

# Punctuality Statistics

Regulatory Policy Group



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

**Full and Summary Analysis**

**July 2011**

**Disclaimer**

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

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## FOREWORD

### 1 CONTENT

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

### 1.2 Coverage

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

### 2 ENQUIRIES

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

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CAA House  
45/59 Kingsway  
London WC2B 6TE

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

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

Tel: 020-7453-6258

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

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

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

## INTRODUCTORY NOTES

1. These figures are compiled by the Civil Aviation Authority with the co-operation of airports and Airport Coordination Ltd.
2. The figures cover both arrivals and departures aggregated, except in the case of the Full Analysis with Arrival – Departure Split. In this table, arrivals and departures are stated separately.
3. Actual times of operation are derived from the flight by flight air transport movement returns made by airports to the CAA. The planned times supplied by Airport Coordination Ltd include changes made up to 30 minutes before operation.
4. Only obvious mismatches between the two sources have been reconciled.
5. When the two sets of data are matched, if an airline appears to operate a series of flights significantly “off slot”, the Data Collection-Flight Data Team will substitute information from published timetables (where such are available) in place of the ACL slot data.
6. Prior to April 1998, Luton planned times of operation were taken from daily flight plans provided by the airport. These were completed before the week in question and, therefore, did not reflect any changes to the plan made at short notice.
7. Because the planned time of operation relates to the arrival/departure at the stand, whilst the actual time of operation relates to wheels on/off the runway, the following taxi time assumptions have been built in following information provided by Airport Coordination Ltd or the airport.

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

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

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

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



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

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
INNSBRUCK	FLYBE LTD	C	10	0	0	90	10	0	0	0	0	3	100	4	10
<b>TOTAL INNSBRUCK</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100</b>	<b>4</b>	<b>10</b>
SALZBURG	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	0	70	10	10
<b>TOTAL SALZBURG</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>0</b>	<b>70</b>	<b>10</b>	<b>10</b>
<b>TOTAL AUSTRIA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>7</b>	<b>20</b>
<b>BELGIUM</b>															
BRUSSELS	BRUSSELS AIRLINES	S	178	0	0	83	13	2	2	0	0	8	92	5	169
<b>TOTAL BRUSSELS</b>			<b>178</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>8</b>	<b>92</b>	<b>5</b>	<b>169</b>
<b>TOTAL BELGIUM</b>			<b>178</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>8</b>	<b>92</b>	<b>5</b>	<b>169</b>
<b>BULGARIA</b>															
BURGAS	BH AIR	C	10	0	0	60	20	20	0	0	0	18	71	13	14
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	3	50	66	10
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	88	7	8
<b>TOTAL BURGAS</b>			<b>28</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>8</b>	<b>69</b>	<b>28</b>	<b>32</b>
<b>TOTAL BULGARIA</b>			<b>28</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>8</b>	<b>69</b>	<b>28</b>	<b>32</b>
<b>CANADA</b>															
TORONTO	AIR TRANSAT	S	8	0	0	38	25	25	13	0	0	35	0	0	0
<b>TOTAL TORONTO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>78</b>	<b>39</b>	<b>18</b>
<b>TOTAL CANADA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>78</b>	<b>39</b>	<b>18</b>
<b>CAPE VERDE ISLANDS</b>															
ILHA DO SAL C.VERDE	THOMSON AIRWAYS LTD	S	8	0	0	75	0	0	25	0	0	21	88	3	8
<b>TOTAL ILHA DO SAL C.VERDE</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>21</b>	<b>88</b>	<b>3</b>	<b>8</b>
<b>TOTAL CAPE VERDE ISLANDS</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>21</b>	<b>88</b>	<b>3</b>	<b>8</b>
<b>CROATIA</b>															
DUBROVNIK	FLYBE LTD	S	10	0	0	100	0	0	0	0	0	3	75	14	8
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL DUBROVNIK</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>81</b>	<b>12</b>	<b>16</b>
PULA	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	75	163	8
<b>TOTAL PULA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>163</b>	<b>8</b>
<b>TOTAL CROATIA</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>0</b>	<b>2</b>	<b>59</b>	<b>75</b>	<b>34</b>
<b>CYPRUS</b>															
LARNACA	MONARCH AIRLINES	S	27	1	0	81	15	4	0	0	0	6	67	87	27
	SKY WINGS AIRLINES	C	10	0	0	30	10	20	10	20	10	245	0	0	0
	THOMAS COOK AIRLINES LTD	C	18	0	0	78	11	6	6	0	0	9	75	8	16
	THOMSON AIRWAYS LTD	C	17	0	0	82	18	0	0	0	0	6	53	42	17
<b>TOTAL LARNACA</b>			<b>72</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>40</b>	<b>58</b>	<b>48</b>	<b>86</b>
PAPHOS	MONARCH AIRLINES	S	17	0	0	76	6	12	6	0	0	13	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
PAPHOS	SKY WINGS AIRLINES	C	8	0	0	50	0	0	25	25	0	112	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	100	3	8
	THOMSON AIRWAYS LTD	C	26	1	0	77	4	8	4	8	0	29	68	15	25
<b>TOTAL PAPHOS</b>			<b>59</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>3</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>32</b>	<b>69</b>	<b>25</b>	<b>49</b>
<b>TOTAL CYPRUS</b>			<b>131</b>	<b>2</b>	<b>0</b>	<b>75</b>	<b>9</b>	<b>6</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>36</b>	<b>62</b>	<b>40</b>	<b>135</b>
<b>DENMARK</b>															
COPENHAGEN	SAS	S	62	0	0	94	0	0	6	0	0	10	94	3	66
<b>TOTAL COPENHAGEN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>94</b>	<b>3</b>	<b>66</b>
<b>TOTAL DENMARK</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>94</b>	<b>3</b>	<b>66</b>
<b>EGYPT</b>															
HURGHADA	THOMSON AIRWAYS LTD	S	10	0	0	70	10	10	10	0	0	13	0	0	0
<b>TOTAL HURGHADA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>6</b>	<b>8</b>
LUXOR	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	100	5	8
<b>TOTAL LUXOR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>5</b>	<b>8</b>
SHARM EL SHEIKH (OPHIRA)	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	25	0	0	0	10	52	34	25
	THOMSON AIRWAYS LTD	S	18	0	0	56	6	0	17	22	0	74	39	59	18
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>4</b>	<b>8</b>	<b>12</b>	<b>15</b>	<b>0</b>	<b>54</b>	<b>47</b>	<b>40</b>	<b>53</b>
TABA	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	50	22	8
<b>TOTAL TABA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>22</b>	<b>8</b>
<b>TOTAL EGYPT</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>4</b>	<b>6</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>30</b>	<b>57</b>	<b>31</b>	<b>77</b>
<b>FRANCE</b>															
AVIGNON	FLYBE LTD	S	16	0	0	81	6	6	6	0	0	10	67	21	18
<b>TOTAL AVIGNON</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>67</b>	<b>21</b>	<b>18</b>
BERGERAC	FLYBE LTD	S	38	0	0	95	3	3	0	0	0	4	78	13	37
<b>TOTAL BERGERAC</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>13</b>	<b>37</b>
BORDEAUX	FLYBE LTD	S	32	0	0	81	13	3	3	0	0	9	67	13	21
<b>TOTAL BORDEAUX</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>67</b>	<b>13</b>	<b>21</b>
BREST	FLYBE LTD	S	24	0	0	54	29	4	13	0	0	19	67	19	24
<b>TOTAL BREST</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>29</b>	<b>4</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>67</b>	<b>19</b>	<b>24</b>
LA ROCHELLE	FLYBE LTD	S	28	0	0	89	4	0	7	0	0	11	77	17	26
<b>TOTAL LA ROCHELLE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>17</b>	<b>26</b>
LYON	BRIT AIR	S	86	0	0	86	8	2	3	0	0	8	83	8	86
<b>TOTAL LYON</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>8</b>	<b>86</b>
MONTPELLIER	RYANAIR	S	36	0	0	81	8	11	0	0	0	9	0	0	0
<b>TOTAL MONTPELLIER</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</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>
NICE	BMIBABY LTD	S	58	0	0	67	21	9	3	0	0	15	45	19	56
<b>TOTAL NICE</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>21</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>45</b>	<b>19</b>	<b>56</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	186	0	0	96	2	1	2	0	0	3	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: BIRMINGHAM (Full Analysis)

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			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	138	0	0	86	7	6	1	0	0	8	69	18	144
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>324</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>9</b>	<b>483</b>
TOULOUSE (BLAGNAC)	FLYBE LTD	S	22	0	0	77	9	14	0	0	0	12	40	27	20
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>40</b>	<b>27</b>	<b>20</b>
<b>TOTAL FRANCE</b>			<b>664</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>12</b>	<b>839</b>
<b>GERMANY</b>															
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	156	0	0	83	12	4	1	0	0	7	93	7	147
	FLYBE LTD	S	128	1	1	80	10	5	5	0	0	11	73	18	132
<b>TOTAL DUSSELDORF</b>			<b>284</b>	<b>1</b>	<b>1</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>13</b>	<b>279</b>
FRANKFURT MAIN	FLYBE LTD	S	50	0	0	82	8	8	2	0	0	8	82	8	102
	LUFTHANSA	S	248	0	0	73	17	8	2	0	0	11	82	10	228
<b>TOTAL FRANKFURT MAIN</b>			<b>298</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>11</b>	<b>82</b>	<b>9</b>	<b>330</b>
HAMBURG	FLYBE LTD	S	62	0	0	95	2	0	3	0	0	6	71	24	62
<b>TOTAL HAMBURG</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>71</b>	<b>24</b>	<b>62</b>
HANOVER	AIR BERLIN	C	18	0	0	67	6	0	22	6	0	41	100	2	18
	FLYBE LTD	S	98	0	0	84	6	5	5	0	0	10	72	18	82
<b>TOTAL HANOVER</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>4</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>15</b>	<b>100</b>
MUNICH	LUFTHANSA CITY LINE	S	163	0	0	74	14	8	4	0	0	13	82	11	165
<b>TOTAL MUNICH</b>			<b>163</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>11</b>	<b>165</b>
PADERBORN	AIR BERLIN	C	10	0	0	60	20	20	0	0	0	15	50	20	8
<b>TOTAL PADERBORN</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>50</b>	<b>20</b>	<b>8</b>
STUTTGART	FLYBE LTD	S	82	0	0	91	5	0	4	0	0	6	80	12	86
<b>TOTAL STUTTGART</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>12</b>	<b>86</b>
<b>TOTAL GERMANY</b>			<b>1015</b>	<b>1</b>	<b>1</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>12</b>	<b>1056</b>
<b>GREECE</b>															
CORFU	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	6	93	3	14
	SKY WINGS AIRLINES	C	19	3	0	11	26	21	32	11	0	88	0	0	0
	THOMAS COOK AIRLINES LTD	C	26	0	0	81	0	8	12	0	0	12	89	9	18
	THOMSON AIRWAYS LTD	C	26	0	0	96	0	4	0	0	0	4	67	20	21
<b>TOTAL CORFU</b>			<b>79</b>	<b>3</b>	<b>0</b>	<b>70</b>	<b>8</b>	<b>9</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>81</b>	<b>12</b>	<b>53</b>
HERAKLION	FLY HELLAS	C	10	0	0	40	0	0	40	0	20	202	0	0	0
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	2	96	2	26
	SKY WINGS AIRLINES	C	7	2	0	29	14	43	14	0	0	47	0	0	0
	THOMAS COOK AIRLINES LTD	C	16	0	0	94	0	6	0	0	0	4	78	18	18
	THOMSON AIRWAYS LTD	C	19	0	0	84	5	11	0	0	0	10	62	29	21
<b>TOTAL HERAKLION</b>			<b>60</b>	<b>2</b>	<b>0</b>	<b>75</b>	<b>3</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>44</b>	<b>80</b>	<b>15</b>	<b>65</b>
KAVALA	THOMSON AIRWAYS LTD	C	10	0	0	80	10	10	0	0	0	9	100	2	8
<b>TOTAL KAVALA</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>100</b>	<b>2</b>	<b>8</b>
KEFALLINIA	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	75	5	8
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	60	93	10

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL KEFALLINIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>54</b>	18
<b>KOS</b>	SKY WINGS AIRLINES	C	6	0	0	83	17	0	0	0	0	5	0	0	0
	THOMAS COOK AIRLINES LTD	C	9	0	0	78	0	11	11	0	0	14	0	121	10
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	38	54	8
<b>TOTAL KOS</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>17</b>	<b>91</b>	18
<b>RHODES</b>	SKY WINGS AIRLINES	C	18	0	0	28	17	11	17	11	17	143	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	10	0	0	0	0	5	33	52	9
	THOMSON AIRWAYS LTD	C	18	0	0	78	17	6	0	0	0	10	41	38	17
<b>TOTAL RHODES</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>15</b>	<b>7</b>	<b>7</b>	<b>4</b>	<b>7</b>	<b>61</b>	<b>49</b>	<b>36</b>	43
<b>SKIATHOS</b>	SKY WINGS AIRLINES	C	10	0	0	20	10	20	30	20	0	90	0	0	0
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	0	80	7	10
<b>TOTAL SKIATHOS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>5</b>	<b>10</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>45</b>	<b>80</b>	<b>7</b>	10
<b>THIRA (SANTORINI)</b>	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	100	5	8
<b>TOTAL THIRA (SANTORINI)</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>100</b>	<b>5</b>	<b>8</b>	
<b>ZAKINTHOS</b>	MONARCH AIRLINES	C	9	0	0	100	0	0	0	0	0	1	90	5	10
	SKY WINGS AIRLINES	C	13	3	0	54	15	8	15	8	0	46	0	0	0
	THOMAS COOK AIRLINES LTD	C	35	0	0	80	11	9	0	0	0	7	46	85	28
	THOMSON AIRWAYS LTD	C	18	0	0	72	11	17	0	0	0	11	56	26	18
<b>TOTAL ZAKINTHOS</b>			<b>75</b>	<b>3</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>57</b>	<b>52</b>	56
<b>TOTAL GREECE</b>			<b>337</b>	<b>8</b>	<b>0</b>	<b>74</b>	<b>8</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>29</b>	<b>67</b>	<b>31</b>	279
<b>IRISH REPUBLIC</b>															
<b>CORK</b>	AER ARANN	S	124	0	0	90	5	0	5	0	0	7	0	0	0
<b>TOTAL CORK</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>6</b>	54
<b>DUBLIN</b>	AER LINGUS	S	166	0	0	89	7	1	4	0	0	6	87	6	166
	RYANAIR	S	176	10	0	83	11	6	1	0	0	7	81	9	186
<b>TOTAL DUBLIN</b>			<b>342</b>	<b>10</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>8</b>	352
<b>IRELAND WEST(KNOCK)</b>	BMIBABY LTD	S	38	0	0	50	18	5	24	3	0	46	52	19	42
<b>TOTAL IRELAND WEST(KNOCK)</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>18</b>	<b>5</b>	<b>24</b>	<b>3</b>	<b>0</b>	<b>46</b>	<b>52</b>	<b>19</b>	42
<b>SHANNON</b>	AER ARANN	S	62	0	0	79	13	2	6	0	0	15	83	10	48
<b>TOTAL SHANNON</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>83</b>	<b>10</b>	48
<b>WATERFORD</b>	AER ARANN	S	36	0	0	64	14	3	17	3	0	32	92	4	36
<b>TOTAL WATERFORD</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>3</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>92</b>	<b>4</b>	36
<b>TOTAL IRISH REPUBLIC</b>			<b>602</b>	<b>10</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>9</b>	532
<b>ITALY</b>															
<b>BOLOGNA</b>	ALITALIA (CAI)	C	2	0	0	50	0	50	0	0	0	23	100	3	2
<b>TOTAL BOLOGNA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>100</b>	<b>3</b>	2
<b>MILAN (MALPENSA)</b>	FLYBE LTD	S	62	0	0	69	15	13	3	0	0	14	59	17	61
<b>TOTAL MILAN (MALPENSA)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>59</b>	<b>17</b>	61
<b>NAPLES</b>	THOMSON AIRWAYS LTD	C	10	0	0	80	20	0	0	0	0	6	60	13	10

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL NAPLES</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>60</b>	<b>13</b>	10
<b>ROME (FIUMICINO)</b>	ALITALIA (CAI)	C	4	0	0	0	75	25	0	0	0	25	0	0	0
	BLUE PANORAMA	C	9	0	0	11	44	22	11	11	0	55	0	0	0
	MISTRAL AIR	C	2	0	0	0	0	0	0	100	0	217	0	0	0
<b>TOTAL ROME (FIUMICINO)</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>41</b>	<b>24</b>	<b>6</b>	<b>18</b>	<b>0</b>	<b>64</b>	<b>0</b>	<b>0</b>	0
<b>TRIESTE (RONCHI DEI LEGIONARI)</b>	RYANAIR	S	18	0	0	56	11	17	11	6	0	29	67	13	18
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>11</b>	<b>17</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>29</b>	<b>67</b>	<b>13</b>	18
<b>VERONA VILLAFRANCA</b>	THOMSON AIRWAYS LTD	C	18	0	0	94	0	6	0	0	0	3	78	9	18
<b>TOTAL VERONA VILLAFRANCA</b>			<b>18</b>	<b>2</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>78</b>	<b>9</b>	18
<b>TOTAL ITALY</b>			<b>127</b>	<b>2</b>	<b>0</b>	<b>64</b>	<b>16</b>	<b>13</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>64</b>	<b>14</b>	109
<b>JAMAICA</b>															
<b>MONTEGO BAY</b>	THOMSON AIRWAYS LTD	C	9	0	0	78	22	0	0	0	0	6	70	12	10
<b>TOTAL MONTEGO BAY</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>70</b>	<b>12</b>	10
<b>TOTAL JAMAICA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>70</b>	<b>12</b>	10
<b>LITHUANIA</b>															
<b>KAUNAS</b>	RYANAIR	S	18	0	0	100	0	0	0	0	0	1	100	3	16
<b>TOTAL KAUNAS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>3</b>	16
<b>TOTAL LITHUANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>3</b>	16
<b>MALTA</b>															
<b>MALTA</b>	RYANAIR	S	18	0	0	100	0	0	0	0	0	2	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	88	2	8
<b>TOTAL MALTA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>20</b>	28
<b>TOTAL MALTA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>20</b>	28
<b>MEXICO</b>															
<b>CANCUN</b>	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	4	50	46	8
<b>TOTAL CANCUN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>50</b>	<b>46</b>	8
<b>TOTAL MEXICO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>50</b>	<b>46</b>	8
<b>NETHERLANDS</b>															
<b>AMSTERDAM</b>	BMIBABY LTD	S	106	0	4	76	9	5	8	1	0	17	57	22	106
	KLM	S	184	0	4	90	6	3	1	0	0	6	86	8	160
	KLM CITYHOPPER	S	122	0	0	89	4	1	5	0	1	12	90	6	148
<b>TOTAL AMSTERDAM</b>			<b>412</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>6</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>11</b>	414
<b>TOTAL NETHERLANDS</b>			<b>412</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>6</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>11</b>	414
<b>PAKISTAN</b>															
<b>ISLAMABAD</b>	PAKISTAN INTL AIRLINES	S	36	0	0	47	25	8	8	11	0	49	72	68	36
<b>TOTAL ISLAMABAD</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>25</b>	<b>8</b>	<b>8</b>	<b>11</b>	<b>0</b>	<b>49</b>	<b>72</b>	<b>68</b>	36
<b>TOTAL PAKISTAN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>25</b>	<b>8</b>	<b>8</b>	<b>11</b>	<b>0</b>	<b>49</b>	<b>72</b>	<b>68</b>	36

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>POLAND</b>															
BYDGOSZCZ	RYANAIR	S	26	0	0	77	12	12	0	0	0	10	68	19	28
<b>TOTAL BYDGOSZCZ</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>68</b>	<b>19</b>	<b>28</b>
GDANSK	RYANAIR	S	18	0	0	100	0	0	0	0	0	3	83	6	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>83</b>	<b>6</b>	<b>18</b>
KATOWICE	RYANAIR	S	18	0	0	100	0	0	0	0	0	2	83	8	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>2</b>	<b>83</b>	<b>8</b>	<b>18</b>
RZESZOW	RYANAIR	S	18	0	0	94	6	0	0	0	0	3	69	14	16
<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>3</b>	<b>69</b>	<b>14</b>	<b>16</b>
<b>TOTAL POLAND</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>76</b>	<b>14</b>	<b>106</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	BMIBABY LTD	S	34	1	0	94	6	0	0	0	0	3	50	26	36
	FLYBE LTD	C	15	0	0	87	0	0	0	13	0	34	15	26	13
	MONARCH AIRLINES	S	62	0	0	97	3	0	0	0	0	2	87	7	62
	RYANAIR	S	34	0	0	97	0	3	0	0	0	3	62	27	34
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	3	50	21	10
	THOMSON AIRWAYS LTD	C	18	0	0	100	0	0	0	0	0	2	72	22	18
<b>TOTAL FARO</b>			<b>171</b>	<b>1</b>	<b>0</b>	<b>96</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>65</b>	<b>19</b>	<b>173</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>171</b>	<b>1</b>	<b>0</b>	<b>96</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>66</b>	<b>18</b>	<b>191</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	63	13	8
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>13</b>	<b>8</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>1</b>	<b>63</b>	<b>13</b>	<b>8</b>
<b>SLOVAK REPUBLIC</b>															
BRATISLAVA	RYANAIR	S	26	0	0	65	4	19	12	0	0	26	71	23	28
<b>TOTAL BRATISLAVA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>4</b>	<b>19</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>71</b>	<b>23</b>	<b>28</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>4</b>	<b>19</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>71</b>	<b>23</b>	<b>28</b>
<b>SPAIN</b>															
ALICANTE	BMIBABY LTD	S	45	0	0	78	4	2	7	9	0	30	43	34	54
	MONARCH AIRLINES	S	54	0	0	89	9	2	0	0	0	4	85	17	62
	RYANAIR	S	62	0	0	87	11	2	0	0	0	6	65	22	62
	THOMSON AIRWAYS LTD	C	18	0	0	94	0	0	6	0	0	11	83	15	18
<b>TOTAL ALICANTE</b>			<b>179</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>67</b>	<b>23</b>	<b>196</b>
ALMERIA	MONARCH AIRLINES	S	16	0	0	100	0	0	0	0	0	3	20	31	10
<b>TOTAL ALMERIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>20</b>	<b>31</b>	<b>10</b>
GERONA	RYANAIR	S	28	0	8	89	4	0	7	0	0	9	52	23	44
	THOMSON AIRWAYS LTD	C	10	0	0	70	20	10	0	0	0	9	100	1	9
<b>TOTAL GERONA</b>			<b>38</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>8</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>60</b>	<b>19</b>	<b>53</b>
IBIZA	MONARCH AIRLINES	S	38	0	0	92	3	3	3	0	0	5	84	6	37

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
IBIZA	RYANAIR	S	26	0	0	88	12	0	0	0	0	4	69	11	26
	THOMAS COOK AIRLINES LTD	C	26	0	0	96	4	0	0	0	1	71	25	17	
	THOMSON AIRWAYS LTD	C	36	0	0	97	0	3	0	0	3	68	14	28	
<b>TOTAL IBIZA</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>74</b>	<b>12</b>	<b>108</b>	
MAHON	MONARCH AIRLINES	S	36	0	0	89	6	6	0	0	4	89	5	36	
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	1	60	40	10	
	THOMSON AIRWAYS LTD	C	18	0	0	94	6	0	0	0	3	89	33	18	
<b>TOTAL MAHON</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>83</b>	<b>18</b>	<b>65</b>	
MALAGA	BMIBABY LTD	S	58	0	0	79	12	2	2	5	20	55	22	69	
	MONARCH AIRLINES	S	72	0	0	85	10	3	0	0	23	56	19	62	
	PRIVILEGE STYLE	C	4	0	0	100	0	0	0	0	4	0	0	0	
	RYANAIR	S	72	0	0	76	10	10	4	0	12	54	20	72	
	THOMSON AIRWAYS LTD	C	9	0	0	33	44	11	11	0	23	100	4	8	
<b>TOTAL MALAGA</b>			<b>215</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>18</b>	<b>56</b>	<b>20</b>	<b>215</b>	
MURCIA SAN JAVIER	BMIBABY LTD	S	38	0	0	79	11	5	0	5	23	47	20	32	
	RYANAIR	S	34	0	0	76	12	9	3	0	10	64	42	42	
<b>TOTAL MURCIA SAN JAVIER</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>3</b>	<b>16</b>	<b>57</b>	<b>32</b>	<b>74</b>	
PALMA DE MALLORCA	BA CITYFLYER LTD	C	2	0	0	100	0	0	0	0	6	0	68	2	
	BMIBABY LTD	S	62	0	1	60	24	5	11	0	19	56	37	55	
	MONARCH AIRLINES	S	42	0	0	79	7	12	2	0	11	79	8	38	
	RYANAIR	S	44	0	0	82	7	11	0	0	9	57	31	44	
	THOMAS COOK AIRLINES LTD	C	34	0	0	88	9	3	0	0	5	47	36	32	
	THOMSON AIRWAYS LTD	C	57	0	0	72	11	14	4	0	14	62	22	61	
<b>TOTAL PALMA DE MALLORCA</b>			<b>241</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>12</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>58</b>	<b>28</b>	<b>240</b>	
REUS	RYANAIR	S	27	0	1	85	11	0	4	0	7	71	12	24	
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	2	100	3	8	
	THOMSON AIRWAYS LTD	C	18	0	0	83	6	0	11	0	11	67	26	18	
<b>TOTAL REUS</b>			<b>55</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>7</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>15</b>	<b>50</b>	
<b>TOTAL SPAIN</b>			<b>1006</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>22</b>	<b>1011</b>	
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	MONARCH AIRLINES	S	26	0	0	81	4	15	0	0	11	64	27	28	
	RYANAIR	S	26	0	0	85	8	4	4	0	8	61	10	18	
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	3	21	62	14	
	THOMSON AIRWAYS LTD	C	18	0	0	100	0	0	0	0	2	72	34	18	
<b>TOTAL ARRECIFE</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>58</b>	<b>31</b>	<b>78</b>	
FUERTEVENTURA	MONARCH AIRLINES	S	18	0	0	67	17	17	0	0	14	65	15	17	
	RYANAIR	S	18	0	0	89	6	6	0	0	7	0	0	0	
	THOMAS COOK AIRLINES LTD	C	8	1	0	100	0	0	0	0	1	75	33	8	
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	1	100	2	9	
<b>TOTAL FUERTEVENTURA</b>			<b>52</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>16</b>	<b>34</b>	
LAS PALMAS	MONARCH AIRLINES	S	18	0	0	100	0	0	0	0	2	59	40	17	
	RYANAIR	S	18	0	0	100	0	0	0	0	2	75	18	16	
	THOMAS COOK AIRLINES LTD	C	7	0	0	86	14	0	0	0	5	60	15	5	
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	2	63	26	8	



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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL LAS PALMAS</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>65</b>	<b>27</b>	<b>46</b>	
<b>TENERIFE (SURREINA SOFIA)</b>	MONARCH AIRLINES	S	53	1	0	75	13	4	4	0	20	77	11	52	
	RYANAIR	S	34	0	0	97	3	0	0	0	2	50	18	28	
	THOMAS COOK AIRLINES LTD	C	18	0	0	89	6	6	0	0	4	56	44	9	
	THOMSON AIRWAYS LTD	C	26	0	0	96	0	4	0	0	6	50	54	18	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>131</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>10</b>	<b>63</b>	<b>23</b>	<b>112</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>312</b>	<b>2</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>8</b>	<b>64</b>	<b>25</b>	<b>270</b>	
<b>SWEDEN</b>															
<b>GOTEBORG</b>	CITY AIRLINE	S	14	0	0	86	0	0	14	0	25	100	1	6	
<b>TOTAL GOTEBORG</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>25</b>	<b>70</b>	<b>17</b>	<b>10</b>	
<b>TOTAL SWEDEN</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>25</b>	<b>73</b>	<b>15</b>	<b>15</b>	
<b>SWITZERLAND</b>															
<b>ZURICH</b>	HELVETIC AIRWAYS	S	176	0	0	88	10	1	1	0	6	78	12	186	
	SWISS AIRLINES	S	10	0	0	100	0	0	0	0	9	0	0	0	
<b>TOTAL ZURICH</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>12</b>	<b>186</b>	
<b>TOTAL SWITZERLAND</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>12</b>	<b>186</b>	
<b>TUNISIA</b>															
<b>MONASTIR</b>	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	1	38	28	8	
<b>TOTAL MONASTIR</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>1</b>	<b>67</b>	<b>17</b>	<b>24</b>	
<b>TOTAL TUNISIA</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>1</b>	<b>67</b>	<b>17</b>	<b>24</b>	
<b>TURKEY</b>															
<b>ANTALYA</b>	THOMAS COOK AIRLINES LTD	C	27	0	0	89	7	4	0	0	5	77	14	26	
	THOMSON AIRWAYS LTD	C	18	0	0	100	0	0	0	0	4	56	26	18	
<b>TOTAL ANTALYA</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>69</b>	<b>17</b>	<b>52</b>	
<b>BODRUM (MILAS)</b>	MONARCH AIRLINES	S	18	0	0	89	6	6	0	0	5	0	0	0	
	ONUR AIR	C	10	0	0	90	10	0	0	0	4	91	3	11	
	THOMAS COOK AIRLINES LTD	C	16	0	0	88	0	13	0	0	6	63	13	16	
	THOMSON AIRWAYS LTD	C	16	0	0	94	0	0	0	6	18	72	12	18	
<b>TOTAL BODRUM (MILAS)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>9</b>	<b>71</b>	<b>12</b>	<b>58</b>	
<b>DALAMAN</b>	MONARCH AIRLINES	S	26	0	0	77	15	4	4	0	9	68	11	28	
	ONUR AIR	C	25	0	0	80	16	4	0	0	6	52	15	21	
	PEGASUS AIRLINES	S	7	0	0	86	0	0	14	0	22	0	0	0	
	THOMAS COOK AIRLINES LTD	C	54	0	0	87	2	2	9	0	12	63	24	60	
	THOMSON AIRWAYS LTD	C	44	0	0	91	9	0	0	0	4	80	16	46	
<b>TOTAL DALAMAN</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>18</b>	<b>167</b>	
<b>ISTANBUL</b>	THY TURK HAVA YOLLARI TURKIS	S	46	0	0	59	35	7	0	0	14	39	26	46	
<b>TOTAL ISTANBUL</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>35</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>39</b>	<b>26</b>	<b>46</b>	
<b>IZMIR (ADNAM MENDERES)</b>	THOMAS COOK AIRLINES LTD	C	18	0	0	100	0	0	0	0	1	63	15	19	
	THOMSON AIRWAYS LTD	C	9	0	0	78	11	0	0	11	30	0	0	0	
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>11</b>	<b>63</b>	<b>15</b>	<b>19</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL TURKEY			334	0	0	84	10	3	2	1	0	9	64	18	342
TURKMENISTAN															
ASHKHABAD	TURKMENISTAN AIRLINES	S	36	0	0	81	11	3	6	0	0	9	76	9	34
TOTAL ASHKHABAD			36	0	0	81	11	3	6	0	0	9	76	9	34
TOTAL TURKMENISTAN			36	0	0	81	11	3	6	0	0	9	76	9	34
UNITED ARAB EMIRATES															
DUBAI	EMIRATES	S	124	0	0	74	13	7	5	1	0	14	77	10	124
TOTAL DUBAI			124	0	0	74	13	7	5	1	0	14	77	10	124
TOTAL UNITED ARAB EMIRATES			124	0	0	74	13	7	5	1	0	14	77	10	124
UNITED KINGDOM															
ABERDEEN	FLYBE LTD	S	147	0	1	84	6	5	4	1	0	12	71	20	130
TOTAL ABERDEEN			147	0	1	84	6	5	4	1	0	12	81	13	226
BELFAST CITY (GEORGE BEST)	BMIBABY LTD	S	112	0	2	77	11	5	7	0	0	12	0	0	0
	FLYBE LTD	S	291	1	1	84	11	3	3	0	0	8	81	10	286
TOTAL BELFAST CITY (GEORGE BEST)			403	1	3	82	11	4	4	0	0	9	81	10	286
CITY OF DERRY (EGLINTON)	RYANAIR	S	36	0	0	81	11	6	3	0	0	9	79	9	34
TOTAL CITY OF DERRY (EGLINTON)			36	0	0	81	11	6	3	0	0	9	79	9	34
DUNDEE	LOGANAIR	S	76	0	0	97	1	1	0	0	0	2	99	1	86
TOTAL DUNDEE			76	0	0	97	1	1	0	0	0	2	99	1	86
EDINBURGH	FLYBE LTD	S	362	0	0	77	10	8	5	0	0	13	84	8	365
TOTAL EDINBURGH			362	0	0	77	10	8	5	0	0	13	84	8	365
GLASGOW	FLYBE LTD	S	314	0	0	89	5	2	3	0	0	8	85	7	323
TOTAL GLASGOW			314	0	0	89	5	2	3	0	0	8	85	7	323
GUERNSEY	FLYBE LTD	S	62	0	0	84	8	3	3	2	0	12	76	24	63
TOTAL GUERNSEY			62	0	0	84	8	3	3	2	0	12	76	24	63
INVERNESS	FLYBE LTD	S	62	0	0	87	5	3	3	2	0	14	77	27	62
TOTAL INVERNESS			62	0	0	87	5	3	3	2	0	14	77	27	62
ISLE OF MAN	FLYBE LTD	S	104	0	0	84	3	7	6	1	0	13	86	12	106
TOTAL ISLE OF MAN			104	0	0	84	3	7	6	1	0	13	86	12	106
JERSEY	FLYBE LTD	S	119	1	1	78	5	11	3	3	0	16	70	14	122
TOTAL JERSEY			119	1	1	78	5	11	3	3	0	16	70	14	122
NEWCASTLE	EASTERN AIRWAYS	S	92	0	33	90	7	0	3	0	0	6	95	4	102
TOTAL NEWCASTLE			92	0	33	90	7	0	3	0	0	6	95	4	102
TOTAL UNITED KINGDOM			1779	6	38	83	8	5	4	0	0	10	82	11	1884
USA															
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	62	0	0	90	3	3	3	0	0	6	82	13	62
TOTAL NEW YORK (NEWARK)			62	0	0	90	3	3	3	0	0	6	82	13	62

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010			
		CHARTER/ SCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
SANFORD	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	6	56	29	9
TOTAL SANFORD			8	0	0	88	13	0	0	0	0	6	56	29	9
TOTAL USA			70	1	0	90	4	3	3	0	0	6	79	15	71
TOTAL BIRMINGHAM			7925	34	57	83	9	4	3	1	0	12	76	15	8216

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
INNSBRUCK	FLYBE LTD	C	10	0	0	50	30	20	0	0	0	17	40	44	10
<b>TOTAL INNSBRUCK</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>30</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>40</b>	<b>44</b>	<b>10</b>
VIENNA	NIKI	S	19	0	1	89	5	5	0	0	0	6	0	0	0
<b>TOTAL VIENNA</b>			<b>19</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>7</b>	<b>10</b>
<b>TOTAL AUSTRIA</b>			<b>29</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>14</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>65</b>	<b>25</b>	<b>20</b>
<b>BELGIUM</b>															
ANTWERP	DENIM AIR	C	2	0	0	50	50	0	0	0	0	15	0	0	0
<b>TOTAL ANTWERP</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
BRUSSELS	BMI REGIONAL	S	152	0	0	94	5	1	0	0	0	3	90	6	152
<b>TOTAL BRUSSELS</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>90</b>	<b>6</b>	<b>152</b>
CHARLEROI	RYANAIR	S	26	0	0	77	4	19	0	0	0	10	75	18	28
<b>TOTAL CHARLEROI</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>4</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>18</b>	<b>28</b>
<b>TOTAL BELGIUM</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>8</b>	<b>180</b>
<b>BULGARIA</b>															
BURGAS	BH AIR	C	18	0	0	89	0	6	6	0	0	9	72	12	18
<b>TOTAL BURGAS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>12</b>	<b>18</b>
<b>TOTAL BULGARIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>12</b>	<b>18</b>
<b>CROATIA</b>															
DUBROVNIK	JET2.COM LTD	S	10	0	0	80	0	0	20	0	0	28	63	22	8
<b>TOTAL DUBROVNIK</b>			<b>10</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>28</b>	<b>63</b>	<b>22</b>	<b>8</b>
<b>TOTAL CROATIA</b>			<b>10</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>28</b>	<b>73</b>	<b>14</b>	<b>26</b>
<b>CYPRUS</b>															
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	13	5	5	92	8	0	0	0	0	3	0	0	0
	THOMSON AIRWAYS LTD	C	10	0	0	60	20	20	0	0	0	19	0	0	0
<b>TOTAL PAPHOS</b>			<b>23</b>	<b>5</b>	<b>5</b>	<b>78</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>25</b>	<b>96</b>	<b>8</b>
<b>TOTAL CYPRUS</b>			<b>23</b>	<b>5</b>	<b>5</b>	<b>78</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>25</b>	<b>96</b>	<b>8</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	JET2.COM LTD	S	36	0	0	72	14	11	3	0	0	13	64	17	36
<b>TOTAL PRAGUE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>64</b>	<b>17</b>	<b>36</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>64</b>	<b>17</b>	<b>36</b>
<b>DENMARK</b>															
BILLUND	CIMBER AIR A/S	C	3	0	0	100	0	0	0	0	0	0	100	0	1
	RYANAIR	S	26	0	0	96	4	0	0	0	0	3	46	21	26
<b>TOTAL BILLUND</b>			<b>29</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>48</b>	<b>21</b>	<b>27</b>
COPENHAGEN	BMI REGIONAL	S	124	0	0	98	2	0	0	0	0	1	91	7	106
	NORWEGIAN AIR SHUTTLE	S	26	0	0	85	0	15	0	0	0	10	50	19	18

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL COPENHAGEN			150	0	0	96	1	3	0	0	0	3	82	10	142
TOTAL DENMARK			179	0	0	96	2	2	0	0	0	3	76	11	169
ESTONIA															
TALLIN	RYANAIR	S	26	0	0	96	4	0	0	0	0	1	0	0	0
TOTAL TALLIN			26	0	0	96	4	0	0	0	0	1	0	0	0
TOTAL ESTONIA			26	0	0	96	4	0	0	0	0	1	0	0	0
FINLAND															
HELSINKI	BLUE 1	S	18	0	0	61	17	17	6	0	0	16	0	0	0
TOTAL HELSINKI			18	0	0	61	17	17	6	0	0	16	0	0	0
TAMPERE	RYANAIR	S	18	0	0	94	0	0	0	6	0	15	88	3	25
TOTAL TAMPERE			18	0	0	94	0	0	0	6	0	15	88	3	25
TOTAL FINLAND			36	0	0	78	8	8	3	3	0	15	88	3	25
FRANCE															
BEAUVAIS	RYANAIR	S	36	0	0	64	17	19	0	0	0	15	86	7	28
TOTAL BEAUVAIS			36	0	0	64	17	19	0	0	0	15	86	7	28
BERGERAC	FLYBE LTD	S	10	0	0	100	0	0	0	0	0	4	94	3	18
TOTAL BERGERAC			10	0	0	100	0	0	0	0	0	4	94	3	18
BORDEAUX	RYANAIR	S	26	0	0	88	4	0	8	0	0	9	53	25	32
TOTAL BORDEAUX			26	0	0	88	4	0	8	0	0	9	53	25	32
DEAUVILLE	EUROPE AIRPOST	C	2	0	0	100	0	0	0	0	0	0	50	13	2
TOTAL DEAUVILLE			2	0	0	100	0	0	0	0	0	0	50	13	2
DIJON	EUROPE AIRPOST	C	4	0	0	50	25	0	25	0	0	39	0	0	0
TOTAL DIJON			4	0	0	50	25	0	25	0	0	39	0	0	0
LA ROCHELLE	JET2.COM LTD	S	9	0	1	56	11	22	11	0	0	22	0	78	10
TOTAL LA ROCHELLE			9	0	1	56	11	22	11	0	0	22	0	78	10
LYON	EASYJET AIRLINE COMPANY LTD	S	18	0	0	83	17	0	0	0	0	7	50	42	18
TOTAL LYON			19	0	0	79	16	0	5	0	0	15	43	39	21
MARSEILLE	RYANAIR	S	18	0	0	89	6	6	0	0	0	7	58	15	26
TOTAL MARSEILLE			18	0	0	89	6	6	0	0	0	7	58	15	26
METZ	EUROPE AIRPOST	C	2	1	0	50	50	0	0	0	0	9	0	0	0
TOTAL METZ			2	1	0	50	50	0	0	0	0	9	0	0	0
NANTES	EUROPE AIRPOST	C	3	0	0	100	0	0	0	0	0	1	100	7	3
TOTAL NANTES			3	0	0	100	0	0	0	0	0	1	100	7	3
NICE	EASYJET AIRLINE COMPANY LTD	S	26	10	0	69	8	19	4	0	0	17	75	13	28
TOTAL NICE			26	10	0	69	8	19	4	0	0	17	75	13	28
PARIS (CHARLES DE GAULLE)	CITY JET	S	248	0	0	88	8	3	1	0	0	8	84	10	248
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	74	11	11	3	0	0	11	48	22	60

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			Actual (7)	Plan (8)											
TOTAL PARIS (CHARLES DE GAULLE)			310	0	0	85	8	5	2	0	0	8	77	12	310
POITIERS	RYANAIR	S	15	3	3	87	0	7	7	0	0	9	94	4	18
TOTAL POITIERS			15	3	3	87	0	7	7	0	0	9	94	4	18
TARBES-LOURDES INTERNATIONAL	ALBA STAR	C	2	0	0	0	0	0	100	0	0	105	0	0	0
	EUROPE AIRPOST	C	3	0	0	67	33	0	0	0	0	17	0	0	0
	TITAN AIRWAYS LTD	C	5	0	0	20	40	20	20	0	0	28	100	6	2
TOTAL TARBES-LOURDES INTERNATIONAL			10	0	0	30	30	10	30	0	0	40	29	45	17
TOULOUSE (BLAGNAC)	EUROPE AIRPOST	C	2	0	0	100	0	0	0	0	0	0	50	13	2
	JET2.COM LTD	S	18	0	0	72	17	11	0	0	0	12	28	58	18
TOTAL TOULOUSE (BLAGNAC)			20	0	0	75	15	10	0	0	0	10	30	54	20
TOTAL FRANCE			511	16	4	81	9	7	3	0	0	10	71	17	564
GERMANY															
BERLIN (SCHONEFELD)	RYANAIR	S	26	0	0	100	0	0	0	0	0	2	74	10	34
TOTAL BERLIN (SCHONEFELD)			26	0	0	100	0	0	0	0	0	2	74	10	34
BREMEN	RYANAIR	S	26	0	0	96	4	0	0	0	0	3	59	19	34
TOTAL BREMEN			26	0	0	96	4	0	0	0	0	3	59	19	34
COLOGNE BONN	EASYJET AIRLINE COMPANY LTD	S	28	0	0	57	29	7	7	0	0	19	0	0	0
	GERMANWINGS	S	46	0	0	87	9	4	0	0	0	6	80	9	44
TOTAL COLOGNE BONN			74	0	0	76	16	5	3	0	0	11	80	9	44
DUSSELDORF	LUFTHANSA CITY LINE	S	62	0	0	77	13	5	5	0	0	12	81	9	52
TOTAL DUSSELDORF			62	0	0	77	13	5	5	0	0	12	81	9	52
FRANKFURT MAIN	LUFTHANSA	S	124	0	0	83	14	3	0	0	0	7	71	15	124
TOTAL FRANKFURT MAIN			124	0	0	83	14	3	0	0	0	7	71	15	124
HAHN	RYANAIR	S	36	0	0	89	6	6	0	0	0	4	64	20	44
TOTAL HAHN			36	0	0	89	6	6	0	0	0	4	64	20	44
MEMMINGEN ALLGAU	RYANAIR	S	26	0	0	92	8	0	0	0	0	5	68	15	34
TOTAL MEMMINGEN ALLGAU			26	0	0	92	8	0	0	0	0	5	68	15	34
MUNICH	EASYJET AIRLINE COMPANY LTD	S	62	0	0	82	5	10	3	0	0	10	57	22	61
TOTAL MUNICH			62	0	0	82	5	10	3	0	0	10	57	22	61
NIEDERRHEIN	RYANAIR	S	44	0	0	84	2	14	0	0	0	8	77	16	62
TOTAL NIEDERRHEIN			44	0	0	84	2	14	0	0	0	8	77	16	62
TOTAL GERMANY			480	1	0	84	10	5	1	0	0	8	69	16	515
GREECE															
CORFU	THOMSON AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	7	0	0	0
TOTAL CORFU			10	0	0	90	10	0	0	0	0	7	44	85	16
RHODES	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL RHODES			8	0	0	100	0	0	0	0	0	3	43	56	7
TOTAL GREECE			18	0	0	94	6	0	0	0	0	5	44	60	32

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			Actual (7)	Plan (8)											
<b>GREENLAND</b>															
SONDRE STROMFJORD	TITAN AIRWAYS LTD	C	26	2	0	35	15	15	4	23	8	94	52	124	25
TOTAL SONDRE STROMFJORD			26	2	0	35	15	15	4	23	8	94	52	124	25
TOTAL GREENLAND			26	2	0	35	15	15	4	23	8	94	52	124	25
<b>HUNGARY</b>															
BUDAPEST	EUROPE AIRPOST	C	2	0	0	50	0	0	50	0	0	41	0	0	0
	JET2.COM LTD	S	26	0	0	65	12	15	8	0	0	25	0	0	0
TOTAL BUDAPEST			28	0	0	64	11	14	11	0	0	26	0	0	0
TOTAL HUNGARY			28	0	0	64	11	14	11	0	0	26	0	0	0
<b>ICELAND</b>															
KEFLAVIK	ASTRAEUS LTD	S	17	0	1	71	0	18	12	0	0	16	0	0	0
TOTAL KEFLAVIK			17	0	1	71	0	18	12	0	0	16	0	0	0
TOTAL ICELAND			17	0	1	71	0	18	12	0	0	16	0	0	0
<b>IRISH REPUBLIC</b>															
CORK	AER ARANN	S	62	0	0	85	3	0	8	3	0	18	79	15	96
TOTAL CORK			62	0	0	85	3	0	8	3	0	18	79	15	96
DUBLIN	AER ARANN	S	114	0	0	91	5	2	2	0	0	5	84	6	112
	AER LINGUS	S	62	0	0	84	8	6	2	0	0	9	84	17	64
	RYANAIR	S	180	0	0	82	8	6	3	1	0	10	76	14	152
TOTAL DUBLIN			357	1	0	85	8	5	3	0	0	8	81	12	329
GALWAY	AER ARANN	S	36	0	0	78	3	14	6	0	0	12	46	32	52
TOTAL GALWAY			36	0	0	78	3	14	6	0	0	12	46	32	52
IRELAND WEST(KNOCK)	FLYBE LTD	S	42	0	0	74	7	14	5	0	0	12	0	0	0
TOTAL IRELAND WEST(KNOCK)			42	0	0	74	7	14	5	0	0	12	0	0	0
SHANNON	AER ARANN	S	44	0	0	80	11	5	5	0	0	13	0	0	0
TOTAL SHANNON			44	0	0	80	11	5	5	0	0	13	38	54	26
TOTAL IRISH REPUBLIC			541	1	0	83	7	6	4	1	0	10	75	17	503
<b>ITALY</b>															
BOLOGNA	RYANAIR	S	18	0	0	72	28	0	0	0	0	10	43	20	28
TOTAL BOLOGNA			18	0	0	72	28	0	0	0	0	10	41	20	34
CAGLIARI (ELMAS)	BA CITYFLYER LTD	C	10	0	0	100	0	0	0	0	0	1	60	12	10
TOTAL CAGLIARI (ELMAS)			10	0	0	100	0	0	0	0	0	1	60	12	10
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	62	0	0	55	27	15	3	0	0	16	29	35	62
	LUFTHANSA	C	10	0	0	0	50	30	20	0	0	43	0	0	0
TOTAL MILAN (MALPENSA)			72	0	0	47	31	17	6	0	0	20	35	35	72
NAPLES	BA CITYFLYER LTD	C	4	0	0	75	0	25	0	0	0	10	0	0	0
TOTAL NAPLES			4	0	0	75	0	25	0	0	0	10	0	0	0
OLBIA	JET2.COM LTD	S	10	0	0	20	10	40	30	0	0	56	10	82	10

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Reporting Airport: EDINBURGH (Full Analysis)

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			Actual (7)	Plan (8)											
TOTAL OLBIA			10	0	0	20	10	40	30	0	0	56	10	82	10
PISA	RYANAIR	S	26	0	0	85	8	0	8	0	0	9	57	22	28
TOTAL PISA			26	0	0	85	8	0	8	0	0	9	57	22	28
ROME (CIAMPINO)	RYANAIR	S	36	0	0	67	33	0	0	0	0	11	41	30	34
TOTAL ROME (CIAMPINO)			36	0	0	67	33	0	0	0	0	11	41	30	34
ROME (FIUMICINO)	ALITALIA (CAI)	C	4	0	0	0	0	100	0	0	0	38	0	0	0
TOTAL ROME (FIUMICINO)			4	0	0	0	0	100	0	0	0	38	0	0	0
VENICE	JET2.COM LTD	S	28	0	0	64	25	11	0	0	0	13	75	15	28
TOTAL VENICE			28	0	0	64	25	11	0	0	0	13	75	15	28
VERONA VILLAFRANCA	TOR AIR	C	2	0	0	0	50	0	0	0	50	284	0	0	0
TOTAL VERONA VILLAFRANCA			2	0	0	0	50	0	0	0	50	284	33	126	3
TOTAL ITALY			210	0	0	60	24	11	4	0	0	19	45	30	219
LITHUANIA															
KAUNAS	RYANAIR	S	18	0	0	100	0	0	0	0	0	0	100	1	18
TOTAL KAUNAS			18	0	0	100	0	0	0	0	0	0	100	1	18
TOTAL LITHUANIA			18	0	0	100	0	0	0	0	0	0	94	4	36
MALTA															
MALTA	RYANAIR	S	26	0	0	92	8	0	0	0	0	6	69	20	26
TOTAL MALTA			26	0	0	92	8	0	0	0	0	6	69	20	26
TOTAL MALTA			26	0	0	92	8	0	0	0	0	6	69	20	26
MOROCCO															
MARRAKESH	RYANAIR	S	18	0	0	89	11	0	0	0	0	5	50	36	18
TOTAL MARRAKESH			18	0	0	89	11	0	0	0	0	5	50	36	18
TOTAL MOROCCO			18	0	0	89	11	0	0	0	0	5	50	36	18
NETHERLANDS															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	80	0	0	76	13	8	4	0	0	12	71	13	80
	KLM	S	230	0	0	86	6	5	3	0	0	10	85	7	246
	KLM CITYHOPPER	S	142	0	0	82	10	4	4	0	0	9	80	12	64
TOTAL AMSTERDAM			452	0	0	83	8	5	3	0	0	10	81	9	390
TOTAL NETHERLANDS			452	0	0	83	8	5	3	0	0	10	81	9	390
NORWAY															
BERGEN	WIDEROE FLYVESELSKAP A/S	S	8	10	10	75	25	0	0	0	0	7	67	29	18
TOTAL BERGEN			8	10	10	75	25	0	0	0	0	7	67	29	18
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	43	0	1	79	7	12	2	0	0	9	84	7	44
TOTAL OSLO (GARDERMOEN)			43	0	1	79	7	12	2	0	0	9	84	7	44
SANDEFJORD(TORP)	RYANAIR	S	36	0	0	89	8	3	0	0	0	5	65	26	26
TOTAL SANDEFJORD(TORP)			36	0	0	89	8	3	0	0	0	5	65	26	26



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				Actual (7)	Plan (8)										
TOTAL NORWAY			87	10	11	83	9	7	1	0	0	7	75	17	88
POLAND															
GDANSK	RYANAIR	S	26	0	0	69	8	19	4	0	0	13	85	6	27
TOTAL GDANSK			26	0	0	69	8	19	4	0	0	13	85	6	27
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	36	0	0	83	0	6	8	3	0	24	71	19	34
	RYANAIR	S	25	0	1	72	8	12	8	0	0	23	81	7	26
TOTAL KRAKOW			61	0	1	79	3	8	8	2	0	23	75	14	60
LODZ LUBLINEK	RYANAIR	S	18	0	0	89	6	6	0	0	0	6	89	9	18
TOTAL LODZ LUBLINEK			18	0	0	89	6	6	0	0	0	6	89	9	18
POZNAN	RYANAIR	S	18	0	0	67	11	6	17	0	0	21	46	43	26
TOTAL POZNAN			18	0	0	67	11	6	17	0	0	21	46	43	26
WROCLAW	WDL FLUGDIENST	C	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL WROCLAW			2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL POLAND			125	0	1	77	6	10	7	1	0	18	73	17	131
PORTUGAL(EXCLUDING MADEIRA)															
FARO	JET2.COM LTD	S	36	0	0	83	14	3	0	0	0	8	56	22	36
	RYANAIR	S	46	0	0	70	24	7	0	0	0	10	62	17	26
TOTAL FARO			82	0	0	76	20	5	0	0	0	9	58	20	62
LISBON	EASYJET AIRLINE COMPANY LTD	S	26	0	0	96	4	0	0	0	0	4	50	20	26
TOTAL LISBON			26	0	0	96	4	0	0	0	0	4	50	20	26
TOTAL PORTUGAL(EXCLUDING MADEIRA)			108	0	0	81	16	4	0	0	0	8	56	20	88
SLOVAK REPUBLIC															
BRATISLAVA	RYANAIR	S	26	0	0	96	4	0	0	0	0	2	75	14	36
TOTAL BRATISLAVA			26	0	0	96	4	0	0	0	0	2	75	14	36
TOTAL SLOVAK REPUBLIC			26	0	0	96	4	0	0	0	0	2	75	14	36
SPAIN															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	18	0	0	83	11	6	0	0	0	8	50	33	18
	RYANAIR	S	72	0	0	90	7	3	0	0	0	5	69	30	52
TOTAL ALICANTE			90	0	0	89	8	3	0	0	0	5	64	31	70
BARCELONA	RYANAIR	S	36	0	0	78	17	6	0	0	0	8	0	0	0
TOTAL BARCELONA			36	0	0	78	17	6	0	0	0	8	23	62	70
IBIZA	BA CITYFLYER LTD	C	10	0	0	60	0	0	40	0	0	53	0	0	0
	FLYBE LTD	C	10	0	0	80	20	0	0	0	0	12	50	29	10
	JET2.COM LTD	S	28	0	0	29	11	29	32	0	0	50	18	53	28
TOTAL IBIZA			48	0	0	46	10	17	27	0	0	43	26	47	38
MADRID	EASYJET AIRLINE COMPANY LTD	S	88	0	0	74	11	3	9	2	0	23	42	32	62
	IBERWORLD	C	8	0	0	100	0	0	0	0	0	4	0	0	0
TOTAL MADRID			96	0	0	76	10	3	8	2	0	21	33	40	96
MAHON	JET2.COM LTD	S	10	0	0	10	40	40	10	0	0	33	30	46	10

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			Actual (7)	Plan (8)											
<b>TOTAL MAHON</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>40</b>	<b>40</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>30</b>	<b>46</b>	10
<b>MALAGA</b>	JET2.COM LTD	S	26	0	0	38	38	15	4	4	0	31	0	0	0
	PRIVILEGE STYLE	C	4	0	0	0	25	25	50	0	0	64	0	0	0
	RYANAIR	S	72	0	0	88	10	1	1	0	0	7	50	22	54
<b>TOTAL MALAGA</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>18</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>49</b>	<b>22</b>	57
<b>MURCIA SAN JAVIER</b>	JET2.COM LTD	S	46	0	0	67	20	9	4	0	0	15	52	24	46
<b>TOTAL MURCIA SAN JAVIER</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>20</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>52</b>	<b>24</b>	46
<b>PALMA DE MALLORCA</b>	BA CITYFLYER LTD	C	10	0	0	50	40	0	10	0	0	23	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	26	0	0	62	12	19	8	0	0	23	37	30	27
	JET2.COM LTD	S	46	0	0	54	15	20	7	0	4	43	17	102	18
	RYANAIR	S	62	0	0	76	8	13	2	2	0	14	53	20	38
	THOMAS COOK AIRLINES LTD	C	7	0	0	71	0	0	29	0	0	42	88	7	8
	THOMSON AIRWAYS LTD	C	26	0	0	27	27	23	19	4	0	48	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>177</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>15</b>	<b>16</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>30</b>	<b>46</b>	<b>38</b>	125
<b>REUS</b>	FLYBE LTD	C	10	0	0	90	10	0	0	0	0	4	0	0	0
<b>TOTAL REUS</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>43</b>	<b>32</b>	14
<b>TOTAL SPAIN</b>			<b>615</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>44</b>	<b>37</b>	572
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	RYANAIR	S	26	0	0	88	8	0	4	0	0	7	56	12	18
<b>TOTAL ARRECIFE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>56</b>	<b>12</b>	18
<b>FUERTEVENTURA</b>	RYANAIR	S	18	0	0	94	0	6	0	0	0	6	0	0	0
<b>TOTAL FUERTEVENTURA</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>6</b>	<b>0</b>	<b>0</b>	0
<b>LAS PALMAS</b>	RYANAIR	S	18	0	0	89	11	0	0	0	0	5	44	39	16
	THOMSON AIRWAYS LTD	C	10	0	0	20	0	20	40	20	0	86	0	0	0
<b>TOTAL LAS PALMAS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>7</b>	<b>7</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>34</b>	<b>44</b>	<b>39</b>	16
<b>TENERIFE (SURREINA SOFIA)</b>	RYANAIR	S	36	0	0	92	6	3	0	0	0	4	57	17	28
	THOMSON AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	7	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>58</b>	<b>20</b>	36
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>54</b>	<b>22</b>	70
<b>SWEDEN</b>															
<b>GOTEBORG (SAVE)</b>	RYANAIR	S	26	0	6	92	4	4	0	0	0	5	0	0	0
<b>TOTAL GOTEBORG (SAVE)</b>			<b>26</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	0
<b>STOCKHOLM (ARLANDA)</b>	NORWEGIAN AIR SHUTTLE	S	26	0	0	96	4	0	0	0	0	3	69	16	26
	SAS	S	18	0	0	100	0	0	0	0	0	1	78	17	18
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>44</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>73</b>	<b>17</b>	44
<b>STOCKHOLM (SKAVSTA)</b>	RYANAIR	S	36	0	0	83	8	6	3	0	0	10	82	14	34
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>36</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>10</b>	<b>82</b>	<b>14</b>	34
<b>TOTAL SWEDEN</b>			<b>106</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>16</b>	78
<b>SWITZERLAND</b>															
<b>BASLE MULHOUSE</b>	EASYJET SWITZERLAND	S	36	0	0	97	3	0	0	0	0	3	0	0	0

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			Actual (7)	Plan (8)											
<b>TOTAL BASLE MULHOUSE</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>3</b>	<b>0</b>	<b>0</b>	0
<b>GENEVA</b>	EASYJET AIRLINE COMPANY LTD	S	74	0	0	77	16	3	4	0	0	11	53	19	90
	EASYJET SWITZERLAND	S	16	0	0	69	6	13	13	0	0	22	0	0	0
<b>TOTAL GENEVA</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>53</b>	<b>19</b>	90
<b>ZURICH</b>	BMI REGIONAL	S	80	0	0	85	13	3	0	0	0	6	82	7	62
<b>TOTAL ZURICH</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>7</b>	63
<b>TOTAL SWITZERLAND</b>			<b>206</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>65</b>	<b>14</b>	153
<b>TURKEY</b>															
<b>ANTALYA</b>	THOMAS COOK AIRLINES LTD	C	12	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL ANTALYA</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>1</b>	<b>0</b>	<b>0</b>	0
<b>BODRUM (MILAS)</b>	ONUR AIR	C	8	0	0	63	38	0	0	0	0	11	100	0	1
<b>TOTAL BODRUM (MILAS)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>100</b>	<b>0</b>	1
<b>DALAMAN</b>	ONUR AIR	C	17	0	0	88	12	0	0	0	0	5	50	28	20
	THOMAS COOK AIRLINES LTD	C	11	0	0	82	9	9	0	0	0	6	69	24	13
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	6	0	0	0
<b>TOTAL DALAMAN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>53</b>	<b>27</b>	57
<b>TOTAL TURKEY</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>53</b>	<b>26</b>	58
<b>UNITED KINGDOM</b>															
<b>BELFAST CITY (GEORGE BEST)</b>	FLYBE LTD	S	216	0	4	88	5	6	0	0	0	6	87	7	214
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>216</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>7</b>	214
<b>BELFAST INTERNATIONAL</b>	EASYJET AIRLINE COMPANY LTD	S	160	0	0	90	8	1	1	0	0	5	75	13	158
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>75</b>	<b>13</b>	158
<b>BIRMINGHAM</b>	FLYBE LTD	S	362	0	0	80	7	7	6	0	0	13	81	9	365
<b>TOTAL BIRMINGHAM</b>			<b>362</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>9</b>	365
<b>BRISTOL</b>	EASYJET AIRLINE COMPANY LTD	S	184	0	0	88	5	4	3	0	0	7	39	36	150
<b>TOTAL BRISTOL</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>39</b>	<b>36</b>	150
<b>CARDIFF WALES</b>	FLYBE LTD	S	150	0	0	89	5	3	2	1	0	9	83	17	114
<b>TOTAL CARDIFF WALES</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>20</b>	154
<b>EAST MIDLANDS INTERNATIONAL</b>	BMIBABY LTD	S	102	0	2	76	4	8	12	0	0	17	75	16	110
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>102</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>4</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>16</b>	110
<b>EXETER</b>	FLYBE LTD	S	106	0	0	82	11	3	4	0	0	11	79	9	124
<b>TOTAL EXETER</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>9</b>	124
<b>GATWICK</b>	BRITISH AIRWAYS PLC	S	247	0	0	77	13	8	2	0	0	11	66	18	248
	EASYJET AIRLINE COMPANY LTD	S	206	0	0	73	12	10	5	0	0	14	44	45	192
<b>TOTAL GATWICK</b>			<b>453</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>56</b>	<b>30</b>	440
<b>HEATHROW</b>	BMI BRITISH MIDLAND	S	433	0	0	74	15	9	3	0	0	11	78	9	375
	BRITISH AIRWAYS PLC	S	550	0	0	76	12	9	2	0	0	13	70	13	614
<b>TOTAL HEATHROW</b>			<b>983</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>12</b>	989
<b>ISLE OF MAN</b>	LOGANAIR	S	52	0	0	85	6	8	2	0	0	8	89	11	56

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL ISLE OF MAN			52	0	0	85	6	8	2	0	0	8	89	11	56
JERSEY	FLYBE LTD	S	56	0	0	88	7	2	0	4	0	13	79	13	66
TOTAL JERSEY			56	0	0	88	7	2	0	4	0	13	79	13	66
KIRKWALL	LOGANAIR	S	152	2	0	92	3	2	2	1	0	8	88	8	150
TOTAL KIRKWALL			152	2	0	92	3	2	2	1	0	8	88	8	150
LEEDS BRADFORD	BMI REGIONAL	S	81	0	0	96	2	1	0	0	0	2	96	4	85
TOTAL LEEDS BRADFORD			81	0	0	96	2	1	0	0	0	2	96	4	85
LONDON CITY	BA CITYFLYER LTD	S	363	0	0	88	7	3	2	0	0	6	77	12	344
	CITY JET	S	117	0	0	93	6	0	1	0	0	3	91	5	323
TOTAL LONDON CITY			480	0	0	89	7	2	2	0	0	5	84	9	667
LUTON	EASYJET AIRLINE COMPANY LTD	S	160	0	0	83	8	4	5	1	0	12	77	13	158
TOTAL LUTON			160	0	0	83	8	4	5	1	0	12	77	13	158
MANCHESTER	BMI REGIONAL	S	221	0	0	94	3	3	0	0	0	4	91	5	244
	FLYBE LTD	S	128	0	4	79	12	4	5	0	0	12	87	10	164
TOTAL MANCHESTER			349	0	4	88	6	3	2	0	0	7	89	7	408
MANSTON (KENT INT)	FLYBE LTD	S	62	0	0	84	10	3	3	0	0	9	77	12	62
TOTAL MANSTON (KENT INT)			62	0	0	84	10	3	3	0	0	9	77	12	62
NEWQUAY	FLYBE LTD	S	54	0	0	87	7	4	2	0	0	11	63	11	46
TOTAL NEWQUAY			54	0	0	87	7	4	2	0	0	11	63	11	46
NORWICH	FLYBE LTD	S	104	0	0	88	8	2	3	0	0	8	88	8	106
TOTAL NORWICH			104	0	0	88	8	2	3	0	0	8	88	8	106
SOUTHAMPTON	FLYBE LTD	S	314	0	0	77	13	8	1	1	0	12	76	9	310
TOTAL SOUTHAMPTON			314	0	0	77	13	8	1	1	0	12	76	9	310
STANSTED	EASYJET AIRLINE COMPANY LTD	S	242	0	0	82	6	7	4	0	0	10	73	13	198
TOTAL STANSTED			242	1	0	82	6	7	4	0	0	10	73	13	198
STORNOWAY	LOGANAIR	S	102	0	0	89	5	5	1	0	0	6	91	6	106
TOTAL STORNOWAY			102	0	0	89	5	5	1	0	0	6	91	6	106
SUMBURGH	LOGANAIR	S	160	1	0	86	5	4	4	0	0	9	87	9	149
TOTAL SUMBURGH			160	1	0	86	5	4	4	0	0	9	87	9	149
WICK	LOGANAIR	S	52	0	0	94	2	0	4	0	0	6	83	7	41
TOTAL WICK			52	0	0	94	2	0	4	0	0	6	83	7	41
TOTAL UNITED KINGDOM			5136	5	10	83	8	6	3	0	0	10	77	13	5330
USA															
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	123	0	1	68	7	15	8	1	0	18	77	14	124
TOTAL NEW YORK (NEWARK)			123	0	1	68	7	15	8	1	0	18	77	14	124
TOTAL USA			123	0	1	68	7	15	8	1	0	18	76	14	125
TOTAL EDINBURGH			9589	40	40	82	9	6	3	0	0	11	73	16	9561

