	16	5
	GATWICK	MONARCH AIRLINES	S	A	7	0	0	57	14	0	29	0	0	38	78	28	9
	GATWICK	MONARCH AIRLINES	S	D	7	0	0	71	0	0	29	0	0	38	78	24	9
	MANCHESTER	MONARCH AIRLINES	S	A	8	0	0	50	13	25	13	0	0	23	56	17	9
	MANCHESTER	MONARCH AIRLINES	S	D	8	0	0	63	25	13	0	0	0	14	100	3	9
	BIRMINGHAM	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	3	78	11	9
	BIRMINGHAM	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	3	78	19	9
	EDINBURGH	RYANAIR	S	A	9	0	0	67	22	0	11	0	0	17	78	13	9
	EDINBURGH	RYANAIR	S	D	9	0	0	89	0	11	0	0	0	6	89	8	9
	LUTON	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	0	100	2	9

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 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
LAS PALMAS	LUTON	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	3	89	6	9
	STANSTED	RYANAIR	S	A	12	0	0	58	17	25	0	0	0	15	93	9	14
	STANSTED	RYANAIR	S	D	13	0	0	92	0	8	0	0	0	8	100	1	14
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	8	60	22	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	50	0	0	0	0	12	60	28	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	67	11	11	11	0	0	23	43	18	7
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	11	11	11	0	0	22	71	14	7
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	13	80	16	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	11	80	8	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	46	31	15	8	0	0	30	77	13	13
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	69	8	15	0	8	0	28	83	12	12
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	7	80	9	5
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	7	100	3	5
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	4	100	2	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	0	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	6	0	0	50	33	17	0	0	0	13	80	12	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	13	60	15	5
	GATWICK	THOMSON AIRWAYS LTD	C	A	17	0	0	76	18	0	6	0	0	10	68	14	19
	GATWICK	THOMSON AIRWAYS LTD	C	D	17	0	0	82	12	6	0	0	0	8	79	46	19
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	12	60	40	5
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	50	0	50	0	0	0	23	60	46	5
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	9	20	24	5
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	10	80	8	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	13	0	0	77	8	15	0	0	0	10	58	25	19
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	13	0	0	77	8	15	0	0	0	11	79	14	19
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	25	25	25	25	0	0	44	80	14	5
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	32	100	1	5
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	4	5
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	6	100	3	5
<b>TOTAL LAS PALMAS</b>					<b>361</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>18</b>	<b>18</b>
LAS VEGAS	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	42	16	16	13	13	0	55	6	46	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	71	0	13	6	10	0	34	45	22	31



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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2010			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
LAS VEGAS	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	74	10	16	0	0	0	10	48	29	31
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	58	29	10	3	0	0	13	52	29	31
<b>TOTAL LAS VEGAS</b>					<b>126</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>13</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>28</b>	<b>39</b>	<b>31</b>	<b>31</b>
LE HAVRE																	
<b>TOTAL LE HAVRE</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>30</b>	<b>0</b>	<b>0</b>	<b>0</b>
LEEDS BRADFORD																	
	EDINBURGH	BMI REGIONAL	S	A	46	0	0	87	4	7	2	0	0	8	91	7	45
	EDINBURGH	BMI REGIONAL	S	D	46	0	0	91	7	2	0	0	0	4	96	2	45
	GLASGOW	BMI REGIONAL	S	A	44	0	0	93	2	2	2	0	0	5	95	2	44
	GLASGOW	BMI REGIONAL	S	D	46	0	0	93	2	2	2	0	0	6	96	3	45
	GATWICK	FLYBE LTD	S	A	72	0	2	85	3	6	7	0	0	12	94	6	80
	GATWICK	FLYBE LTD	S	D	76	0	0	80	4	5	11	0	0	14	85	10	81
<b>TOTAL LEEDS BRADFORD</b>					<b>330</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>4</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>92</b>	<b>5</b>	<b>5</b>
LIBERIA																	
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	13	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	6	0	0	0
<b>TOTAL LIBERIA</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
LIBREVILLE																	
LIEGE																	
<b>TOTAL LIEGE</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>8</b>	<b>8</b>
LIMA																	
LIMOGES																	
	STANSTED	RYANAIR	S	A	20	0	0	100	0	0	0	0	0	1	87	4	15
	STANSTED	RYANAIR	S	D	20	0	0	100	0	0	0	0	0	2	93	2	15
<b>TOTAL LIMOGES</b>					<b>40</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>90</b>	<b>3</b>	<b>3</b>
LINZ																	
	STANSTED	RYANAIR	S	A	15	0	0	93	7	0	0	0	0	3	100	2	18
	STANSTED	RYANAIR	S	D	15	0	0	93	7	0	0	0	0	3	100	1	18
<b>TOTAL LINZ</b>					<b>30</b>	<b>1</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100</b>	<b>2</b>	<b>2</b>
LISBON																	
	GATWICK	AIR PORTUGAL	S	A	44	0	0	93	7	0	0	0	0	3	93	4	15

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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)												
LISBON																		
	GATWICK	AIR PORTUGAL		S D	44	0	0	95	5	0	0	0	0	2	87	5	15	
	HEATHROW	AIR PORTUGAL		S A	172	0	0	91	6	2	1	0	0	5	88	4	170	
	HEATHROW	AIR PORTUGAL		S D	173	0	1	87	9	4	1	0	0	6	80	12	171	
	HEATHROW	BRITISH AIRWAYS PLC		S A	98	0	0	82	13	3	2	0	0	7	88	7	82	
	HEATHROW	BRITISH AIRWAYS PLC		S D	98	0	0	80	13	5	2	0	0	8	84	9	82	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S A	3	0	0	100	0	0	0	0	0	6	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S D	3	0	0	100	0	0	0	0	0	4	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	38	0	0	66	24	11	0	0	0	12	58	25	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	38	0	0	82	8	11	0	0	0	7	71	22	31	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	31	0	0	77	13	6	3	0	0	12	68	16	31	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	31	0	0	71	19	10	0	0	0	12	58	16	31	
<b>TOTAL LISBON</b>					<b>775</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>10</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>	
LIVERPOOL (JOHN LENNON)																		
LJUBLJANA																		
	GATWICK	ADRIA AIRWAYS		S A	17	0	0	88	6	0	6	0	0	7	88	3	26	
	GATWICK	ADRIA AIRWAYS		S D	17	0	0	94	0	6	0	0	0	4	92	5	26	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	22	0	0	86	14	0	0	0	0	6	62	17	21	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	22	0	0	95	5	0	0	0	0	2	67	14	21	
<b>TOTAL LJUBLJANA</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>9</b>	<b>9</b>	
LODZ LUBLINEK																		
	EDINBURGH	RYANAIR		S A	9	0	0	44	44	11	0	0	0	20	75	9	8	
	EDINBURGH	RYANAIR		S D	9	0	0	78	11	11	0	0	0	9	100	4	8	
	STANSTED	RYANAIR		S A	24	0	0	96	0	0	0	4	0	13	96	2	24	
	STANSTED	RYANAIR		S D	24	0	0	96	4	0	0	0	0	3	96	3	24	
<b>TOTAL LODZ LUBLINEK</b>					<b>66</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>94</b>	<b>4</b>	<b>4</b>	
LONDON CITY																		
	EDINBURGH	BA CITYFLYER LTD		S A	174	0	0	85	6	2	7	0	0	11	83	7	158	
	EDINBURGH	BA CITYFLYER LTD		S D	176	0	0	81	5	2	11	0	0	17	88	6	155	
	GLASGOW	BA CITYFLYER LTD		S A	92	1	0	88	5	3	2	1	0	8	89	7	93	
	GLASGOW	BA CITYFLYER LTD		S D	88	0	0	82	5	5	7	2	0	16	86	7	92	
	EDINBURGH	CITY JET		S A	66	0	0	74	15	8	3	0	0	13	85	8	167	
	EDINBURGH	CITY JET		S D	65	0	0	74	11	5	9	2	0	21	90	7	167	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 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
LONDON CITY																	
<b>TOTAL LONDON CITY</b>					<b>661</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>3</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>87</b>	<b>7</b>	<b>7</b>
LOS ANGELES INTERNATIONAL																	
	HEATHROW	AMERICAN AIRLINES	S	A	31	0	0	84	10	6	0	0	0	7	48	26	31
	HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	84	13	3	0	0	0	7	58	32	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	66	0	0	30	33	30	6	0	0	28	45	26	88
	HEATHROW	BRITISH AIRWAYS PLC	S	D	67	0	0	67	21	7	4	0	0	16	45	23	89
	HEATHROW	UNITED AIRLINES	S	A	30	0	0	93	7	0	0	0	0	3	90	7	31
	HEATHROW	UNITED AIRLINES	S	D	29	0	0	86	7	0	3	3	0	13	74	16	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	60	0	0	85	7	5	3	0	0	9	58	19	43
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	60	0	0	73	22	2	3	0	0	12	70	18	44
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>374</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>57</b>	<b>22</b>	<b>22</b>
LUANDA																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	89	11	0	0	0	0	3	100	0	8
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	89	11	0	0	0	0	6	89	12	9
<b>TOTAL LUANDA</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>94</b>	<b>6</b>	<b>6</b>
LUBECK																	
	STANSTED	RYANAIR	S	A	29	0	0	97	0	3	0	0	0	4	89	4	46
	STANSTED	RYANAIR	S	D	29	0	0	100	0	0	0	0	0	2	98	2	46
<b>TOTAL LUBECK</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>93</b>	<b>3</b>	<b>3</b>
LULEA																	
	HEATHROW	SAS	S	A	4	0	0	100	0	0	0	0	0	4	0	0	0
	HEATHROW	SAS	S	D	4	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL LULEA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>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>
LUSAKA																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	77	8	15	0	0	0	10	92	4	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	100	0	0	0	0	0	3	69	14	13
<b>TOTAL LUSAKA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>9</b>	<b>9</b>
LUTON																	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	89	0	0	80	10	7	3	0	0	10	80	11	90
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	89	0	0	85	8	4	1	1	0	9	84	14	89
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	105	0	0	90	6	2	2	1	0	7	82	9	105
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	105	0	0	90	2	5	3	0	0	7	86	7	105

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2010				
					Actual (7)	MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						UNMATCHED	Plan (8)											
LUTON																		
<b>TOTAL LUTON</b>					<b>388</b>	<b>2</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>10</b>	<b>10</b>	
LUXEMBOURG																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	41	0	0	85	10	5	0	0	0	6	94	4	49	
	GATWICK	BRITISH AIRWAYS PLC	S	D	41	0	0	90	5	5	0	0	0	6	92	3	50	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	78	0	22	0	0	0	10	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	89	0	11	0	0	0	6	0	0	0	
	LONDON CITY	LUXAIR	S	A	104	3	0	78	12	5	6	0	0	12	92	5	106	
	LONDON CITY	LUXAIR	S	D	103	1	0	84	7	5	3	0	1	23	86	6	106	
	LONDON CITY	VLM (BELGIUM)	S	A	80	0	0	89	5	1	4	1	0	9	90	6	81	
	LONDON CITY	VLM (BELGIUM)	S	D	80	0	0	90	1	4	4	1	0	9	83	8	81	
<b>TOTAL LUXEMBOURG</b>					<b>467</b>	<b>8</b>	<b>3</b>	<b>85</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>89</b>	<b>6</b>	<b>6</b>	
LUXOR																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	5	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	5	0	0	80	20	0	0	0	0	9	0	0	0	
	HEATHROW	EGYPT AIR	S	A	2	0	0	50	50	0	0	0	0	17	20	42	5	
	HEATHROW	EGYPT AIR	S	D	3	0	0	100	0	0	0	0	0	0	40	38	5	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	56	13	18	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	4	94	4	18	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	4	40	32	5	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	18	80	4	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	40	0	0	0	15	60	47	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	0	15	100	5	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	40	20	0	0	0	20	80	96	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	0	13	80	6	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	3	80	13	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	4	80	15	5	
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	80	7	5	
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	4	60	12	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	2	60	17	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	80	13	5	
<b>TOTAL LUXOR</b>					<b>81</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>19</b>	<b>19</b>	
LYON																		
	GATWICK	BMI BRITISH MIDLAND	C	A	4	0	0	0	25	75	0	0	0	32	0	0	0	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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)											
LYON	GATWICK	BMI BRITISH MIDLAND	C	D	4	0	0	100	0	0	0	0	0	5	0	0	0
	MANCHESTER	BMI REGIONAL	S	A	23	0	0	96	0	0	4	0	0	4	100	1	18
	MANCHESTER	BMI REGIONAL	S	D	23	0	0	96	0	0	4	0	0	4	94	2	18
	BIRMINGHAM	BRIT AIR	S	A	49	0	0	100	0	0	0	0	0	1	85	8	48
	BIRMINGHAM	BRIT AIR	S	D	49	0	0	98	2	0	0	0	0	1	85	10	47
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	90	4	5	0	0	0	4	83	5	83
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	89	5	4	1	0	0	4	81	8	86
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	85	8	8	0	0	0	5	85	4	13
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	85	0	15	0	0	0	7	77	8	13
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	79	16	3	2	0	0	9	51	30	61
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	77	18	3	2	0	0	11	64	20	61
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	77	20	0	3	0	0	7	79	23	38
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	90	7	3	0	0	0	5	89	8	38
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	25	50	25	0	0	45	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL LYON</b>					<b>556</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>6</b>	<b>78</b>	<b>12</b>	<b>12</b>

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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		
MAASTRICHT																		
MADRID																		
	GATWICK	AIR EUROPA	S	A	62	0	0	79	13	3	5	0	0	10	73	15	56	
	GATWICK	AIR EUROPA	S	D	62	0	0	87	5	3	5	0	0	8	66	16	56	
	LONDON CITY	BA CITYFLYER LTD	S	A	50	0	0	92	0	0	8	0	0	11	93	2	44	
	LONDON CITY	BA CITYFLYER LTD	S	D	50	0	0	82	10	0	6	2	0	17	59	14	46	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	151	0	0	67	20	7	5	1	0	16	79	8	121	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	151	0	0	83	7	7	2	1	0	9	84	7	121	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	74	23	0	0	3	0	16	65	19	31	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	84	6	6	0	3	0	15	55	23	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	121	0	0	55	13	21	8	2	1	28	51	31	114	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	121	0	0	61	21	9	7	2	0	22	44	30	114	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	69	0	0	77	14	4	4	0	0	13	71	17	79	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	69	0	0	88	9	1	1	0	0	8	77	15	79	
	HEATHROW	IBERIA	S	A	246	0	1	53	22	16	9	0	0	22	77	9	251	
	HEATHROW	IBERIA	S	D	247	0	1	62	17	15	7	0	0	20	79	9	251	
	GATWICK	RYANAIR	S	A	62	0	0	95	2	2	2	0	0	5	52	19	31	
	GATWICK	RYANAIR	S	D	62	0	0	92	5	2	2	0	0	6	48	27	31	
	STANSTED	RYANAIR	S	A	62	0	0	77	15	6	2	0	0	10	71	13	62	
	STANSTED	RYANAIR	S	D	62	0	0	63	19	15	3	0	0	17	55	21	62	
<b>TOTAL MADRID</b>					<b>1713</b>	<b>3</b>	<b>2</b>	<b>71</b>	<b>14</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>15</b>	<b>15</b>	
MAHON																		
	LUTON	MONARCH AIRLINES	S	A	4	0	0	100	0	0	0	0	0	2	75	10	4	
	LUTON	MONARCH AIRLINES	S	D	4	0	0	100	0	0	0	0	0	5	50	25	4	
<b>TOTAL MAHON</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>50</b>	<b>21</b>	<b>21</b>	
MALAGA																		
	GATWICK	AER LINGUS	S	A	61	0	0	87	5	7	2	0	0	5	80	13	64	
	GATWICK	AER LINGUS	S	D	61	0	0	92	3	2	3	0	0	5	81	11	64	
	BIRMINGHAM	BMIBABY LTD	S	A	9	0	0	56	22	11	11	0	0	17	56	19	9	
	BIRMINGHAM	BMIBABY LTD	S	D	9	0	0	67	11	11	11	0	0	19	60	27	10	
	GATWICK	BRITISH AIRWAYS PLC	S	A	15	0	0	80	7	13	0	0	0	12	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	16	0	0	94	0	6	0	0	0	5	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	53	0	0	87	6	4	2	2	0	10	75	13	55	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	52	0	0	79	15	2	4	0	0	10	81	8	54	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 2010				
					102	0	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
MALAGA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	102	0	0	78	13	4	4	0	1	16	73	16	114	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	101	0	0	83	13	1	3	0	0	10	74	15	115	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	27	0	0	89	0	7	4	0	0	11	58	18	19	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	27	0	0	93	4	0	4	0	0	6	68	15	19	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	27	1	0	70	7	22	0	0	0	12	77	15	26	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	28	0	0	82	11	7	0	0	0	8	85	16	26	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	71	24	5	0	0	0	10	81	10	26	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	90	5	5	0	0	0	4	85	12	26	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	24	0	0	92	4	4	0	0	0	7	81	8	31	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	24	0	0	88	8	4	0	0	0	8	87	8	31	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	36	0	0	72	17	6	6	0	0	15	74	19	42	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	37	0	0	92	0	8	0	0	0	6	72	17	43	
	MANCHESTER	JET2.COM LTD	S	A	3	0	0	0	67	33	0	0	0	34	50	47	2	
	MANCHESTER	JET2.COM LTD	S	D	3	0	0	67	33	0	0	0	0	10	50	51	2	
	BIRMINGHAM	MONARCH AIRLINES	S	A	24	1	0	79	13	8	0	0	0	6	76	12	21	
	BIRMINGHAM	MONARCH AIRLINES	S	D	24	0	0	92	4	4	0	0	0	4	81	16	21	
	GATWICK	MONARCH AIRLINES	S	A	34	0	0	38	24	35	3	0	0	27	63	14	24	
	GATWICK	MONARCH AIRLINES	S	D	34	0	0	71	24	3	3	0	0	12	92	5	24	
	LUTON	MONARCH AIRLINES	S	A	16	0	0	69	25	6	0	0	0	11	80	12	15	
	LUTON	MONARCH AIRLINES	S	D	16	0	0	75	19	6	0	0	0	10	73	11	15	
	MANCHESTER	MONARCH AIRLINES	S	A	40	0	0	58	23	13	3	3	3	34	84	8	31	
	MANCHESTER	MONARCH AIRLINES	S	D	40	0	0	80	10	5	0	3	3	25	84	8	31	
	BIRMINGHAM	RYANAIR	S	A	17	0	0	100	0	0	0	0	0	1	83	11	18	
	BIRMINGHAM	RYANAIR	S	D	17	0	0	94	6	0	0	0	0	5	68	19	19	
	EDINBURGH	RYANAIR	S	A	20	0	0	75	15	0	10	0	0	15	100	4	14	
	EDINBURGH	RYANAIR	S	D	20	0	0	85	5	5	5	0	0	12	100	5	14	
	STANSTED	RYANAIR	S	A	32	0	0	81	13	6	0	0	0	9	75	8	32	
	STANSTED	RYANAIR	S	D	32	0	0	97	3	0	0	0	0	2	97	4	32	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	8	50	22	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	3	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	75	12	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	75	14	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	13	0	0	92	0	0	8	0	0	6	100	2	13	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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)											
MALAGA	GATWICK	THOMSON AIRWAYS LTD	C	D	13	0	0	92	0	0	8	0	0	8	92	4	13
	GLASGOW	THOMSON AIRWAYS LTD	C	A	3	0	0	67	33	0	0	0	0	9	75	12	4
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	5	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	13	0	0	62	15	15	0	0	8	38	88	6	16
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	13	0	0	85	8	0	0	0	8	36	100	4	17
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	18	50	21	4
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	6	4
<b>TOTAL MALAGA</b>					<b>1206</b>	<b>4</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>12</b>	<b>12</b>
MALE INTERNATIONAL	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	85	0	8	8	0	0	13	50	20	14
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	92	0	0	8	0	0	14	92	4	13
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	44	11	0	33	11	0	86	71	17	7
	GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	44	0	11	22	22	0	91	83	7	6
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	0	0	20	0	38	60	18	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	100	3	5
<b>TOTAL MALE INTERNATIONAL</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>2</b>	<b>4</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>39</b>	<b>66</b>	<b>22</b>	<b>22</b>
MALMO	GATWICK	VIKING AIRLINES	C	D	2	0	0	50	50	0	0	0	0	15	0	0	0
<b>TOTAL MALMO</b>					<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>60</b>	<b>46</b>	<b>46</b>
MALTA	BIRMINGHAM	AIR MALTA	S	A	8	0	0	88	13	0	0	0	0	4	63	11	8
	BIRMINGHAM	AIR MALTA	S	D	8	0	0	63	13	25	0	0	0	13	13	32	8
	GATWICK	AIR MALTA	S	A	33	0	0	100	0	0	0	0	0	1	97	4	39
	GATWICK	AIR MALTA	S	D	33	0	0	97	0	3	0	0	0	2	92	5	39
	HEATHROW	AIR MALTA	S	A	62	0	0	92	6	0	2	0	0	3	95	3	62
	HEATHROW	AIR MALTA	S	D	62	0	0	84	6	6	3	0	0	9	76	9	62
	MANCHESTER	AIR MALTA	S	A	13	0	0	92	8	0	0	0	0	2	87	5	23
	MANCHESTER	AIR MALTA	S	D	13	0	0	100	0	0	0	0	0	2	70	10	23
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	32	0	0	91	9	0	0	0	0	5	66	13	32
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	32	0	0	84	13	3	0	0	0	8	56	16	32
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	79	7	7	0	7	0	24	80	7	15
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	93	0	0	0	7	0	21	100	1	15
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	89	0	11	0	0	0	5	89	3	9