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>ALBANIA</b>															
TIRANA	BRITISH AIRWAYS PLC	S	62	0	0	55	26	8	8	2	2	32	50	33	62
TOTAL TIRANA			62	0	0	55	26	8	8	2	2	32	50	33	62
TOTAL ALBANIA			62	0	0	55	26	8	8	2	2	32	50	33	62
<b>ALGERIA</b>															
HASSI MESSAOUD	MONARCH AIRLINES	C	24	0	0	88	4	4	0	0	4	33	77	19	26
TOTAL HASSI MESSAOUD			24	0	0	88	4	4	0	0	4	33	77	19	26
TOTAL ALGERIA			24	0	0	88	4	4	0	0	4	33	77	19	26
<b>ANTIGUA AND BARBUDA</b>															
ANTIGUA	VIRGIN ATLANTIC AIRWAYS LTD	S	28	0	0	64	21	14	0	0	0	13	54	29	28
TOTAL ANTIGUA			28	0	0	64	21	14	0	0	0	13	54	29	28
TOTAL ANTIGUA AND BARBUDA			28	0	0	64	21	14	0	0	0	13	54	29	28
<b>AUSTRIA</b>															
INNSBRUCK	EASYJET AIRLINE COMPANY LTD	S	22	0	0	68	27	5	0	0	0	10	56	22	18
	MONARCH AIRLINES	C	10	0	0	40	0	30	20	10	0	58	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	6	0	0	0
TOTAL INNSBRUCK			40	0	0	65	18	10	5	3	0	21	53	38	19
SALZBURG	BRITISH AIRWAYS PLC	S	38	0	0	55	24	11	11	0	0	19	83	8	36
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	0	94	4	18
TOTAL SALZBURG			48	0	0	65	19	8	8	0	0	15	87	7	54
VIENNA	EASYJET AIRLINE COMPANY LTD	S	92	0	0	65	15	12	8	0	0	17	25	54	106
TOTAL VIENNA			92	0	0	65	15	12	8	0	0	17	25	54	106
TOTAL AUSTRIA			180	0	0	65	17	11	7	1	0	18	47	38	179
<b>BARBADOS</b>															
BRIDGETOWN	BRITISH AIRWAYS PLC	S	70	0	0	90	7	1	1	0	0	6	90	11	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	52	0	0	67	10	12	10	2	0	22	69	22	52
TOTAL BRIDGETOWN			122	0	0	80	8	6	5	1	0	13	81	16	114
TOTAL BARBADOS			122	0	0	80	8	6	5	1	0	13	81	16	114
<b>BELARUS</b>															
MINSK INT'L	BELAVIA (BELARUSSIAN AIRLINES)	S	28	0	0	54	32	11	4	0	0	17	54	23	26
TOTAL MINSK INT'L			28	0	0	54	32	11	4	0	0	17	54	23	26
TOTAL BELARUS			28	0	0	54	32	11	4	0	0	17	54	23	26
<b>BERMUDA</b>															
BERMUDA	BRITISH AIRWAYS PLC	S	62	0	0	90	5	2	3	0	0	6	87	5	62
TOTAL BERMUDA			62	0	0	90	5	2	3	0	0	6	87	5	62
TOTAL BERMUDA			62	0	0	90	5	2	3	0	0	6	87	5	62

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>BULGARIA</b>															
BURGAS	BH AIR	C	12	0	0	67	17	17	0	0	0	11	44	18	9
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	0	0	50	0	0	68	43	132	7
	THOMSON AIRWAYS LTD	C	18	0	0	100	0	0	0	0	0	3	78	14	18
<b>TOTAL BURGAS</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>5</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>59</b>	<b>47</b>	<b>37</b>
SOFIA	EASYJET AIRLINE COMPANY LTD	S	52	0	0	88	8	4	0	0	0	6	67	27	52
<b>TOTAL SOFIA</b>			<b>52</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>67</b>	<b>27</b>	<b>52</b>
VARNA	BULGARIA AIR	S	18	0	0	89	0	0	0	11	0	23	61	11	18
<b>TOTAL VARNA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>23</b>	<b>67</b>	<b>12</b>	<b>36</b>
<b>TOTAL BULGARIA</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>29</b>	<b>125</b>
<b>CANADA</b>															
CALGARY	THOMAS COOK AIRLINES LTD	S	30	0	0	77	7	13	3	0	0	11	64	25	28
<b>TOTAL CALGARY</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>7</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>64</b>	<b>25</b>	<b>28</b>
HALIFAX INT	THOMAS COOK AIRLINES LTD	S	9	0	0	89	0	11	0	0	0	9	80	18	10
<b>TOTAL HALIFAX INT</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>80</b>	<b>18</b>	<b>10</b>
MONTREAL (DORVAL)	AIR TRANSAT	S	8	0	0	13	50	38	0	0	0	30	0	0	0
<b>TOTAL MONTREAL (DORVAL)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>50</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>100</b>	<b>2</b>	<b>8</b>
TORONTO	AIR TRANSAT	S	78	0	0	67	19	5	4	5	0	26	83	5	70
	SUNWING AIRLINES INC	C	36	0	0	67	11	11	0	0	11	111	0	0	0
	THOMAS COOK AIRLINES LTD	S	17	0	0	59	18	12	12	0	0	23	68	34	34
<b>TOTAL TORONTO</b>			<b>131</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>17</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>49</b>	<b>78</b>	<b>15</b>	<b>104</b>
VANCOUVER	AIR TRANSAT	S	10	0	0	90	10	0	0	0	0	6	40	43	10
	THOMAS COOK AIRLINES LTD	S	46	0	0	76	4	7	11	2	0	19	78	13	45
<b>TOTAL VANCOUVER</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>5</b>	<b>5</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>18</b>	<b>55</b>
<b>TOTAL CANADA</b>			<b>234</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>34</b>	<b>75</b>	<b>17</b>	<b>213</b>
<b>CAPE VERDE ISLANDS</b>															
BOA VISTA (RABIL)	THOMSON AIRWAYS LTD	S	8	0	0	75	0	13	13	0	0	20	100	7	10
<b>TOTAL BOA VISTA (RABIL)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>100</b>	<b>7</b>	<b>10</b>
ILHA DO SAL C.VERDE	THOMSON AIRWAYS LTD	S	8	0	0	100	0	0	0	0	0	1	88	6	8
<b>TOTAL ILHA DO SAL C.VERDE</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>88</b>	<b>6</b>	<b>8</b>
<b>TOTAL CAPE VERDE ISLANDS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>94</b>	<b>6</b>	<b>18</b>
<b>CROATIA</b>															
DUBROVNIK	BRITISH AIRWAYS PLC	S	62	0	0	92	6	2	0	0	0	5	77	11	62
	EASYJET AIRLINE COMPANY LTD	S	50	0	0	92	8	0	0	0	0	4	50	30	60
	THOMSON AIRWAYS LTD	C	10	0	0	80	20	0	0	0	0	7	100	1	8
<b>TOTAL DUBROVNIK</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>66</b>	<b>19</b>	<b>130</b>
PULA	CROATIA AIRLINES	C	10	0	0	30	50	20	0	0	0	22	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	75	0	0	25	0	0	31	100	0	8
<b>TOTAL PULA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>28</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>89</b>	<b>7</b>	<b>9</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
SPLIT	CROATIA AIRLINES	S	18	0	0	61	33	6	0	0	0	11	50	24	16
	EASYJET AIRLINE COMPANY LTD	S	88	0	0	82	16	0	2	0	0	8	49	45	102
<b>TOTAL SPLIT</b>			<b>107</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>19</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>49</b>	<b>42</b>	<b>118</b>
ZAGREB	CROATIA AIRLINES	S	36	0	0	83	14	3	0	0	0	9	61	13	36
	EASYJET AIRLINE COMPANY LTD	S	44	0	0	89	11	0	0	0	5	0	0	0	0
<b>TOTAL ZAGREB</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>61</b>	<b>13</b>	<b>36</b>	
<b>TOTAL CROATIA</b>			<b>327</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>59</b>	<b>27</b>	<b>293</b>	
<b>CUBA</b>															
CUNAGUA (CAYO COCO)	THOMAS COOK AIRLINES LTD	C	3	0	0	100	0	0	0	0	0	3	67	8	3
<b>TOTAL CUNAGUA (CAYO COCO)</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>3</b>	<b>67</b>	<b>8</b>	<b>3</b>	
HAVANA	CUBANA	S	8	0	0	50	25	25	0	0	16	50	30	8	
	VIRGIN ATLANTIC AIRWAYS LTD	S	17	0	0	65	6	6	24	0	24	35	48	17	
<b>TOTAL HAVANA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>12</b>	<b>12</b>	<b>16</b>	<b>0</b>	<b>22</b>	<b>40</b>	<b>42</b>	<b>25</b>	
HOLGUIN (FRANK PAIS)	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	2	50	35	4	
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	3	88	9	8	
<b>TOTAL HOLGUIN (FRANK PAIS)</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>3</b>	<b>75</b>	<b>18</b>	<b>12</b>	
SANTA CLARA	THOMSON AIRWAYS LTD	C	9	0	0	78	0	22	0	0	11	0	0	0	
<b>TOTAL SANTA CLARA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	
VARADERO	THOMAS COOK AIRLINES LTD	C	4	0	0	75	0	25	0	0	9	63	40	8	
<b>TOTAL VARADERO</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>9</b>	<b>76</b>	<b>21</b>	<b>17</b>	
<b>TOTAL CUBA</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>6</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>14</b>	<b>60</b>	<b>29</b>	<b>57</b>	
<b>CYPRUS</b>															
LARNACA	EASYJET AIRLINE COMPANY LTD	S	45	0	1	64	29	7	0	0	13	17	54	59	
	FLY HELLAS	C	8	0	0	50	13	13	25	0	33	0	0	0	
	MONARCH AIRLINES	S	52	0	0	54	19	12	15	0	26	54	30	61	
	THOMAS COOK AIRLINES LTD	C	36	0	0	56	11	11	11	11	0	56	33	68	27
	THOMSON AIRWAYS LTD	C	26	0	0	77	15	8	0	0	12	25	42	24	
<b>TOTAL LARNACA</b>			<b>167</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>19</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>27</b>	<b>36</b>	<b>44</b>	<b>188</b>	
PAPHOS	BRITISH AIRWAYS PLC	S	38	0	0	58	16	13	13	0	23	40	31	35	
	EASYJET AIRLINE COMPANY LTD	S	107	0	1	71	14	10	5	0	14	31	50	124	
	MONARCH AIRLINES	S	35	0	0	54	11	17	6	9	3	47	0	0	
	THOMAS COOK AIRLINES LTD	C	19	0	0	63	11	16	0	11	0	36	63	39	19
	THOMSON AIRWAYS LTD	C	45	0	0	73	11	2	13	0	21	58	39	38	
<b>TOTAL PAPHOS</b>			<b>244</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>13</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>23</b>	<b>40</b>	<b>45</b>	<b>232</b>	
<b>TOTAL CYPRUS</b>			<b>411</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>16</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>25</b>	<b>38</b>	<b>45</b>	<b>420</b>	
<b>CZECH REPUBLIC</b>															
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	98	1	0	87	7	1	3	2	10	57	30	84	
	HI FLY	C	2	0	0	0	0	100	0	0	40	0	0	0	
<b>TOTAL PRAGUE</b>			<b>100</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>10</b>	<b>57</b>	<b>30</b>	<b>84</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>100</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>10</b>	<b>57</b>	<b>30</b>	<b>84</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>DENMARK</b>															
AALBORG	NORWEGIAN AIR SHUTTLE	S	26	0	0	92	4	4	0	0	0	3	96	2	26
<b>TOTAL AALBORG</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>96</b>	<b>2</b>	<b>26</b>
BILLUND	CIMBER AIR A/S	S	126	0	0	90	6	2	1	1	0	7	94	5	114
<b>TOTAL BILLUND</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>94</b>	<b>5</b>	<b>114</b>
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	104	0	0	70	18	10	2	0	0	12	36	36	104
	NORWEGIAN AIR SHUTTLE	S	156	0	0	72	17	7	3	0	0	13	64	21	114
<b>TOTAL COPENHAGEN</b>			<b>260</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>18</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>50</b>	<b>28</b>	<b>218</b>
<b>TOTAL DENMARK</b>			<b>412</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>68</b>	<b>19</b>	<b>358</b>
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	THOMAS COOK AIRLINES LTD	C	5	0	0	80	0	0	0	20	0	38	88	22	8
	THOMSON AIRWAYS LTD	C	8	0	0	75	13	0	13	0	0	24	75	159	8
<b>TOTAL PUERTO PLATA</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>29</b>	<b>81</b>	<b>90</b>	<b>16</b>
PUNTA CANA	BRITISH AIRWAYS PLC	S	18	0	0	83	11	6	0	0	0	6	72	13	18
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	5	56	27	9
	THOMSON AIRWAYS LTD	C	9	0	0	89	11	0	0	0	0	4	89	14	9
<b>TOTAL PUNTA CANA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>72</b>	<b>17</b>	<b>36</b>
SAMANA (EL CATEY)	THOMSON AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	14	100	5	10
<b>TOTAL SAMANA (EL CATEY)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>100</b>	<b>5</b>	<b>10</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>31</b>	<b>72</b>
<b>EGYPT</b>															
HURGHADA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	67	17	11	6	0	0	15	44	28	18
	MONARCH AIRLINES	C	10	0	0	70	20	10	0	0	0	9	0	0	0
	THOMAS COOK AIRLINES LTD	C	18	0	0	67	6	11	17	0	0	22	78	17	18
	THOMSON AIRWAYS LTD	S	10	0	0	50	20	30	0	0	0	19	90	7	10
<b>TOTAL HURGHADA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>67</b>	<b>20</b>	<b>66</b>
LUXOR	EASYJET AIRLINE COMPANY LTD	S	8	0	0	63	25	13	0	0	0	14	0	0	0
	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	0	22	100	3	8
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	88	7	8
<b>TOTAL LUXOR</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>10</b>	<b>94</b>	<b>5</b>	<b>16</b>
MARSA ALAM	THOMSON AIRWAYS LTD	C	8	0	0	63	13	25	0	0	0	17	38	23	8
<b>TOTAL MARSA ALAM</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>38</b>	<b>23</b>	<b>8</b>
SHARM EL SHEIKH (OPHIRA)	EASYJET AIRLINE COMPANY LTD	S	36	0	0	47	14	28	11	0	0	27	19	48	36
	MONARCH AIRLINES	C	28	0	0	68	14	11	7	0	0	15	46	62	35
	THOMSON AIRWAYS LTD	S	62	0	0	69	18	6	5	2	0	18	69	23	62
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>16</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>54</b>	<b>38</b>	<b>213</b>
TABA	MONARCH AIRLINES	C	7	0	0	71	0	14	14	0	0	24	47	22	17
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	4	38	33	8
<b>TOTAL TABA</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>44</b>	<b>26</b>	<b>25</b>
<b>TOTAL EGYPT</b>			<b>223</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>58</b>	<b>31</b>	<b>336</b>



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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>ESTONIA</b>															
TALLIN	ESTONIAN AIR	S	36	0	0	75	14	11	0	0	0	10	72	10	18
TOTAL TALLIN			<b>36</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>10</b>	<b>18</b>
TOTAL ESTONIA			<b>36</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>10</b>	<b>18</b>
<b>FINLAND</b>															
HELSINKI	NORWEGIAN AIR SHUTTLE	S	52	0	0	25	37	33	6	0	0	29	0	0	0
TOTAL HELSINKI			<b>52</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>37</b>	<b>33</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>27</b>	<b>32</b>	<b>44</b>
TOTAL FINLAND			<b>52</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>37</b>	<b>33</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>27</b>	<b>32</b>	<b>44</b>
<b>FRANCE</b>															
AJACCIO	EASYJET AIRLINE COMPANY LTD	S	10	0	0	100	0	0	0	0	0	1	13	61	16
TOTAL AJACCIO			<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>13</b>	<b>61</b>	<b>16</b>
BASTIA	EASYJET AIRLINE COMPANY LTD	S	20	0	0	80	20	0	0	0	0	9	0	53	16
TOTAL BASTIA			<b>20</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>4</b>	<b>50</b>	<b>24</b>
BERGERAC	FLYBE LTD	S	28	0	0	79	21	0	0	0	0	7	65	21	26
TOTAL BERGERAC			<b>28</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>65</b>	<b>21</b>	<b>26</b>
BIARRITZ	EASYJET AIRLINE COMPANY LTD	S	22	0	0	100	0	0	0	0	0	1	44	55	16
TOTAL BIARRITZ			<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>44</b>	<b>55</b>	<b>16</b>
BORDEAUX	BRITISH AIRWAYS PLC	S	124	0	0	70	17	8	5	0	0	14	69	22	122
	EASYJET AIRLINE COMPANY LTD	S	64	0	0	55	20	22	3	0	0	18	10	79	60
TOTAL BORDEAUX			<b>188</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>49</b>	<b>41</b>	<b>182</b>
FIGARI	THOMSON AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	5	75	13	8
TOTAL FIGARI			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>75</b>	<b>13</b>	<b>8</b>
LA ROCHELLE	EASYJET AIRLINE COMPANY LTD	S	44	0	0	77	16	5	0	2	0	12	46	19	24
TOTAL LA ROCHELLE			<b>44</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>46</b>	<b>19</b>	<b>24</b>
LYON	EASYJET AIRLINE COMPANY LTD	S	114	0	0	75	15	8	3	0	0	12	14	59	106
TOTAL LYON			<b>114</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>14</b>	<b>59</b>	<b>106</b>
MARSEILLE	BRITISH AIRWAYS PLC	S	185	1	0	63	19	14	4	0	0	17	52	26	184
	EASYJET AIRLINE COMPANY LTD	S	84	0	0	76	13	8	2	0	0	12	16	68	76
TOTAL MARSEILLE			<b>269</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>42</b>	<b>38</b>	<b>260</b>
MONTPELLIER	EASYJET AIRLINE COMPANY LTD	S	80	0	0	74	13	6	6	1	0	16	29	43	68
TOTAL MONTPELLIER			<b>80</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>29</b>	<b>43</b>	<b>68</b>
NANTES	EASYJET AIRLINE COMPANY LTD	S	38	0	0	79	11	8	3	0	0	13	50	36	32
	FLYBE LTD	S	114	0	0	72	17	7	4	0	0	13	75	10	28
TOTAL NANTES			<b>152</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>62</b>	<b>24</b>	<b>60</b>
NICE	EASYJET AIRLINE COMPANY LTD	S	252	0	0	62	22	11	6	0	0	18	27	58	244
TOTAL NICE			<b>252</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>22</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>27</b>	<b>58</b>	<b>244</b>
TOULOUSE (BLAGNAC)	EASYJET AIRLINE COMPANY LTD	S	176	0	0	70	8	15	7	0	0	17	29	46	158
TOTAL TOULOUSE (BLAGNAC)			<b>176</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>8</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>29</b>	<b>46</b>	<b>158</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL FRANCE</b>			<b>1365</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>36</b>	<b>44</b>	<b>1210</b>
<b>GAMBIA</b>															
BANJUL	MONARCH AIRLINES	C	8	0	0	50	25	25	0	0	0	19	0	0	0
<b>TOTAL BANJUL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>50</b>	<b>19</b>	<b>18</b>
<b>TOTAL GAMBIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>50</b>	<b>19</b>	<b>18</b>
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	154	0	0	73	14	8	3	1	0	15	54	29	147
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>54</b>	<b>29</b>	<b>147</b>
COLOGNE BONN	EASYJET AIRLINE COMPANY LTD	S	104	0	0	67	16	11	6	0	0	16	44	40	106
<b>TOTAL COLOGNE BONN</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>16</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>44</b>	<b>40</b>	<b>106</b>
DUSSELDORF	EASYJET AIRLINE COMPANY LTD	S	78	0	0	68	13	14	4	1	0	19	31	39	62
<b>TOTAL DUSSELDORF</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>13</b>	<b>14</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>66</b>	<b>20</b>	<b>185</b>
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	94	0	0	62	20	14	4	0	0	16	38	44	98
<b>TOTAL HAMBURG</b>			<b>95</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>20</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>38</b>	<b>44</b>	<b>98</b>
HANOVER	AIR BERLIN	S	38	0	0	97	3	0	0	0	0	4	0	0	0
<b>TOTAL HANOVER</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>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
MUNICH	EASYJET AIRLINE COMPANY LTD	S	154	0	0	74	13	8	5	0	0	14	46	34	136
<b>TOTAL MUNICH</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>46</b>	<b>34</b>	<b>136</b>
NUREMBERG	AIR BERLIN	S	94	0	0	79	13	6	0	2	0	14	0	0	0
<b>TOTAL NUREMBERG</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GERMANY</b>			<b>717</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>52</b>	<b>31</b>	<b>672</b>
<b>GIBRALTAR</b>															
GIBRALTAR	EASYJET AIRLINE COMPANY LTD	S	62	0	0	89	8	3	0	0	0	5	30	37	60
<b>TOTAL GIBRALTAR</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>30</b>	<b>37</b>	<b>60</b>
<b>TOTAL GIBRALTAR</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>30</b>	<b>37</b>	<b>60</b>
<b>GREECE</b>															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	108	0	0	65	18	15	2	0	1	19	27	56	116
	HELLENIC IMPERIAL AIRWAYS	C	4	2	0	0	0	25	75	0	0	99	0	0	0
	TOR AIR	C	2	0	0	0	0	0	100	0	0	177	0	0	0
<b>TOTAL ATHENS</b>			<b>114</b>	<b>2</b>	<b>0</b>	<b>61</b>	<b>17</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>24</b>	<b>27</b>	<b>56</b>	<b>116</b>
CHANIA	EASYJET AIRLINE COMPANY LTD	S	26	0	0	50	35	12	4	0	0	16	25	56	24
	MONARCH AIRLINES	C	8	0	0	63	0	13	0	25	0	73	75	7	16
	THOMSON AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	7	50	20	8
	TOR AIR	C	8	0	0	88	13	0	0	0	0	6	0	0	0
<b>TOTAL CHANIA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>20</b>	<b>10</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>22</b>	<b>43</b>	<b>42</b>	<b>56</b>
<b>CORFU</b>															
	EASYJET AIRLINE COMPANY LTD	S	97	0	1	74	10	9	6	0	0	14	60	27	92
	MONARCH AIRLINES	C	20	0	0	70	15	0	15	0	0	17	79	16	52
	THOMAS COOK AIRLINES LTD	C	27	0	0	93	0	0	4	4	0	15	60	40	35
	THOMSON AIRWAYS LTD	C	54	0	0	85	6	4	6	0	0	8	85	23	60

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
CORFU	TOR AIR	C	16	0	0	81	6	0	0	13	0	37	0	0	0
<b>TOTAL CORFU</b>			<b>214</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>8</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>32</b>	<b>255</b>
HERAKLION	EASYJET AIRLINE COMPANY LTD	S	105	0	0	58	22	12	8	0	0	19	29	60	97
	FLY HELLAS	C	11	0	0	36	0	9	36	0	18	140	0	0	0
	MONARCH AIRLINES	C	16	0	0	75	6	13	6	0	0	15	75	27	52
	THOMAS COOK AIRLINES LTD	C	48	0	0	54	6	8	27	4	0	45	29	126	28
	THOMSON AIRWAYS LTD	C	33	0	0	67	12	21	0	0	0	12	74	22	43
	TOR AIR	C	4	0	0	25	25	50	0	0	0	29	0	0	0
<b>TOTAL HERAKLION</b>			<b>217</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>15</b>	<b>13</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>30</b>	<b>49</b>	<b>52</b>	<b>240</b>
KALAMATA	THOMAS COOK AIRLINES LTD	C	10	0	0	90	0	0	0	10	0	33	25	100	8
	TOR AIR	C	26	0	0	38	12	19	23	0	8	93	0	0	0
<b>TOTAL KALAMATA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>8</b>	<b>14</b>	<b>17</b>	<b>3</b>	<b>6</b>	<b>76</b>	<b>28</b>	<b>67</b>	<b>36</b>
KAVALA	THOMSON AIRWAYS LTD	C	18	0	0	100	0	0	0	0	0	0	88	3	8
<b>TOTAL KAVALA</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>0</b>	<b>88</b>	<b>3</b>	<b>8</b>
KEFALLINIA	MONARCH AIRLINES	C	20	0	0	80	10	10	0	0	0	10	73	12	26
	THOMAS COOK AIRLINES LTD	C	18	0	0	83	6	11	0	0	0	10	75	37	16
	THOMSON AIRWAYS LTD	C	34	0	0	74	9	6	12	0	0	20	74	17	34
	TOR AIR	C	20	0	0	75	25	0	0	0	0	9	0	0	0
<b>TOTAL KEFALLINIA</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>20</b>	<b>86</b>
KOS	EASYJET AIRLINE COMPANY LTD	S	34	0	0	41	15	26	18	0	0	35	17	73	36
	MONARCH AIRLINES	C	7	0	0	100	0	0	0	0	0	1	29	67	17
	THOMAS COOK AIRLINES LTD	C	17	0	0	82	0	6	6	6	0	28	45	62	29
	THOMSON AIRWAYS LTD	C	36	0	0	47	8	19	22	3	0	38	36	31	25
	TOR AIR	C	38	0	0	29	13	26	18	5	8	92	0	0	0
<b>TOTAL KOS</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>10</b>	<b>20</b>	<b>17</b>	<b>3</b>	<b>2</b>	<b>49</b>	<b>32</b>	<b>58</b>	<b>134</b>
LEMNOS	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	5	80	5	10
	TOR AIR	C	4	0	0	25	50	25	0	0	0	19	0	0	0
<b>TOTAL LEMNOS</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>60</b>	<b>20</b>	<b>15</b>
MIKONOS	EASYJET AIRLINE COMPANY LTD	S	34	0	0	47	15	24	15	0	0	26	27	46	30
	THOMSON AIRWAYS LTD	C	10	0	0	60	20	0	20	0	0	29	70	15	10
<b>TOTAL MIKONOS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>16</b>	<b>18</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>38</b>	<b>38</b>	<b>40</b>
MYTILINI	MONARCH AIRLINES	C	10	0	0	80	0	0	20	0	0	34	70	10	10
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	60	81	10
<b>TOTAL MYTILINI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>65</b>	<b>46</b>	<b>20</b>
PREVEZA	MONARCH AIRLINES	C	20	0	0	95	5	0	0	0	0	2	69	20	16
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	2	50	38	8
	THOMSON AIRWAYS LTD	C	20	0	0	95	5	0	0	0	0	5	50	44	16
	TOR AIR	C	18	1	0	67	22	0	0	0	11	62	0	0	0
<b>TOTAL PREVEZA</b>			<b>68</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>19</b>	<b>62</b>	<b>39</b>	<b>58</b>
RHODES	EASYJET AIRLINE COMPANY LTD	S	37	0	1	54	22	19	5	0	0	23	14	77	43
	FLY HELLAS	C	25	0	0	24	28	16	28	4	0	49	0	0	0
	MONARCH AIRLINES	C	16	0	0	56	6	25	13	0	0	32	54	24	28
	THOMAS COOK AIRLINES LTD	C	26	0	0	69	12	4	15	0	0	27	26	74	31
	THOMSON AIRWAYS LTD	C	44	0	0	66	14	11	9	0	0	19	55	39	40

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL RHODES</b>			<b>149</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>17</b>	<b>15</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>33</b>	<b>59</b>	161
<b>SALONIKA</b>	BRITISH AIRWAYS PLC	S	36	0	0	58	8	14	19	0	0	27	55	19	44
	EASYJET AIRLINE COMPANY LTD	S	44	0	0	95	5	0	0	0	0	4	65	20	40
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	1	40	50	10
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	75	10	8
<b>TOTAL SALONIKA</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>5</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>58</b>	<b>22</b>	103
<b>SAMOS</b>	THOMSON AIRWAYS LTD	C	8	0	0	63	13	25	0	0	0	14	50	74	10
	TOR AIR	C	4	0	0	75	0	25	0	0	0	13	0	0	0
<b>TOTAL SAMOS</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>8</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>35</b>	<b>92</b>	20
<b>SKIATHOS</b>	MONARCH AIRLINES	C	5	0	0	80	20	0	0	0	0	4	73	7	15
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	0	25	0	0	24	67	55	9
	THOMSON AIRWAYS LTD	C	18	0	0	72	17	11	0	0	0	13	56	21	18
	TOR AIR	C	5	0	0	80	20	0	0	0	0	8	0	0	0
<b>TOTAL SKIATHOS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>25</b>	48
<b>THIRA (SANTORINI)</b>	EASYJET AIRLINE COMPANY LTD	S	30	0	0	30	23	30	17	0	0	34	16	66	32
	THOMAS COOK AIRLINES LTD	C	8	0	0	13	13	38	38	0	0	64	38	151	8
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	100	5	8
	TOR AIR	C	8	0	0	88	0	13	0	0	0	10	0	0	0
<b>TOTAL THIRA (SANTORINI)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>15</b>	<b>24</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>41</b>	<b>61</b>	56
<b>VOLOS</b>	MONARCH AIRLINES	C	5	0	0	100	0	0	0	0	0	7	60	47	5
	TOR AIR	C	5	0	0	100	0	0	0	0	0	8	0	0	0
<b>TOTAL VOLOS</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>8</b>	<b>60</b>	<b>47</b>	5
<b>ZAKINTHOS</b>	EASYJET AIRLINE COMPANY LTD	S	42	0	0	69	10	10	12	0	0	21	33	47	36
	MONARCH AIRLINES	C	12	0	0	58	25	0	17	0	0	23	38	54	34
	THOMAS COOK AIRLINES LTD	C	41	0	0	68	12	20	0	0	0	11	34	74	35
	THOMSON AIRWAYS LTD	C	54	0	0	72	11	13	4	0	0	13	54	23	50
<b>TOTAL ZAKINTHOS</b>			<b>149</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>12</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>40</b>	<b>49</b>	164
<b>TOTAL GREECE</b>			<b>1525</b>	<b>3</b>	<b>2</b>	<b>66</b>	<b>12</b>	<b>11</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>48</b>	<b>45</b>	1621
<b>GREENLAND</b>															
<b>NARSSARSSUAQ</b>	AIR BERLIN	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL NARSSARSSUAQ</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>	0
<b>TOTAL GREENLAND</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	0
<b>GRENADA</b>															
<b>GRENADA</b>	BRITISH AIRWAYS PLC	S	17	0	0	82	0	6	12	0	0	19	94	5	16
	MONARCH AIRLINES	C	4	0	0	50	50	0	0	0	0	11	40	23	5
	VIRGIN ATLANTIC AIRWAYS LTD	S	9	0	0	56	33	0	11	0	0	19	40	39	10
<b>TOTAL GRENADA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>3</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>68</b>	<b>19</b>	31
<b>TOTAL GRENADA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>3</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>68</b>	<b>19</b>	31
<b>HUNGARY</b>															
<b>BUDAPEST</b>	EASYJET AIRLINE COMPANY LTD	S	58	0	0	84	5	5	5	0	0	10	39	45	56
	MALEV (HUNGARIAN AIRLINES)	S	124	0	0	53	25	15	5	2	0	23	35	35	114

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL BUDAPEST</b>			<b>182</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>36</b>	<b>38</b>	<b>170</b>
<b>TOTAL HUNGARY</b>			<b>182</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>36</b>	<b>38</b>	<b>170</b>
<b>ICELAND</b>															
KEFLAVIK	ASTRAEUS LTD	S	111	0	2	27	23	27	20	2	1	52	34	54	79
<b>TOTAL KEFLAVIK</b>			<b>111</b>	<b>0</b>	<b>2</b>	<b>27</b>	<b>23</b>	<b>27</b>	<b>20</b>	<b>2</b>	<b>1</b>	<b>52</b>	<b>34</b>	<b>54</b>	<b>79</b>
<b>TOTAL ICELAND</b>			<b>111</b>	<b>0</b>	<b>2</b>	<b>27</b>	<b>23</b>	<b>27</b>	<b>20</b>	<b>2</b>	<b>1</b>	<b>52</b>	<b>34</b>	<b>54</b>	<b>79</b>
<b>IRAQ</b>															
BAGHDAD (GECA)	AL-NASER AIRLINES	S	21	2	0	52	10	19	19	0	0	31	0	0	0
<b>TOTAL BAGHDAD (GECA)</b>			<b>21</b>	<b>2</b>	<b>0</b>	<b>52</b>	<b>10</b>	<b>19</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL IRAQ</b>			<b>21</b>	<b>2</b>	<b>0</b>	<b>52</b>	<b>10</b>	<b>19</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>IRISH REPUBLIC</b>															
CORK	AER LINGUS	S	62	0	0	63	15	13	8	2	0	21	86	7	110
	RYANAIR	S	62	0	0	90	6	0	3	0	0	7	90	4	62
<b>TOTAL CORK</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>88</b>	<b>6</b>	<b>172</b>
DUBLIN	AER LINGUS	S	310	1	0	63	16	12	9	0	0	20	72	16	308
	RYANAIR	S	276	0	0	83	9	5	3	0	0	9	77	10	248
<b>TOTAL DUBLIN</b>			<b>586</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>74</b>	<b>13</b>	<b>556</b>
IRELAND WEST(KNOCK)	AER LINGUS	S	62	0	0	81	13	2	5	0	0	11	60	20	62
<b>TOTAL IRELAND WEST(KNOCK)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>60</b>	<b>20</b>	<b>62</b>
SHANNON	AER LINGUS	S	60	0	1	87	3	8	2	0	0	8	0	0	0
	RYANAIR	S	54	0	0	78	7	11	2	2	0	17	60	18	62
<b>TOTAL SHANNON</b>			<b>114</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>5</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>60</b>	<b>18</b>	<b>62</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>886</b>	<b>1</b>	<b>1</b>	<b>75</b>	<b>12</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>13</b>	<b>852</b>
<b>ISLE OF CURACAO NETH.ANTILLES</b>															
ARUBA	THOMSON AIRWAYS LTD	C	8	0	0	38	13	25	25	0	0	54	33	49	9
<b>TOTAL ARUBA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>33</b>	<b>49</b>	<b>9</b>
<b>TOTAL ISLE OF CURACAO NETH.ANTILLES</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>33</b>	<b>49</b>	<b>9</b>
<b>ITALY</b>															
ALGHERO/SASSARI	THOMSON AIRWAYS LTD	C	10	0	0	60	10	20	10	0	0	18	50	32	10
<b>TOTAL ALGHERO/SASSARI</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>50</b>	<b>32</b>	<b>10</b>
BARI (PALESE)	BRITISH AIRWAYS PLC	S	26	0	0	81	19	0	0	0	0	7	86	8	28
<b>TOTAL BARI (PALESE)</b>			<b>26</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>86</b>	<b>8</b>	<b>28</b>
BOLOGNA	BRITISH AIRWAYS PLC	S	176	0	0	63	17	13	7	0	0	19	75	14	177
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	97	3	0	0	0	0	3	0	0	0
<b>TOTAL BOLOGNA</b>			<b>238</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>14</b>	<b>177</b>
CAGLIARI (ELMAS)	BRITISH AIRWAYS PLC	S	26	0	0	88	8	4	0	0	0	6	42	31	26
<b>TOTAL CAGLIARI (ELMAS)</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>42</b>	<b>31</b>	<b>26</b>
CATANIA (FONTANAROSSA)	BRITISH AIRWAYS PLC	S	62	0	0	74	15	8	0	2	2	35	56	18	62

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
CATANIA (FONTANAROSSA)	EASYJET AIRLINE COMPANY LTD	S	26	0	0	81	12	4	4	0	0	13	0	0	0
	THOMSON AIRWAYS LTD	C	10	0	0	50	10	0	40	0	0	62	75	12	8
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>98</b>	<b>1</b>	<b>1</b>	<b>73</b>	<b>13</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>32</b>	<b>59</b>	<b>17</b>	<b>70</b>
FLORENCE	MERIDIANA AIR	S	124	0	0	68	15	5	10	2	0	24	39	44	120
<b>TOTAL FLORENCE</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>5</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>39</b>	<b>44</b>	<b>120</b>
GENOA	BRITISH AIRWAYS PLC	S	62	0	0	73	15	5	8	0	0	16	77	12	62
<b>TOTAL GENOA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>12</b>	<b>62</b>
LAMETIA-TERME	MONARCH AIRLINES	C	10	0	0	90	10	0	0	0	0	4	0	0	0
<b>TOTAL LAMETIA-TERME</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>0</b>	<b>0</b>	<b>0</b>
MILAN (LINATE)	EASYJET AIRLINE COMPANY LTD	S	74	0	0	72	20	8	0	0	0	11	21	56	62
<b>TOTAL MILAN (LINATE)</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>20</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>21</b>	<b>56</b>	<b>62</b>
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	215	0	0	69	15	9	5	2	0	22	30	56	216
<b>TOTAL MILAN (MALPENSA)</b>			<b>215</b>	<b>4</b>	<b>4</b>	<b>69</b>	<b>15</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>30</b>	<b>56</b>	<b>216</b>
NAPLES	BRITISH AIRWAYS PLC	S	186	0	0	62	19	14	4	1	0	17	58	19	186
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	85	13	2	0	0	0	6	44	33	62
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	20	10	10	0	0	17	30	65	10
	THOMSON AIRWAYS LTD	C	28	0	0	82	14	4	0	0	0	6	82	11	28
<b>TOTAL NAPLES</b>			<b>287</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>56</b>	<b>23</b>	<b>287</b>
OLBIA	EASYJET AIRLINE COMPANY LTD	S	58	1	0	60	26	12	2	0	0	14	10	65	62
<b>TOTAL OLBIA</b>			<b>58</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>26</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>10</b>	<b>65</b>	<b>62</b>
PALERMO	EASYJET AIRLINE COMPANY LTD	S	46	0	0	85	9	7	0	0	0	8	50	35	36
<b>TOTAL PALERMO</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>50</b>	<b>35</b>	<b>36</b>
PISA	BRITISH AIRWAYS PLC	S	123	0	1	63	15	14	7	0	0	17	73	25	62
	EASYJET AIRLINE COMPANY LTD	S	86	0	0	57	21	19	3	0	0	18	24	53	72
	THOMSON AIRWAYS LTD	C	10	0	0	80	0	0	0	0	20	77	80	22	10
<b>TOTAL PISA</b>			<b>219</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>17</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>49</b>	<b>39</b>	<b>144</b>
ROME (CIAMPINO)	RYANAIR	S	62	0	0	66	19	13	2	0	0	13	0	0	0
<b>TOTAL ROME (CIAMPINO)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>19</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	124	0	0	66	17	6	9	2	0	21	48	29	114
	EASYJET AIRLINE COMPANY LTD	S	204	0	0	68	13	16	3	0	0	15	18	53	139
<b>TOTAL ROME (FIUMICINO)</b>			<b>329</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>31</b>	<b>42</b>	<b>256</b>
TURIN	BRITISH AIRWAYS PLC	S	48	0	0	79	13	8	0	0	0	10	57	25	58
<b>TOTAL TURIN</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>57</b>	<b>25</b>	<b>58</b>
VENICE	BRITISH AIRWAYS PLC	S	182	0	0	59	21	14	7	0	0	19	61	23	190
	EASYJET AIRLINE COMPANY LTD	S	124	0	0	72	16	10	2	0	0	12	42	38	120
	THOMSON AIRWAYS LTD	C	10	0	0	40	30	30	0	0	0	20	30	44	10
<b>TOTAL VENICE</b>			<b>316</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>52</b>	<b>29</b>	<b>321</b>
VERONA VILLAFRANCA	BRITISH AIRWAYS PLC	S	124	0	0	78	13	7	2	0	0	10	73	16	124
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	76	8	6	6	3	0	23	0	0	0
	THOMSON AIRWAYS LTD	C	28	0	0	89	4	0	7	0	0	15	54	38	28
<b>TOTAL VERONA VILLAFRANCA</b>			<b>215</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>69</b>	<b>21</b>	<b>154</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL ITALY</b>			<b>2463</b>	<b>6</b>	<b>6</b>	<b>69</b>	<b>16</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>49</b>	<b>33</b>	<b>2107</b>
<b>JAMAICA</b>															
<b>KINGSTON</b>	BRITISH AIRWAYS PLC	S	18	0	0	50	39	6	6	0	0	18	78	9	27
	VIRGIN ATLANTIC AIRWAYS LTD	S	17	0	0	6	18	59	18	0	0	44	11	36	18
<b>TOTAL KINGSTON</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>29</b>	<b>31</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>50</b>	<b>23</b>	<b>46</b>
<b>MONTEGO BAY</b>	BRITISH AIRWAYS PLC	S	17	0	0	71	6	18	6	0	0	18	68	11	19
	THOMAS COOK AIRLINES LTD	C	4	0	0	25	25	0	50	0	0	73	63	48	8
	THOMSON AIRWAYS LTD	C	10	0	0	90	0	0	10	0	0	11	100	4	8
	VIRGIN ATLANTIC AIRWAYS LTD	S	18	0	0	44	33	17	6	0	0	21	76	37	17
<b>TOTAL MONTEGO BAY</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>16</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>75</b>	<b>24</b>	<b>52</b>
<b>TOTAL JAMAICA</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>21</b>	<b>20</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>63</b>	<b>23</b>	<b>98</b>
<b>JORDAN</b>															
<b>AMMAN</b>	EASYJET AIRLINE COMPANY LTD	S	26	0	0	46	27	27	0	0	0	19	0	0	0
<b>TOTAL AMMAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>27</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL JORDAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>27</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>KENYA</b>															
<b>MOMBASA</b>	MONARCH AIRLINES	C	8	0	0	63	13	0	25	0	0	42	88	3	8
	THOMSON AIRWAYS LTD	C	8	0	0	63	38	0	0	0	0	15	63	15	8
<b>TOTAL MOMBASA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>75</b>	<b>9</b>	<b>16</b>
<b>TOTAL KENYA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>75</b>	<b>9</b>	<b>16</b>
<b>KOSOVO</b>															
<b>PRISTINA</b>	BRITISH AIRWAYS PLC	S	44	0	0	45	34	11	9	0	0	24	43	24	44
<b>TOTAL PRISTINA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>34</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>43</b>	<b>24</b>	<b>44</b>
<b>TOTAL KOSOVO</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>34</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>43</b>	<b>24</b>	<b>44</b>
<b>LATVIA</b>															
<b>RIGA</b>	AIR BALTIC	S	98	0	0	77	16	4	3	0	0	12	79	13	98
<b>TOTAL RIGA</b>			<b>98</b>	<b>0</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>79</b>	<b>13</b>	<b>98</b>
<b>TOTAL LATVIA</b>			<b>98</b>	<b>0</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>79</b>	<b>13</b>	<b>98</b>
<b>LITHUANIA</b>															
<b>KAUNAS</b>	RYANAIR	S	44	0	0	95	5	0	0	0	0	2	71	13	62
<b>TOTAL KAUNAS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>13</b>	<b>62</b>
<b>TOTAL LITHUANIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>17</b>	<b>98</b>
<b>MALAYSIA</b>															
<b>KUALA LUMPUR (SEPANG)</b>	MALAYSIA AIRLINES SYSTEM-M	C	2	0	0	0	0	50	50	0	0	57	0	0	0
<b>TOTAL KUALA LUMPUR (SEPANG)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MALAYSIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>MALDIV ISLANDS</b>															
MALE INTERNATIONAL	BRITISH AIRWAYS PLC	S	27	0	0	89	7	4	0	0	0	5	96	3	26
	THOMSON AIRWAYS LTD	C	9	0	0	78	0	22	0	0	0	17	100	0	8
<b>TOTAL MALE INTERNATIONAL</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>98</b>	<b>3</b>	<b>42</b>
<b>TOTAL MALDIV ISLANDS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>98</b>	<b>3</b>	<b>42</b>
<b>MALTA</b>															
MALTA	AIR MALTA	S	116	0	0	84	9	2	5	0	0	10	82	10	124
	EASYJET AIRLINE COMPANY LTD	S	88	0	0	80	16	5	0	0	0	7	53	25	89
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	0	25	25	0	0	43	100	1	8
	THOMSON AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	14	75	10	8
<b>TOTAL MALTA</b>			<b>220</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>16</b>	<b>229</b>
<b>TOTAL MALTA</b>			<b>220</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>16</b>	<b>229</b>
<b>MEXICO</b>															
CANCUN	BRITISH AIRWAYS PLC	S	27	0	0	81	15	0	4	0	0	12	0	0	0
	THOMAS COOK AIRLINES LTD	C	16	0	0	81	6	6	6	0	0	11	69	21	13
	THOMSON AIRWAYS LTD	C	46	0	0	89	2	4	2	2	0	10	71	16	35
<b>TOTAL CANCUN</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>17</b>	<b>48</b>
<b>TOTAL MEXICO</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>58</b>	<b>29</b>	<b>84</b>
<b>MOROCCO</b>															
AGADIR	EASYJET AIRLINE COMPANY LTD	S	18	0	0	78	17	6	0	0	0	9	56	27	16
	THOMSON AIRWAYS LTD	S	17	0	0	94	6	0	0	0	0	3	83	21	18
<b>TOTAL AGADIR</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>69</b>	<b>26</b>	<b>42</b>
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	15	0	0	60	13	7	20	0	0	35	42	23	36
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>13</b>	<b>7</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>42</b>	<b>23</b>	<b>36</b>
MARRAKESH	BRITISH AIRWAYS PLC	S	26	0	0	73	15	8	4	0	0	11	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	94	6	0	0	0	0	4	45	37	62
	ROYAL AIR MAROC	S	31	0	0	65	10	19	6	0	0	20	51	38	41
	THOMSON AIRWAYS LTD	S	17	0	0	88	12	0	0	0	0	4	0	0	0
<b>TOTAL MARRAKESH</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>48</b>	<b>37</b>	<b>103</b>
<b>TOTAL MOROCCO</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>51</b>	<b>32</b>	<b>181</b>
<b>NETHERLANDS</b>															
AMSTERDAM	BRITISH AIRWAYS PLC	S	224	1	0	75	16	4	5	0	0	12	83	8	228
	EASYJET AIRLINE COMPANY LTD	S	238	0	0	71	18	5	7	0	0	15	38	36	213
<b>TOTAL AMSTERDAM</b>			<b>462</b>	<b>2</b>	<b>1</b>	<b>73</b>	<b>17</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>62</b>	<b>22</b>	<b>442</b>
<b>TOTAL NETHERLANDS</b>			<b>462</b>	<b>2</b>	<b>1</b>	<b>73</b>	<b>17</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>20</b>	<b>546</b>
<b>NORWAY</b>															
ALESUND	NORWEGIAN AIR SHUTTLE	S	18	0	0	94	6	0	0	0	0	6	0	0	0
<b>TOTAL ALESUND</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>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
BERGEN	NORWEGIAN AIR SHUTTLE	S	98	0	0	67	20	5	7	0	0	15	71	12	114
	SAS BRAATHENS	S	36	0	0	78	17	6	0	0	0	8	78	9	36



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: GATWICK (Full Analysis)

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL BERGEN			134	0	0	70	19	5	5	0	0	13	73	11	150
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	156	0	0	81	13	4	3	0	0	9	71	15	158
TOTAL OSLO (GARDERMOEN)			156	0	0	81	13	4	3	0	0	9	71	15	158
RYGGE	RYANAIR	S	62	0	0	89	5	5	2	0	0	7	0	0	0
TOTAL RYGGE			62	0	0	89	5	5	2	0	0	7	0	0	0
STAVANGER	NORWEGIAN AIR SHUTTLE	S	44	0	0	89	9	2	0	0	0	3	80	6	44
TOTAL STAVANGER			44	0	0	89	9	2	0	0	0	3	80	6	44
TRONDHEIM (VAERNES)	NORWEGIAN AIR SHUTTLE	S	26	0	0	73	12	8	4	4	0	20	69	12	26
TOTAL TRONDHEIM (VAERNES)			26	0	0	73	12	8	4	4	0	20	69	12	26
TOTAL NORWAY			440	0	0	80	13	4	3	0	0	10	71	13	396
POLAND															
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	62	0	0	89	3	5	3	0	0	8	55	30	62
TOTAL KRAKOW			62	0	0	89	3	5	3	0	0	8	55	30	62
TOTAL POLAND			62	0	0	89	3	5	3	0	0	8	55	30	62
PORTUGAL(EXCLUDING MADEIRA)															
AZORES PONTA DELGADA	SATA	S	10	0	0	100	0	0	0	0	0	3	20	39	10
TOTAL AZORES PONTA DELGADA			10	0	0	100	0	0	0	0	0	3	20	39	10
FARO	BRITISH AIRWAYS PLC	S	125	0	0	75	10	11	4	0	0	13	54	22	124
	EASYJET AIRLINE COMPANY LTD	S	304	0	0	76	13	8	3	0	0	12	44	40	317
	MONARCH AIRLINES	S	104	0	0	60	14	12	9	4	2	35	45	29	88
	THOMAS COOK AIRLINES LTD	C	16	0	0	69	6	25	0	0	0	15	59	37	29
	THOMSON AIRWAYS LTD	C	26	0	0	73	12	15	0	0	0	10	61	24	28
TOTAL FARO			575	0	0	73	12	10	4	1	0	17	48	33	587
LISBON	AIR PORTUGAL	S	44	0	0	70	11	5	7	7	0	30	61	20	44
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	66	16	13	3	2	0	18	15	72	62
TOTAL LISBON			106	0	0	68	14	9	5	4	0	23	34	50	106
OPORTO (PORTUGAL)	AIR PORTUGAL	S	124	0	0	80	10	8	2	0	0	10	57	23	123
	EASYJET AIRLINE COMPANY LTD	S	90	0	0	69	18	9	4	0	0	14	55	23	62
TOTAL OPORTO (PORTUGAL)			215	0	0	75	13	8	3	0	0	13	56	23	186
TOTAL PORTUGAL(EXCLUDING MADEIRA)			906	0	0	73	13	9	4	1	0	16	47	33	889
PORTUGAL(MADEIRA)															
FUNCHAL	AIR PORTUGAL	S	62	0	0	65	18	13	5	0	0	15	37	28	62
	EASYJET AIRLINE COMPANY LTD	S	44	0	0	68	23	5	5	0	0	14	29	39	28
	THOMSON AIRWAYS LTD	C	18	0	0	94	6	0	0	0	0	2	89	5	18
TOTAL FUNCHAL			124	0	0	70	18	8	4	0	0	13	44	27	109
PORTO SANTO	THOMSON AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	10	0	0	0
TOTAL PORTO SANTO			8	0	0	75	13	13	0	0	0	10	67	63	6
TOTAL PORTUGAL(MADEIRA)			132	0	0	70	17	8	4	0	0	12	45	29	115

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>PUERTO RICO</b>															
SAN JUAN (PUERTO RICO)	BRITISH AIRWAYS PLC	S	18	0	0	78	17	6	0	0	0	11	0	0	0
TOTAL SAN JUAN (PUERTO RICO)			18	0	0	78	17	6	0	0	0	11	0	0	0
TOTAL PUERTO RICO			18	0	0	78	17	6	0	0	0	11	0	0	0
<b>REPUBLIC OF MOLDOVA</b>															
CHISINAU (KISHINEV)	AIR MOLDOVA INTERNATIONAL	S	18	0	0	28	22	28	22	0	0	49	44	25	18
TOTAL CHISINAU (KISHINEV)			18	0	0	28	22	28	22	0	0	49	44	25	18
TOTAL REPUBLIC OF MOLDOVA			18	0	0	28	22	28	22	0	0	49	44	25	18
<b>REPUBLIC OF MONTENEGRO</b>															
PODGORICA	MONTENEGRO AIRLINES	S	30	0	0	80	7	13	0	0	0	9	65	16	34
TOTAL PODGORICA			30	0	0	80	7	13	0	0	0	9	65	16	34
TOTAL REPUBLIC OF MONTENEGRO			30	0	0	80	7	13	0	0	0	9	64	16	36
<b>RUSSIA</b>															
ST PETERSBURG	ROSSIYA AIRLINES	S	46	0	0	80	9	0	7	4	0	19	0	0	0
TOTAL ST PETERSBURG			46	0	0	80	9	0	7	4	0	19	0	0	0
TOTAL RUSSIA			46	0	0	80	9	0	7	4	0	19	0	0	0
<b>SAINT KITTS AND NEVIS</b>															
ST KITTS	BRITISH AIRWAYS PLC	S	18	0	0	100	0	0	0	0	0	1	71	18	17
TOTAL ST KITTS			18	0	0	100	0	0	0	0	0	1	71	18	17
TOTAL SAINT KITTS AND NEVIS			18	0	0	100	0	0	0	0	0	1	71	18	17
<b>SLOVENIA</b>															
LJUBLJANA	ADRIA AIRWAYS	S	46	0	0	80	7	4	9	0	0	16	74	12	46
TOTAL LJUBLJANA			46	0	0	80	7	4	9	0	0	16	74	12	46
TOTAL SLOVENIA			46	0	0	80	7	4	9	0	0	16	74	12	46
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	261	0	0	77	13	8	2	1	0	13	36	48	261
	MONARCH AIRLINES	S	108	0	0	60	18	8	6	2	6	44	51	57	78
	RYANAIR	S	104	0	0	78	13	5	2	3	0	15	62	25	104
	THOMSON AIRWAYS LTD	C	26	0	0	77	19	4	0	0	0	10	59	25	34
TOTAL ALICANTE			499	0	0	73	14	7	3	2	1	20	46	43	478
ALMERIA	EASYJET AIRLINE COMPANY LTD	S	58	0	0	90	5	2	3	0	0	7	42	32	52
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	25	0	0	0	11	80	80	10
TOTAL ALMERIA			66	0	0	88	5	5	3	0	0	8	48	40	62
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	310	0	0	80	13	4	3	0	0	10	36	50	244
TOTAL BARCELONA			310	0	0	80	13	4	3	0	0	10	36	50	244
GERONA	THOMSON AIRWAYS LTD	C	18	0	0	78	17	0	6	0	0	12	94	5	18
TOTAL GERONA			18	0	0	78	17	0	6	0	0	12	70	17	80

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
IBIZA	BRITISH AIRWAYS PLC	S	62	0	0	66	16	8	10	0	0	18	39	29	70
	EASYJET AIRLINE COMPANY LTD	S	136	0	0	71	13	13	4	0	0	15	29	51	133
	MONARCH AIRLINES	S	46	0	0	57	11	15	13	4	0	35	38	55	37
	THOMAS COOK AIRLINES LTD	C	27	0	0	74	0	4	22	0	0	32	64	15	33
	THOMSON AIRWAYS LTD	C	51	0	0	92	4	0	0	4	0	12	82	22	51
<b>TOTAL IBIZA</b>			<b>323</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>11</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>44</b>	<b>39</b>	<b>325</b>
MADRID	AIR EUROPA	S	124	0	0	37	30	24	9	0	0	28	49	27	124
	EASYJET AIRLINE COMPANY LTD	S	264	0	0	66	13	15	6	1	0	20	20	73	208
	RYANAIR	S	124	0	0	70	17	7	5	1	0	16	15	62	62
	SWIFTAIR	C	3	0	0	100	0	0	0	0	0	13	0	0	0
<b>TOTAL MADRID</b>			<b>515</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>18</b>	<b>15</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>28</b>	<b>57</b>	<b>395</b>
MAHON	EASYJET AIRLINE COMPANY LTD	S	84	0	0	80	12	7	1	0	0	8	25	46	76
	MONARCH AIRLINES	S	36	0	0	67	25	8	0	0	0	12	65	23	46
	THOMAS COOK AIRLINES LTD	C	31	0	0	90	3	3	3	0	0	8	70	23	30
	THOMSON AIRWAYS LTD	C	64	0	0	84	9	2	5	0	0	9	72	18	76
<b>TOTAL MAHON</b>			<b>216</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>55</b>	<b>29</b>	<b>228</b>
MALAGA	AER LINGUS	S	186	0	0	76	13	8	4	0	0	12	62	19	186
	BRITISH AIRWAYS PLC	S	232	0	1	52	24	15	9	1	0	24	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	334	0	1	78	11	8	3	0	0	11	35	54	378
	MONARCH AIRLINES	S	104	0	0	56	18	15	9	2	0	23	39	59	87
	THOMSON AIRWAYS LTD	C	36	0	0	81	14	0	6	0	0	12	81	12	36
<b>TOTAL MALAGA</b>			<b>892</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>16</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>45</b>	<b>43</b>	<b>687</b>
MURCIA SAN JAVIER	EASYJET AIRLINE COMPANY LTD	S	82	0	0	79	16	2	2	0	0	8	29	40	66
<b>TOTAL MURCIA SAN JAVIER</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>16</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>29</b>	<b>40</b>	<b>66</b>
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	250	0	1	65	18	10	7	0	0	17	26	58	250
	MONARCH AIRLINES	S	72	0	0	35	21	24	19	1	0	37	43	40	14
	THOMAS COOK AIRLINES LTD	C	38	1	0	68	13	8	8	0	3	36	40	44	40
	THOMSON AIRWAYS LTD	C	170	0	0	70	15	9	5	1	0	14	64	27	145
<b>TOTAL PALMA DE MALLORCA</b>			<b>531</b>	<b>1</b>	<b>1</b>	<b>63</b>	<b>17</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>40</b>	<b>46</b>	<b>452</b>
REUS	THOMAS COOK AIRLINES LTD	C	20	0	0	90	0	0	10	0	0	13	61	26	18
	THOMSON AIRWAYS LTD	C	28	0	0	96	0	4	0	0	0	4	79	16	28
<b>TOTAL REUS</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>72</b>	<b>20</b>	<b>46</b>
SEVILLE	EASYJET AIRLINE COMPANY LTD	S	34	0	0	94	0	3	3	0	0	5	0	0	0
	RYANAIR	S	26	0	0	92	4	0	4	0	0	7	0	0	0
<b>TOTAL SEVILLE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
VALENCIA	EASYJET AIRLINE COMPANY LTD	S	124	0	0	80	10	5	6	0	0	13	24	60	120
	SWIFTAIR	C	2	0	0	50	0	50	0	0	0	20	0	0	0
<b>TOTAL VALENCIA</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>24</b>	<b>60</b>	<b>121</b>
<b>TOTAL SPAIN</b>			<b>3687</b>	<b>1</b>	<b>3</b>	<b>71</b>	<b>14</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>42</b>	<b>44</b>	<b>3184</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	EASYJET AIRLINE COMPANY LTD	S	30	0	0	70	3	17	10	0	0	18	19	59	32
	MONARCH AIRLINES	S	48	0	0	56	19	19	6	0	0	20	48	40	52
	THOMAS COOK AIRLINES LTD	C	22	0	0	77	5	9	0	9	0	32	33	74	18
	THOMSON AIRWAYS LTD	C	26	0	0	85	15	0	0	0	0	7	55	26	31

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL ARRECIFE</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>12</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>39</b>	<b>45</b>	143
<b>FUERTEVENTURA</b>	MONARCH AIRLINES	C	3	0	0	100	0	0	0	0	0	3	0	0	0
	THOMAS COOK AIRLINES LTD	C	28	0	0	89	4	7	0	0	0	7	55	28	33
	THOMSON AIRWAYS LTD	C	18	0	0	83	11	6	0	0	0	8	65	14	17
<b>TOTAL FUERTEVENTURA</b>			<b>49</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>57</b>	<b>24</b>	61
<b>LAS PALMAS</b>	EASYJET AIRLINE COMPANY LTD	S	30	0	0	53	30	10	7	0	0	21	6	84	31
	THOMAS COOK AIRLINES LTD	C	16	1	0	81	6	0	13	0	0	14	47	108	17
	THOMSON AIRWAYS LTD	C	36	0	0	61	11	3	19	6	0	35	42	34	36
<b>TOTAL LAS PALMAS</b>			<b>82</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>17</b>	<b>5</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>32</b>	<b>67</b>	93
<b>SANTA CRUZ DE LA PALMA</b>	THOMSON AIRWAYS LTD	C	8	0	0	63	0	13	13	13	0	51	88	10	8
<b>TOTAL SANTA CRUZ DE LA PALMA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>51</b>	<b>88</b>	<b>10</b>	8
<b>TENERIFE (SURREINA SOFIA)</b>	EASYJET AIRLINE COMPANY LTD	S	72	0	0	61	22	8	7	1	0	21	21	50	62
	MONARCH AIRLINES	S	81	0	0	52	22	16	10	0	0	25	58	34	79
	THOMAS COOK AIRLINES LTD	C	33	0	0	64	6	18	12	0	0	27	53	36	32
	THOMSON AIRWAYS LTD	C	73	0	0	74	12	7	7	0	0	14	80	9	44
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>259</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>17</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>51</b>	<b>34</b>	218
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>524</b>	<b>1</b>	<b>1</b>	<b>66</b>	<b>15</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>46</b>	<b>41</b>	523
<b>ST LUCIA</b>															
<b>ST LUCIA (HEWANORRA)</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	25	0	0	56	8	16	20	0	0	28	62	12	26
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>8</b>	<b>16</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>62</b>	<b>12</b>	26
<b>TOTAL ST LUCIA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>8</b>	<b>16</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>62</b>	<b>12</b>	26
<b>SWEDEN</b>															
<b>GOTEBORG</b>	EASYJET AIRLINE COMPANY LTD	S	62	0	0	61	21	15	3	0	0	17	0	0	0
<b>TOTAL GOTEBORG</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>21</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>22</b>	4
<b>STOCKHOLM (ARLANDA)</b>	NORWEGIAN AIR SHUTTLE	S	156	0	0	70	19	9	3	0	0	13	21	30	52
	TOR AIR	C	15	0	0	67	7	13	7	7	0	31	0	0	0
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>171</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>18</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>30</b>	<b>32</b>	79
<b>STOCKHOLM (SKAVSTA)</b>	RYANAIR	S	62	0	0	77	3	11	8	0	0	13	47	23	62
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>3</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>47</b>	<b>23</b>	62
<b>TOTAL SWEDEN</b>			<b>295</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>39</b>	<b>27</b>	149
<b>SWITZERLAND</b>															
<b>BASLE MULHOUSE</b>	EASYJET AIRLINE COMPANY LTD	S	52	0	0	54	21	15	10	0	0	23	14	54	50
	EASYJET SWITZERLAND	S	56	0	0	79	11	4	7	0	0	14	68	17	60
<b>TOTAL BASLE MULHOUSE</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>16</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>43</b>	<b>34</b>	111
<b>GENEVA</b>	EASYJET AIRLINE COMPANY LTD	S	80	0	0	66	19	8	8	0	0	17	27	50	22
	EASYJET SWITZERLAND	S	204	0	0	65	13	14	6	2	0	22	31	53	230
<b>TOTAL GENEVA</b>			<b>284</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>14</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>31</b>	<b>53</b>	252
<b>ZURICH</b>	EASYJET AIRLINE COMPANY LTD	S	104	0	0	63	15	14	7	0	0	19	41	39	106
<b>TOTAL ZURICH</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>15</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>41</b>	<b>39</b>	106