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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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
MALTA																		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	89	0	11	0	0	0	9	100	4	9	
	BIRMINGHAM	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	2	0	0	0	
	BIRMINGHAM	RYANAIR	S	D	8	0	0	75	25	0	0	0	0	11	0	0	0	
	EDINBURGH	RYANAIR	S	A	10	0	0	100	0	0	0	0	0	0	89	3	9	
	EDINBURGH	RYANAIR	S	D	10	0	0	100	0	0	0	0	0	2	100	3	9	
	LUTON	RYANAIR	S	A	20	0	0	85	15	0	0	0	0	6	96	3	24	
	LUTON	RYANAIR	S	D	20	0	0	80	15	5	0	0	0	11	79	7	24	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	0	20	0	0	23	100	3	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	0	20	20	0	0	30	100	1	5	
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	80	10	5	
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	2	80	23	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	19	80	18	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	22	80	26	5	
<b>TOTAL MALTA</b>					<b>449</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>7</b>	<b>83</b>	<b>8</b>	<b>8</b>	
MANCHESTER																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	174	0	0	84	9	6	1	0	0	7	94	3	240	
	HEATHROW	BMI BRITISH MIDLAND	S	D	176	0	0	89	5	6	0	0	0	5	96	3	237	
	EDINBURGH	BMI REGIONAL	S	A	122	0	0	96	2	1	0	1	0	4	97	2	123	
	EDINBURGH	BMI REGIONAL	S	D	122	0	0	95	2	2	1	0	0	3	98	2	122	
	GATWICK	BRITISH AIRWAYS PLC	S	A	124	0	0	83	7	7	2	0	0	9	91	5	151	
	GATWICK	BRITISH AIRWAYS PLC	S	D	124	0	0	90	6	2	1	0	0	4	96	2	152	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	252	0	0	90	4	5	1	0	0	5	94	3	208	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	251	0	0	90	6	4	1	0	0	5	91	5	209	
	EDINBURGH	FLYBE LTD	S	A	79	0	3	91	1	4	4	0	0	6	90	6	106	
	EDINBURGH	FLYBE LTD	S	D	80	0	2	93	4	3	1	0	0	5	92	6	107	
	GLASGOW	FLYBE LTD	S	A	68	0	4	85	4	6	4	0	0	7	91	5	101	
	GLASGOW	FLYBE LTD	S	D	70	0	2	86	6	4	3	1	0	10	93	5	101	
	GATWICK	MONARCH AIRLINES	C	A	6	3	0	83	17	0	0	0	0	10	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	7	4	0	57	0	14	29	0	0	36	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	25	0	13	0	0	18	75	39	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	4	0	50	25	25	0	0	0	18	0	1322	1	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	50	0	0	0	26	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	0	50	0	0	0	26	0	0	0	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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
MANCHESTER																	
<b>TOTAL MANCHESTER</b>					<b>1671</b>	<b>13</b>	<b>11</b>	<b>89</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>93</b>	<b>5</b>	<b>5</b>
MANSTON (KENT INT)																	
	EDINBURGH	FLYBE LTD	S	A	27	0	0	93	0	4	4	0	0	10	0	0	0
	EDINBURGH	FLYBE LTD	S	D	27	0	0	93	4	4	0	0	0	4	0	0	0
	MANCHESTER	FLYBE LTD	S	A	17	0	0	94	6	0	0	0	0	4	0	0	0
	MANCHESTER	FLYBE LTD	S	D	17	0	0	94	6	0	0	0	0	2	0	0	0
<b>TOTAL MANSTON (KENT INT)</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
MARRAKESH																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	3	0	0	67	33	0	0	0	0	7	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	3	0	0	100	0	0	0	0	0	1	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	54	0	0	89	6	6	0	0	0	5	85	7	61
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	54	0	0	85	13	2	0	0	0	6	77	10	61
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	64	29	0	7	0	0	12	85	13	13
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	79	14	0	7	0	0	10	62	11	13
	GATWICK	ROYAL AIR MAROC	S	A	21	0	0	86	5	5	5	0	0	9	89	5	18
	GATWICK	ROYAL AIR MAROC	S	D	21	0	0	86	10	0	5	0	0	6	89	4	18
	HEATHROW	ROYAL AIR MAROC	S	A	26	0	0	73	4	23	0	0	0	11	81	24	31
	HEATHROW	ROYAL AIR MAROC	S	D	26	0	0	73	19	8	0	0	0	8	80	20	30
	EDINBURGH	RYANAIR	S	A	9	0	0	89	0	0	11	0	0	8	0	0	0
	EDINBURGH	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	2	0	0	0
	LUTON	RYANAIR	S	A	14	0	0	100	0	0	0	0	0	1	72	11	18
	LUTON	RYANAIR	S	D	14	0	0	93	7	0	0	0	0	3	83	7	18
	STANSTED	RYANAIR	S	A	2	0	0	100	0	0	0	0	0	4	0	0	0
	STANSTED	RYANAIR	S	D	2	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	S	A	9	0	0	100	0	0	0	0	0	0	89	7	9
	GATWICK	THOMSON AIRWAYS LTD	S	D	8	0	0	100	0	0	0	0	0	0	89	10	9
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	8	0	0	88	0	13	0	0	0	7	78	22	9
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	8	0	0	75	13	13	0	0	0	12	67	31	9
<b>TOTAL MARRAKESH</b>					<b>319</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>12</b>	<b>12</b>
MARSA ALAM																	
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	3	80	6	5
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	6	80	7	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	2	0	24	4

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 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)												
MARSA ALAM																		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	100	2	4	
<b>TOTAL MARSA ALAM</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>67</b>	<b>10</b>	<b>10</b>	
MARSEILLE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	60	0	0	88	8	3	0	0	0	5	78	9	54	
	GATWICK	BRITISH AIRWAYS PLC	S	D	60	0	0	90	8	2	0	0	0	4	96	4	54	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	71	10	13	3	3	0	22	68	19	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	65	23	10	3	0	0	12	68	19	31	
	MANCHESTER	NEOS SPA	C	A	4	0	0	100	0	0	0	0	0	5	0	0	0	
	MANCHESTER	NEOS SPA	C	D	4	0	0	0	50	25	25	0	0	43	0	0	0	
	STANSTED	RYANAIR	S	A	28	0	0	89	11	0	0	0	0	3	90	10	31	
	STANSTED	RYANAIR	S	D	28	0	0	86	7	7	0	0	0	7	94	6	31	
<b>TOTAL MARSEILLE</b>					<b>252</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>10</b>	<b>10</b>	
MAURITIUS																		
	HEATHROW	AIR MAURITIUS LTD	S	A	20	0	0	70	10	10	10	0	0	20	54	17	13	
	HEATHROW	AIR MAURITIUS LTD	S	D	20	0	0	55	25	15	5	0	0	19	54	18	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	69	23	0	8	0	0	16	77	120	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	69	23	0	8	0	0	14	77	14	13	
<b>TOTAL MAURITIUS</b>					<b>66</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>20</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>67</b>	<b>61</b>	<b>61</b>	
MELBOURNE																		
	HEATHROW	QANTAS	S	A	59	0	0	66	14	10	7	3	0	20	69	18	55	
	HEATHROW	QANTAS	S	D	59	0	0	90	7	2	2	0	0	6	83	45	54	
<b>TOTAL MELBOURNE</b>					<b>118</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>31</b>	<b>31</b>	
MEMMINGEN ALLGAU																		
	EDINBURGH	RYANAIR	S	A	13	0	0	85	8	8	0	0	0	5	93	4	14	
	EDINBURGH	RYANAIR	S	D	13	0	0	85	8	8	0	0	0	5	71	11	14	
	STANSTED	RYANAIR	S	A	31	0	0	87	10	3	0	0	0	4	6	37	31	
	STANSTED	RYANAIR	S	D	31	0	0	81	19	0	0	0	0	6	71	9	31	
<b>TOTAL MEMMINGEN ALLGAU</b>					<b>88</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>5</b>	<b>52</b>	<b>18</b>	<b>18</b>	
MERSA MATROUH																		
MEXICO CITY																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	14	0	0	57	29	14	0	0	0	13	77	8	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	62	31	8	0	0	0	10	36	21	14	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 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)												
MEXICO CITY																		
<b>TOTAL MEXICO CITY</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>30</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>66</b>	<b>13</b>	<b>13</b>	
MIAMI INTERNATIONAL																		
	HEATHROW	AMERICAN AIRLINES	S	A	42	0	0	48	24	19	7	2	0	31	58	25	43	
	HEATHROW	AMERICAN AIRLINES	S	D	42	0	0	79	12	10	0	0	0	9	77	15	43	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	1	60	21	8	8	3	0	27	65	21	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	74	13	6	3	3	0	19	49	27	61	
	HEATHROW	DELTA AIRLINES	S	A	5	0	0	40	20	20	20	0	0	26	0	0	0	
	HEATHROW	DELTA AIRLINES	S	D	5	0	0	100	0	0	0	0	0	1	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	48	23	6	23	0	0	32	68	21	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	68	23	6	3	0	0	16	45	24	31	
<b>TOTAL MIAMI INTERNATIONAL</b>					<b>280</b>	<b>1</b>	<b>1</b>	<b>64</b>	<b>18</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>60</b>	<b>22</b>	<b>22</b>	
MILAN (LINATE)																		
	HEATHROW	ALITALIA (CAI)	S	A	141	0	0	92	6	1	1	0	0	3	88	7	141	
	HEATHROW	ALITALIA (CAI)	S	D	141	0	0	92	6	1	1	0	0	4	78	12	141	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	161	0	1	91	5	4	0	0	0	4	84	8	125	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	163	0	0	91	6	3	0	0	0	4	87	7	126	
	LONDON CITY	CITY JET	S	A	48	0	0	92	2	0	6	0	0	9	78	11	50	
	LONDON CITY	CITY JET	S	D	49	0	0	90	0	2	8	0	0	10	82	10	50	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	53	0	0	68	13	9	9	0	0	17	33	34	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	53	0	0	77	11	6	6	0	0	12	57	20	30	
<b>TOTAL MILAN (LINATE)</b>					<b>809</b>	<b>14</b>	<b>1</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>10</b>	<b>10</b>	
MILAN (MALPENSA)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	92	0	0	93	4	1	1	0	0	3	94	3	101	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	91	0	0	91	7	1	1	0	0	4	91	5	101	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	83	0	13	4	0	0	12	87	8	23	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	78	4	9	9	0	0	14	74	13	23	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	116	0	0	74	13	3	8	2	0	18	75	15	115	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	116	0	0	83	8	4	5	0	0	12	67	20	115	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	42	0	0	76	12	10	2	0	0	10	57	18	47	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	42	0	0	81	12	5	2	0	0	9	81	8	47	
	BIRMINGHAM	FLYBE LTD	S	A	21	0	1	95	0	0	0	0	5	75	67	24	27	
	BIRMINGHAM	FLYBE LTD	S	D	22	0	0	77	14	5	0	0	5	80	74	25	27	
	MANCHESTER	FLYBE LTD	S	A	30	0	1	83	7	3	7	0	0	10	52	26	31	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 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)												
MILAN (MALPENSA)																		
	MANCHESTER	FLYBE LTD		S D	30	0	1	93	3	3	0	0	0	3	66	19	32	
	HEATHROW	LUFTHANSA		S A	147	0	0	65	21	9	4	1	0	15	68	15	170	
	HEATHROW	LUFTHANSA		S D	147	0	0	78	12	6	4	0	0	11	73	11	171	
<b>TOTAL MILAN (MALPENSA)</b>					<b>944</b>	<b>0</b>	<b>3</b>	<b>80</b>	<b>11</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>14</b>	<b>14</b>	
MINHAD AFB																		
MINNEAPOLIS-ST PAUL																		
	HEATHROW	DELTA AIRLINES		S A	31	0	1	77	6	3	10	3	0	18	65	18	23	
	HEATHROW	DELTA AIRLINES		S D	31	0	0	100	0	0	0	0	0	0	83	10	23	
<b>TOTAL MINNEAPOLIS-ST PAUL</b>					<b>62</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>14</b>	<b>14</b>	
MINSK INT'L																		
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)		S A	13	0	0	69	23	8	0	0	0	9	92	6	13	
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)		S D	13	0	0	92	8	0	0	0	0	3	85	7	13	
<b>TOTAL MINSK INT'L</b>					<b>26</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>7</b>	<b>7</b>	
MINSK LOSHITSA																		
MOMBASA																		
	GATWICK	MONARCH AIRLINES		C A	7	0	0	0	0	57	43	0	0	62	0	48	5	
	GATWICK	MONARCH AIRLINES		C D	5	1	0	40	0	0	60	0	0	54	20	70	5	
	MANCHESTER	MONARCH AIRLINES		C A	5	0	0	0	0	40	60	0	0	84	0	99	4	
	MANCHESTER	MONARCH AIRLINES		C D	4	0	0	75	0	0	25	0	0	24	33	61	3	
	GATWICK	THOMSON AIRWAYS LTD		C A	4	0	0	0	0	25	50	25	0	121	20	32	5	
	GATWICK	THOMSON AIRWAYS LTD		C D	4	0	0	25	0	0	50	25	0	133	60	9	5	
	MANCHESTER	THOMSON AIRWAYS LTD		C A	5	0	0	20	0	60	20	0	0	53	0	0	0	
	MANCHESTER	THOMSON AIRWAYS LTD		C D	5	0	0	80	0	0	20	0	0	37	0	0	0	
<b>TOTAL MOMBASA</b>					<b>39</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>26</b>	<b>41</b>	<b>5</b>	<b>0</b>	<b>69</b>	<b>25</b>	<b>49</b>	<b>49</b>	
MONASTIR																		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD		C A	3	0	0	67	33	0	0	0	0	9	50	27	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD		C D	4	0	0	75	25	0	0	0	0	6	50	22	4	
	GATWICK	THOMAS COOK AIRLINES LTD		C A	7	0	0	71	0	0	29	0	0	35	89	9	9	
	GATWICK	THOMAS COOK AIRLINES LTD		C D	9	0	0	78	0	0	11	11	0	34	90	9	10	
	GLASGOW	THOMAS COOK AIRLINES LTD		C A	4	0	0	75	0	0	0	25	0	70	60	10	5	
	GLASGOW	THOMAS COOK AIRLINES LTD		C D	4	0	0	75	0	0	0	25	0	67	50	23	4	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 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
MONASTIR	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	0	0	13	0	0	10	69	21	13
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	11	11	0	0	0	9	85	12	13
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	2	75	6	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	0	3	100	2	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	6	75	9	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	5	100	0	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	75	15	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	2	60	32	5
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	90	7	10
	GATWICK	THOMSON AIRWAYS LTD	C	D	6	0	0	100	0	0	0	0	0	1	80	6	10
	GLASGOW	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	2	25	19	4
	GLASGOW	THOMSON AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	1	75	6	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	60	24	10
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	6	0	0	67	17	0	0	0	17	76	90	10	10
<b>TOTAL MONASTIR</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>18</b>	<b>76</b>	<b>13</b>	<b>13</b>
MONTEGO BAY	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	56	11	33	0	0	0	21	75	10	8
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	78	11	11	0	0	0	11	100	3	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	0	33	67	0	0	0	0	13	86	5	7
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	50	0	0	0	0	15	86	3	7
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	0	0	33	0	33	33	0	0	37	86	14	7
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	25	25	0	0	36	86	18	7
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	2	0	0	50	50	0	0	0	0	20	50	16	2
	GATWICK	THOMSON AIRWAYS LTD	C	A	13	0	0	54	8	23	15	0	0	29	60	62	5
	GATWICK	THOMSON AIRWAYS LTD	C	D	14	0	0	50	29	7	14	0	0	28	50	52	6
	GLASGOW	THOMSON AIRWAYS LTD	C	D	2	0	0	50	0	0	50	0	0	39	0	0	0
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	7	0	0	43	29	14	14	0	0	28	80	9	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	7	0	0	71	14	0	14	0	0	19	60	14	5
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	56	22	11	11	0	0	25	44	40	9
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	44	22	22	11	0	0	24	11	43	9
<b>TOTAL MONTEGO BAY</b>					<b>98</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>20</b>	<b>15</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>67</b>	<b>22</b>	<b>22</b>
MONTPELLIER	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	24	0	0	88	8	4	0	0	0	7	45	18	20