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL SWITZERLAND			496	0	0	65	15	12	7	1	0	20	36	45	469
TRINIDAD AND TOBAGO															
PORT OF SPAIN	BRITISH AIRWAYS PLC	S	62	0	0	79	11	5	2	3	0	15	89	6	44
TOTAL PORT OF SPAIN			62	0	0	79	11	5	2	3	0	15	89	6	44
TOBAGO	BRITISH AIRWAYS PLC	S	19	0	0	79	5	11	0	5	0	16	89	4	18
	MONARCH AIRLINES	C	4	0	0	50	25	25	0	0	0	19	25	35	4
TOTAL TOBAGO			23	0	0	74	9	13	0	4	0	17	77	10	22
TOTAL TRINIDAD AND TOBAGO			85	0	0	78	11	7	1	4	0	15	85	7	66
TUNISIA															
ENFIDHA	THOMAS COOK AIRLINES LTD	C	17	0	0	82	6	6	6	0	0	9	0	0	0
	THOMSON AIRWAYS LTD	C	17	0	0	65	6	18	6	6	0	33	0	0	0
	TUNISAIR	C	7	0	0	0	14	14	71	0	0	66	0	27	2
TOTAL ENFIDHA			42	0	0	60	7	14	17	2	0	29	0	27	2
JERBA	THOMAS COOK AIRLINES LTD	C	10	0	0	70	10	0	20	0	0	25	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL JERBA			18	0	0	83	6	0	11	0	0	15	29	76	7
TUNIS	BRITISH AIRWAYS PLC	S	46	0	0	35	28	22	15	0	0	32	39	48	44
TOTAL TUNIS			46	0	0	35	28	22	15	0	0	32	33	46	52
TOTAL TUNISIA			106	0	0	53	16	15	15	1	0	28	41	47	123
TURKEY															
ANTALYA	EASYJET AIRLINE COMPANY LTD	S	49	0	0	73	14	8	4	0	0	13	30	54	27
	MONARCH AIRLINES	C	19	0	0	63	16	11	11	0	0	25	82	7	11
	THOMAS COOK AIRLINES LTD	C	77	0	0	66	9	10	9	5	0	30	36	60	75
	THOMSON AIRWAYS LTD	C	41	0	0	73	7	12	7	0	0	14	58	17	36
TOTAL ANTALYA			187	0	0	69	11	10	8	2	0	22	46	42	194
BODRUM (MILAS)	EASYJET AIRLINE COMPANY LTD	S	35	0	0	71	17	0	11	0	0	15	23	54	31
	MONARCH AIRLINES	S	20	0	0	80	5	10	5	0	0	13	0	0	0
	ONUR AIR	C	20	0	0	95	5	0	0	0	0	2	62	14	39
	PEGASUS AIRLINES	S	8	0	0	75	25	0	0	0	0	6	0	0	0
	THOMAS COOK AIRLINES LTD	C	41	0	0	73	17	0	10	0	0	14	45	48	44
	THOMSON AIRWAYS LTD	C	43	0	0	74	7	7	9	2	0	18	52	24	54
TOTAL BODRUM (MILAS)			167	0	0	77	12	3	8	1	0	13	48	32	243
DALAMAN	EASYJET AIRLINE COMPANY LTD	S	46	0	0	76	9	9	4	2	0	19	26	55	47
	MONARCH AIRLINES	C	80	0	0	75	15	4	4	3	0	17	70	24	90
	ONUR AIR	C	18	0	0	94	0	0	0	6	0	13	52	29	29
	PEGASUS AIRLINES	C	2	0	0	50	50	0	0	0	0	12	75	11	8
	PEGASUS AIRLINES	S	8	0	0	50	50	0	0	0	0	11	50	41	14
	THOMAS COOK AIRLINES LTD	C	130	0	0	78	4	8	10	1	0	18	60	38	136
	THOMSON AIRWAYS LTD	C	87	0	0	83	6	8	3	0	0	9	71	31	97
TOTAL DALAMAN			371	0	0	78	8	6	6	1	0	15	59	33	484
ISTANBUL (SABIHA GOKCEN)	EASYJET AIRLINE COMPANY LTD	S	38	0	0	82	5	11	3	0	0	10	58	25	36
TOTAL ISTANBUL (SABIHA GOKCEN)			38	0	0	82	5	11	3	0	0	10	58	25	36

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			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
IZMIR (ADNAM MENDERES)	EASYJET AIRLINE COMPANY LTD	S	18	0	0	78	22	0	0	0	10	0	0	0	
	THOMAS COOK AIRLINES LTD	C	20	0	0	75	5	5	5	10	35	18	82	17	
	THOMSON AIRWAYS LTD	C	9	0	0	78	0	11	11	0	16	78	29	18	
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>22</b>	<b>61</b>	<b>35</b>	<b>71</b>	
<b>TOTAL TURKEY</b>			<b>810</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>17</b>	<b>54</b>	<b>34</b>	<b>1028</b>	
<b>UKRAINE</b>															
KIEV (BORISPOL)	AEROSVIT AIRLINES	S	46	0	0	57	11	13	20	0	29	0	0	0	
	UKRAINE INTERNATIONAL AIRLIN	S	62	0	0	45	34	19	2	0	19	65	13	78	
<b>TOTAL KIEV (BORISPOL)</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>24</b>	<b>17</b>	<b>9</b>	<b>0</b>	<b>23</b>	<b>65</b>	<b>13</b>	<b>78</b>	
<b>TOTAL UKRAINE</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>24</b>	<b>17</b>	<b>9</b>	<b>0</b>	<b>23</b>	<b>65</b>	<b>13</b>	<b>78</b>	
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	186	0	0	84	13	3	0	0	6	84	6	186	
<b>TOTAL DUBAI</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>6</b>	<b>186</b>	
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>6</b>	<b>186</b>	
<b>UNITED KINGDOM</b>															
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	62	0	0	73	10	13	5	0	13	0	0	0	
	FLYBE LTD	S	166	0	0	74	19	5	2	0	11	76	15	168	
<b>TOTAL ABERDEEN</b>			<b>228</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>15</b>	<b>170</b>	
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	270	0	0	87	9	3	1	0	7	87	6	230	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>270</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>6</b>	<b>230</b>	
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	228	0	0	81	9	4	5	0	11	49	25	196	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>229</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>11</b>	<b>50</b>	<b>25</b>	<b>198</b>	
EDINBURGH	BRITISH AIRWAYS PLC	S	247	0	0	76	15	7	2	0	11	66	17	248	
	EASYJET AIRLINE COMPANY LTD	S	206	0	0	74	13	8	5	0	13	48	38	192	
<b>TOTAL EDINBURGH</b>			<b>453</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>58</b>	<b>27</b>	<b>440</b>	
GLASGOW	BRITISH AIRWAYS PLC	S	238	0	0	74	15	8	2	0	12	71	13	235	
	EASYJET AIRLINE COMPANY LTD	S	162	0	0	56	18	15	9	1	24	44	30	158	
<b>TOTAL GLASGOW</b>			<b>401</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>16</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>17</b>	<b>60</b>	<b>20</b>	<b>394</b>	
GUERNSEY	AURIGNY AIR SERVICES	S	342	0	0	83	9	6	2	0	9	91	6	300	
	FLYBE LTD	S	300	0	0	85	7	4	4	0	10	92	5	330	
<b>TOTAL GUERNSEY</b>			<b>642</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>91</b>	<b>5</b>	<b>630</b>	
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	72	0	0	82	8	8	1	0	9	47	33	62	
	FLYBE LTD	S	176	0	0	81	13	6	1	0	8	91	4	176	
<b>TOTAL INVERNESS</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>12</b>	<b>238</b>	
ISLE OF MAN	FLYBE LTD	S	228	0	0	92	3	4	1	0	6	96	3	227	
<b>TOTAL ISLE OF MAN</b>			<b>228</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>96</b>	<b>3</b>	<b>227</b>	
JERSEY	BRITISH AIRWAYS PLC	S	308	0	0	72	17	6	5	1	14	85	8	344	
	FLYBE LTD	S	336	0	0	86	9	3	1	0	7	86	8	388	
<b>TOTAL JERSEY</b>			<b>644</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>8</b>	<b>732</b>	
MANCHESTER	BRITISH AIRWAYS PLC	S	240	0	0	77	13	6	3	0	10	83	11	288	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
MANCHESTER	BRITISH AIRWAYS PLC	C	2	0	0	100	0	0	0	0	0	8	0	0	0
<b>TOTAL MANCHESTER</b>			<b>242</b>	<b>2</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>11</b>	<b>288</b>
NEWCASTLE	FLYBE LTD	S	182	0	0	87	7	1	5	0	0	9	86	7	208
<b>TOTAL NEWCASTLE</b>			<b>182</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>7</b>	<b>208</b>
NEWQUAY	FLYBE LTD	S	184	0	0	88	11	1	1	0	0	6	87	8	168
<b>TOTAL NEWQUAY</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>6</b>	<b>261</b>
<b>TOTAL UNITED KINGDOM</b>			<b>3951</b>	<b>6</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>12</b>	<b>4318</b>
<b>USA</b>															
ATLANTA	DELTA AIRLINES	S	62	0	0	65	13	13	10	0	0	20	66	22	62
<b>TOTAL ATLANTA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>13</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>66</b>	<b>22</b>	<b>62</b>
CHARLOTTE	US AIRWAYS	S	60	0	2	57	8	5	23	7	0	53	74	11	62
<b>TOTAL CHARLOTTE</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>57</b>	<b>8</b>	<b>5</b>	<b>23</b>	<b>7</b>	<b>0</b>	<b>53</b>	<b>74</b>	<b>11</b>	<b>62</b>
LAS VEGAS	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	53	13	24	8	2	0	26	53	27	62
<b>TOTAL LAS VEGAS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>13</b>	<b>24</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>53</b>	<b>27</b>	<b>62</b>
MINNEAPOLIS-ST PAUL	SUN COUNTRY AIRLINES INC	S	10	0	0	80	10	10	0	0	0	10	0	0	0
<b>TOTAL MINNEAPOLIS-ST PAUL</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>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
ORLANDO	BRITISH AIRWAYS PLC	S	62	0	0	85	8	3	3	0	0	9	80	8	81
	VIRGIN ATLANTIC AIRWAYS LTD	S	130	0	0	67	12	11	10	1	0	21	55	29	122
<b>TOTAL ORLANDO</b>			<b>192</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>8</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>65</b>	<b>21</b>	<b>203</b>
SANFORD	MONARCH AIRLINES	C	14	0	0	64	14	21	0	0	0	15	53	31	19
	THOMAS COOK AIRLINES LTD	C	9	0	0	67	22	11	0	0	0	12	38	41	13
	THOMSON AIRWAYS LTD	C	28	0	0	68	14	7	4	7	0	31	70	41	27
<b>TOTAL SANFORD</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>16</b>	<b>12</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>58</b>	<b>38</b>	<b>59</b>
TAMPA	BRITISH AIRWAYS PLC	S	62	0	0	77	10	10	2	2	0	14	82	6	44
<b>TOTAL TAMPA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>6</b>	<b>44</b>
<b>TOTAL USA</b>			<b>499</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>11</b>	<b>11</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>65</b>	<b>21</b>	<b>492</b>
<b>ZIMBABWE</b>															
HARARE	AIR ZIMBABWE	S	18	0	12	11	6	17	56	11	0	84	43	24	21
<b>TOTAL HARARE</b>			<b>18</b>	<b>0</b>	<b>12</b>	<b>11</b>	<b>6</b>	<b>17</b>	<b>56</b>	<b>11</b>	<b>0</b>	<b>84</b>	<b>43</b>	<b>24</b>	<b>21</b>
<b>TOTAL ZIMBABWE</b>			<b>18</b>	<b>0</b>	<b>12</b>	<b>11</b>	<b>6</b>	<b>17</b>	<b>56</b>	<b>11</b>	<b>0</b>	<b>84</b>	<b>43</b>	<b>24</b>	<b>21</b>
<b>TOTAL GATWICK</b>			<b>23729</b>	<b>25</b>	<b>32</b>	<b>72</b>	<b>13</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>57</b>	<b>29</b>	<b>23270</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
SALZBURG	BMI BRITISH MIDLAND	C	10	0	0	60	40	0	0	0	0	10	90	4	10
<b>TOTAL SALZBURG</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>90</b>	<b>4</b>	<b>10</b>
<b>TOTAL AUSTRIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>91</b>	<b>5</b>	<b>11</b>
<b>BULGARIA</b>															
BURGAS	BH AIR	C	28	0	0	71	7	18	4	0	0	15	62	18	26
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	10	10	0	0	0	8	0	52	10
	THOMSON AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	5	88	3	8
<b>TOTAL BURGAS</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>7</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>52</b>	<b>23</b>	<b>44</b>
<b>TOTAL BULGARIA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>7</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>52</b>	<b>23</b>	<b>44</b>
<b>CANADA</b>															
CALGARY	THOMAS COOK AIRLINES LTD	S	8	0	0	88	13	0	0	0	0	3	67	27	9
<b>TOTAL CALGARY</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>67</b>	<b>27</b>	<b>9</b>
TORONTO	AIR TRANSAT	S	46	0	0	85	13	0	0	2	0	10	83	7	18
<b>TOTAL TORONTO</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>21</b>	<b>63</b>
VANCOUVER	THOMAS COOK AIRLINES LTD	S	8	0	0	75	0	13	13	0	0	19	67	10	9
<b>TOTAL VANCOUVER</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>67</b>	<b>10</b>	<b>9</b>
<b>TOTAL CANADA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>21</b>	<b>81</b>
<b>CAPE VERDE ISLANDS</b>															
BOA VISTA (RABIL)	THOMSON AIRWAYS LTD	S	10	0	0	60	10	10	20	0	0	38	0	0	0
<b>TOTAL BOA VISTA (RABIL)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CAPE VERDE ISLANDS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CROATIA</b>															
DUBROVNIK	DUBROVNIK AIRLINE	C	2	0	0	50	0	0	50	0	0	65	0	0	0
<b>TOTAL DUBROVNIK</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>65</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CROATIA</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>65</b>	<b>100</b>	<b>4</b>	<b>1</b>
<b>CYPRUS</b>															
LARNACA	FLY HELLAS	C	10	0	0	20	10	50	0	0	20	174	0	0	0
	THOMAS COOK AIRLINES LTD	C	20	0	0	45	5	10	30	10	0	70	18	102	17
	THOMSON AIRWAYS LTD	C	10	0	0	70	30	0	0	0	0	11	75	17	8
<b>TOTAL LARNACA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>13</b>	<b>18</b>	<b>15</b>	<b>5</b>	<b>5</b>	<b>81</b>	<b>29</b>	<b>73</b>	<b>35</b>
PAPHOS	JET2.COM LTD	S	18	0	0	50	28	17	6	0	0	19	0	0	0
	THOMAS COOK AIRLINES LTD	C	17	0	0	65	12	12	12	0	0	25	27	88	15
<b>TOTAL PAPHOS</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>20</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>34</b>	<b>81</b>	<b>29</b>
<b>TOTAL CYPRUS</b>			<b>75</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>16</b>	<b>16</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>54</b>	<b>31</b>	<b>77</b>	<b>64</b>
<b>DENMARK</b>															
COPENHAGEN	BMI REGIONAL	S	62	0	0	95	3	2	0	0	0	2	92	7	62



CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL COPENHAGEN			62	0	0	95	3	2	0	0	0	2	92	7	62
TOTAL DENMARK			62	0	0	95	3	2	0	0	0	2	92	7	62
DOMINICAN REPUBLIC															
PUERTO PLATA	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	6	75	6	4
	THOMSON AIRWAYS LTD	C	6	0	0	83	17	0	0	0	0	5	63	53	8
TOTAL PUERTO PLATA			8	0	0	88	13	0	0	0	0	5	67	37	12
PUNTA CANA	THOMSON AIRWAYS LTD	C	4	0	0	50	25	0	25	0	0	24	0	0	0
TOTAL PUNTA CANA			4	0	0	50	25	0	25	0	0	24	0	0	0
TOTAL DOMINICAN REPUBLIC			12	0	0	75	17	0	8	0	0	11	67	37	12
EGYPT															
SHARM EL SHEIKH (OPHIRA)	THOMAS COOK AIRLINES LTD	C	8	0	0	38	0	0	25	38	0	122	72	29	18
	THOMSON AIRWAYS LTD	S	18	0	0	72	17	0	11	0	0	23	78	15	18
TOTAL SHARM EL SHEIKH (OPHIRA)			26	0	0	62	12	0	15	12	0	54	75	22	36
TOTAL EGYPT			26	0	0	62	12	0	15	12	0	54	75	22	36
FRANCE															
NICE	JET2.COM LTD	S	18	0	0	33	22	22	22	0	0	31	0	0	0
TOTAL NICE			18	0	0	33	22	22	22	0	0	31	0	0	0
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	54	0	0	69	24	7	0	0	0	12	52	35	54
	FLYBE LTD	S	62	0	0	73	18	5	5	0	0	13	79	12	62
TOTAL PARIS (CHARLES DE GAULLE)			116	0	0	71	21	6	3	0	0	12	66	22	116
TARBES-LOURDES INTERNATIONAL	AIR MEDITERRANEE	C	4	0	0	0	0	0	100	0	0	104	0	0	0
TOTAL TARBES-LOURDES INTERNATIONAL			5	0	0	20	0	0	80	0	0	86	0	0	0
TOTAL FRANCE			139	0	0	64	20	8	8	0	0	17	65	24	134
GERMANY															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	62	0	0	66	23	11	0	0	0	13	44	34	62
TOTAL BERLIN (SCHONEFELD)			62	0	0	66	23	11	0	0	0	13	44	34	62
FRANKFURT MAIN	FLYBE LTD	S	46	0	0	85	7	9	0	0	0	9	0	0	0
TOTAL FRANKFURT MAIN			46	0	0	85	7	9	0	0	0	9	0	0	0
MUNSTER-OSNABRUCK	EASTERN AIRWAYS	C	2	0	0	50	50	0	0	0	0	8	0	0	0
TOTAL MUNSTER-OSNABRUCK			2	0	0	50	50	0	0	0	0	8	0	0	0
TOTAL GERMANY			110	0	0	74	16	10	0	0	0	11	44	34	62
GREECE															
CORFU	THOMAS COOK AIRLINES LTD	C	21	0	0	57	14	19	0	10	0	43	64	44	11
	THOMSON AIRWAYS LTD	C	10	0	0	80	10	0	10	0	0	14	90	3	10
TOTAL CORFU			31	0	0	65	13	13	3	6	0	33	62	55	29
HERAKLION	FLY HELLAS	C	8	0	0	25	25	50	0	0	0	30	0	0	0
	THOMAS COOK AIRLINES LTD	C	16	0	0	44	6	0	13	38	0	109	44	105	18
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	75	7	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			Actual (7)	Plan (8)											
<b>TOTAL HERAKLION</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>9</b>	<b>13</b>	<b>6</b>	<b>19</b>	<b>0</b>	<b>62</b>	<b>66</b>	<b>39</b>	62
KOS	THOMAS COOK AIRLINES LTD	C	9	0	0	67	11	11	11	0	0	20	44	82	16
<b>TOTAL KOS</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>44</b>	<b>82</b>	16
RHODES	THOMAS COOK AIRLINES LTD	C	16	0	0	63	38	0	0	0	0	10	45	39	20
	THOMSON AIRWAYS LTD	C	8	0	0	75	0	0	25	0	0	32	75	37	8
<b>TOTAL RHODES</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>25</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>51</b>	<b>37</b>	37
ZAKINTHOS	THOMAS COOK AIRLINES LTD	C	21	0	0	62	14	10	14	0	0	20	40	169	20
	THOMSON AIRWAYS LTD	C	8	0	0	25	25	0	50	0	0	56	75	17	8
<b>TOTAL ZAKINTHOS</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>17</b>	<b>7</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>51</b>	<b>112</b>	37
<b>TOTAL GREECE</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>15</b>	<b>9</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>36</b>	<b>57</b>	<b>60</b>	181
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	38	0	0	74	11	5	5	5	0	22	82	8	28
<b>TOTAL KEFLAVIK</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>22</b>	<b>80</b>	<b>8</b>	30
<b>TOTAL ICELAND</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>22</b>	<b>80</b>	<b>8</b>	30
<b>IRISH REPUBLIC</b>															
CORK	AER ARANN	S	44	0	0	82	9	5	0	5	0	14	76	22	54
<b>TOTAL CORK</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>22</b>	54
DONEGAL	AER ARANN	S	32	0	0	72	22	0	6	0	0	14	67	19	36
<b>TOTAL DONEGAL</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>22</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>19</b>	36
DUBLIN	AER ARANN	S	230	0	0	96	0	3	1	0	0	3	90	5	228
	CITY JET	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL DUBLIN</b>			<b>232</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>90</b>	<b>5</b>	228
SHANNON	AER ARANN	S	26	0	0	92	8	0	0	0	0	3	71	14	38
<b>TOTAL SHANNON</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>71</b>	<b>14</b>	38
<b>TOTAL IRISH REPUBLIC</b>			<b>334</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>10</b>	356
<b>ITALY</b>															
NAPLES	BA CITYFLYER LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	THOMSON AIRWAYS LTD	C	10	0	0	70	10	20	0	0	0	12	80	35	10
<b>TOTAL NAPLES</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>35</b>	10
VENICE	BA CITYFLYER LTD	C	8	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL VENICE</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>0</b>	<b>0</b>	0
VERONA VILAFRANCA	THOMSON AIRWAYS LTD	C	18	0	0	89	0	0	11	0	0	22	83	11	18
<b>TOTAL VERONA VILAFRANCA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>79</b>	<b>16</b>	19
<b>TOTAL ITALY</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>3</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>79</b>	<b>23</b>	29
<b>MALTA</b>															
MALTA	THOMAS COOK AIRLINES LTD	C	8	0	0	50	13	13	25	0	0	32	50	27	8
<b>TOTAL MALTA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>50</b>	<b>27</b>	8
<b>TOTAL MALTA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>50</b>	<b>27</b>	8

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>MEXICO</b>															
CANCUN	THOMAS COOK AIRLINES LTD	C	15	0	0	67	13	20	0	0	0	15	73	19	11
	THOMSON AIRWAYS LTD	C	16	0	0	56	19	6	6	13	0	54	60	18	10
<b>TOTAL CANCUN</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>16</b>	<b>13</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>35</b>	<b>67</b>	<b>18</b>	<b>21</b>
<b>TOTAL MEXICO</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>16</b>	<b>13</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>35</b>	<b>67</b>	<b>18</b>	<b>21</b>
<b>NETHERLANDS</b>															
AMSTERDAM	KLM	S	124	0	3	86	9	2	3	0	0	9	87	9	134
	KLM CITYHOPPER	S	183	0	0	90	8	1	2	0	0	6	88	4	98
<b>TOTAL AMSTERDAM</b>			<b>307</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>8</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>7</b>	<b>232</b>
<b>TOTAL NETHERLANDS</b>			<b>307</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>8</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>7</b>	<b>232</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	EASYJET AIRLINE COMPANY LTD	S	26	0	0	92	8	0	0	0	0	5	46	25	28
	JET2.COM LTD	S	36	0	0	94	0	0	0	0	6	36	0	0	0
	THOMAS COOK AIRLINES LTD	C	12	0	0	83	0	17	0	0	0	13	35	69	17
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	90	7	10
<b>TOTAL FARO</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>19</b>	<b>49</b>	<b>41</b>	<b>72</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>19</b>	<b>49</b>	<b>41</b>	<b>74</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	25	64	8
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>64</b>	<b>8</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>1</b>	<b>25</b>	<b>64</b>	<b>8</b>
<b>SPAIN</b>															
ALICANTE	BA CITYFLYER LTD	C	8	0	0	75	25	0	0	0	0	10	11	60	9
	BRITISH AIRWAYS PLC	C	2	0	0	100	0	0	0	0	0	7	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	84	15	2	0	0	0	6	53	27	62
	JET2.COM LTD	S	36	0	0	39	22	22	17	0	0	30	0	0	0
	THOMAS COOK AIRLINES LTD	C	20	0	0	40	20	5	25	0	10	91	28	50	18
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	75	18	8
<b>TOTAL ALICANTE</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>17</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>43</b>	<b>39</b>	<b>104</b>
IBIZA	BA CITYFLYER LTD	C	10	0	0	90	10	0	0	0	0	3	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	18	0	0	61	22	17	0	0	0	14	29	38	17
	THOMAS COOK AIRLINES LTD	C	25	0	0	64	20	4	12	0	0	24	44	39	32
	THOMSON AIRWAYS LTD	C	18	0	0	61	6	0	33	0	0	41	44	38	18
<b>TOTAL IBIZA</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>15</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>40</b>	<b>38</b>	<b>67</b>
MAHON	BA CITYFLYER LTD	C	9	1	0	100	0	0	0	0	0	2	0	0	0
	THOMAS COOK AIRLINES LTD	C	19	0	0	68	26	5	0	0	0	11	61	19	23
<b>TOTAL MAHON</b>			<b>28</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>48</b>	<b>45</b>	<b>40</b>
MALAGA	BA CITYFLYER LTD	C	20	0	0	70	10	10	10	0	0	20	43	48	7
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	73	8	16	3	0	0	12	50	23	62
	THOMSON AIRWAYS LTD	C	10	0	0	80	10	10	0	0	0	7	70	22	10
<b>TOTAL MALAGA</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>9</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>52</b>	<b>24</b>	<b>88</b>

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
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			Actual (7)	Plan (8)											
PALMA DE MALLORCA	BA CITYFLYER LTD	C	37	0	0	78	11	8	0	3	0	15	21	80	28
	EASYJET AIRLINE COMPANY LTD	S	18	0	0	67	28	6	0	0	0	11	44	26	18
	JET2.COM LTD	S	54	0	0	48	33	11	4	4	0	27	0	0	0
	THOMAS COOK AIRLINES LTD	C	63	0	0	49	22	8	11	6	3	52	42	45	74
	THOMSON AIRWAYS LTD	C	55	0	0	56	22	11	11	0	0	22	61	31	46
<b>TOTAL PALMA DE MALLORCA</b>			<b>228</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>23</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>30</b>	<b>42</b>	<b>46</b>	<b>180</b>
REUS	BMI BRITISH MIDLAND	C	10	0	0	100	0	0	0	0	0	5	60	11	10
	THOMAS COOK AIRLINES LTD	C	18	0	0	78	6	6	11	0	0	14	57	37	21
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	2	75	15	8
<b>TOTAL REUS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>62</b>	<b>26</b>	<b>39</b>
<b>TOTAL SPAIN</b>			<b>591</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>17</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>45</b>	<b>39</b>	<b>526</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	THOMAS COOK AIRLINES LTD	C	33	1	0	58	12	9	18	3	0	37	48	33	33
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	5	50	43	10
<b>TOTAL ARRECIFE</b>			<b>41</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>10</b>	<b>7</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>50</b>	<b>42</b>	<b>50</b>
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	C	14	0	0	36	21	7	29	7	0	51	75	21	16
<b>TOTAL FUERTEVENTURA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>21</b>	<b>7</b>	<b>29</b>	<b>7</b>	<b>0</b>	<b>51</b>	<b>75</b>	<b>21</b>	<b>16</b>
LAS PALMAS	THOMAS COOK AIRLINES LTD	C	12	0	0	67	0	25	8	0	0	16	47	45	19
	THOMSON AIRWAYS LTD	C	8	0	0	88	0	0	13	0	0	22	100	4	8
<b>TOTAL LAS PALMAS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>51</b>	<b>33</b>	<b>35</b>
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	18	0	0	39	28	11	22	0	0	40	0	0	0
	THOMAS COOK AIRLINES LTD	C	50	0	0	60	14	8	12	6	0	34	37	50	54
	THOMSON AIRWAYS LTD	C	10	0	0	80	0	10	10	0	0	16	100	3	10
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>15</b>	<b>9</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>33</b>	<b>47</b>	<b>46</b>	<b>88</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>153</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>12</b>	<b>9</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>51</b>	<b>40</b>	<b>189</b>
<b>SWEDEN</b>															
MALMO	MALMO AVIATION	C	2	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL MALMO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWEDEN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TUNISIA</b>															
ENFIDHA	THOMAS COOK AIRLINES LTD	C	10	0	0	90	0	10	0	0	0	4	0	0	0
<b>TOTAL ENFIDHA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TUNISIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>42</b>	<b>36</b>	<b>31</b>
<b>TURKEY</b>															
ANTALYA	THOMAS COOK AIRLINES LTD	C	54	0	0	67	13	6	9	4	2	47	53	36	53
	THOMSON AIRWAYS LTD	C	8	0	0	63	25	0	13	0	0	14	25	25	8
<b>TOTAL ANTALYA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>15</b>	<b>5</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>43</b>	<b>53</b>	<b>31</b>	<b>75</b>
BODRUM (MILAS)	ONUR AIR	C	24	0	0	88	13	0	0	0	0	5	63	16	40
	THOMAS COOK AIRLINES LTD	C	15	0	0	40	27	13	20	0	0	40	27	64	22
	THOMSON AIRWAYS LTD	C	8	0	0	63	13	0	25	0	0	33	100	3	8

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL BODRUM (MILAS)			47	0	0	68	17	4	11	0	0	21	55	29	73
DALAMAN	JET2.COM LTD	S	18	0	0	56	17	17	11	0	0	21	0	0	0
	ONUR AIR	C	44	0	0	39	34	18	5	5	0	35	19	52	43
	THOMAS COOK AIRLINES LTD	C	73	0	0	56	16	8	16	3	0	34	47	51	86
	THOMSON AIRWAYS LTD	C	17	0	0	76	0	18	6	0	0	15	67	29	18
TOTAL DALAMAN			152	0	0	53	20	13	11	3	0	30	38	52	178
IZMIR (ADNAM MENDERES)	THOMAS COOK AIRLINES LTD	C	5	0	0	80	20	0	0	0	0	6	0	0	0
TOTAL IZMIR (ADNAM MENDERES)			5	0	0	80	20	0	0	0	0	6	0	0	0
TOTAL TURKEY			266	0	0	59	18	9	11	2	0	31	45	42	328
UNITED ARAB EMIRATES															
DUBAI	EMIRATES	S	62	0	0	77	18	2	3	0	0	10	69	12	62
TOTAL DUBAI			62	0	0	77	18	2	3	0	0	10	69	12	62
TOTAL UNITED ARAB EMIRATES			62	0	0	77	18	2	3	0	0	10	69	12	62
UNITED KINGDOM															
BARRA	LOGANAIR	S	108	0	0	81	10	6	3	1	0	12	82	12	92
TOTAL BARRA			108	0	0	81	10	6	3	1	0	12	82	12	92
BELFAST CITY (GEORGE BEST)	EASTERN AIRWAYS	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	FLYBE LTD	S	207	0	9	93	2	4	1	0	0	5	91	5	199
TOTAL BELFAST CITY (GEORGE BEST)			209	0	9	93	2	4	1	0	0	5	91	5	199
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	202	0	0	92	5	1	2	0	0	5	81	12	202
TOTAL BELFAST INTERNATIONAL			202	0	0	92	5	1	2	0	0	5	81	12	202
BENBECULA	LOGANAIR	S	114	0	0	90	7	3	0	0	0	4	92	6	107
TOTAL BENBECULA			114	0	0	90	7	3	0	0	0	4	92	6	107
BIRMINGHAM	FLYBE LTD	S	314	0	0	86	8	3	3	0	0	9	85	8	323
TOTAL BIRMINGHAM			316	0	0	86	8	3	3	0	0	9	85	8	323
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	156	0	0	84	8	5	3	0	0	9	59	24	140
TOTAL BRISTOL			157	0	0	84	8	5	3	0	0	9	59	24	140
CAMPBELTOWN	LOGANAIR	S	79	1	0	89	4	0	8	0	0	9	97	2	78
TOTAL CAMPBELTOWN			79	1	0	89	4	0	8	0	0	9	97	2	78
CARDIFF WALES	FLYBE LTD	S	33	0	1	85	15	0	0	0	0	6	86	7	28
TOTAL CARDIFF WALES			33	0	1	85	15	0	0	0	0	6	86	7	28
EAST MIDLANDS INTERNATIONAL	BMIBABY LTD	S	103	0	1	84	4	4	8	0	0	11	78	10	104
TOTAL EAST MIDLANDS INTERNATIONAL			103	1	1	84	4	4	8	0	0	11	78	10	104
EXETER	FLYBE LTD	S	62	0	0	79	5	11	5	0	0	14	69	15	62
TOTAL EXETER			62	0	0	79	5	11	5	0	0	14	69	15	62
GATWICK	BRITISH AIRWAYS PLC	S	238	0	0	77	13	7	2	0	0	11	76	14	235
	EASYJET AIRLINE COMPANY LTD	S	162	0	0	60	18	12	8	1	1	22	47	28	158
	THOMAS COOK AIRLINES LTD	S	8	0	0	75	25	0	0	0	0	6	56	26	9
TOTAL GATWICK			409	0	0	70	15	9	4	1	0	16	65	19	403

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
HEATHROW	BRITISH AIRWAYS PLC	S	454	1	2	78	11	7	4	0	0	12	69	15	502
<b>TOTAL HEATHROW</b>			<b>454</b>	<b>1</b>	<b>2</b>	<b>78</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>12</b>	<b>869</b>
ISLAY	LOGANAIR	S	130	0	0	95	2	3	0	0	0	3	92	7	118
<b>TOTAL ISLAY</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>92</b>	<b>7</b>	<b>118</b>
ISLE OF MAN	LOGANAIR	S	62	0	0	85	10	5	0	0	0	6	87	15	54
<b>TOTAL ISLE OF MAN</b>			<b>62</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>87</b>	<b>15</b>	<b>54</b>
JERSEY	EASYJET AIRLINE COMPANY LTD	S	26	0	0	88	0	4	8	0	0	14	0	0	0
	FLYBE LTD	S	26	0	0	54	15	15	15	0	0	29	68	22	38
<b>TOTAL JERSEY</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>8</b>	<b>10</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>68</b>	<b>22</b>	<b>38</b>
KIRKWALL	LOGANAIR	S	62	0	0	89	5	3	2	2	0	9	100	2	62
<b>TOTAL KIRKWALL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>100</b>	<b>2</b>	<b>62</b>
LEEDS BRADFORD	BMI REGIONAL	S	82	0	0	94	4	1	1	0	0	3	97	2	87
<b>TOTAL LEEDS BRADFORD</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>3</b>	<b>97</b>	<b>2</b>	<b>87</b>
LONDON CITY	BA CITYFLYER LTD	S	215	0	0	87	7	4	2	0	0	6	78	14	171
<b>TOTAL LONDON CITY</b>			<b>215</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>6</b>	<b>78</b>	<b>14</b>	<b>171</b>
LUTON	EASYJET AIRLINE COMPANY LTD	S	174	0	0	83	9	5	3	0	0	8	63	23	174
<b>TOTAL LUTON</b>			<b>174</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>63</b>	<b>23</b>	<b>174</b>
MANCHESTER	FLYBE LTD	S	116	0	4	88	6	3	3	0	0	7	91	6	161
<b>TOTAL MANCHESTER</b>			<b>116</b>	<b>2</b>	<b>4</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>6</b>	<b>163</b>
PLYMOUTH	AIR SOUTHWEST	S	60	0	1	75	10	8	5	2	0	17	87	10	62
<b>TOTAL PLYMOUTH</b>			<b>60</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>10</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>87</b>	<b>10</b>	<b>62</b>
SOUTHAMPTON	FLYBE LTD	S	244	0	0	82	8	6	4	0	0	10	84	12	263
<b>TOTAL SOUTHAMPTON</b>			<b>244</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>12</b>	<b>263</b>
STANSTED	EASYJET AIRLINE COMPANY LTD	S	208	0	0	86	8	2	4	0	0	7	79	12	216
<b>TOTAL STANSTED</b>			<b>208</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>12</b>	<b>216</b>
STORNOWAY	LOGANAIR	S	215	4	0	93	4	2	0	0	0	4	89	5	212
<b>TOTAL STORNOWAY</b>			<b>215</b>	<b>4</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>5</b>	<b>212</b>
SUMBURGH	LOGANAIR	S	79	0	0	82	11	4	3	0	0	9	87	5	61
<b>TOTAL SUMBURGH</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>5</b>	<b>61</b>
TIREE	LOGANAIR	S	65	0	0	88	9	3	0	0	0	6	84	17	50
<b>TOTAL TIREE</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>17</b>	<b>50</b>
<b>TOTAL UNITED KINGDOM</b>			<b>4010</b>	<b>9</b>	<b>18</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>12</b>	<b>4338</b>
<b>USA</b>															
LAS VEGAS	THOMAS COOK AIRLINES LTD	C	3	0	0	0	33	0	67	0	0	78	67	9	3
<b>TOTAL LAS VEGAS</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>67</b>	<b>9</b>	<b>3</b>
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	62	0	0	55	21	8	11	3	2	37	66	24	62
<b>TOTAL NEW YORK (NEWARK)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>21</b>	<b>8</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>37</b>	<b>66</b>	<b>24</b>	<b>62</b>
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	19	0	0	95	5	0	0	0	0	4	93	2	15

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			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL ORLANDO			19	0	0	95	5	0	0	0	0	4	93	2	15
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	61	1	1	80	10	5	0	3	2	22	84	25	62
TOTAL PHILADELPHIA INTERNATIONAL			61	1	1	80	10	5	0	3	2	22	84	25	62
SANFORD	MONARCH AIRLINES	C	4	0	0	75	0	25	0	0	0	10	0	0	0
	THOMAS COOK AIRLINES LTD	C	54	0	0	59	11	13	11	0	6	55	77	26	35
	THOMSON AIRWAYS LTD	C	12	5	0	58	17	17	8	0	0	25	78	34	9
TOTAL SANFORD			70	5	0	60	11	14	10	0	4	47	77	28	44
TOTAL USA			215	7	1	67	13	8	7	2	2	34	77	23	186
TOTAL GLASGOW			6835	18	22	79	10	5	4	1	0	14	73	19	7127

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		Reporting Airport: HEATHROW (Full Analysis)											JULY 2010			
ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)				
				Actual (7)	Plan (8)											
<b>ALGERIA</b>																
ALGIERS	AIR ALGERIE	S	47	0	3	11	17	21	21	30	0	97	20	86	44	
	BRITISH AIRWAYS PLC	S	62	0	0	71	19	8	2	0	0	11	60	17	62	
<b>TOTAL ALGIERS</b>			<b>109</b>	<b>0</b>	<b>3</b>	<b>45</b>	<b>18</b>	<b>14</b>	<b>10</b>	<b>13</b>	<b>0</b>	<b>48</b>	<b>43</b>	<b>46</b>	106	
<b>TOTAL ALGERIA</b>			<b>109</b>	<b>0</b>	<b>3</b>	<b>45</b>	<b>18</b>	<b>14</b>	<b>10</b>	<b>13</b>	<b>0</b>	<b>48</b>	<b>43</b>	<b>46</b>	106	
<b>ANGOLA</b>																
LUANDA	BRITISH AIRWAYS PLC	S	18	0	0	72	11	11	6	0	0	13	61	22	18	
<b>TOTAL LUANDA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>61</b>	<b>22</b>	18	
<b>TOTAL ANGOLA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>61</b>	<b>22</b>	18	
<b>ARGENTINA</b>																
BUENOS AIRES	BRITISH AIRWAYS PLC	S	56	0	2	68	23	4	5	0	0	13	61	28	62	
<b>TOTAL BUENOS AIRES</b>			<b>56</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>23</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>61</b>	<b>28</b>	62	
<b>TOTAL ARGENTINA</b>			<b>56</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>23</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>61</b>	<b>28</b>	62	
<b>ARMENIA</b>																
YEREVAN	BMI BRITISH MIDLAND	S	14	0	0	100	0	0	0	0	0	3	63	18	35	
<b>TOTAL YEREVAN</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>63</b>	<b>18</b>	35	
<b>TOTAL ARMENIA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>63</b>	<b>18</b>	35	
<b>AUSTRALIA</b>																
MELBOURNE	QANTAS	S	123	0	3	82	10	1	5	1	2	21	74	13	124	
<b>TOTAL MELBOURNE</b>			<b>123</b>	<b>0</b>	<b>3</b>	<b>82</b>	<b>10</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>21</b>	<b>74</b>	<b>13</b>	124	
SYDNEY	BRITISH AIRWAYS PLC	S	124	0	0	76	13	6	4	0	2	29	71	17	124	
	QANTAS	S	124	0	0	67	18	6	6	2	1	29	65	40	124	
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	87	8	5	0	0	0	5	71	12	62	
<b>TOTAL SYDNEY</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>69</b>	<b>25</b>	310	
<b>TOTAL AUSTRALIA</b>			<b>433</b>	<b>0</b>	<b>3</b>	<b>77</b>	<b>13</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>70</b>	<b>22</b>	434	
<b>AUSTRIA</b>																
VIENNA	AUSTRIAN AIRLINES	S	186	0	0	72	16	11	2	0	0	13	50	22	185	
	BMI BRITISH MIDLAND	S	124	0	0	83	14	3	0	0	0	7	77	15	124	
	BRITISH AIRWAYS PLC	S	248	0	0	88	7	3	1	1	0	8	64	18	248	
<b>TOTAL VIENNA</b>			<b>558</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>62</b>	<b>19</b>	557	
<b>TOTAL AUSTRIA</b>			<b>558</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>62</b>	<b>19</b>	557	
<b>AZERBAIJAN</b>																
BAKU (HEYDER ALIYEV INT'L)	AZERBAIJAN AIRLINES (AZAL)	S	26	0	1	96	4	0	0	0	0	3	36	22	28	
	BMI BRITISH MIDLAND	S	34	0	1	68	12	15	3	3	0	20	85	7	26	
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>59</b>	<b>15</b>	54	
<b>TOTAL AZERBAIJAN</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>59</b>	<b>15</b>	54	
<b>BAHRAIN</b>																
BAHRAIN	GULF AIR	S	124	0	0	75	16	2	3	2	2	20	72	15	124	



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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL BAHRAIN			124	0	0	75	16	2	3	2	2	20	72	15	124
TOTAL BAHRAIN			124	0	0	75	16	2	3	2	2	20	72	15	124
<b>BANGLADESH</b>															
DHAKHA	BIMAN BANGLADESH AIRLINES	S	40	0	1	55	10	15	8	13	0	47	45	33	44
TOTAL DHAKHA			40	0	1	55	10	15	8	13	0	47	45	33	44
TOTAL BANGLADESH			40	0	1	55	10	15	8	13	0	47	45	33	44
<b>BELGIUM</b>															
BRUSSELS	BRITISH AIRWAYS PLC	S	342	0	0	80	13	5	1	0	0	9	74	12	393
	BRUSSELS AIRLINES	S	218	0	0	81	11	5	2	0	0	10	85	7	220
TOTAL BRUSSELS			560	0	0	81	13	5	1	0	0	9	77	10	613
TOTAL BELGIUM			560	0	0	81	13	5	1	0	0	9	77	10	613
<b>BRAZIL</b>															
RIO DE JANEIRO (GALEAO)	BRITISH AIRWAYS PLC	S	27	0	0	67	19	7	7	0	0	15	70	11	27
	TAM LINHAS AEREAS	S	28	0	0	61	21	11	7	0	0	17	0	0	0
TOTAL RIO DE JANEIRO (GALEAO)			55	0	0	64	20	9	7	0	0	16	70	11	27
SAO PAULO (GUARULHOS)	BRITISH AIRWAYS PLC	S	62	0	0	74	15	8	3	0	0	11	0	0	0
	TAM LINHAS AEREAS	S	62	0	0	89	5	3	3	0	0	8	71	16	62
TOTAL SAO PAULO (GUARULHOS)			124	0	0	81	10	6	3	0	0	10	71	16	62
TOTAL BRAZIL			179	0	0	76	13	7	4	0	0	12	71	14	89
<b>BRUNEI</b>															
BANDAR SERI BEGAWAN	ROYAL BRUNEI AIRLINES	S	61	0	0	77	20	3	0	0	0	9	95	4	62
TOTAL BANDAR SERI BEGAWAN			61	0	0	77	20	3	0	0	0	9	95	4	62
TOTAL BRUNEI			61	0	0	77	20	3	0	0	0	9	95	4	62
<b>BULGARIA</b>															
SOFIA	BRITISH AIRWAYS PLC	S	72	0	0	93	3	1	3	0	0	5	83	13	71
	BULGARIA AIR	S	52	0	0	60	19	13	4	4	0	23	57	17	44
TOTAL SOFIA			124	0	0	79	10	6	3	2	0	13	73	14	115
TOTAL BULGARIA			124	0	0	79	10	6	3	2	0	13	73	14	115
<b>CANADA</b>															
CALGARY	AIR CANADA	S	62	0	0	32	26	19	23	0	0	38	61	18	108
	BRITISH AIRWAYS PLC	S	62	0	0	81	8	6	5	0	0	10	77	11	62
TOTAL CALGARY			124	0	0	56	17	13	14	0	0	24	67	16	170
EDMONTON	AIR CANADA	S	62	0	0	63	16	8	8	5	0	29	66	21	62
TOTAL EDMONTON			62	0	0	63	16	8	8	5	0	29	66	21	62
HALIFAX INT	AIR CANADA	S	62	0	0	73	13	10	3	0	2	28	73	40	62
TOTAL HALIFAX INT			62	0	0	73	13	10	3	0	2	28	73	40	62
MONTREAL (DORVAL)	AIR CANADA	S	124	0	1	48	27	17	6	1	2	32	66	14	62
	BRITISH AIRWAYS PLC	S	62	0	0	58	21	15	6	0	0	18	50	28	62

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL MONTREAL (DORVAL)			186	0	1	51	25	16	6	1	1	28	58	21	124
OTTAWA INTERNATIONAL	AIR CANADA	S	62	0	1	68	15	11	5	2	0	18	65	15	62
TOTAL OTTAWA INTERNATIONAL			62	0	1	68	15	11	5	2	0	18	65	15	62
ST JOHNS	AIR CANADA	S	62	0	0	71	13	10	5	2	0	20	61	19	62
TOTAL ST JOHNS			62	0	0	71	13	10	5	2	0	20	61	19	62
TORONTO	AIR CANADA	S	248	0	0	58	15	12	10	5	0	33	66	27	248
	AIR TRANSAT	S	20	0	0	60	15	20	5	0	0	18	72	11	18
	BRITISH AIRWAYS PLC	S	124	0	0	59	23	10	5	3	0	23	68	15	124
TOTAL TORONTO			392	0	0	58	18	11	8	4	0	29	66	22	452
VANCOUVER	AIR CANADA	S	62	0	0	44	23	18	15	2	0	34	68	22	78
	BRITISH AIRWAYS PLC	S	104	0	0	71	18	7	2	2	0	15	64	16	114
TOTAL VANCOUVER			166	0	0	61	20	11	7	2	0	22	66	18	192
TOTAL CANADA			1116	0	2	59	18	12	8	2	0	26	65	21	1186
CAYMAN ISLANDS															
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	36	0	0	81	14	6	0	0	0	9	56	62	36
TOTAL GRAND CAYMAN			36	0	0	81	14	6	0	0	0	9	56	62	36
TOTAL CAYMAN ISLANDS			36	0	0	81	14	6	0	0	0	9	56	62	36
CHINA															
BEIJING	AIR CHINA	S	62	0	1	90	3	2	3	2	0	10	89	11	62
	BRITISH AIRWAYS PLC	S	62	0	0	61	18	10	10	2	0	24	63	14	62
TOTAL BEIJING			124	0	1	76	10	6	6	2	0	17	76	12	124
SHANGHAI (PU DONG)	BRITISH AIRWAYS PLC	S	54	0	0	70	7	6	9	7	0	34	48	30	44
	CHINA EASTERN AIRLINES	S	36	0	3	97	3	0	0	0	0	3	64	19	36
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	3	87	10	2	2	0	0	6	45	41	62
TOTAL SHANGHAI (PU DONG)			152	0	6	84	7	3	4	3	0	15	51	32	142
TOTAL CHINA			276	0	7	80	9	4	5	2	0	16	62	23	266
CROATIA															
SPLIT	CROATIA AIRLINES	S	10	0	0	30	40	30	0	0	0	25	50	25	10
TOTAL SPLIT			10	0	0	30	40	30	0	0	0	25	50	25	10
ZAGREB	CROATIA AIRLINES	S	70	0	0	53	20	20	7	0	0	21	56	20	70
TOTAL ZAGREB			70	0	0	53	20	20	7	0	0	21	56	20	70
TOTAL CROATIA			80	0	0	50	23	21	6	0	0	22	55	21	80
CYPRUS															
LARNACA	AEGEAN AIRLINES	S	62	0	0	66	16	16	2	0	0	14	0	0	0
	BRITISH AIRWAYS PLC	S	62	0	0	76	16	8	0	0	0	10	58	17	62
	CYPRUS AIRWAYS	S	158	0	0	68	17	9	6	0	0	17	45	26	159
TOTAL LARNACA			282	0	0	69	17	10	4	0	0	15	49	23	221
TOTAL CYPRUS			282	0	0	69	17	10	4	0	0	15	49	23	221

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>CZECH REPUBLIC</b>															
PRAGUE	BRITISH AIRWAYS PLC	S	248	0	0	85	7	4	4	0	0	7	74	11	248
<b>TOTAL PRAGUE</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>11</b>	<b>372</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>11</b>	<b>372</b>
<b>DENMARK</b>															
COPENHAGEN	BRITISH AIRWAYS PLC	S	352	0	0	84	6	8	2	0	0	8	74	10	354
	SAS	S	326	0	0	83	10	5	2	0	0	8	77	12	325
<b>TOTAL COPENHAGEN</b>			<b>678</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>11</b>	<b>679</b>
<b>TOTAL DENMARK</b>			<b>678</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>11</b>	<b>679</b>
<b>EGYPT</b>															
CAIRO	BMI BRITISH MIDLAND	S	62	0	0	52	31	18	0	0	0	17	61	20	62
	BRITISH AIRWAYS PLC	S	62	0	0	63	16	18	3	0	0	16	66	17	62
	EGYPT AIR	S	100	0	0	44	25	20	11	0	0	25	38	38	90
<b>TOTAL CAIRO</b>			<b>224</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>24</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>53</b>	<b>27</b>	<b>214</b>
LUXOR	EGYPT AIR	S	8	0	0	63	38	0	0	0	0	10	25	21	8
<b>TOTAL LUXOR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>25</b>	<b>21</b>	<b>8</b>
SHARM EL SHEIKH (OPHIRA)	EGYPT AIR	S	16	0	0	81	0	13	6	0	0	11	0	0	0
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>0</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL EGYPT</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>23</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>52</b>	<b>26</b>	<b>222</b>
<b>ETHIOPIA</b>															
ADDIS ABABA	BMI BRITISH MIDLAND	S	19	0	0	63	26	11	0	0	0	13	42	54	26
	ETHIOPIAN AIRLINES	S	54	0	0	67	17	13	2	2	0	19	35	45	54
<b>TOTAL ADDIS ABABA</b>			<b>73</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>19</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>38</b>	<b>48</b>	<b>80</b>
<b>TOTAL ETHIOPIA</b>			<b>73</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>19</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>38</b>	<b>48</b>	<b>80</b>
<b>FINLAND</b>															
HELSINKI	BLUE 1	S	113	0	1	79	9	9	1	2	1	18	72	18	113
	BRITISH AIRWAYS PLC	S	114	0	0	81	10	4	5	0	0	11	70	11	124
	FINNAIR	S	248	0	0	78	16	5	1	0	0	8	83	7	247
<b>TOTAL HELSINKI</b>			<b>475</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>11</b>	<b>484</b>
<b>TOTAL FINLAND</b>			<b>475</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>11</b>	<b>484</b>
<b>FRANCE</b>															
BASTIA	BRITISH AIRWAYS PLC	C	10	0	0	50	10	10	20	10	0	51	0	0	0
<b>TOTAL BASTIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>10</b>	<b>10</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>51</b>	<b>0</b>	<b>0</b>	<b>0</b>
FIGARI	BMI BRITISH MIDLAND	C	10	0	0	50	10	20	10	0	10	75	0	0	0
<b>TOTAL FIGARI</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>10</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>
LYON	BRITISH AIRWAYS PLC	S	184	0	0	80	9	8	4	0	0	9	64	20	184
<b>TOTAL LYON</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>64</b>	<b>20</b>	<b>184</b>
NICE	BRITISH AIRWAYS PLC	S	454	0	0	71	15	11	3	0	0	14	48	26	432

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			UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>TOTAL NICE</b>			<b>454</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>48</b>	<b>26</b>	432
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	484	0	0	69	15	12	4	0	0	14	66	18	549
	BRITISH AIRWAYS PLC	S	464	0	0	76	11	9	3	0	0	11	67	17	518
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>948</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>18</b>	1067
PARIS (ORLY)	BRITISH AIRWAYS PLC	S	186	0	0	82	7	6	5	0	0	10	0	0	0
<b>TOTAL PARIS (ORLY)</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	0
TOULOUSE (BLAGNAC)	BRITISH AIRWAYS PLC	S	186	0	0	83	10	6	1	0	0	8	66	15	186
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>66</b>	<b>15</b>	186
<b>TOTAL FRANCE</b>			<b>1978</b>	<b>2</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>62</b>	<b>20</b>	1869
<b>GEORGIA</b>															
TBILISI	BMI BRITISH MIDLAND	S	28	0	0	89	7	0	4	0	0	5	72	9	36
<b>TOTAL TBILISI</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>72</b>	<b>9</b>	36
<b>TOTAL GEORGIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>72</b>	<b>9</b>	36
<b>GERMANY</b>															
BERLIN (TEGEL)	BMI BRITISH MIDLAND	S	304	0	0	86	8	5	1	0	0	6	71	12	310
	BRITISH AIRWAYS PLC	S	366	0	2	82	11	7	0	0	0	7	78	10	371
<b>TOTAL BERLIN (TEGEL)</b>			<b>670</b>	<b>1</b>	<b>2</b>	<b>84</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>11</b>	681
COLOGNE BONN	LUFTHANSA	S	186	0	0	81	10	7	2	0	0	9	73	15	167
<b>TOTAL COLOGNE BONN</b>			<b>186</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>73</b>	<b>15</b>	167
DRESDEN	LUFTHANSA	S	62	0	0	69	24	5	2	0	0	12	55	22	62
<b>TOTAL DRESDEN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>24</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>55</b>	<b>22</b>	62
DUSSELDORF	BRITISH AIRWAYS PLC	S	348	0	0	80	9	7	3	0	0	10	73	12	350
	LUFTHANSA	S	308	0	0	80	11	7	2	0	0	9	76	10	292
<b>TOTAL DUSSELDORF</b>			<b>656</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>11</b>	642
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	424	0	0	72	16	9	3	0	0	12	67	17	386
	LUFTHANSA	S	668	0	0	67	19	11	3	0	0	14	65	14	608
<b>TOTAL FRANKFURT MAIN</b>			<b>1092</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>66</b>	<b>15</b>	994
HAMBURG	BRITISH AIRWAYS PLC	S	248	0	0	91	6	3	0	0	0	4	80	8	248
	LUFTHANSA	S	186	0	0	92	4	3	1	0	0	5	86	7	240
<b>TOTAL HAMBURG</b>			<b>435</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>83</b>	<b>8</b>	488
HANOVER	BMI BRITISH MIDLAND	S	166	0	0	81	10	6	4	0	0	12	89	5	168
<b>TOTAL HANOVER</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>89</b>	<b>5</b>	168
MUNICH	BRITISH AIRWAYS PLC	S	412	0	0	80	12	7	1	0	0	9	68	14	404
	LUFTHANSA	S	434	1	0	69	15	12	4	0	0	14	71	11	431
<b>TOTAL MUNICH</b>			<b>846</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>12</b>	835
STUTT GART	BRITISH AIRWAYS PLC	S	124	0	0	82	6	7	4	1	0	12	74	14	186
	CONTACTAIR FLUGDIENST	S	174	0	0	84	7	6	2	0	0	8	0	0	0
	LUFTHANSA	S	10	0	2	90	10	0	0	0	0	4	82	8	184
<b>TOTAL STUTT GART</b>			<b>308</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>7</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>11</b>	370

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL GERMANY</b>			<b>4421</b>	<b>2</b>	<b>4</b>	<b>78</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>12</b>	<b>4407</b>
<b>GHANA</b>															
ACCRA	BRITISH AIRWAYS PLC	S	62	0	0	48	26	15	11	0	0	23	45	30	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	36	0	0	78	17	6	0	0	0	8	43	25	28
<b>TOTAL ACCRA</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>22</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>44</b>	<b>28</b>	<b>90</b>
<b>TOTAL GHANA</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>22</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>44</b>	<b>28</b>	<b>90</b>
<b>GIBRALTAR</b>															
GIBRALTAR	BRITISH AIRWAYS PLC	S	62	0	0	85	10	3	2	0	0	7	68	19	62
<b>TOTAL GIBRALTAR</b>			<b>62</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>68</b>	<b>19</b>	<b>62</b>
<b>TOTAL GIBRALTAR</b>			<b>62</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>68</b>	<b>19</b>	<b>62</b>
<b>GREECE</b>															
ATHENS	AEGEAN AIRLINES	S	232	0	0	71	18	10	1	0	0	11	65	16	124
	BRITISH AIRWAYS PLC	S	258	0	0	82	7	6	5	0	0	11	65	19	258
<b>TOTAL ATHENS</b>			<b>490</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>66</b>	<b>18</b>	<b>568</b>
HERAKLION	AEGEAN AIRLINES	S	16	0	0	94	6	0	0	0	0	2	0	0	0
<b>TOTAL HERAKLION</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GREECE</b>			<b>506</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>65</b>	<b>18</b>	<b>578</b>
<b>HONG KONG</b>															
HONG KONG (CHEP LAP KOK)	BRITISH AIRWAYS PLC	S	124	0	0	86	2	4	4	1	2	30	83	9	120
	CATHAY PACIFIC AIRWAYS	S	249	1	3	88	5	3	3	0	0	9	68	20	248
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>			<b>373</b>	<b>1</b>	<b>3</b>	<b>88</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>16</b>	<b>73</b>	<b>17</b>	<b>368</b>
<b>TOTAL HONG KONG</b>			<b>373</b>	<b>1</b>	<b>3</b>	<b>88</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>16</b>	<b>73</b>	<b>17</b>	<b>368</b>
<b>HUNGARY</b>															
BUDAPEST	BRITISH AIRWAYS PLC	S	186	0	0	87	9	3	2	0	0	6	74	11	246
<b>TOTAL BUDAPEST</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>11</b>	<b>246</b>
<b>TOTAL HUNGARY</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>11</b>	<b>246</b>
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	124	0	0	63	19	15	3	0	0	16	68	12	124
<b>TOTAL KEFLAVIK</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>68</b>	<b>12</b>	<b>124</b>
<b>TOTAL ICELAND</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>68</b>	<b>12</b>	<b>124</b>
<b>INDIA</b>															
BANGALORE (BENGALURU)	BRITISH AIRWAYS PLC	S	62	0	0	77	8	11	3	0	0	12	68	17	62
<b>TOTAL BANGALORE (BENGALURU)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>8</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>17</b>	<b>62</b>
CHENNAI	BRITISH AIRWAYS PLC	S	45	0	0	60	16	18	7	0	0	19	68	44	41
<b>TOTAL CHENNAI</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>16</b>	<b>18</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>68</b>	<b>44</b>	<b>41</b>
DELHI	AIR INDIA	S	110	0	0	85	9	5	0	0	0	5	66	20	89
	BRITISH AIRWAYS PLC	S	124	0	0	88	9	3	0	0	0	6	72	14	124
	JET AIRWAYS	S	62	0	0	77	16	5	2	0	0	8	81	9	64

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
DELHI	KINGFISHER AIRLINES	S	62	0	6	97	0	2	2	0	0	3	63	15	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	76	18	5	2	0	0	9	60	14	62
<b>TOTAL DELHI</b>			<b>420</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>69</b>	<b>15</b>	401	
HYDERABAD ( RAJIV GHANDI )	BRITISH AIRWAYS PLC	S	43	0	0	58	19	5	19	0	0	28	59	16	44
<b>TOTAL HYDERABAD ( RAJIV GHANDI )</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>19</b>	<b>5</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>59</b>	<b>16</b>	44
MUMBAI	AIR INDIA	S	62	0	0	85	8	2	5	0	0	9	65	19	62
	BRITISH AIRWAYS PLC	S	122	0	0	75	11	7	7	0	0	14	73	12	124
	JET AIRWAYS	S	124	0	0	91	5	4	0	0	0	4	81	7	124
	KINGFISHER AIRLINES	S	62	0	2	97	2	2	0	0	0	2	85	8	61
<b>TOTAL MUMBAI</b>			<b>370</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>11</b>	371	
<b>TOTAL INDIA</b>			<b>940</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>71</b>	<b>15</b>	949	
<b>IRAN</b>															
TEHRAN IMAM KHOMEINI	BMI BRITISH MIDLAND	S	62	0	0	79	15	2	5	0	0	12	71	34	62
	IRAN AIR	S	26	0	0	65	19	4	12	0	0	17	63	18	27
<b>TOTAL TEHRAN IMAM KHOMEINI</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>16</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>29</b>	89
<b>TOTAL IRAN</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>16</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>64</b>	<b>30</b>	98
<b>IRISH REPUBLIC</b>															
CORK	AER LINGUS	S	248	0	0	85	8	5	1	0	0	10	85	6	248
<b>TOTAL CORK</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>6</b>	248
DUBLIN	AER LINGUS	S	786	0	0	80	10	8	2	0	0	10	79	10	748
	BMI BRITISH MIDLAND	S	298	0	2	74	13	9	5	0	0	12	81	9	248
<b>TOTAL DUBLIN</b>			<b>1084</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>10</b>	996
SHANNON	AER LINGUS	S	184	0	0	83	8	6	3	0	0	9	67	22	186
<b>TOTAL SHANNON</b>			<b>184</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>67</b>	<b>22</b>	186
<b>TOTAL IRISH REPUBLIC</b>			<b>1516</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>11</b>	1430
<b>ISRAEL</b>															
TEL AVIV	BRITISH AIRWAYS PLC	S	124	0	0	80	14	4	2	0	0	9	66	15	124
	EL AL	S	93	0	1	63	24	6	6	0	0	15	76	10	94
<b>TOTAL TEL AVIV</b>			<b>217</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>18</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>13</b>	218
<b>TOTAL ISRAEL</b>			<b>217</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>18</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>13</b>	218
<b>ITALY</b>															
CAGLIARI (ELMAS)	BRITISH AIRWAYS PLC	C	20	0	0	40	45	5	10	0	0	21	40	24	10
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>45</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>40</b>	<b>24</b>	10
MILAN (LINATE)	ALITALIA (CAI)	S	290	0	0	77	14	7	2	0	0	10	72	15	292
	BRITISH AIRWAYS PLC	S	322	0	0	84	8	6	2	0	0	7	68	16	309
<b>TOTAL MILAN (LINATE)</b>			<b>612</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>70</b>	<b>15</b>	601
MILAN (MALPENSA)	BRITISH AIRWAYS PLC	S	165	0	0	79	10	7	5	0	0	12	60	17	245
	LUFTHANSA	S	278	0	0	55	23	13	6	1	1	24	42	28	290
<b>TOTAL MILAN (MALPENSA)</b>			<b>443</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>51</b>	<b>23</b>	535

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

		Reporting Airport: HEATHROW (Full Analysis)											JULY 2010		
		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										
		CHARTER/ SCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
ORIGIN / DESTINATION	AIRLINE		MATCHED	Actual (7)											Plan (8)
OLBIA	BRITISH AIRWAYS PLC	C	10	0	0	50	30	20	0	0	0	17	0	0	0
<b>TOTAL OLBIA</b>			<b>10</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>30</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
PISA	BRITISH AIRWAYS PLC	S	62	0	0	76	16	6	2	0	0	9	52	22	124
<b>TOTAL PISA</b>			<b>62</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>52</b>	<b>22</b>	<b>124</b>
ROME (FIUMICINO)	ALITALIA (CAI)	S	310	0	0	65	16	16	3	1	0	17	51	24	310
	BMI BRITISH MIDLAND	C	10	0	0	80	10	0	10	0	0	8	0	0	0
	BRITISH AIRWAYS PLC	S	372	0	0	73	16	9	3	0	0	12	46	26	368
<b>TOTAL ROME (FIUMICINO)</b>			<b>692</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>48</b>	<b>25</b>	<b>678</b>
VENICE	BRITISH AIRWAYS PLC	S	80	0	0	75	18	5	3	0	0	9	60	16	70
<b>TOTAL VENICE</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>18</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>62</b>	<b>17</b>	<b>84</b>
<b>TOTAL ITALY</b>			<b>1919</b>	<b>4</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>56</b>	<b>21</b>	<b>2032</b>
<b>JAPAN</b>															
TOKYO (HANEDA)	BRITISH AIRWAYS PLC	S	45	0	0	69	18	9	4	0	0	16	0	0	0
<b>TOTAL TOKYO (HANEDA)</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOKYO (NARITA)	ALL NIPPON AIRWAYS	S	62	0	1	92	5	3	0	0	0	3	87	6	62
	BRITISH AIRWAYS PLC	S	62	0	0	73	18	6	0	3	0	18	50	23	62
	JAPAN AIRLINES	S	62	0	0	92	6	2	0	0	0	3	90	4	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	82	10	5	3	0	0	7	71	12	62
<b>TOTAL TOKYO (NARITA)</b>			<b>248</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>11</b>	<b>248</b>
<b>TOTAL JAPAN</b>			<b>293</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>11</b>	<b>248</b>
<b>JORDAN</b>															
AMMAN	BMI BRITISH MIDLAND	S	70	0	0	54	19	20	7	0	0	20	69	19	36
	ROYAL JORDANIAN	S	62	0	0	73	19	6	2	0	0	11	71	10	62
<b>TOTAL AMMAN</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>14</b>	<b>98</b>
<b>TOTAL JORDAN</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>14</b>	<b>98</b>
<b>KAZAKHSTAN</b>															
ALMATY	AIR ASTANA	S	18	0	0	78	6	17	0	0	0	10	72	21	18
<b>TOTAL ALMATY</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>5</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>72</b>	<b>21</b>	<b>18</b>
<b>TOTAL KAZAKHSTAN</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>5</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>72</b>	<b>21</b>	<b>18</b>
<b>KENYA</b>															
NAIROBI	BRITISH AIRWAYS PLC	S	62	0	0	56	23	11	8	2	0	24	71	16	62
	KENYA AIRWAYS	S	92	0	0	80	7	10	2	1	0	13	70	21	89
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	71	18	6	5	0	0	14	66	20	62
<b>TOTAL NAIROBI</b>			<b>216</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>19</b>	<b>213</b>
<b>TOTAL KENYA</b>			<b>216</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>19</b>	<b>213</b>
<b>KUWAIT</b>															
KUWAIT	BRITISH AIRWAYS PLC	S	62	0	0	73	11	6	10	0	0	17	74	10	62
	KUWAIT AIRWAYS	S	72	0	1	53	25	8	13	1	0	28	44	26	62
<b>TOTAL KUWAIT</b>			<b>134</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>19</b>	<b>7</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>59</b>	<b>18</b>	<b>124</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL KUWAIT			134	0	1	62	19	7	11	1	0	23	59	18	124
KYRGYZSTAN															
BISHKEK (FRUNZE)	BMI BRITISH MIDLAND	S	25	0	0	48	4	32	12	4	0	32	59	36	27
TOTAL BISHKEK (FRUNZE)			25	0	0	48	4	32	12	4	0	32	59	36	27
TOTAL KYRGYZSTAN			25	0	0	48	4	32	12	4	0	32	59	36	27
LEBANON															
BEIRUT	BMI BRITISH MIDLAND	S	66	0	0	55	24	18	2	0	2	22	63	19	63
	MEA	S	81	0	0	58	22	19	1	0	0	17	56	18	66
TOTAL BEIRUT			147	0	0	56	23	18	1	0	1	19	60	18	129
TOTAL LEBANON			147	0	0	56	23	18	1	0	1	19	60	18	129
LUXEMBOURG															
LUXEMBOURG	BRITISH AIRWAYS PLC	S	104	0	0	71	10	13	7	0	0	15	0	0	0
TOTAL LUXEMBOURG			104	0	0	71	10	13	7	0	0	15	0	0	0
TOTAL LUXEMBOURG			104	0	0	71	10	13	7	0	0	15	0	0	0
MALAYSIA															
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-M	S	124	0	1	81	16	2	1	0	0	7	76	11	124
TOTAL KUALA LUMPUR (SEPANG)			124	0	1	81	16	2	1	0	0	7	76	11	124
TOTAL MALAYSIA			124	0	1	81	16	2	1	0	0	7	76	11	124
MALTA															
MALTA	AIR MALTA	S	134	0	0	83	9	7	1	0	0	7	65	15	144
TOTAL MALTA			134	0	0	83	9	7	1	0	0	7	65	15	144
TOTAL MALTA			134	0	0	83	9	7	1	0	0	7	65	15	144
MAURITIUS															
MAURITIUS	AIR MAURITIUS LTD	S	50	0	0	76	14	8	2	0	0	11	53	26	40
	BRITISH AIRWAYS PLC	S	27	0	0	70	22	0	7	0	0	12	63	14	27
TOTAL MAURITIUS			77	0	0	74	17	5	4	0	0	11	57	21	67
TOTAL MAURITIUS			77	0	0	74	17	5	4	0	0	11	57	21	67
MEXICO															
MEXICO CITY	BRITISH AIRWAYS PLC	S	36	0	0	61	25	6	0	0	8	109	53	23	36
TOTAL MEXICO CITY			36	0	0	61	25	6	0	0	8	109	53	23	36
TOTAL MEXICO			36	0	0	61	25	6	0	0	8	109	53	23	36
MOROCCO															
CASABLANCA MOHAMED V	BMI BRITISH MIDLAND	S	36	0	0	50	28	17	6	0	0	19	0	0	0
	ROYAL AIR MAROC	S	60	0	4	38	30	13	15	3	0	41	0	151	2
TOTAL CASABLANCA MOHAMED V			96	0	4	43	29	15	11	2	0	32	0	151	2
MARRAKESH	BMI BRITISH MIDLAND	S	28	0	0	82	11	7	0	0	0	10	0	0	0
TOTAL MARRAKESH			28	0	0	82	11	7	0	0	0	10	18	52	60