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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)												
MONTPELLIER																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	24	0	0	92	4	4	0	0	0	4	50	18	20	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	50	0	50	0	0	0	18	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	100	0	0	0	0	0	4	0	0	0	
<b>TOTAL MONTPELLIER</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>48</b>	<b>18</b>	<b>18</b>	
MONTREAL (DORVAL)																		
	HEATHROW	AIR CANADA	S	A	31	0	0	61	10	23	6	0	0	19	52	50	31	
	HEATHROW	AIR CANADA	S	D	31	0	0	94	3	3	0	0	0	4	77	11	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	74	10	10	6	0	0	11	77	13	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	87	6	6	0	0	0	6	68	18	31	
<b>TOTAL MONTREAL (DORVAL)</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>69</b>	<b>23</b>	<b>23</b>	
MOPTI																		
MOSCOW (DOMODEDOVO)																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	62	0	0	79	13	8	0	0	0	7	97	1	59	
	HEATHROW	BMI BRITISH MIDLAND	S	D	62	0	0	84	10	5	2	0	0	7	97	3	59	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	94	1	3	0	2	0	8	93	5	54	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	89	9	1	1	0	0	4	95	3	55	
	HEATHROW	TRANSAERO AIRLINES	S	A	62	0	0	60	24	6	8	2	0	24	82	11	62	
	HEATHROW	TRANSAERO AIRLINES	S	D	62	0	0	69	15	6	5	5	0	26	89	6	61	
<b>TOTAL MOSCOW (DOMODEDOVO)</b>					<b>434</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>92</b>	<b>5</b>	<b>5</b>	
MOSCOW (SHEREMETYEVO)																		
	HEATHROW	AEROFLOT	S	A	80	0	0	71	21	8	0	0	0	10	79	9	76	
	HEATHROW	AEROFLOT	S	D	80	0	0	85	9	6	0	0	0	6	78	7	76	
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>					<b>160</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>8</b>	<b>8</b>	
MOSCOW (VNUKOVO)																		
MUMBAI																		
	HEATHROW	AIR INDIA	S	A	31	0	0	58	23	13	6	0	0	17	55	21	31	
	HEATHROW	AIR INDIA	S	D	31	0	0	81	6	3	10	0	0	14	77	8	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	73	8	10	8	2	0	21	84	6	63	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	82	10	3	5	0	0	10	61	14	62	
	HEATHROW	JET AIRWAYS	S	A	62	0	0	63	15	15	8	0	0	17	82	8	62	
	HEATHROW	JET AIRWAYS	S	D	62	0	0	87	8	2	3	0	0	7	89	6	62	
	HEATHROW	KINGFISHER AIRLINES	S	A	31	0	1	84	13	3	0	0	0	4	68	11	31	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 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)											
MUMBAI	HEATHROW	KINGFISHER AIRLINES	S	D	31	0	0	97	3	0	0	0	0	1	97	3	31
<b>TOTAL MUMBAI</b>					<b>372</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>10</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>9</b>	<b>9</b>
MUNICH	HEATHROW	BRITISH AIRWAYS PLC	S	A	194	0	0	92	5	3	0	0	0	4	83	8	157
	HEATHROW	BRITISH AIRWAYS PLC	S	D	194	0	0	92	4	3	1	0	0	4	87	6	157
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	24	0	0	88	0	8	4	0	0	11	61	12	23
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	24	0	0	79	4	13	4	0	0	13	70	13	23
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	79	0	0	84	10	6	0	0	0	6	62	21	79
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	79	0	0	85	9	6	0	0	0	7	70	17	79
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	28	0	0	75	18	7	0	0	0	10	67	16	18
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	28	0	0	75	11	11	4	0	0	10	72	11	18
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	84	6	5	5	0	0	10	64	20	53
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	84	10	2	5	0	0	10	77	15	53
	BIRMINGHAM	LUFTHANSA	S	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	LUFTHANSA	S	D	4	0	0	100	0	0	0	0	0	1	0	0	0
	HEATHROW	LUFTHANSA	S	A	217	0	0	82	14	3	1	0	0	7	85	9	237
	HEATHROW	LUFTHANSA	S	D	217	0	0	88	7	4	0	0	0	6	85	8	240
	MANCHESTER	LUFTHANSA	S	A	89	0	0	89	7	1	3	0	0	8	83	10	89
	MANCHESTER	LUFTHANSA	S	D	89	0	0	94	2	1	2	0	0	4	81	9	89
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	79	0	0	87	6	4	3	0	0	5	70	19	84
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	78	0	0	85	5	8	3	0	0	9	67	23	84
	LONDON CITY	LUFTHANSA CITY LINE	S	A	38	1	0	92	3	3	3	0	0	5	89	6	45
	LONDON CITY	LUFTHANSA CITY LINE	S	D	37	0	0	86	5	3	3	0	3	45	78	11	45
<b>TOTAL MUNICH</b>					<b>1630</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>7</b>	<b>79</b>	<b>11</b>	<b>11</b>
MUNSTER-OSNABRUCK	STANSTED	AIR BERLIN	S	A	53	0	0	100	0	0	0	0	0	1	97	2	58
	STANSTED	AIR BERLIN	S	D	53	0	0	98	0	0	2	0	0	3	97	1	58
<b>TOTAL MUNSTER-OSNABRUCK</b>					<b>106</b>	<b>0</b>	<b>0</b>	<b>99</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>97</b>	<b>2</b>	<b>2</b>
MURCIA SAN JAVIER	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	91	9	0	0	0	0	7	65	10	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	87	13	0	0	0	0	7	68	11	31
	MANCHESTER	JET2.COM LTD	S	A	14	1	1	29	36	21	14	0	0	31	50	16	2
	MANCHESTER	JET2.COM LTD	S	D	14	0	0	71	14	7	7	0	0	17	50	21	2



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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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)													
MURCIA SAN JAVIER																			
	NEWCASTLE	JET2.COM LTD	S	A	11	0	1	45	45	9	0	0	0	15	50	21	2		
	NEWCASTLE	JET2.COM LTD	S	D	12	0	0	50	42	8	0	0	0	14	0	31	2		
	BIRMINGHAM	RYANAIR	S	A	3	0	0	100	0	0	0	0	0	0	86	9	14		
	BIRMINGHAM	RYANAIR	S	D	3	0	0	100	0	0	0	0	0	4	86	15	14		
	LUTON	RYANAIR	S	A	12	0	0	75	25	0	0	0	0	7	74	12	19		
	LUTON	RYANAIR	S	D	12	0	0	92	8	0	0	0	0	5	68	11	19		
	STANSTED	RYANAIR	S	A	19	0	0	100	0	0	0	0	0	2	65	12	17		
	STANSTED	RYANAIR	S	D	19	0	0	100	0	0	0	0	0	3	89	7	18		
<b>TOTAL MURCIA SAN JAVIER</b>					<b>169</b>	<b>1</b>	<b>2</b>	<b>78</b>	<b>16</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>12</b>	<b>12</b>		
MUSCAT																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	97	3	0	0	0	0	2	90	6	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	94	6	0	0	0	0	4	65	14	31		
	HEATHROW	OMAN AIR	S	A	31	0	0	87	10	3	0	0	0	6	90	13	31		
	HEATHROW	OMAN AIR	S	D	31	0	0	94	3	3	0	0	0	3	97	2	31		
<b>TOTAL MUSCAT</b>					<b>126</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>9</b>	<b>9</b>		

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 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)												
NAIROBI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	71	23	6	0	0	0	12	74	11	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	77	13	10	0	0	0	8	58	13	31	
	HEATHROW	KENYA AIRWAYS	S	A	37	0	2	68	11	16	5	0	0	17	69	56	32	
	HEATHROW	KENYA AIRWAYS	S	D	37	0	2	97	3	0	0	0	0	1	81	10	32	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	25	0	0	76	8	12	4	0	0	11	59	25	22	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	25	0	0	88	8	0	4	0	0	6	61	27	23	
<b>TOTAL NAIROBI</b>					<b>187</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>11</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>67</b>	<b>24</b>	<b>24</b>	
NANTES																		
	GATWICK	FLYBE LTD	S	A	31	0	0	87	3	0	10	0	0	11	0	0	0	
	GATWICK	FLYBE LTD	S	D	31	0	0	84	6	0	10	0	0	14	0	0	0	
	MANCHESTER	FLYBE LTD	S	A	19	0	0	79	16	0	5	0	0	9	0	0	0	
	MANCHESTER	FLYBE LTD	S	D	19	0	0	89	5	0	5	0	0	8	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	A	53	0	0	91	4	6	0	0	0	5	90	6	52	
	LONDON CITY	VLM (BELGIUM)	S	D	50	0	0	90	2	2	4	2	0	9	91	6	54	
<b>TOTAL NANTES</b>					<b>203</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>91</b>	<b>6</b>	<b>6</b>	
NAPLES																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	66	0	0	86	8	6	0	0	0	6	83	9	63	
	GATWICK	BRITISH AIRWAYS PLC	S	D	67	0	0	87	10	3	0	0	0	6	81	9	63	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	58	32	3	3	3	0	22	57	31	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	71	26	0	3	0	0	12	57	19	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	34	0	0	68	18	15	0	0	0	13	64	22	33	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	34	0	0	85	12	3	0	0	0	6	73	17	33	
<b>TOTAL NAPLES</b>					<b>263</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>16</b>	<b>16</b>	
NASSAU																		
NEW YORK (JF KENNEDY)																		
	HEATHROW	AMERICAN AIRLINES	S	A	144	0	1	78	6	7	8	0	0	16	63	22	115	
	HEATHROW	AMERICAN AIRLINES	S	D	144	0	1	88	8	3	1	0	0	7	80	10	116	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	200	0	0	82	10	6	4	0	0	10	65	23	179	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	200	0	0	85	9	5	2	0	0	8	60	17	180	
	LONDON CITY	BRITISH AIRWAYS PLC	S	A	50	0	0	84	8	0	8	0	0	9	82	6	50	
	LONDON CITY	BRITISH AIRWAYS PLC	S	D	50	0	0	98	2	0	0	0	0	1	100	0	50	
	HEATHROW	DELTA AIRLINES	S	A	90	0	2	92	2	2	3	0	0	6	47	20	60	

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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
NEW YORK (JF KENNEDY)	HEATHROW	DELTA AIRLINES	S	D	89	0	5	89	4	4	2	0	0	6	87	9	60
	MANCHESTER	DELTA AIRLINES	S	A	20	0	0	75	10	10	5	0	0	11	0	0	0
	MANCHESTER	DELTA AIRLINES	S	D	20	0	0	70	10	15	5	0	0	13	0	0	0
	HEATHROW	KUWAIT AIRWAYS	S	A	13	0	0	85	8	8	0	0	0	6	77	8	13
	HEATHROW	KUWAIT AIRWAYS	S	D	14	0	0	7	36	14	43	0	0	50	54	26	13
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	14	0	0	57	14	0	29	0	0	33	0	43	8
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	84	0	0	85	4	10	2	0	0	8	51	44	90
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	84	0	0	75	13	7	5	0	0	12	63	17	89
<b>TOTAL NEW YORK (JF KENNEDY)</b>					<b>1216</b>	<b>1</b>	<b>9</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>66</b>	<b>19</b>	<b>19</b>
NEW YORK (NEWARK)	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	86	8	2	3	1	0	12	81	8	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	89	7	2	2	0	0	7	54	17	65
	BIRMINGHAM	CONTINENTAL AIRLINES	S	A	30	0	0	80	10	7	3	0	0	9	33	41	30
	BIRMINGHAM	CONTINENTAL AIRLINES	S	D	30	0	0	93	0	3	0	3	0	10	63	31	30
	EDINBURGH	CONTINENTAL AIRLINES	S	A	31	0	0	65	16	13	6	0	0	16	32	38	31
	EDINBURGH	CONTINENTAL AIRLINES	S	D	31	0	0	74	10	13	0	3	0	19	42	31	31
	GLASGOW	CONTINENTAL AIRLINES	S	A	31	0	0	77	6	10	3	3	0	16	42	36	31
	GLASGOW	CONTINENTAL AIRLINES	S	D	31	0	0	77	6	13	3	0	0	15	45	31	31
	HEATHROW	CONTINENTAL AIRLINES	S	A	152	0	0	72	15	7	5	1	0	17	51	26	97
	HEATHROW	CONTINENTAL AIRLINES	S	D	152	0	0	89	6	1	2	2	0	12	72	15	97
	MANCHESTER	CONTINENTAL AIRLINES	S	A	57	0	0	65	16	12	5	2	0	20	56	35	59
	MANCHESTER	CONTINENTAL AIRLINES	S	D	57	0	0	75	9	7	9	0	0	17	58	35	59
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	58	0	0	71	14	9	7	0	0	15	56	22	62
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	58	0	0	78	16	5	2	0	0	8	71	15	62
<b>TOTAL NEW YORK (NEWARK)</b>					<b>898</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>57</b>	<b>25</b>	<b>25</b>
NEWCASTLE	HEATHROW	BRITISH AIRWAYS PLC	S	A	182	0	0	91	3	2	4	0	0	6	92	9	143
	HEATHROW	BRITISH AIRWAYS PLC	S	D	182	0	0	93	2	2	3	0	0	5	88	6	143
	BIRMINGHAM	EASTERN AIRWAYS	S	A	67	0	2	97	0	0	3	0	0	3	85	11	66
	BIRMINGHAM	EASTERN AIRWAYS	S	D	65	2	4	97	0	0	3	0	0	3	86	11	66
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	48	0	1	92	4	2	2	0	0	7	84	13	58
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	49	0	0	92	6	2	0	0	0	3	86	8	58
	GATWICK	FLYBE LTD	S	A	94	0	0	88	3	4	4	0	0	8	93	3	110

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 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)												
NEWCASTLE																		
	GATWICK	FLYBE LTD		S D	93	0	0	89	4	3	3	0	0	7	94	4	110	
	EDINBURGH	JET2.COM LTD		S A	4	0	0	0	25	50	0	25	0	71	0	0	0	
	EDINBURGH	JET2.COM LTD		S D	3	0	0	100	0	0	0	0	0	1	0	0	0	
<b>TOTAL NEWCASTLE</b>					<b>787</b>	<b>2</b>	<b>7</b>	<b>92</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>7</b>	<b>7</b>	
NEWQUAY																		
	MANCHESTER	AIR SOUTHWEST		S A	22	0	2	95	5	0	0	0	0	4	78	18	27	
	NEWCASTLE	AIR SOUTHWEST		S A	22	0	1	91	9	0	0	0	0	6	0	0	0	
	MANCHESTER	BMIBABY LTD		S A	9	0	0	56	44	0	0	0	0	12	33	34	3	
	MANCHESTER	BMIBABY LTD		S D	9	0	0	56	44	0	0	0	0	11	33	35	3	
	EDINBURGH	FLYBE LTD		S A	3	0	0	100	0	0	0	0	0	5	100	7	2	
	EDINBURGH	FLYBE LTD		S D	3	0	0	100	0	0	0	0	0	3	100	7	2	
	GATWICK	FLYBE LTD		S A	81	0	0	94	1	1	2	1	0	8	99	2	85	
	GATWICK	FLYBE LTD		S D	81	0	0	91	1	1	5	1	0	10	92	8	85	
<b>TOTAL NEWQUAY</b>					<b>231</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>8</b>	<b>8</b>	
NICE																		
	LONDON CITY	BA CITYFLYER LTD		S A	20	0	0	85	0	5	10	0	0	15	89	7	19	
	LONDON CITY	BA CITYFLYER LTD		S D	20	0	0	85	0	5	5	5	0	16	70	23	20	
	BIRMINGHAM	BMIBABY LTD		S A	11	0	0	82	18	0	0	0	0	4	60	27	10	
	BIRMINGHAM	BMIBABY LTD		S D	11	0	0	91	9	0	0	0	0	5	80	21	10	
	HEATHROW	BRITISH AIRWAYS PLC		S A	166	0	0	92	7	2	0	0	0	4	83	10	132	
	HEATHROW	BRITISH AIRWAYS PLC		S D	166	0	0	90	6	4	1	0	0	5	84	9	132	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S A	2	0	0	100	0	0	0	0	0	5	100	0	1	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S D	2	0	0	100	0	0	0	0	0	5	0	74	1	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	67	0	0	66	25	9	0	0	0	12	48	27	63	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	67	0	0	72	22	6	0	0	0	9	59	23	64	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	31	0	0	61	16	13	10	0	0	19	72	18	32	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	31	0	0	77	6	6	10	0	0	14	78	15	32	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S A	2	0	0	100	0	0	0	0	0	2	0	37	1	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S D	2	0	0	100	0	0	0	0	0	0	0	28	1	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	19	0	0	84	16	0	0	0	0	6	73	17	15	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	19	0	0	95	5	0	0	0	0	4	87	11	15	
	MANCHESTER	JET2.COM LTD		C A	2	0	0	100	0	0	0	0	0	13	0	0	0	
	MANCHESTER	JET2.COM LTD		C D	2	0	0	100	0	0	0	0	0	4	0	0	0	

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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)											
NICE																	
<b>TOTAL NICE</b>					<b>642</b>	<b>5</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>15</b>	<b>15</b>
NIEDERRHEIN																	
	BIRMINGHAM	RYANAIR	S	A	15	0	0	100	0	0	0	0	0	0	83	8	18
	BIRMINGHAM	RYANAIR	S	D	15	0	0	100	0	0	0	0	0	2	61	16	18
	EDINBURGH	RYANAIR	S	A	18	0	0	83	11	0	6	0	0	7	63	14	27
	EDINBURGH	RYANAIR	S	D	18	0	0	89	6	0	6	0	0	6	96	3	27
	STANSTED	RYANAIR	S	A	58	0	0	97	3	0	0	0	0	1	89	8	82
	STANSTED	RYANAIR	S	D	58	0	0	95	3	2	0	0	0	3	84	7	82
<b>TOTAL NIEDERRHEIN</b>					<b>182</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>83</b>	<b>8</b>	<b>8</b>
NIMES																	
	LUTON	RYANAIR	S	A	19	0	0	89	5	0	5	0	0	6	94	3	17
	LUTON	RYANAIR	S	D	19	0	0	95	5	0	0	0	0	3	89	5	19
<b>TOTAL NIMES</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>92</b>	<b>4</b>	<b>4</b>
NORWICH																	
	EDINBURGH	FLYBE LTD	S	A	49	0	1	94	0	2	2	2	0	10	85	12	54
	EDINBURGH	FLYBE LTD	S	D	50	0	0	86	4	4	4	2	0	15	87	12	54
	MANCHESTER	FLYBE LTD	S	A	50	0	0	72	4	8	14	2	0	24	88	9	50
	MANCHESTER	FLYBE LTD	S	D	50	0	0	72	2	8	16	2	0	26	86	13	50
<b>TOTAL NORWICH</b>					<b>199</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>3</b>	<b>6</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>87</b>	<b>12</b>	<b>12</b>
NUREMBERG																	
	GATWICK	AIR BERLIN	S	A	50	0	0	94	4	2	0	0	0	3	0	0	0
	GATWICK	AIR BERLIN	S	D	50	0	0	94	2	2	2	0	0	4	0	0	0
<b>TOTAL NUREMBERG</b>					<b>100</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>8</b>	<b>8</b>

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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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	36	0	0	94	3	0	3	0	0	6	94	5	35	
	GATWICK	AIR PORTUGAL		S D	35	0	0	89	6	3	3	0	0	6	94	2	34	
	HEATHROW	AIR PORTUGAL		S A	22	0	0	100	0	0	0	0	0	0	100	0	27	
	HEATHROW	AIR PORTUGAL		S D	22	0	0	100	0	0	0	0	0	1	93	2	27	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	32	0	0	72	6	16	6	0	0	15	84	8	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	32	0	0	84	13	3	0	0	0	8	65	15	31	
	GATWICK	RYANAIR		S A	18	0	0	78	6	11	6	0	0	11	0	0	0	
	GATWICK	RYANAIR		S D	18	0	0	83	11	0	6	0	0	10	0	0	0	
	STANSTED	RYANAIR		S A	55	0	0	80	11	7	2	0	0	12	92	11	53	
	STANSTED	RYANAIR		S D	54	0	0	78	19	4	0	0	0	9	98	4	53	
<b>TOTAL OPORTO (PORTUGAL)</b>					<b>324</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>7</b>	<b>7</b>	
ORLAND																		
ORLANDO																		
	GATWICK	BRITISH AIRWAYS PLC		S A	31	0	0	71	10	16	3	0	0	13	79	29	29	
	GATWICK	BRITISH AIRWAYS PLC		S D	31	0	0	84	10	3	3	0	0	9	90	8	30	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S A	46	0	0	54	26	11	9	0	0	20	57	27	47	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S D	46	0	0	74	15	4	7	0	0	15	36	36	47	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD		S A	39	0	0	85	8	3	5	0	0	9	81	10	36	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD		S D	39	0	0	82	8	8	3	0	0	9	64	15	36	
<b>TOTAL ORLANDO</b>					<b>232</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>65</b>	<b>22</b>	<b>22</b>	
OSLO (GARDERMOEN)																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	124	0	0	86	8	4	1	1	0	7	91	4	97	
	HEATHROW	BRITISH AIRWAYS PLC		S D	124	0	0	90	4	4	2	0	0	6	86	5	98	
	EDINBURGH	NORWEGIAN AIR SHUTTLE		S A	15	0	0	80	0	0	20	0	0	25	93	5	14	
	EDINBURGH	NORWEGIAN AIR SHUTTLE		S D	15	0	0	67	13	0	20	0	0	28	79	9	14	
	GATWICK	NORWEGIAN AIR SHUTTLE		S A	81	0	0	86	7	2	4	0	0	8	94	4	81	
	GATWICK	NORWEGIAN AIR SHUTTLE		S D	81	0	0	77	12	6	5	0	0	12	72	10	81	
	HEATHROW	SAS		S A	149	1	0	83	5	8	3	0	0	9	92	4	145	
	HEATHROW	SAS		S D	149	1	0	88	5	5	1	0	0	6	93	3	145	
	MANCHESTER	SAS		S A	18	0	0	94	0	0	6	0	0	5	94	4	17	
	MANCHESTER	SAS		S D	17	1	0	88	6	0	6	0	0	7	94	3	17	
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>773</b>	<b>3</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>5</b>	<b>5</b>	

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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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)												
OSTERSUND / FROSON																		
	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	75	25	0	0	0	0	4	100	0	4	
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	100	0	0	0	0	0	0	100	0	4	
<b>TOTAL OSTERSUND / FROSON</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>2</b>	<b>100</b>	<b>0</b>	<b>0</b>	
OTTAWA INTERNATIONAL																		
	HEATHROW	AIR CANADA	S	A	27	0	0	89	4	7	0	0	0	7	83	7	29	
	HEATHROW	AIR CANADA	S	D	27	0	0	89	4	4	4	0	0	9	70	9	30	
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>8</b>	<b>8</b>	
OUARZAZATE																		
OVDA																		
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	0	0	0	
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	6	0	0	0	
<b>TOTAL OVDA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>40</b>	<b>32</b>	<b>32</b>	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 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
PADERBORN																		
	BIRMINGHAM	AIR BERLIN	C	A	4	0	0	100	0	0	0	0	0	4	75	19	4	
	BIRMINGHAM	AIR BERLIN	C	D	4	0	0	75	25	0	0	0	0	10	50	23	4	
	MANCHESTER	AIR BERLIN	S	A	13	0	0	100	0	0	0	0	0	2	85	8	13	
	MANCHESTER	AIR BERLIN	S	D	13	0	0	100	0	0	0	0	0	0	85	5	13	
	STANSTED	AIR BERLIN	S	A	31	0	0	97	0	0	3	0	0	6	89	8	35	
	STANSTED	AIR BERLIN	S	D	31	0	0	100	0	0	0	0	0	0	91	8	35	
<b>TOTAL PADERBORN</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>87</b>	<b>9</b>	<b>9</b>	
PALERMO																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	64	29	7	0	0	0	11	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	86	14	0	0	0	0	5	0	0	0	
	LUTON	RYANAIR	S	A	2	0	0	50	50	0	0	0	0	10	0	0	0	
	LUTON	RYANAIR	S	D	2	0	0	50	0	0	50	0	0	34	0	0	0	
	STANSTED	RYANAIR	S	A	7	0	0	57	14	29	0	0	0	14	67	15	12	
	STANSTED	RYANAIR	S	D	8	0	0	88	13	0	0	0	0	4	75	7	12	
<b>TOTAL PALERMO</b>					<b>47</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>19</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>11</b>	<b>11</b>	
PALMA DE MALLORCA																		
	LONDON CITY	BA CITYFLYER LTD	S	A	2	0	0	100	0	0	0	0	0	2	0	0	0	
	LONDON CITY	BA CITYFLYER LTD	S	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	BMIBABY LTD	S	A	13	0	0	46	46	8	0	0	0	16	67	14	9	
	MANCHESTER	BMIBABY LTD	S	D	13	0	0	85	8	8	0	0	0	8	44	19	9	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	36	1	0	69	28	3	0	0	0	9	55	18	38	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	37	0	0	78	11	11	0	0	0	9	66	13	38	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	5	0	0	100	0	0	0	0	0	0	75	20	4	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	5	0	0	80	20	0	0	0	0	5	75	11	4	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	6	0	0	67	0	17	17	0	0	19	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	6	0	0	67	0	17	17	0	0	23	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	77	5	9	9	0	0	17	50	22	26	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	64	23	5	9	0	0	20	73	16	26	
	MANCHESTER	JET2.COM LTD	S	A	3	0	0	33	67	0	0	0	0	18	0	46	1	
	MANCHESTER	JET2.COM LTD	S	D	3	0	0	33	33	33	0	0	0	19	0	42	1	
	BIRMINGHAM	MONARCH AIRLINES	S	A	3	0	0	100	0	0	0	0	0	0	0	55	1	
	BIRMINGHAM	MONARCH AIRLINES	S	D	3	0	0	67	33	0	0	0	0	6	0	72	1	
	GATWICK	MONARCH AIRLINES	S	A	12	0	0	25	33	25	17	0	0	33	0	0	0	



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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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	
PALMA DE MALLORCA																			
	GATWICK	MONARCH AIRLINES		S D	12	0	0	42	42	8	8	0	0	22	0	0	0		
	MANCHESTER	MONARCH AIRLINES		S A	15	0	0	47	33	13	0	0	7	45	100	1	4		
	MANCHESTER	MONARCH AIRLINES		S D	15	0	0	73	7	13	0	0	7	36	100	2	4		
	BIRMINGHAM	RYANAIR		S A	4	0	0	100	0	0	0	0	0	0	0	67	1		
	BIRMINGHAM	RYANAIR		S D	4	0	0	100	0	0	0	0	0	0	0	58	1		
	EDINBURGH	RYANAIR		S A	6	0	0	100	0	0	0	0	0	2	100	0	1		
	EDINBURGH	RYANAIR		S D	6	0	0	100	0	0	0	0	0	4	0	16	1		
	STANSTED	RYANAIR		S A	13	0	0	69	15	15	0	0	0	14	100	2	20		
	STANSTED	RYANAIR		S D	13	0	0	77	8	15	0	0	0	11	95	3	20		
	GATWICK	THOMSON AIRWAYS LTD		C A	9	0	0	89	11	0	0	0	0	4	89	7	9		
	GATWICK	THOMSON AIRWAYS LTD		C D	9	0	0	100	0	0	0	0	0	3	89	10	9		
	MANCHESTER	THOMSON AIRWAYS LTD		C A	9	0	0	89	0	11	0	0	0	6	100	1	9		
	MANCHESTER	THOMSON AIRWAYS LTD		C D	9	0	0	78	22	0	0	0	0	7	100	4	9		
	NEWCASTLE	THOMSON AIRWAYS LTD		C A	4	0	0	75	0	0	25	0	0	19	50	11	4		
	NEWCASTLE	THOMSON AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	4	100	2	4		
<b>TOTAL PALMA DE MALLORCA</b>					<b>331</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>74</b>	<b>12</b>	<b>12</b>		
PAPHOS																			
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S A	8	1	1	88	0	13	0	0	0	4	0	0	0		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S D	9	0	0	89	0	0	11	0	0	14	0	0	0		
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	34	0	0	88	3	0	6	3	0	15	76	19	34		
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	35	0	0	69	20	6	3	3	0	20	77	22	35		
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	9	0	0	78	0	11	0	11	0	33	62	16	13		
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	9	0	0	67	22	0	11	0	0	15	62	14	13		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD		S A	22	0	1	77	5	9	5	5	0	20	84	11	31		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD		S D	23	0	0	70	13	9	9	0	0	20	73	10	30		
	GATWICK	THOMAS COOK AIRLINES LTD		C A	4	0	0	75	0	0	0	0	25	309	100	5	4		
	GATWICK	THOMAS COOK AIRLINES LTD		C D	4	0	0	100	0	0	0	0	0	0	60	15	5		
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	4	0	0	50	25	25	0	0	0	15	33	49	6		
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	4	0	0	75	0	25	0	0	0	18	67	35	6		
	BIRMINGHAM	THOMSON AIRWAYS LTD		C A	5	0	0	60	20	20	0	0	0	12	60	20	5		
	BIRMINGHAM	THOMSON AIRWAYS LTD		C D	5	0	0	60	20	20	0	0	0	19	67	18	6		
	GATWICK	THOMSON AIRWAYS LTD		C A	9	0	0	89	11	0	0	0	0	3	73	14	15		
	GATWICK	THOMSON AIRWAYS LTD		C D	10	0	0	90	10	0	0	0	0	4	60	16	15		

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2010			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
PAPHOS	GLASGOW	THOMSON AIRWAYS LTD	C	A	6	0	0	67	33	0	0	0	0	11	60	32	5
	GLASGOW	THOMSON AIRWAYS LTD	C	D	6	0	0	100	0	0	0	0	0	1	40	24	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	9	0	0	89	0	11	0	0	0	5	62	26	13
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	11	0	0	82	9	9	0	0	0	7	47	28	15
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	50	15	4
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	40	22	5
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	8	75	16	4
	STANSTED	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	5	100	4	5
<b>TOTAL PAPHOS</b>					<b>245</b>	<b>1</b>	<b>2</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>69</b>	<b>18</b>	<b>18</b>
PARIS (CHARLES DE GAULLE)	BIRMINGHAM	AIR FRANCE	S	A	93	0	0	99	1	0	0	0	0	1	0	0	0
	BIRMINGHAM	AIR FRANCE	S	D	93	0	0	98	1	1	0	0	0	2	0	0	0
	HEATHROW	AIR FRANCE	S	A	248	0	0	84	10	5	1	0	0	7	82	9	276
	HEATHROW	AIR FRANCE	S	D	248	0	0	94	6	0	0	0	0	3	90	6	274
	MANCHESTER	AIR FRANCE	S	A	89	0	0	92	4	2	1	0	0	6	94	4	123
	MANCHESTER	AIR FRANCE	S	D	89	0	0	96	2	2	0	0	0	2	93	4	122
	NEWCASTLE	BRIT AIR	S	A	85	0	0	94	5	1	0	0	0	4	89	9	84
	NEWCASTLE	BRIT AIR	S	D	85	0	0	89	8	1	1	0	0	6	92	10	83
	HEATHROW	BRITISH AIRWAYS PLC	S	A	247	0	0	87	7	4	2	0	0	7	85	7	217
	HEATHROW	BRITISH AIRWAYS PLC	S	D	248	0	0	87	8	3	2	0	0	6	81	9	217
	EDINBURGH	CITY JET	S	A	98	0	0	96	2	2	0	0	0	3	85	7	101
	EDINBURGH	CITY JET	S	D	98	0	0	94	5	1	0	0	0	4	82	9	101
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	87	13	0	0	0	0	5	79	18	29
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	90	6	3	0	0	0	4	76	12	29
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	78	17	6	0	0	0	8	85	5	20
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	78	22	0	0	0	0	9	85	5	20
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	88	0	0	75	11	9	5	0	0	13	75	14	83
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	88	0	0	81	10	7	2	0	0	10	75	14	83
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	76	5	5	14	0	0	20	83	7	18
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	76	0	5	19	0	0	22	72	10	18
	BIRMINGHAM	FLYBE LTD	S	A	81	0	0	94	2	1	2	0	0	4	74	18	80
	BIRMINGHAM	FLYBE LTD	S	D	81	0	0	89	6	4	1	0	0	7	70	24	82
	GLASGOW	FLYBE LTD	S	A	30	0	1	90	7	0	3	0	0	5	93	11	27

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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	FLYBE LTD	S	D	31	0	0	100	0	0	0	0	0	4	93	13	27	
	MANCHESTER	FLYBE LTD	S	A	108	0	0	92	4	2	2	0	1	10	79	10	81	
	MANCHESTER	FLYBE LTD	S	D	108	0	0	86	7	4	3	0	0	7	78	10	81	
	MANCHESTER	REGIONAL COMPAGNIE AERIENNE EUROPEENNE	S	A	4	0	0	100	0	0	0	0	0	0	87	6	30	
	MANCHESTER	REGIONAL COMPAGNIE AERIENNE EUROPEENNE	S	D	4	0	0	100	0	0	0	0	0	3	97	2	30	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>2492</b>	<b>2</b>	<b>3</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>10</b>	<b>10</b>	
PARIS (LE BOURGET)																		
PARIS (ORLY)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	93	5	0	2	0	0	3	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	90	5	5	0	0	0	5	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	A	145	0	0	87	5	2	6	1	0	10	93	4	141	
	LONDON CITY	VLM (BELGIUM)	S	D	144	0	0	87	5	4	3	1	0	9	86	8	141	
<b>TOTAL PARIS (ORLY)</b>					<b>409</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>6</b>	<b>6</b>	
PARMA																		
	STANSTED	RYANAIR	S	A	13	0	0	54	38	8	0	0	0	14	35	23	17	
	STANSTED	RYANAIR	S	D	13	0	0	92	8	0	0	0	0	4	94	6	17	
<b>TOTAL PARMA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>65</b>	<b>14</b>	<b>14</b>	
PAU																		
	STANSTED	RYANAIR	S	A	12	0	0	83	17	0	0	0	0	7	69	9	13	
	STANSTED	RYANAIR	S	D	12	0	0	83	17	0	0	0	0	6	77	10	13	
<b>TOTAL PAU</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>7</b>	<b>73</b>	<b>10</b>	<b>10</b>	
PERPIGNAN																		
	STANSTED	RYANAIR	S	A	3	0	0	100	0	0	0	0	0	2	100	0	3	
	STANSTED	RYANAIR	S	D	3	0	0	100	0	0	0	0	0	5	100	1	3	
<b>TOTAL PERPIGNAN</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100</b>	<b>0</b>	<b>0</b>	
PERUGIA																		
	STANSTED	RYANAIR	S	A	18	0	0	83	17	0	0	0	0	6	79	8	14	
	STANSTED	RYANAIR	S	D	18	0	0	89	11	0	0	0	0	4	93	4	14	
<b>TOTAL PERUGIA</b>					<b>36</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>5</b>	<b>86</b>	<b>6</b>	<b>6</b>	
PESCARA																		

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 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)												
PESCARA																		
	STANSTED	RYANAIR		S A	18	0	0	100	0	0	0	0	0	1	94	21	18	
	STANSTED	RYANAIR		S D	18	0	0	94	6	0	0	0	0	3	89	11	18	
<b>TOTAL PESCARA</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>16</b>	<b>16</b>	
PHILADELPHIA INTERNATIONAL																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	62	0	0	85	5	5	3	0	2	23	69	10	59	
	HEATHROW	BRITISH AIRWAYS PLC		S D	62	0	0	84	11	3	2	0	0	8	59	16	59	
	HEATHROW	US AIRWAYS		S A	31	0	0	87	6	6	0	0	0	5	74	10	31	
	HEATHROW	US AIRWAYS		S D	31	0	0	77	10	13	0	0	0	10	65	15	31	
	MANCHESTER	US AIRWAYS		S A	31	0	0	77	16	3	3	0	0	8	77	26	31	
	MANCHESTER	US AIRWAYS		S D	31	0	0	71	13	13	3	0	0	15	61	37	31	
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>248</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>67</b>	<b>18</b>	<b>18</b>	
PHOENIX																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	26	0	0	54	31	4	12	0	0	24	46	24	26	
	HEATHROW	BRITISH AIRWAYS PLC		S D	26	0	0	69	15	8	8	0	0	20	58	26	26	
<b>TOTAL PHOENIX</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>23</b>	<b>6</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>52</b>	<b>25</b>	<b>25</b>	
PISA																		
	GATWICK	BRITISH AIRWAYS PLC		S A	10	0	0	100	0	0	0	0	0	1	67	28	3	
	GATWICK	BRITISH AIRWAYS PLC		S D	10	0	0	100	0	0	0	0	0	3	100	0	4	
	HEATHROW	BRITISH AIRWAYS PLC		S A	57	0	0	84	11	4	2	0	0	6	82	11	50	
	HEATHROW	BRITISH AIRWAYS PLC		S D	57	0	0	88	7	5	0	0	0	5	82	12	50	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	31	0	0	58	26	6	6	3	0	26	52	31	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	31	0	0	65	19	10	6	0	0	16	58	25	31	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	4	0	0	50	0	50	0	0	0	19	25	76	4	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	4	0	0	50	0	50	0	0	0	21	25	63	4	
	EDINBURGH	RYANAIR		S A	2	0	0	100	0	0	0	0	0	2	78	12	9	
	EDINBURGH	RYANAIR		S D	2	0	0	100	0	0	0	0	0	0	78	7	9	
	STANSTED	RYANAIR		S A	74	0	0	72	16	5	5	1	0	16	67	12	51	
	STANSTED	RYANAIR		S D	74	0	0	76	16	5	3	0	0	11	73	12	51	
<b>TOTAL PISA</b>					<b>356</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>16</b>	<b>16</b>	
PLOVDIV																		
	GATWICK	JET2.COM LTD		C A	3	0	0	67	0	33	0	0	0	20	0	0	0	
	GATWICK	JET2.COM LTD		C D	2	0	0	50	0	50	0	0	0	26	0	0	0	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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
PLOVDIV																		
	STANSTED	RYANAIR		S A	9	0	0	78	22	0	0	0	0	7	0	0	0	
	STANSTED	RYANAIR		S D	9	0	0	100	0	0	0	0	0	6	0	0	0	
<b>TOTAL PLOVDIV</b>					<b>23</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	
PLYMOUTH																		
	GLASGOW	AIR SOUTHWEST		S A	27	0	0	85	11	0	4	0	0	9	92	7	26	
	GLASGOW	AIR SOUTHWEST		S D	27	0	0	85	11	0	4	0	0	9	85	8	27	
	MANCHESTER	AIR SOUTHWEST		S A	23	0	0	78	13	0	9	0	0	15	87	8	23	
	MANCHESTER	AIR SOUTHWEST		S D	45	0	2	87	7	2	4	0	0	11	82	11	50	
<b>TOTAL PLYMOUTH</b>					<b>122</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>10</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>8</b>	<b>8</b>	
PODGORICA																		
	GATWICK	MONTENEGRO AIRLINES		S A	11	0	0	100	0	0	0	0	0	0	89	8	9	
	GATWICK	MONTENEGRO AIRLINES		S D	11	0	0	100	0	0	0	0	0	1	78	10	9	
<b>TOTAL PODGORICA</b>					<b>22</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>83</b>	<b>9</b>	<b>9</b>	
POITIERS																		
	STANSTED	RYANAIR		S A	15	0	0	93	7	0	0	0	0	3	88	21	16	
	STANSTED	RYANAIR		S D	15	0	0	87	7	7	0	0	0	4	93	3	15	
<b>TOTAL POITIERS</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>91</b>	<b>12</b>	<b>12</b>	
PORT OF SPAIN																		
	GATWICK	BRITISH AIRWAYS PLC		S A	23	0	0	87	9	4	0	0	0	5	95	3	22	
	GATWICK	BRITISH AIRWAYS PLC		S D	24	0	0	83	17	0	0	0	0	7	77	7	22	
<b>TOTAL PORT OF SPAIN</b>					<b>47</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>86</b>	<b>5</b>	<b>5</b>	
PORTSMOUTH (USA)																		
POZNAN																		
	EDINBURGH	RYANAIR		S A	8	0	0	100	0	0	0	0	0	3	86	4	14	
	EDINBURGH	RYANAIR		S D	8	0	0	100	0	0	0	0	0	2	93	7	14	
	STANSTED	RYANAIR		S A	31	0	0	74	19	6	0	0	0	8	84	7	32	
	STANSTED	RYANAIR		S D	31	0	0	94	6	0	0	0	0	4	94	5	32	
	LUTON	WIZZ AIR		S A	27	0	0	96	0	0	0	4	0	13	94	11	31	
	LUTON	WIZZ AIR		S D	27	0	0	93	4	4	0	0	0	6	71	20	31	
<b>TOTAL POZNAN</b>					<b>132</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>10</b>	<b>10</b>	
PRAGUE																		
	BIRMINGHAM	BMIBABY LTD		S A	13	0	0	92	8	0	0	0	0	2	82	10	17	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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
PRAGUE	BIRMINGHAM	BMIBABY LTD	S	D	13	0	0	92	0	8	0	0	0	8	76	16	17
	MANCHESTER	BMIBABY LTD	S	A	13	0	1	77	0	8	15	0	0	17	67	15	21
	MANCHESTER	BMIBABY LTD	S	D	13	0	0	85	0	15	0	0	0	11	81	16	21
	HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	94	5	1	1	0	0	3	86	8	87
	HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	91	6	1	2	0	0	5	83	8	87
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	54	0	0	87	6	4	4	0	0	8	69	17	58
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	54	0	0	87	6	6	2	0	0	8	76	16	58
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	41	0	0	88	7	2	2	0	0	6	81	12	47
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	41	0	0	100	0	0	0	0	0	3	85	10	47
	EDINBURGH	JET2.COM LTD	S	A	10	0	0	40	10	20	20	10	0	49	78	6	9
	EDINBURGH	JET2.COM LTD	S	D	10	0	0	50	30	10	10	0	0	21	100	3	9
	MANCHESTER	JET2.COM LTD	S	A	11	1	0	64	27	9	0	0	0	11	0	0	0
	MANCHESTER	JET2.COM LTD	S	D	11	0	0	91	0	9	0	0	0	7	0	0	0
	NEWCASTLE	JET2.COM LTD	S	A	10	0	0	70	10	10	10	0	0	14	0	0	0
	NEWCASTLE	JET2.COM LTD	S	D	10	0	0	90	0	10	0	0	0	7	0	0	0
	LUTON	WIZZ AIR	S	A	48	0	0	98	2	0	0	0	0	1	74	15	27
	LUTON	WIZZ AIR	S	D	48	0	0	92	8	0	0	0	0	4	67	26	27
<b>TOTAL PRAGUE</b>					<b>648</b>	<b>1</b>	<b>1</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>11</b>	<b>11</b>
PRESTWICK	STANSTED	RYANAIR	S	A	38	0	0	95	0	3	0	3	0	7	91	4	90
	STANSTED	RYANAIR	S	D	38	0	0	95	3	3	0	0	0	3	89	5	90
<b>TOTAL PRESTWICK</b>					<b>76</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>4</b>	<b>4</b>
PRISTINA	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	57	29	0	14	0	0	18	92	8	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	79	14	0	7	0	0	11	85	6	13
<b>TOTAL PRISTINA</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>21</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>88</b>	<b>7</b>	<b>7</b>
PROVIDENCIALES	HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	75	25	0	0	0	0	15	100	0	5
	HEATHROW	BRITISH AIRWAYS PLC	S	D	4	0	0	100	0	0	0	0	0	3	50	9	2
<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>9</b>	<b>86</b>	<b>2</b>	<b>2</b>
PUERTO PLATA	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	1	0	0	50	0	0	0	50	199	100	0	5