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TANGIERS (IBN BATUTA)	ROYAL AIR MAROC	S	18	0	0	33	33	33	0	0	0	24	61	14	28
<b>TOTAL TANGIERS (IBN BATUTA)</b>			<b>18</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>24</b>	<b>61</b>	<b>14</b>	<b>28</b>
<b>TOTAL MOROCCO</b>			<b>142</b>	<b>0</b>	<b>4</b>	<b>49</b>	<b>26</b>	<b>15</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>31</b>	<b>42</b>	<b>90</b>
<b>NETHERLANDS</b>															
AMSTERDAM	BRITISH AIRWAYS PLC	S	424	0	0	79	10	8	3	0	0	12	69	13	424
	KLM	S	494	0	6	85	7	6	1	0	0	8	81	8	504
	KLM CITYHOPPER	S	54	0	0	85	9	2	4	0	0	8	78	13	46
<b>TOTAL AMSTERDAM</b>			<b>972</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>11</b>	<b>976</b>
<b>TOTAL NETHERLANDS</b>			<b>972</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>11</b>	<b>976</b>
<b>NEW ZEALAND</b>															
AUCKLAND INTERNATIONAL	AIR NEW ZEALAND LTD	S	124	0	2	84	10	3	1	1	2	19	84	8	121
<b>TOTAL AUCKLAND INTERNATIONAL</b>			<b>124</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>19</b>	<b>84</b>	<b>8</b>	<b>121</b>
<b>TOTAL NEW ZEALAND</b>			<b>124</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>19</b>	<b>84</b>	<b>8</b>	<b>121</b>
<b>NIGERIA</b>															
ABUJA	ARIK AIR	S	43	0	2	72	14	12	2	0	0	12	62	16	42
	BRITISH AIRWAYS PLC	S	62	0	0	69	23	5	3	0	0	14	77	10	62
<b>TOTAL ABUJA</b>			<b>105</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>19</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>12</b>	<b>104</b>
LAGOS	ARIK AIR	S	62	0	0	85	8	5	2	0	0	7	55	47	62
	BRITISH AIRWAYS PLC	S	62	0	0	63	23	15	0	0	0	13	56	20	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	82	11	3	3	0	0	8	52	28	62
<b>TOTAL LAGOS</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>54</b>	<b>32</b>	<b>186</b>
<b>TOTAL NIGERIA</b>			<b>291</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>16</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>60</b>	<b>25</b>	<b>290</b>
<b>NORWAY</b>															
BERGEN	BMI BRITISH MIDLAND	S	62	0	0	76	8	11	5	0	0	12	0	0	0
<b>TOTAL BERGEN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>8</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
OSLO (GARDERMOEN)	BRITISH AIRWAYS PLC	S	238	0	0	81	10	9	0	0	0	8	72	14	248
	SAS	S	278	0	0	90	5	5	0	0	0	5	83	6	300
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>516</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>10</b>	<b>548</b>
STAVANGER	BMI BRITISH MIDLAND	S	62	0	0	87	8	5	0	0	0	5	0	0	0
	SAS	S	104	0	0	84	6	5	5	0	1	13	81	8	104
<b>TOTAL STAVANGER</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>81</b>	<b>8</b>	<b>104</b>
<b>TOTAL NORWAY</b>			<b>744</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>8</b>	<b>79</b>	<b>10</b>	<b>652</b>
<b>OMAN</b>															
MUSCAT	BRITISH AIRWAYS PLC	S	62	0	0	89	6	3	2	0	0	7	85	7	62
	OMAN AIR	S	62	0	0	89	10	0	2	0	0	6	90	6	62
<b>TOTAL MUSCAT</b>			<b>124</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>6</b>	<b>88</b>	<b>7</b>	<b>124</b>
<b>TOTAL OMAN</b>			<b>124</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>6</b>	<b>88</b>	<b>7</b>	<b>124</b>
<b>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	36	0	0	56	14	11	17	0	3	42	65	16	34

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL ISLAMABAD</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>14</b>	<b>11</b>	<b>17</b>	<b>0</b>	<b>3</b>	<b>42</b>	<b>65</b>	<b>16</b>	<b>34</b>
KARACHI	PAKISTAN INTL AIRLINES	S	18	0	0	39	28	22	6	0	6	52	53	39	34
<b>TOTAL KARACHI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>28</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>52</b>	<b>53</b>	<b>39</b>	<b>34</b>
LAHORE	PAKISTAN INTL AIRLINES	S	26	0	0	50	23	23	4	0	0	21	43	43	28
<b>TOTAL LAHORE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>23</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>43</b>	<b>43</b>	<b>28</b>
PESHAWAR	PAKISTAN INTL AIRLINES	S	5	0	0	80	20	0	0	0	0	5	0	0	0
<b>TOTAL PESHAWAR</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>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
SIALKOT	PAKISTAN INTL AIRLINES	S	5	0	0	60	20	0	0	0	20	129	0	0	0
<b>TOTAL SIALKOT</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>129</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL PAKISTAN</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>20</b>	<b>16</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>41</b>	<b>54</b>	<b>32</b>	<b>96</b>
<b>POLAND</b>															
WARSAW	BRITISH AIRWAYS PLC	S	186	0	0	87	8	4	1	0	0	6	76	10	186
	LOT-POLISH AIRLINES	S	176	0	0	68	14	9	9	1	0	21	73	17	177
<b>TOTAL WARSAW</b>			<b>362</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>14</b>	<b>363</b>
<b>TOTAL POLAND</b>			<b>362</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>14</b>	<b>363</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
BEJA	BMI BRITISH MIDLAND	C	10	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL BEJA</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>0</b>	<b>0</b>	<b>0</b>
FARO	BRITISH AIRWAYS PLC	C	8	0	0	88	13	0	0	0	0	8	0	0	0
<b>TOTAL FARO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
LISBON	AIR PORTUGAL	S	388	0	0	63	15	13	9	0	0	19	57	19	388
	BRITISH AIRWAYS PLC	S	248	0	0	85	9	4	2	0	0	8	53	20	248
<b>TOTAL LISBON</b>			<b>636</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>56</b>	<b>20</b>	<b>636</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>654</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>56</b>	<b>20</b>	<b>636</b>
<b>QATAR</b>															
DOHA	BRITISH AIRWAYS PLC	S	62	0	0	74	19	5	0	0	2	33	69	13	62
	QATAR AIRWAYS	S	248	0	1	85	9	4	2	0	0	7	72	14	247
<b>TOTAL DOHA</b>			<b>310</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>14</b>	<b>309</b>
<b>TOTAL QATAR</b>			<b>310</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>14</b>	<b>309</b>
<b>REPUBLIC OF KOREA</b>															
SEOUL (INCHEON)	ASIANA AIRLINES	S	44	0	0	55	11	27	7	0	0	22	82	7	44
	KOREAN AIR	S	62	0	0	58	19	18	5	0	0	19	82	8	62
<b>TOTAL SEOUL (INCHEON)</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>16</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>82</b>	<b>8</b>	<b>106</b>
<b>TOTAL REPUBLIC OF KOREA</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>16</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>82</b>	<b>8</b>	<b>106</b>
<b>REPUBLIC OF SERBIA</b>															
BELGRADE	JATAIRWAYS	S	82	0	0	73	15	5	5	2	0	15	54	26	85
<b>TOTAL BELGRADE</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>18</b>	<b>147</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

		Reporting Airport: HEATHROW (Full Analysis)											JULY 2010			
		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE										
ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	MATCHED		UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)												
TOTAL REPUBLIC OF SERBIA			82	0	0	73	15	5	5	2	0	15	67	18	147	
REPUBLIC OF SOUTH AFRICA																
CAPE TOWN	BRITISH AIRWAYS PLC	S	62	0	0	77	8	8	6	0	0	14	74	18	62	
	SOUTH AFRICAN AIRWAYS	S	62	0	0	82	13	3	2	0	0	9	81	12	58	
TOTAL CAPE TOWN			124	0	0	80	10	6	4	0	0	12	78	15	120	
JOHANNESBURG	BRITISH AIRWAYS PLC	S	124	1	0	73	14	3	6	2	2	30	75	13	173	
	SOUTH AFRICAN AIRWAYS	S	116	0	2	78	12	6	3	0	1	17	74	12	122	
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	76	11	8	2	2	2	26	73	11	62	
TOTAL JOHANNESBURG			302	1	2	75	13	5	4	1	1	24	74	12	357	
TOTAL REPUBLIC OF SOUTH AFRICA			426	1	2	77	12	5	4	1	1	20	75	13	477	
ROMANIA																
BUCHAREST (OTOPENI)	BRITISH AIRWAYS PLC	S	124	0	0	82	10	6	2	0	0	9	64	17	148	
	TAROM	S	62	0	0	82	10	8	0	0	0	8	65	16	62	
TOTAL BUCHAREST (OTOPENI)			186	0	0	82	10	6	2	0	0	9	64	16	210	
TOTAL ROMANIA			186	0	0	82	10	6	2	0	0	9	64	16	210	
RUSSIA																
MOSCOW (DOMODEDOVO)	BMI BRITISH MIDLAND	S	122	0	1	88	8	3	1	0	0	6	84	9	121	
	BRITISH AIRWAYS PLC	S	186	0	0	86	7	4	3	1	0	9	77	15	184	
	TRANSAERO AIRLINES	S	124	0	0	71	12	12	5	0	0	15	74	13	124	
TOTAL MOSCOW (DOMODEDOVO)			432	0	1	82	9	6	3	0	0	10	78	13	429	
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	192	0	0	65	20	12	3	0	1	23	64	16	187	
TOTAL MOSCOW (SHEREMETYEVO)			192	0	0	65	20	12	3	0	1	23	64	16	187	
ST PETERSBURG	BRITISH AIRWAYS PLC	S	62	0	0	89	3	0	5	3	0	15	85	9	62	
TOTAL ST PETERSBURG			62	0	0	89	3	0	5	3	0	15	85	9	62	
TOTAL RUSSIA			686	0	1	78	11	7	3	0	0	14	75	13	678	
SAUDI ARABIA																
DAMMAM	BMI BRITISH MIDLAND	S	25	0	0	36	16	32	16	0	0	33	85	30	26	
	SAUDI ARABIAN AIRLINES	S	9	0	0	78	11	11	0	0	0	9	50	22	10	
TOTAL DAMMAM			34	0	0	47	15	26	12	0	0	27	75	28	36	
JEDDAH	BMI BRITISH MIDLAND	S	34	0	0	44	15	12	12	18	0	65	66	25	32	
	BRITISH AIRWAYS PLC	S	46	0	0	67	17	11	4	0	0	14	91	5	45	
	SAUDI ARABIAN AIRLINES	S	65	0	0	77	14	3	6	0	0	13	69	13	62	
TOTAL JEDDAH			145	0	0	66	15	8	7	4	0	25	76	13	139	
RIYADH	BRITISH AIRWAYS PLC	S	44	0	0	84	14	2	0	0	0	7	89	4	45	
	SAUDI ARABIAN AIRLINES	S	39	0	0	85	8	5	3	0	0	9	67	15	36	
TOTAL RIYADH			83	0	0	84	11	4	1	0	0	8	79	9	81	
TOTAL SAUDI ARABIA			262	0	0	69	14	9	6	2	0	20	77	14	256	
SEYCHELLES																
SEYCHELLES	AIR SEYCHELLES	S	19	0	0	79	5	0	11	5	0	27	44	29	18	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: HEATHROW (Full Analysis)

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL SEYCHELLES			19	0	0	79	5	0	11	5	0	27	44	29	18
TOTAL SEYCHELLES			19	0	0	79	5	0	11	5	0	27	44	29	18
SIERRA LEONE															
FREETOWN	BMI BRITISH MIDLAND	S	27	0	0	70	15	4	11	0	0	19	53	74	34
TOTAL FREETOWN			27	0	0	70	15	4	11	0	0	19	53	74	34
TOTAL SIERRA LEONE			27	0	0	70	15	4	11	0	0	19	53	74	34
SINGAPORE															
SINGAPORE	BRITISH AIRWAYS PLC	S	62	0	1	77	15	3	5	0	0	12	79	11	62
	SINGAPORE AIRLINES	S	186	0	0	85	9	5	1	0	0	6	86	8	186
TOTAL SINGAPORE			248	0	1	83	10	4	2	0	0	8	84	9	248
TOTAL SINGAPORE			248	0	1	83	10	4	2	0	0	8	84	9	248
SPAIN															
BARCELONA	BMI BRITISH MIDLAND	C	10	0	0	50	10	20	20	0	0	29	0	0	0
	BRITISH AIRWAYS PLC	S	496	0	0	77	14	8	1	0	0	10	59	22	432
TOTAL BARCELONA			506	1	0	77	14	8	2	0	0	10	59	23	434
BILBAO	BRITISH AIRWAYS PLC	C	3	0	0	33	33	33	0	0	0	21	0	0	0
	VUELING AIRLINES	S	61	0	1	84	11	5	0	0	0	8	60	21	62
TOTAL BILBAO			64	0	1	81	13	6	0	0	0	9	60	21	62
LA CORUNA	VUELING AIRLINES	S	62	0	0	85	6	3	5	0	0	10	37	30	60
TOTAL LA CORUNA			62	0	0	85	6	3	5	0	0	10	37	30	60
MADRID	BRITISH AIRWAYS PLC	S	310	0	0	70	15	13	1	1	0	16	39	34	310
	IBERIA	S	476	0	2	46	24	20	8	2	0	29	40	31	496
TOTAL MADRID			786	0	2	55	20	17	5	1	0	24	40	32	806
SEVILLE	VUELING AIRLINES	S	36	0	0	86	6	3	0	6	0	18	60	24	62
TOTAL SEVILLE			36	0	0	86	6	3	0	6	0	18	60	24	62
VIGO	VUELING AIRLINES	S	26	0	0	19	12	46	23	0	0	41	0	0	0
TOTAL VIGO			26	0	0	19	12	46	23	0	0	41	0	0	0
TOTAL SPAIN			1480	1	3	65	17	13	4	1	0	18	46	29	1550
SRI LANKA															
COLOMBO	SRILANKAN AIRLINES	S	114	0	1	76	8	7	6	1	2	28	55	41	96
TOTAL COLOMBO			114	0	1	76	8	7	6	1	2	28	55	41	96
TOTAL SRI LANKA			114	0	1	76	8	7	6	1	2	28	55	41	96
SUDAN															
KHARTOUM	BMI BRITISH MIDLAND	S	22	0	0	64	14	23	0	0	0	13	38	24	26
TOTAL KHARTOUM			22	0	0	64	14	23	0	0	0	13	38	24	26
TOTAL SUDAN			22	0	0	64	14	23	0	0	0	13	38	24	26

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ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: HEATHROW (Full Analysis)

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>SWEDEN</b>															
<b>GOTEBORG</b>	BRITISH AIRWAYS PLC	C	2	0	0	100	0	0	0	0	0	2	0	0	0
	BRITISH AIRWAYS PLC	S	124	0	0	86	6	6	1	0	0	6	0	0	0
	SAS	S	116	0	0	89	6	2	3	0	1	11	91	5	116
<b>TOTAL GOTEBORG</b>			<b>242</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>91</b>	<b>5</b>	<b>116</b>
<b>LULEA</b>	SAS	S	10	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL LULEA</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>0</b>	<b>0</b>	<b>0</b>
<b>STOCKHOLM (ARLANDA)</b>	BRITISH AIRWAYS PLC	S	299	0	0	78	12	6	3	0	0	11	75	12	353
	SAS	S	298	0	0	86	8	5	0	0	0	7	84	7	313
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>597</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>10</b>	<b>666</b>
<b>TOTAL SWEDEN</b>			<b>849</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>9</b>	<b>782</b>
<b>SWITZERLAND</b>															
<b>BASLE MULHOUSE</b>	BMI BRITISH MIDLAND	S	164	0	0	82	9	9	1	0	0	7	0	0	0
	BRITISH AIRWAYS PLC	S	186	0	0	84	9	6	1	0	0	6	83	8	186
<b>TOTAL BASLE MULHOUSE</b>			<b>350</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>8</b>	<b>186</b>
<b>GENEVA</b>	BRITISH AIRWAYS PLC	S	494	0	0	77	13	8	2	0	0	10	68	15	470
	SWISS AIRLINES	S	372	0	0	80	13	6	0	0	0	8	61	20	372
<b>TOTAL GENEVA</b>			<b>867</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>65</b>	<b>17</b>	<b>842</b>
<b>ZURICH</b>	BRITISH AIRWAYS PLC	S	360	0	0	81	11	5	2	0	0	9	68	15	362
	SWISS AIRLINES	S	372	0	0	74	14	10	1	0	0	11	64	17	372
<b>TOTAL ZURICH</b>			<b>732</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>66</b>	<b>16</b>	<b>734</b>
<b>TOTAL SWITZERLAND</b>			<b>1949</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>67</b>	<b>16</b>	<b>1762</b>
<b>SYRIA</b>															
<b>DAMASCUS</b>	BMI BRITISH MIDLAND	S	28	0	0	75	14	11	0	0	0	10	65	17	62
	SYRIANAIR	S	22	0	0	50	14	18	18	0	0	30	33	42	18
<b>TOTAL DAMASCUS</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>58</b>	<b>23</b>	<b>80</b>
<b>TOTAL SYRIA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>58</b>	<b>23</b>	<b>80</b>
<b>TAIWAN</b>															
<b>TAIPEI</b>	CHINA AIRLINES	S	18	0	0	72	6	17	6	0	0	18	54	19	26
	EVA AIR	S	58	0	0	97	3	0	0	0	0	2	86	5	50
<b>TOTAL TAIPEI</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>10</b>	<b>76</b>
<b>TOTAL TAIWAN</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>10</b>	<b>76</b>
<b>TANZANIA</b>															
<b>DAR-ES-SALAAM</b>	BRITISH AIRWAYS PLC	S	34	0	0	79	12	6	3	0	0	8	81	8	27
<b>TOTAL DAR-ES-SALAAM</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>8</b>	<b>27</b>
<b>TOTAL TANZANIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>8</b>	<b>27</b>
<b>THAILAND</b>															
<b>BANGKOK SUVARNABHUMI</b>	THAI AIRWAYS INTERNATIONAL	S	124	0	0	90	6	5	0	0	0	5	85	9	124

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			Actual (7)	Plan (8)											
TOTAL BANGKOK SUVARNABHUMI			124	0	0	90	6	5	0	0	0	5	85	9	124
TOTAL THAILAND			124	0	0	90	6	5	0	0	0	5	85	9	124
TUNISIA															
TUNIS	TUNISAIR	S	38	0	0	0	3	32	66	0	0	85	0	98	36
TOTAL TUNIS			38	0	0	0	3	32	66	0	0	85	0	98	36
TOTAL TUNISIA			38	0	0	0	3	32	66	0	0	85	0	98	36
TURKEY															
BODRUM (MILAS)	BRITISH AIRWAYS PLC	C	10	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL BODRUM (MILAS)			10	0	0	100	0	0	0	0	0	2	0	0	0
DALAMAN	BMI BRITISH MIDLAND	C	20	0	0	55	35	10	0	0	0	14	80	8	10
TOTAL DALAMAN			20	0	0	55	35	10	0	0	0	14	80	8	10
ISTANBUL	BRITISH AIRWAYS PLC	S	186	0	0	77	14	8	1	0	0	9	63	14	186
	THY TURK HAVA YOLLARI TURKIS	S	276	0	0	79	13	7	1	0	0	9	50	22	250
TOTAL ISTANBUL			462	1	0	78	14	7	1	0	0	9	55	19	436
TOTAL TURKEY			492	1	0	78	14	7	1	0	0	9	56	19	446
TURKMENISTAN															
ASHKHABAD	TURKMENISTAN AIRLINES	S	18	0	0	56	33	11	0	0	0	15	67	17	18
TOTAL ASHKHABAD			18	0	0	56	33	11	0	0	0	15	67	17	18
TOTAL TURKMENISTAN			18	0	0	56	33	11	0	0	0	15	67	17	18
TURKS AND CAICOS ISLANDS															
PROVIDENCIALES	BRITISH AIRWAYS PLC	S	9	0	0	89	11	0	0	0	0	4	75	7	8
TOTAL PROVIDENCIALES			9	0	0	89	11	0	0	0	0	4	75	7	8
TOTAL TURKS AND CAICOS ISLANDS			9	0	0	89	11	0	0	0	0	4	75	7	8
UGANDA															
ENTEbbe	BRITISH AIRWAYS PLC	S	44	0	0	66	16	14	5	0	0	15	79	11	43
TOTAL ENTEBBE			44	0	0	66	16	14	5	0	0	15	79	11	43
TOTAL UGANDA			44	0	0	66	16	14	5	0	0	15	79	11	43
UKRAINE															
KIEV (BORISPOL)	BRITISH AIRWAYS PLC	S	106	0	0	86	10	4	0	0	0	6	61	23	90
TOTAL KIEV (BORISPOL)			106	0	0	86	10	4	0	0	0	6	61	23	90
TOTAL UKRAINE			106	0	0	86	10	4	0	0	0	6	61	23	90
UNITED ARAB EMIRATES															
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	186	0	0	86	8	2	4	0	0	8	87	8	185
TOTAL ABU DHABI INTERNATIONAL			186	0	0	86	8	2	4	0	0	8	87	8	185
DUBAI	BRITISH AIRWAYS PLC	S	124	0	0	80	8	10	2	0	1	22	77	14	124
	EMIRATES	S	310	0	0	78	13	8	1	0	0	11	63	17	310
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	89	6	5	0	0	0	5	77	8	62

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			Actual (7)	Plan (8)											
TOTAL DUBAI			496	0	0	80	11	8	1	0	0	13	68	15	496
TOTAL UNITED ARAB EMIRATES			682	0	0	82	10	6	2	0	0	12	73	13	681
UNITED KINGDOM															
ABERDEEN	BMI BRITISH MIDLAND	S	331	0	1	88	8	3	2	0	0	7	82	7	332
	BRITISH AIRWAYS PLC	S	404	0	0	79	11	8	2	0	0	9	75	12	406
TOTAL ABERDEEN			735	1	1	83	10	6	2	0	0	8	78	10	738
BELFAST CITY (GEORGE BEST)	BMI BRITISH MIDLAND	S	342	0	0	75	12	11	2	0	0	11	76	11	364
TOTAL BELFAST CITY (GEORGE BEST)			342	0	0	75	12	11	2	0	0	11	76	11	364
BELFAST INTERNATIONAL	AER LINGUS	S	248	0	0	79	14	6	1	0	0	8	73	15	240
TOTAL BELFAST INTERNATIONAL			248	0	0	79	14	6	1	0	0	8	73	15	240
EDINBURGH	BMI BRITISH MIDLAND	S	433	0	0	77	12	8	2	0	0	10	81	8	375
	BRITISH AIRWAYS PLC	S	550	0	0	79	10	8	2	0	0	12	73	12	614
TOTAL EDINBURGH			983	0	0	78	11	8	2	0	0	11	76	10	989
GLASGOW	BRITISH AIRWAYS PLC	S	454	0	2	80	9	8	4	0	0	11	75	13	502
TOTAL GLASGOW			454	0	2	80	9	8	4	0	0	11	77	11	869
MANCHESTER	BMI BRITISH MIDLAND	S	279	1	3	84	7	7	2	0	0	8	83	8	332
	BRITISH AIRWAYS PLC	S	444	0	0	87	8	2	2	0	0	7	74	11	447
TOTAL MANCHESTER			723	1	3	86	8	4	2	0	0	7	78	10	779
NEWCASTLE	BRITISH AIRWAYS PLC	S	342	0	0	86	8	4	2	0	0	7	77	12	342
TOTAL NEWCASTLE			342	0	0	86	8	4	2	0	0	7	77	12	342
TOTAL UNITED KINGDOM			3827	2	6	81	10	7	2	0	0	9	77	11	4321
USA															
ATLANTA	BRITISH AIRWAYS PLC	S	62	0	0	56	24	13	6	0	0	18	48	53	60
	DELTA AIRLINES	S	96	0	0	64	17	14	4	1	1	29	69	13	62
TOTAL ATLANTA			158	0	0	61	20	13	5	1	1	25	59	33	122
BALTIMORE	BRITISH AIRWAYS PLC	S	62	0	0	74	15	8	3	0	0	12	66	16	62
TOTAL BALTIMORE			62	0	0	74	15	8	3	0	0	12	66	16	62
BOSTON	AMERICAN AIRLINES	S	178	0	1	79	10	8	3	0	0	10	75	10	182
	BRITISH AIRWAYS PLC	S	186	0	0	78	13	5	3	0	1	13	80	12	186
	DELTA AIRLINES	S	122	0	1	84	7	7	2	0	0	9	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	73	6	10	11	0	0	18	71	19	62
TOTAL BOSTON			548	1	2	79	10	7	4	0	0	12	77	12	430
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	245	0	2	77	9	10	4	0	0	13	73	16	248
	BRITISH AIRWAYS PLC	S	124	0	0	74	16	6	4	0	0	11	62	21	124
	UNITED AIRLINES	S	185	0	2	57	11	12	16	4	1	37	70	17	185
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	87	8	2	3	0	0	6	76	10	62
TOTAL CHICAGO (O'HARE)			616	0	4	71	11	9	7	1	0	19	70	17	619
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	178	0	0	59	18	11	11	1	0	22	63	20	176
	BRITISH AIRWAYS PLC	S	62	0	0	76	15	8	2	0	0	10	71	15	62
TOTAL DALLAS/FORT WORTH			240	0	0	63	17	10	8	1	0	19	65	19	238

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ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
DENVER INTERNATIONAL	BRITISH AIRWAYS PLC	S	62	0	0	66	16	13	5	0	0	15	61	39	61
<b>TOTAL DENVER INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>25</b>	123
DETROIT	DELTA AIRLINES	S	87	0	2	85	9	1	1	3	0	13	77	12	62
<b>TOTAL DETROIT</b>			<b>87</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>12</b>	62
HOUSTON	BRITISH AIRWAYS PLC	S	124	0	0	74	14	7	5	0	0	13	63	17	124
	CONTINENTAL AIRLINES	S	124	0	0	74	13	6	6	0	0	14	61	30	124
<b>TOTAL HOUSTON</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>62</b>	<b>23</b>	248
LAS VEGAS	BRITISH AIRWAYS PLC	S	62	0	2	35	18	27	18	0	2	70	48	31	62
<b>TOTAL LAS VEGAS</b>			<b>62</b>	<b>0</b>	<b>2</b>	<b>35</b>	<b>18</b>	<b>27</b>	<b>18</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>48</b>	<b>31</b>	62
LOS ANGELES INTERNATIONAL	AMERICAN AIRLINES	S	62	0	0	74	10	6	10	0	0	18	69	17	62
	BRITISH AIRWAYS PLC	S	186	0	0	70	17	10	3	0	0	13	61	39	180
	UNITED AIRLINES	S	62	0	0	85	5	6	3	0	0	10	94	4	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	124	1	1	77	14	6	2	1	1	15	71	12	124
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>434</b>	<b>1</b>	<b>1</b>	<b>75</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>23</b>	428
MIAMI INTERNATIONAL	AMERICAN AIRLINES	S	62	0	0	76	10	10	5	0	0	14	51	21	71
	BRITISH AIRWAYS PLC	S	124	0	0	59	25	10	5	1	0	19	57	18	124
	DELTA AIRLINES	S	62	0	0	77	13	5	5	0	0	11	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	1	82	10	6	2	0	0	8	71	10	62
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>310</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>59</b>	<b>17</b>	257
MINNEAPOLIS-ST PAUL	DELTA AIRLINES	S	62	0	0	87	5	3	3	0	2	14	74	11	62
<b>TOTAL MINNEAPOLIS-ST PAUL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>14</b>	<b>74</b>	<b>11</b>	62
NEW YORK (JF KENNEDY)	AMERICAN AIRLINES	S	238	1	0	65	13	12	10	1	0	21	66	21	296
	BRITISH AIRWAYS PLC	S	432	0	0	66	15	12	7	1	0	19	70	15	373
	DELTA AIRLINES	S	186	0	0	70	12	9	7	2	0	18	54	33	125
	KUWAIT AIRWAYS	S	26	0	1	38	15	19	27	0	0	38	48	31	27
	VIRGIN ATLANTIC AIRWAYS LTD	S	186	0	0	73	8	10	8	2	0	17	61	21	186
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>1068</b>	<b>1</b>	<b>1</b>	<b>67</b>	<b>13</b>	<b>11</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>64</b>	<b>21</b>	1007
NEW YORK (NEWARK)	BRITISH AIRWAYS PLC	S	180	0	0	79	9	7	6	0	0	12	73	12	178
	CONTINENTAL AIRLINES	S	310	0	0	76	9	9	5	1	0	16	66	21	247
	VIRGIN ATLANTIC AIRWAYS LTD	S	124	0	0	83	11	4	2	0	0	8	71	12	124
<b>TOTAL NEW YORK (NEWARK)</b>			<b>614</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>70</b>	<b>16</b>	549
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	124	0	0	77	13	5	4	1	1	18	70	14	124
	US AIRWAYS	S	62	1	0	52	13	13	18	5	0	36	77	17	62
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>186</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>13</b>	<b>8</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>24</b>	<b>73</b>	<b>15</b>	186
PHOENIX	BRITISH AIRWAYS PLC	S	54	0	0	61	17	15	6	2	0	25	55	18	53
<b>TOTAL PHOENIX</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>17</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>55</b>	<b>18</b>	53
RALEIGH	AMERICAN AIRLINES	S	62	0	0	84	8	5	3	0	0	9	81	10	62
<b>TOTAL RALEIGH</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>10</b>	62
SAN DIEGO	BRITISH AIRWAYS PLC	S	62	0	0	63	16	5	16	0	0	26	0	0	0
<b>TOTAL SAN DIEGO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>16</b>	<b>5</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	0
SAN FRANCISCO	BRITISH AIRWAYS PLC	S	124	0	0	77	17	4	2	1	0	11	64	22	124
	UNITED AIRLINES	S	124	0	0	90	6	2	2	1	0	9	85	8	124



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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
SAN FRANCISCO	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	77	8	5	8	2	0	18	81	12	62
<b>TOTAL SAN FRANCISCO</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>15</b>	<b>310</b>
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	62	0	0	69	18	8	5	0	0	16	54	17	61
<b>TOTAL SEATTLE (TACOMA)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>54</b>	<b>17</b>	<b>61</b>
WASHINGTON (DULLES)	BRITISH AIRWAYS PLC	S	185	0	2	70	18	4	8	0	0	15	59	16	186
	UNITED AIRLINES	S	239	0	4	81	9	4	4	2	0	14	83	11	187
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	76	8	8	8	0	0	14	66	13	62
<b>TOTAL WASHINGTON (DULLES)</b>			<b>486</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>12</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>13</b>	<b>435</b>
<b>TOTAL USA</b>			<b>5793</b>	<b>5</b>	<b>19</b>	<b>72</b>	<b>12</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>68</b>	<b>18</b>	<b>5377</b>
<b>UZBEKISTAN</b>															
TASHKENT	UZBEKISTAN AIRLINES	S	18	0	0	44	22	22	11	0	0	25	50	20	18
<b>TOTAL TASHKENT</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>22</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>20</b>	<b>18</b>
<b>TOTAL UZBEKISTAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>22</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>20</b>	<b>18</b>
<b>ZAMBIA</b>															
LUSAKA	BRITISH AIRWAYS PLC	S	27	0	0	67	19	15	0	0	0	12	63	15	27
<b>TOTAL LUSAKA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>63</b>	<b>15</b>	<b>27</b>
<b>TOTAL ZAMBIA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>63</b>	<b>15</b>	<b>27</b>
<b>TOTAL HEATHROW</b>			<b>41352</b>	<b>20</b>	<b>90</b>	<b>76</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>16</b>	<b>41174</b>

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>BELGIUM</b>															
ANTWERP	VLM (BELGIUM)	S	218	0	0	89	7	3	1	0	0	5	90	6	206
TOTAL ANTWERP			<b>218</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>6</b>	<b>206</b>
TOTAL BELGIUM			<b>218</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>6</b>	<b>206</b>
<b>DENMARK</b>															
BILLUND	SUN AIR OF SCANDINAVIA	S	30	0	0	90	7	3	0	0	0	6	75	15	32
TOTAL BILLUND			<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>6</b>	<b>75</b>	<b>15</b>	<b>32</b>
COPENHAGEN	BA CITYFLYER LTD	S	76	0	0	89	7	1	3	0	0	5	0	0	0
TOTAL COPENHAGEN			<b>76</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>69</b>	<b>18</b>	<b>49</b>
TOTAL DENMARK			<b>106</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>72</b>	<b>17</b>	<b>81</b>
<b>FRANCE</b>															
AVIGNON	CITY JET	S	10	0	0	90	10	0	0	0	0	3	0	0	0
TOTAL AVIGNON			<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>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
BRIVE-LA-GAILLARDE	CITY JET	S	32	0	0	81	16	3	0	0	0	7	32	23	28
TOTAL BRIVE-LA-GAILLARDE			<b>32</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>32</b>	<b>23</b>	<b>28</b>
DEAUVILLE	VLM (BELGIUM)	S	36	0	0	83	6	11	0	0	0	8	92	5	36
TOTAL DEAUVILLE			<b>36</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>5</b>	<b>36</b>
NANTES	VLM (BELGIUM)	S	99	0	0	81	10	6	3	0	0	11	93	4	102
TOTAL NANTES			<b>99</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>93</b>	<b>4</b>	<b>102</b>
NICE	BA CITYFLYER LTD	S	79	0	0	85	10	4	1	0	0	7	62	17	60
TOTAL NICE			<b>79</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>62</b>	<b>17</b>	<b>60</b>
PARIS (ORLY)	CITY JET	S	2	0	0	0	0	100	0	0	0	38	0	0	0
	VLM (BELGIUM)	S	270	0	0	88	7	3	2	0	0	6	79	9	267
TOTAL PARIS (ORLY)			<b>272</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>79</b>	<b>9</b>	<b>267</b>
PAU	CITY JET	S	25	0	0	96	4	0	0	0	0	2	0	0	0
TOTAL PAU			<b>25</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOULON / HYERES	CITY JET	S	20	0	0	80	15	5	0	0	0	10	0	0	0
TOTAL TOULON / HYERES			<b>20</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL FRANCE			<b>573</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>9</b>	<b>493</b>
<b>GERMANY</b>															
FRANKFURT MAIN	BA CITYFLYER LTD	S	131	0	0	86	6	6	2	0	0	7	97	2	135
	LUFTHANSA CITY LINE	S	143	0	0	82	11	3	3	1	0	9	85	7	151
TOTAL FRANKFURT MAIN			<b>274</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>5</b>	<b>286</b>
MUNICH	LUFTHANSA CITY LINE	S	76	0	0	91	1	5	3	0	0	6	78	11	88
TOTAL MUNICH			<b>76</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>1</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>11</b>	<b>88</b>
TOTAL GERMANY			<b>350</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>6</b>	<b>374</b>

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
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			Actual (7)	Plan (8)											
<b>IRISH REPUBLIC</b>															
DUBLIN	CITY JET	S	228	0	0	92	5	2	1	0	0	4	91	4	311
TOTAL DUBLIN			<b>228</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>91</b>	<b>4</b>	<b>311</b>
TOTAL IRISH REPUBLIC			<b>228</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>91</b>	<b>4</b>	<b>311</b>
<b>ITALY</b>															
FLORENCE	CITY JET	S	51	0	0	75	16	10	0	0	0	8	0	0	0
TOTAL FLORENCE			<b>51</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>16</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
MILAN (LINATE)	CITY JET	S	93	0	0	97	2	0	1	0	0	2	86	7	96
TOTAL MILAN (LINATE)			<b>93</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>7</b>	<b>96</b>
TOTAL ITALY			<b>144</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>7</b>	<b>128</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	LUXAIR	S	188	0	0	90	3	4	3	0	0	6	88	7	192
LUXEMBOURG	VLM (BELGIUM)	S	150	0	0	93	1	3	3	0	0	5	94	3	150
TOTAL LUXEMBOURG			<b>338</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>91</b>	<b>6</b>	<b>342</b>
TOTAL LUXEMBOURG			<b>338</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>91</b>	<b>6</b>	<b>342</b>
<b>NETHERLANDS</b>															
AMSTERDAM	BA CITYFLYER LTD	S	212	0	0	92	3	2	2	0	0	6	85	8	148
AMSTERDAM	CITY JET	S	304	0	0	89	4	5	3	0	0	7	0	0	0
TOTAL AMSTERDAM			<b>516</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>6</b>	<b>493</b>
EINDHOVEN	VLM (BELGIUM)	S	79	1	0	91	3	3	4	0	0	8	94	5	95
TOTAL EINDHOVEN			<b>79</b>	<b>1</b>	<b>0</b>	<b>91</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>94</b>	<b>5</b>	<b>95</b>
ROTTERDAM	CITY JET	S	8	0	0	100	0	0	0	0	0	0	0	0	0
ROTTERDAM	VLM (BELGIUM)	S	278	0	0	94	3	3	0	0	0	3	98	1	339
TOTAL ROTTERDAM			<b>286</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>98</b>	<b>1</b>	<b>339</b>
TOTAL NETHERLANDS			<b>881</b>	<b>1</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>93</b>	<b>4</b>	<b>927</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	BA CITYFLYER LTD	S	24	0	0	75	8	4	13	0	0	19	0	0	0
TOTAL FARO			<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>4</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL PORTUGAL(EXCLUDING MADEIRA)			<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>4</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SPAIN</b>															
BARCELONA	BA CITYFLYER LTD	S	60	0	0	73	22	5	0	0	0	9	63	14	60
TOTAL BARCELONA			<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>22</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>63</b>	<b>14</b>	<b>60</b>
IBIZA	BA CITYFLYER LTD	S	62	0	0	66	13	15	6	0	0	16	41	52	32
TOTAL IBIZA			<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>13</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>41</b>	<b>52</b>	<b>32</b>
MADRID	BA CITYFLYER LTD	S	94	0	0	78	15	3	4	0	0	11	64	20	97
TOTAL MADRID			<b>94</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>15</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>64</b>	<b>20</b>	<b>97</b>
MALAGA	BA CITYFLYER LTD	S	36	0	0	44	39	14	3	0	0	18	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL MALAGA			36	0	0	44	39	14	3	0	0	18	0	0	0
PALMA DE MALLORCA	BA CITYFLYER LTD	S	46	0	0	72	9	7	13	0	0	19	32	58	38
TOTAL PALMA DE MALLORCA			46	0	0	72	9	7	13	0	0	19	32	58	38
TOTAL SPAIN			298	0	0	69	18	8	5	0	0	14	55	30	227
SWEDEN															
STOCKHOLM (ARLANDA)	BA CITYFLYER LTD	S	76	0	0	88	5	5	1	0	0	6	0	0	0
TOTAL STOCKHOLM (ARLANDA)			76	0	0	88	5	5	1	0	0	6	0	0	0
TOTAL SWEDEN			76	0	0	88	5	5	1	0	0	6	0	0	0
SWITZERLAND															
BERNE	SKY WORK AG	S	52	0	0	90	4	6	0	0	0	5	0	0	0
TOTAL BERNE			52	0	0	90	4	6	0	0	0	5	0	0	0
GENEVA	SWISS AIRLINES	S	211	0	0	91	6	1	1	0	0	5	85	7	216
TOTAL GENEVA			211	0	0	91	6	1	1	0	0	5	83	8	248
ZURICH	BA CITYFLYER LTD	S	177	0	0	88	5	2	5	1	0	10	81	12	183
	SWISS AIRLINES	S	335	0	0	88	8	4	0	0	0	6	87	6	364
TOTAL ZURICH			512	0	0	88	7	3	2	0	0	7	85	8	547
TOTAL SWITZERLAND			775	0	0	89	7	3	2	0	0	6	86	8	899
UNITED KINGDOM															
DUNDEE	VLM (BELGIUM)	S	112	0	0	90	4	4	2	0	0	6	0	0	0
TOTAL DUNDEE			112	0	0	90	4	4	2	0	0	6	90	5	208
EDINBURGH	BA CITYFLYER LTD	S	363	0	0	90	5	3	2	0	0	5	79	11	345
	CITY JET	S	118	0	0	96	3	0	1	0	0	3	91	5	323
TOTAL EDINBURGH			481	0	0	91	5	2	1	0	0	5	85	8	668
GLASGOW	BA CITYFLYER LTD	S	215	0	0	89	6	3	2	0	0	5	80	12	171
TOTAL GLASGOW			215	0	0	89	6	3	2	0	0	5	80	12	171
ISLE OF MAN	AER ARANN	S	156	0	0	92	6	1	1	0	0	4	93	6	152
TOTAL ISLE OF MAN			156	0	0	92	6	1	1	0	0	4	93	6	152
JERSEY	BLUE ISLANDS LIMITED	S	93	0	0	84	9	3	3	1	0	12	0	0	0
TOTAL JERSEY			93	0	0	84	9	3	3	1	0	12	86	12	44
TOTAL UNITED KINGDOM			1057	0	0	90	5	3	2	0	0	6	86	8	1243
USA															
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	93	0	0	84	8	6	2	0	0	7	96	2	96
TOTAL NEW YORK (JF KENNEDY)			93	0	0	84	8	6	2	0	0	7	96	2	96
TOTAL USA			93	0	0	84	8	6	2	0	0	7	96	2	96
TOTAL LONDON CITY			5161	1	0	88	6	4	2	0	0	6	86	8	5327

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>BULGARIA</b>															
BURGAS	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	75	7	8
	WIZZ AIR	S	62	0	0	37	27	27	8	0	0	26	57	26	44
<b>TOTAL BURGAS</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>24</b>	<b>24</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>60</b>	<b>23</b>	<b>52</b>
SOFIA	WIZZ AIR	S	62	0	0	63	11	19	6	0	0	16	55	19	62
<b>TOTAL SOFIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>11</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>55</b>	<b>19</b>	<b>62</b>
VARNA	WIZZ AIR	S	36	0	0	78	6	6	11	0	0	18	58	38	26
<b>TOTAL VARNA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>6</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>58</b>	<b>38</b>	<b>26</b>
<b>TOTAL BULGARIA</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>15</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>57</b>	<b>24</b>	<b>140</b>
<b>CROATIA</b>															
DUBROVNIK	WIZZ AIR	S	26	0	0	92	8	0	0	0	0	5	64	12	28
<b>TOTAL DUBROVNIK</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>64</b>	<b>12</b>	<b>28</b>
SPLIT	WIZZ AIR	S	36	0	0	92	3	0	6	0	0	9	71	71	34
<b>TOTAL SPLIT</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>71</b>	<b>71</b>	<b>34</b>
<b>TOTAL CROATIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>68</b>	<b>36</b>	<b>96</b>
<b>CYPRUS</b>															
LARNACA	MONARCH AIRLINES	S	60	0	0	58	23	10	7	2	0	22	65	23	60
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	50	55	8
<b>TOTAL LARNACA</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>22</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>63</b>	<b>27</b>	<b>68</b>
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	18	0	0	67	11	6	17	0	0	23	54	26	26
	THOMSON AIRWAYS LTD	C	18	0	0	61	28	0	0	6	6	51	41	36	17
<b>TOTAL PAPHOS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>19</b>	<b>3</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>37</b>	<b>49</b>	<b>30</b>	<b>43</b>
<b>TOTAL CYPRUS</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>21</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>26</b>	<b>58</b>	<b>28</b>	<b>111</b>
<b>CZECH REPUBLIC</b>															
BRNO (TURANY)	WIZZ AIR	S	36	0	0	78	14	6	3	0	0	10	0	0	0
<b>TOTAL BRNO (TURANY)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
PRAGUE	WIZZ AIR	S	102	0	4	84	5	7	4	0	0	9	48	35	52
<b>TOTAL PRAGUE</b>			<b>102</b>	<b>1</b>	<b>4</b>	<b>84</b>	<b>5</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>48</b>	<b>35</b>	<b>52</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>138</b>	<b>1</b>	<b>4</b>	<b>83</b>	<b>7</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>48</b>	<b>35</b>	<b>52</b>
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	EASYJET AIRLINE COMPANY LTD	S	44	0	0	61	18	7	11	2	0	26	57	25	46
	THOMSON AIRWAYS LTD	S	10	0	0	50	30	0	20	0	0	23	60	49	10
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>20</b>	<b>6</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>57</b>	<b>29</b>	<b>56</b>
<b>TOTAL EGYPT</b>			<b>54</b>	<b>2</b>	<b>0</b>	<b>59</b>	<b>20</b>	<b>6</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>57</b>	<b>29</b>	<b>56</b>
<b>ESTONIA</b>															
TALLIN	RYANAIR	S	36	0	0	75	17	8	0	0	0	11	0	0	0
<b>TOTAL TALLIN</b>			<b>36</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>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL ESTONIA			36	0	0	75	17	8	0	0	0	11	0	0	0
FRANCE															
BEZIERS	RYANAIR	S	34	0	0	88	9	3	0	0	0	6	65	13	34
TOTAL BEZIERS			34	0	0	88	9	3	0	0	0	6	65	13	34
BORDEAUX	EASYJET AIRLINE COMPANY LTD	S	96	0	0	82	9	8	0	0	0	8	57	28	86
TOTAL BORDEAUX			96	0	0	82	9	8	0	0	0	8	57	28	86
MONTPELLIER	EASYJET AIRLINE COMPANY LTD	S	60	0	0	85	8	7	0	0	0	7	69	15	42
TOTAL MONTPELLIER			60	0	0	85	8	7	0	0	0	7	69	15	42
NICE	EASYJET AIRLINE COMPANY LTD	S	124	0	0	73	19	5	2	0	0	11	49	37	114
TOTAL NICE			124	9	0	73	19	5	2	0	0	11	50	37	115
NIMES	RYANAIR	S	62	0	0	95	2	3	0	0	0	3	77	8	60
TOTAL NIMES			62	0	0	95	2	3	0	0	0	3	77	8	60
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	142	0	0	80	9	7	4	0	0	10	54	31	137
TOTAL PARIS (CHARLES DE GAULLE)			142	0	0	80	9	7	4	0	0	10	54	31	137
TOTAL FRANCE			518	19	0	82	11	6	2	0	0	8	60	25	512
GERMANY															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	104	0	0	94	2	0	4	0	0	5	81	15	108
TOTAL BERLIN (SCHONEFELD)			104	0	0	94	2	0	4	0	0	5	81	15	108
COLOGNE BONN	BLUE PANORAMA	C	2	0	0	0	50	50	0	0	0	35	0	0	0
	TITAN AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	20	0	0	0
TOTAL COLOGNE BONN			4	1	0	25	50	25	0	0	0	27	0	0	0
DORTMUND	EASYJET AIRLINE COMPANY LTD	S	114	0	0	82	10	5	4	0	0	9	73	19	114
TOTAL DORTMUND			114	0	0	82	10	5	4	0	0	9	73	19	114
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	52	0	0	79	13	0	8	0	0	13	65	16	52
TOTAL HAMBURG			54	0	0	80	13	0	7	0	0	12	65	16	52
TOTAL GERMANY			276	4	0	85	8	3	4	0	0	8	75	17	274
GIBRALTAR															
GIBRALTAR	MONARCH AIRLINES	S	98	0	0	60	22	9	2	4	2	32	47	35	62
TOTAL GIBRALTAR			98	0	0	60	22	9	2	4	2	32	47	35	62
TOTAL GIBRALTAR			98	0	0	60	22	9	2	4	2	32	47	35	62
GREECE															
CORFU	MONARCH AIRLINES	S	22	0	0	86	5	5	5	0	0	8	0	0	0
	THOMSON AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	7	90	6	10
TOTAL CORFU			32	0	0	88	6	3	3	0	0	7	79	8	14
HERAKLION	THOMSON AIRWAYS LTD	C	10	0	0	60	20	0	20	0	0	27	13	88	8
TOTAL HERAKLION			10	0	0	60	20	0	20	0	0	27	13	88	8
KEFALLINIA	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	100	0	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED	Actual (7)											Plan (8)
TOTAL KEFALLINIA			8	0	0	100	0	0	0	0	0	1	100	0	8
RHODES	THOMSON AIRWAYS LTD	C	10	0	0	80	20	0	0	0	0	8	50	28	10
TOTAL RHODES			10	0	0	80	20	0	0	0	0	8	50	28	10
SALONIKA	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	88	5	8
TOTAL SALONIKA			8	0	0	100	0	0	0	0	0	2	88	5	8
ZAKINTHOS	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	9	10	131	10
	THOMSON AIRWAYS LTD	C	8	0	0	50	0	25	25	0	0	30	100	2	8
TOTAL ZAKINTHOS			16	0	0	69	6	13	13	0	0	19	50	74	18
TOTAL GREECE			84	2	0	82	8	4	6	0	0	11	62	37	66
HUNGARY															
BUDAPEST	EASYJET AIRLINE COMPANY LTD	S	62	0	0	74	15	2	5	5	0	23	76	15	62
	WIZZ AIR	S	184	0	6	71	12	9	7	1	0	18	70	26	132
TOTAL BUDAPEST			246	1	6	72	13	7	6	2	0	19	72	22	194
TOTAL HUNGARY			246	1	6	72	13	7	6	2	0	19	72	22	194
IRISH REPUBLIC															
DUBLIN	RYANAIR	S	194	0	0	89	8	4	0	0	0	6	67	22	142
TOTAL DUBLIN			194	3	0	89	8	4	0	0	0	6	67	22	142
GALWAY	AER ARANN	S	36	0	0	67	14	14	6	0	0	14	71	18	140
TOTAL GALWAY			36	0	0	67	14	14	6	0	0	14	71	18	140
IRELAND WEST(KNOCK)	RYANAIR	S	36	0	0	58	31	11	0	0	0	14	68	18	34
TOTAL IRELAND WEST(KNOCK)			36	0	0	58	31	11	0	0	0	14	68	18	34
KERRY COUNTY	RYANAIR	S	62	0	0	95	3	2	0	0	0	3	79	8	62
TOTAL KERRY COUNTY			62	0	0	95	3	2	0	0	0	3	79	8	62
WATERFORD	AER ARANN	S	36	0	0	64	14	6	11	6	0	34	84	9	112
TOTAL WATERFORD			36	0	0	64	14	6	11	6	0	34	84	9	112
TOTAL IRISH REPUBLIC			364	3	0	82	10	5	2	1	0	10	74	16	490
ISRAEL															
TEL AVIV	EASYJET AIRLINE COMPANY LTD	S	62	0	1	63	15	11	11	0	0	21	35	46	52
	EL AL	S	55	0	1	64	15	18	4	0	0	17	58	32	52
	ISRAIR LTD	S	16	0	0	6	13	38	44	0	0	68	13	63	8
TOTAL TEL AVIV			133	1	2	56	14	17	12	0	0	25	44	40	114
TOTAL ISRAEL			133	1	2	56	14	17	12	0	0	25	44	40	114
ITALY															
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	64	0	0	80	13	3	3	2	0	16	26	63	54
TOTAL MILAN (MALPENSA)			64	2	0	80	13	3	3	2	0	16	27	62	55
PISA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	68	19	6	6	0	0	15	56	25	62
TOTAL PISA			62	0	0	68	19	6	6	0	0	15	56	25	62
TRAPANI	RYANAIR	S	26	0	0	88	12	0	0	0	0	4	52	21	27

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Reporting Airport: LUTON (Full Analysis)

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL TRAPANI			26	0	0	88	12	0	0	0	0	4	52	21	27
TOTAL ITALY			153	20	0	76	15	5	4	1	0	14	45	38	147
LATVIA															
RIGA	WIZZ AIR	S	62	0	0	65	21	10	5	0	0	16	61	33	28
TOTAL RIGA			62	1	0	65	21	10	5	0	0	16	61	33	28
TOTAL LATVIA			62	1	0	65	21	10	5	0	0	16	61	33	28
LITHUANIA															
KAUNAS	RYANAIR	S	26	0	0	92	0	8	0	0	0	5	75	12	28
TOTAL KAUNAS			26	0	0	92	0	8	0	0	0	5	75	12	28
VILNIUS	WIZZ AIR	S	44	0	0	84	7	7	0	2	0	13	0	0	0
TOTAL VILNIUS			44	0	0	84	7	7	0	2	0	13	0	0	0
TOTAL LITHUANIA			70	0	0	87	4	7	0	1	0	10	75	12	28
MACEDONIA															
SKOPJE	WIZZ AIR	S	36	0	0	64	11	14	11	0	0	22	0	0	0
TOTAL SKOPJE			36	0	0	64	11	14	11	0	0	22	0	0	0
TOTAL MACEDONIA			36	0	0	64	11	14	11	0	0	22	0	0	0
MALTA															
MALTA	RYANAIR	S	62	0	0	90	8	2	0	0	0	6	82	8	62
TOTAL MALTA			62	0	0	90	8	2	0	0	0	6	82	8	62
TOTAL MALTA			62	0	0	90	8	2	0	0	0	6	82	8	62
MOROCCO															
MARRAKESH	RYANAIR	S	36	0	0	83	14	0	3	0	0	8	82	33	34
TOTAL MARRAKESH			36	0	0	83	14	0	3	0	0	8	82	33	34
TOTAL MOROCCO			36	0	0	83	14	0	3	0	0	8	82	33	34
NETHERLANDS															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	168	0	0	83	10	4	4	0	0	9	67	23	168
TOTAL AMSTERDAM			168	1	0	83	10	4	4	0	0	9	67	23	169
TOTAL NETHERLANDS			168	2	0	83	10	4	4	0	0	9	67	23	169
POLAND															
GDANSK	WIZZ AIR	S	124	0	0	75	12	7	4	2	0	14	74	19	124
TOTAL GDANSK			124	2	0	75	12	7	4	2	0	14	74	19	124
KATOWICE	WIZZ AIR	S	124	1	0	73	12	7	6	2	0	18	65	34	125
TOTAL KATOWICE			124	1	0	73	12	7	6	2	0	18	65	34	125
POZNAN	WIZZ AIR	S	50	0	2	86	12	2	0	0	0	5	73	12	52
TOTAL POZNAN			50	0	2	86	12	2	0	0	0	5	73	12	52
RZESZOW	RYANAIR	S	18	0	0	78	6	17	0	0	0	11	56	18	16



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Reporting Airport: LUTON (Full Analysis)

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL RZESZOW			18	0	0	78	6	17	0	0	0	11	56	18	16
WARSAW	WIZZ AIR	S	184	0	4	72	16	9	2	1	1	16	61	38	186
TOTAL WARSAW			184	0	4	72	16	9	2	1	1	16	61	38	186
WROCLAW	WIZZ AIR	S	44	0	0	64	14	11	7	0	5	43	69	26	52
TOTAL WROCLAW			44	0	0	64	14	11	7	0	5	43	69	26	52
TOTAL POLAND			544	3	6	74	13	8	3	1	1	17	67	28	618
PORTUGAL(EXCLUDING MADEIRA)															
FARO	EASYJET AIRLINE COMPANY LTD	S	124	0	0	85	7	2	5	0	0	9	61	28	122
	MONARCH AIRLINES	S	58	0	0	74	10	10	5	0	0	16	65	29	46
	THOMSON AIRWAYS LTD	C	18	0	0	83	6	11	0	0	0	7	83	8	18
TOTAL FARO			200	0	0	82	8	6	5	0	0	11	65	26	186
LISBON	EASYJET AIRLINE COMPANY LTD	S	116	0	0	72	16	9	3	0	0	13	44	34	124
TOTAL LISBON			116	2	0	72	16	9	3	0	0	13	44	34	124
TOTAL PORTUGAL(EXCLUDING MADEIRA)			316	2	0	78	11	7	4	0	0	12	56	29	310
PORTUGAL(MADEIRA)															
FUNCHAL	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	5	63	14	8
TOTAL FUNCHAL			8	0	0	100	0	0	0	0	0	5	63	14	8
TOTAL PORTUGAL(MADEIRA)			8	0	0	100	0	0	0	0	0	5	63	14	8
REPUBLIC OF SERBIA															
BELGRADE	WIZZ AIR	S	36	0	0	72	17	11	0	0	0	11	44	57	34
TOTAL BELGRADE			36	0	0	72	17	11	0	0	0	11	44	57	34
TOTAL REPUBLIC OF SERBIA			36	0	0	72	17	11	0	0	0	11	44	57	34
ROMANIA															
BACAU	BLUE AIR TRANSPORT AERIAN	S	35	0	0	83	14	3	0	0	0	7	81	11	26
TOTAL BACAU			35	0	0	83	14	3	0	0	0	7	81	11	26
BUCHAREST (BANEASA)	BLUE AIR TRANSPORT AERIAN	S	46	0	0	63	20	11	7	0	0	18	60	32	62
	WIZZ AIR	S	124	0	0	79	12	6	2	1	0	11	80	18	124
TOTAL BUCHAREST (BANEASA)			170	0	0	75	14	8	3	1	0	13	73	23	186
CLUJ NAPOCA	WIZZ AIR	S	44	0	0	95	5	0	0	0	0	4	69	29	62
TOTAL CLUJ NAPOCA			44	0	0	95	5	0	0	0	0	4	69	29	62
TIMISOARA	WIZZ AIR	S	26	0	0	88	12	0	0	0	0	3	82	8	28
TOTAL TIMISOARA			26	0	0	88	12	0	0	0	0	3	82	8	28
TIRGU MURES	WIZZ AIR	S	36	0	0	78	17	6	0	0	0	8	0	0	0
TOTAL TIRGU MURES			36	0	0	78	17	6	0	0	0	8	0	0	0
TOTAL ROMANIA			311	0	0	80	13	5	2	0	0	10	75	20	330
SLOVAK REPUBLIC															
BRATISLAVA	RYANAIR	S	62	0	0	63	21	13	3	0	0	16	74	15	62

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			Actual (7)	Plan (8)											
TOTAL BRATISLAVA			62	0	0	63	21	13	3	0	0	16	74	15	62
TOTAL SLOVAK REPUBLIC			62	0	0	63	21	13	3	0	0	16	74	15	62
SPAIN															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	122	0	0	86	11	2	2	0	0	6	42	46	117
	MONARCH AIRLINES	S	58	0	0	60	21	5	7	5	2	35	61	41	36
TOTAL ALICANTE			180	0	0	78	14	3	3	2	1	15	46	45	153
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	124	0	0	88	4	6	2	0	0	7	48	34	124
TOTAL BARCELONA			124	0	0	88	4	6	2	0	0	7	48	34	124
GERONA	RYANAIR	S	36	0	0	75	22	3	0	0	0	10	66	32	32
TOTAL GERONA			36	0	0	75	22	3	0	0	0	10	66	32	32
IBIZA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	71	10	6	13	0	0	18	53	26	58
	THOMSON AIRWAYS LTD	C	18	0	0	78	17	0	6	0	0	9	61	28	18
TOTAL IBIZA			80	0	0	73	11	5	11	0	0	16	55	27	76
MADRID	EASYJET AIRLINE COMPANY LTD	S	126	1	0	73	6	14	7	0	0	17	36	42	127
TOTAL MADRID			126	2	0	73	6	14	7	0	0	17	36	42	128
MAHON	EASYJET AIRLINE COMPANY LTD	S	50	0	0	88	12	0	0	0	0	4	73	24	48
	MONARCH AIRLINES	S	26	0	0	69	23	8	0	0	0	11	73	17	26
	THOMSON AIRWAYS LTD	C	18	0	0	83	11	6	0	0	0	5	83	17	18
TOTAL MAHON			94	0	0	82	15	3	0	0	0	6	75	21	92
MALAGA	EASYJET AIRLINE COMPANY LTD	S	127	0	1	81	13	2	4	0	0	11	62	29	153
	MONARCH AIRLINES	S	68	0	2	66	16	6	3	3	6	44	59	21	44
	THOMSON AIRWAYS LTD	C	18	0	0	61	17	11	11	0	0	25	72	10	18
TOTAL MALAGA			213	2	3	75	14	4	4	1	2	22	62	26	215
MURCIA SAN JAVIER	RYANAIR	S	62	0	0	90	10	0	0	0	0	4	69	15	62
TOTAL MURCIA SAN JAVIER			62	0	0	90	10	0	0	0	0	4	69	15	62
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	146	0	0	78	10	9	3	0	0	11	57	33	122
	MONARCH AIRLINES	S	67	0	0	39	22	18	15	3	3	49	34	55	35
	THOMSON AIRWAYS LTD	C	47	0	0	62	17	11	4	6	0	34	46	60	46
TOTAL PALMA DE MALLORCA			260	0	0	65	15	12	6	2	1	25	51	43	203
REUS	RYANAIR	S	36	0	0	94	6	0	0	0	0	3	53	38	36
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	88	3	8
TOTAL REUS			44	0	0	95	5	0	0	0	0	3	59	32	44
TOTAL SPAIN			1219	9	3	76	12	6	4	1	1	16	54	34	1129
SPAIN(CANARY ISLANDS)															
ARRECIFE	MONARCH AIRLINES	S	26	0	0	50	15	19	15	0	0	28	39	33	28
	RYANAIR	S	18	0	0	89	6	6	0	0	0	6	61	24	18
	THOMSON AIRWAYS LTD	C	9	0	0	44	11	33	11	0	0	29	63	20	8
TOTAL ARRECIFE			53	0	0	62	11	17	9	0	0	21	50	28	54
FUERTEVENTURA	RYANAIR	S	18	0	0	83	11	6	0	0	0	6	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	75	0	0	25	0	0	16	75	22	8