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	0	0	33	0	0	45	100	5	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	100	0	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	50	23	4		
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	12	100	0	9		
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	11	78	8	9		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	6	60	11	5		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	3	60	33	5		
<b>TOTAL PUERTO PLATA</b>					<b>30</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>23</b>	<b>83</b>	<b>9</b>	<b>9</b>	
PULA																		
	STANSTED	RYANAIR	S	A	2	0	0	100	0	0	0	0	0	100	0	1		
	STANSTED	RYANAIR	S	D	2	0	0	100	0	0	0	0	2	100	0	1		
<b>TOTAL PULA</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>1</b>	<b>100</b>	<b>0</b>	<b>0</b>		
PUNTA CANA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	50	13	25	13	0	0	37	89	3	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	78	0	22	0	0	11	100	4	9		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	0	0	0	50	579	75	17	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	6	80	32	5		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	0	50	0	83	75	23	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	0	0	0	50	106	75	43	4		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	4	80	13	5		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	20	40	20	20	0	49	80	18	5		
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	60	20	0	0	0	20	163	50	21	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	4	67	24	6		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	50	0	50	0	0	18	50	27	4		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	0	0	20	0	62	83	9	6	
<b>TOTAL PUNTA CANA</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>11</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>63</b>	<b>78</b>	<b>17</b>	<b>17</b>	

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 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	30	0	0	90	7	3	0	0	0	5	52	19	31	
	HEATHROW	AMERICAN AIRLINES	S	D	30	0	0	83	3	3	10	0	0	18	84	9	31	
<b>TOTAL RALEIGH</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>5</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>14</b>	<b>14</b>	
REUS																		
	BIRMINGHAM	RYANAIR	S	A	2	0	0	100	0	0	0	0	0	0	0	54	2	
	BIRMINGHAM	RYANAIR	S	D	2	0	0	50	0	50	0	0	0	28	0	67	2	
	LUTON	RYANAIR	S	A	2	0	0	50	50	0	0	0	9	0	21	2		
	LUTON	RYANAIR	S	D	2	0	0	50	50	0	0	0	12	0	25	2		
	STANSTED	RYANAIR	S	A	14	0	0	100	0	0	0	0	1	93	24	14		
	STANSTED	RYANAIR	S	D	14	0	0	100	0	0	0	0	3	86	5	14		
<b>TOTAL REUS</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>69</b>	<b>20</b>	<b>20</b>		
RHODES																		
<b>TOTAL RHODES</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>8</b>	<b>8</b>	
RIGA																		
	GATWICK	AIR BALTIC	S	A	31	0	0	81	13	6	0	0	10	87	6	31		
	GATWICK	AIR BALTIC	S	D	31	0	0	77	13	6	3	0	12	81	11	31		
	STANSTED	RYANAIR	S	A	62	0	4	82	16	0	2	0	9	76	12	62		
	STANSTED	RYANAIR	S	D	62	0	4	97	2	2	0	0	2	98	2	62		
	LUTON	WIZZ AIR	S	A	13	0	0	69	15	8	8	0	12	100	5	1		
	LUTON	WIZZ AIR	S	D	14	0	0	64	21	7	7	0	15	100	15	1		
<b>TOTAL RIGA</b>					<b>213</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>7</b>	<b>7</b>		
RIMINI																		
	STANSTED	RYANAIR	S	A	12	0	0	75	8	8	8	0	15	69	11	13		
	STANSTED	RYANAIR	S	D	11	0	0	100	0	0	0	0	1	100	4	13		
<b>TOTAL RIMINI</b>					<b>23</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>7</b>	<b>7</b>		
RIO DE JANEIRO (GALEAO)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	62	8	23	8	0	19	23	47	13		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	50	43	0	7	0	16	67	11	12		
	HEATHROW	TAM LINHAS AEREAS	S	A	13	0	0	31	23	23	23	0	46	0	0	0		
	HEATHROW	TAM LINHAS AEREAS	S	D	13	0	0	100	0	0	0	0	0	0	0	0		
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>					<b>53</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>19</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>20</b>	<b>44</b>	<b>30</b>	<b>30</b>		
RIYADH																		



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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 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
RIYADH	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	100	0	0	0	0	0	2	91	2	22
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	100	0	0	0	0	0	1	83	8	23
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	16	0	0	81	13	6	0	0	0	7	88	7	17
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	17	0	0	82	6	6	6	0	0	9	81	8	21
<b>TOTAL RIYADH</b>					<b>85</b>	<b>4</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>7</b>	<b>7</b>
RODEZ	STANSTED	RYANAIR	S	A	14	0	0	86	14	0	0	0	0	6	91	5	11
	STANSTED	RYANAIR	S	D	14	0	0	100	0	0	0	0	0	3	100	2	11
<b>TOTAL RODEZ</b>					<b>28</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>95</b>	<b>4</b>	<b>4</b>
ROME (CIAMPINO)	EDINBURGH	RYANAIR	S	A	18	0	0	44	33	22	0	0	0	21	11	47	18
	EDINBURGH	RYANAIR	S	D	18	0	0	83	17	0	0	0	0	8	89	22	18
	GATWICK	RYANAIR	S	A	31	0	0	100	0	0	0	0	0	1	0	0	0
	GATWICK	RYANAIR	S	D	31	0	0	97	3	0	0	0	0	3	0	0	0
	STANSTED	RYANAIR	S	A	104	0	0	80	14	5	1	0	0	8	75	10	93
	STANSTED	RYANAIR	S	D	104	0	0	92	6	1	1	0	0	6	87	7	93
<b>TOTAL ROME (CIAMPINO)</b>					<b>306</b>	<b>2</b>	<b>0</b>	<b>86</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>13</b>	<b>13</b>
ROME (FIUMICINO)	HEATHROW	ALITALIA (CAI)	S	A	149	0	0	89	10	1	0	0	0	4	77	11	150
	HEATHROW	ALITALIA (CAI)	S	D	149	0	0	82	9	9	0	0	0	7	60	18	150
	GATWICK	BRITISH AIRWAYS PLC	S	A	36	0	0	83	6	8	3	0	0	11	89	11	35
	GATWICK	BRITISH AIRWAYS PLC	S	D	36	0	0	86	8	3	3	0	0	7	94	7	35
	HEATHROW	BRITISH AIRWAYS PLC	S	A	186	0	0	85	7	6	1	1	0	8	80	9	143
	HEATHROW	BRITISH AIRWAYS PLC	S	D	186	0	0	87	9	3	1	1	0	7	79	8	143
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	112	0	0	79	11	7	1	3	0	14	38	28	85
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	112	0	0	87	8	3	1	2	0	10	72	16	85
	MANCHESTER	JET2.COM LTD	S	A	23	0	0	83	9	9	0	0	0	6	50	28	18
	MANCHESTER	JET2.COM LTD	S	D	23	0	0	83	13	4	0	0	0	7	72	26	18
<b>TOTAL ROME (FIUMICINO)</b>					<b>1012</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>71</b>	<b>14</b>	<b>14</b>
ROTTERDAM	LONDON CITY	VLM (BELGIUM)	S	A	197	1	0	85	5	4	6	1	0	11	94	3	190
	LONDON CITY	VLM (BELGIUM)	S	D	197	0	1	84	6	5	5	0	0	11	92	5	186

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 2010				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
ROTTERDAM																		
<b>TOTAL ROTTERDAM</b>					<b>394</b>	<b>3</b>	<b>1</b>	<b>85</b>	<b>5</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>94</b>	<b>3</b>	<b>3</b>	
RYGGE																		
	GATWICK	RYANAIR	S	A	42	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	RYANAIR	S	D	42	0	0	100	0	0	0	0	0	0	0	0	0	
	NEWCASTLE	RYANAIR	S	A	13	0	3	100	0	0	0	0	0	0	0	0	0	
	NEWCASTLE	RYANAIR	S	D	13	0	3	100	0	0	0	0	0	0	0	0	0	
	STANSTED	RYANAIR	S	A	63	0	0	92	5	2	0	2	0	5	94	10	62	
	STANSTED	RYANAIR	S	D	62	0	0	92	5	3	0	0	0	4	98	3	62	
<b>TOTAL RYGGE</b>					<b>235</b>	<b>0</b>	<b>6</b>	<b>96</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>96</b>	<b>6</b>	<b>6</b>	
RZESZOW																		
	BIRMINGHAM	RYANAIR	S	A	9	0	0	89	11	0	0	0	0	3	67	15	9	
	BIRMINGHAM	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	5	67	21	9	
	LUTON	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	1	89	7	9	
	LUTON	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	1	100	5	9	
	STANSTED	RYANAIR	S	A	27	0	0	93	7	0	0	0	0	3	84	6	19	
	STANSTED	RYANAIR	S	D	27	0	0	100	0	0	0	0	0	3	84	7	19	
<b>TOTAL RZESZOW</b>					<b>92</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>79</b>	<b>12</b>	<b>12</b>	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2010				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
SALONIKA																		
	GATWICK	BRITISH AIRWAYS PLC		S A	17	0	0	94	0	6	0	0	0	4	80	14	15	
	GATWICK	BRITISH AIRWAYS PLC		S D	17	0	0	88	6	6	0	0	0	6	87	16	15	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	17	0	0	100	0	0	0	0	0	1	82	9	17	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	17	0	0	94	6	0	0	0	0	3	82	10	17	
	GATWICK	OLYMPIC AIR		S A	18	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	OLYMPIC AIR		S D	18	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>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>83</b>	<b>12</b>	<b>12</b>	
SALZBURG																		
	STANSTED	AIR BERLIN		S A	17	0	0	100	0	0	0	0	0	1	0	0	0	
	STANSTED	AIR BERLIN		S D	17	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC		S A	20	0	0	85	10	5	0	0	0	5	90	3	20	
	GATWICK	BRITISH AIRWAYS PLC		S D	20	0	0	90	5	5	0	0	0	6	84	5	19	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	12	0	0	100	0	0	0	0	0	3	73	19	15	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	12	0	0	100	0	0	0	0	0	6	80	12	15	
	BIRMINGHAM	FLYBE LTD		C A	5	0	0	100	0	0	0	0	0	2	25	35	4	
	BIRMINGHAM	FLYBE LTD		C D	3	0	0	67	33	0	0	0	0	10	50	28	2	
	GATWICK	FLYBE LTD		C A	4	0	0	100	0	0	0	0	0	3	0	0	0	
	GATWICK	FLYBE LTD		C D	3	0	0	100	0	0	0	0	0	2	0	0	0	
	MANCHESTER	FLYBE LTD		C A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	FLYBE LTD		C D	3	0	0	100	0	0	0	0	0	1	0	0	0	
	EDINBURGH	JET2.COM LTD		S A	4	0	0	25	25	0	50	0	0	76	0	0	0	
	EDINBURGH	JET2.COM LTD		S D	4	0	0	50	0	0	50	0	0	61	0	0	0	
	MANCHESTER	JET2.COM LTD		S A	4	0	0	50	0	25	0	25	0	73	0	0	0	
	MANCHESTER	JET2.COM LTD		C A	4	0	0	75	0	25	0	0	0	15	0	0	0	
	MANCHESTER	JET2.COM LTD		C D	4	0	0	75	0	25	0	0	0	16	0	0	0	
	MANCHESTER	JET2.COM LTD		S D	4	0	0	50	0	25	0	25	0	71	0	0	0	
	STANSTED	RYANAIR		S A	37	0	0	84	11	3	3	0	0	8	75	15	52	
	STANSTED	RYANAIR		S D	37	0	0	92	8	0	0	0	0	4	87	6	52	
	GATWICK	THOMAS COOK AIRLINES LTD		C A	4	0	0	75	25	0	0	0	0	5	75	9	4	
	GATWICK	THOMAS COOK AIRLINES LTD		C D	4	0	0	25	75	0	0	0	0	18	100	6	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	4	0	0	75	25	0	0	0	0	5	75	12	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	3	0	0	100	0	0	0	0	0	1	75	5	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	1	50	40	2	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 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
SALZBURG																		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	1	100	11	1	
	GATWICK	THOMSON AIRWAYS LTD	C	A	10	0	0	90	0	0	10	0	0	8	58	20	12	
	GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	56	33	0	11	0	0	21	58	20	12	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	100	1	2	
	LUTON	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	33	114	3	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	17	67	11	3	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	50	15	2	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	100	8	2	
	STANSTED	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	1	50	40	2	
<b>TOTAL SALZBURG</b>					<b>279</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>9</b>	<b>76</b>	<b>14</b>	<b>14</b>	
SAMANA (EL CATEY)																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	14	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0	
<b>TOTAL SAMANA (EL CATEY)</b>					<b>9</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SAN FRANCISCO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	79	13	3	5	0	0	10	69	17	61	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	79	10	8	3	0	0	12	44	24	62	
	HEATHROW	UNITED AIRLINES	S	A	34	0	0	82	9	6	3	0	0	10	91	5	34	
	HEATHROW	UNITED AIRLINES	S	D	34	0	0	88	9	0	3	0	0	6	86	13	35	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	84	13	3	0	0	0	4	55	18	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	84	6	6	3	0	0	9	65	16	31	
<b>TOTAL SAN FRANCISCO</b>					<b>254</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>66</b>	<b>17</b>	<b>17</b>	
SAN JOSE																		
SAN JUAN (PUERTO RICO)																		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	3	0	0	33	0	33	33	0	0	73	0	43	4	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	4	0	0	25	75	0	0	0	0	22	50	17	4	
<b>TOTAL SAN JUAN (PUERTO RICO)</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>33</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>25</b>	<b>30</b>	<b>30</b>	
SANDEFJORD(TORP)																		
	EDINBURGH	RYANAIR	S	A	13	0	1	100	0	0	0	0	0	2	77	25	13	
	EDINBURGH	RYANAIR	S	D	14	0	0	86	7	7	0	0	0	7	77	9	13	
	STANSTED	RYANAIR	S	A	30	0	0	90	7	3	0	0	0	4	90	13	89	
	STANSTED	RYANAIR	S	D	31	0	0	97	3	0	0	0	0	2	89	5	89	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2010			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
SANDEFJORD(TORP)																	
<b>TOTAL SANDEFJORD(TORP)</b>					<b>88</b>	<b>0</b>	<b>1</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>10</b>	<b>10</b>
SANFORD																	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	26	80	12	5
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	7	67	8	6
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	25	0	50	0	25	0	91	60	34	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	50	25	0	0	25	0	82	57	44	7
<b>TOTAL SANFORD</b>					<b>19</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>11</b>	<b>11</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>45</b>	<b>70</b>	<b>22</b>	<b>22</b>
SANTA CRUZ DE LA PALMA																	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	5	100	0	5
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	12	100	2	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	25	25	50	0	0	0	26	100	0	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	13	100	4	5
<b>TOTAL SANTA CRUZ DE LA PALMA</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>2</b>	<b>2</b>
SANTANDER																	
	STANSTED	RYANAIR	S	A	19	0	0	89	11	0	0	0	0	6	84	9	19
	STANSTED	RYANAIR	S	D	19	0	0	95	5	0	0	0	0	2	95	3	19
<b>TOTAL SANTANDER</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>4</b>	<b>89</b>	<b>6</b>	<b>6</b>
SANTIAGO DE COMPOSTELA																	
	STANSTED	RYANAIR	S	A	3	0	0	67	33	0	0	0	0	13	93	4	15
	STANSTED	RYANAIR	S	D	3	0	0	100	0	0	0	0	0	3	87	5	15
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>5</b>	<b>5</b>
SAO PAULO (GUARULHOS)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	75	0	25	0	0	0	10	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	5	0	0	80	20	0	0	0	0	6	0	128	1
	HEATHROW	TAM LINHAS AEREAS	S	A	31	0	0	58	10	23	6	3	0	29	45	30	31
	HEATHROW	TAM LINHAS AEREAS	S	D	31	0	0	87	6	6	0	0	0	7	87	4	31
<b>TOTAL SAO PAULO (GUARULHOS)</b>					<b>71</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>8</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>65</b>	<b>19</b>	<b>19</b>
SEATTLE (TACOMA)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	84	16	0	0	0	0	5	77	12	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	81	10	3	6	0	0	13	53	22	30
<b>TOTAL SEATTLE (TACOMA)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>65</b>	<b>17</b>	<b>17</b>
SEOUL (INCHEON)																	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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
SEOUL (INCHEON)																		
	HEATHROW	ASIANA AIRLINES		S A	18	0	1	83	0	6	11	0	0	18	76	24	17	
	HEATHROW	ASIANA AIRLINES		S D	18	0	0	78	17	0	6	0	0	11	88	5	17	
	HEATHROW	KOREAN AIR		S A	31	0	0	74	13	13	0	0	0	8	65	11	31	
	HEATHROW	KOREAN AIR		S D	31	0	0	100	0	0	0	0	0	2	87	4	31	
<b>TOTAL SEOUL (INCHEON)</b>					<b>98</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>10</b>	<b>10</b>	
SEVILLE																		
	GATWICK	RYANAIR		S A	14	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	RYANAIR		S D	14	0	0	100	0	0	0	0	0	2	0	0	0	
	STANSTED	RYANAIR		S A	31	0	0	94	6	0	0	0	0	5	79	9	19	
	STANSTED	RYANAIR		S D	31	0	0	94	6	0	0	0	0	4	89	6	19	
	HEATHROW	VUELING AIRLINES		S A	31	0	0	29	39	32	0	0	0	24	68	12	31	
	HEATHROW	VUELING AIRLINES		S D	31	0	0	87	10	3	0	0	0	5	90	6	31	
<b>TOTAL SEVILLE</b>					<b>152</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>8</b>	<b>8</b>	
SEYCHELLES																		
	HEATHROW	AIR SEYCHELLES		S A	9	0	0	44	11	22	22	0	0	40	25	82	8	
	HEATHROW	AIR SEYCHELLES		S D	8	0	0	100	0	0	0	0	0	1	75	13	8	
<b>TOTAL SEYCHELLES</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>6</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>50</b>	<b>48</b>	<b>48</b>	
SHANGHAI (PU DONG)																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	26	0	0	31	19	19	27	4	0	51	50	17	26	
	HEATHROW	BRITISH AIRWAYS PLC		S D	25	0	0	76	4	4	16	0	0	18	81	10	26	
	HEATHROW	CHINA EASTERN AIRLINES		S A	18	0	0	39	11	39	11	0	0	29	50	23	2	
	HEATHROW	CHINA EASTERN AIRLINES		S D	18	0	0	83	11	6	0	0	0	5	0	20	2	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	31	0	1	74	6	10	10	0	0	14	71	14	28	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	31	0	0	81	13	6	0	0	0	6	71	15	28	
<b>TOTAL SHANGHAI (PU DONG)</b>					<b>149</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>11</b>	<b>13</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>67</b>	<b>14</b>	<b>14</b>	
SHANNON																		
	BIRMINGHAM	AER ARANN		S A	27	0	0	85	0	4	4	0	7	41	0	0	0	
	BIRMINGHAM	AER ARANN		S D	27	0	0	85	0	4	4	0	7	43	0	0	0	
	EDINBURGH	AER ARANN		S A	3	0	0	100	0	0	0	0	0	3	0	0	0	
	EDINBURGH	AER ARANN		S D	3	0	0	67	33	0	0	0	0	5	0	0	0	
	GLASGOW	AER ARANN		S A	20	0	0	95	0	5	0	0	0	4	0	0	0	
	GLASGOW	AER ARANN		S D	20	0	0	95	0	5	0	0	0	5	0	0	0	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 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
SHANNON	MANCHESTER	AER ARANN	S	A	47	0	0	89	4	0	4	2	0	12	0	0	0
	MANCHESTER	AER ARANN	S	D	47	0	0	85	9	0	4	2	0	11	0	0	0
	GATWICK	AER LINGUS	S	A	2	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	AER LINGUS	S	D	2	0	0	100	0	0	0	0	0	6	0	0	0
	HEATHROW	AER LINGUS	S	A	93	0	0	89	8	3	0	0	0	5	90	10	93
	HEATHROW	AER LINGUS	S	D	93	0	0	91	6	2	0	0	0	4	89	10	93
	GATWICK	RYANAIR	S	A	26	0	0	96	0	4	0	0	0	4	95	3	58
	GATWICK	RYANAIR	S	D	26	0	0	88	4	8	0	0	0	6	93	3	58
	STANSTED	RYANAIR	S	A	48	0	0	96	4	0	0	0	0	3	77	15	62
	STANSTED	RYANAIR	S	D	48	0	0	100	0	0	0	0	0	1	92	5	61
<b>TOTAL SHANNON</b>					<b>532</b>	<b>1</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>89</b>	<b>8</b>	<b>8</b>
SHARM EL SHEIKH (OPHIRA)	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	100	0	0	0	0	0	1	100	3	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	92	8	0	0	0	0	2	100	1	13
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	35	0	0	83	6	11	0	0	0	8	64	13	25
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	34	0	0	71	18	9	3	0	0	11	60	20	25
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	91	5	5	0	0	0	4	100	4	18
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	82	18	0	0	0	0	7	89	10	18
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	76	6	6	12	0	0	16	0	0	0
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	83	0	0	17	0	0	17	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	14	0	0	64	7	7	14	7	0	35	35	26	17
	GATWICK	MONARCH AIRLINES	C	D	14	0	0	79	14	0	7	0	0	14	71	12	17
	MANCHESTER	MONARCH AIRLINES	C	A	12	0	0	83	8	0	8	0	0	9	67	12	12
	MANCHESTER	MONARCH AIRLINES	C	D	13	0	0	85	15	0	0	0	0	7	67	20	12
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	6	0	0	100	0	0	0	0	0	4	78	11	9
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	6	0	0	100	0	0	0	0	0	2	78	12	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	12	0	0	67	17	17	0	0	0	12	61	16	18
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	13	0	0	62	15	8	15	0	0	20	83	8	18
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	11	0	0	0	0	3	56	18	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	10	0	0	100	0	0	0	0	0	2	78	7	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	22	0	0	73	5	14	9	0	0	18	21	32	19
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	22	0	0	73	9	14	5	0	0	16	72	19	18
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	0	20	20	0	79	100	2	5