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			Actual (7)	Plan (8)											
<b>TOTAL FUERTEVENTURA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>27</b>	16
LAS PALMAS	RYANAIR	S	18	0	0	89	11	0	0	0	0	4	83	13	18
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	100	0	8
<b>TOTAL LAS PALMAS</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>88</b>	<b>9</b>	34
TENERIFE (SURREINA SOFIA)	MONARCH AIRLINES	S	73	0	0	67	16	14	3	0	0	15	45	49	71
	RYANAIR	S	26	0	0	88	4	8	0	0	0	7	61	17	18
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	6	50	39	10
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>109</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>48</b>	<b>42</b>	99
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>214</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>57</b>	<b>32</b>	203
<b>SWITZERLAND</b>															
GENEVA	EASYJET AIRLINE COMPANY LTD	S	124	0	0	74	14	5	6	2	0	17	58	27	124
<b>TOTAL GENEVA</b>			<b>124</b>	<b>3</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>5</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>58</b>	<b>27</b>	124
ZURICH	EASYJET AIRLINE COMPANY LTD	S	62	0	0	76	18	3	3	0	0	10	60	21	106
<b>TOTAL ZURICH</b>			<b>62</b>	<b>6</b>	<b>0</b>	<b>76</b>	<b>18</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>60</b>	<b>21</b>	106
<b>TOTAL SWITZERLAND</b>			<b>186</b>	<b>10</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>59</b>	<b>24</b>	230
<b>TUNISIA</b>															
ENFIDHA	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL ENFIDHA</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>0</b>	<b>0</b>	0
<b>TOTAL TUNISIA</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>18</b>	8
<b>TURKEY</b>															
ANTALYA	MONARCH AIRLINES	C	8	0	0	63	13	0	13	13	0	49	38	32	8
	THOMSON AIRWAYS LTD	C	18	0	0	72	17	11	0	0	0	10	89	15	18
<b>TOTAL ANTALYA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>22</b>	<b>73</b>	<b>20</b>	26
BODRUM (MILAS)	MONARCH AIRLINES	S	26	0	1	69	8	8	15	0	0	21	39	25	18
	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	7	100	6	10
<b>TOTAL BODRUM (MILAS)</b>			<b>34</b>	<b>1</b>	<b>1</b>	<b>71</b>	<b>12</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>61</b>	<b>17</b>	31
DALAMAN	MONARCH AIRLINES	C	10	0	0	90	10	0	0	0	0	6	78	19	9
	MONARCH AIRLINES	S	36	1	0	69	17	8	6	0	0	17	78	18	18
	THOMSON AIRWAYS LTD	C	26	1	0	85	8	0	8	0	0	16	62	38	26
<b>TOTAL DALAMAN</b>			<b>72</b>	<b>2</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>28</b>	55
ISTANBUL (SABIHA GOKCEN)	EASYJET AIRLINE COMPANY LTD	S	44	0	0	64	16	14	2	5	0	29	52	31	46
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>16</b>	<b>14</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>29</b>	<b>52</b>	<b>31</b>	46
<b>TOTAL TURKEY</b>			<b>176</b>	<b>3</b>	<b>1</b>	<b>72</b>	<b>14</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>63</b>	<b>25</b>	158
<b>UKRAINE</b>															
KIEV (ZHULYANY)	WIZZ AIR	S	26	0	0	69	8	8	4	12	0	39	0	0	0
<b>TOTAL KIEV (ZHULYANY)</b>			<b>26</b>	<b>2</b>	<b>0</b>	<b>69</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL UKRAINE</b>			<b>26</b>	<b>3</b>	<b>0</b>	<b>69</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>39</b>	<b>44</b>	<b>72</b>	25

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010			
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			Actual (7)	Plan (8)												
<b>UNITED KINGDOM</b>																
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	114	0	0	76	9	12	2	1	0	13	59	28	104	
<b>TOTAL ABERDEEN</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>9</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>59</b>	<b>28</b>	<b>104</b>	
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	124	0	0	90	8	1	2	0	0	8	0	0	0	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	160	0	0	83	7	4	5	1	0	11	78	13	157	
<b>TOTAL EDINBURGH</b>			<b>160</b>	<b>4</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>13</b>	<b>157</b>	
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	174	0	0	83	8	6	3	0	0	9	67	22	174	
<b>TOTAL GLASGOW</b>			<b>174</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>67</b>	<b>22</b>	<b>174</b>	
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	78	0	0	79	5	4	12	0	0	16	76	18	72	
<b>TOTAL INVERNESS</b>			<b>78</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>5</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>18</b>	<b>72</b>	
ISLE OF MAN	FLYBE LTD	S	62	0	0	90	6	0	2	2	0	9	81	16	62	
<b>TOTAL ISLE OF MAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>16</b>	<b>62</b>	
JERSEY	FLYBE LTD	S	46	0	0	93	4	0	2	0	0	6	75	24	44	
<b>TOTAL JERSEY</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>24</b>	<b>44</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>758</b>	<b>14</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>20</b>	<b>732</b>	
<b>TOTAL LUTON</b>			<b>6734</b>	<b>164</b>	<b>22</b>	<b>77</b>	<b>12</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>26</b>	<b>6489</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
GRAZ	BMI REGIONAL	C	4	0	0	100	0	0	0	0	0	5	75	21	4
<b>TOTAL GRAZ</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>5</b>	<b>75</b>	<b>21</b>	<b>4</b>
INNSBRUCK	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	4	0	0	0
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	4	80	7	10
<b>TOTAL INNSBRUCK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>80</b>	<b>7</b>	<b>10</b>
SALZBURG	THOMSON AIRWAYS LTD	C	18	0	0	94	6	0	0	0	0	1	72	11	18
<b>TOTAL SALZBURG</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>1</b>	<b>72</b>	<b>11</b>	<b>18</b>
<b>TOTAL AUSTRIA</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>3</b>	<b>75</b>	<b>11</b>	<b>32</b>
<b>BARBADOS</b>															
BRIDGETOWN	VIRGIN ATLANTIC AIRWAYS LTD	S	8	0	0	88	0	13	0	0	0	7	88	8	8
<b>TOTAL BRIDGETOWN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>8</b>	<b>8</b>
<b>TOTAL BARBADOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>8</b>	<b>8</b>
<b>BELARUS</b>															
MINSK INT'L	BELAVIA (BELARUSSIAN AIRLINES)	S	8	0	0	100	0	0	0	0	0	1	100	3	8
<b>TOTAL MINSK INT'L</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>3</b>	<b>8</b>
<b>TOTAL BELARUS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>3</b>	<b>8</b>
<b>BELGIUM</b>															
ANTWERP	VLM (BELGIUM)	S	82	0	0	94	6	0	0	0	0	4	87	6	97
<b>TOTAL ANTWERP</b>			<b>82</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>87</b>	<b>6</b>	<b>97</b>
BRUSSELS	BRUSSELS AIRLINES	S	168	0	0	82	13	3	2	0	0	8	89	6	151
	FLYBE LTD	S	70	0	0	74	10	4	10	1	0	21	65	21	66
<b>TOTAL BRUSSELS</b>			<b>238</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>11</b>	<b>217</b>
<b>TOTAL BELGIUM</b>			<b>320</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>9</b>	<b>314</b>
<b>BULGARIA</b>															
BURGAS	BH AIR	C	28	0	0	50	32	11	7	0	0	21	75	9	28
	THOMAS COOK AIRLINES LTD	C	18	0	0	50	17	17	17	0	0	38	39	66	18
	THOMSON AIRWAYS LTD	C	18	0	0	89	11	0	0	0	0	4	83	9	18
<b>TOTAL BURGAS</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>22</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>68</b>	<b>25</b>	<b>75</b>
SOFIA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	78	22	0	0	0	0	9	50	21	18
<b>TOTAL SOFIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>50</b>	<b>21</b>	<b>18</b>
VARNA	BH AIR	C	10	0	0	20	0	80	0	0	0	35	90	5	10
<b>TOTAL VARNA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>90</b>	<b>5</b>	<b>10</b>
<b>TOTAL BULGARIA</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>67</b>	<b>23</b>	<b>103</b>
<b>CANADA</b>															
CALGARY	THOMAS COOK AIRLINES LTD	S	19	0	0	68	5	5	16	5	0	39	78	17	18
<b>TOTAL CALGARY</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>5</b>	<b>5</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>39</b>	<b>78</b>	<b>17</b>	<b>18</b>
TORONTO	AIR TRANSAT	S	54	0	0	70	17	13	0	0	0	12	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL TORONTO			54	0	0	70	17	13	0	0	0	12	49	47	70
VANCOUVER	THOMAS COOK AIRLINES LTD	S	20	0	0	65	0	10	15	10	0	45	68	18	19
TOTAL VANCOUVER			20	0	0	65	0	10	15	10	0	45	68	18	19
TOTAL CANADA			93	0	0	69	11	11	6	3	0	24	57	37	107
CAPE VERDE ISLANDS															
BOA VISTA (RABIL)	THOMSON AIRWAYS LTD	S	18	0	0	67	28	6	0	0	0	12	75	8	8
TOTAL BOA VISTA (RABIL)			18	0	0	67	28	6	0	0	0	12	75	8	8
ILHA DO SAL C.VERDE	THOMSON AIRWAYS LTD	S	8	0	0	50	25	0	25	0	0	36	75	12	8
TOTAL ILHA DO SAL C.VERDE			8	0	0	50	25	0	25	0	0	36	75	12	8
TOTAL CAPE VERDE ISLANDS			26	0	0	62	27	4	8	0	0	19	75	10	16
CROATIA															
DUBROVNIK	JET2.COM LTD	S	18	0	0	83	0	17	0	0	0	13	22	34	18
	THOMSON AIRWAYS LTD	C	10	0	0	80	0	0	20	0	0	22	75	11	8
TOTAL DUBROVNIK			28	0	0	82	0	11	7	0	0	16	38	27	26
PULA	CROATIA AIRLINES	C	10	0	0	90	10	0	0	0	0	4	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	4	75	105	8
TOTAL PULA			18	0	0	94	6	0	0	0	0	4	75	105	8
SPLIT	JET2.COM LTD	S	10	0	0	0	30	50	20	0	0	43	0	83	10
TOTAL SPLIT			11	0	0	0	36	45	18	0	0	41	0	83	10
TOTAL CROATIA			58	0	0	71	9	14	7	0	0	17	36	54	44
CUBA															
CUNAGUA (CAYO COCO)	THOMAS COOK AIRLINES LTD	C	9	0	0	78	0	0	22	0	0	21	40	24	10
TOTAL CUNAGUA (CAYO COCO)			9	0	0	78	0	0	22	0	0	21	40	24	10
HOLGUIN (FRANK PAIS)	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	13	13	0	0	23	56	23	9
	THOMSON AIRWAYS LTD	C	9	0	0	89	11	0	0	0	0	5	67	177	9
TOTAL HOLGUIN (FRANK PAIS)			17	0	0	82	6	6	6	0	0	14	61	100	18
SANTA CLARA	THOMAS COOK AIRLINES LTD	C	6	0	0	100	0	0	0	0	0	3	100	4	6
TOTAL SANTA CLARA			6	0	0	100	0	0	0	0	0	3	100	4	6
VARADERO	THOMAS COOK AIRLINES LTD	C	10	0	0	70	10	0	20	0	0	29	40	49	10
	THOMSON AIRWAYS LTD	C	8	0	0	63	0	13	25	0	0	48	90	11	10
TOTAL VARADERO			18	0	0	67	6	6	22	0	0	38	65	30	20
TOTAL CUBA			50	0	0	78	4	4	14	0	0	22	63	49	54
CYPRUS															
LARNACA	CYPRUS AIRWAYS	S	36	0	0	44	25	19	11	0	0	26	48	22	42
	FLY HELLAS	C	23	0	0	9	9	48	26	9	0	67	0	0	0
	JET2.COM LTD	S	10	0	0	10	30	40	20	0	0	57	0	0	0
	MONARCH AIRLINES	S	74	0	0	57	30	8	3	3	0	20	44	33	61
	THOMAS COOK AIRLINES LTD	C	35	0	0	83	6	3	9	0	0	12	35	55	26
	THOMSON AIRWAYS LTD	C	18	0	0	50	22	28	0	0	0	18	65	52	17

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL LARNACA</b>			<b>196</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>21</b>	<b>17</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>43</b>	<b>36</b>	<b>181</b>
<b>PAPHOS</b>	EASYJET AIRLINE COMPANY LTD	S	71	0	0	51	24	18	7	0	0	21	25	48	51
	JET2.COM LTD	S	18	0	0	67	17	11	6	0	0	15	0	0	0
	MONARCH AIRLINES	S	28	0	0	79	7	7	7	0	0	17	0	0	0
	THOMAS COOK AIRLINES LTD	C	35	0	0	74	3	11	9	3	0	25	40	64	25
	THOMSON AIRWAYS LTD	C	36	0	0	69	19	11	0	0	0	13	45	48	33
<b>TOTAL PAPHOS</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>16</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>36</b>	<b>56</b>	<b>126</b>
<b>TOTAL CYPRUS</b>			<b>384</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>19</b>	<b>15</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>40</b>	<b>44</b>	<b>307</b>
<b>CZECH REPUBLIC</b>															
<b>PRAGUE</b>	BMIBABY LTD	S	36	0	0	69	8	6	17	0	0	27	69	17	36
	JET2.COM LTD	S	42	0	0	52	31	7	10	0	0	26	30	68	44
<b>TOTAL PRAGUE</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>21</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>57</b>	<b>34</b>	<b>117</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>21</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>57</b>	<b>34</b>	<b>117</b>
<b>DENMARK</b>															
<b>BILLUND</b>	SUN AIR OF SCANDINAVIA	S	64	0	2	80	13	8	0	0	0	8	83	14	76
<b>TOTAL BILLUND</b>			<b>64</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>14</b>	<b>76</b>
<b>COPENHAGEN</b>	EASYJET AIRLINE COMPANY LTD	S	52	0	0	96	4	0	0	0	0	2	79	13	52
	SAS	S	122	0	0	89	4	4	3	0	0	8	88	6	122
<b>TOTAL COPENHAGEN</b>			<b>174</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>9</b>	<b>174</b>
<b>TOTAL DENMARK</b>			<b>238</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>10</b>	<b>250</b>
<b>DOMINICAN REPUBLIC</b>															
<b>PUERTO PLATA</b>	THOMAS COOK AIRLINES LTD	C	2	0	0	50	0	0	50	0	0	38	43	13	7
	THOMSON AIRWAYS LTD	C	10	0	0	80	20	0	0	0	0	8	88	8	8
<b>TOTAL PUERTO PLATA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>10</b>	<b>15</b>
<b>PUNTA CANA</b>	THOMAS COOK AIRLINES LTD	C	9	0	0	67	11	0	0	22	0	63	90	5	10
	THOMSON AIRWAYS LTD	C	19	0	0	63	11	5	21	0	0	31	94	5	18
<b>TOTAL PUNTA CANA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>11</b>	<b>4</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>41</b>	<b>93</b>	<b>5</b>	<b>28</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>13</b>	<b>3</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>33</b>	<b>84</b>	<b>7</b>	<b>43</b>
<b>EGYPT</b>															
<b>HURGHADA</b>	THOMAS COOK AIRLINES LTD	C	18	0	0	100	0	0	0	0	0	4	33	60	18
	THOMSON AIRWAYS LTD	S	10	0	0	60	10	20	10	0	0	22	60	15	10
<b>TOTAL HURGHADA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>4</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>43</b>	<b>44</b>	<b>28</b>
<b>LUXOR</b>	THOMSON AIRWAYS LTD	C	8	0	0	50	13	13	25	0	0	32	75	8	8
<b>TOTAL LUXOR</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>11</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>88</b>	<b>5</b>	<b>16</b>
<b>MARSA ALAM</b>	THOMSON AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	10	50	14	10
<b>TOTAL MARSA ALAM</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>50</b>	<b>14</b>	<b>10</b>
<b>SHARM EL SHEIKH (OPHIRA)</b>	EASYJET AIRLINE COMPANY LTD	S	27	0	0	56	11	30	0	4	0	31	23	48	26
	MONARCH AIRLINES	C	18	0	0	72	22	6	0	0	0	7	33	76	18
	THOMAS COOK AIRLINES LTD	C	19	0	0	89	5	5	0	0	0	8	39	61	44
	THOMSON AIRWAYS LTD	S	52	0	0	77	8	10	6	0	0	14	64	18	44

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ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: MANCHESTER (Full Analysis)

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL SHARM EL SHEIKH (OPHIRA)			116	0	0	73	10	13	3	1	0	16	36	59	193
TABA	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	50	17	8
TOTAL TABA			8	0	0	100	0	0	0	0	0	2	50	17	8
TOTAL EGYPT			169	0	0	75	9	12	4	1	0	15	42	50	263
FINLAND															
HELSINKI	FINNAIR	S	124	0	0	79	18	2	1	0	0	9	77	9	124
TOTAL HELSINKI			124	0	0	79	18	2	1	0	0	9	75	12	158
TOTAL FINLAND			124	0	0	79	18	2	1	0	0	9	75	12	158
FRANCE															
BASTIA	EASYJET AIRLINE COMPANY LTD	S	10	0	0	90	10	0	0	0	0	10	0	34	8
TOTAL BASTIA			10	0	0	90	10	0	0	0	0	10	0	34	8
BERGERAC	FLYBE LTD	S	22	0	0	82	5	9	5	0	0	12	83	10	18
TOTAL BERGERAC			22	0	0	82	5	9	5	0	0	12	83	10	18
BORDEAUX	BMIBABY LTD	S	18	0	0	61	28	6	6	0	0	15	46	18	26
TOTAL BORDEAUX			18	0	0	61	28	6	6	0	0	15	46	18	26
BREST	FLYBE LTD	S	12	0	0	17	50	33	0	0	0	24	78	24	18
TOTAL BREST			12	0	0	17	50	33	0	0	0	24	78	24	18
BRIVE-LA-GAILLARDE	JET2.COM LTD	S	18	0	0	50	22	17	11	0	0	22	0	0	0
TOTAL BRIVE-LA-GAILLARDE			18	0	0	50	22	17	11	0	0	22	0	0	0
LYON	BMI REGIONAL	S	42	0	0	93	2	5	0	0	0	5	83	11	42
TOTAL LYON			42	0	0	93	2	5	0	0	0	5	83	11	42
MONTPELLIER	BMIBABY LTD	S	18	0	0	94	6	0	0	0	0	2	0	0	0
TOTAL MONTPELLIER			18	0	0	94	6	0	0	0	0	2	0	0	0
NANTES	FLYBE LTD	S	54	0	0	70	13	9	7	0	0	17	0	0	0
TOTAL NANTES			54	0	0	70	13	9	7	0	0	17	0	0	0
NICE	JET2.COM LTD	S	54	0	0	26	11	35	13	15	0	67	17	80	46
TOTAL NICE			54	0	0	26	11	35	13	15	0	67	17	80	46
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	184	0	0	76	14	9	1	0	0	10	79	11	258
	FLYBE LTD	S	190	0	0	81	8	6	5	0	0	13	62	21	145
TOTAL PARIS (CHARLES DE GAULLE)			374	0	0	79	11	7	3	0	0	11	72	15	447
PERPIGNAN	BMIBABY LTD	S	46	0	0	89	7	4	0	0	0	5	59	17	46
TOTAL PERPIGNAN			46	0	0	89	7	4	0	0	0	5	59	17	46
RENNES	FLYBE LTD	S	18	0	0	50	39	11	0	0	0	14	35	36	17
TOTAL RENNES			18	0	0	50	39	11	0	0	0	14	35	36	17
TARBES-LOURDES INTERNATIONAL	AIR MEDITERRANEE	C	3	0	0	33	33	0	33	0	0	31	0	81	1
	BMIBABY LTD	S	18	0	0	61	22	0	11	6	0	30	72	12	18
TOTAL TARBES-LOURDES INTERNATIONAL			21	0	0	57	24	0	14	5	0	30	74	15	23
TOULOUSE (BLAGNAC)	BMIBABY LTD	S	28	0	0	61	7	14	18	0	0	32	65	28	26



CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL TOULOUSE (BLAGNAC)			28	0	0	61	7	14	18	0	0	32	65	28	26
TOTAL FRANCE			735	0	16	72	12	10	4	1	0	17	66	21	761
GERMANY															
COLOGNE BONN	GERMANWINGS	S	44	0	0	55	32	7	5	0	2	33	59	18	44
TOTAL COLOGNE BONN			44	0	0	55	32	7	5	0	2	33	59	18	44
DUSSELDORF	FLYBE LTD	S	108	0	0	80	11	8	1	0	0	10	87	8	125
	LUFTHANSA CITY LINE	S	196	0	0	78	13	8	2	0	0	10	87	8	149
TOTAL DUSSELDORF			304	0	0	79	12	8	1	0	0	10	87	8	274
FRANKFURT MAIN	FLYBE LTD	S	55	0	0	73	7	7	13	0	0	22	84	13	98
	LUFTHANSA	S	247	0	1	57	26	11	5	1	0	21	76	12	247
TOTAL FRANKFURT MAIN			303	0	1	60	22	10	7	1	0	21	78	12	345
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	52	0	0	79	10	12	0	0	0	9	0	0	0
	LUFTHANSA CITY LINE	S	126	0	0	87	6	2	4	0	0	8	90	4	129
	TRANSAVIA	C	2	0	0	50	50	0	0	0	0	12	0	0	0
TOTAL HAMBURG			180	0	0	84	8	5	3	0	0	9	90	4	129
HANOVER	FLYBE LTD	S	62	0	0	76	8	8	8	0	0	13	81	8	62
TOTAL HANOVER			62	0	0	76	8	8	8	0	0	13	81	8	62
MUNICH	BMI REGIONAL	C	2	0	0	0	50	0	0	50	0	100	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	52	0	0	75	10	13	2	0	0	11	54	25	52
	LUFTHANSA	S	174	0	0	68	18	12	2	0	0	14	73	13	177
	TITAN AIRWAYS LTD	C	2	0	0	50	0	0	50	0	0	32	0	0	0
TOTAL MUNICH			230	0	0	69	16	12	3	0	0	15	69	16	229
PADERBORN	AIR BERLIN	S	28	0	0	89	4	7	0	0	0	5	65	25	26
TOTAL PADERBORN			28	0	0	89	4	7	0	0	0	5	65	25	26
STUTTART	LUFTHANSA CITY LINE	S	50	0	0	86	6	0	8	0	0	10	92	4	52
TOTAL STUTTART			50	0	0	86	6	0	8	0	0	10	92	4	52
TOTAL GERMANY			1201	0	1	73	15	8	4	0	0	14	80	11	1161
GIBRALTAR															
GIBRALTAR	MONARCH AIRLINES	S	44	0	0	64	23	14	0	0	0	13	35	29	26
TOTAL GIBRALTAR			44	0	0	64	23	14	0	0	0	13	35	29	26
TOTAL GIBRALTAR			44	0	0	64	23	14	0	0	0	13	35	29	26
GREECE															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	28	0	0	75	18	4	4	0	0	13	41	25	22
	FLY HELLAS	S	18	0	0	6	17	28	22	28	0	101	7	64	27
TOTAL ATHENS			46	0	0	48	17	13	11	11	0	48	22	46	49
CHANIA	MONARCH AIRLINES	C	8	0	0	63	25	13	0	0	0	12	75	9	8
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	7	75	8	8
	TOR AIR	C	8	0	0	38	13	0	25	25	0	80	0	0	0
TOTAL CHANIA			24	0	0	63	17	4	8	8	0	33	68	9	19
CORFU	EASYJET AIRLINE COMPANY LTD	S	28	0	0	71	18	4	7	0	0	15	48	30	27

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			Actual (7)	Plan (8)											
CORFU	MONARCH AIRLINES	C	18	0	0	72	6	11	0	0	11	51	88	5	32
	THOMAS COOK AIRLINES LTD	C	18	0	0	78	11	11	0	0	0	8	58	37	26
	THOMSON AIRWAYS LTD	C	41	0	0	85	10	2	2	0	0	9	75	17	36
	TOR AIR	C	20	0	0	45	20	10	5	0	20	111	0	0	0
<b>TOTAL CORFU</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>33</b>	<b>64</b>	<b>35</b>	<b>133</b>
HERAKLION	EASYJET AIRLINE COMPANY LTD	S	26	0	0	73	12	8	8	0	0	16	64	11	28
	JET2.COM LTD	S	8	0	0	88	0	13	0	0	0	7	63	14	8
	MONARCH AIRLINES	C	8	0	0	75	0	0	25	0	0	20	57	22	35
	THOMAS COOK AIRLINES LTD	C	43	0	0	58	2	9	23	7	0	42	53	76	36
	THOMSON AIRWAYS LTD	C	29	0	0	59	14	17	10	0	0	24	50	23	30
<b>TOTAL HERAKLION</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>7</b>	<b>11</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>55</b>	<b>32</b>	<b>155</b>
KALAMATA	THOMAS COOK AIRLINES LTD	C	10	0	0	90	0	10	0	0	6	38	87	8	
<b>TOTAL KALAMATA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>33</b>	<b>130</b>	<b>15</b>	
KAVALA	THOMSON AIRWAYS LTD	C	10	0	0	80	20	0	0	0	7	38	76	8	
<b>TOTAL KAVALA</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>7</b>	<b>38</b>	<b>76</b>	<b>8</b>	
KEFALLINIA	BMI BRITISH MIDLAND	C	20	0	0	60	15	15	10	0	18	56	27	18	
	THOMAS COOK AIRLINES LTD	C	18	0	0	78	22	0	0	0	6	69	17	16	
	THOMSON AIRWAYS LTD	C	34	0	0	82	9	9	0	0	9	50	39	34	
<b>TOTAL KEFALLINIA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>56</b>	<b>31</b>	<b>68</b>	
KOS	JET2.COM LTD	S	8	0	0	50	25	25	0	0	17	0	64	8	
	THOMAS COOK AIRLINES LTD	C	26	0	0	58	23	4	15	0	22	54	101	28	
	THOMSON AIRWAYS LTD	C	26	0	0	38	19	31	8	4	35	42	33	26	
	TOR AIR	C	16	0	0	63	25	13	0	0	12	0	0	0	
<b>TOTAL KOS</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>22</b>	<b>17</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>39</b>	<b>61</b>	<b>94</b>
MIKONOS	THOMSON AIRWAYS LTD	C	10	0	0	50	10	10	30	0	51	50	28	10	
<b>TOTAL MIKONOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>10</b>	<b>10</b>	<b>30</b>	<b>0</b>	<b>51</b>	<b>50</b>	<b>28</b>	<b>10</b>	
MYTILINI	MONARCH AIRLINES	C	10	0	0	100	0	0	0	0	1	90	7	10	
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	1	60	57	10	
<b>TOTAL MYTILINI</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>1</b>	<b>75</b>	<b>32</b>	<b>20</b>	
PREVEZA	MONARCH AIRLINES	C	10	0	0	60	30	10	0	0	13	25	29	8	
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	10	0	0	0	4	50	32	8	
	THOMSON AIRWAYS LTD	C	10	0	0	70	10	0	20	0	21	50	26	8	
	TOR AIR	C	8	0	0	75	25	0	0	0	8	0	0	0	
<b>TOTAL PREVEZA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>18</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>11</b>	<b>47</b>	<b>26</b>	<b>34</b>	
RHODES	JET2.COM LTD	S	8	0	0	50	38	13	0	0	16	38	29	8	
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	2	62	34	26	
	THOMAS COOK AIRLINES LTD	C	16	0	0	75	19	0	6	0	12	39	70	18	
	THOMSON AIRWAYS LTD	C	36	0	0	75	14	11	0	0	9	63	19	35	
<b>TOTAL RHODES</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>16</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>54</b>	<b>48</b>	<b>102</b>	
SALONIKA	THOMAS COOK AIRLINES LTD	C	10	0	0	60	10	10	20	0	22	80	11	10	
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	2	100	1	8	
<b>TOTAL SALONIKA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>13</b>	<b>86</b>	<b>7</b>	<b>22</b>	
SAMOS	THOMSON AIRWAYS LTD	C	8	0	0	75	13	13	0	0	10	50	76	10	

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			Actual (7)	Plan (8)											
<b>TOTAL SAMOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>50</b>	<b>76</b>	10
<b>SKIATHOS</b>	MONARCH AIRLINES	C	10	0	0	40	40	20	0	0	0	19	40	40	20
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	6	88	54	8
	THOMSON AIRWAYS LTD	C	18	0	0	56	6	17	22	0	0	37	83	9	18
<b>TOTAL SKIATHOS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>17</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>69</b>	<b>27</b>	52
<b>THIRA (SANTORINI)</b>	THOMAS COOK AIRLINES LTD	C	8	0	0	50	25	25	0	0	0	16	50	126	8
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	75	11	8
<b>TOTAL THIRA (SANTORINI)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>54</b>	<b>59</b>	24
<b>ZAKINTHOS</b>	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	3	35	48	26
	THOMAS COOK AIRLINES LTD	C	45	0	0	51	11	27	11	0	0	25	56	46	45
	THOMSON AIRWAYS LTD	C	38	0	0	55	16	24	5	0	0	19	32	75	34
<b>TOTAL ZAKINTHOS</b>			<b>91</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>12</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>40</b>	<b>64</b>	113
<b>TOTAL GREECE</b>			<b>780</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>52</b>	<b>43</b>	928
<b>HUNGARY</b>															
<b>BUDAPEST</b>	JET2.COM LTD	S	62	0	0	74	6	6	13	0	0	18	28	51	61
<b>TOTAL BUDAPEST</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>6</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>28</b>	<b>51</b>	61
<b>TOTAL HUNGARY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>6</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>28</b>	<b>51</b>	61
<b>ICELAND</b>															
<b>KEFLAVIK</b>	ICELANDAIR	S	38	0	0	79	8	5	5	3	0	20	89	7	28
<b>TOTAL KEFLAVIK</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>89</b>	<b>7</b>	28
<b>TOTAL ICELAND</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>89</b>	<b>7</b>	28
<b>IRISH REPUBLIC</b>															
<b>CORK</b>	AER ARANN	S	123	0	0	84	7	4	5	0	0	11	0	0	0
<b>TOTAL CORK</b>			<b>123</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>7</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>12</b>	54
<b>DUBLIN</b>	AER LINGUS	S	174	0	0	85	10	5	0	0	0	7	88	7	184
	CITY JET	C	2	0	0	0	0	100	0	0	0	45	0	0	0
	RYANAIR	S	186	0	0	83	11	6	1	0	0	7	62	18	178
<b>TOTAL DUBLIN</b>			<b>362</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>12</b>	362
<b>GALWAY</b>	AER ARANN	S	62	0	0	73	18	5	5	0	0	13	65	14	62
<b>TOTAL GALWAY</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>65</b>	<b>14</b>	62
<b>IRELAND WEST(KNOCK)</b>	BMIBABY LTD	S	40	0	0	80	8	5	5	3	0	18	55	25	58
<b>TOTAL IRELAND WEST(KNOCK)</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>55</b>	<b>25</b>	58
<b>KERRY COUNTY</b>	AER ARANN	S	42	0	0	69	17	10	5	0	0	18	53	19	36
<b>TOTAL KERRY COUNTY</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>53</b>	<b>19</b>	36
<b>SHANNON</b>	AER ARANN	S	112	0	0	84	5	2	7	2	0	16	78	9	46
<b>TOTAL SHANNON</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>2</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>9</b>	46
<b>WATERFORD</b>	AER ARANN	S	36	0	0	92	3	0	6	0	0	11	80	11	44
<b>TOTAL WATERFORD</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>11</b>	44
<b>TOTAL IRISH REPUBLIC</b>			<b>777</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>14</b>	662

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>ISLE OF CURACAO NETH.ANTILLES</b>															
ARUBA	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	6	30	34	10
TOTAL ARUBA			8	0	0	100	0	0	0	0	0	6	30	34	10
TOTAL ISLE OF CURACAO NETH.ANTILLES			8	0	0	100	0	0	0	0	0	6	30	34	10
<b>ISRAEL</b>															
TEL AVIV	JET2.COM LTD	S	22	0	0	50	27	9	14	0	0	25	6	49	18
TOTAL TEL AVIV			22	0	0	50	27	9	14	0	0	25	6	49	18
TOTAL ISRAEL			22	0	0	50	27	9	14	0	0	25	6	49	18
<b>ITALY</b>															
CAGLIARI (ELMAS)	BA CITYFLYER LTD	C	10	0	0	70	30	0	0	0	0	8	40	21	10
TOTAL CAGLIARI (ELMAS)			10	0	0	70	30	0	0	0	0	8	40	21	10
CATANIA (FONTANAROSSA)	THOMSON AIRWAYS LTD	C	10	0	0	80	0	0	20	0	0	34	50	28	8
TOTAL CATANIA (FONTANAROSSA)			10	0	0	80	0	0	20	0	0	34	50	28	8
MILAN (MALPENSA)	FLYBE LTD	S	62	0	0	65	23	6	6	0	0	15	48	21	61
TOTAL MILAN (MALPENSA)			62	0	0	65	23	6	6	0	0	15	48	21	61
NAPLES	THOMAS COOK AIRLINES LTD	C	10	0	0	80	10	10	0	0	0	8	20	62	10
	THOMSON AIRWAYS LTD	C	28	0	0	82	11	4	4	0	0	6	71	19	28
TOTAL NAPLES			38	0	0	82	11	5	3	0	0	7	58	30	38
PISA	JET2.COM LTD	S	46	0	0	46	22	22	9	0	2	36	31	67	36
	THOMSON AIRWAYS LTD	C	10	0	0	80	20	0	0	0	0	8	70	13	10
TOTAL PISA			56	0	0	52	21	18	7	0	2	31	39	55	46
ROME (FIUMICINO)	ALITALIA (CAI)	C	8	0	0	38	13	13	38	0	0	46	0	0	0
	JET2.COM LTD	S	62	0	0	55	24	10	6	5	0	29	31	35	62
	THOMSON AIRWAYS LTD	C	2	0	0	0	50	0	50	0	0	76	0	0	0
TOTAL ROME (FIUMICINO)			72	0	0	51	24	10	11	4	0	32	31	35	62
VENICE	FLYBE LTD	C	10	0	0	90	0	10	0	0	0	5	88	7	8
	JET2.COM LTD	S	54	0	0	56	22	13	7	0	2	26	53	40	36
	THOMSON AIRWAYS LTD	C	16	0	0	56	25	6	13	0	0	21	80	26	10
TOTAL VENICE			81	0	0	59	20	12	7	0	1	23	64	31	58
VERONA VILLAFRANCA	FLYBE LTD	C	10	0	0	70	10	0	20	0	0	19	80	9	10
	THOMSON AIRWAYS LTD	C	28	0	0	57	18	14	7	4	0	23	53	36	36
TOTAL VERONA VILLAFRANCA			38	0	0	61	16	11	11	3	0	22	59	30	46
TOTAL ITALY			367	0	0	61	20	10	8	1	1	23	49	32	331
<b>JAMAICA</b>															
MONTEGO BAY	THOMAS COOK AIRLINES LTD	C	9	0	0	89	0	11	0	0	0	7	75	10	8
	THOMSON AIRWAYS LTD	C	9	0	0	89	11	0	0	0	0	5	75	26	8
TOTAL MONTEGO BAY			18	0	0	89	6	6	0	0	0	6	75	18	16
TOTAL JAMAICA			18	0	0	89	6	6	0	0	0	6	75	18	16

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>KENYA</b>															
MOMBASA	THOMSON AIRWAYS LTD	C	9	0	0	67	0	33	0	0	0	17	60	13	10
TOTAL MOMBASA			9	0	0	67	0	33	0	0	0	17	60	13	10
TOTAL KENYA			9	0	0	67	0	33	0	0	0	17	60	13	10
<b>MALDIVE ISLANDS</b>															
MALE INTERNATIONAL	THOMSON AIRWAYS LTD	C	8	0	0	63	13	13	13	0	0	16	89	5	9
TOTAL MALE INTERNATIONAL			8	0	0	63	13	13	13	0	0	16	89	5	9
TOTAL MALDIVE ISLANDS			8	0	0	63	13	13	13	0	0	16	89	5	9
<b>MALTA</b>															
MALTA	AIR MALTA	S	54	0	0	69	20	6	6	0	0	14	55	22	62
	EASYJET AIRLINE COMPANY LTD	S	44	0	0	80	16	5	0	0	0	7	52	22	46
	THOMAS COOK AIRLINES LTD	C	18	0	0	89	6	6	0	0	0	4	61	31	18
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	100	1	8
TOTAL MALTA			124	0	0	77	15	5	2	0	0	9	57	22	134
TOTAL MALTA			124	0	0	77	15	5	2	0	0	9	57	22	134
<b>MEXICO</b>															
CANCUN	THOMAS COOK AIRLINES LTD	C	24	0	0	92	8	0	0	0	0	5	82	5	11
	THOMSON AIRWAYS LTD	C	35	6	0	74	14	6	6	0	0	16	40	54	25
TOTAL CANCUN			59	6	0	81	12	3	3	0	0	12	50	37	44
TOTAL MEXICO			59	6	0	81	12	3	3	0	0	12	51	36	45
<b>MOROCCO</b>															
AGADIR	THOMSON AIRWAYS LTD	S	8	0	0	88	0	13	0	0	0	8	50	42	8
TOTAL AGADIR			8	0	0	88	0	13	0	0	0	8	59	68	17
MARRAKESH	EASYJET AIRLINE COMPANY LTD	S	18	0	0	67	28	6	0	0	0	10	50	34	28
	THOMSON AIRWAYS LTD	S	17	0	0	76	0	24	0	0	0	13	67	20	18
TOTAL MARRAKESH			35	0	0	71	14	14	0	0	0	11	57	29	46
TOTAL MOROCCO			43	0	0	74	12	14	0	0	0	11	57	39	63
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	114	0	0	81	9	5	5	0	0	10	0	0	0
	KLM	S	280	0	2	84	10	2	3	1	0	10	89	6	230
	KLM CITYHOPPER	S	90	0	0	91	4	1	2	1	0	10	94	6	80
TOTAL AMSTERDAM			484	0	2	85	9	3	4	1	0	10	90	6	310
MAASTRICHT	EASTERN AIRWAYS	C	2	0	0	0	0	100	0	0	0	44	0	0	0
TOTAL MAASTRICHT			2	0	0	0	0	100	0	0	0	44	0	0	0
TOTAL NETHERLANDS			486	0	2	84	9	3	3	1	0	10	90	6	310
<b>NORWAY</b>															
OSLO (GARDERMOEN)	SAS	S	44	0	0	98	2	0	0	0	0	2	83	9	36
TOTAL OSLO (GARDERMOEN)			44	0	0	98	2	0	0	0	0	2	83	9	36

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

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			Actual (7)	Plan (8)											
TOTAL NORWAY			44	0	0	98	2	0	0	0	0	2	83	9	36
PAKISTAN															
ISLAMABAD	AIR BLUE	S	28	0	0	29	21	21	29	0	0	55	64	16	36
	PAKISTAN INTL AIRLINES	S	44	0	0	68	16	9	7	0	0	20	70	15	44
TOTAL ISLAMABAD			72	0	0	53	18	14	15	0	0	34	68	16	80
KARACHI	PAKISTAN INTL AIRLINES	S	9	0	0	89	0	0	11	0	0	13	50	21	4
TOTAL KARACHI			9	0	0	89	0	0	11	0	0	13	50	21	4
LAHORE	PAKISTAN INTL AIRLINES	S	22	0	0	45	18	18	14	5	0	41	75	21	28
TOTAL LAHORE			22	0	0	45	18	18	14	5	0	41	75	21	28
TOTAL PAKISTAN			103	0	0	54	17	14	15	1	0	33	69	17	112
PORTUGAL(EXCLUDING MADEIRA)															
AZORES PONTA DELGADA	SATA	S	10	0	0	80	20	0	0	0	0	6	20	40	10
TOTAL AZORES PONTA DELGADA			10	0	0	80	20	0	0	0	0	6	20	40	10
FARO	JET2.COM LTD	S	60	0	0	67	20	7	3	3	0	20	41	34	58
	MONARCH AIRLINES	S	108	0	0	78	12	8	0	0	2	16	66	27	96
	RYANAIR	S	52	0	0	98	0	2	0	0	0	3	0	0	0
	THOMAS COOK AIRLINES LTD	C	18	0	0	78	11	6	6	0	0	11	68	38	22
	THOMSON AIRWAYS LTD	C	18	0	0	78	0	0	22	0	0	27	68	17	28
TOTAL FARO			256	0	0	79	11	6	3	1	1	15	59	29	204
LISBON	AIR PORTUGAL	S	54	0	0	44	24	22	9	0	0	26	0	0	0
	BMIBABY LTD	S	18	0	0	89	11	0	0	0	0	5	22	26	18
TOTAL LISBON			72	0	0	56	21	17	7	0	0	21	22	26	18
TOTAL PORTUGAL(EXCLUDING MADEIRA)			338	0	0	74	13	8	4	1	1	16	55	29	232
PORTUGAL(MADEIRA)															
FUNCHAL	JET2.COM LTD	S	18	0	0	61	6	22	11	0	0	20	75	8	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	0	25	0	0	40	25	90	8
	THOMSON AIRWAYS LTD	C	18	0	0	89	6	6	0	0	0	5	44	51	18
TOTAL FUNCHAL			44	0	0	75	5	11	9	0	0	17	47	50	34
TOTAL PORTUGAL(MADEIRA)			44	0	0	75	5	11	9	0	0	17	47	50	34
QATAR															
DOHA	QATAR AIRWAYS	S	124	0	0	85	14	2	0	0	0	6	61	19	62
TOTAL DOHA			124	0	0	85	14	2	0	0	0	6	61	19	62
TOTAL QATAR			124	0	0	85	14	2	0	0	0	6	61	19	62
SINGAPORE															
SINGAPORE	SINGAPORE AIRLINES	S	62	0	0	97	2	2	0	0	0	2	82	6	44
TOTAL SINGAPORE			62	0	0	97	2	2	0	0	0	2	82	6	44
TOTAL SINGAPORE			62	0	0	97	2	2	0	0	0	2	82	6	44
SLOVENIA															
LJUBLJANA	ADRIA AIRWAYS	S	18	0	0	89	6	6	0	0	0	8	52	15	23

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			Actual (7)	Plan (8)											
TOTAL LJUBLJANA			18	0	0	89	6	6	0	0	0	8	52	15	23
TOTAL SLOVENIA			18	0	0	89	6	6	0	0	0	8	52	15	23
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	52	0	0	69	25	4	2	0	0	12	54	24	50
	JET2.COM LTD	S	82	0	0	41	21	17	10	10	1	55	34	55	59
	MONARCH AIRLINES	S	107	0	0	62	21	13	2	2	0	19	45	37	88
	RYANAIR	S	82	0	0	76	9	4	12	0	0	19	0	0	0
	THOMAS COOK AIRLINES LTD	C	18	0	0	72	28	0	0	0	0	10	33	97	18
	THOMSON AIRWAYS LTD	C	29	0	0	79	14	0	3	3	0	18	82	10	28
TOTAL ALICANTE			370	0	0	63	19	9	6	3	0	26	48	40	243
ALMERIA	MONARCH AIRLINES	S	36	0	0	94	6	0	0	0	0	4	71	25	28
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	0	9	80	26	10
TOTAL ALMERIA			44	0	0	91	7	2	0	0	0	5	74	25	38
BARCELONA	MONARCH AIRLINES	S	62	0	0	74	16	6	3	0	0	14	50	29	62
	THOMSON AIRWAYS LTD	C	4	0	0	50	50	0	0	0	0	14	0	0	0
TOTAL BARCELONA			67	0	0	72	18	7	3	0	0	15	51	27	72
BILBAO	EASYJET AIRLINE COMPANY LTD	S	28	0	0	93	4	4	0	0	0	3	0	0	0
TOTAL BILBAO			28	0	0	93	4	4	0	0	0	3	0	0	0
GERONA	THOMSON AIRWAYS LTD	C	18	0	0	89	6	6	0	0	0	8	61	12	18
TOTAL GERONA			18	0	0	89	6	6	0	0	0	8	61	12	18
IBIZA	JET2.COM LTD	S	62	0	0	61	26	2	10	0	2	28	34	27	62
	MONARCH AIRLINES	S	46	0	0	72	9	15	4	0	0	15	54	23	56
	THOMAS COOK AIRLINES LTD	C	58	0	0	67	3	3	19	3	3	51	45	83	29
	THOMSON AIRWAYS LTD	C	46	0	0	76	15	4	0	4	0	21	83	8	53
TOTAL IBIZA			212	0	0	68	14	6	9	2	1	30	53	30	208
MADRID	RYANAIR	S	36	0	0	89	3	3	6	0	0	9	0	0	0
TOTAL MADRID			36	0	0	89	3	3	6	0	0	9	0	0	0
MAHON	EASYJET AIRLINE COMPANY LTD	S	26	0	0	77	15	0	8	0	0	16	61	16	28
	MONARCH AIRLINES	S	54	0	0	76	15	7	2	0	0	10	61	43	54
	THOMAS COOK AIRLINES LTD	C	29	0	0	83	0	3	14	0	0	20	42	76	36
	THOMSON AIRWAYS LTD	C	56	0	0	70	14	9	4	4	0	23	57	30	54
TOTAL MAHON			165	0	0	75	12	6	5	1	0	17	56	42	172
MALAGA	EASYJET AIRLINE COMPANY LTD	S	54	0	0	52	28	17	4	0	0	19	27	34	44
	JET2.COM LTD	S	61	0	1	44	18	26	7	0	5	45	26	32	46
	MONARCH AIRLINES	S	120	0	0	68	23	8	1	0	1	18	59	31	116
	PRIVILEGE STYLE	C	3	0	0	0	0	67	33	0	0	45	0	0	0
	THOMSON AIRWAYS LTD	C	36	0	0	72	14	8	3	0	3	23	81	24	36
TOTAL MALAGA			274	0	1	59	21	15	3	0	2	25	49	32	245
MURCIA SAN JAVIER	JET2.COM LTD	S	69	0	0	57	23	10	7	3	0	28	52	37	60
TOTAL MURCIA SAN JAVIER			69	0	0	57	23	10	7	3	0	28	52	37	60
PALMA DE MALLORCA	BMIBABY LTD	S	18	0	0	50	28	17	6	0	0	22	0	0	0
	CSA CZECH AIRLINES	C	10	0	0	20	20	40	20	0	0	35	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	42	0	0	71	12	17	0	0	0	13	0	0	0
	JET2.COM LTD	S	86	0	2	45	22	20	10	1	1	33	26	39	58
	MONARCH AIRLINES	S	127	0	1	55	19	17	6	2	1	28	45	36	105
	RYANAIR	S	44	0	0	16	39	36	9	0	0	34	0	0	0
	THOMAS COOK AIRLINES LTD	C	99	0	0	70	9	14	7	0	0	19	38	72	72
	THOMSON AIRWAYS LTD	C	159	1	0	62	21	8	6	2	1	28	64	21	165
<b>TOTAL PALMA DE MALLORCA</b>			<b>585</b>	<b>1</b>	<b>3</b>	<b>55</b>	<b>20</b>	<b>16</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>26</b>	<b>48</b>	<b>37</b>	<b>407</b>
REUS	JET2.COM LTD	S	18	0	0	11	39	50	0	0	0	28	50	26	18
	THOMAS COOK AIRLINES LTD	C	28	0	0	82	4	4	11	0	0	14	67	68	27
	THOMSON AIRWAYS LTD	C	28	0	0	79	18	4	0	0	0	7	82	7	28
<b>TOTAL REUS</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>34</b>	<b>73</b>
<b>TOTAL SPAIN</b>			<b>1942</b>	<b>1</b>	<b>4</b>	<b>64</b>	<b>17</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>52</b>	<b>35</b>	<b>1536</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	JET2.COM LTD	S	8	0	0	38	38	0	13	13	0	60	61	17	18
	MONARCH AIRLINES	S	60	0	0	58	20	18	0	3	0	24	56	19	63
	THOMAS COOK AIRLINES LTD	C	33	0	0	85	6	6	3	0	0	8	42	50	24
	THOMSON AIRWAYS LTD	C	20	1	0	90	10	0	0	0	0	4	44	41	18
<b>TOTAL ARRECIFE</b>			<b>121</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>50</b>	<b>31</b>	<b>133</b>
FUERTEVENTURA	MONARCH AIRLINES	S	18	0	0	56	17	28	0	0	0	19	41	23	17
	THOMAS COOK AIRLINES LTD	C	28	0	0	79	4	7	11	0	0	19	41	28	27
	THOMSON AIRWAYS LTD	C	18	0	0	78	0	11	0	11	0	44	61	23	18
<b>TOTAL FUERTEVENTURA</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>6</b>	<b>14</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>44</b>	<b>25</b>	<b>70</b>
LAS PALMAS	JET2.COM LTD	S	10	0	0	50	0	10	40	0	0	45	20	39	10
	MONARCH AIRLINES	S	24	0	0	79	13	8	0	0	0	7	53	22	17
	THOMAS COOK AIRLINES LTD	C	16	0	0	44	0	31	25	0	0	37	67	26	9
	THOMSON AIRWAYS LTD	C	26	0	0	65	15	8	12	0	0	21	65	12	26
<b>TOTAL LAS PALMAS</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>9</b>	<b>13</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>54</b>	<b>22</b>	<b>63</b>
TENERIFE (SURREINA SOFIA)	EASYJET AIRLINE COMPANY LTD	S	44	0	0	73	9	5	11	2	0	25	50	32	54
	JET2.COM LTD	S	28	0	0	46	11	21	14	0	7	55	59	33	27
	MONARCH AIRLINES	S	83	0	1	48	28	19	4	1	0	24	47	30	79
	RYANAIR	S	36	0	0	81	11	6	0	3	0	12	0	0	0
	THOMAS COOK AIRLINES LTD	C	34	0	0	50	12	15	21	3	0	42	38	69	37
	THOMSON AIRWAYS LTD	C	45	0	0	82	16	2	0	0	0	7	73	34	30
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>270</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>17</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>50</b>	<b>37</b>	<b>237</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>531</b>	<b>1</b>	<b>1</b>	<b>65</b>	<b>14</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>50</b>	<b>32</b>	<b>511</b>
<b>SWEDEN</b>															
GOTEBORG	CITY AIRLINE	S	52	0	2	100	0	0	0	0	0	2	93	4	58
	EASYJET AIRLINE COMPANY LTD	S	28	0	0	89	4	7	0	0	0	5	0	0	0
<b>TOTAL GOTEBORG</b>			<b>80</b>	<b>0</b>	<b>2</b>	<b>96</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>93</b>	<b>4</b>	<b>58</b>
MALMO	MALMO AVIATION	C	4	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL MALMO</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>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
STOCKHOLM (ARLANDA)	SAS	S	68	0	0	94	6	0	0	0	0	4	86	7	64
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>68</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>86</b>	<b>7</b>	<b>64</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL SWEDEN			152	0	2	95	3	1	0	0	0	3	90	5	124
SWITZERLAND															
BASLE MULHOUSE	BMI BRITISH MIDLAND	S	62	0	0	97	3	0	0	0	0	4	0	0	0
TOTAL BASLE MULHOUSE			62	0	0	97	3	0	0	0	0	4	88	6	34
GENEVA	EASYJET AIRLINE COMPANY LTD	S	60	0	1	65	25	8	2	0	0	13	23	39	61
TOTAL GENEVA			60	0	1	65	25	8	2	0	0	13	23	39	61
ZURICH	EASYJET AIRLINE COMPANY LTD	S	52	0	0	71	12	12	6	0	0	18	66	14	50
	HELVETIC AIRWAYS	S	12	0	0	92	8	0	0	0	0	7	0	0	0
	SWISS AIRLINES	S	174	0	0	65	26	8	1	0	0	13	72	12	186
TOTAL ZURICH			238	0	0	68	22	8	2	0	0	14	71	12	236
TOTAL SWITZERLAND			360	0	1	72	19	7	2	0	0	12	64	17	331
TUNISIA															
ENFIDHA	FLYBE LTD	C	10	0	0	40	20	30	10	0	0	26	0	0	0
	THOMAS COOK AIRLINES LTD	C	26	0	0	77	15	8	0	0	0	8	0	0	0
	THOMSON AIRWAYS LTD	C	9	1	0	44	33	11	11	0	0	23	0	0	0
TOTAL ENFIDHA			45	1	0	62	20	13	4	0	0	15	0	0	0
JERBA	THOMAS COOK AIRLINES LTD	C	10	0	0	60	10	30	0	0	0	17	0	0	0
TOTAL JERBA			10	0	0	60	10	30	0	0	0	17	0	0	0
MONASTIR	THOMSON AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	3	63	19	16
	TUNISAIR	S	10	0	0	0	10	40	50	0	0	62	0	0	0
TOTAL MONASTIR			20	0	0	45	10	20	25	0	0	32	44	41	50
TOTAL TUNISIA			75	1	0	57	16	17	9	0	0	20	44	41	50
TURKEY															
ANTALYA	MONARCH AIRLINES	S	24	0	0	63	21	17	0	0	0	13	56	20	18
	ONUR AIR	C	2	0	0	100	0	0	0	0	0	4	71	18	7
	PEGASUS AIRLINES	S	8	0	0	75	0	0	25	0	0	23	75	10	8
	THOMAS COOK AIRLINES LTD	C	62	0	0	63	13	13	11	0	0	20	42	81	60
	THOMSON AIRWAYS LTD	C	28	0	0	86	7	4	4	0	0	8	61	25	18
TOTAL ANTALYA			124	0	0	69	12	10	8	0	0	16	48	56	118
BODRUM (MILAS)	JET2.COM LTD	S	16	0	0	69	13	6	0	13	0	32	0	0	0
	MONARCH AIRLINES	S	17	0	0	94	6	0	0	0	0	3	0	0	0
	ONUR AIR	C	27	0	0	85	11	4	0	0	0	6	54	19	52
	THOMAS COOK AIRLINES LTD	C	52	0	0	75	8	2	15	0	0	19	25	82	48
	THOMSON AIRWAYS LTD	C	42	0	0	74	12	5	10	0	0	16	76	47	46
TOTAL BODRUM (MILAS)			154	0	0	78	10	3	8	1	0	15	55	39	199
DALAMAN	BMI BRITISH MIDLAND	C	10	0	0	50	10	30	10	0	0	25	70	9	10
	EASYJET AIRLINE COMPANY LTD	S	44	0	0	68	9	7	14	2	0	26	43	35	44
	JET2.COM LTD	S	18	0	0	56	6	11	28	0	0	37	61	18	28
	MONARCH AIRLINES	C	61	1	0	74	15	8	3	0	0	12	71	20	59
	ONUR AIR	C	25	0	0	84	12	4	0	0	0	6	43	24	23
	PEGASUS AIRLINES	C	8	0	0	75	25	0	0	0	0	6	88	11	8
	THOMAS COOK AIRLINES LTD	C	117	0	0	71	8	12	9	0	0	17	47	69	124

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				Actual (7)	Plan (8)										
DALAMAN	THOMSON AIRWAYS LTD	C	91	0	0	80	13	1	4	1	0	13	69	25	83
<b>TOTAL DALAMAN</b>			<b>374</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>11</b>	<b>8</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>59</b>	<b>34</b>	<b>458</b>
ISTANBUL	THY TURK HAVA YOLLARI TURKIS	S	62	0	0	52	31	16	2	0	0	18	34	28	62
<b>TOTAL ISTANBUL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>31</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>34</b>	<b>28</b>	<b>62</b>
IZMIR (ADNAM MENDERES)	THOMAS COOK AIRLINES LTD	C	18	0	0	61	17	6	11	6	0	33	31	60	26
	THOMSON AIRWAYS LTD	C	9	0	0	67	0	22	11	0	0	18	67	31	18
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>28</b>	<b>48</b>	<b>43</b>	<b>52</b>
<b>TOTAL TURKEY</b>			<b>741</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>54</b>	<b>38</b>	<b>889</b>
<b>UNITED ARAB EMIRATES</b>															
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	62	0	3	81	5	8	5	2	0	15	81	8	62
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>3</b>	<b>81</b>	<b>5</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>81</b>	<b>8</b>	<b>62</b>
DUBAI	EMIRATES	S	186	0	2	72	18	6	4	1	0	15	61	19	124
<b>TOTAL DUBAI</b>			<b>186</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>18</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>61</b>	<b>19</b>	<b>124</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>248</b>	<b>0</b>	<b>5</b>	<b>74</b>	<b>15</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>15</b>	<b>186</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BMI REGIONAL	S	211	0	0	95	3	1	1	0	0	2	97	2	277
	FLYBE LTD	S	133	0	0	83	11	5	2	0	0	9	0	0	0
<b>TOTAL ABERDEEN</b>			<b>344</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>5</b>	<b>97</b>	<b>2</b>	<b>277</b>
BELFAST CITY (GEORGE BEST)	BMIBABY LTD	S	94	0	0	85	5	2	7	0	0	12	0	0	0
	FLYBE LTD	S	348	0	0	84	11	4	1	0	0	8	80	12	333
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>442</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>12</b>	<b>333</b>
CITY OF DERRY (EGLINTON)	FLYBE LTD	S	46	0	0	78	13	9	0	0	0	11	0	0	0
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
EDINBURGH	BMI REGIONAL	S	221	0	0	94	3	2	0	0	0	4	92	5	244
	FLYBE LTD	S	128	0	0	82	8	5	5	0	0	10	87	10	163
<b>TOTAL EDINBURGH</b>			<b>349</b>	<b>11</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>90</b>	<b>7</b>	<b>407</b>
EXETER	FLYBE LTD	S	94	0	0	90	3	3	3	0	0	9	86	11	96
<b>TOTAL EXETER</b>			<b>94</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>9</b>	<b>87</b>	<b>11</b>	<b>98</b>
GATWICK	BRITISH AIRWAYS PLC	S	242	0	0	74	15	7	4	0	0	12	77	12	288
<b>TOTAL GATWICK</b>			<b>242</b>	<b>3</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>12</b>	<b>288</b>
GLASGOW	FLYBE LTD	S	116	0	0	91	3	3	3	0	0	6	92	4	162
<b>TOTAL GLASGOW</b>			<b>117</b>	<b>4</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>4</b>	<b>162</b>
GUERNSEY	AURIGNY AIR SERVICES	S	130	0	0	78	13	4	5	0	0	12	95	2	124
<b>TOTAL GUERNSEY</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>89</b>	<b>6</b>	<b>180</b>
HEATHROW	BMI BRITISH MIDLAND	S	279	0	5	80	10	8	2	0	0	9	83	9	332
	BRITISH AIRWAYS PLC	S	444	0	0	82	11	3	3	0	0	8	72	13	447
<b>TOTAL HEATHROW</b>			<b>723</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>11</b>	<b>779</b>
INVERNESS	FLYBE LTD	S	102	0	0	91	4	3	2	0	0	6	88	8	106
<b>TOTAL INVERNESS</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>8</b>	<b>106</b>

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				Actual (7)	Plan (8)										
ISLE OF MAN	FLYBE LTD	S	264	0	0	94	2	3	2	0	0	4	92	4	265
<b>TOTAL ISLE OF MAN</b>			<b>264</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>4</b>	<b>265</b>
JERSEY	BMIBABY LTD	S	54	0	0	80	11	6	4	0	0	12	63	27	62
	FLYBE LTD	S	82	0	0	71	12	10	6	1	0	18	79	11	102
<b>TOTAL JERSEY</b>			<b>137</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>17</b>	<b>164</b>
NEWQUAY	AIR SOUTHWEST	S	20	0	1	70	5	0	5	20	0	58	87	9	31
	BMIBABY LTD	S	42	0	0	69	10	12	2	7	0	32	56	25	52
<b>TOTAL NEWQUAY</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>11</b>	<b>0</b>	<b>41</b>	<b>67</b>	<b>19</b>	<b>83</b>
NORWICH	FLYBE LTD	S	82	0	0	80	6	4	9	1	0	18	78	14	90
<b>TOTAL NORWICH</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>6</b>	<b>4</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>78</b>	<b>14</b>	<b>90</b>
PLYMOUTH	AIR SOUTHWEST	S	20	0	1	70	10	5	10	5	0	31	86	8	74
<b>TOTAL PLYMOUTH</b>			<b>20</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>10</b>	<b>5</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>31</b>	<b>86</b>	<b>8</b>	<b>74</b>
SOUTHAMPTON	FLYBE LTD	S	205	0	2	81	14	2	2	0	0	9	85	8	226
<b>TOTAL SOUTHAMPTON</b>			<b>205</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>14</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>8</b>	<b>226</b>
STANSTED	TRANSAVIA	C	2	0	0	50	0	50	0	0	0	17	0	0	0
<b>TOTAL STANSTED</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>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>3363</b>	<b>25</b>	<b>9</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>9</b>	<b>3687</b>
<b>USA</b>															
ATLANTA	DELTA AIRLINES	S	62	0	3	77	8	6	8	0	0	13	61	14	62
<b>TOTAL ATLANTA</b>			<b>62</b>	<b>0</b>	<b>3</b>	<b>77</b>	<b>8</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>61</b>	<b>14</b>	<b>62</b>
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	60	0	2	55	18	15	10	2	0	26	89	6	62
<b>TOTAL CHICAGO (O'HARE)</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>55</b>	<b>18</b>	<b>15</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>87</b>	<b>7</b>	<b>63</b>
LAS VEGAS	THOMAS COOK AIRLINES LTD	C	8	0	0	50	13	13	13	13	0	53	67	12	9
	VIRGIN ATLANTIC AIRWAYS LTD	S	18	0	0	67	6	22	6	0	0	18	0	0	0
<b>TOTAL LAS VEGAS</b>			<b>26</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>8</b>	<b>19</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>29</b>	<b>67</b>	<b>12</b>	<b>9</b>
LOS ANGELES INTERNATIONAL	ETIHAD AIRWAYS	C	2	0	0	50	50	0	0	0	0	13	0	0	0
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
NEW YORK (JF KENNEDY)	AMERICAN AIRLINES	S	62	0	0	58	8	11	15	5	3	58	76	17	62
	DELTA AIRLINES	S	60	0	2	78	7	3	10	2	0	19	79	27	62
	PAKISTAN INTL AIRLINES	S	13	0	0	54	23	0	15	8	0	46	36	47	14
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>135</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>9</b>	<b>7</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>40</b>	<b>73</b>	<b>24</b>	<b>138</b>
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	124	0	0	65	15	12	4	3	0	25	73	18	124
<b>TOTAL NEW YORK (NEWARK)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>12</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>73</b>	<b>18</b>	<b>124</b>
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	98	0	0	86	4	6	4	0	0	8	82	8	78
<b>TOTAL ORLANDO</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>4</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>8</b>	<b>78</b>
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	62	0	1	52	18	11	19	0	0	30	76	32	63
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>52</b>	<b>18</b>	<b>11</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>76</b>	<b>32</b>	<b>63</b>
SANFORD	MONARCH AIRLINES	C	11	0	0	36	27	27	9	0	0	27	40	70	10
	THOMAS COOK AIRLINES LTD	C	27	0	0	63	4	11	19	4	0	34	70	17	33
	THOMSON AIRWAYS LTD	C	27	0	0	93	0	7	0	0	0	5	79	10	28

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
		CHARTER/ SCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			MATCHED	Actual (7)										
TOTAL SANFORD		65	0	0	71	6	12	9	2	0	21	69	22	71
TOTAL USA		636	1	8	68	11	10	9	2	0	25	74	18	609
TOTAL MANCHESTER		15290	36	52	74	13	8	5	1	0	16	68	22	14911