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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)												
SHARM EL SHEIKH (OPHIRA)																		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	20	0	0	20	0	75	100	4	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	A	17	0	0	94	6	0	0	0	0	2	59	20	17	
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	D	17	0	0	100	0	0	0	0	0	2	82	11	17	
	EDINBURGH	THOMSON AIRWAYS LTD	S	A	4	0	0	75	25	0	0	0	0	10	60	10	5	
	EDINBURGH	THOMSON AIRWAYS LTD	S	D	4	0	0	75	25	0	0	0	0	12	100	6	5	
	GATWICK	THOMSON AIRWAYS LTD	S	A	36	0	0	83	8	8	0	0	0	8	58	21	40	
	GATWICK	THOMSON AIRWAYS LTD	S	D	36	0	0	89	6	6	0	0	0	6	69	15	39	
	GLASGOW	THOMSON AIRWAYS LTD	S	A	9	0	0	100	0	0	0	0	0	2	56	12	9	
	GLASGOW	THOMSON AIRWAYS LTD	S	D	9	0	0	89	11	0	0	0	0	7	88	9	8	
	LUTON	THOMSON AIRWAYS LTD	S	A	9	0	0	89	0	11	0	0	0	5	44	24	9	
	LUTON	THOMSON AIRWAYS LTD	S	D	9	0	0	89	11	0	0	0	0	10	56	26	9	
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	18	0	0	89	6	6	0	0	0	6	50	19	26	
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	18	0	0	89	6	6	0	0	0	5	78	14	27	
	NEWCASTLE	THOMSON AIRWAYS LTD	S	A	9	0	0	100	0	0	0	0	0	2	56	41	9	
	NEWCASTLE	THOMSON AIRWAYS LTD	S	D	9	0	0	100	0	0	0	0	0	4	67	24	9	
	STANSTED	THOMSON AIRWAYS LTD	S	A	4	0	0	75	25	0	0	0	0	6	20	45	5	
	STANSTED	THOMSON AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	4	50	26	4	
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>					<b>549</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>65</b>	<b>19</b>	<b>19</b>	
SIBIU																		
SINGAPORE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	32	0	1	75	9	9	6	0	0	10	84	9	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	74	3	13	6	3	0	24	65	20	31	
	HEATHROW	SINGAPORE AIRLINES	S	A	93	0	0	74	9	15	1	1	0	13	75	9	93	
	HEATHROW	SINGAPORE AIRLINES	S	D	93	0	0	91	4	3	1	0	0	6	91	7	93	
	MANCHESTER	SINGAPORE AIRLINES	S	A	31	0	0	77	6	10	6	0	0	12	71	12	14	
	MANCHESTER	SINGAPORE AIRLINES	S	D	31	0	0	77	16	3	3	0	0	11	50	15	14	
<b>TOTAL SINGAPORE</b>					<b>311</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>7</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>10</b>	<b>10</b>	
SION																		
	STANSTED	TITAN AIRWAYS LTD	C	A	11	0	0	100	0	0	0	0	0	2	100	3	8	
	STANSTED	TITAN AIRWAYS LTD	C	D	11	0	0	91	9	0	0	0	0	2	100	0	8	
<b>TOTAL SION</b>					<b>22</b>	<b>1</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>1</b>	<b>1</b>	
SOFIA																		



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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 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
SOFIA	EDINBURGH	BH AIR	C	A	4	0	0	75	25	0	0	0	0	8	100	4	2
	EDINBURGH	BH AIR	C	D	3	0	0	100	0	0	0	0	0	4	100	0	2
	MANCHESTER	BH AIR	C	A	2	0	0	100	0	0	0	0	0	4	100	2	2
	NEWCASTLE	BH AIR	C	A	4	0	0	100	0	0	0	0	0	1	100	0	2
	NEWCASTLE	BH AIR	C	D	3	0	0	67	33	0	0	0	0	12	100	0	1
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	97	3	0	0	0	0	1	82	7	28
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	100	0	0	0	0	0	0	86	7	28
	HEATHROW	BULGARIA AIR	S	A	24	0	0	92	4	4	0	0	0	5	77	12	30
	HEATHROW	BULGARIA AIR	S	D	24	0	0	100	0	0	0	0	0	2	93	6	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	41	0	0	93	5	0	2	0	0	6	75	20	44
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	41	0	0	98	0	0	2	0	0	6	73	19	44
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	85	15	0	0	0	0	3	64	13	14
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	100	0	0	0	0	0	2	71	13	14
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	0	67	12	3
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	2	50	10	2
	MANCHESTER	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	10	100	0	1
	MANCHESTER	MONARCH AIRLINES	C	D	2	0	0	0	0	100	0	0	0	37	100	0	1
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	10	0	134	2
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	235	2
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	2	0	0	50	0	50	0	0	0	26	50	139	2
	GATWICK	THOMSON AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	0	33	66	3
	GATWICK	THOMSON AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	0	50	23	2
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	50	20	2
	LUTON	WIZZ AIR	S	A	31	0	0	97	0	3	0	0	0	2	87	7	31
	LUTON	WIZZ AIR	S	D	31	0	0	68	19	13	0	0	0	15	65	22	31
<b>TOTAL SOFIA</b>					<b>322</b>	<b>3</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>76</b>	<b>19</b>	<b>19</b>
SOUTHAMPTON	EDINBURGH	FLYBE LTD	S	A	144	0	0	88	6	5	1	0	0	6	91	6	144
	EDINBURGH	FLYBE LTD	S	D	143	0	1	88	8	4	0	0	0	7	84	10	143
	GLASGOW	FLYBE LTD	S	A	101	0	0	91	6	0	2	1	0	7	85	8	124
	GLASGOW	FLYBE LTD	S	D	98	2	1	81	12	3	2	1	1	25	83	9	123
	MANCHESTER	FLYBE LTD	S	A	106	0	1	94	2	4	0	0	0	4	88	7	138
	MANCHESTER	FLYBE LTD	S	D	106	0	1	91	4	5	1	0	0	5	88	7	138

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 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																		
	NEWCASTLE	FLYBE LTD		S A	81	0	0	91	5	0	4	0	0	5	91	4	99	
	NEWCASTLE	FLYBE LTD		S D	80	0	1	91	6	1	1	0	0	4	85	11	100	
<b>TOTAL SOUTHAMPTON</b>					<b>859</b>	<b>2</b>	<b>6</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>8</b>	<b>8</b>	
ST KITTS																		
	GATWICK	BRITISH AIRWAYS PLC		S A	10	0	0	60	10	10	20	0	0	28	75	10	4	
	GATWICK	BRITISH AIRWAYS PLC		S D	9	0	0	89	11	0	0	0	0	8	100	5	5	
<b>TOTAL ST KITTS</b>					<b>19</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>89</b>	<b>7</b>	<b>7</b>	
ST LUCIA (HEWANORRA)																		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S A	13	0	0	85	15	0	0	0	0	5	93	4	14	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S D	13	0	0	92	0	8	0	0	0	7	62	20	13	
<b>TOTAL ST LUCIA (HEWANORRA)</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>12</b>	<b>12</b>	
ST MAARTEN																		
ST PETERSBURG																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	100	0	0	0	0	0	1	90	4	31	
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	90	10	0	0	0	0	3	94	5	31	
	GATWICK	ROSSIYA AIRLINES		S A	8	0	0	88	13	0	0	0	0	7	0	0	0	
	GATWICK	ROSSIYA AIRLINES		S D	8	0	0	100	0	0	0	0	0	4	0	0	0	
<b>TOTAL ST PETERSBURG</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>6</b>	<b>6</b>	
STANSTED																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S A	149	0	0	87	8	4	1	0	0	7	85	9	124	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S D	149	0	0	88	7	3	2	0	0	7	82	10	124	
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S A	135	0	0	91	3	4	1	0	0	5	92	4	114	
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S D	135	0	0	92	4	3	1	0	0	4	92	5	114	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S A	49	0	0	98	0	2	0	0	0	2	86	8	58	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S D	49	0	0	92	4	2	2	0	0	8	83	16	58	
<b>TOTAL STANSTED</b>					<b>666</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>8</b>	<b>8</b>	
STAVANGER																		
	NEWCASTLE	EASTERN AIRWAYS		S A	22	0	1	95	0	0	5	0	0	4	100	0	23	
	NEWCASTLE	EASTERN AIRWAYS		S D	23	0	0	91	4	0	4	0	0	6	100	2	23	
	GATWICK	NORWEGIAN AIR SHUTTLE		S A	23	0	0	96	4	0	0	0	0	2	87	7	23	
	GATWICK	NORWEGIAN AIR SHUTTLE		S D	23	0	0	100	0	0	0	0	0	1	83	11	23	
	HEATHROW	SAS		S A	54	0	0	72	19	6	4	0	0	11	94	4	54	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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)												
STAVANGER																		
	HEATHROW	SAS		S D	54	0	0	91	4	2	4	0	0	5	94	4	54	
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S		S A	13	0	0	92	8	0	0	0	0	3	100	2	13	
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S		S D	13	0	0	92	8	0	0	0	0	5	92	4	13	
<b>TOTAL STAVANGER</b>					<b>225</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>94</b>	<b>4</b>	<b>4</b>	
STOCKHOLM (ARLANDA)																		
	LONDON CITY	BA CITYFLYER LTD		S A	50	0	0	86	2	6	6	0	0	13	0	0	0	
	LONDON CITY	BA CITYFLYER LTD		S D	50	0	0	74	12	6	4	4	0	18	0	0	0	
	GATWICK	BH AIR		C A	8	0	0	75	0	13	13	0	0	27	0	0	0	
	GATWICK	BH AIR		C D	8	0	0	100	0	0	0	0	0	4	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC		S A	174	0	0	90	6	3	1	0	0	5	95	4	131	
	HEATHROW	BRITISH AIRWAYS PLC		S D	173	0	0	94	3	3	0	0	0	3	88	5	132	
	EDINBURGH	NORWEGIAN AIR SHUTTLE		S A	10	0	0	50	50	0	0	0	0	13	0	0	0	
	EDINBURGH	NORWEGIAN AIR SHUTTLE		S D	10	0	0	70	20	10	0	0	0	10	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE		S A	57	0	0	74	12	9	5	0	0	17	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE		S D	57	0	0	65	23	7	5	0	0	16	0	0	0	
	EDINBURGH	SAS		S A	2	0	0	50	50	0	0	0	0	13	0	0	0	
	EDINBURGH	SAS		S D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	HEATHROW	SAS		S A	193	0	0	76	15	7	2	0	0	12	88	7	170	
	HEATHROW	SAS		S D	194	0	1	94	4	2	1	0	0	3	90	5	170	
	MANCHESTER	SAS		S A	49	0	0	84	10	4	2	0	0	9	91	6	45	
	MANCHESTER	SAS		S D	49	0	0	94	0	4	2	0	0	5	87	6	45	
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>1088</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>6</b>	<b>6</b>	
STOCKHOLM (SKAVSTA)																		
	EDINBURGH	RYANAIR		S A	14	0	0	79	7	14	0	0	0	7	67	13	18	
	EDINBURGH	RYANAIR		S D	14	0	0	79	0	21	0	0	0	12	89	6	18	
	GATWICK	RYANAIR		S A	31	0	0	100	0	0	0	0	0	1	77	11	31	
	GATWICK	RYANAIR		S D	31	0	0	94	3	0	3	0	0	5	55	15	31	
	STANSTED	RYANAIR		S A	71	0	0	87	10	1	1	0	0	7	80	8	85	
	STANSTED	RYANAIR		S D	71	0	0	83	14	0	3	0	0	8	91	5	85	
<b>TOTAL STOCKHOLM (SKAVSTA)</b>					<b>232</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>9</b>	<b>9</b>	
STORNOWAY																		
	EDINBURGH	LOGANAIR		S A	54	0	0	89	4	2	6	0	0	8	91	10	53	
	EDINBURGH	LOGANAIR		S D	54	0	0	81	6	6	7	0	0	15	94	5	53	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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)												
STORNOWAY																		
	GLASGOW	LOGANAIR		S A	82	0	0	90	4	2	4	0	0	6	94	4	82	
	GLASGOW	LOGANAIR		S D	82	1	0	91	5	2	1	0	0	5	91	6	82	
<b>TOTAL STORNOWAY</b>					<b>272</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>93</b>	<b>6</b>	<b>6</b>	
STUTTART																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	87	0	0	94	5	0	1	0	0	2	83	6	77	
	HEATHROW	BRITISH AIRWAYS PLC		S D	87	0	0	91	6	3	0	0	0	4	88	6	77	
	HEATHROW	CONTACTAIR FLUGDIENST		S A	92	0	0	88	4	5	1	1	0	7	0	0	0	
	HEATHROW	CONTACTAIR FLUGDIENST		S D	92	0	0	90	5	3	1	0	0	6	0	0	0	
	BIRMINGHAM	FLYBE LTD		S A	49	0	1	96	2	2	0	0	0	2	71	25	48	
	BIRMINGHAM	FLYBE LTD		S D	49	0	0	90	4	4	2	0	0	7	68	29	50	
	STANSTED	GERMANWINGS		S A	54	0	0	98	2	0	0	0	0	1	96	3	54	
	STANSTED	GERMANWINGS		S D	54	0	0	100	0	0	0	0	0	2	93	4	54	
	MANCHESTER	LUFTHANSA CITY LINE		S A	23	0	0	87	4	9	0	0	0	7	0	0	0	
	MANCHESTER	LUFTHANSA CITY LINE		S D	23	0	0	91	4	4	0	0	0	4	0	0	0	
<b>TOTAL STUTTART</b>					<b>610</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>9</b>	<b>9</b>	
SUMBURGH																		
	EDINBURGH	LOGANAIR		S A	60	0	0	87	2	3	8	0	0	10	93	4	57	
	EDINBURGH	LOGANAIR		S D	57	3	0	84	5	4	5	2	0	16	91	5	58	
	GLASGOW	LOGANAIR		S A	31	0	0	87	0	6	6	0	0	11	100	1	31	
	GLASGOW	LOGANAIR		S D	31	0	0	84	10	0	6	0	0	8	87	5	31	
<b>TOTAL SUMBURGH</b>					<b>179</b>	<b>3</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>3</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>93</b>	<b>4</b>	<b>4</b>	
SYDNEY																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	60	0	0	75	10	10	3	0	2	22	68	16	34	
	HEATHROW	BRITISH AIRWAYS PLC		S D	62	0	0	87	2	6	5	0	0	9	60	28	35	
	HEATHROW	QANTAS		S A	58	0	0	50	26	22	2	0	0	21	58	41	52	
	HEATHROW	QANTAS		S D	58	0	0	84	9	5	2	0	0	8	80	24	51	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	31	0	0	81	13	6	0	0	0	6	73	11	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	31	0	0	81	10	3	6	0	0	12	84	5	31	
<b>TOTAL SYDNEY</b>					<b>300</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>23</b>	<b>23</b>	
SZCZECIN (GOLENOW)																		
	STANSTED	RYANAIR		S A	15	0	0	100	0	0	0	0	0	0	100	1	15	
	STANSTED	RYANAIR		S D	15	0	0	93	7	0	0	0	0	4	73	7	15	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 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)											
SZCZECIN (GOLENOW)																	
<b>TOTAL SZCZECIN (GOLENOW)</b>					<b>30</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>87</b>	<b>4</b>	<b>4</b>

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 2010						
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records			
																	MATCHED	UNMATCHED	
TABA																			
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	7	56	13	9		
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	21	78	10	9		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	60	0	0	40	0	0	51	40	72	5		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	60	0	0	40	0	0	50	60	59	5		
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	40	53	5		
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	40	17	5		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	3	60	22	5		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	40	23	5		
<b>TOTAL TABA</b>					<b>38</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>17</b>	<b>54</b>	<b>30</b>	<b>30</b>		
TAIPEI																			
	HEATHROW	CHINA AIRLINES	S	A	9	0	0	56	22	22	0	0	0	21	50	8	2		
	HEATHROW	CHINA AIRLINES	S	D	9	0	0	89	11	0	0	0	0	4	100	9	2		
	HEATHROW	EVA AIR	S	A	31	0	0	61	13	6	16	3	0	28	44	33	27		
	HEATHROW	EVA AIR	S	D	31	0	0	84	0	3	10	3	0	18	70	15	27		
<b>TOTAL TAIPEI</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>9</b>	<b>6</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>59</b>	<b>23</b>	<b>23</b>		
TALLIN																			
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	29	0	0	86	10	3	0	0	0	6	72	14	29		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	29	0	0	93	3	3	0	0	0	3	79	8	29		
	GATWICK	ESTONIAN AIR	S	A	10	0	0	80	10	0	10	0	0	13	63	35	8		
	GATWICK	ESTONIAN AIR	S	D	10	0	0	90	0	0	10	0	0	7	63	37	8		
	EDINBURGH	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	0	0	0	0		
	EDINBURGH	RYANAIR	S	D	13	0	0	85	8	8	0	0	0	6	0	0	0		
	LUTON	RYANAIR	S	A	14	0	0	71	21	7	0	0	0	10	0	0	0		
	LUTON	RYANAIR	S	D	14	0	0	93	7	0	0	0	0	5	0	0	0		
<b>TOTAL TALLIN</b>					<b>132</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>73</b>	<b>16</b>	<b>16</b>		
TAMPA																			
	GATWICK	BRITISH AIRWAYS PLC	S	A	23	0	0	70	22	9	0	0	0	9	73	10	22		
	GATWICK	BRITISH AIRWAYS PLC	S	D	23	0	0	96	4	0	0	0	0	5	82	15	22		
<b>TOTAL TAMPA</b>					<b>46</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>77</b>	<b>13</b>	<b>13</b>		
TAMPERE																			
	EDINBURGH	RYANAIR	S	A	12	1	1	100	0	0	0	0	0	1	0	0	0		
	EDINBURGH	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	1	0	0	0		

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 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
TAMPERE																		
	STANSTED	RYANAIR	S	A	21	0	0	71	5	19	5	0	0	15	78	6	18	
	STANSTED	RYANAIR	S	D	21	0	0	100	0	0	0	0	0	2	100	3	18	
<b>TOTAL TAMPERE</b>					<b>67</b>	<b>1</b>	<b>1</b>	<b>91</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>4</b>	<b>4</b>	
TANGIERS (IBN BATUTA)																		
	HEATHROW	ROYAL AIR MAROC	S	A	9	0	0	44	22	22	11	0	0	32	100	2	8	
	HEATHROW	ROYAL AIR MAROC	S	D	9	0	0	67	0	22	11	0	0	21	89	19	9	
<b>TOTAL TANGIERS (IBN BATUTA)</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>11</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>94</b>	<b>11</b>	<b>11</b>	
TARBES-LOURDES INTERNA																		
	STANSTED	RYANAIR	S	A	4	0	0	100	0	0	0	0	0	0	89	3	9	
	STANSTED	RYANAIR	S	D	4	0	0	100	0	0	0	0	0	0	100	4	9	
<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>0</b>	<b>94</b>	<b>4</b>	<b>4</b>	
TASHKENT																		
	HEATHROW	UZBEKISTAN AIRLINES	S	A	9	0	0	44	33	22	0	0	0	19	56	21	9	
	HEATHROW	UZBEKISTAN AIRLINES	S	D	9	0	0	0	33	44	22	0	0	40	33	44	9	
<b>TOTAL TASHKENT</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>33</b>	<b>33</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>44</b>	<b>32</b>	<b>32</b>	
TBILISI																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	17	0	0	94	6	0	0	0	0	2	82	5	17	
	HEATHROW	BMI BRITISH MIDLAND	S	D	16	0	0	81	13	0	6	0	0	8	59	13	17	
<b>TOTAL TBILISI</b>					<b>33</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>71</b>	<b>9</b>	<b>9</b>	
TEL AVIV																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	85	6	5	3	0	0	8	76	11	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	94	2	2	3	0	0	5	74	12	62	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	74	13	10	3	0	0	10	41	33	27	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	77	19	3	0	0	0	10	33	40	27	
	HEATHROW	EL AL	S	A	51	0	0	69	16	14	2	0	0	12	51	30	47	
	HEATHROW	EL AL	S	D	51	1	0	76	18	2	4	0	0	10	66	29	47	
	LUTON	EL AL	S	A	10	0	0	70	20	0	10	0	0	25	54	16	28	
	LUTON	EL AL	S	D	10	0	0	70	20	0	10	0	0	21	28	31	32	
	MANCHESTER	JET2.COM LTD	S	A	9	0	0	11	33	44	11	0	0	38	0	92	6	
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	67	33	0	0	0	0	15	17	35	6	
<b>TOTAL TEL AVIV</b>					<b>326</b>	<b>8</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>55</b>	<b>26</b>	<b>26</b>	
TENERIFE (SURREINA SOFIA)																		

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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	61	0	0	70	16	5	8	0	0	16	79	13	61	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	76	13	10	2	0	0	11	73	15	62	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	68	9	18	5	0	0	15	72	17	32	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	73	5	14	9	0	0	15	75	17	32	
	MANCHESTER	JET2.COM LTD	S	A	9	0	0	89	0	11	0	0	0	8	33	29	9	
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	89	11	0	0	0	0	6	56	25	9	
	NEWCASTLE	JET2.COM LTD	S	A	5	0	0	20	60	0	20	0	0	44	80	8	5	
	NEWCASTLE	JET2.COM LTD	S	D	5	0	0	40	20	20	20	0	0	46	100	6	5	
	BIRMINGHAM	MONARCH AIRLINES	S	A	39	1	1	79	8	8	5	0	0	11	89	7	35	
	BIRMINGHAM	MONARCH AIRLINES	S	D	40	0	0	88	8	0	5	0	0	7	77	14	35	
	GATWICK	MONARCH AIRLINES	S	A	28	0	0	25	29	29	18	0	0	33	34	28	29	
	GATWICK	MONARCH AIRLINES	S	D	28	0	0	79	7	11	4	0	0	10	83	9	29	
	LUTON	MONARCH AIRLINES	S	A	30	0	0	73	13	7	7	0	0	15	70	15	27	
	LUTON	MONARCH AIRLINES	S	D	30	0	0	67	20	3	10	0	0	18	62	18	26	
	MANCHESTER	MONARCH AIRLINES	S	A	41	0	0	24	27	44	5	0	0	29	33	29	40	
	MANCHESTER	MONARCH AIRLINES	S	D	40	0	0	75	20	5	0	0	0	8	83	8	40	
	BIRMINGHAM	RYANAIR	S	A	15	0	0	100	0	0	0	0	0	0	85	5	13	
	BIRMINGHAM	RYANAIR	S	D	15	0	0	87	7	7	0	0	0	6	77	16	13	
	EDINBURGH	RYANAIR	S	A	15	0	0	93	0	0	7	0	0	5	67	135	9	
	EDINBURGH	RYANAIR	S	D	15	0	0	80	20	0	0	0	0	6	78	16	9	
	LUTON	RYANAIR	S	A	14	0	0	100	0	0	0	0	0	2	100	0	9	
	LUTON	RYANAIR	S	D	14	0	0	79	14	7	0	0	0	10	89	7	9	
	STANSTED	RYANAIR	S	A	19	0	0	58	21	5	16	0	0	26	65	15	17	
	STANSTED	RYANAIR	S	D	19	0	0	84	5	5	5	0	0	14	88	7	17	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	16	1	0	75	13	0	13	0	0	16	85	6	13	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	17	0	0	82	0	6	12	0	0	20	92	6	13	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	13	0	0	38	38	15	0	0	8	48	69	32	13	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	13	0	0	77	15	0	0	0	8	36	77	28	13	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	22	0	0	41	14	32	9	5	0	41	87	14	23	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	22	0	0	73	9	9	5	5	0	27	86	19	22	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	21	0	0	43	29	10	14	0	5	92	70	25	20	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	21	0	0	86	5	0	10	0	0	14	95	17	20	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	13	0	0	77	8	8	8	0	0	13	100	3	13	



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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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)											
TENERIFE (SURREINA SOFIA)	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	13	0	0	85	8	0	8	0	0	10	85	5	13
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	13	25	0	0	0	19	100	0	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	38	0	0	0	0	11	100	0	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	12	1	0	83	8	8	0	0	0	5	65	15	17
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	13	0	0	85	0	15	0	0	0	7	65	18	17
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	5	0	0	60	40	0	0	0	0	9	40	14	5
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	5	80	13	5
	GATWICK	THOMSON AIRWAYS LTD	C	A	34	0	0	71	9	15	6	0	0	21	80	16	30
	GATWICK	THOMSON AIRWAYS LTD	C	D	35	0	0	77	11	9	3	0	0	14	87	9	30
	GLASGOW	THOMSON AIRWAYS LTD	C	A	17	0	0	82	6	12	0	0	0	10	83	25	18
	GLASGOW	THOMSON AIRWAYS LTD	C	D	17	0	0	94	0	6	0	0	0	6	94	20	17
	LUTON	THOMSON AIRWAYS LTD	C	A	9	0	0	44	33	11	11	0	0	32	89	10	9
	LUTON	THOMSON AIRWAYS LTD	C	D	9	0	0	78	11	11	0	0	0	11	100	2	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	37	1	0	78	11	8	3	0	0	11	87	7	31
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	38	0	0	82	8	5	3	0	3	17	93	5	30
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	13	0	0	69	23	8	0	0	0	9	64	9	11
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	13	0	0	85	8	8	0	0	0	6	80	10	10
	STANSTED	THOMSON AIRWAYS LTD	C	A	9	0	0	78	22	0	0	0	0	9	89	6	9
	STANSTED	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	4	100	3	9
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>1062</b>	<b>5</b>	<b>1</b>	<b>72</b>	<b>13</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>76</b>	<b>15</b>	<b>15</b>
TETERBORO																	
TIMISOARA	LUTON	WIZZ AIR	S	A	14	0	0	100	0	0	0	0	0	2	67	48	12
	LUTON	WIZZ AIR	S	D	14	0	0	86	7	7	0	0	0	8	33	60	12
<b>TOTAL TIMISOARA</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>5</b>	<b>50</b>	<b>54</b>	<b>54</b>
TIRANA	GATWICK	BRITISH AIRWAYS PLC	S	A	23	0	0	83	4	9	4	0	0	12	86	7	21
	GATWICK	BRITISH AIRWAYS PLC	S	D	23	0	0	87	4	0	9	0	0	11	81	8	21
<b>TOTAL TIRANA</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>8</b>	<b>8</b>
TIREE	GLASGOW	LOGANAIR	S	A	25	0	0	72	12	12	4	0	0	14	74	14	27
	GLASGOW	LOGANAIR	S	D	25	0	0	76	8	12	4	0	0	10	78	15	27

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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)											
TIREE																	
<b>TOTAL TIREE</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>10</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>15</b>	<b>15</b>
TOBAGO																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	7	0	0	86	14	0	0	0	0	4	89	26	9
	GATWICK	BRITISH AIRWAYS PLC	S	D	7	0	0	71	14	14	0	0	0	9	88	3	8
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	80	0	0	20	0	0	26	60	17	5
<b>TOTAL TOBAGO</b>					<b>19</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>16</b>	<b>16</b>
TOKYO (HANEDA)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	11	0	0	45	18	9	27	0	0	41	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	11	0	0	82	18	0	0	0	0	6	0	0	0
<b>TOTAL TOKYO (HANEDA)</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>5</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOKYO (NARITA)																	
	HEATHROW	ALL NIPPON AIRWAYS	S	A	31	0	0	65	26	6	0	3	0	18	90	6	31
	HEATHROW	ALL NIPPON AIRWAYS	S	D	31	0	0	94	0	3	3	0	0	4	87	4	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	39	0	4	31	21	26	15	5	3	56	83	16	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	39	0	0	72	15	10	3	0	0	12	55	18	31
	HEATHROW	JAPAN AIRLINES	S	A	31	0	0	81	10	6	0	0	3	57	97	1	31
	HEATHROW	JAPAN AIRLINES	S	D	30	1	2	93	3	0	0	0	3	83	87	4	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	27	0	2	52	19	11	7	7	4	84	87	7	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	27	0	0	81	15	0	4	0	0	9	87	10	31
<b>TOTAL TOKYO (NARITA)</b>					<b>255</b>	<b>1</b>	<b>8</b>	<b>70</b>	<b>14</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>40</b>	<b>84</b>	<b>8</b>	<b>8</b>
TORONTO																	
	HEATHROW	AIR CANADA	S	A	117	0	0	57	25	9	9	0	0	21	58	17	118
	HEATHROW	AIR CANADA	S	D	117	0	0	85	11	4	0	0	0	7	76	15	117
	GLASGOW	AIR TRANSAT	S	A	5	0	0	80	0	20	0	0	0	7	0	91	1
	GLASGOW	AIR TRANSAT	S	D	5	0	0	80	20	0	0	0	0	9	0	91	1
	MANCHESTER	AIR TRANSAT	S	A	5	0	0	80	0	0	20	0	0	25	100	0	2
	MANCHESTER	AIR TRANSAT	S	D	5	0	0	60	0	20	20	0	0	35	50	9	2
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	0	66	16	10	7	2	0	20	83	9	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	0	64	21	7	8	0	0	19	56	17	61
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	10	0	0	80	0	0	20	0	0	22	54	19	13
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	12	0	0	50	42	0	0	8	0	27	83	5	12
<b>TOTAL TORONTO</b>					<b>403</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>65</b>	<b>19</b>	<b>19</b>

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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
TORREJON DE ARDOZ																		
TOULON / HYERES																		
	STANSTED	RYANAIR		S A	13	0	0	92	8	0	0	0	0	4	100	0	2	
	STANSTED	RYANAIR		S D	13	0	0	92	8	0	0	0	0	5	100	1	2	
<b>TOTAL TOULON / HYERES</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>0</b>	<b>0</b>	
TOULOUSE (BLAGNAC)																		
	MANCHESTER	BMIBABY LTD		S A	4	0	0	75	25	0	0	0	0	7	60	21	10	
	MANCHESTER	BMIBABY LTD		S D	4	0	0	100	0	0	0	0	0	0	100	2	10	
	HEATHROW	BRITISH AIRWAYS PLC		S A	93	0	0	85	10	5	0	0	0	7	88	9	66	
	HEATHROW	BRITISH AIRWAYS PLC		S D	93	0	0	94	3	2	1	0	0	3	88	5	67	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	86	0	0	78	14	5	1	2	0	13	64	25	87	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	86	0	0	84	10	2	1	2	0	13	74	17	87	
	BIRMINGHAM	FLYBE LTD		C A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD		C A	8	0	0	75	0	13	13	0	0	26	86	6	7	
	GATWICK	THOMAS COOK AIRLINES LTD		C D	7	0	0	100	0	0	0	0	0	6	100	3	7	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	4	0	0	75	0	0	25	0	0	22	25	65	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	4	0	0	75	0	0	25	0	0	43	75	52	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD		C A	2	0	0	100	0	0	0	0	0	8	0	20	2	
	GATWICK	THOMSON AIRWAYS LTD		C A	8	0	0	75	25	0	0	0	0	8	50	12	4	
	GATWICK	THOMSON AIRWAYS LTD		C D	7	0	0	71	14	14	0	0	0	10	100	0	4	
	MANCHESTER	THOMSON AIRWAYS LTD		C A	3	0	0	100	0	0	0	0	0	0	100	4	3	
	MANCHESTER	THOMSON AIRWAYS LTD		C D	2	0	0	100	0	0	0	0	0	3	100	3	2	
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>415</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>77</b>	<b>15</b>	<b>15</b>	
TOURS																		
	STANSTED	RYANAIR		S A	15	0	0	93	7	0	0	0	0	4	100	3	10	
	STANSTED	RYANAIR		S D	15	0	0	93	7	0	0	0	0	4	75	29	12	
<b>TOTAL TOURS</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>4</b>	<b>86</b>	<b>17</b>	<b>17</b>	
TRAPANI																		
	STANSTED	RYANAIR		S A	12	0	0	100	0	0	0	0	0	1	50	22	2	
	STANSTED	RYANAIR		S D	11	0	0	100	0	0	0	0	0	3	50	17	2	
<b>TOTAL TRAPANI</b>					<b>23</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>86</b>	<b>6</b>	<b>6</b>	
TREVISIO																		
	STANSTED	RYANAIR		S A	62	0	0	68	18	15	0	0	0	13	72	19	53	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 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 D	62	0	0	85	11	3	0	0	0	7	91	5	55
<b>TOTAL TREVISO</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>12</b>	<b>12</b>
TRIESTE (RONCHI DEI LEGIO)	BIRMINGHAM	RYANAIR		S A	2	0	0	100	0	0	0	0	0	6	0	59	1
	BIRMINGHAM	RYANAIR		S D	2	0	0	50	50	0	0	0	0	10	0	59	1
	STANSTED	RYANAIR		S A	27	0	0	70	30	0	0	0	0	10	35	36	20
	STANSTED	RYANAIR		S D	27	0	0	100	0	0	0	0	0	1	79	10	19
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>54</b>	<b>25</b>	<b>25</b>
TRIPOLI	GATWICK	AFRIQIYAH AIRWAYS		S A	2	0	10	0	0	0	100	0	0	111	10	44	31
	GATWICK	AFRIQIYAH AIRWAYS		S D	2	0	10	0	0	50	50	0	0	75	6	42	31
<b>TOTAL TRIPOLI</b>					<b>4</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>64</b>	<b>18</b>	<b>18</b>
TROMSOE	GATWICK	NORWEGIAN AIR SHUTTLE		S A	8	0	0	88	13	0	0	0	0	4	56	8	9
	GATWICK	NORWEGIAN AIR SHUTTLE		S D	8	0	0	75	25	0	0	0	0	9	56	13	9
<b>TOTAL TROMSOE</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>56</b>	<b>11</b>	<b>11</b>
TRONDHEIM (VAERNES)	GATWICK	NORWEGIAN AIR SHUTTLE		S A	14	0	0	86	7	7	0	0	0	10	100	0	1
	GATWICK	NORWEGIAN AIR SHUTTLE		S D	14	0	0	71	29	0	0	0	0	11	100	4	1
<b>TOTAL TRONDHEIM (VAERNES)</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>92</b>	<b>7</b>	<b>7</b>
TUNIS	GATWICK	BRITISH AIRWAYS PLC		S A	21	0	0	81	5	10	5	0	0	13	100	4	17
	GATWICK	BRITISH AIRWAYS PLC		S D	21	0	0	76	14	5	5	0	0	14	100	5	17
	HEATHROW	TUNISAIR		S A	16	0	0	31	38	25	6	0	0	28	22	25	18
	HEATHROW	TUNISAIR		S D	16	0	0	31	19	38	13	0	0	32	33	25	18
<b>TOTAL TUNIS</b>					<b>74</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>18</b>	<b>18</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>63</b>	<b>15</b>	<b>15</b>
TURIN	GATWICK	BRITISH AIRWAYS PLC		S A	43	0	0	86	7	5	2	0	0	9	86	6	42
	GATWICK	BRITISH AIRWAYS PLC		S D	43	0	0	91	2	5	2	0	0	5	100	2	41
	STANSTED	RYANAIR		S A	42	0	0	93	7	0	0	0	0	5	86	6	50
	STANSTED	RYANAIR		S D	42	0	0	98	2	0	0	0	0	3	88	4	50
	BIRMINGHAM	THOMAS COOK AIRLINES LTD		C A	2	0	0	50	0	50	0	0	0	27	50	35	2