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
SALZBURG	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	0	100	1	10
<b>TOTAL SALZBURG</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>0</b>	<b>100</b>	<b>1</b>	<b>10</b>
<b>TOTAL AUSTRIA</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>0</b>	<b>100</b>	<b>1</b>	<b>10</b>
<b>BELGIUM</b>															
BRUSSELS	BRUSSELS AIRLINES	S	127	0	1	87	5	2	4	2	0	15	95	3	130
	EASTERN AIRWAYS	C	2	0	0	50	50	0	0	0	0	16	0	0	0
<b>TOTAL BRUSSELS</b>			<b>129</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>5</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>95</b>	<b>3</b>	<b>130</b>
<b>TOTAL BELGIUM</b>			<b>129</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>5</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>95</b>	<b>3</b>	<b>130</b>
<b>BULGARIA</b>															
BURGAS	BH AIR	C	18	0	0	61	17	22	0	0	0	16	61	13	18
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	10	0	0	0	0	2	0	0	0
<b>TOTAL BURGAS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>61</b>	<b>13</b>	<b>18</b>
VARNA	BH AIR	C	10	0	0	20	30	20	30	0	0	38	80	6	10
<b>TOTAL VARNA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>30</b>	<b>20</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>80</b>	<b>6</b>	<b>10</b>
<b>TOTAL BULGARIA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>18</b>	<b>16</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>68</b>	<b>10</b>	<b>28</b>
<b>CANADA</b>															
TORONTO	AIR TRANSAT	S	8	0	0	88	0	13	0	0	0	7	100	0	8
<b>TOTAL TORONTO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>0</b>	<b>8</b>
<b>TOTAL CANADA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>0</b>	<b>8</b>
<b>CYPRUS</b>															
LARNACA	THOMAS COOK AIRLINES LTD	C	23	0	0	83	4	13	0	0	0	9	50	28	16
	THOMSON AIRWAYS LTD	C	10	0	0	80	0	20	0	0	0	8	88	14	8
<b>TOTAL LARNACA</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>3</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>53</b>	<b>36</b>	<b>34</b>
PAPHOS	JET2.COM LTD	S	17	0	0	59	18	24	0	0	0	15	31	43	16
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	10	0	0	0	0	4	25	65	8
	THOMSON AIRWAYS LTD	C	17	0	0	76	0	0	24	0	0	23	44	107	16
<b>TOTAL PAPHOS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>35</b>	<b>73</b>	<b>40</b>
<b>TOTAL CYPRUS</b>			<b>77</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>6</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>43</b>	<b>56</b>	<b>74</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	JET2.COM LTD	S	18	0	0	61	28	11	0	0	0	16	0	0	0
<b>TOTAL PRAGUE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>28</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>28</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>DOMINICAN REPUBLIC</b>															
PUNTA CANA	THOMSON AIRWAYS LTD	C	10	0	0	70	20	0	10	0	0	24	30	28	10
<b>TOTAL PUNTA CANA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>30</b>	<b>28</b>	<b>10</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>30</b>	<b>28</b>	<b>10</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	0	25	0	0	29	56	40	18
	THOMSON AIRWAYS LTD	S	18	0	0	78	6	11	6	0	0	11	70	14	10
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>4</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>58</b>	<b>30</b>	<b>38</b>
<b>TOTAL EGYPT</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>4</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>58</b>	<b>30</b>	<b>38</b>
<b>FRANCE</b>															
LIMOGES	FLYBE LTD	S	10	0	0	70	10	0	20	0	0	33	90	7	10
<b>TOTAL LIMOGES</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>90</b>	<b>7</b>	<b>10</b>
NICE	EASYJET AIRLINE COMPANY LTD	S	26	0	0	73	15	8	4	0	0	12	21	30	28
<b>TOTAL NICE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>21</b>	<b>30</b>	<b>28</b>
PARIS (CHARLES DE GAULLE)	BRIT AIR	S	162	0	0	85	13	1	1	0	0	9	83	10	165
	EASYJET AIRLINE COMPANY LTD	S	38	0	0	89	8	3	0	0	0	4	58	21	60
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>200</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>13</b>	<b>225</b>
TOULOUSE (BLAGNAC)	JET2.COM LTD	S	10	0	0	80	20	0	0	0	0	12	0	0	0
<b>TOTAL TOULOUSE (BLAGNAC)</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>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FRANCE</b>			<b>247</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>10</b>	<b>71</b>	<b>14</b>	<b>265</b>
<b>GERMANY</b>															
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	103	0	0	74	17	5	4	0	0	11	78	15	96
<b>TOTAL DUSSELDORF</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>15</b>	<b>96</b>
HANOVER	FLYBE LTD	S	18	0	0	67	33	0	0	0	0	10	85	10	26
<b>TOTAL HANOVER</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>10</b>	<b>26</b>
<b>TOTAL GERMANY</b>			<b>123</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>20</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>14</b>	<b>122</b>
<b>GREECE</b>															
CORFU	JET2.COM LTD	S	8	0	0	75	13	0	13	0	0	15	13	79	8
	THOMAS COOK AIRLINES LTD	C	18	0	0	61	22	17	0	0	0	12	83	36	18
	THOMSON AIRWAYS LTD	C	18	0	0	94	6	0	0	0	0	2	78	13	18
<b>TOTAL CORFU</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>34</b>	<b>44</b>
HERAKLION	JET2.COM LTD	S	8	0	0	75	13	13	0	0	0	9	50	22	8
	THOMAS COOK AIRLINES LTD	C	15	0	0	80	7	13	0	0	0	11	63	19	8
	THOMSON AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	10	50	77	10
<b>TOTAL HERAKLION</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>59</b>	<b>34</b>	<b>34</b>
KEFALLINIA	THOMAS COOK AIRLINES LTD	C	10	0	0	70	30	0	0	0	0	8	88	6	8
<b>TOTAL KEFALLINIA</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>8</b>	<b>88</b>	<b>6</b>	<b>8</b>
KOS	THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	0	2	50	39	10
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	89	6	9
<b>TOTAL KOS</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>68</b>	<b>24</b>	<b>19</b>
RHODES	JET2.COM LTD	S	8	0	0	50	38	0	13	0	0	21	50	19	8
	THOMAS COOK AIRLINES LTD	C	18	0	0	78	11	0	11	0	0	15	75	14	8
	THOMSON AIRWAYS LTD	C	7	0	0	71	0	0	14	14	0	47	67	11	9

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

## Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL RHODES			33	0	0	70	15	0	12	3	0	23	64	14	25
SALONIKA	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	3	50	167	8
TOTAL SALONIKA			8	0	0	88	13	0	0	0	0	3	50	167	8
SKIATHOS	THOMAS COOK AIRLINES LTD	C	10	0	0	90	10	0	0	0	0	3	80	8	10
TOTAL SKIATHOS			10	0	0	90	10	0	0	0	0	3	80	8	10
ZAKINTHOS	THOMAS COOK AIRLINES LTD	C	17	0	0	71	24	6	0	0	0	8	65	55	17
	THOMSON AIRWAYS LTD	C	10	0	0	60	20	20	0	0	0	15	13	55	8
TOTAL ZAKINTHOS			27	0	0	67	22	11	0	0	0	11	48	55	25
TOTAL GREECE			180	0	0	78	13	6	3	1	0	11	64	36	173
IRISH REPUBLIC															
CORK	JET2.COM LTD	S	19	0	2	21	53	21	5	0	0	32	0	86	18
TOTAL CORK			19	0	2	21	53	21	5	0	0	32	0	86	18
DUBLIN	RYANAIR	S	98	0	0	85	7	2	6	0	0	10	80	10	80
TOTAL DUBLIN			98	0	0	85	7	2	6	0	0	10	81	9	83
TOTAL IRISH REPUBLIC			117	0	2	74	15	5	6	0	0	14	67	23	103
ITALY															
NAPLES	THOMSON AIRWAYS LTD	C	10	0	0	80	0	0	20	0	0	19	60	37	10
TOTAL NAPLES			10	0	0	80	0	0	20	0	0	19	60	37	10
PISA	JET2.COM LTD	S	18	0	0	28	6	50	17	0	0	34	30	30	10
TOTAL PISA			18	0	0	28	6	50	17	0	0	34	30	30	10
VERONA VILLAFRANCA	THOMSON AIRWAYS LTD	C	18	0	0	78	22	0	0	0	0	6	44	36	18
TOTAL VERONA VILLAFRANCA			18	0	0	78	22	0	0	0	0	6	44	36	18
TOTAL ITALY			46	0	0	59	11	20	11	0	0	20	46	35	72
MALTA															
MALTA	AIR MALTA	C	8	0	0	100	0	0	0	0	0	1	100	4	8
	EASYJET AIRLINE COMPANY LTD	S	18	0	0	78	11	6	6	0	0	10	44	37	18
TOTAL MALTA			26	0	0	85	8	4	4	0	0	7	62	27	26
TOTAL MALTA			26	0	0	85	8	4	4	0	0	7	62	27	26
MEXICO															
CANCUN	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	2	100	2	9
TOTAL CANCUN			10	0	0	100	0	0	0	0	0	2	100	2	9
TOTAL MEXICO			10	0	0	100	0	0	0	0	0	2	100	2	9
NETHERLANDS															
AMSTERDAM	KLM	S	10	0	0	100	0	0	0	0	0	2	90	7	126
	KLM CITYHOPPER	S	300	0	0	90	7	2	2	0	0	6	93	8	121
TOTAL AMSTERDAM			310	0	0	90	6	2	2	0	0	6	91	7	247
TOTAL NETHERLANDS			310	0	0	90	6	2	2	0	0	6	91	7	247

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Reporting Airport: NEWCASTLE (Full Analysis)

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			Actual (7)	Plan (8)											
<b>NORWAY</b>															
BERGEN	EASTERN AIRWAYS	S	32	0	0	84	13	3	0	0	0	5	98	3	44
<b>TOTAL BERGEN</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>98</b>	<b>3</b>	<b>44</b>
RYGGE	RYANAIR	S	26	0	2	96	4	0	0	0	0	2	85	5	26
<b>TOTAL RYGGE</b>			<b>26</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>85</b>	<b>5</b>	<b>26</b>
STAVANGER	EASTERN AIRWAYS	S	31	0	0	81	10	6	3	0	0	11	95	2	44
	WIDEROE FLYVESELSKAP A/S	S	33	0	11	88	12	0	0	0	0	3	85	7	26
<b>TOTAL STAVANGER</b>			<b>64</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>4</b>	<b>70</b>
<b>TOTAL NORWAY</b>			<b>122</b>	<b>0</b>	<b>13</b>	<b>87</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>92</b>	<b>4</b>	<b>140</b>
<b>POLAND</b>															
KRAKOW	JET2.COM LTD	S	18	0	0	39	22	22	17	0	0	31	0	0	0
<b>TOTAL KRAKOW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>22</b>	<b>22</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL POLAND</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>22</b>	<b>22</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	EASYJET AIRLINE COMPANY LTD	S	50	0	0	86	6	6	2	0	0	7	65	21	62
	JET2.COM LTD	S	44	0	0	82	14	0	5	0	0	13	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	0	80	5	10
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	60	13	10
<b>TOTAL FARO</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>67</b>	<b>18</b>	<b>84</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>113</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>67</b>	<b>18</b>	<b>84</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	50	43	8
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>43</b>	<b>8</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>50</b>	<b>43</b>	<b>8</b>
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	63	0	0	87	10	2	0	2	0	10	51	34	97
	JET2.COM LTD	S	54	0	0	50	28	19	4	0	0	21	0	0	0
	THOMAS COOK AIRLINES LTD	C	18	0	0	83	11	6	0	0	0	8	40	21	10
	THOMSON AIRWAYS LTD	C	18	0	0	67	22	11	0	0	0	10	83	12	18
<b>TOTAL ALICANTE</b>			<b>153</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>54</b>	<b>29</b>	<b>125</b>
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	44	0	0	93	2	5	0	0	0	5	77	16	62
<b>TOTAL BARCELONA</b>			<b>44</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>77</b>	<b>16</b>	<b>62</b>
GERONA	RYANAIR	S	26	0	0	50	15	23	12	0	0	23	62	24	26
<b>TOTAL GERONA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>15</b>	<b>23</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>62</b>	<b>24</b>	<b>26</b>
IBIZA	BA CITYFLYER LTD	C	10	0	0	60	10	0	30	0	0	44	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	8	0	0	38	38	25	0	0	0	22	23	75	13
	JET2.COM LTD	S	38	0	0	68	24	3	5	0	0	15	22	41	18
	THOMAS COOK AIRLINES LTD	C	18	0	0	89	11	0	0	0	0	5	75	26	8
	THOMSON AIRWAYS LTD	C	26	0	0	100	0	0	0	0	0	1	62	31	26



CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			Actual (7)	Plan (8)											
<b>TOTAL IBIZA</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>47</b>	<b>38</b>	<b>75</b>
<b>MAHON</b>	EASYJET AIRLINE COMPANY LTD	S	6	0	0	100	0	0	0	0	0	4	33	28	6
	JET2.COM LTD	S	18	0	0	72	22	6	0	0	0	11	20	53	10
	THOMAS COOK AIRLINES LTD	C	18	0	0	83	6	0	0	0	11	51	30	94	10
	THOMSON AIRWAYS LTD	C	8	0	0	88	0	0	0	13	0	24	50	33	8
<b>TOTAL MAHON</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>27</b>	<b>26</b>	<b>62</b>	<b>42</b>
<b>MALAGA</b>	EASYJET AIRLINE COMPANY LTD	S	62	0	0	87	10	3	0	0	0	7	47	27	87
	JET2.COM LTD	S	54	0	0	54	31	7	7	0	0	21	44	26	36
	THOMSON AIRWAYS LTD	C	10	0	0	70	10	0	20	0	0	19	50	30	8
<b>TOTAL MALAGA</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>19</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>47</b>	<b>27</b>	<b>131</b>
<b>MURCIA SAN JAVIER</b>	JET2.COM LTD	S	58	0	0	74	10	14	2	0	0	14	43	25	54
<b>TOTAL MURCIA SAN JAVIER</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>10</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>45</b>	<b>25</b>	<b>82</b>
<b>PALMA DE MALLORCA</b>	EASYJET AIRLINE COMPANY LTD	S	62	0	0	74	15	6	5	0	0	13	53	39	99
	JET2.COM LTD	S	62	0	0	65	23	8	5	0	0	14	39	26	54
	THOMAS COOK AIRLINES LTD	C	36	0	0	86	6	8	0	0	0	7	72	10	18
	THOMSON AIRWAYS LTD	C	54	0	0	78	11	9	2	0	0	10	68	17	50
<b>TOTAL PALMA DE MALLORCA</b>			<b>214</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>55</b>	<b>28</b>	<b>231</b>
<b>REUS</b>	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	1	75	13	8
	THOMSON AIRWAYS LTD	C	18	0	0	100	0	0	0	0	0	2	67	31	18
<b>TOTAL REUS</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>0</b>	<b>2</b>	<b>69</b>	<b>25</b>	<b>26</b>
<b>TOTAL SPAIN</b>			<b>799</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>53</b>	<b>29</b>	<b>800</b>
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	JET2.COM LTD	S	17	0	0	53	24	6	18	0	0	25	44	101	18
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	4	45	74	11
	THOMSON AIRWAYS LTD	C	9	0	0	78	0	22	0	0	0	12	80	8	10
<b>TOTAL ARRECIFE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>54</b>	<b>70</b>	<b>39</b>
<b>FUERTEVENTURA</b>	THOMAS COOK AIRLINES LTD	C	18	0	0	94	6	0	0	0	0	3	78	22	9
<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>3</b>	<b>78</b>	<b>22</b>	<b>9</b>
<b>LAS PALMAS</b>	JET2.COM LTD	S	10	0	0	70	10	20	0	0	0	17	0	61	9
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	25	0	13	0	0	17	75	11	8
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	50	27	8
<b>TOTAL LAS PALMAS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>40</b>	<b>34</b>	<b>25</b>
<b>TENERIFE (SURREINA SOFIA)</b>	JET2.COM LTD	S	28	0	0	71	14	7	7	0	0	14	30	28	27
	THOMAS COOK AIRLINES LTD	C	27	1	0	74	7	15	4	0	0	14	83	38	18
	THOMSON AIRWAYS LTD	C	10	0	0	70	0	30	0	0	0	14	63	20	8
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>65</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>9</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>53</b>	<b>30</b>	<b>53</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>143</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>10</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>52</b>	<b>43</b>	<b>126</b>
<b>TUNISIA</b>															
<b>MONASTIR</b>	THOMAS COOK AIRLINES LTD	C	10	0	0	70	10	20	0	0	0	11	88	2	8
	THOMSON AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	5	25	32	8
<b>TOTAL MONASTIR</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>54</b>	<b>20</b>	<b>24</b>

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				Actual (7)	Plan (8)										
TOTAL TUNISIA			20	0	0	80	10	10	0	0	0	8	54	20	24
TURKEY															
ANTALYA	THOMAS COOK AIRLINES LTD	C	16	0	0	88	6	6	0	0	0	6	69	34	16
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	4	100	0	8
TOTAL ANTALYA			24	0	0	92	4	4	0	0	0	5	79	23	24
BODRUM (MILAS)	ONUR AIR	C	18	0	0	100	0	0	0	0	0	1	62	23	13
	THOMAS COOK AIRLINES LTD	C	18	0	0	89	0	11	0	0	0	8	65	58	17
	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	1	80	37	10
TOTAL BODRUM (MILAS)			45	0	0	96	0	4	0	0	0	4	67	37	48
DALAMAN	JET2.COM LTD	S	18	0	0	78	0	11	11	0	0	26	67	39	18
	ONUR AIR	C	26	0	0	69	8	23	0	0	0	12	59	18	27
	THOMAS COOK AIRLINES LTD	C	50	0	0	88	6	4	0	2	0	8	82	11	56
	THOMSON AIRWAYS LTD	C	26	0	0	88	12	0	0	0	0	5	70	16	27
TOTAL DALAMAN			120	0	0	83	7	8	2	1	0	11	73	18	143
IZMIR (ADNAM MENDERES)	THOMAS COOK AIRLINES LTD	C	10	0	0	80	0	0	0	0	20	84	80	40	10
TOTAL IZMIR (ADNAM MENDERES)			10	0	0	80	0	0	0	0	20	84	80	40	10
TOTAL TURKEY			199	0	0	86	5	7	1	1	1	12	72	23	225
UNITED ARAB EMIRATES															
DUBAI	EMIRATES	S	62	0	0	85	10	5	0	0	0	6	69	17	62
TOTAL DUBAI			62	0	0	85	10	5	0	0	0	6	69	17	62
TOTAL UNITED ARAB EMIRATES			62	0	0	85	10	5	0	0	0	6	69	17	62
UNITED KINGDOM															
ABERDEEN	EASTERN AIRWAYS	S	174	0	5	83	10	7	0	0	0	7	97	2	152
	EASTERN AIRWAYS	C	2	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL ABERDEEN			176	0	5	84	10	7	0	0	0	7	97	2	152
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	96	0	0	81	8	4	4	2	0	13	92	5	104
TOTAL BELFAST CITY (GEORGE BEST)			96	0	0	81	8	4	4	2	0	13	92	5	104
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	120	0	0	88	6	3	3	0	0	7	53	37	128
TOTAL BELFAST INTERNATIONAL			120	0	0	88	6	3	3	0	0	7	53	37	128
BIRMINGHAM	EASTERN AIRWAYS	S	92	0	33	91	5	0	3	0	0	6	97	4	101
TOTAL BIRMINGHAM			92	0	33	91	5	0	3	0	0	6	97	4	101
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	120	0	0	86	7	7	1	0	0	6	80	16	141
TOTAL BRISTOL			120	0	0	86	7	7	1	0	0	6	80	16	141
CARDIFF WALES	EASTERN AIRWAYS	S	93	0	2	78	13	6	2	0	0	10	90	8	86
TOTAL CARDIFF WALES			93	0	2	78	13	6	2	0	0	10	92	7	132
EXETER	FLYBE LTD	S	62	0	0	82	13	3	2	0	0	9	85	10	62
TOTAL EXETER			62	0	0	82	13	3	2	0	0	9	85	10	62
GATWICK	FLYBE LTD	S	182	0	0	88	5	2	5	0	0	9	83	8	207
TOTAL GATWICK			182	0	0	88	5	2	5	0	0	9	83	8	207

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
HEATHROW	BRITISH AIRWAYS PLC	S	341	0	1	85	9	4	2	0	0	8	72	13	342
<b>TOTAL HEATHROW</b>			<b>341</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>72</b>	<b>13</b>	<b>342</b>
ISLE OF MAN	FLM AVIATION	S	8	0	0	100	0	0	0	0	0	0	63	29	16
<b>TOTAL ISLE OF MAN</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>77</b>	<b>17</b>	<b>43</b>
JERSEY	FLYBE LTD	S	46	0	0	80	9	2	9	0	0	16	82	25	44
<b>TOTAL JERSEY</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>82</b>	<b>25</b>	<b>44</b>
SOUTHAMPTON	FLYBE LTD	S	166	0	0	85	7	4	5	0	0	10	80	15	219
<b>TOTAL SOUTHAMPTON</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>15</b>	<b>219</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1502</b>	<b>4</b>	<b>41</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>13</b>	<b>1861</b>
<b>USA</b>															
SANFORD	THOMSON AIRWAYS LTD	C	9	0	0	78	22	0	0	0	0	7	70	60	10
<b>TOTAL SANFORD</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>60</b>	<b>10</b>
<b>TOTAL USA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>60</b>	<b>10</b>
<b>TOTAL NEWCASTLE</b>			<b>4370</b>	<b>5</b>	<b>57</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>19</b>	<b>4726</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>ALBANIA</b>															
TIRANA	BELLE AIR	S	36	0	0	75	14	0	6	0	6	39	0	0	0
TOTAL TIRANA			36	0	0	75	14	0	6	0	6	39	44	129	43
TOTAL ALBANIA			36	0	0	75	14	0	6	0	6	39	44	129	43
<b>AUSTRIA</b>															
GRAZ	RYANAIR	S	36	0	0	36	19	39	6	0	0	26	66	14	44
TOTAL GRAZ			36	0	0	36	19	39	6	0	0	26	66	14	44
KLAGENFURT	RYANAIR	S	26	0	0	73	19	4	4	0	0	12	54	23	28
TOTAL KLAGENFURT			26	0	0	73	19	4	4	0	0	12	54	23	28
LINZ	RYANAIR	S	44	0	0	86	0	14	0	0	0	8	91	12	34
TOTAL LINZ			44	0	0	86	0	14	0	0	0	8	91	12	34
SALZBURG	RYANAIR	S	44	0	0	82	14	5	0	0	0	8	79	9	34
TOTAL SALZBURG			44	0	0	82	14	5	0	0	0	8	79	9	34
TOTAL AUSTRIA			150	0	0	71	12	15	2	0	0	13	73	14	140
<b>BULGARIA</b>															
BURGAS	BH AIR	C	10	0	0	20	20	40	20	0	0	38	50	17	10
TOTAL BURGAS			10	0	0	20	20	40	20	0	0	38	50	17	10
PLOVDIV	RYANAIR	S	18	0	0	89	11	0	0	0	0	7	0	0	0
TOTAL PLOVDIV			18	0	0	89	11	0	0	0	0	7	0	0	0
TOTAL BULGARIA			28	0	0	64	14	14	7	0	0	18	50	17	10
<b>CROATIA</b>															
DUBROVNIK	EASYJET AIRLINE COMPANY LTD	S	28	0	0	93	7	0	0	0	0	5	54	26	28
TOTAL DUBROVNIK			28	0	0	93	7	0	0	0	0	5	54	26	28
PULA	RYANAIR	S	26	0	0	81	15	4	0	0	0	7	76	8	38
TOTAL PULA			26	0	0	81	15	4	0	0	0	7	76	8	38
RIJEKA	RYANAIR	S	18	0	0	94	6	0	0	0	0	5	0	0	0
TOTAL RIJEKA			18	0	0	94	6	0	0	0	0	5	0	0	0
SPLIT	EASYJET AIRLINE COMPANY LTD	S	26	0	0	69	15	4	12	0	0	19	71	10	34
TOTAL SPLIT			26	1	0	69	15	4	12	0	0	19	71	10	34
ZADAR	RYANAIR	S	46	0	0	83	9	4	4	0	0	12	59	15	44
TOTAL ZADAR			46	0	0	83	9	4	4	0	0	12	59	15	44
TOTAL CROATIA			144	1	0	83	10	3	3	0	0	10	65	14	144
<b>CYPRUS</b>															
LARNACA	FLY HELLAS	C	4	0	0	0	25	0	25	0	50	423	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	7	100	5	8
TOTAL LARNACA			12	0	0	50	25	0	8	0	17	145	58	22	50
PAPHOS	THOMSON AIRWAYS LTD	C	18	0	0	94	6	0	0	0	0	2	59	33	17

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
TOTAL PAPHOS			18	0	0	94	6	0	0	0	0	2	50	32	20
TOTAL CYPRUS			30	0	0	77	13	0	3	0	7	59	56	25	70
<b>CZECH REPUBLIC</b>															
BRNO (TURANY)	RYANAIR	S	62	0	0	89	6	5	0	0	0	5	85	31	34
TOTAL BRNO (TURANY)			62	0	0	89	6	5	0	0	0	5	85	31	34
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	52	0	0	69	27	4	0	0	0	8	83	11	52
TOTAL PRAGUE			52	0	0	69	27	4	0	0	0	8	83	11	52
TOTAL CZECH REPUBLIC			114	0	0	80	16	4	0	0	0	6	84	19	86
<b>DENMARK</b>															
AARHUS (TIRSTRUP)	RYANAIR	S	62	0	0	87	6	6	0	0	0	7	95	5	62
TOTAL AARHUS (TIRSTRUP)			62	0	0	87	6	6	0	0	0	7	95	5	62
BILLUND	RYANAIR	S	124	0	0	84	15	2	0	0	0	6	86	9	124
TOTAL BILLUND			124	0	0	84	15	2	0	0	0	6	86	9	124
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	150	0	0	77	11	6	3	3	0	16	59	19	176
TOTAL COPENHAGEN			150	0	0	77	11	6	3	3	0	16	59	19	176
TOTAL DENMARK			336	0	0	81	12	4	1	1	0	11	75	13	362
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	THOMSON AIRWAYS LTD	S	9	0	0	44	33	0	22	0	0	33	50	19	8
TOTAL SHARM EL SHEIKH (OPHIRA)			9	0	0	44	33	0	22	0	0	33	50	19	8
TOTAL EGYPT			9	1	0	44	33	0	22	0	0	33	50	19	8
<b>ESTONIA</b>															
TALLIN	EASYJET AIRLINE COMPANY LTD	S	46	0	0	85	9	2	2	2	0	14	72	23	46
TOTAL TALLIN			46	0	0	85	9	2	2	2	0	14	72	23	46
TOTAL ESTONIA			46	0	0	85	9	2	2	2	0	14	72	23	46
<b>FAROE ISLANDS</b>															
VAGAR	ATLANTIC AIRWAYS	S	16	0	0	75	13	0	13	0	0	18	61	15	18
TOTAL VAGAR			16	0	0	75	13	0	13	0	0	18	61	15	18
TOTAL FAROE ISLANDS			16	0	0	75	13	0	13	0	0	18	61	15	18
<b>FINLAND</b>															
TAMPERE	RYANAIR	S	46	0	0	83	9	9	0	0	0	9	86	7	44
TOTAL TAMPERE			46	0	0	83	9	9	0	0	0	9	86	7	44
TOTAL FINLAND			46	0	0	83	9	9	0	0	0	9	86	7	44
<b>FRANCE</b>															
BERGERAC	RYANAIR	S	88	0	0	95	3	1	0	0	0	4	81	14	94
TOTAL BERGERAC			88	0	0	95	3	1	0	0	0	4	81	14	94
BIARRITZ	RYANAIR	S	72	0	0	82	13	4	1	0	0	10	51	18	70

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: STANSTED (Full Analysis)

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL BIARRITZ			72	2	0	82	13	4	1	0	0	10	51	18	70
CALVI	TITAN AIRWAYS LTD	C	10	0	0	40	40	10	10	0	0	19	71	15	7
TOTAL CALVI			10	0	0	40	40	10	10	0	0	19	71	15	7
CARCASSONNE	RYANAIR	S	88	0	0	78	14	8	0	0	0	9	83	8	96
TOTAL CARCASSONNE			88	0	0	78	14	8	0	0	0	9	83	8	96
DINARD	RYANAIR	S	52	0	0	81	12	4	4	0	0	10	82	9	60
TOTAL DINARD			52	0	0	81	12	4	4	0	0	10	82	9	60
LA ROCHELLE	RYANAIR	S	54	0	0	76	13	11	0	0	0	10	91	6	32
TOTAL LA ROCHELLE			54	0	0	76	13	11	0	0	0	10	91	6	32
LIMOGES	RYANAIR	S	72	0	0	85	13	3	0	0	0	7	74	10	94
TOTAL LIMOGES			72	0	0	85	13	3	0	0	0	7	74	10	94
LYON	EASYJET AIRLINE COMPANY LTD	S	62	0	0	82	10	6	2	0	0	10	69	18	62
TOTAL LYON			62	0	0	82	10	6	2	0	0	10	69	18	62
MARSEILLE	RYANAIR	S	82	0	0	71	16	7	6	0	0	15	62	21	60
TOTAL MARSEILLE			82	0	0	71	16	7	6	0	0	15	62	21	60
NICE	EASYJET AIRLINE COMPANY LTD	S	92	0	0	65	16	12	7	0	0	17	18	44	60
TOTAL NICE			92	5	0	65	16	12	7	0	0	17	18	44	61
PERPIGNAN	RYANAIR	S	44	0	0	93	7	0	0	0	0	4	85	10	78
TOTAL PERPIGNAN			44	0	0	93	7	0	0	0	0	4	85	10	78
POITIERS	RYANAIR	S	52	0	0	83	10	4	4	0	0	10	72	13	32
TOTAL POITIERS			52	0	0	83	10	4	4	0	0	10	72	13	32
RODEZ	RYANAIR	S	36	0	0	83	14	0	0	3	0	11	62	18	60
TOTAL RODEZ			36	0	0	83	14	0	0	3	0	11	62	18	60
TARBES-LOURDES INTERNATIONAL	RYANAIR	S	18	0	0	94	6	0	0	0	0	4	0	0	0
	TITAN AIRWAYS LTD	C	19	0	0	32	32	37	0	0	0	27	43	26	23
TOTAL TARBES-LOURDES INTERNATIONAL			38	0	0	61	18	18	3	0	0	20	42	26	24
TOULON / HYERES	RYANAIR	S	36	0	0	56	33	11	0	0	0	16	40	28	42
TOTAL TOULON / HYERES			36	0	0	56	33	11	0	0	0	16	40	28	42
TOURS	RYANAIR	S	30	0	0	87	3	0	10	0	0	14	91	5	32
TOTAL TOURS			30	0	0	87	3	0	10	0	0	14	91	5	32
TOTAL FRANCE			908	9	0	78	13	6	2	0	0	11	68	16	960
GERMANY															
BERLIN (SCHONEFELD)	RYANAIR	S	114	0	0	83	7	7	3	0	0	9	83	10	150
TOTAL BERLIN (SCHONEFELD)			114	0	0	83	7	7	3	0	0	9	83	10	150
BREMEN	RYANAIR	S	114	0	0	73	21	3	2	2	0	14	80	12	105
TOTAL BREMEN			114	0	0	73	21	3	2	2	0	14	80	12	105
COLOGNE BONN	GERMANWINGS	S	138	0	0	76	14	4	6	0	0	12	81	12	160
TOTAL COLOGNE BONN			138	0	0	76	14	4	6	0	0	12	81	12	160

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED	Actual (7)											Plan (8)
DUSSELDORF	AIR BERLIN	S	154	0	2	73	11	10	5	0	1	16	68	16	148
<b>TOTAL DUSSELDORF</b>			<b>154</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>11</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>68</b>	<b>16</b>	<b>148</b>
HAHN	RYANAIR	S	142	0	0	87	10	1	3	0	0	8	80	10	168
	TITAN AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL HAHN</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>10</b>	<b>168</b>
HAMBURG	HI FLY	C	2	0	0	0	50	0	50	0	0	47	0	0	0
	TITAN AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	17	0	0	0
	TRANSVIA	C	2	0	0	50	0	50	0	0	0	22	0	0	0
<b>TOTAL HAMBURG</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>17</b>	<b>33</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>100</b>	<b>0</b>	<b>2</b>
HANOVER	GERMANWINGS	S	104	0	0	80	7	13	0	0	0	9	80	14	102
<b>TOTAL HANOVER</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>14</b>	<b>216</b>
KARLSRUHE/BADEN BADEN	RYANAIR	S	62	0	0	94	5	2	0	0	0	5	92	8	106
<b>TOTAL KARLSRUHE/BADEN BADEN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>92</b>	<b>8</b>	<b>106</b>
LUBECK	RYANAIR	S	34	0	0	97	3	0	0	0	0	5	100	1	62
<b>TOTAL LUBECK</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>5</b>	<b>100</b>	<b>1</b>	<b>62</b>
MEMMINGEN ALLGAU	RYANAIR	S	62	0	0	79	13	6	2	0	0	11	48	25	62
<b>TOTAL MEMMINGEN ALLGAU</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>48</b>	<b>25</b>	<b>62</b>
MUNICH	EASYJET AIRLINE COMPANY LTD	S	114	0	0	74	13	7	6	0	0	14	56	28	121
<b>TOTAL MUNICH</b>			<b>115</b>	<b>2</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>56</b>	<b>28</b>	<b>121</b>
MUNSTER-OSNABRUCK	AIR BERLIN	S	78	0	0	91	5	3	0	0	1	10	87	8	112
<b>TOTAL MUNSTER-OSNABRUCK</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>87</b>	<b>8</b>	<b>112</b>
NIEDERRHEIN	RYANAIR	S	70	0	0	61	13	19	7	0	0	19	69	14	124
<b>TOTAL NIEDERRHEIN</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>13</b>	<b>19</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>69</b>	<b>14</b>	<b>124</b>
PADERBORN	AIR BERLIN	S	62	0	0	94	3	3	0	0	0	4	92	6	62
<b>TOTAL PADERBORN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>6</b>	<b>62</b>
STUTTART	GERMANWINGS	S	104	0	0	91	8	1	0	0	0	4	89	7	106
<b>TOTAL STUTTART</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>7</b>	<b>106</b>
<b>TOTAL GERMANY</b>			<b>1361</b>	<b>6</b>	<b>2</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>12</b>	<b>1862</b>
GREECE															
CORFU	RYANAIR	S	14	0	0	86	14	0	0	0	0	7	0	0	0
	THOMSON AIRWAYS LTD	C	14	0	0	100	0	0	0	0	0	2	100	0	14
<b>TOTAL CORFU</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>5</b>	<b>100</b>	<b>0</b>	<b>14</b>
HERAKLION	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	3	75	9	8
<b>TOTAL HERAKLION</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>3</b>	<b>75</b>	<b>9</b>	<b>8</b>
KEFALLINIA	THOMSON AIRWAYS LTD	C	10	0	0	80	10	10	0	0	0	10	88	8	8
<b>TOTAL KEFALLINIA</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>10</b>	<b>88</b>	<b>8</b>	<b>8</b>
KOS	THOMAS COOK AIRLINES LTD	C	10	0	0	90	0	10	0	0	0	7	0	0	0
<b>TOTAL KOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
RHODES	RYANAIR	S	26	0	0	77	15	8	0	0	0	10	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
RHODES	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	78	12	9
<b>TOTAL RHODES</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>12</b>	<b>9</b>
SALONIKA	RYANAIR	S	26	0	0	81	19	0	0	0	0	9	0	0	0
<b>TOTAL SALONIKA</b>			<b>26</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>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
ZAKINTHOS	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	1	63	10	8
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	75	6	8
<b>TOTAL ZAKINTHOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>8</b>	<b>16</b>
<b>TOTAL GREECE</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>7</b>	<b>55</b>
<b>IRISH REPUBLIC</b>															
CORK	RYANAIR	S	142	0	0	85	8	5	3	0	0	9	92	5	123
<b>TOTAL CORK</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>92</b>	<b>5</b>	<b>123</b>
DUBLIN	RYANAIR	S	418	0	0	83	13	3	1	0	0	8	72	14	426
	SWIFTAIR	C	3	0	0	0	33	0	67	0	0	80	0	0	0
<b>TOTAL DUBLIN</b>			<b>421</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>72</b>	<b>14</b>	<b>426</b>
IRELAND WEST(KNOCK)	RYANAIR	S	62	0	0	89	10	2	0	0	0	6	89	6	62
<b>TOTAL IRELAND WEST(KNOCK)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>6</b>	<b>62</b>
KERRY COUNTY	RYANAIR	S	62	0	0	97	3	0	0	0	0	4	92	5	62
<b>TOTAL KERRY COUNTY</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>4</b>	<b>92</b>	<b>5</b>	<b>62</b>
SHANNON	RYANAIR	S	98	0	0	84	9	6	1	0	0	8	77	12	116
<b>TOTAL SHANNON</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>12</b>	<b>116</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>785</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>11</b>	<b>789</b>
<b>ITALY</b>															
ALGHERO/SASSARI	RYANAIR	S	36	0	0	100	0	0	0	0	0	3	84	7	62
<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>3</b>	<b>84</b>	<b>7</b>	<b>62</b>
ANCONA	RYANAIR	S	72	0	0	57	31	8	4	0	0	18	72	10	82
<b>TOTAL ANCONA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>31</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>72</b>	<b>10</b>	<b>82</b>
BARI (PALESE)	RYANAIR	S	34	0	0	71	21	6	0	3	0	18	60	17	62
<b>TOTAL BARI (PALESE)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>60</b>	<b>17</b>	<b>62</b>
BERGAMO	RYANAIR	S	186	0	0	66	20	10	4	1	0	16	60	19	186
<b>TOTAL BERGAMO</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>20</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>60</b>	<b>19</b>	<b>186</b>
BOLOGNA	RYANAIR	S	62	0	0	89	10	2	0	0	0	5	89	5	62
<b>TOTAL BOLOGNA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>5</b>	<b>62</b>
BRINDISI	RYANAIR	S	36	0	0	78	11	0	11	0	0	16	96	5	54
<b>TOTAL BRINDISI</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>96</b>	<b>5</b>	<b>54</b>
CAGLIARI (ELMAS)	EASYJET AIRLINE COMPANY LTD	S	62	0	0	85	5	5	5	0	0	11	35	46	62
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>35</b>	<b>46</b>	<b>62</b>
GENOA	RYANAIR	S	62	0	0	63	32	5	0	0	0	12	63	15	62
<b>TOTAL GENOA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>32</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>63</b>	<b>15</b>	<b>62</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
LAMETIA-TERME	RYANAIR	S	36	0	0	61	22	14	3	0	0	16	0	0	0
<b>TOTAL LAMETIA-TERME</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>22</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
NAPLES	EASYJET AIRLINE COMPANY LTD	S	124	0	0	85	6	5	3	1	0	11	60	31	168
<b>TOTAL NAPLES</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>60</b>	<b>31</b>	<b>168</b>
PALERMO	RYANAIR	S	61	0	1	74	7	8	11	0	0	19	0	0	0
<b>TOTAL PALERMO</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>7</b>	<b>8</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
PARMA	RYANAIR	S	26	0	0	38	27	27	8	0	0	26	50	21	34
<b>TOTAL PARMA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>27</b>	<b>27</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>50</b>	<b>21</b>	<b>34</b>
PERUGIA	RYANAIR	S	44	0	0	82	11	7	0	0	0	10	73	11	44
<b>TOTAL PERUGIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>11</b>	<b>44</b>
PESCARA	RYANAIR	S	44	0	0	75	18	2	5	0	0	11	76	11	62
<b>TOTAL PESCARA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>18</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>11</b>	<b>62</b>
PISA	RYANAIR	S	194	0	0	62	15	13	8	1	0	22	67	17	186
<b>TOTAL PISA</b>			<b>194</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>15</b>	<b>13</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>67</b>	<b>17</b>	<b>186</b>
RIMINI	RYANAIR	S	26	0	0	69	27	4	0	0	0	13	61	15	28
<b>TOTAL RIMINI</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>27</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>61</b>	<b>15</b>	<b>28</b>
ROME (CIAMPINO)	RYANAIR	S	194	0	0	68	22	6	4	1	0	16	57	20	185
<b>TOTAL ROME (CIAMPINO)</b>			<b>194</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>22</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>57</b>	<b>20</b>	<b>185</b>
TRIESTE (RONCHI DEI LEGIONARI)	RYANAIR	S	62	0	0	76	19	5	0	0	0	9	55	21	62
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</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>55</b>	<b>21</b>	<b>62</b>
TURIN	RYANAIR	S	62	0	0	87	10	3	0	0	0	8	63	17	56
<b>TOTAL TURIN</b>			<b>62</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>8</b>	<b>63</b>	<b>17</b>	<b>56</b>
VENICE	BA CITYFLYER LTD	C	6	2	0	67	33	0	0	0	0	9	0	0	0
	BRITISH AIRWAYS PLC	C	2	0	0	0	0	100	0	0	0	55	0	0	0
	RYANAIR	S	124	0	0	48	25	22	6	0	0	21	0	0	0
<b>TOTAL VENICE</b>			<b>132</b>	<b>4</b>	<b>0</b>	<b>48</b>	<b>25</b>	<b>22</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
VERONA VILLAFRANCA	RYANAIR	S	36	0	0	78	11	8	3	0	0	11	0	0	0
<b>TOTAL VERONA VILLAFRANCA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ITALY</b>			<b>1591</b>	<b>5</b>	<b>2</b>	<b>70</b>	<b>17</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>66</b>	<b>18</b>	<b>1705</b>
<b>KOSOVO</b>															
PRISTINA	BELLE AIR	S	12	0	0	42	50	0	8	0	0	22	0	0	0
<b>TOTAL PRISTINA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>50</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL KOSOVO</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>50</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>LATVIA</b>															
RIGA	RYANAIR	S	124	0	0	92	4	4	0	0	0	5	93	8	124
<b>TOTAL RIGA</b>			<b>124</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>93</b>	<b>8</b>	<b>124</b>
<b>TOTAL LATVIA</b>			<b>124</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>93</b>	<b>8</b>	<b>124</b>

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			Actual (7)	Plan (8)											
<b>LITHUANIA</b>															
KAUNAS	RYANAIR	S	63	0	0	95	2	3	0	0	0	5	98	4	62
TOTAL KAUNAS			<b>63</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>5</b>	<b>98</b>	<b>4</b>	<b>62</b>
VILNIUS	RYANAIR	S	61	0	1	80	13	3	3	0	0	8	0	0	0
TOTAL VILNIUS			<b>61</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>11</b>	<b>52</b>
TOTAL LITHUANIA			<b>124</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>91</b>	<b>7</b>	<b>114</b>
<b>MALAYSIA</b>															
KUALA LUMPUR (SEPANG)	AIR ASIA	S	54	0	0	87	2	4	7	0	0	13	91	8	80
TOTAL KUALA LUMPUR (SEPANG)			<b>54</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>2</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>91</b>	<b>8</b>	<b>80</b>
TOTAL MALAYSIA			<b>54</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>2</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>91</b>	<b>8</b>	<b>80</b>
<b>MALTA</b>															
TOTAL MALTA			<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>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL MALTA			<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>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MOROCCO</b>															
AGADIR	RYANAIR	S	18	0	0	67	22	0	11	0	0	23	35	30	17
TOTAL AGADIR			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>22</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>35</b>	<b>30</b>	<b>17</b>
FEZ	RYANAIR	S	26	0	0	65	19	15	0	0	0	12	58	13	26
TOTAL FEZ			<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>58</b>	<b>13</b>	<b>26</b>
MARRAKESH	RYANAIR	S	18	0	0	78	6	11	0	6	0	26	0	56	1
TOTAL MARRAKESH			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>56</b>	<b>1</b>
TOTAL MOROCCO			<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>48</b>	<b>21</b>	<b>44</b>
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	218	0	0	73	13	8	6	0	0	14	59	21	171
TOTAL AMSTERDAM			<b>218</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>59</b>	<b>21</b>	<b>174</b>
EINDHOVEN	RYANAIR	S	124	0	0	90	6	1	3	1	0	8	95	6	106
TOTAL EINDHOVEN			<b>124</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>95</b>	<b>6</b>	<b>106</b>
TOTAL NETHERLANDS			<b>342</b>	<b>1</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>73</b>	<b>15</b>	<b>280</b>
<b>NORWAY</b>															
HAUGESUND	RYANAIR	S	26	0	0	81	15	4	0	0	0	8	92	6	26
TOTAL HAUGESUND			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>6</b>	<b>26</b>
RYGGE	RYANAIR	S	124	0	0	92	6	2	0	1	0	6	94	7	124
TOTAL RYGGE			<b>124</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>94</b>	<b>7</b>	<b>124</b>
SANDEFJORD(TORP)	RYANAIR	S	54	0	0	94	4	2	0	0	0	3	85	7	124
TOTAL SANDEFJORD(TORP)			<b>54</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>7</b>	<b>124</b>
TOTAL NORWAY			<b>204</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>7</b>	<b>274</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>POLAND</b>															
BYDGOSZCZ	RYANAIR	S	62	0	0	87	3	6	3	0	0	8	89	5	62
<b>TOTAL BYDGOSZCZ</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>3</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>5</b>	<b>62</b>
GDANSK	RYANAIR	S	62	0	0	95	2	3	0	0	0	3	94	6	62
<b>TOTAL GDANSK</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>94</b>	<b>6</b>	<b>62</b>
KATOWICE	RYANAIR	S	62	0	0	84	11	2	3	0	0	10	82	11	62
<b>TOTAL KATOWICE</b>			<b>62</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>10</b>	<b>82</b>	<b>11</b>	<b>62</b>
KRAKOW	RYANAIR	S	124	0	0	94	2	3	1	0	0	4	86	7	124
<b>TOTAL KRAKOW</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>7</b>	<b>124</b>
LODZ LUBLINEK	RYANAIR	S	62	0	0	87	6	5	2	0	0	8	89	15	79
<b>TOTAL LODZ LUBLINEK</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>15</b>	<b>79</b>
POZNAN	RYANAIR	S	62	0	0	89	8	2	2	0	0	7	75	13	80
<b>TOTAL POZNAN</b>			<b>62</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>75</b>	<b>13</b>	<b>80</b>
RZESZOW	RYANAIR	S	62	0	0	95	5	0	0	0	0	3	82	8	62
<b>TOTAL RZESZOW</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>3</b>	<b>82</b>	<b>8</b>	<b>62</b>
SZCZECIN (GOLENOW)	RYANAIR	S	36	0	0	94	6	0	0	0	0	4	74	10	34
<b>TOTAL SZCZECIN (GOLENOW)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>74</b>	<b>10</b>	<b>34</b>
WROCLAW	RYANAIR	S	80	0	0	80	16	1	3	0	0	9	83	8	106
<b>TOTAL WROCLAW</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>16</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>8</b>	<b>106</b>
<b>TOTAL POLAND</b>			<b>612</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>9</b>	<b>671</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	EASYJET AIRLINE COMPANY LTD	S	131	0	0	85	11	5	0	0	0	6	55	22	178
	RYANAIR	S	90	0	0	89	1	8	2	0	0	7	52	18	106
	THOMSON AIRWAYS LTD	C	10	0	0	60	20	0	20	0	0	23	100	1	8
<b>TOTAL FARO</b>			<b>231</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>55</b>	<b>20</b>	<b>292</b>
OPORTO (PORTUGAL)	RYANAIR	S	106	0	0	78	14	4	1	3	0	18	69	14	106
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>69</b>	<b>14</b>	<b>106</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>337</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>59</b>	<b>18</b>	<b>398</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	EASYJET AIRLINE COMPANY LTD	S	34	0	0	85	9	6	0	0	0	6	36	29	44
<b>TOTAL FUNCHAL</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>36</b>	<b>29</b>	<b>44</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>36</b>	<b>29</b>	<b>44</b>
<b>SLOVAK REPUBLIC</b>															
BRATISLAVA	RYANAIR	S	124	0	0	90	7	3	0	0	0	7	84	11	124
<b>TOTAL BRATISLAVA</b>			<b>124</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>7</b>	<b>84</b>	<b>11</b>	<b>124</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>124</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>7</b>	<b>84</b>	<b>11</b>	<b>124</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>SLOVENIA</b>															
LJUBLJANA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	52	21	6	19	2	0	34	37	31	62
TOTAL LJUBLJANA			<b>62</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>21</b>	<b>6</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>37</b>	<b>31</b>	<b>62</b>
TOTAL SLOVENIA			<b>62</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>21</b>	<b>6</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>37</b>	<b>31</b>	<b>62</b>
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	138	0	0	83	12	5	1	0	0	7	53	28	194
	RYANAIR	S	162	0	0	81	10	6	3	0	0	10	58	24	106
TOTAL ALICANTE			<b>300</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>54</b>	<b>26</b>	<b>300</b>
ALMERIA	RYANAIR	S	26	0	0	54	19	23	4	0	0	19	50	20	46
TOTAL ALMERIA			<b>26</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>19</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>50</b>	<b>20</b>	<b>46</b>
ASTURIAS	EASYJET AIRLINE COMPANY LTD	S	62	0	0	89	8	0	3	0	0	7	26	30	72
TOTAL ASTURIAS			<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>26</b>	<b>30</b>	<b>72</b>
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	124	0	0	74	12	10	4	0	0	15	28	48	124
TOTAL BARCELONA			<b>124</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>28</b>	<b>48</b>	<b>124</b>
BILBAO	EASYJET AIRLINE COMPANY LTD	S	124	0	0	86	8	1	5	0	0	9	59	24	96
TOTAL BILBAO			<b>125</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>59</b>	<b>24</b>	<b>96</b>
GERONA	RYANAIR	S	134	0	0	75	17	6	1	0	0	11	57	20	124
TOTAL GERONA			<b>134</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>57</b>	<b>20</b>	<b>124</b>
IBIZA	EASYJET AIRLINE COMPANY LTD	S	144	0	0	88	6	5	1	1	0	8	55	26	182
	RYANAIR	S	68	0	0	76	16	4	3	0	0	10	63	22	46
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	4	75	12	8
	THOMSON AIRWAYS LTD	C	18	0	0	83	11	6	0	0	0	6	80	8	10
TOTAL IBIZA			<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>8</b>	<b>58</b>	<b>24</b>	<b>246</b>
JEREZ	RYANAIR	S	36	0	0	56	6	31	8	0	0	24	77	11	62
TOTAL JEREZ			<b>36</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>6</b>	<b>31</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>77</b>	<b>11</b>	<b>62</b>
MADRID	RYANAIR	S	124	0	0	51	19	19	11	0	0	25	37	47	126
TOTAL MADRID			<b>124</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>19</b>	<b>19</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>37</b>	<b>47</b>	<b>126</b>
MAHON	THOMAS COOK AIRLINES LTD	C	10	0	0	90	0	0	0	0	10	52	100	2	10
	THOMSON AIRWAYS LTD	C	18	0	0	83	17	0	0	0	0	5	72	10	18
TOTAL MAHON			<b>28</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>22</b>	<b>82</b>	<b>7</b>	<b>28</b>
MALAGA	EASYJET AIRLINE COMPANY LTD	S	153	0	0	76	14	8	2	0	0	10	39	35	184
	RYANAIR	S	138	0	0	88	7	2	2	0	0	8	65	19	124
TOTAL MALAGA			<b>291</b>	<b>5</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>49</b>	<b>28</b>	<b>308</b>
MURCIA SAN JAVIER	RYANAIR	S	88	0	0	78	15	7	0	0	0	9	58	20	124
TOTAL MURCIA SAN JAVIER			<b>88</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>9</b>	<b>58</b>	<b>20</b>	<b>124</b>
PALMA DE MALLORCA	BA CITYFLYER LTD	C	21	0	0	43	24	14	19	0	0	29	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	124	1	0	77	12	6	3	1	1	18	47	34	124
	RYANAIR	S	127	0	0	55	17	20	8	0	0	21	43	24	91
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	0	13	0	0	11	100	2	8
	THOMSON AIRWAYS LTD	C	29	0	0	66	24	10	0	0	0	9	82	9	28

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Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL PALMA DE MALLORCA			309	1	0	65	16	12	6	0	0	19	51	27	253
REUS	RYANAIR	S	36	0	0	78	8	3	11	0	0	17	69	14	62
TOTAL REUS			36	0	0	78	8	3	11	0	0	17	71	13	70
SANTANDER	RYANAIR	S	62	0	0	92	5	0	0	3	0	12	40	24	62
TOTAL SANTANDER			62	0	0	92	5	0	0	3	0	12	40	24	62
SANTIAGO DE COMPOSTELA (SPAIN)	RYANAIR	S	36	0	0	58	39	3	0	0	0	12	53	20	62
TOTAL SANTIAGO DE COMPOSTELA (SPAIN)			36	0	0	58	39	3	0	0	0	12	53	20	62
SEVILLE	RYANAIR	S	62	0	0	76	13	6	5	0	0	13	52	23	62
TOTAL SEVILLE			62	0	0	76	13	6	5	0	0	13	52	23	62
VALENCIA	RYANAIR	S	88	0	0	81	13	6	1	0	0	11	50	32	124
	SWIFTAIR	C	3	0	0	0	33	33	33	0	0	39	0	0	0
TOTAL VALENCIA			91	0	0	78	13	7	2	0	0	12	50	32	125
VALLADOLID	RYANAIR	S	26	0	0	92	0	8	0	0	0	6	50	25	28
TOTAL VALLADOLID			26	0	0	92	0	8	0	0	0	6	50	25	28
ZARAGOZA	RYANAIR	S	36	0	0	78	19	0	3	0	0	11	32	29	34
TOTAL ZARAGOZA			36	0	0	78	19	0	3	0	0	11	32	29	34
TOTAL SPAIN			2234	7	0	76	13	7	3	0	0	13	52	27	2378
SPAIN(CANARY ISLANDS)															
ARRECIFE	RYANAIR	S	44	0	0	93	5	0	2	0	0	7	61	14	28
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	100	0	10
	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	6	90	5	10
TOTAL ARRECIFE			60	0	0	92	7	0	2	0	0	6	75	9	48
FUERTEVENTURA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	72	11	11	6	0	0	12	33	27	18
	RYANAIR	S	36	0	0	92	8	0	0	0	0	3	88	9	16
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	0	25	0	0	34	50	22	8
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	3	50	17	10
TOTAL FUERTEVENTURA			72	0	0	86	7	3	4	0	0	8	56	19	52
LAS PALMAS	RYANAIR	S	34	0	0	91	3	6	0	0	0	5	19	32	27
TOTAL LAS PALMAS			34	0	0	91	3	6	0	0	0	5	19	32	27
TENERIFE (SURREINA SOFIA)	EASYJET AIRLINE COMPANY LTD	S	2	0	0	0	0	0	100	0	0	107	0	0	0
	RYANAIR	S	62	0	0	89	8	2	2	0	0	8	53	16	36
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	10	0	0	0	0	3	90	3	10
	THOMSON AIRWAYS LTD	C	10	0	0	70	10	20	0	0	0	10	100	3	10
TOTAL TENERIFE (SURREINA SOFIA)			84	0	0	85	8	4	4	0	0	10	68	12	56
TOTAL SPAIN(CANARY ISLANDS)			250	0	0	88	7	3	3	0	0	8	59	16	183
SWEDEN															
GOTEBORG (SAVE)	RYANAIR	S	124	0	0	84	10	6	0	0	0	8	78	8	123
TOTAL GOTEBORG (SAVE)			124	0	0	84	10	6	0	0	0	8	78	8	123
STOCKHOLM (SKAVSTA)	RYANAIR	S	152	0	0	88	6	3	3	1	0	11	88	9	168

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>9</b>	168
VASTERAS	RYANAIR	S	62	0	0	84	10	6	0	0	0	7	84	7	62
<b>TOTAL VASTERAS</b>			<b>62</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>84</b>	<b>7</b>	62
<b>TOTAL SWEDEN</b>			<b>338</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>8</b>	353
<b>TUNISIA</b>															
ENFIDHA	THOMSON AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	7	0	0	0
<b>TOTAL ENFIDHA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL TUNISIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>33</b>	<b>31</b>	18
<b>TURKEY</b>															
ANKARA (ESENBOGA)	THY TURK HAVA YOLLARI TURKIS	S	37	0	0	84	8	3	5	0	0	7	0	0	0
<b>TOTAL ANKARA (ESENBOGA)</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>69</b>	<b>13</b>	16
ANTALYA	THOMAS COOK AIRLINES LTD	C	28	0	0	93	0	4	4	0	0	5	65	28	26
	THOMSON AIRWAYS LTD	C	18	0	0	100	0	0	0	0	0	1	80	14	10
<b>TOTAL ANTALYA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>50</b>	<b>41</b>	70
BODRUM (MILAS)	EASYJET AIRLINE COMPANY LTD	S	26	1	0	77	4	8	4	8	0	27	61	17	28
	PEGASUS AIRLINES	S	10	0	0	70	0	10	20	0	0	22	38	24	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	0	10	0	0	0	5	78	14	18
<b>TOTAL BODRUM (MILAS)</b>			<b>46</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>2</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>21</b>	<b>66</b>	<b>16</b>	62
DALAMAN	EASYJET AIRLINE COMPANY LTD	S	36	0	0	86	6	0	8	0	0	11	65	39	34
	ONUR AIR	C	10	0	0	100	0	0	0	0	0	3	50	17	2
	THOMAS COOK AIRLINES LTD	C	28	0	0	93	4	0	4	0	0	4	97	2	29
	THOMSON AIRWAYS LTD	C	17	0	0	88	6	6	0	0	0	4	89	6	27
<b>TOTAL DALAMAN</b>			<b>91</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>17</b>	92
ISTANBUL (SABIHA GOKCEN)	PEGASUS AIRLINES	S	101	0	1	75	14	7	4	0	0	13	26	46	68
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>101</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>31</b>	<b>39</b>	130
IZMIR (ADNAM MENDERES)	PEGASUS AIRLINES	S	36	0	0	89	8	3	0	0	0	5	0	0	0
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL TURKEY</b>			<b>358</b>	<b>1</b>	<b>1</b>	<b>84</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>55</b>	<b>29</b>	370
<b>UNITED KINGDOM</b>															
BELFAST CITY (GEORGE BEST)	BMIBABY LTD	S	100	0	0	82	10	4	4	0	0	9	0	0	0
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>6</b>	248
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	228	0	0	87	7	3	3	1	0	9	63	24	219
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>228</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>63</b>	<b>24</b>	219
BRISTOL	EASTERN AIRWAYS	C	2	0	0	50	50	0	0	0	0	22	0	0	0
<b>TOTAL BRISTOL</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>22</b>	<b>0</b>	<b>0</b>	0
CITY OF DERRY (EGLINTON)	RYANAIR	S	80	0	0	88	9	1	3	0	0	7	85	10	62
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>10</b>	62
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	243	0	0	83	5	8	4	0	0	10	75	13	198

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JULY 2011

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL EDINBURGH			243	0	0	83	5	8	4	0	0	10	75	13	199
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	208	0	0	85	8	3	4	0	0	8	79	13	216
TOTAL GLASGOW			208	0	0	85	8	3	4	0	0	8	79	13	216
GUERNSEY	AURIGNY AIR SERVICES	S	62	0	0	82	11	3	3	0	0	10	84	8	61
TOTAL GUERNSEY			62	0	0	82	11	3	3	0	0	10	84	8	61
INVERNESS	TITAN AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL INVERNESS			4	0	0	100	0	0	0	0	0	0	0	0	0
JERSEY	AURIGNY AIR SERVICES	S	20	0	0	75	25	0	0	0	0	8	85	6	60
TOTAL JERSEY			20	0	0	75	25	0	0	0	0	8	85	6	60
PRESTWICK	RYANAIR	S	62	0	1	81	13	5	0	2	0	9	87	7	186
TOTAL PRESTWICK			62	0	1	81	13	5	0	2	0	9	87	7	186
TOTAL UNITED KINGDOM			1011	4	1	84	8	4	3	0	0	9	79	13	1362
TOTAL STANSTED			12029	52	8	80	11	6	3	0	0	11	70	17	13251

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 2010				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
AALBORG																		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	13	0	0	92	8	0	0	0	0	2	100	0	13	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	13	0	0	92	0	8	0	0	0	4	92	3	13	
<b>TOTAL AALBORG</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>96</b>	<b>2</b>	<b>2</b>	
AARHUS (TIRSTRUP)																		
	STANSTED	RYANAIR	S	A	31	0	0	90	6	3	0	0	0	5	100	2	31	
	STANSTED	RYANAIR	S	D	31	0	0	84	6	10	0	0	0	10	90	8	31	
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>95</b>	<b>5</b>	<b>5</b>	
ABERDEEN																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	165	0	1	85	8	5	2	0	0	8	78	9	166	
	HEATHROW	BMI BRITISH MIDLAND	S	D	166	0	0	90	8	1	1	0	0	5	86	5	166	
	MANCHESTER	BMI REGIONAL	S	A	108	0	0	95	3	1	1	0	0	2	97	2	140	
	MANCHESTER	BMI REGIONAL	S	D	103	0	0	94	3	2	1	0	0	3	97	1	137	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	202	0	0	78	10	10	1	0	0	10	76	12	203	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	202	0	0	81	11	6	2	0	0	9	74	12	203	
	NEWCASTLE	EASTERN AIRWAYS	S	A	88	0	3	85	8	7	0	0	0	7	99	1	76	
	NEWCASTLE	EASTERN AIRWAYS	S	D	86	0	2	81	12	7	0	0	0	8	96	3	76	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	77	10	13	0	0	0	10	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	68	10	13	10	0	0	17	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	57	0	0	77	9	11	2	2	0	14	62	24	52	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	57	0	0	75	9	14	2	0	0	12	56	31	52	
	BIRMINGHAM	FLYBE LTD	S	A	73	0	1	89	4	4	1	1	0	8	72	20	65	
	BIRMINGHAM	FLYBE LTD	S	D	74	0	0	80	8	5	7	0	0	15	69	20	65	
	GATWICK	FLYBE LTD	S	A	83	0	0	87	11	0	2	0	0	6	88	9	84	
	GATWICK	FLYBE LTD	S	D	83	0	0	61	27	10	2	0	0	16	64	20	84	
	MANCHESTER	FLYBE LTD	S	A	66	0	0	77	15	6	2	0	0	10	0	0	0	
	MANCHESTER	FLYBE LTD	S	D	67	0	0	88	6	3	3	0	0	7	0	0	0	
<b>TOTAL ABERDEEN</b>					<b>1744</b>	<b>1</b>	<b>7</b>	<b>83</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>10</b>	<b>10</b>	
ABU DHABI INTERNATIONAL																		
	HEATHROW	ETIHAD AIRWAYS	S	A	93	0	0	94	3	1	2	0	0	4	96	4	93	
	HEATHROW	ETIHAD AIRWAYS	S	D	93	0	0	78	13	3	5	0	0	12	78	11	92	
	MANCHESTER	ETIHAD AIRWAYS	S	A	31	0	3	84	3	3	6	3	0	17	97	1	31	
	MANCHESTER	ETIHAD AIRWAYS	S	D	31	0	0	77	6	13	3	0	0	12	65	14	31	
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>248</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>8</b>	<b>8</b>	



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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)													
ABUJA																			
	HEATHROW	ARIK AIR	S	A	22	0	1	64	14	18	5	0	0	17	43	22	21		
	HEATHROW	ARIK AIR	S	D	21	0	1	81	14	5	0	0	0	6	81	10	21		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	81	13	0	6	0	0	13	90	7	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	58	32	10	0	0	0	14	65	12	31		
<b>TOTAL ABUJA</b>					<b>105</b>	<b>2</b>	<b>2</b>	<b>70</b>	<b>19</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>12</b>	<b>12</b>		
ACCRA																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	71	16	6	6	0	0	13	68	27	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	26	35	23	16	0	0	32	23	32	31		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	18	0	0	100	0	0	0	0	0	1	50	30	14		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	18	0	0	56	33	11	0	0	0	16	36	21	14		
<b>TOTAL ACCRA</b>					<b>98</b>	<b>1</b>	<b>0</b>	<b>59</b>	<b>22</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>44</b>	<b>28</b>	<b>28</b>		
ADDIS ABABA																			
	HEATHROW	BMI BRITISH MIDLAND	S	A	14	0	0	71	29	0	0	0	0	8	69	74	13		
	HEATHROW	BMI BRITISH MIDLAND	S	D	5	0	0	40	20	40	0	0	0	27	15	34	13		
	HEATHROW	ETHIOPIAN AIRLINES	S	A	27	0	0	78	11	7	0	4	0	15	30	64	27		
	HEATHROW	ETHIOPIAN AIRLINES	S	D	27	0	0	56	22	19	4	0	0	23	41	25	27		
<b>TOTAL ADDIS ABABA</b>					<b>73</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>19</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>38</b>	<b>48</b>	<b>48</b>		
AGADIR																			
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	89	11	0	0	0	0	5	63	23	8		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	67	22	11	0	0	0	12	50	31	8		
	STANSTED	RYANAIR	S	A	9	0	0	78	11	0	11	0	0	21	38	25	8		
	STANSTED	RYANAIR	S	D	9	0	0	56	33	0	11	0	0	25	33	34	9		
	GATWICK	THOMSON AIRWAYS LTD	S	A	9	0	0	100	0	0	0	0	0	0	78	19	9		
	GATWICK	THOMSON AIRWAYS LTD	S	D	8	0	0	88	13	0	0	0	0	6	89	23	9		
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	1	50	39	4		
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	4	0	0	75	0	25	0	0	0	14	50	44	4		
<b>TOTAL AGADIR</b>					<b>61</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>59</b>	<b>36</b>	<b>36</b>		
AJACCIO																			
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	5	0	0	100	0	0	0	0	0	0	25	66	8		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	5	0	0	100	0	0	0	0	0	2	0	57	8		
<b>TOTAL AJACCIO</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>13</b>	<b>61</b>	<b>61</b>		
AKUREYRI																			

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ALESUND	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	9	0	0	100	0	0	0	0	0	5	0	0	0
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	9	0	0	89	11	0	0	0	0	7	0	0	0
<b>TOTAL ALESUND</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>6</b>	<b>100</b>	<b>0</b>	<b>0</b>
ALGHERO/SASSARI	STANSTED	RYANAIR	S	A	18	0	0	100	0	0	0	0	0	2	87	8	31
	STANSTED	RYANAIR	S	D	18	0	0	100	0	0	0	0	0	3	81	7	31
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	40	20	20	20	0	0	26	60	44	5
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	9	40	21	5
<b>TOTAL ALGHERO/SASSARI</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>11</b>	<b>11</b>
ALGIERS	HEATHROW	AIR ALGERIE	S	A	23	0	2	9	22	26	13	30	0	96	18	92	22
	HEATHROW	AIR ALGERIE	S	D	24	0	1	13	13	17	29	29	0	98	23	80	22
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	71	19	6	3	0	0	12	61	17	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	71	19	10	0	0	0	10	58	17	31
<b>TOTAL ALGIERS</b>					<b>109</b>	<b>0</b>	<b>3</b>	<b>45</b>	<b>18</b>	<b>14</b>	<b>10</b>	<b>13</b>	<b>0</b>	<b>48</b>	<b>43</b>	<b>46</b>	<b>46</b>
ALICANTE	GLASGOW	BA CITYFLYER LTD	C	A	4	0	0	75	25	0	0	0	0	10	0	49	4
	GLASGOW	BA CITYFLYER LTD	C	D	4	0	0	75	25	0	0	0	0	9	20	68	5
	BIRMINGHAM	BMIBABY LTD	S	A	22	0	0	73	5	5	9	9	0	33	56	30	27
	BIRMINGHAM	BMIBABY LTD	S	D	23	0	0	83	4	0	4	9	0	27	30	37	27
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	78	11	11	0	0	0	9	44	43	9
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	89	11	0	0	0	0	6	56	23	9
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	130	0	0	70	16	11	2	2	0	16	32	51	130
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	131	0	0	83	9	5	2	1	0	11	40	45	131
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	84	13	3	0	0	0	5	35	38	31
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	84	16	0	0	0	0	6	71	15	31
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	61	0	0	84	13	2	2	0	0	7	36	49	58
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	61	0	0	89	8	2	2	0	0	6	47	43	59
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	62	31	4	4	0	0	17	44	31	25
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	77	19	4	0	0	0	7	64	17	25
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	32	0	0	91	6	3	0	0	0	5	44	38	48
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	84	13	0	0	3	0	16	57	29	49
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	69	0	0	81	12	7	0	0	0	8	41	33	97

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 2010			
					69	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)										
ALICANTE	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	69	0	0	84	12	3	1	0	0	6	64	22	97
	GLASGOW	JET2.COM LTD	S	A	18	0	0	22	28	28	22	0	0	38	0	0	0
	GLASGOW	JET2.COM LTD	S	D	18	0	0	56	17	17	11	0	0	21	0	0	0
	MANCHESTER	JET2.COM LTD	S	A	41	0	0	34	17	27	12	10	0	55	41	59	29
	MANCHESTER	JET2.COM LTD	S	D	41	0	0	49	24	7	7	10	2	56	27	52	30
	NEWCASTLE	JET2.COM LTD	S	A	27	0	0	30	33	33	4	0	0	28	0	0	0
	NEWCASTLE	JET2.COM LTD	S	D	27	0	0	70	22	4	4	0	0	14	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	S	A	27	0	0	85	11	4	0	0	0	6	84	16	31
	BIRMINGHAM	MONARCH AIRLINES	S	D	27	0	0	93	7	0	0	0	0	2	87	19	31
	GATWICK	MONARCH AIRLINES	S	A	54	0	0	48	30	7	7	2	6	48	41	62	39
	GATWICK	MONARCH AIRLINES	S	D	54	0	0	72	6	9	6	2	6	40	62	53	39
	LUTON	MONARCH AIRLINES	S	A	29	0	0	48	31	7	7	7	0	39	50	48	18
	LUTON	MONARCH AIRLINES	S	D	29	0	0	72	10	3	7	3	3	31	72	35	18
	MANCHESTER	MONARCH AIRLINES	S	A	53	0	0	58	21	17	2	2	0	20	30	45	44
	MANCHESTER	MONARCH AIRLINES	S	D	54	0	0	65	22	9	2	2	0	18	61	30	44
	BIRMINGHAM	RYANAIR	S	A	31	0	0	90	6	3	0	0	0	5	58	23	31
	BIRMINGHAM	RYANAIR	S	D	31	0	0	84	16	0	0	0	0	7	71	20	31
	EDINBURGH	RYANAIR	S	A	36	0	0	89	8	3	0	0	0	5	62	36	26
	EDINBURGH	RYANAIR	S	D	36	0	0	92	6	3	0	0	0	5	77	25	26
	GATWICK	RYANAIR	S	A	52	0	0	77	13	6	0	4	0	15	71	22	52
	GATWICK	RYANAIR	S	D	52	0	0	79	12	4	4	2	0	15	52	28	52
	MANCHESTER	RYANAIR	S	A	41	0	0	83	2	2	12	0	0	16	0	0	0
	MANCHESTER	RYANAIR	S	D	41	0	0	68	15	5	12	0	0	22	0	0	0
	STANSTED	RYANAIR	S	A	81	0	0	78	10	9	4	0	0	11	53	29	53
	STANSTED	RYANAIR	S	D	81	0	0	85	10	2	2	0	0	9	62	18	53
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	10	0	0	50	10	10	20	0	10	87	22	56	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	10	0	0	30	30	0	30	0	10	96	33	43	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	5	33	105	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	44	56	0	0	0	0	14	33	89	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	67	22	11	0	0	0	11	20	22	5
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	0	6	60	19	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	89	0	0	11	0	0	17	78	25	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	5	89	6	9

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 2010					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records			
																	MATCHED	UNMATCHED	
ALICANTE																			
	GATWICK	THOMSON AIRWAYS LTD	C	A	13	0	0	62	31	8	0	0	0	14	53	35	17		
	GATWICK	THOMSON AIRWAYS LTD	C	D	13	0	0	92	8	0	0	0	0	6	65	16	17		
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	75	17	4		
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	75	19	4		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	14	0	0	71	21	0	7	0	0	18	64	17	14		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	15	0	0	87	7	0	0	7	0	18	100	4	14		
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	9	0	0	67	22	11	0	0	0	10	78	19	9		
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	9	0	0	67	22	11	0	0	0	11	89	4	9		
<b>TOTAL ALICANTE</b>					<b>1907</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>17</b>	<b>51</b>	<b>36</b>	<b>36</b>		
ALMATY																			
	HEATHROW	AIR ASTANA	S	A	9	0	0	78	0	22	0	0	0	8	89	20	9		
	HEATHROW	AIR ASTANA	S	D	9	0	0	78	11	11	0	0	0	11	56	21	9		
<b>TOTAL ALMATY</b>					<b>19</b>	<b>2</b>	<b>0</b>	<b>74</b>	<b>5</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>72</b>	<b>21</b>	<b>21</b>		
ALMERIA																			
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	29	0	0	86	7	3	3	0	0	8	38	36	26		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	29	0	0	93	3	0	3	0	0	6	46	29	26		
	BIRMINGHAM	MONARCH AIRLINES	S	A	8	0	0	100	0	0	0	0	0	0	40	16	5		
	BIRMINGHAM	MONARCH AIRLINES	S	D	8	0	0	100	0	0	0	0	0	5	0	47	5		
	MANCHESTER	MONARCH AIRLINES	S	A	18	0	0	100	0	0	0	0	0	3	57	29	14		
	MANCHESTER	MONARCH AIRLINES	S	D	18	0	0	89	11	0	0	0	0	5	86	20	14		
	STANSTED	RYANAIR	S	A	13	0	0	54	15	23	8	0	0	22	48	23	23		
	STANSTED	RYANAIR	S	D	13	0	0	54	23	23	0	0	0	16	52	17	23		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	9	80	80	5		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	12	80	81	5		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	5	80	28	5		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	25	0	0	0	13	80	25	5		
<b>TOTAL ALMERIA</b>					<b>152</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>53</b>	<b>30</b>	<b>30</b>		
ALTENBURG - WALLBURG																			
AMMAN																			
	HEATHROW	BMI BRITISH MIDLAND	S	A	31	0	0	74	13	13	0	0	0	9	94	8	18		
	HEATHROW	BMI BRITISH MIDLAND	S	D	39	0	0	38	23	26	13	0	0	28	44	30	18		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	69	8	23	0	0	0	13	0	0	0		

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 2010				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
AMMAN																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	23	46	31	0	0	0	26	0	0	0	
	HEATHROW	ROYAL JORDANIAN	S	A	31	0	0	94	6	0	0	0	4	90	3	31		
	HEATHROW	ROYAL JORDANIAN	S	D	31	0	0	52	32	13	3	0	18	52	18	31		
<b>TOTAL AMMAN</b>					<b>158</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>14</b>	<b>14</b>	
AMRITSAR																		
AMSTERDAM																		
	LONDON CITY	BA CITYFLYER LTD	S	A	106	0	0	92	3	3	2	0	4	93	7	74		
	LONDON CITY	BA CITYFLYER LTD	S	D	106	0	0	92	3	2	3	1	8	77	9	74		
	BIRMINGHAM	BMIBABY LTD	S	A	53	0	2	81	8	4	8	0	13	70	15	53		
	BIRMINGHAM	BMIBABY LTD	S	D	53	0	2	72	11	6	9	2	20	43	28	53		
	GATWICK	BRITISH AIRWAYS PLC	S	A	112	0	0	73	18	4	5	0	13	82	8	114		
	GATWICK	BRITISH AIRWAYS PLC	S	D	112	1	0	77	13	4	5	0	12	84	9	114		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	212	0	0	75	14	7	4	0	15	67	14	212		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	212	0	0	83	7	8	2	0	10	71	13	212		
	LONDON CITY	CITY JET	S	A	152	0	0	93	3	2	2	0	4	0	0	0		
	LONDON CITY	CITY JET	S	D	152	0	0	84	5	7	3	0	10	0	0	0		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	40	0	0	88	8	3	3	0	9	63	16	40		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	40	0	0	65	18	13	5	0	16	80	9	40		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	119	0	0	66	23	4	8	0	17	34	37	107		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	119	0	0	76	13	5	6	0	14	42	35	106		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	84	0	0	85	10	2	4	0	8	69	22	84		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	84	0	0	81	11	5	4	0	10	65	24	84		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	57	0	0	79	14	4	4	0	10	0	0	0		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	57	0	0	82	4	7	7	0	11	0	0	0		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	109	0	0	69	15	9	7	0	16	54	23	85		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	109	0	0	77	12	6	5	0	12	64	19	86		
	BIRMINGHAM	KLM	S	A	92	0	2	97	2	1	0	0	2	86	6	80		
	BIRMINGHAM	KLM	S	D	92	0	2	84	10	4	2	0	10	86	10	80		
	EDINBURGH	KLM	S	A	115	0	0	85	6	5	3	1	11	76	9	123		
	EDINBURGH	KLM	S	D	115	0	0	86	5	5	3	0	10	93	5	123		
	GLASGOW	KLM	S	A	62	0	1	87	10	0	3	0	7	91	8	67		
	GLASGOW	KLM	S	D	62	0	2	85	8	3	3	0	10	84	10	67		
	HEATHROW	KLM	S	A	247	0	3	85	7	6	2	0	8	84	7	252		

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 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
AMSTERDAM	HEATHROW	KLM	S	D	247	0	3	85	8	7	1	0	0	8	79	9	252
	MANCHESTER	KLM	S	A	140	0	1	86	8	2	3	1	0	9	90	6	115
	MANCHESTER	KLM	S	D	140	0	1	81	12	2	4	1	0	11	88	7	115
	NEWCASTLE	KLM	S	A	5	0	0	100	0	0	0	0	0	1	94	6	63
	NEWCASTLE	KLM	S	D	5	0	0	100	0	0	0	0	0	3	87	7	63
	BIRMINGHAM	KLM CITYHOPPER	S	A	61	0	0	92	3	2	3	0	0	5	92	6	74
	BIRMINGHAM	KLM CITYHOPPER	S	D	61	0	0	87	5	0	7	0	2	18	88	7	74
	EDINBURGH	KLM CITYHOPPER	S	A	71	0	0	83	10	4	3	0	0	9	81	13	32
	EDINBURGH	KLM CITYHOPPER	S	D	71	0	0	82	10	4	4	0	0	8	78	10	32
	GLASGOW	KLM CITYHOPPER	S	A	92	0	0	90	8	1	1	0	0	5	80	7	49
	GLASGOW	KLM CITYHOPPER	S	D	91	0	0	89	8	0	3	0	0	7	96	2	49
	HEATHROW	KLM CITYHOPPER	S	A	27	0	0	85	7	4	4	0	0	10	70	18	23
	HEATHROW	KLM CITYHOPPER	S	D	27	0	0	85	11	0	4	0	0	6	87	8	23
	MANCHESTER	KLM CITYHOPPER	S	A	45	0	0	91	7	0	2	0	0	6	90	10	40
	MANCHESTER	KLM CITYHOPPER	S	D	45	0	0	91	2	2	2	2	0	13	98	1	40
	NEWCASTLE	KLM CITYHOPPER	S	A	150	0	0	91	6	2	1	0	0	5	90	11	61
	NEWCASTLE	KLM CITYHOPPER	S	D	150	0	0	89	7	2	2	0	0	7	95	5	60
<b>TOTAL AMSTERDAM</b>					<b>4301</b>	<b>4</b>	<b>20</b>	<b>83</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>11</b>	<b>11</b>
ANCONA	STANSTED	RYANAIR	S	A	36	0	0	47	39	8	6	0	0	22	68	12	41
	STANSTED	RYANAIR	S	D	36	0	0	67	22	8	3	0	0	15	76	9	41
<b>TOTAL ANCONA</b>					<b>72</b>	<b>2</b>	<b>0</b>	<b>57</b>	<b>31</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>72</b>	<b>10</b>	<b>10</b>
ANKARA (ESENBOGA)	STANSTED	THY TURK HAVA YOLLARI TURKISH	S	A	18	0	0	100	0	0	0	0	0	0	0	0	0
	STANSTED	THY TURK HAVA YOLLARI TURKISH	S	D	19	0	0	68	16	5	11	0	0	14	0	0	0
<b>TOTAL ANKARA (ESENBOGA)</b>					<b>37</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>69</b>	<b>13</b>	<b>13</b>
ANTALYA	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	25	0	0	84	12	4	0	0	0	8	46	50	13
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	24	0	0	63	17	13	8	0	0	18	14	58	14
	GATWICK	MONARCH AIRLINES	C	A	10	0	0	60	20	10	10	0	0	26	100	3	5
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	67	11	11	11	0	0	24	67	11	6

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
ANTALYA	LUTON	MONARCH AIRLINES	C	A	4	0	0	75	0	0	25	0	0	42	25	32	4
	LUTON	MONARCH AIRLINES	C	D	4	0	0	50	25	0	0	25	0	56	50	31	4
	MANCHESTER	MONARCH AIRLINES	S	A	12	0	0	58	17	25	0	0	0	13	56	21	9
	MANCHESTER	MONARCH AIRLINES	S	D	12	0	0	67	25	8	0	0	0	13	56	18	9
	MANCHESTER	PEGASUS AIRLINES	S	A	4	0	0	75	0	0	25	0	0	22	75	8	4
	MANCHESTER	PEGASUS AIRLINES	S	D	4	0	0	75	0	0	25	0	0	24	75	11	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	13	0	0	92	8	0	0	0	0	2	77	14	13
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	14	0	0	86	7	7	0	0	0	7	77	14	13
	EDINBURGH	THOMAS COOK AIRLINES LTD	C	A	7	0	0	100	0	0	0	0	0	1	0	0	0
	EDINBURGH	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	2	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	36	0	0	69	8	8	8	6	0	28	35	52	34
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	41	0	0	63	10	12	10	5	0	32	37	67	41
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	29	0	0	69	14	3	7	3	3	57	56	34	27
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	25	0	0	64	12	8	12	4	0	36	50	39	26
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	31	0	0	71	10	10	10	0	0	16	40	83	30
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	31	0	0	55	16	16	13	0	0	24	43	79	30
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	0	13	0	0	0	6	75	30	8
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	13	0	0	0	0	7	63	37	8
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	14	0	0	93	0	7	0	0	0	3	54	31	13
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	14	0	0	93	0	0	7	0	0	8	77	25	13
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	2	56	21	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	6	56	31	9
	GATWICK	THOMSON AIRWAYS LTD	C	A	21	0	0	81	10	5	5	0	0	9	67	13	18
	GATWICK	THOMSON AIRWAYS LTD	C	D	20	0	0	65	5	20	10	0	0	20	50	21	18
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	50	25	0	25	0	0	21	25	23	4
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	7	25	28	4
	LUTON	THOMSON AIRWAYS LTD	C	A	9	0	0	78	11	11	0	0	0	8	89	14	9
	LUTON	THOMSON AIRWAYS LTD	C	D	9	0	0	67	22	11	0	0	0	12	89	16	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	14	0	0	86	14	0	0	0	0	2	67	19	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	14	0	0	86	0	7	7	0	0	13	56	30	9
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	7	100	1	4
	STANSTED	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	0	80	14	5

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
ANTALYA	STANSTED	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	1	80	14	5
<b>TOTAL ANTALYA</b>					<b>526</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>10</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>53</b>	<b>39</b>	<b>39</b>
ANTIGUA	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	14	0	0	57	21	21	0	0	0	15	57	30	14
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	14	0	0	71	21	7	0	0	0	10	50	27	14
<b>TOTAL ANTIGUA</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>21</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>54</b>	<b>29</b>	<b>29</b>
ANTWERP	LONDON CITY	VLM (BELGIUM)	S	A	109	0	0	91	6	3	0	0	0	4	96	2	103
	LONDON CITY	VLM (BELGIUM)	S	D	109	0	0	86	8	3	3	0	0	6	83	9	103
	MANCHESTER	VLM (BELGIUM)	S	A	41	0	0	93	7	0	0	0	0	5	84	7	49
	MANCHESTER	VLM (BELGIUM)	S	D	41	0	0	95	5	0	0	0	0	3	90	6	48
<b>TOTAL ANTWERP</b>					<b>302</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>6</b>	<b>6</b>
ARRECIFE	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	15	0	0	67	0	20	13	0	0	24	13	64	16
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	15	0	0	73	7	13	7	0	0	12	25	54	16
	MANCHESTER	JET2.COM LTD	S	A	4	0	0	75	0	0	0	25	0	81	78	14	9
	MANCHESTER	JET2.COM LTD	S	D	4	0	0	0	75	0	25	0	0	39	44	20	9
	NEWCASTLE	JET2.COM LTD	S	A	8	0	0	63	25	0	13	0	0	17	78	158	9
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	44	22	11	22	0	0	31	11	44	9
	BIRMINGHAM	MONARCH AIRLINES	S	A	13	0	0	85	0	15	0	0	0	9	86	28	14
	BIRMINGHAM	MONARCH AIRLINES	S	D	13	0	0	77	8	15	0	0	0	13	43	26	14
	GATWICK	MONARCH AIRLINES	S	A	24	0	0	46	25	21	8	0	0	24	38	43	26
	GATWICK	MONARCH AIRLINES	S	D	24	0	0	67	13	17	4	0	0	15	58	37	26
	LUTON	MONARCH AIRLINES	S	A	13	0	0	38	15	23	23	0	0	34	64	30	14
	LUTON	MONARCH AIRLINES	S	D	13	0	0	62	15	15	8	0	0	22	14	36	14
	MANCHESTER	MONARCH AIRLINES	S	A	30	0	0	60	20	17	0	3	0	22	48	22	31
	MANCHESTER	MONARCH AIRLINES	S	D	30	0	0	57	20	20	0	3	0	25	63	16	32
	BIRMINGHAM	RYANAIR	S	A	13	0	0	92	0	0	8	0	0	5	100	0	9
	BIRMINGHAM	RYANAIR	S	D	13	0	0	77	15	8	0	0	0	10	22	19	9
	EDINBURGH	RYANAIR	S	A	13	0	0	85	8	0	8	0	0	9	67	9	9
	EDINBURGH	RYANAIR	S	D	13	0	0	92	8	0	0	0	0	5	44	15	9
	LUTON	RYANAIR	S	A	9	0	0	89	11	0	0	0	0	2	78	26	9
	LUTON	RYANAIR	S	D	9	0	0	89	0	11	0	0	0	11	44	21	9



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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 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	STANSTED	RYANAIR	S	A	22	0	0	95	0	0	5	0	0	8	79	8	14
	STANSTED	RYANAIR	S	D	22	0	0	91	9	0	0	0	0	6	43	21	14
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	14	65	7	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	5	29	59	7	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	11	0	0	82	0	9	0	9	0	31	25	34	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	11	0	0	73	9	9	0	9	0	33	40	107	10
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	17	1	0	59	12	12	18	0	0	34	53	41	17
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	16	0	0	56	13	6	19	6	0	40	44	25	16
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	16	0	0	94	0	6	0	0	0	4	45	43	11
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	17	0	0	76	12	6	6	0	0	11	38	56	13
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	50	65	6	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	9	40	85	5
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	100	0	5	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	100	0	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	1	78	30	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	2	67	38	9
	GATWICK	THOMSON AIRWAYS LTD	C	A	13	0	0	85	15	0	0	0	0	6	47	26	15
	GATWICK	THOMSON AIRWAYS LTD	C	D	13	0	0	85	15	0	0	0	0	7	63	26	16
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	60	49	5
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	6	40	36	5
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	11	75	11	4
	LUTON	THOMSON AIRWAYS LTD	C	D	5	0	0	20	20	40	20	0	0	44	50	28	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	9	1	0	89	11	0	0	0	0	5	44	44	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	11	0	0	91	9	0	0	0	0	3	44	37	9
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	60	0	40	0	0	0	19	80	8	5
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	80	8	5
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	7	80	9	5
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	6	100	1	5
<b>TOTAL ARRECIFE</b>					<b>539</b>	<b>2</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>51</b>	<b>35</b>	<b>35</b>
ARUBA	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	25	25	25	25	0	0	50	25	58	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	50	0	25	25	0	0	57	40	41	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	7	20	33	5

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
ARUBA	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	40	35	5
<b>TOTAL ARUBA</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>6</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>32</b>	<b>41</b>	<b>41</b>
ASHKHABAD	BIRMINGHAM	TURKMENISTAN AIRLINES	S	A	18	0	0	94	0	0	6	0	0	5	94	3	17
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	D	18	0	0	67	22	6	6	0	0	12	59	14	17
	HEATHROW	TURKMENISTAN AIRLINES	S	A	9	0	0	78	22	0	0	0	0	8	89	7	9
	HEATHROW	TURKMENISTAN AIRLINES	S	D	9	0	0	33	44	22	0	0	0	23	44	27	9
<b>TOTAL ASHKHABAD</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>19</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>12</b>	<b>12</b>
ASTANA																	
ASTURIAS	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	87	10	0	3	0	0	7	14	37	36
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	90	6	0	3	0	0	7	39	23	36
<b>TOTAL ASTURIAS</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>26</b>	<b>30</b>	<b>30</b>
ASWAN																	
ATHENS	HEATHROW	AEGEAN AIRLINES	S	A	116	0	0	84	11	4	1	0	0	7	81	9	62
	HEATHROW	AEGEAN AIRLINES	S	D	116	0	0	59	24	16	2	0	0	15	48	23	62
	HEATHROW	BRITISH AIRWAYS PLC	S	A	129	0	0	84	6	6	4	0	0	10	66	19	129
	HEATHROW	BRITISH AIRWAYS PLC	S	D	129	0	0	81	8	5	6	0	0	12	64	19	129
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	54	0	0	67	15	13	4	0	2	23	22	60	58
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	54	0	0	63	20	17	0	0	0	15	31	53	58
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	71	14	7	7	0	0	17	27	31	11
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	79	21	0	0	0	0	9	55	18	11
	MANCHESTER	FLY HELLAS	S	A	9	0	0	11	22	22	22	22	0	93	7	55	14
	MANCHESTER	FLY HELLAS	S	D	9	0	0	0	11	33	22	33	0	109	8	73	13
	GATWICK	HELLENIC IMPERIAL AIRWAYS	C	A	2	1	0	0	0	0	100	0	0	107	0	0	0
	GATWICK	HELLENIC IMPERIAL AIRWAYS	C	D	2	1	0	0	0	50	50	0	0	92	0	0	0
<b>TOTAL ATHENS</b>					<b>650</b>	<b>2</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>57</b>	<b>26</b>	<b>26</b>
ATLANTA	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	55	19	16	10	0	0	22	67	72	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	58	29	10	3	0	0	14	30	34	30
	GATWICK	DELTA AIRLINES	S	A	31	0	0	68	13	10	10	0	0	17	74	20	31

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					JULY 2010					
					MATCHED			UNMATCHED		16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)		Actual (7)	Plan (8)									
ATLANTA																		
	GATWICK	DELTA AIRLINES	S	D	31	0	0	61	13	16	10	0	0	24	58	24	31	
	HEATHROW	DELTA AIRLINES	S	A	48	0	0	65	13	17	4	2	0	19	68	14	31	
	HEATHROW	DELTA AIRLINES	S	D	48	0	0	63	21	10	4	0	2	40	71	13	31	
	MANCHESTER	DELTA AIRLINES	S	A	31	0	1	81	10	6	3	0	0	10	81	7	31	
	MANCHESTER	DELTA AIRLINES	S	D	31	0	2	74	6	6	13	0	0	16	42	20	31	
<b>TOTAL ATLANTA</b>					<b>282</b>	<b>0</b>	<b>3</b>	<b>65</b>	<b>16</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>61</b>	<b>25</b>	<b>25</b>	
AUCKLAND INTERNATIONAL																		
	HEATHROW	AIR NEW ZEALAND LTD	S	A	62	0	2	85	8	3	0	2	2	18	92	7	59	
	HEATHROW	AIR NEW ZEALAND LTD	S	D	62	0	0	82	11	3	2	0	2	21	77	9	62	
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>124</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>19</b>	<b>84</b>	<b>8</b>	<b>8</b>	
AVIGNON																		
	LONDON CITY	CITY JET	S	A	5	0	0	100	0	0	0	0	0	1	0	0	0	
	LONDON CITY	CITY JET	S	D	5	0	0	80	20	0	0	0	0	5	0	0	0	
	BIRMINGHAM	FLYBE LTD	S	A	8	0	0	88	0	13	0	0	0	4	89	7	9	
	BIRMINGHAM	FLYBE LTD	S	D	8	0	0	75	13	0	13	0	0	16	44	34	9	
<b>TOTAL AVIGNON</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>57</b>	<b>27</b>	<b>27</b>	
AZORES PONTA DELGADA																		
	GATWICK	SATA	S	A	5	0	0	100	0	0	0	0	0	4	20	42	5	
	GATWICK	SATA	S	D	5	0	0	100	0	0	0	0	0	2	20	35	5	
	MANCHESTER	SATA	S	A	5	0	0	80	20	0	0	0	0	6	20	35	5	
	MANCHESTER	SATA	S	D	5	0	0	80	20	0	0	0	0	6	20	44	5	
<b>TOTAL AZORES PONTA DELGADA</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>20</b>	<b>39</b>	<b>39</b>	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h to 3 hours	3h to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BACAU																		
	LUTON	BLUE AIR TRANSPORT AERIAN	S	A	18	0	0	100	0	0	0	0	0	1	85	9	13	
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	17	0	0	65	29	6	0	0	0	14	77	13	13	
<b>TOTAL BACAU</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>11</b>	<b>11</b>	
BAGHDAD (GECA)																		
	GATWICK	AL-NASER AIRLINES	S	A	9	2	0	56	11	22	11	0	0	23	0	0	0	
	GATWICK	AL-NASER AIRLINES	S	D	12	0	0	50	8	17	25	0	0	36	0	0	0	
<b>TOTAL BAGHDAD (GECA)</b>					<b>21</b>	<b>2</b>	<b>0</b>	<b>52</b>	<b>10</b>	<b>19</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	
BAHRAIN																		
	HEATHROW	GULF AIR	S	A	62	0	0	87	5	0	3	3	2	21	92	9	62	
	HEATHROW	GULF AIR	S	D	62	0	0	63	27	5	3	0	2	19	52	21	62	
<b>TOTAL BAHRAIN</b>					<b>124</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>16</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>20</b>	<b>72</b>	<b>15</b>	<b>15</b>	
BAKU (HEYDER ALIYEV INT'L)																		
	HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	A	13	0	1	100	0	0	0	0	0	29	27	14		
	HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	D	13	0	0	92	8	0	0	0	5	43	17	14		
	HEATHROW	BMI BRITISH MIDLAND	S	A	13	0	1	100	0	0	0	0	0	92	2	13		
	HEATHROW	BMI BRITISH MIDLAND	S	D	21	0	0	48	19	24	5	5	0	33	77	13	13	
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>					<b>60</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>59</b>	<b>15</b>	<b>15</b>	
BALTIMORE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	77	13	6	3	0	0	10	74	13	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	71	16	10	3	0	0	14	58	19	31	
<b>TOTAL BALTIMORE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>66</b>	<b>16</b>	<b>16</b>	
BANDAR SERI BEGAWAN																		
	HEATHROW	ROYAL BRUNEI AIRLINES	S	A	31	0	0	65	32	3	0	0	0	12	100	1	31	
	HEATHROW	ROYAL BRUNEI AIRLINES	S	D	30	0	0	90	7	3	0	0	0	5	90	8	31	
<b>TOTAL BANDAR SERI BEGAWAN</b>					<b>61</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>9</b>	<b>95</b>	<b>4</b>	<b>4</b>	
BANGALORE (BENGALURU)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	94	0	3	3	0	0	4	97	5	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	61	16	19	3	0	0	20	39	28	31	
<b>TOTAL BANGALORE (BENGALURU)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>8</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>17</b>	<b>17</b>	
BANGKOK SUVARNABHUMI																		
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	A	62	0	0	95	2	3	0	0	0	2	97	4	62	
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	D	62	0	0	84	10	6	0	0	0	8	73	14	62	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					JULY 2010				
					Actual (7)	Plan (8)		16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
<b>TOTAL BANGKOK SUVARNABHUMI</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>9</b>	<b>9</b>
BANGOR																	
BANJUL																	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	12	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	25	50	0	0	0	26	0	0	0
<b>TOTAL BANJUL</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>50</b>	<b>19</b>	<b>19</b>
BARCELONA																	
	LONDON CITY	BA CITYFLYER LTD	S	A	30	0	0	73	20	7	0	0	0	11	53	18	30
	LONDON CITY	BA CITYFLYER LTD	S	D	30	0	0	73	23	3	0	0	0	7	73	11	30
	HEATHROW	BMI BRITISH MIDLAND	C	A	5	0	0	0	20	40	40	0	0	53	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	C	D	5	0	0	100	0	0	0	0	0	4	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	248	0	0	75	15	9	0	0	0	11	51	28	216
	HEATHROW	BRITISH AIRWAYS PLC	S	D	248	0	0	79	13	6	2	0	0	9	67	17	216
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	155	0	0	83	11	3	3	0	0	8	34	53	122
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	155	0	0	77	15	5	3	0	0	11	39	46	122
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	84	6	8	2	0	0	7	44	37	62
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	92	2	3	3	0	0	7	53	31	62
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	95	0	5	0	0	0	4	71	20	31
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	91	5	5	0	0	0	6	84	11	31
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	73	15	8	5	0	0	16	21	50	62
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	76	10	11	3	0	0	14	35	47	62
	MANCHESTER	MONARCH AIRLINES	S	A	31	0	0	65	26	6	3	0	0	17	39	34	31
	MANCHESTER	MONARCH AIRLINES	S	D	31	0	0	84	6	6	3	0	0	11	61	25	31
	EDINBURGH	RYANAIR	S	A	18	0	0	83	11	6	0	0	0	6	0	0	0
	EDINBURGH	RYANAIR	S	D	18	0	0	72	22	6	0	0	0	10	0	0	0
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	2	0	0	0	100	0	0	0	0	27	0	0	0
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL BARCELONA</b>					<b>1271</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>48</b>	<b>34</b>	<b>34</b>
BARI (PALESE)																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	77	23	0	0	0	0	7	86	9	14
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	85	15	0	0	0	0	7	86	8	14
	STANSTED	RYANAIR	S	A	17	0	0	65	24	6	0	6	0	27	58	15	31

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
BARI (PALESE)	STANSTED	RYANAIR	S	D	17	0	0	76	18	6	0	0	0	8	61	20	31
<b>TOTAL BARI (PALESE)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>15</b>	<b>15</b>
BARRA	GLASGOW	LOGANAIR	S	A	54	0	0	80	9	6	4	2	0	15	80	10	45
	GLASGOW	LOGANAIR	S	D	54	0	0	81	11	6	2	0	0	9	83	13	47
<b>TOTAL BARRA</b>					<b>108</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>12</b>	<b>12</b>
BASLE MULHOUSE	HEATHROW	BMI BRITISH MIDLAND	S	A	82	0	0	90	5	5	0	0	0	4	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	D	82	0	0	73	12	13	1	0	0	11	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	S	A	31	0	0	100	0	0	0	0	0	3	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	S	D	31	0	0	94	6	0	0	0	0	4	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	86	10	4	0	0	0	5	87	7	93
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	83	9	8	1	0	0	7	80	9	93
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	50	15	23	12	0	0	27	16	51	25
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	58	27	8	8	0	0	19	12	58	25
	EDINBURGH	EASYJET SWITZERLAND	S	A	18	0	0	100	0	0	0	0	0	2	0	0	0
	EDINBURGH	EASYJET SWITZERLAND	S	D	18	0	0	94	6	0	0	0	0	5	0	0	0
	GATWICK	EASYJET SWITZERLAND	S	A	28	0	0	89	0	4	7	0	0	11	87	10	30
	GATWICK	EASYJET SWITZERLAND	S	D	28	0	0	68	21	4	7	0	0	17	50	24	30
<b>TOTAL BASLE MULHOUSE</b>					<b>556</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>13</b>	<b>13</b>
BASTIA	HEATHROW	BRITISH AIRWAYS PLC	C	A	5	0	0	40	0	20	40	0	0	57	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	C	D	5	0	0	60	20	0	0	20	0	45	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	10	0	0	80	20	0	0	0	0	9	0	57	8
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	10	0	0	80	20	0	0	0	0	8	0	49	8
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	5	0	0	100	0	0	0	0	0	7	0	29	4
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	5	0	0	80	20	0	0	0	0	12	0	39	4
<b>TOTAL BASTIA</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>3</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>3</b>	<b>46</b>	<b>46</b>
BEAUVAIS	EDINBURGH	RYANAIR	S	A	18	0	0	61	17	22	0	0	0	16	79	6	14
	EDINBURGH	RYANAIR	S	D	18	0	0	67	17	17	0	0	0	13	93	8	14
<b>TOTAL BEAUVAIS</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>17</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>86</b>	<b>7</b>	<b>7</b>

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
BEIJING	HEATHROW	AIR CHINA	S	A	31	0	1	90	3	0	3	3	0	12	84	14	31
	HEATHROW	AIR CHINA	S	D	31	0	0	90	3	3	3	0	0	8	94	7	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	61	16	10	10	3	0	26	81	7	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	61	19	10	10	0	0	22	45	21	31
<b>TOTAL BEIJING</b>					<b>124</b>	<b>1</b>	<b>1</b>	<b>76</b>	<b>10</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>76</b>	<b>12</b>	<b>12</b>
BEIRUT	HEATHROW	BMI BRITISH MIDLAND	S	A	30	0	0	83	10	3	0	0	3	20	87	10	31
	HEATHROW	BMI BRITISH MIDLAND	S	D	36	0	0	31	36	31	3	0	0	25	41	28	32
	HEATHROW	MEA	S	A	43	0	0	58	23	16	2	0	0	16	67	15	33
	HEATHROW	MEA	S	D	38	0	0	58	21	21	0	0	0	18	45	20	33
<b>TOTAL BEIRUT</b>					<b>147</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>23</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>60</b>	<b>18</b>	<b>18</b>
BEJA	HEATHROW	BMI BRITISH MIDLAND	C	A	5	0	0	100	0	0	0	0	0	3	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	C	D	5	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL BEJA</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>0</b>	<b>0</b>	<b>0</b>
BELFAST CITY (GEORGE BE	HEATHROW	BMI BRITISH MIDLAND	S	A	171	0	0	77	12	10	1	0	0	10	77	11	182
	HEATHROW	BMI BRITISH MIDLAND	S	D	171	0	0	74	12	12	3	0	0	12	74	12	182
	BIRMINGHAM	BMIBABY LTD	S	A	55	0	2	85	5	4	5	0	0	8	0	0	0
	BIRMINGHAM	BMIBABY LTD	S	D	57	0	0	68	16	7	9	0	0	16	0	0	0
	MANCHESTER	BMIBABY LTD	S	A	47	0	0	89	2	2	6	0	0	10	0	0	0
	MANCHESTER	BMIBABY LTD	S	D	47	0	0	81	9	2	9	0	0	15	0	0	0
	STANSTED	BMIBABY LTD	S	A	50	0	0	86	6	4	4	0	0	7	0	0	0
	STANSTED	BMIBABY LTD	S	D	50	0	0	78	14	4	4	0	0	11	0	0	0
	BIRMINGHAM	FLYBE LTD	S	A	145	0	1	86	9	3	2	0	0	6	86	7	143
	BIRMINGHAM	FLYBE LTD	S	D	146	1	0	81	12	3	3	0	0	10	76	14	143
	EDINBURGH	FLYBE LTD	S	A	108	0	2	90	4	6	0	0	0	5	87	6	107
	EDINBURGH	FLYBE LTD	S	D	108	0	2	87	6	6	1	0	0	8	87	8	107
	GATWICK	FLYBE LTD	S	A	135	0	0	91	7	2	0	0	0	5	92	4	115
	GATWICK	FLYBE LTD	S	D	135	0	0	83	12	3	2	0	0	10	81	8	115
	GLASGOW	FLYBE LTD	S	A	103	0	6	93	1	4	2	0	0	5	91	4	100
	GLASGOW	FLYBE LTD	S	D	104	0	3	92	3	4	1	0	0	5	92	6	99
	MANCHESTER	FLYBE LTD	S	A	174	0	0	83	11	5	1	0	0	8	82	11	167

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
BELFAST CITY (GEORGE BE)																		
	MANCHESTER	FLYBE LTD	S	D	174	0	0	85	11	2	1	0	0	7	79	12	166	
	NEWCASTLE	FLYBE LTD	S	A	48	0	0	88	4	4	4	0	0	8	94	4	52	
	NEWCASTLE	FLYBE LTD	S	D	48	0	0	75	13	4	4	4	0	19	90	6	52	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>					<b>2078</b>	<b>1</b>	<b>16</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>9</b>	<b>9</b>	
BELFAST INTERNATIONAL																		
	HEATHROW	AER LINGUS	S	A	124	0	0	78	16	5	1	0	0	8	74	15	120	
	HEATHROW	AER LINGUS	S	D	124	0	0	81	11	7	1	0	0	8	72	16	120	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	80	0	0	91	8	0	1	0	0	4	77	12	79	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	80	0	0	89	8	3	1	0	0	6	73	14	79	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	114	0	0	84	6	4	5	0	0	10	70	16	98	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	114	0	0	78	11	4	5	1	0	13	29	34	98	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	101	0	0	92	5	1	2	0	0	4	81	14	101	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	101	0	0	91	5	2	2	0	0	5	81	9	101	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	92	5	2	2	0	0	7	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	87	11	0	2	0	0	8	0	0	0	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	88	5	3	3	0	0	6	55	37	64	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	87	7	3	3	0	0	8	52	38	64	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	114	0	0	86	6	3	4	2	0	11	62	24	109	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	114	0	0	88	7	3	3	0	0	7	63	23	110	
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>1311</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>68</b>	<b>20</b>	<b>20</b>	
BELGRADE																		
	HEATHROW	JATAIRWAYS	S	A	41	0	0	80	10	2	5	2	0	12	60	24	43	
	HEATHROW	JATAIRWAYS	S	D	41	0	0	66	20	7	5	2	0	17	48	28	42	
	LUTON	WIZZ AIR	S	A	18	0	0	100	0	0	0	0	0	0	47	57	17	
	LUTON	WIZZ AIR	S	D	18	0	0	44	33	22	0	0	0	21	41	58	17	
<b>TOTAL BELGRADE</b>					<b>118</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>62</b>	<b>25</b>	<b>25</b>	
BENBECULA																		
	GLASGOW	LOGANAIR	S	A	57	0	0	89	9	2	0	0	0	4	94	4	53	
	GLASGOW	LOGANAIR	S	D	57	0	0	91	5	4	0	0	0	4	89	7	54	
<b>TOTAL BENBECULA</b>					<b>114</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>92</b>	<b>6</b>	<b>6</b>	
BERGAMO																		
	STANSTED	RYANAIR	S	A	93	0	0	52	25	17	5	1	0	23	48	25	93	



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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
BERGAMO																		
	STANSTED	RYANAIR		S D	93	0	0	81	15	2	2	0	0	9	72	13	93	
<b>TOTAL BERGAMO</b>					<b>186</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>20</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>60</b>	<b>19</b>	<b>19</b>	
BERGEN																		
	HEATHROW	BMI BRITISH MIDLAND		S A	31	0	0	77	6	13	3	0	0	12	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND		S D	31	0	0	74	10	10	6	0	0	13	0	0	0	
	NEWCASTLE	EASTERN AIRWAYS		S A	13	0	0	92	8	0	0	0	0	2	95	2	22	
	NEWCASTLE	EASTERN AIRWAYS		S D	19	0	0	79	16	5	0	0	0	7	100	3	22	
	GATWICK	NORWEGIAN AIR SHUTTLE		S A	49	0	0	76	16	2	6	0	0	13	82	8	57	
	GATWICK	NORWEGIAN AIR SHUTTLE		S D	49	0	0	59	24	8	8	0	0	18	60	15	57	
	GATWICK	SAS BRAATHENS		S A	18	0	0	89	6	6	0	0	0	7	89	6	18	
	GATWICK	SAS BRAATHENS		S D	18	0	0	67	28	6	0	0	0	8	67	11	18	
	EDINBURGH	WIDEROE FLYVESELSKAP A/S		S A	4	5	5	75	25	0	0	0	0	5	78	23	9	
	EDINBURGH	WIDEROE FLYVESELSKAP A/S		S D	4	5	5	75	25	0	0	0	0	9	56	35	9	
<b>TOTAL BERGEN</b>					<b>236</b>	<b>10</b>	<b>10</b>	<b>74</b>	<b>16</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>11</b>	<b>11</b>	
BERGERAC																		
	BIRMINGHAM	FLYBE LTD		S A	19	0	0	95	0	5	0	0	0	3	79	13	19	
	BIRMINGHAM	FLYBE LTD		S D	19	0	0	95	5	0	0	0	0	4	78	13	18	
	EDINBURGH	FLYBE LTD		S A	5	0	0	100	0	0	0	0	0	3	100	0	9	
	EDINBURGH	FLYBE LTD		S D	5	0	0	100	0	0	0	0	0	5	89	5	9	
	GATWICK	FLYBE LTD		S A	14	0	0	86	14	0	0	0	0	4	69	17	13	
	GATWICK	FLYBE LTD		S D	14	0	0	71	29	0	0	0	0	9	62	25	13	
	MANCHESTER	FLYBE LTD		S A	11	0	0	82	0	9	9	0	0	14	78	14	9	
	MANCHESTER	FLYBE LTD		S D	11	0	0	82	9	9	0	0	0	9	89	6	9	
	STANSTED	RYANAIR		S A	44	0	0	95	5	0	0	0	0	5	79	15	47	
	STANSTED	RYANAIR		S D	44	0	0	95	2	2	0	0	0	4	83	13	47	
<b>TOTAL BERGERAC</b>					<b>186</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>80</b>	<b>13</b>	<b>13</b>	
BERLIN (SCHONEFELD)																		
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	77	0	0	78	10	8	3	1	0	14	62	25	73	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	77	0	0	69	18	8	4	1	0	16	47	32	74	
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S A	31	0	0	65	26	10	0	0	0	13	42	37	31	
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S D	31	0	0	68	19	13	0	0	0	12	45	31	31	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	52	0	0	94	2	0	4	0	0	4	78	15	54	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	52	0	0	94	2	0	4	0	0	6	85	14	54	

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

Origin / Destinations: B

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					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)												
BERLIN (SCHONEFELD)																		
	EDINBURGH	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	0	71	11	17	
	EDINBURGH	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	3	76	9	17	
	STANSTED	RYANAIR	S	A	57	0	0	82	7	7	4	0	0	9	83	12	75	
	STANSTED	RYANAIR	S	D	57	0	0	84	7	7	2	0	0	10	84	9	75	
<b>TOTAL BERLIN (SCHONEFELD)</b>					<b>460</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>69</b>	<b>19</b>	<b>19</b>	
BERLIN (TEGEL)																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	152	0	0	88	8	4	1	0	0	5	67	14	155	
	HEATHROW	BMI BRITISH MIDLAND	S	D	152	0	0	85	7	7	1	0	0	7	75	11	155	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	183	0	1	82	11	7	1	0	0	7	80	9	185	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	183	0	1	83	11	7	0	0	0	7	75	11	186	
<b>TOTAL BERLIN (TEGEL)</b>					<b>670</b>	<b>1</b>	<b>2</b>	<b>84</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>11</b>	<b>11</b>	
BERMUDA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	94	3	0	3	0	0	4	81	8	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	87	6	3	3	0	0	7	94	3	31	
<b>TOTAL BERMUDA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>5</b>	<b>5</b>	
BERNE																		
	LONDON CITY	SKY WORK AG	S	A	26	0	0	96	0	4	0	0	0	3	0	0	0	
	LONDON CITY	SKY WORK AG	S	D	26	0	0	85	8	8	0	0	0	7	0	0	0	
<b>TOTAL BERNE</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	
BEZIERS																		
	LUTON	RYANAIR	S	A	17	0	0	88	6	6	0	0	0	6	65	14	17	
	LUTON	RYANAIR	S	D	17	0	0	88	12	0	0	0	0	6	65	12	17	
<b>TOTAL BEZIERS</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>65</b>	<b>13</b>	<b>13</b>	
BIARRITZ																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	11	0	0	100	0	0	0	0	0	1	38	54	8	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	11	0	0	100	0	0	0	0	0	2	50	55	8	
	STANSTED	RYANAIR	S	A	36	0	0	78	14	6	3	0	0	11	40	21	35	
	STANSTED	RYANAIR	S	D	36	0	0	86	11	3	0	0	0	9	63	16	35	
<b>TOTAL BIARRITZ</b>					<b>94</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>8</b>	<b>49</b>	<b>27</b>	<b>27</b>	
BILBAO																		
	HEATHROW	BRITISH AIRWAYS PLC	C	D	2	0	0	50	50	0	0	0	0	15	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	93	0	7	0	0	0	3	0	0	0	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
BILBAO																		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	93	7	0	0	0	0	4	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	87	6	2	5	0	0	9	58	25	48	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	85	10	0	5	0	0	9	60	24	48	
	HEATHROW	VUELING AIRLINES	S	A	31	0	0	81	16	3	0	0	0	8	58	17	31	
	HEATHROW	VUELING AIRLINES	S	D	30	0	1	87	7	7	0	0	0	8	61	25	31	
<b>TOTAL BILBAO</b>					<b>217</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>59</b>	<b>23</b>	<b>23</b>	
BILLUND																		
	EDINBURGH	CIMBER AIR A/S	C	A	2	0	0	100	0	0	0	0	0	0	100	0	1	
	GATWICK	CIMBER AIR A/S	S	A	63	0	0	94	2	3	0	2	0	7	96	4	57	
	GATWICK	CIMBER AIR A/S	S	D	63	0	0	87	10	2	2	0	0	6	91	5	57	
	EDINBURGH	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	2	69	16	13	
	EDINBURGH	RYANAIR	S	D	13	0	0	92	8	0	0	0	0	4	23	27	13	
	STANSTED	RYANAIR	S	A	62	0	0	79	19	2	0	0	0	7	84	9	62	
	STANSTED	RYANAIR	S	D	62	0	0	89	10	2	0	0	0	6	89	8	62	
	LONDON CITY	SUN AIR OF SCANDINAVIA	S	A	15	0	0	93	7	0	0	0	0	6	81	14	16	
	LONDON CITY	SUN AIR OF SCANDINAVIA	S	D	15	0	0	87	7	7	0	0	0	7	69	16	16	
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	A	32	0	1	69	22	9	0	0	0	11	74	17	38	
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	D	32	0	1	91	3	6	0	0	0	5	92	11	38	
<b>TOTAL BILLUND</b>					<b>373</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>10</b>	<b>10</b>	
BIRMINGHAM																		
	NEWCASTLE	EASTERN AIRWAYS	S	A	46	0	16	93	2	0	4	0	0	5	96	3	50	
	NEWCASTLE	EASTERN AIRWAYS	S	D	46	0	17	89	9	0	2	0	0	6	98	4	51	
	EDINBURGH	FLYBE LTD	S	A	181	0	0	80	7	8	6	0	0	12	82	8	182	
	EDINBURGH	FLYBE LTD	S	D	181	0	0	80	7	7	6	0	0	13	80	10	183	
	GLASGOW	FLYBE LTD	S	A	157	0	0	89	6	3	3	0	0	6	85	8	162	
	GLASGOW	FLYBE LTD	S	D	157	0	0	83	11	3	3	1	0	11	86	8	161	
<b>TOTAL BIRMINGHAM</b>					<b>771</b>	<b>1</b>	<b>33</b>	<b>84</b>	<b>7</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>8</b>	<b>8</b>	
BISHKEK (FRUNZE)																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	12	0	0	67	8	8	8	8	0	31	92	12	13	
	HEATHROW	BMI BRITISH MIDLAND	S	D	13	0	0	31	0	54	15	0	0	34	29	59	14	
<b>TOTAL BISHKEK (FRUNZE)</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>4</b>	<b>32</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>32</b>	<b>59</b>	<b>36</b>	<b>36</b>	
BOA VISTA (RABIL)																		

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 2010				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BOA VISTA (RABIL)																		
	GATWICK	THOMSON AIRWAYS LTD	S	A	4	0	0	75	0	25	0	0	0	15	100	4	5	
	GATWICK	THOMSON AIRWAYS LTD	S	D	4	0	0	75	0	0	25	0	0	26	100	9	5	
	GLASGOW	THOMSON AIRWAYS LTD	S	A	5	0	0	40	20	20	20	0	0	47	0	0	0	
	GLASGOW	THOMSON AIRWAYS LTD	S	D	5	0	0	80	0	0	20	0	0	29	0	0	0	
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	9	0	0	56	33	11	0	0	0	12	50	13	4	
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	9	0	0	78	22	0	0	0	0	11	100	4	4	
<b>TOTAL BOA VISTA (RABIL)</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>89</b>	<b>7</b>	<b>7</b>	
BODRUM (IMSIK)																		
BODRUM (MILAS)																		
	HEATHROW	BRITISH AIRWAYS PLC	C	A	5	0	0	100	0	0	0	0	0	4	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	C	D	5	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	67	22	0	11	0	0	14	33	47	15	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	76	12	0	12	0	0	17	13	60	16	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	85	0	8	0	8	0	22	79	12	14	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	13	1	0	69	8	8	8	8	0	33	43	22	14	
	MANCHESTER	JET2.COM LTD	S	A	8	0	0	75	13	0	0	13	0	26	0	0	0	
	MANCHESTER	JET2.COM LTD	S	D	8	0	0	63	13	13	0	13	0	39	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	S	A	9	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	S	D	9	0	0	78	11	11	0	0	0	11	0	0	0	
	GATWICK	MONARCH AIRLINES	S	A	10	0	0	80	10	10	0	0	0	11	0	0	0	
	GATWICK	MONARCH AIRLINES	S	D	10	0	0	80	0	10	10	0	0	15	0	0	0	
	LUTON	MONARCH AIRLINES	S	A	13	0	1	85	0	0	15	0	0	16	67	13	9	
	LUTON	MONARCH AIRLINES	S	D	13	0	0	54	15	15	15	0	0	27	11	37	9	
	MANCHESTER	MONARCH AIRLINES	S	A	9	0	0	89	11	0	0	0	0	4	0	0	0	
	MANCHESTER	MONARCH AIRLINES	S	D	8	0	0	100	0	0	0	0	0	1	0	0	0	
	BIRMINGHAM	ONUR AIR	C	A	5	0	0	100	0	0	0	0	0	0	100	0	6	
	BIRMINGHAM	ONUR AIR	C	D	5	0	0	80	20	0	0	0	0	7	80	7	5	
	EDINBURGH	ONUR AIR	C	A	4	0	0	50	50	0	0	0	0	12	100	0	1	
	EDINBURGH	ONUR AIR	C	D	4	0	0	75	25	0	0	0	0	11	0	0	0	
	GATWICK	ONUR AIR	C	A	10	0	0	90	10	0	0	0	0	2	60	13	20	
	GATWICK	ONUR AIR	C	D	10	0	0	100	0	0	0	0	0	2	63	15	19	
	GLASGOW	ONUR AIR	C	A	13	0	0	92	8	0	0	0	0	4	81	10	21	
	GLASGOW	ONUR AIR	C	D	11	0	0	82	18	0	0	0	0	6	42	23	19	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
BODRUM (MILAS)																		
	MANCHESTER	ONUR AIR	C	A	13	0	0	92	8	0	0	0	0	4	63	16	27	
	MANCHESTER	ONUR AIR	C	D	14	0	0	79	14	7	0	0	0	8	44	22	25	
	NEWCASTLE	ONUR AIR	C	A	9	0	0	100	0	0	0	0	0	0	71	25	7	
	NEWCASTLE	ONUR AIR	C	D	9	0	0	100	0	0	0	0	0	2	50	22	6	
	GATWICK	PEGASUS AIRLINES	S	A	4	0	0	75	25	0	0	0	0	5	0	0	0	
	GATWICK	PEGASUS AIRLINES	S	D	4	0	0	75	25	0	0	0	0	8	0	0	0	
	STANSTED	PEGASUS AIRLINES	S	A	5	0	0	80	0	0	20	0	0	18	75	11	4	
	STANSTED	PEGASUS AIRLINES	S	D	5	0	0	60	0	20	20	0	0	26	0	36	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	0	13	0	0	0	7	75	15	8	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	0	13	0	0	0	6	50	12	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	19	0	0	84	11	0	5	0	0	8	50	50	20	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	22	0	0	64	23	0	14	0	0	20	42	46	24	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	44	33	0	22	0	0	37	33	49	12	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	6	0	0	33	17	33	17	0	0	45	20	83	10	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	26	0	0	77	8	4	12	0	0	15	21	78	24	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	26	0	0	73	8	0	19	0	0	23	29	86	24	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	11	0	0	0	6	63	63	8	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	0	11	0	0	0	9	67	54	9	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	9	8	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	6	0	0	83	0	17	0	0	0	9	80	17	10	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	8	0	0	88	0	0	0	13	0	37	89	5	9	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	0	56	18	9	
	GATWICK	THOMSON AIRWAYS LTD	C	A	21	0	0	81	5	10	5	0	0	10	52	21	27	
	GATWICK	THOMSON AIRWAYS LTD	C	D	22	0	0	68	9	5	14	5	0	26	52	27	27	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	27	100	0	4	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	39	100	6	4	
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	5	100	5	5	
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	10	100	6	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	21	0	0	76	10	5	10	0	0	15	78	43	23	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	21	0	0	71	14	5	10	0	0	17	74	51	23	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	80	34	5	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	80	41	5	
<b>TOTAL BODRUM (MILAS)</b>					<b>571</b>	<b>2</b>	<b>1</b>	<b>79</b>	<b>9</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>56</b>	<b>30</b>	<b>30</b>	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
BOLOGNA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	88	0	0	64	17	13	7	0	0	18	72	16	89	
	GATWICK	BRITISH AIRWAYS PLC	S	D	88	0	0	63	17	13	8	0	0	21	77	12	88	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	97	3	0	0	0	0	1	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	97	3	0	0	0	0	4	0	0	0	
	EDINBURGH	RYANAIR	S	A	9	0	0	89	11	0	0	0	0	6	57	15	14	
	EDINBURGH	RYANAIR	S	D	9	0	0	56	44	0	0	0	0	14	29	26	14	
	STANSTED	RYANAIR	S	A	31	0	0	84	13	3	0	0	0	6	90	5	31	
	STANSTED	RYANAIR	S	D	31	0	0	94	6	0	0	0	0	5	87	6	31	
<b>TOTAL BOLOGNA</b>					<b>320</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>13</b>	<b>13</b>	
BORDEAUX																		
	MANCHESTER	BMIBABY LTD	S	A	9	0	0	67	22	11	0	0	0	12	38	18	13	
	MANCHESTER	BMIBABY LTD	S	D	9	0	0	56	33	0	11	0	0	17	54	17	13	
	GATWICK	BRITISH AIRWAYS PLC	S	A	62	0	0	66	21	8	5	0	0	15	69	24	61	
	GATWICK	BRITISH AIRWAYS PLC	S	D	62	0	0	74	13	8	5	0	0	13	69	20	61	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	32	0	0	56	22	19	3	0	0	17	13	77	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	32	0	0	53	19	25	3	0	0	19	7	81	30	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	48	0	0	88	4	8	0	0	0	7	56	29	43	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	48	0	0	77	15	8	0	0	0	9	58	27	43	
	BIRMINGHAM	FLYBE LTD	S	A	16	0	0	100	0	0	0	0	0	1	80	7	10	
	BIRMINGHAM	FLYBE LTD	S	D	16	0	0	63	25	6	6	0	0	17	55	19	11	
	EDINBURGH	RYANAIR	S	A	13	0	0	92	0	0	8	0	0	7	50	23	16	
	EDINBURGH	RYANAIR	S	D	13	0	0	85	8	0	8	0	0	11	56	27	16	
<b>TOTAL BORDEAUX</b>					<b>360</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>52</b>	<b>33</b>	<b>33</b>	
BORLANGE																		
BOSTON																		
	HEATHROW	AMERICAN AIRLINES	S	A	89	0	1	81	7	7	6	0	0	10	88	6	91	
	HEATHROW	AMERICAN AIRLINES	S	D	89	0	0	76	13	10	0	0	0	10	63	15	91	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	95	1	2	1	0	1	10	96	3	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	61	25	9	5	0	0	16	63	21	93	
	HEATHROW	DELTA AIRLINES	S	A	61	0	1	85	5	8	2	0	0	9	0	0	0	
	HEATHROW	DELTA AIRLINES	S	D	61	0	0	82	8	7	3	0	0	10	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	81	0	6	13	0	0	14	84	14	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	65	13	13	10	0	0	21	58	25	31	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 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)											
BOSTON																	
<b>TOTAL BOSTON</b>					<b>549</b>	<b>1</b>	<b>2</b>	<b>79</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>12</b>	<b>12</b>
BOURNEMOUTH																	
BRATISLAVA																	
	BIRMINGHAM	RYANAIR	S	A	13	0	0	77	0	15	8	0	0	19	79	22	14
	BIRMINGHAM	RYANAIR	S	D	13	0	0	54	8	23	15	0	0	33	64	24	14
	EDINBURGH	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	1	89	8	18
	EDINBURGH	RYANAIR	S	D	13	0	0	92	8	0	0	0	0	3	61	20	18
	LUTON	RYANAIR	S	A	31	0	0	68	16	13	3	0	0	15	71	15	31
	LUTON	RYANAIR	S	D	31	0	0	58	26	13	3	0	0	16	77	14	31
	STANSTED	RYANAIR	S	A	62	0	0	84	11	5	0	0	0	7	79	16	62
	STANSTED	RYANAIR	S	D	62	0	0	95	3	2	0	0	0	6	89	7	62
<b>TOTAL BRATISLAVA</b>					<b>238</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>10</b>	<b>79</b>	<b>14</b>	<b>14</b>
BREMEN																	
	EDINBURGH	RYANAIR	S	A	13	0	0	92	8	0	0	0	0	4	53	23	17
	EDINBURGH	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	2	65	16	17
	STANSTED	RYANAIR	S	A	57	0	0	67	25	4	4	2	0	17	77	15	52
	STANSTED	RYANAIR	S	D	57	0	0	79	18	2	0	2	0	12	83	10	53
<b>TOTAL BREMEN</b>					<b>140</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>18</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>14</b>	<b>14</b>
BRESCIA/MONTICHIARI																	
BREST																	
	BIRMINGHAM	FLYBE LTD	S	A	12	0	0	67	17	8	8	0	0	15	75	14	12
	BIRMINGHAM	FLYBE LTD	S	D	12	0	0	42	42	0	17	0	0	23	58	23	12
	MANCHESTER	FLYBE LTD	S	A	6	0	0	17	50	33	0	0	0	29	78	26	9
	MANCHESTER	FLYBE LTD	S	D	6	0	0	17	50	33	0	0	0	20	78	21	9
<b>TOTAL BREST</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>36</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>74</b>	<b>15</b>	<b>15</b>
BRIDGETOWN																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	35	0	0	91	6	3	0	0	0	4	90	9	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	35	0	0	89	9	0	3	0	0	8	90	12	31
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	26	0	0	85	4	4	8	0	0	12	88	10	26
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	26	0	0	50	15	19	12	4	0	32	50	34	26
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	5	100	3	4
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	4	0	0	75	0	25	0	0	0	9	75	13	4

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
BRIDGETOWN																		
<b>TOTAL BRIDGETOWN</b>					<b>130</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>15</b>	<b>15</b>	
BRINDISI																		
	STANSTED	RYANAIR	S	A	18	0	0	67	22	0	11	0	0	18	96	5	27	
	STANSTED	RYANAIR	S	D	18	0	0	89	0	0	11	0	0	14	96	6	27	
<b>TOTAL BRINDISI</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>96</b>	<b>5</b>	<b>5</b>	
BRISTOL																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	92	0	0	90	3	3	3	0	0	6	39	35	75	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	92	0	0	85	8	4	3	0	0	8	40	37	75	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	78	0	0	86	6	5	3	0	0	8	67	21	70	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	78	0	0	82	9	5	4	0	0	10	50	27	70	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	88	7	5	0	0	0	5	84	13	70	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	83	7	8	2	0	0	8	76	18	71	
<b>TOTAL BRISTOL</b>					<b>463</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>59</b>	<b>25</b>	<b>25</b>	
BRIVE-LA-GAILLARDE																		
	LONDON CITY	CITY JET	S	A	16	0	0	69	25	6	0	0	0	11	0	36	14	
	LONDON CITY	CITY JET	S	D	16	0	0	94	6	0	0	0	0	3	64	10	14	
	MANCHESTER	JET2.COM LTD	S	A	9	0	0	56	22	11	11	0	0	17	0	0	0	
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	44	22	22	11	0	0	27	0	0	0	
<b>TOTAL BRIVE-LA-GAILLARDE</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>18</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>32</b>	<b>23</b>	<b>23</b>	
BRNO (TURANY)																		
	STANSTED	RYANAIR	S	A	31	0	0	87	10	3	0	0	0	4	82	31	17	
	STANSTED	RYANAIR	S	D	31	0	0	90	3	6	0	0	0	5	88	31	17	
	LUTON	WIZZ AIR	S	A	18	0	0	89	6	0	6	0	0	7	0	0	0	
	LUTON	WIZZ AIR	S	D	18	0	0	67	22	11	0	0	0	13	0	0	0	
<b>TOTAL BRNO (TURANY)</b>					<b>98</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>31</b>	<b>31</b>	
BRUSSELS																		
	EDINBURGH	BMI REGIONAL	S	A	76	0	0	96	3	1	0	0	0	2	96	4	76	
	EDINBURGH	BMI REGIONAL	S	D	76	0	0	92	7	1	0	0	0	4	84	7	76	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	171	0	0	82	12	5	1	1	0	10	73	11	196	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	171	0	0	79	15	5	1	0	0	8	74	13	197	
	BIRMINGHAM	BRUSSELS AIRLINES	S	A	89	0	0	85	12	0	2	0	0	8	93	4	84	
	BIRMINGHAM	BRUSSELS AIRLINES	S	D	89	0	0	81	15	3	1	0	0	9	92	6	85	



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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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	HEATHROW	BRUSSELS AIRLINES	S	A	109	0	0	83	10	5	2	0	0	8	81	10	110
	HEATHROW	BRUSSELS AIRLINES	S	D	109	0	0	78	13	6	3	1	0	12	88	5	110
	MANCHESTER	BRUSSELS AIRLINES	S	A	84	0	0	83	13	1	2	0	0	7	89	7	75
	MANCHESTER	BRUSSELS AIRLINES	S	D	84	0	0	81	12	5	2	0	0	8	88	6	76
	NEWCASTLE	BRUSSELS AIRLINES	S	A	63	0	1	87	3	2	6	2	0	15	98	1	65
	NEWCASTLE	BRUSSELS AIRLINES	S	D	64	0	0	86	6	3	2	3	0	15	91	5	65
	MANCHESTER	FLYBE LTD	S	A	35	0	0	71	11	6	9	3	0	21	61	22	33
	MANCHESTER	FLYBE LTD	S	D	35	0	0	77	9	3	11	0	0	22	70	19	33
<b>TOTAL BRUSSELS</b>					<b>1257</b>	<b>5</b>	<b>1</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>8</b>	<b>8</b>
BUCHAREST (BANEASA)	LUTON	BLUE AIR TRANSPORT AERIAN	S	A	23	0	0	70	17	9	4	0	0	13	65	29	31
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	23	0	0	57	22	13	9	0	0	23	55	35	31
	LUTON	WIZZ AIR	S	A	62	0	0	85	6	6	2	0	0	6	85	16	62
	LUTON	WIZZ AIR	S	D	62	0	0	73	18	6	2	2	0	15	74	21	62
<b>TOTAL BUCHAREST (BANEASA)</b>					<b>170</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>23</b>	<b>23</b>
BUCHAREST (OTOPENI)	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	89	6	5	0	0	0	5	74	14	74
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	76	13	6	5	0	0	12	54	19	74
	HEATHROW	TAROM	S	A	31	0	0	90	6	3	0	0	0	4	74	12	31
	HEATHROW	TAROM	S	D	31	0	0	74	13	13	0	0	0	12	55	20	31
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>186</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>64</b>	<b>16</b>	<b>16</b>
BUDAPEST	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	89	5	3	2	0	0	5	80	8	123
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	84	12	3	1	0	0	7	69	14	123
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	29	0	0	86	3	7	3	0	0	11	50	44	28
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	29	0	0	83	7	3	7	0	0	10	29	46	28
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	81	10	0	6	3	0	20	74	17	31
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	68	19	3	3	6	0	25	77	12	31
	EDINBURGH	JET2.COM LTD	S	A	13	0	0	69	8	15	8	0	0	24	0	0	0
	EDINBURGH	JET2.COM LTD	S	D	13	0	0	62	15	15	8	0	0	26	0	0	0
	MANCHESTER	JET2.COM LTD	S	A	31	0	0	81	3	6	10	0	0	14	32	49	31
	MANCHESTER	JET2.COM LTD	S	D	31	0	0	68	10	6	16	0	0	22	23	52	30
	GATWICK	MALEV (HUNGARIAN AIRLINES)	S	A	62	0	0	73	18	5	3	2	0	17	42	28	57