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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)											
TURIN	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	0	50	0	0	25	121	25	34	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	0	0	25	105	100	4	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	50	0	0	0	20	50	36	2
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	3	100	0	2
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	50	42	2
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	13	0	18	1
	GATWICK	THOMSON AIRWAYS LTD	C	A	8	0	0	88	0	13	0	0	0	7	63	30	8
	GATWICK	THOMSON AIRWAYS LTD	C	D	8	0	0	88	13	0	0	0	0	5	100	3	8
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	4	75	200	4
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	9	75	195	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	1	25	49	8
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	2	75	28	8
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	38	2
	STANSTED	THOMSON AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	0	33	48	3
	STANSTED	THOMSON AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	4	50	11	2
<b>TOTAL TURIN</b>					<b>242</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>79</b>	<b>18</b>	<b>18</b>

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 2010				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
VAGAR																		
VALENCIA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	36	0	0	86	3	6	6	0	0	13	41	32	29	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	36	0	0	86	6	8	0	0	0	7	53	31	30	
	STANSTED	RYANAIR	S	A	26	0	0	69	19	12	0	0	10	88	10	17		
	STANSTED	RYANAIR	S	D	26	0	0	85	8	8	0	0	0	8	88	11	17	
<b>TOTAL VALENCIA</b>					<b>126</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>62</b>	<b>24</b>	<b>24</b>	
VALLADOLID																		
	STANSTED	RYANAIR	S	A	13	0	0	85	15	0	0	0	0	4	92	3	12	
	STANSTED	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	2	100	1	12	
<b>TOTAL VALLADOLID</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>92</b>	<b>3</b>	<b>3</b>	
VANCOUVER																		
	HEATHROW	AIR CANADA	S	A	31	0	0	71	19	0	10	0	0	12	85	14	33	
	HEATHROW	AIR CANADA	S	D	31	0	0	84	10	3	3	0	0	9	87	6	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	61	19	10	10	0	0	18	77	15	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	68	13	10	10	0	0	17	48	24	31	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	5	0	0	80	20	0	0	0	0	3	75	9	4	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	6	0	0	67	0	17	17	0	0	18	25	40	4	
<b>TOTAL VANCOUVER</b>					<b>135</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>15</b>	<b>15</b>	
VARADERO																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	0	67	0	0	33	0	0	35	0	38	1	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	4	75	13	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	50	0	0	0	22	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	50	0	0	0	0	15	100	1	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	40	20	40	0	0	0	27	100	0	2	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	9	50	144	2	
<b>TOTAL VARADERO</b>					<b>19</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>11</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>60</b>	<b>69</b>	<b>69</b>	
VARNA																		
	LUTON	WIZZ AIR	S	A	8	0	0	38	38	13	13	0	0	24	25	33	4	
	LUTON	WIZZ AIR	S	D	8	0	0	63	25	0	13	0	0	21	25	34	4	
<b>TOTAL VARNA</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>31</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>50</b>	<b>22</b>	<b>22</b>	
VASTERAS																		
	STANSTED	RYANAIR	S	A	31	0	0	81	10	10	0	0	0	10	90	4	31	

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 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		STANSTED	RYANAIR	S	D	31	0	0	94	0	6	0	0	0	4	100	2	31
<b>TOTAL VASTERAS</b>						<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>95</b>	<b>3</b>	<b>3</b>
VENICE		GATWICK	BRITISH AIRWAYS PLC	S	A	91	0	0	85	8	5	2	0	0	7	88	9	89
		GATWICK	BRITISH AIRWAYS PLC	S	D	92	0	0	83	11	4	2	0	0	8	90	6	88
		HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	86	0	11	4	0	0	8	0	51	1
		HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	93	0	7	0	0	0	4	0	64	1
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	80	10	5	5	0	0	10	59	30	61
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	83	10	2	5	0	0	9	75	13	61
		MANCHESTER	JET2.COM LTD	S	A	9	0	0	56	11	22	11	0	0	25	50	8	2
		MANCHESTER	JET2.COM LTD	S	D	9	0	0	67	11	11	11	0	0	17	100	0	2
<b>TOTAL VENICE</b>						<b>379</b>	<b>0</b>	<b>0</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>13</b>	<b>13</b>
VERONA VILLAFRANCA		GATWICK	BRITISH AIRWAYS PLC	S	A	35	0	0	77	17	6	0	0	0	9	81	10	31
		GATWICK	BRITISH AIRWAYS PLC	S	D	34	0	0	82	12	6	0	0	0	8	90	5	31
		MANCHESTER	FLYBE LTD	C	A	2	0	0	50	50	0	0	0	0	22	0	0	0
		STANSTED	RYANAIR	S	A	18	0	0	83	11	6	0	0	0	8	0	0	0
		STANSTED	RYANAIR	S	D	18	0	0	94	6	0	0	0	0	2	0	0	0
		GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	50	25	0	0	0	22	0	0	0
		GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	50	0	0	0	24	0	0	0
		GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	50	19	4
		GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	75	15	4
		MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	75	17	4
		MANCHESTER	THOMSON AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	10	75	11	4
<b>TOTAL VERONA VILLAFRANCA</b>						<b>131</b>	<b>2</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>19</b>	<b>19</b>
VIENNA		HEATHROW	AUSTRIAN AIRLINES	S	A	93	0	0	87	11	2	0	0	0	4	97	2	118
		HEATHROW	AUSTRIAN AIRLINES	S	D	93	0	0	74	20	5	0	0	0	9	83	8	119
		HEATHROW	BMI BRITISH MIDLAND	S	A	62	0	0	79	10	10	2	0	0	8	86	8	7
		HEATHROW	BMI BRITISH MIDLAND	S	D	62	0	0	94	3	3	0	0	0	4	86	6	7
		HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	90	6	2	1	0	0	5	91	5	100
		HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	93	5	2	1	0	0	3	80	8	100
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	52	0	0	83	8	6	4	0	0	9	67	24	49

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 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	52	0	0	83	12	2	4	0	0	10	71	23	49
<b>TOTAL VIENNA</b>					<b>662</b>	<b>2</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>9</b>	<b>9</b>
VILNIUS																	



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

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 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	89	0	0	85	10	2	2	0	0	7	94	5	81
	HEATHROW	BRITISH AIRWAYS PLC	S	D	89	0	0	90	4	4	1	0	0	6	93	4	82
	HEATHROW	LOT-POLISH AIRLINES	S	A	89	0	0	79	16	4	1	0	0	9	87	7	89
	HEATHROW	LOT-POLISH AIRLINES	S	D	88	0	1	86	11	1	1	0	0	5	92	5	88
	LUTON	WIZZ AIR	S	A	84	0	1	94	5	0	1	0	0	4	82	12	85
	LUTON	WIZZ AIR	S	D	84	0	1	76	14	6	2	0	1	15	60	30	85
<b>TOTAL WARSAW</b>					<b>525</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>10</b>	<b>10</b>
WASHINGTON (DULLES)	HEATHROW	BRITISH AIRWAYS PLC	S	A	92	0	0	79	11	7	2	1	0	13	52	33	88
	HEATHROW	BRITISH AIRWAYS PLC	S	D	92	0	0	83	14	3	0	0	0	7	49	21	90
	HEATHROW	UNITED AIRLINES	S	A	90	0	1	78	14	3	3	1	0	12	66	14	93
	HEATHROW	UNITED AIRLINES	S	D	91	0	1	91	7	1	1	0	0	5	78	11	92
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	87	6	0	6	0	0	10	45	21	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	84	13	3	0	0	0	8	77	16	31
<b>TOTAL WASHINGTON (DULLES)</b>					<b>427</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>61</b>	<b>19</b>	<b>19</b>
WATERFORD	BIRMINGHAM	AER ARANN	S	A	17	0	0	94	0	0	0	6	0	14	76	18	17
	BIRMINGHAM	AER ARANN	S	D	17	0	0	94	0	0	0	6	0	17	82	18	17
	LUTON	AER ARANN	S	A	23	0	0	87	9	4	0	0	0	6	93	12	56
	LUTON	AER ARANN	S	D	20	0	0	90	10	0	0	0	0	5	87	14	54
	MANCHESTER	AER ARANN	S	A	16	0	0	75	25	0	0	0	0	6	86	8	22
	MANCHESTER	AER ARANN	S	D	17	0	0	94	6	0	0	0	0	2	82	27	22
<b>TOTAL WATERFORD</b>					<b>110</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>15</b>	<b>15</b>
WHITE PLAINS																	
WICK	EDINBURGH	LOGANAIR	S	A	22	0	0	91	5	0	5	0	0	7	95	4	22
	EDINBURGH	LOGANAIR	S	D	23	0	0	91	0	4	4	0	0	8	91	5	22
<b>TOTAL WICK</b>					<b>45</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>93</b>	<b>5</b>	<b>5</b>
WINDSOR LOCKS BRADLEY I																	
WROCLAW	STANSTED	RYANAIR	S	A	39	0	0	97	3	0	0	0	0	2	97	3	34
	STANSTED	RYANAIR	S	D	39	0	0	95	3	3	0	0	0	4	97	4	34

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

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						MAR 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)										
WROCLAW																		
	LUTON	WIZZ AIR	S	A	22	0	0	100	0	0	0	0	0	2	88	12	26	
	LUTON	WIZZ AIR	S	D	22	0	0	77	18	5	0	0	0	11	42	32	26	
<b>TOTAL WROCLAW</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>83</b>	<b>12</b>	<b>12</b>	

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

Origin / Destinations: Y

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 2010				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
YEREVAN	HEATHROW	BMI BRITISH MIDLAND	S	A	14	0	0	93	0	7	0	0	0	3	100	0	2	
	HEATHROW	BMI BRITISH MIDLAND	S	D	14	0	0	71	7	14	7	0	0	16	67	6	3	
<b>TOTAL YEREVAN</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>4</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>3</b>	<b>3</b>	

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2010			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ZADAR	STANSTED	RYANAIR	S	A	3	0	0	67	33	0	0	0	0	6	0	0	0
	STANSTED	RYANAIR	S	D	3	0	0	67	0	33	0	0	0	10	0	0	0
<b>TOTAL ZADAR</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
ZAGREB	GATWICK	CROATIA AIRLINES	S	A	13	0	0	85	15	0	0	0	4	92	5	13	
	GATWICK	CROATIA AIRLINES	S	D	13	0	0	92	8	0	0	0	6	92	3	13	
	HEATHROW	CROATIA AIRLINES	S	A	40	0	0	90	8	3	0	0	5	78	8	40	
	HEATHROW	CROATIA AIRLINES	S	D	40	0	0	85	8	5	3	0	11	73	12	40	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	77	9	9	0	5	16	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	22	0	1	77	9	5	9	0	14	0	0	0	
<b>TOTAL ZAGREB</b>					<b>150</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>10</b>	<b>77</b>	<b>9</b>	<b>9</b>	
ZAKINTHOS	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	100	0	0	0	0	0	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	100	0	0	0	0	0	0	0	0	
<b>TOTAL ZAKINTHOS</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ZARAGOZA	STANSTED	RYANAIR	S	A	17	0	0	65	18	18	0	0	12	44	18	18	
	STANSTED	RYANAIR	S	D	17	0	0	82	18	0	0	0	4	67	9	18	
<b>TOTAL ZARAGOZA</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>58</b>	<b>13</b>	<b>13</b>	
ZURICH	LONDON CITY	BA CITYFLYER LTD	S	A	96	0	0	85	1	3	8	2	18	90	6	99	
	LONDON CITY	BA CITYFLYER LTD	S	D	86	10	0	81	9	5	5	0	10	73	11	99	
	EDINBURGH	BMI REGIONAL	S	A	15	0	0	87	13	0	0	0	4	92	10	12	
	EDINBURGH	BMI REGIONAL	S	D	15	0	0	87	7	7	0	0	5	92	7	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	151	0	0	93	3	3	1	0	4	88	7	128	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	151	0	0	88	8	2	2	0	6	80	10	128	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	57	0	0	88	9	4	0	0	6	77	14	61	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	57	0	0	93	5	2	0	0	4	79	12	61	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	38	0	0	76	13	11	0	0	10	70	20	40	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	38	0	0	87	8	5	0	0	5	65	19	40	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	61	17	9	13	0	23	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	83	4	4	9	0	13	0	0	0	

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 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)													
ZURICH																			
	BIRMINGHAM	HELVETIC AIRWAYS	S	A	90	0	0	93	7	0	0	0	0	4	78	12	93		
	BIRMINGHAM	HELVETIC AIRWAYS	S	D	90	0	0	90	7	3	0	0	0	6	71	18	93		
	MANCHESTER	HELVETIC AIRWAYS	S	A	6	0	0	100	0	0	0	0	0	2	87	8	23		
	MANCHESTER	HELVETIC AIRWAYS	S	D	6	0	0	83	17	0	0	0	0	4	48	15	23		
	BIRMINGHAM	SWISS AIRLINES	S	A	2	0	0	100	0	0	0	0	0	2	0	0	0		
	BIRMINGHAM	SWISS AIRLINES	S	D	2	0	0	100	0	0	0	0	0	2	0	0	0		
	HEATHROW	SWISS AIRLINES	S	A	186	0	0	90	4	6	1	0	0	6	84	6	185		
	HEATHROW	SWISS AIRLINES	S	D	186	0	0	84	11	4	1	0	0	6	81	8	185		
	LONDON CITY	SWISS AIRLINES	S	A	183	2	0	89	4	4	2	0	1	23	86	7	187		
	LONDON CITY	SWISS AIRLINES	S	D	186	1	0	86	7	4	2	0	1	23	81	9	190		
	MANCHESTER	SWISS AIRLINES	S	A	87	0	0	85	10	5	0	0	0	7	79	9	70		
	MANCHESTER	SWISS AIRLINES	S	D	87	0	0	86	9	3	1	0	0	6	76	11	70		
<b>TOTAL ZURICH</b>					<b>1862</b>	<b>23</b>	<b>1</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>10</b>	<b>10</b>		

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2011

Reporting Airport: BIRMINGHAM (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2010			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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)	436	2	0	79	9	6	5	1	0	16	66	22	491
SCHEDULED FLIGHTS(ALL ROUTES)	6246	15	39	88	6	3	2	0	0	8	73	18	6525
AIRPORT TOTAL	6682	17	39	88	6	4	2	0	0	8	72	18	7016

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2011

Reporting Airport: EDINBURGH (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2010			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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)	64	12	0	67	25	3	3	2	0	16	67	41	54
SCHEDULED FLIGHTS(ALL ROUTES)	7988	10	15	86	7	4	3	0	0	9	85	9	7736
AIRPORT TOTAL	8052	22	15	86	7	4	3	0	0	9	85	10	7790

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2011

Reporting Airport: GATWICK (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2010			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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)	1542	18	0	73	11	8	6	1	1	21	70	22	1679
SCHEDULED FLIGHTS(ALL ROUTES)	17493	5	81	83	9	5	3	0	0	9	78	13	16946
AIRPORT TOTAL	19035	23	81	82	9	5	3	0	0	10	78	14	18625



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2011

Reporting Airport: GLASGOW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2010			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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)	307	1	0	77	11	9	1	2	0	20	80	20	301
SCHEDULED FLIGHTS(ALL ROUTES)	5352	9	31	88	6	4	2	0	0	7	87	8	5082
AIRPORT TOTAL	5659	10	31	88	6	4	2	0	0	8	86	9	5383

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2011

Reporting Airport: HEATHROW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2010			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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)	34	21	0	85	12	0	3	0	0	7	78	7	18
SCHEDULED FLIGHTS(ALL ROUTES)	39902	12	98	83	9	5	2	0	0	9	80	11	37105
AIRPORT TOTAL	39936	33	98	83	9	5	2	0	0	9	80	11	37123

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2011

Reporting Airport: LONDON CITY (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2010			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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)	5208	54	4	85	5	4	5	1	0	14	87	7	5854
AIRPORT TOTAL	5208	54	4	85	5	4	5	1	0	14	87	7	5857

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2011

Reporting Airport: LUTON (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2010			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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)	66	150	0	74	15	8	3	0	0	13	65	21	130
SCHEDULED FLIGHTS(ALL ROUTES)	5106	6	9	84	9	5	2	0	0	9	76	15	4897
AIRPORT TOTAL	5172	156	9	84	9	5	2	0	0	9	76	15	5027

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2011

Reporting Airport: MANCHESTER (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2010			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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)	1241	5	0	74	10	8	6	1	1	21	73	21	1369
SCHEDULED FLIGHTS(ALL ROUTES)	10400	21	52	84	8	5	3	0	0	10	82	10	10063
AIRPORT TOTAL	11641	26	52	83	8	5	3	0	0	11	81	11	11432

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2011

Reporting Airport: NEWCASTLE (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2010			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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	5	0	84	8	3	4	1	0	12	82	9	219
SCHEDULED FLIGHTS(ALL ROUTES)	3011	5	66	89	6	3	2	0	0	7	86	9	3320
AIRPORT TOTAL	3246	10	66	88	6	3	3	0	0	7	86	9	3539

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2011

Reporting Airport: STANSTED (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2010			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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)	184	38	0	77	15	5	2	0	0	10	77	16	213
SCHEDULED FLIGHTS(ALL ROUTES)	9897	23	22	89	7	3	1	0	0	6	84	9	10599
AIRPORT TOTAL	10081	61	22	88	8	3	1	0	0	6	84	9	10812