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
BUDAPEST																		
	GATWICK	MALEV (HUNGARIAN AIRLINES)	S	D	62	0	0	34	32	26	6	2	0	29	28	41	57	
	LUTON	WIZZ AIR	S	A	92	0	3	85	7	2	5	1	0	12	85	19	66	
	LUTON	WIZZ AIR	S	D	92	0	3	58	17	16	8	1	0	25	55	33	66	
<b>TOTAL BUDAPEST</b>					<b>704</b>	<b>1</b>	<b>6</b>	<b>73</b>	<b>13</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>60</b>	<b>25</b>	<b>25</b>	
BUENOS AIRES																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	2	61	32	4	4	0	0	12	81	33	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	75	14	4	7	0	0	14	42	24	31	
<b>TOTAL BUENOS AIRES</b>					<b>56</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>23</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>61</b>	<b>28</b>	<b>28</b>	
BURGAS																		
	BIRMINGHAM	BH AIR	C	A	5	0	0	60	20	20	0	0	0	17	100	4	7	
	BIRMINGHAM	BH AIR	C	D	5	0	0	60	20	20	0	0	0	18	43	21	7	
	EDINBURGH	BH AIR	C	A	9	0	0	100	0	0	0	0	1	89	8	9		
	EDINBURGH	BH AIR	C	D	9	0	0	78	0	11	11	0	0	17	56	16	9	
	GATWICK	BH AIR	C	A	6	0	0	50	17	33	0	0	0	15	50	21	4	
	GATWICK	BH AIR	C	D	6	0	0	83	17	0	0	0	0	8	40	16	5	
	GLASGOW	BH AIR	C	A	14	0	0	71	7	21	0	0	0	14	62	16	13	
	GLASGOW	BH AIR	C	D	14	0	0	71	7	14	7	0	0	16	62	21	13	
	MANCHESTER	BH AIR	C	A	14	0	0	50	21	21	7	0	0	23	71	9	14	
	MANCHESTER	BH AIR	C	D	14	0	0	50	43	0	7	0	0	19	79	8	14	
	NEWCASTLE	BH AIR	C	A	9	0	0	67	11	22	0	0	0	14	67	9	9	
	NEWCASTLE	BH AIR	C	D	9	0	0	56	22	22	0	0	0	18	56	16	9	
	STANSTED	BH AIR	C	A	5	0	0	0	20	60	20	0	0	49	40	19	5	
	STANSTED	BH AIR	C	D	5	0	0	40	20	20	20	0	0	28	60	15	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	5	60	58	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	2	40	75	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	0	50	0	0	67	33	231	3	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	0	50	0	0	69	50	58	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	7	0	46	5	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	0	10	0	58	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	44	33	11	11	0	0	32	33	67	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	56	0	22	22	0	0	43	44	65	9	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	5	0	0	0	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					JULY 2010				
					MATCHED	UNMATCHED		16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
BURGAS	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	1	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	75	12	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	2	89	7	9
	GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	5	67	21	9
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	9	75	7	4
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	2	4
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	50	13	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	5	89	6	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	2	78	13	9
	LUTON	WIZZ AIR	S	A	31	0	0	42	16	35	6	0	0	26	55	27	22
	LUTON	WIZZ AIR	S	D	31	0	0	32	39	19	10	0	0	26	59	26	22
<b>TOTAL BURGAS</b>					<b>302</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>62</b>	<b>26</b>	<b>26</b>
BYDGOSZCZ	BIRMINGHAM	RYANAIR	S	A	13	0	0	77	8	15	0	0	0	11	64	19	14
	BIRMINGHAM	RYANAIR	S	D	13	0	0	77	15	8	0	0	0	9	71	19	14
	STANSTED	RYANAIR	S	A	31	0	0	87	6	3	3	0	0	6	90	4	31
	STANSTED	RYANAIR	S	D	31	0	0	87	0	10	3	0	0	10	87	6	31
<b>TOTAL BYDGOSZCZ</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>9</b>	<b>9</b>

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					JULY 2010					
					Actual (7)	Plan (8)		16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
CAGLIARI (ELMAS)		EDINBURGH	BA CITYFLYER LTD	C	A	5	0	0	100	0	0	0	0	0	3	80	5	5
		EDINBURGH	BA CITYFLYER LTD	C	D	5	0	0	100	0	0	0	0	0	0	40	19	5
		MANCHESTER	BA CITYFLYER LTD	C	A	5	0	0	60	40	0	0	0	0	9	40	23	5
		MANCHESTER	BA CITYFLYER LTD	C	D	5	0	0	80	20	0	0	0	0	6	40	18	5
		GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	85	8	8	0	0	0	6	54	30	13
		GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	92	8	0	0	0	0	5	31	33	13
		HEATHROW	BRITISH AIRWAYS PLC	C	A	10	0	0	40	40	10	10	0	0	23	0	43	5
		HEATHROW	BRITISH AIRWAYS PLC	C	D	10	0	0	40	50	0	10	0	0	19	80	6	5
		STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	77	6	10	6	0	0	15	39	46	31
		STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	94	3	0	3	0	0	7	32	47	31
<b>TOTAL CAGLIARI (ELMAS)</b>						<b>128</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>40</b>	<b>36</b>	<b>36</b>
CAIRO		HEATHROW	BMI BRITISH MIDLAND	S	A	31	0	0	45	39	16	0	0	0	17	71	17	31
		HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	58	23	19	0	0	0	18	52	23	31
		HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	90	6	3	0	0	0	4	97	3	31
		HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	35	26	32	6	0	0	28	35	30	31
		HEATHROW	EGYPT AIR	S	A	50	0	0	62	26	6	6	0	0	15	62	23	45
		HEATHROW	EGYPT AIR	S	D	50	0	0	26	24	34	16	0	0	34	13	53	45
<b>TOTAL CAIRO</b>						<b>224</b>	<b>1</b>	<b>0</b>	<b>51</b>	<b>24</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>53</b>	<b>27</b>	<b>27</b>
CALGARY		HEATHROW	AIR CANADA	S	A	31	0	0	39	16	23	23	0	0	34	70	20	54
		HEATHROW	AIR CANADA	S	D	31	0	0	26	35	16	23	0	0	41	52	16	54
		HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	81	6	10	3	0	0	10	87	5	31
		HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	81	10	3	6	0	0	10	68	17	31
		GATWICK	THOMAS COOK AIRLINES LTD	S	A	14	0	0	79	14	7	0	0	0	9	64	22	14
		GATWICK	THOMAS COOK AIRLINES LTD	S	D	16	0	0	75	0	19	6	0	0	14	64	28	14
		GLASGOW	THOMAS COOK AIRLINES LTD	S	A	4	0	0	75	25	0	0	0	0	5	60	23	5
		GLASGOW	THOMAS COOK AIRLINES LTD	S	D	4	0	0	100	0	0	0	0	0	1	75	32	4
		MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	9	0	0	67	0	11	22	0	0	38	89	8	9
		MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	10	0	0	70	10	0	10	10	0	40	67	25	9
<b>TOTAL CALGARY</b>						<b>181</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>14</b>	<b>12</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>68</b>	<b>17</b>	<b>17</b>
CALVI		STANSTED	TITAN AIRWAYS LTD	C	A	5	0	0	40	40	0	20	0	0	20	67	16	3

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
CALVI	STANSTED	TITAN AIRWAYS LTD	C	D	5	0	0	40	40	20	0	0	0	18	75	14	4
<b>TOTAL CALVI</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>40</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>71</b>	<b>15</b>	<b>15</b>
CAMPBELTOWN	GLASGOW	LOGANAIR	S	A	40	0	0	93	0	0	8	0	0	6	97	2	37
	GLASGOW	LOGANAIR	S	D	39	1	0	85	8	0	8	0	0	11	98	2	41
<b>TOTAL CAMPBELTOWN</b>					<b>79</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>97</b>	<b>2</b>	<b>2</b>
CANCUN	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	71	21	0	7	0	0	20	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	92	8	0	0	0	0	4	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	7	0	0	86	0	0	14	0	0	11	50	23	6
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	11	11	0	0	0	11	86	19	7
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	13	0	0	0	0	3	83	13	6
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	7	0	0	43	14	43	0	0	0	28	60	26	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	12	0	0	92	8	0	0	0	0	3	83	6	6
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	12	0	0	92	8	0	0	0	0	7	80	4	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	75	26	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	25	67	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	23	0	0	87	0	9	4	0	0	8	76	19	17
	GATWICK	THOMSON AIRWAYS LTD	C	D	23	0	0	91	4	0	0	4	0	13	67	13	18
	GLASGOW	THOMSON AIRWAYS LTD	C	A	8	0	0	63	13	0	13	13	0	51	60	11	5
	GLASGOW	THOMSON AIRWAYS LTD	C	D	8	0	0	50	25	13	0	13	0	57	60	24	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	18	0	0	78	6	11	6	0	0	16	46	47	13
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	17	6	0	71	24	0	6	0	0	17	33	62	12
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	2	5
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	100	3	4
<b>TOTAL CANCUN</b>					<b>197</b>	<b>6</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>64</b>	<b>25</b>	<b>25</b>
CANNES																	
CAPE TOWN	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	97	3	0	0	0	0	5	97	4	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	58	13	16	13	0	0	24	52	31	31
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	31	0	0	94	6	0	0	0	0	4	69	19	29
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	31	0	0	71	19	6	3	0	0	14	93	4	29

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
CAPE TOWN																	
<b>TOTAL CAPE TOWN</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>15</b>	<b>15</b>
CARCASSONNE																	
	STANSTED	RYANAIR	S	A	44	0	0	73	18	9	0	0	0	10	81	9	48
	STANSTED	RYANAIR	S	D	44	0	0	84	9	7	0	0	0	7	85	6	48
<b>TOTAL CARCASSONNE</b>					<b>88</b>	<b>1</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>83</b>	<b>8</b>	<b>8</b>
CARDIFF WALES																	
	NEWCASTLE	EASTERN AIRWAYS	S	A	46	0	2	70	20	9	2	0	0	12	91	7	43
	NEWCASTLE	EASTERN AIRWAYS	S	D	47	0	0	87	6	4	2	0	0	8	88	9	43
	EDINBURGH	FLYBE LTD	S	A	75	0	0	92	3	3	3	0	0	6	81	19	57
	EDINBURGH	FLYBE LTD	S	D	75	0	0	87	7	4	1	1	0	12	86	15	57
	GLASGOW	FLYBE LTD	S	A	16	0	1	94	6	0	0	0	0	2	93	4	14
	GLASGOW	FLYBE LTD	S	D	17	0	0	76	24	0	0	0	0	10	79	10	14
<b>TOTAL CARDIFF WALES</b>					<b>277</b>	<b>4</b>	<b>3</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>13</b>	<b>13</b>
CASABLANCA MOHAMED V																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	18	0	0	22	33	33	11	0	0	30	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	D	18	0	0	78	22	0	0	0	0	8	0	0	0
	GATWICK	ROYAL AIR MAROC	S	A	8	0	0	63	13	0	25	0	0	34	61	15	18
	GATWICK	ROYAL AIR MAROC	S	D	7	0	0	57	14	14	14	0	0	36	22	32	18
	HEATHROW	ROYAL AIR MAROC	S	A	30	0	2	50	20	13	13	3	0	39	0	125	1
	HEATHROW	ROYAL AIR MAROC	S	D	30	0	2	27	40	13	17	3	0	42	0	177	1
<b>TOTAL CASABLANCA MOHAMED V</b>					<b>111</b>	<b>0</b>	<b>4</b>	<b>45</b>	<b>27</b>	<b>14</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>39</b>	<b>30</b>	<b>30</b>
CATANIA (FONTANAROSSA)																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	77	10	6	0	3	3	57	55	17	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	71	19	10	0	0	0	13	58	20	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	62	23	8	8	0	0	22	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	100	0	0	0	0	0	3	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	40	20	0	40	0	0	65	50	16	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	60	0	0	40	0	0	58	100	7	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	37	25	50	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	31	75	6	4
<b>TOTAL CATANIA (FONTANAROSSA)</b>					<b>108</b>	<b>1</b>	<b>1</b>	<b>74</b>	<b>12</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>32</b>	<b>58</b>	<b>18</b>	<b>18</b>
CHANIA																	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
CHANIA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	46	46	8	0	0	0	15	17	57	12	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	54	23	15	8	0	0	17	33	55	12	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	0	0	0	25	0	58	88	2	8	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	0	25	0	25	0	87	63	12	8	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	7	100	5	4	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	50	25	25	0	0	0	17	50	13	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	50	16	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	10	50	25	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	50	11	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	11	100	5	4	
	GATWICK	TOR AIR	C	A	4	0	0	75	25	0	0	0	0	7	0	0	0	
	GATWICK	TOR AIR	C	D	4	0	0	100	0	0	0	0	0	5	0	0	0	
	MANCHESTER	TOR AIR	C	A	4	0	0	50	0	0	25	25	0	71	0	0	0	
	MANCHESTER	TOR AIR	C	D	4	0	0	25	25	0	25	25	0	90	0	0	0	
<b>TOTAL CHANIA</b>					<b>74</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>19</b>	<b>8</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>26</b>	<b>49</b>	<b>34</b>	<b>34</b>	
CHARLEROI																		
	EDINBURGH	RYANAIR	S	A	13	0	0	77	8	15	0	0	0	8	93	3	14	
	EDINBURGH	RYANAIR	S	D	13	0	0	77	0	23	0	0	0	12	57	32	14	
<b>TOTAL CHARLEROI</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>4</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>18</b>	<b>18</b>	
CHARLOTTE																		
	GATWICK	US AIRWAYS	S	A	30	0	1	67	3	3	20	7	0	48	77	10	31	
	GATWICK	US AIRWAYS	S	D	30	0	1	47	13	7	27	7	0	59	71	12	31	
<b>TOTAL CHARLOTTE</b>					<b>60</b>	<b>0</b>	<b>2</b>	<b>57</b>	<b>8</b>	<b>5</b>	<b>23</b>	<b>7</b>	<b>0</b>	<b>53</b>	<b>74</b>	<b>11</b>	<b>11</b>	
CHENNAI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	77	14	5	5	0	0	10	89	2	19	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	23	0	0	43	17	30	9	0	0	27	50	80	22	
<b>TOTAL CHENNAI</b>					<b>45</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>16</b>	<b>18</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>68</b>	<b>44</b>	<b>44</b>	
CHICAGO (MIDWAY)																		
CHICAGO (O'HARE)																		
	HEATHROW	AMERICAN AIRLINES	S	A	123	0	1	75	7	11	6	1	0	16	77	17	124	
	HEATHROW	AMERICAN AIRLINES	S	D	122	0	1	79	11	9	2	0	0	9	70	16	124	
	MANCHESTER	AMERICAN AIRLINES	S	A	30	0	1	57	27	10	7	0	0	18	84	9	31	

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

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
CHICAGO (O'HARE)																		
	MANCHESTER	AMERICAN AIRLINES	S	D	30	0	1	53	10	20	13	3	0	34	94	4	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	90	6	2	2	0	0	4	76	20	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	58	26	10	6	0	0	18	48	23	62	
	HEATHROW	UNITED AIRLINES	S	A	93	0	1	58	5	12	18	5	1	42	61	22	93	
	HEATHROW	UNITED AIRLINES	S	D	92	0	1	55	16	12	13	3	0	32	79	13	92	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	90	6	0	3	0	0	4	87	6	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	84	10	3	3	0	0	8	65	15	31	
<b>TOTAL CHICAGO (O'HARE)</b>					<b>676</b>	<b>0</b>	<b>6</b>	<b>70</b>	<b>12</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>72</b>	<b>16</b>	<b>16</b>	
CHISINAU (KISHINEV)																		
	GATWICK	AIR MOLDOVA INTERNATIONAL	S	A	9	0	0	22	33	22	22	0	0	46	33	31	9	
	GATWICK	AIR MOLDOVA INTERNATIONAL	S	D	9	0	0	33	11	33	22	0	0	52	56	18	9	
<b>TOTAL CHISINAU (KISHINEV)</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>22</b>	<b>28</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>44</b>	<b>25</b>	<b>25</b>	
CITY OF DERRY (EGLINTON)																		
	MANCHESTER	FLYBE LTD	S	A	23	0	0	65	22	13	0	0	0	16	0	0	0	
	MANCHESTER	FLYBE LTD	S	D	23	0	0	91	4	4	0	0	0	6	0	0	0	
	BIRMINGHAM	RYANAIR	S	A	18	0	0	89	6	6	0	0	0	5	94	5	17	
	BIRMINGHAM	RYANAIR	S	D	18	0	0	72	17	6	6	0	0	14	65	12	17	
	STANSTED	RYANAIR	S	A	40	0	0	85	13	0	3	0	0	7	84	10	31	
	STANSTED	RYANAIR	S	D	40	0	0	90	5	3	3	0	0	7	87	10	31	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>					<b>162</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>9</b>	<b>9</b>	
CLEVELAND																		
CLUJ NAPOCA																		
	LUTON	WIZZ AIR	S	A	22	0	0	100	0	0	0	0	0	0	90	20	31	
	LUTON	WIZZ AIR	S	D	22	0	0	91	9	0	0	0	0	8	48	38	31	
<b>TOTAL CLUJ NAPOCA</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>69</b>	<b>29</b>	<b>29</b>	
COLOGNE BONN																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	64	29	0	7	0	0	16	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	50	29	14	7	0	0	22	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	52	0	0	65	19	10	6	0	0	17	32	51	53	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	52	0	0	69	13	12	6	0	0	16	57	29	53	
	EDINBURGH	GERMANWINGS	S	A	23	0	0	91	4	4	0	0	0	4	82	6	22	
	EDINBURGH	GERMANWINGS	S	D	23	0	0	83	13	4	0	0	0	8	77	12	22	



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

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					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
COLOGNE BONN																		
	MANCHESTER	GERMANWINGS	S	A	22	0	0	68	23	5	5	0	0	14	59	18	22	
	MANCHESTER	GERMANWINGS	S	D	22	0	0	41	41	9	5	0	5	52	59	18	22	
	STANSTED	GERMANWINGS	S	A	69	0	0	75	16	3	6	0	0	12	81	12	80	
	STANSTED	GERMANWINGS	S	D	69	0	0	77	13	4	6	0	0	12	81	11	80	
	HEATHROW	LUFTHANSA	S	A	93	0	0	88	6	3	2	0	0	7	80	12	83	
	HEATHROW	LUFTHANSA	S	D	93	0	0	73	14	11	2	0	0	12	67	17	84	
<b>TOTAL COLOGNE BONN</b>					<b>550</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>19</b>	<b>19</b>	
COLOMBO																		
	HEATHROW	SRILANKAN AIRLINES	S	A	57	0	1	88	4	4	4	0	2	20	65	37	48	
	HEATHROW	SRILANKAN AIRLINES	S	D	57	0	0	65	12	11	9	2	2	37	46	44	48	
<b>TOTAL COLOMBO</b>					<b>114</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>8</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>28</b>	<b>55</b>	<b>41</b>	<b>41</b>	
COPENHAGEN																		
	LONDON CITY	BA CITYFLYER LTD	S	A	38	0	0	97	3	0	0	0	0	1	0	0	0	
	LONDON CITY	BA CITYFLYER LTD	S	D	38	0	0	82	11	3	5	0	0	10	0	0	0	
	EDINBURGH	BMI REGIONAL	S	A	62	0	0	98	2	0	0	0	0	1	94	6	53	
	EDINBURGH	BMI REGIONAL	S	D	62	0	0	98	2	0	0	0	0	2	87	8	53	
	GLASGOW	BMI REGIONAL	S	A	31	0	0	97	3	0	0	0	0	1	94	5	31	
	GLASGOW	BMI REGIONAL	S	D	31	0	0	94	3	3	0	0	0	3	90	9	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	176	0	0	88	5	6	2	0	0	6	80	7	177	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	176	0	0	81	7	10	2	0	0	9	68	14	177	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	52	0	0	79	12	8	2	0	0	9	37	35	52	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	52	0	0	62	25	12	2	0	0	15	35	37	52	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	96	4	0	0	0	0	2	77	14	26	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	96	4	0	0	0	0	2	81	12	26	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	75	0	0	75	12	7	3	4	0	18	50	22	88	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	75	0	0	79	11	5	3	3	0	14	68	15	88	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	13	0	0	85	0	15	0	0	0	10	56	15	9	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	13	0	0	85	0	15	0	0	0	10	44	24	9	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	78	0	0	79	12	6	3	0	0	10	77	17	57	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	78	0	0	65	23	8	4	0	0	15	51	25	57	
	BIRMINGHAM	SAS	S	A	31	0	0	94	0	0	6	0	0	10	97	3	33	
	BIRMINGHAM	SAS	S	D	31	0	0	94	0	0	6	0	0	11	91	4	33	
	HEATHROW	SAS	S	A	163	0	0	80	12	5	2	1	0	10	77	12	162	

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

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
COPENHAGEN																		
	HEATHROW	SAS	S	D	163	0	0	85	7	6	2	0	0	7	78	13	163	
	MANCHESTER	SAS	S	A	61	0	0	89	5	3	3	0	0	8	89	7	61	
	MANCHESTER	SAS	S	D	61	0	0	89	3	5	3	0	0	8	87	6	61	
<b>TOTAL COPENHAGEN</b>					<b>1612</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>14</b>	<b>14</b>	
CORFU																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	48	0	1	77	6	10	6	0	0	15	63	25	46	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	49	0	0	71	14	8	6	0	0	14	57	28	46	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	71	21	0	7	0	0	16	54	27	13	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	71	14	7	7	0	0	15	43	32	14	
	NEWCASTLE	JET2.COM LTD	S	A	4	0	0	50	25	0	25	0	0	23	0	89	4	
	NEWCASTLE	JET2.COM LTD	S	D	4	0	0	100	0	0	0	0	0	8	25	69	4	
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	100	0	7	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	11	86	6	7	
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	78	11	0	11	0	0	11	81	15	26	
	GATWICK	MONARCH AIRLINES	C	D	11	0	0	64	18	0	18	0	0	22	77	18	26	
	LUTON	MONARCH AIRLINES	S	A	11	0	0	91	0	9	0	0	0	4	0	0	0	
	LUTON	MONARCH AIRLINES	S	D	11	0	0	82	9	0	9	0	0	11	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	A	9	0	0	78	0	11	0	0	11	49	81	6	16	
	MANCHESTER	MONARCH AIRLINES	C	D	9	0	0	67	11	11	0	0	11	53	94	3	16	
	STANSTED	RYANAIR	S	A	7	0	0	86	14	0	0	0	0	5	0	0	0	
	STANSTED	RYANAIR	S	D	7	0	0	86	14	0	0	0	0	9	0	0	0	
	BIRMINGHAM	SKY WINGS AIRLINES	C	A	11	0	0	9	27	27	27	9	0	84	0	0	0	
	BIRMINGHAM	SKY WINGS AIRLINES	C	D	8	3	0	13	25	13	38	13	0	94	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	13	0	0	77	0	15	8	0	0	11	89	7	9	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	13	0	0	85	0	0	15	0	0	13	89	11	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	13	0	0	92	0	0	8	0	0	14	65	35	17	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	14	0	0	93	0	0	0	7	0	16	56	44	18	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	11	0	0	73	9	9	0	9	0	37	50	57	6	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	10	0	0	40	20	30	0	10	0	49	80	29	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	2	62	36	13	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	56	22	22	0	0	0	14	54	38	13	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	67	22	11	0	0	0	10	89	36	9	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	56	22	22	0	0	0	15	78	36	9	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
CORFU	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	13	0	0	100	0	0	0	0	0	2	70	14	10
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	13	0	0	92	0	8	0	0	0	6	64	26	11
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	5	0	0	0
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	8	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	A	27	0	0	89	0	7	4	0	0	8	90	21	30
	GATWICK	THOMSON AIRWAYS LTD	C	D	27	0	0	81	11	0	7	0	0	9	80	24	30
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	23	80	5	5
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	5	100	0	5
	LUTON	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	4	80	9	5
	LUTON	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	10	100	3	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	20	0	0	85	10	5	0	0	0	8	72	14	18
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	21	0	0	86	10	0	5	0	0	10	78	20	18
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	0	89	9	9
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	4	67	18	9
	STANSTED	THOMSON AIRWAYS LTD	C	A	7	0	0	100	0	0	0	0	0	2	100	0	7
	STANSTED	THOMSON AIRWAYS LTD	C	D	7	0	0	100	0	0	0	0	0	3	100	0	7
	GATWICK	TOR AIR	C	A	8	0	0	75	13	0	0	13	0	35	0	0	0
	GATWICK	TOR AIR	C	D	8	0	0	88	0	0	0	13	0	39	0	0	0
	MANCHESTER	TOR AIR	C	A	10	0	0	60	10	10	0	0	20	106	0	0	0
	MANCHESTER	TOR AIR	C	D	10	0	0	30	30	10	10	0	20	117	0	0	0
<b>TOTAL CORFU</b>					<b>563</b>	<b>3</b>	<b>1</b>	<b>77</b>	<b>10</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>20</b>	<b>69</b>	<b>32</b>	<b>32</b>
CORK	BIRMINGHAM	AER ARANN	S	A	62	0	0	95	0	0	5	0	0	5	0	0	0
	BIRMINGHAM	AER ARANN	S	D	62	0	0	85	10	0	5	0	0	9	0	0	0
	EDINBURGH	AER ARANN	S	A	31	0	0	87	3	0	6	3	0	17	79	14	48
	EDINBURGH	AER ARANN	S	D	31	0	0	84	3	0	10	3	0	19	79	16	48
	GLASGOW	AER ARANN	S	A	22	0	0	86	5	5	0	5	0	13	74	21	27
	GLASGOW	AER ARANN	S	D	22	0	0	77	14	5	0	5	0	16	78	23	27
	MANCHESTER	AER ARANN	S	A	62	0	0	87	5	3	5	0	0	10	0	0	0
	MANCHESTER	AER ARANN	S	D	61	0	0	80	10	5	5	0	0	12	0	0	0
	GATWICK	AER LINGUS	S	A	31	0	0	71	10	13	3	3	0	18	91	4	55
	GATWICK	AER LINGUS	S	D	31	0	0	55	19	13	13	0	0	24	82	11	55
	HEATHROW	AER LINGUS	S	A	124	0	0	85	9	3	2	1	0	9	83	7	124

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE						JULY 2010			
					Actual (7)	Plan (8)		16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
CORK	HEATHROW	AER LINGUS	S	D	124	0	0	85	7	7	0	0	1	10	88	5	124
	NEWCASTLE	JET2.COM LTD	S	A	9	0	1	22	56	22	0	0	0	26	0	93	9
	NEWCASTLE	JET2.COM LTD	S	D	10	0	1	20	50	20	10	0	0	36	0	78	9
	GATWICK	RYANAIR	S	A	31	0	0	97	0	0	3	0	0	5	84	4	31
	GATWICK	RYANAIR	S	D	31	0	0	84	13	0	3	0	0	9	97	4	31
	STANSTED	RYANAIR	S	A	71	0	0	87	6	4	3	0	0	9	90	6	62
	STANSTED	RYANAIR	S	D	71	0	0	82	10	6	3	0	0	10	93	5	61
<b>TOTAL CORK</b>					<b>886</b>	<b>0</b>	<b>3</b>	<b>83</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>10</b>	<b>10</b>
CUIDAD REAL																	
CUNAGUA (CAYO COCO)	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	5	50	13	2
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	20	0	0	14	60	32	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	30	20	15	5
<b>TOTAL CUNAGUA (CAYO COCO)</b>					<b>13</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>50</b>	<b>20</b>	<b>20</b>

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 2010			
					10	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	HEATHROW	BMI BRITISH MIDLAND	C	A	10	0	0	60	30	10	0	0	0	14	80	9	5
	HEATHROW	BMI BRITISH MIDLAND	C	D	10	0	0	50	40	10	0	0	0	15	80	7	5
	MANCHESTER	BMI BRITISH MIDLAND	C	A	5	0	0	80	0	20	0	0	0	10	80	7	5
	MANCHESTER	BMI BRITISH MIDLAND	C	D	5	0	0	20	20	40	20	0	0	39	60	10	5
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	78	9	4	4	4	0	21	30	52	23
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	74	9	13	4	0	0	16	21	58	24
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	77	0	9	14	0	0	21	45	34	22
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	59	18	5	14	5	0	31	41	35	22
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	89	0	0	11	0	0	12	65	36	17
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	83	11	0	6	0	0	11	65	43	17
	GLASGOW	JET2.COM LTD	S	A	9	0	0	67	11	11	11	0	0	16	0	0	0
	GLASGOW	JET2.COM LTD	S	D	9	0	0	44	22	22	11	0	0	26	0	0	0
	MANCHESTER	JET2.COM LTD	S	A	9	0	0	67	0	11	22	0	0	29	64	14	14
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	44	11	11	33	0	0	45	57	21	14
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	89	0	0	11	0	0	18	78	32	9
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	67	0	22	11	0	0	33	56	46	9
	BIRMINGHAM	MONARCH AIRLINES	S	A	13	0	0	85	15	0	0	0	0	5	79	8	14
	BIRMINGHAM	MONARCH AIRLINES	S	D	13	0	0	69	15	8	8	0	0	13	57	15	14
	GATWICK	MONARCH AIRLINES	C	A	38	0	0	84	8	3	3	3	0	14	76	24	45
	GATWICK	MONARCH AIRLINES	C	D	42	0	0	67	21	5	5	2	0	20	64	23	45
	LUTON	MONARCH AIRLINES	S	A	18	1	0	83	6	6	6	0	0	11	78	15	9
	LUTON	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	1	75	20	4
	LUTON	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	10	80	19	5
	LUTON	MONARCH AIRLINES	S	D	18	0	0	56	28	11	6	0	0	24	78	21	9
	MANCHESTER	MONARCH AIRLINES	C	A	30	1	0	83	10	3	3	0	0	6	77	15	30
	MANCHESTER	MONARCH AIRLINES	C	D	31	0	0	65	19	13	3	0	0	17	66	26	29
	BIRMINGHAM	ONUR AIR	C	A	12	0	0	83	17	0	0	0	0	4	90	5	10
	BIRMINGHAM	ONUR AIR	C	D	13	0	0	77	15	8	0	0	0	9	18	25	11
	EDINBURGH	ONUR AIR	C	A	9	0	0	100	0	0	0	0	0	2	46	30	13
	EDINBURGH	ONUR AIR	C	D	8	0	0	75	25	0	0	0	0	9	57	25	7
	GATWICK	ONUR AIR	C	A	8	0	0	100	0	0	0	0	0	3	79	20	14
	GATWICK	ONUR AIR	C	D	10	0	0	90	0	0	0	10	0	21	27	37	15
	GLASGOW	ONUR AIR	C	A	24	0	0	38	46	13	4	0	0	22	29	47	24

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
DALAMAN																		
	GLASGOW	ONUR AIR	C	D	20	0	0	40	20	25	5	10	0	51	5	58	19	
	MANCHESTER	ONUR AIR	C	A	12	0	0	92	8	0	0	0	0	2	82	4	11	
	MANCHESTER	ONUR AIR	C	D	13	0	0	77	15	8	0	0	0	8	8	43	12	
	NEWCASTLE	ONUR AIR	C	A	13	0	0	69	8	23	0	0	0	12	69	14	13	
	NEWCASTLE	ONUR AIR	C	D	13	0	0	69	8	23	0	0	0	12	50	22	14	
	STANSTED	ONUR AIR	C	A	5	0	0	100	0	0	0	0	0	1	0	25	1	
	STANSTED	ONUR AIR	C	D	5	0	0	100	0	0	0	0	0	5	100	8	1	
	BIRMINGHAM	PEGASUS AIRLINES	S	A	3	0	0	100	0	0	0	0	0	1	0	0	0	
	BIRMINGHAM	PEGASUS AIRLINES	S	D	4	0	0	75	0	0	25	0	0	38	0	0	0	
	GATWICK	PEGASUS AIRLINES	S	A	4	0	0	25	75	0	0	0	0	14	57	31	7	
	GATWICK	PEGASUS AIRLINES	S	D	4	0	0	75	25	0	0	0	0	8	43	51	7	
	MANCHESTER	PEGASUS AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	MANCHESTER	PEGASUS AIRLINES	C	D	4	0	0	50	50	0	0	0	0	12	75	22	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	27	0	0	89	0	4	7	0	0	9	70	15	30	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	27	0	0	85	4	0	11	0	0	14	57	34	30	
	EDINBURGH	THOMAS COOK AIRLINES LTD	C	A	6	0	0	100	0	0	0	0	0	0	86	13	7	
	EDINBURGH	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	20	20	0	0	0	14	50	37	6	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	63	0	0	83	5	3	10	0	0	14	64	34	66	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	67	0	0	73	3	12	10	1	0	21	56	43	70	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	38	0	0	63	16	3	16	3	0	28	55	41	44	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	35	0	0	49	17	14	17	3	0	40	38	62	42	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	59	0	0	76	7	8	8	0	0	14	49	64	61	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	58	0	0	66	9	16	10	0	0	21	44	73	63	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	25	0	0	88	4	8	0	0	0	5	86	9	28	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	25	0	0	88	8	0	0	4	0	11	79	13	28	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	14	0	0	93	7	0	0	0	0	1	100	1	14	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	14	0	0	93	0	0	7	0	0	6	93	2	15	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	22	0	0	100	0	0	0	0	0	1	83	12	23	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	22	0	0	82	18	0	0	0	0	7	78	21	23	
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	0	0	0	
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	8	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	A	43	0	0	88	2	7	2	0	0	6	77	24	48	
	GATWICK	THOMSON AIRWAYS LTD	C	D	44	0	0	77	9	9	5	0	0	12	65	37	49	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					JULY 2010					
					Actual (7)	Plan (8)		16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
DALAMAN		GLASGOW	THOMSON AIRWAYS LTD	C	A	9	0	0	78	0	22	0	0	0	12	67	21	9
		GLASGOW	THOMSON AIRWAYS LTD	C	D	8	0	0	75	0	13	13	0	0	18	67	36	9
		LUTON	THOMSON AIRWAYS LTD	C	A	13	1	0	85	0	0	15	0	0	25	85	35	13
		LUTON	THOMSON AIRWAYS LTD	C	D	13	0	0	85	15	0	0	0	0	7	38	41	13
		MANCHESTER	THOMSON AIRWAYS LTD	C	A	45	0	0	87	9	0	4	0	0	6	75	15	40
		MANCHESTER	THOMSON AIRWAYS LTD	C	D	46	0	0	74	17	2	4	2	0	19	63	34	43
		NEWCASTLE	THOMSON AIRWAYS LTD	C	A	13	0	0	85	15	0	0	0	0	4	69	16	13
		NEWCASTLE	THOMSON AIRWAYS LTD	C	D	13	0	0	92	8	0	0	0	0	6	71	17	14
		STANSTED	THOMSON AIRWAYS LTD	C	A	9	0	0	89	0	11	0	0	0	4	92	4	13
		STANSTED	THOMSON AIRWAYS LTD	C	D	8	0	0	88	13	0	0	0	0	5	86	8	14
<b>TOTAL DALAMAN</b>						<b>1392</b>	<b>3</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>61</b>	<b>31</b>	<b>31</b>
DALLAS/FORT WORTH		HEATHROW	AMERICAN AIRLINES	S	A	89	0	0	53	18	16	12	1	0	25	65	20	88
		HEATHROW	AMERICAN AIRLINES	S	D	89	0	0	65	18	7	9	1	0	20	61	20	88
		HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	81	6	10	3	0	0	8	74	14	31
		HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	71	23	6	0	0	0	13	68	17	31
<b>TOTAL DALLAS/FORT WORTH</b>						<b>240</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>17</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>65</b>	<b>19</b>	<b>19</b>
DAMASCUS		HEATHROW	BMI BRITISH MIDLAND	S	A	14	0	0	79	7	14	0	0	0	10	90	5	31
		HEATHROW	BMI BRITISH MIDLAND	S	D	14	0	0	71	21	7	0	0	0	10	39	29	31
		HEATHROW	SYRIANAIR	S	A	11	0	0	64	9	18	9	0	0	21	67	15	9
		HEATHROW	SYRIANAIR	S	D	11	0	0	36	18	18	27	0	0	40	0	70	9
<b>TOTAL DAMASCUS</b>						<b>50</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>58</b>	<b>22</b>	<b>22</b>
DAMMAM		HEATHROW	BMI BRITISH MIDLAND	S	A	12	0	0	67	0	17	17	0	0	26	85	18	13
		HEATHROW	BMI BRITISH MIDLAND	S	D	13	0	0	8	31	46	15	0	0	39	85	42	13
		HEATHROW	SAUDI ARABIAN AIRLINES	S	A	4	0	0	100	0	0	0	0	0	2	80	12	5
		HEATHROW	SAUDI ARABIAN AIRLINES	S	D	5	0	0	60	20	20	0	0	0	15	20	33	5
<b>TOTAL DAMMAM</b>						<b>34</b>	<b>1</b>	<b>0</b>	<b>47</b>	<b>15</b>	<b>26</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>75</b>	<b>28</b>	<b>28</b>
DAR-ES-SALAAM		HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	94	0	6	0	0	0	4	100	1	13
		HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	65	24	6	6	0	0	12	64	15	14

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)												
DAR-ES-SALAAM																		
<b>TOTAL DAR-ES-SALAAM</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>8</b>	<b>8</b>	
DEAUVILLE																		
	LONDON CITY	VLM (BELGIUM)	S	A	18	0	0	78	11	11	0	0	0	9	89	7	18	
	LONDON CITY	VLM (BELGIUM)	S	D	18	0	0	89	0	11	0	0	0	6	94	3	18	
<b>TOTAL DEAUVILLE</b>					<b>38</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>6</b>	<b>6</b>	
DELHI																		
	HEATHROW	AIR INDIA	S	A	55	0	0	89	7	4	0	0	0	4	68	16	44	
	HEATHROW	AIR INDIA	S	D	55	0	0	82	11	7	0	0	0	6	64	24	45	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	97	2	2	0	0	0	2	84	8	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	79	16	5	0	0	0	10	60	20	62	
	HEATHROW	JET AIRWAYS	S	A	31	0	0	77	13	6	3	0	0	8	84	7	32	
	HEATHROW	JET AIRWAYS	S	D	31	0	0	77	19	3	0	0	0	7	78	10	32	
	HEATHROW	KINGFISHER AIRLINES	S	A	31	0	6	94	0	3	3	0	0	5	48	21	31	
	HEATHROW	KINGFISHER AIRLINES	S	D	31	0	0	100	0	0	0	0	0	1	77	9	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	61	26	10	3	0	0	14	61	14	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	90	10	0	0	0	0	3	58	13	31	
<b>TOTAL DELHI</b>					<b>420</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>69</b>	<b>15</b>	<b>15</b>	
DENVER INTERNATIONAL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	65	10	16	10	0	0	18	67	16	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	68	23	10	0	0	0	12	55	61	31	
<b>TOTAL DENVER INTERNATIONAL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>25</b>	<b>25</b>	
DETROIT																		
	HEATHROW	DELTA AIRLINES	S	A	44	0	1	84	9	0	0	7	0	18	81	10	31	
	HEATHROW	DELTA AIRLINES	S	D	43	0	1	86	9	2	2	0	0	7	74	14	31	
<b>TOTAL DETROIT</b>					<b>87</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>12</b>	<b>12</b>	
DHAKHA																		
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	A	20	0	1	65	5	5	10	15	0	47	59	31	22	
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	20	0	0	45	15	25	5	10	0	48	32	35	22	
<b>TOTAL DHAKHA</b>					<b>40</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>10</b>	<b>15</b>	<b>8</b>	<b>13</b>	<b>0</b>	<b>47</b>	<b>45</b>	<b>33</b>	<b>33</b>	
DIJON																		
	EDINBURGH	EUROPE AIRPOST	C	A	2	0	0	0	50	0	50	0	0	78	0	0	0	
	EDINBURGH	EUROPE AIRPOST	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	



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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
DIJON																		
<b>TOTAL DIJON</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>39</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
DINARD																		
	STANSTED	RYANAIR	S	A	26	0	0	73	19	4	4	0	0	13	80	10	30	
	STANSTED	RYANAIR	S	D	26	0	0	88	4	4	4	0	0	8	83	8	30	
<b>TOTAL DINARD</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>9</b>	<b>9</b>	
DNEPROPETROVSK																		
DOHA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	97	0	0	0	0	3	49	97	5	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	52	39	10	0	0	0	17	42	21	31	
	HEATHROW	QATAR AIRWAYS	S	A	124	0	1	90	4	5	2	0	0	5	79	13	123	
	HEATHROW	QATAR AIRWAYS	S	D	124	0	0	81	14	3	2	0	0	9	65	15	124	
	MANCHESTER	QATAR AIRWAYS	S	A	62	0	0	94	6	0	0	0	0	3	65	14	31	
	MANCHESTER	QATAR AIRWAYS	S	D	62	0	0	76	21	3	0	0	0	10	58	23	31	
<b>TOTAL DOHA</b>					<b>434</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>14</b>	<b>14</b>	
DONEGAL																		
	GLASGOW	AER ARANN	S	A	16	0	0	75	19	0	6	0	0	14	67	20	18	
	GLASGOW	AER ARANN	S	D	16	0	0	69	25	0	6	0	0	14	67	18	18	
<b>TOTAL DONEGAL</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>22</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>19</b>	<b>19</b>	
DORTMUND																		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	57	0	0	79	9	7	5	0	0	11	70	20	57	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	57	0	0	84	11	4	2	0	0	7	75	19	57	
<b>TOTAL DORTMUND</b>					<b>114</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>19</b>	<b>19</b>	
DRESDEN																		
	HEATHROW	LUFTHANSA	S	A	31	0	0	65	29	6	0	0	0	14	52	22	31	
	HEATHROW	LUFTHANSA	S	D	31	0	0	74	19	3	3	0	0	11	58	21	31	
<b>TOTAL DRESDEN</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>24</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>55</b>	<b>22</b>	<b>22</b>	
DUBAI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	92	3	2	2	0	2	29	90	11	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	68	13	18	2	0	0	14	63	17	62	
	BIRMINGHAM	EMIRATES	S	A	62	0	0	85	8	3	3	0	0	9	84	6	62	
	BIRMINGHAM	EMIRATES	S	D	62	0	0	63	18	11	6	2	0	20	71	14	62	
	GATWICK	EMIRATES	S	A	93	0	0	95	4	1	0	0	0	3	96	2	93	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE						JULY 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)												
DUBAI																		
	GATWICK	EMIRATES	S	D	93	0	0	73	23	4	0	0	0	9	73	9	93	
	GLASGOW	EMIRATES	S	A	31	0	0	90	6	0	3	0	0	7	81	9	31	
	GLASGOW	EMIRATES	S	D	31	0	0	65	29	3	3	0	0	13	58	15	31	
	HEATHROW	EMIRATES	S	A	155	0	0	86	10	3	1	0	0	6	77	12	155	
	HEATHROW	EMIRATES	S	D	155	0	0	70	15	13	1	0	1	16	48	22	155	
	MANCHESTER	EMIRATES	S	A	93	0	0	85	13	0	2	0	0	6	66	16	62	
	MANCHESTER	EMIRATES	S	D	93	0	2	58	23	12	6	1	0	24	56	22	62	
	NEWCASTLE	EMIRATES	S	A	31	0	0	97	3	0	0	0	0	1	74	13	31	
	NEWCASTLE	EMIRATES	S	D	31	0	0	74	16	10	0	0	0	11	65	20	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	94	3	3	0	0	0	2	84	4	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	84	10	6	0	0	0	7	71	11	31	
<b>TOTAL DUBAI</b>					<b>1116</b>	<b>2</b>	<b>2</b>	<b>79</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>13</b>	<b>13</b>	
DUBLIN																		
	EDINBURGH	AER ARANN	S	A	57	0	0	95	2	2	2	0	0	4	89	4	56	
	EDINBURGH	AER ARANN	S	D	57	0	0	88	9	2	2	0	0	6	79	8	56	
	GLASGOW	AER ARANN	S	A	115	0	0	97	0	3	1	0	0	2	90	5	114	
	GLASGOW	AER ARANN	S	D	115	0	0	96	1	3	1	0	0	3	90	5	114	
	BIRMINGHAM	AER LINGUS	S	A	83	0	0	93	4	0	4	0	0	5	92	4	83	
	BIRMINGHAM	AER LINGUS	S	D	83	0	0	86	10	1	4	0	0	7	82	8	83	
	EDINBURGH	AER LINGUS	S	A	31	0	0	87	6	6	0	0	0	7	88	16	32	
	EDINBURGH	AER LINGUS	S	D	31	0	0	81	10	6	3	0	0	10	81	18	32	
	GATWICK	AER LINGUS	S	A	155	1	0	66	12	13	9	0	0	19	79	12	155	
	GATWICK	AER LINGUS	S	D	155	0	0	60	21	10	8	1	0	20	64	19	153	
	HEATHROW	AER LINGUS	S	A	393	0	0	78	13	8	2	0	0	10	75	12	374	
	HEATHROW	AER LINGUS	S	D	393	0	0	83	8	7	2	0	0	9	83	9	374	
	MANCHESTER	AER LINGUS	S	A	87	0	0	86	11	2	0	0	0	6	88	6	92	
	MANCHESTER	AER LINGUS	S	D	87	0	0	84	9	7	0	0	0	8	87	7	92	
	HEATHROW	BMI BRITISH MIDLAND	S	A	149	0	1	73	13	10	4	0	0	12	80	9	124	
	HEATHROW	BMI BRITISH MIDLAND	S	D	149	0	1	74	13	7	5	0	0	13	83	8	124	
	LONDON CITY	CITY JET	S	A	115	0	0	97	3	0	1	0	0	2	96	2	155	
	LONDON CITY	CITY JET	S	D	113	0	0	87	8	4	1	0	0	6	86	7	156	
	BIRMINGHAM	RYANAIR	S	A	88	5	0	88	8	5	0	0	0	5	88	6	93	
	BIRMINGHAM	RYANAIR	S	D	88	5	0	78	14	7	1	0	0	9	73	12	93	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 2010			
					90	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	
																	Actual (7)
DUBLIN	EDINBURGH	RYANAIR	S	A	90	0	0	84	8	4	3	0	0	7	78	13	76
	EDINBURGH	RYANAIR	S	D	90	0	0	79	9	8	3	1	0	12	75	15	76
	GATWICK	RYANAIR	S	A	138	0	0	84	12	3	1	0	0	7	85	7	124
	GATWICK	RYANAIR	S	D	138	0	0	82	7	7	4	1	0	12	70	13	124
	LUTON	RYANAIR	S	A	97	0	0	85	10	5	0	0	0	7	61	19	71
	LUTON	RYANAIR	S	D	97	0	0	93	5	2	0	0	0	4	73	24	71
	MANCHESTER	RYANAIR	S	A	93	0	0	87	12	1	0	0	0	5	63	17	89
	MANCHESTER	RYANAIR	S	D	93	0	0	78	10	11	1	0	0	10	61	19	89
	NEWCASTLE	RYANAIR	S	A	49	0	0	86	6	2	6	0	0	9	88	7	40
	NEWCASTLE	RYANAIR	S	D	49	0	0	84	8	2	6	0	0	12	73	12	40
	STANSTED	RYANAIR	S	A	209	0	0	75	20	4	1	0	0	11	66	14	213
	STANSTED	RYANAIR	S	D	209	0	0	91	6	2	0	0	0	5	79	13	213
	STANSTED	SWIFTAIR	C	D	3	0	0	0	33	0	67	0	0	80	0	0	0
<b>TOTAL DUBLIN</b>					<b>3904</b>	<b>15</b>	<b>2</b>	<b>82</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>11</b>	<b>11</b>
DUBROVNIK	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	90	10	0	0	0	0	5	84	9	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	94	3	3	0	0	0	6	71	14	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	25	0	0	88	12	0	0	0	0	6	57	23	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	25	0	0	96	4	0	0	0	0	3	43	36	30
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	86	14	0	0	0	0	7	57	24	14
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	100	0	0	0	0	0	4	50	28	14
	BIRMINGHAM	FLYBE LTD	S	A	5	0	0	100	0	0	0	0	0	0	75	11	4
	BIRMINGHAM	FLYBE LTD	S	D	5	0	0	100	0	0	0	0	0	6	75	17	4
	EDINBURGH	JET2.COM LTD	S	A	5	0	0	80	0	0	20	0	0	29	25	41	4
	EDINBURGH	JET2.COM LTD	S	D	5	0	0	80	0	0	20	0	0	26	100	3	4
	MANCHESTER	JET2.COM LTD	S	A	9	0	0	78	0	22	0	0	0	15	22	28	9
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	89	0	11	0	0	0	12	22	40	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	2	0	0	0
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	60	40	0	0	0	0	10	100	1	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	100	1	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	20	50	15	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	24	100	8	4

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
DUBROVNIK																		
	LUTON	WIZZ AIR	S	A	13	0	0	100	0	0	0	0	0	2	71	10	14	
	LUTON	WIZZ AIR	S	D	13	0	0	85	15	0	0	0	0	7	57	14	14	
<b>TOTAL DUBROVNIK</b>					<b>236</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>62</b>	<b>20</b>	<b>20</b>	
DUNDEE																		
	BIRMINGHAM	LOGANAIR	S	A	38	0	0	97	3	0	0	0	0	1	100	1	43	
	BIRMINGHAM	LOGANAIR	S	D	38	0	0	97	0	3	0	0	0	3	98	1	43	
	LONDON CITY	VLM (BELGIUM)	S	A	56	0	0	93	2	5	0	0	0	4	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	D	56	0	0	88	5	4	4	0	0	8	0	0	0	
<b>TOTAL DUNDEE</b>					<b>188</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>93</b>	<b>4</b>	<b>4</b>	
DUSSELDORF																		
	STANSTED	AIR BERLIN	S	A	77	0	1	75	12	9	4	0	0	13	73	14	74	
	STANSTED	AIR BERLIN	S	D	77	0	1	70	10	12	6	0	1	19	62	18	74	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	174	0	0	77	10	10	3	0	0	11	74	11	174	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	174	0	0	84	9	4	3	1	0	9	72	13	176	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	39	0	0	64	10	21	3	3	0	23	23	45	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	39	0	0	72	15	8	5	0	0	15	39	33	31	
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	78	0	0	90	6	3	1	0	0	5	97	5	73	
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	78	0	0	77	18	5	0	0	0	9	88	10	74	
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	A	52	0	0	87	10	2	2	0	0	6	83	11	48	
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	D	51	0	0	61	25	8	6	0	0	16	73	18	48	
	BIRMINGHAM	FLYBE LTD	S	A	65	0	0	82	6	9	3	0	0	9	76	20	66	
	BIRMINGHAM	FLYBE LTD	S	D	63	1	1	78	14	2	6	0	0	12	71	17	66	
	MANCHESTER	FLYBE LTD	S	A	54	0	0	80	9	11	0	0	0	10	87	8	62	
	MANCHESTER	FLYBE LTD	S	D	54	0	0	80	13	6	2	0	0	10	87	9	63	
	HEATHROW	LUFTHANSA	S	A	154	0	0	82	9	6	2	0	0	9	74	10	146	
	HEATHROW	LUFTHANSA	S	D	154	0	0	77	13	8	2	0	0	10	78	10	146	
	EDINBURGH	LUFTHANSA CITY LINE	S	A	31	0	0	77	13	6	3	0	0	11	88	7	26	
	EDINBURGH	LUFTHANSA CITY LINE	S	D	31	0	0	77	13	3	6	0	0	13	73	12	26	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	98	0	0	80	13	6	1	0	0	10	89	8	74	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	98	0	0	77	12	9	2	0	0	11	85	9	75	
<b>TOTAL DUSSELDORF</b>					<b>1642</b>	<b>1</b>	<b>3</b>	<b>78</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>13</b>	<b>13</b>	

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 2010				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
EAST MIDLANDS INTERNATI																		
	EDINBURGH	BMIBABY LTD	S	A	51	0	1	78	2	8	12	0	0	17	76	15	55	
	EDINBURGH	BMIBABY LTD	S	D	51	0	1	75	6	8	12	0	0	18	73	16	55	
	GLASGOW	BMIBABY LTD	S	A	52	0	0	87	4	2	8	0	0	10	79	9	52	
	GLASGOW	BMIBABY LTD	S	D	51	0	1	82	4	6	8	0	0	13	77	11	52	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>					<b>205</b>	<b>1</b>	<b>3</b>	<b>80</b>	<b>4</b>	<b>6</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>13</b>	<b>13</b>	
EDINBURGH																		
	LONDON CITY	BA CITYFLYER LTD	S	A	184	0	0	95	1	2	2	0	0	4	84	7	170	
	LONDON CITY	BA CITYFLYER LTD	S	D	179	0	0	85	9	5	1	0	0	6	74	14	175	
	HEATHROW	BMI BRITISH MIDLAND	S	A	214	0	0	73	15	9	2	0	0	11	79	9	185	
	HEATHROW	BMI BRITISH MIDLAND	S	D	219	0	0	81	9	7	2	0	0	9	83	7	190	
	MANCHESTER	BMI REGIONAL	S	A	111	0	0	95	2	3	0	0	0	3	93	6	122	
	MANCHESTER	BMI REGIONAL	S	D	110	0	0	93	5	2	0	1	0	5	91	4	122	
	GATWICK	BRITISH AIRWAYS PLC	S	A	123	0	0	80	13	6	2	0	0	9	65	18	124	
	GATWICK	BRITISH AIRWAYS PLC	S	D	124	0	0	72	17	8	3	0	0	12	66	17	124	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	275	0	0	80	8	9	2	0	0	14	72	12	307	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	275	0	0	79	12	7	3	0	0	10	73	12	307	
	LONDON CITY	CITY JET	S	A	59	0	0	97	3	0	0	0	0	2	92	4	162	
	LONDON CITY	CITY JET	S	D	59	0	0	95	3	0	2	0	0	4	90	5	161	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	103	0	0	75	15	6	5	0	0	12	47	39	96	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	103	0	0	74	12	10	5	0	0	13	49	38	96	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	80	0	0	83	6	5	5	1	0	11	79	11	78	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	80	0	0	84	8	3	5	1	0	12	76	14	79	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	121	0	0	84	3	7	4	1	0	10	72	14	99	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	122	0	0	81	7	8	4	0	0	9	79	13	99	
	BIRMINGHAM	FLYBE LTD	S	A	181	0	0	84	6	7	3	0	0	9	89	6	183	
	BIRMINGHAM	FLYBE LTD	S	D	181	0	0	69	15	8	7	0	0	17	80	11	182	
	MANCHESTER	FLYBE LTD	S	A	64	0	0	86	6	5	3	0	0	8	90	6	81	
	MANCHESTER	FLYBE LTD	S	D	64	0	0	78	9	6	6	0	0	13	84	13	82	
<b>TOTAL EDINBURGH</b>					<b>3031</b>	<b>16</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>12</b>	<b>12</b>	
EDMONTON																		
	HEATHROW	AIR CANADA	S	A	31	0	0	52	19	13	13	3	0	29	68	22	31	
	HEATHROW	AIR CANADA	S	D	31	0	0	74	13	3	3	6	0	29	65	19	31	
<b>TOTAL EDMONTON</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>16</b>	<b>8</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>29</b>	<b>66</b>	<b>21</b>	<b>21</b>	

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
EINDHOVEN	STANSTED	RYANAIR	S	A	62	0	0	85	8	2	3	2	0	12	94	10	53
	STANSTED	RYANAIR	S	D	62	0	0	94	3	0	3	0	0	5	96	2	53
	LONDON CITY	VLM (BELGIUM)	S	A	39	1	0	92	3	3	3	0	0	7	98	2	47
	LONDON CITY	VLM (BELGIUM)	S	D	40	0	0	90	3	3	5	0	0	8	90	9	48
<b>TOTAL EINDHOVEN</b>					<b>203</b>	<b>1</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>95</b>	<b>6</b>	<b>6</b>
ENFIDHA	MANCHESTER	FLYBE LTD	C	A	5	0	0	20	20	40	20	0	0	36	0	0	0
	MANCHESTER	FLYBE LTD	C	D	5	0	0	60	20	20	0	0	0	16	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	0	13	0	0	0	8	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	11	0	11	0	0	10	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	0	8	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	85	8	8	0	0	0	7	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	69	23	8	0	0	0	9	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	A	8	0	0	63	0	25	13	0	0	33	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	67	11	11	0	11	0	33	0	0	0
	LUTON	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0
	LUTON	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	0	0	0
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	1	0	25	50	25	0	0	0	23	0	0	0
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	60	20	0	20	0	0	23	0	0	0
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	13	0	0	0
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	TUNISAIR	C	A	3	0	0	0	33	0	67	0	0	55	0	23	1
	GATWICK	TUNISAIR	C	D	4	0	0	0	0	25	75	0	0	74	0	30	1
<b>TOTAL ENFIDHA</b>					<b>115</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>10</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>27</b>	<b>27</b>
ENTEBBE	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	64	18	9	9	0	0	18	81	10	21
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	68	14	18	0	0	0	12	77	12	22
<b>TOTAL ENTEBBE</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>79</b>	<b>11</b>	<b>11</b>
EXETER	EDINBURGH	FLYBE LTD	S	A	53	0	0	81	13	2	4	0	0	10	82	8	62
	EDINBURGH	FLYBE LTD	S	D	53	0	0	83	9	4	4	0	0	12	76	10	62
	GLASGOW	FLYBE LTD	S	A	31	0	0	77	6	13	3	0	0	11	77	17	31

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						JULY 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)										
EXETER	GLASGOW	FLYBE LTD	S	D	31	0	0	81	3	10	6	0	0	17	61	14	31	
	MANCHESTER	FLYBE LTD	S	A	47	0	0	91	4	2	2	0	0	7	85	15	48	
	MANCHESTER	FLYBE LTD	S	D	47	0	0	89	2	4	4	0	0	11	88	7	48	
	NEWCASTLE	FLYBE LTD	S	A	31	0	0	87	13	0	0	0	0	4	94	6	31	
	NEWCASTLE	FLYBE LTD	S	D	31	0	0	77	13	6	3	0	0	13	77	13	31	
<b>TOTAL EXETER</b>					<b>324</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>11</b>	<b>11</b>	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					JULY 2010					
					Actual (7)	Plan (8)		16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
FARNBOROUGH																		
FARO																		
	LONDON CITY	BA CITYFLYER LTD	S	A	12	0	0	83	0	0	17	0	0	18	0	0	0	0
	LONDON CITY	BA CITYFLYER LTD	S	D	12	0	0	67	17	8	8	0	0	20	0	0	0	0
	BIRMINGHAM	BMIBABY LTD	S	A	17	1	0	100	0	0	0	0	0	78	15	18		
	BIRMINGHAM	BMIBABY LTD	S	D	17	0	0	88	12	0	0	0	0	5	22	36	18	
	GATWICK	BRITISH AIRWAYS PLC	S	A	63	0	0	78	10	10	3	0	0	12	52	24	62	
	GATWICK	BRITISH AIRWAYS PLC	S	D	62	0	0	73	10	13	5	0	0	15	56	21	62	
	HEATHROW	BRITISH AIRWAYS PLC	C	A	4	0	0	100	0	0	0	0	0	4	0	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	C	D	4	0	0	75	25	0	0	0	0	12	0	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	152	0	0	76	13	8	3	0	0	13	46	39	158	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	152	0	0	76	14	7	3	0	0	12	42	40	159	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	92	8	0	0	0	0	4	50	24	14	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	92	8	0	0	0	0	6	43	26	14	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	90	3	2	5	0	0	7	64	30	61	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	81	11	3	5	0	0	11	59	26	61	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	25	0	0	92	0	8	0	0	0	4	61	21	31	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	25	0	0	80	12	4	4	0	0	11	68	22	31	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	65	0	0	83	14	3	0	0	0	6	54	22	89	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	66	0	0	86	8	6	0	0	0	6	56	21	89	
	BIRMINGHAM	FLYBE LTD	C	A	7	0	0	86	0	0	0	14	0	33	33	17	6	
	BIRMINGHAM	FLYBE LTD	C	D	8	0	0	88	0	0	0	13	0	35	0	34	7	
	EDINBURGH	JET2.COM LTD	S	A	18	0	0	67	28	6	0	0	0	11	33	27	18	
	EDINBURGH	JET2.COM LTD	S	D	18	0	0	100	0	0	0	0	0	5	78	17	18	
	GLASGOW	JET2.COM LTD	S	A	18	0	0	94	0	0	0	0	6	34	0	0	0	
	GLASGOW	JET2.COM LTD	S	D	18	0	0	94	0	0	0	0	6	37	0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	30	0	0	73	10	10	3	3	0	19	52	32	29	
	MANCHESTER	JET2.COM LTD	S	D	30	0	0	60	30	3	3	3	0	21	31	36	29	
	NEWCASTLE	JET2.COM LTD	S	A	22	0	0	95	0	0	5	0	0	7	0	0	0	
	NEWCASTLE	JET2.COM LTD	S	D	22	0	0	68	27	0	5	0	0	19	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	S	A	31	0	0	97	3	0	0	0	0	2	90	5	31	
	BIRMINGHAM	MONARCH AIRLINES	S	D	31	0	0	97	3	0	0	0	0	3	84	9	31	
	GATWICK	MONARCH AIRLINES	S	A	52	0	0	48	25	12	10	4	2	39	39	32	44	
	GATWICK	MONARCH AIRLINES	S	D	52	0	0	71	4	12	8	4	2	31	52	26	44	



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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
FARO																		
	LUTON	MONARCH AIRLINES	S	A	29	0	0	69	14	14	3	0	0	15	65	28	23	
	LUTON	MONARCH AIRLINES	S	D	29	0	0	79	7	7	7	0	0	16	65	30	23	
	MANCHESTER	MONARCH AIRLINES	S	A	54	0	0	78	11	9	0	0	2	16	63	28	48	
	MANCHESTER	MONARCH AIRLINES	S	D	54	0	0	78	13	7	0	0	2	16	69	26	48	
	BIRMINGHAM	RYANAIR	S	A	17	0	0	100	0	0	0	0	0	1	71	17	17	
	BIRMINGHAM	RYANAIR	S	D	17	0	0	94	0	6	0	0	0	5	53	36	17	
	EDINBURGH	RYANAIR	S	A	23	0	0	78	22	0	0	0	0	7	46	19	13	
	EDINBURGH	RYANAIR	S	D	23	0	0	61	26	13	0	0	0	14	77	14	13	
	MANCHESTER	RYANAIR	S	A	26	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	RYANAIR	S	D	26	0	0	96	0	4	0	0	0	5	0	0	0	
	STANSTED	RYANAIR	S	A	45	0	0	93	0	4	2	0	0	4	60	13	53	
	STANSTED	RYANAIR	S	D	45	0	0	84	2	11	2	0	0	10	43	23	53	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	4	60	17	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	40	24	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	7	0	0	57	14	29	0	0	0	18	57	35	14	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	0	22	0	0	0	13	60	38	15	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	7	0	0	86	0	14	0	0	0	11	33	68	9	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	0	15	38	71	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	0	11	0	0	10	80	35	10	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	22	11	0	0	0	12	58	40	12	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	80	5	5	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	1	80	4	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	0	56	23	9	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	4	89	22	9	
	GATWICK	THOMSON AIRWAYS LTD	C	A	13	0	0	69	15	15	0	0	0	11	50	25	14	
	GATWICK	THOMSON AIRWAYS LTD	C	D	13	0	0	77	8	15	0	0	0	9	71	23	14	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	5	80	13	5	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	2	5	
	LUTON	THOMSON AIRWAYS LTD	C	A	9	0	0	89	0	11	0	0	0	6	67	12	9	
	LUTON	THOMSON AIRWAYS LTD	C	D	9	0	0	78	11	11	0	0	0	8	100	4	9	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	9	0	0	78	0	0	22	0	0	26	64	15	14	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	9	0	0	78	0	0	22	0	0	28	71	20	14	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	60	11	5	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE								JULY 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)												
FARO																		
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	60	14	5	
	STANSTED	THOMSON AIRWAYS LTD	C	A	5	0	0	60	20	0	20	0	0	25	100	3	4	
	STANSTED	THOMSON AIRWAYS LTD	C	D	5	0	0	60	20	0	20	0	0	20	100	0	4	
<b>TOTAL FARO</b>					<b>1741</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>55</b>	<b>27</b>	<b>27</b>	
FEZ																		
	STANSTED	RYANAIR	S	A	13	0	0	77	0	23	0	0	0	10	77	8	13	
	STANSTED	RYANAIR	S	D	13	0	0	54	38	8	0	0	0	15	38	18	13	
<b>TOTAL FEZ</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>58</b>	<b>13</b>	<b>13</b>	
FIGARI																		
	HEATHROW	BMI BRITISH MIDLAND	C	A	5	0	0	0	20	40	20	0	20	147	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	C	D	5	0	0	100	0	0	0	0	0	3	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	9	50	23	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	3	4	
<b>TOTAL FIGARI</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>40</b>	<b>53</b>	<b>19</b>	<b>19</b>	
FLORENCE																		
	LONDON CITY	CITY JET	S	A	25	0	0	76	12	12	0	0	0	8	0	0	0	
	LONDON CITY	CITY JET	S	D	26	0	0	73	19	8	0	0	0	9	0	0	0	
	GATWICK	MERIDIANA AIR	S	A	62	0	0	73	10	5	10	3	0	25	43	41	60	
	GATWICK	MERIDIANA AIR	S	D	62	0	0	63	21	5	10	2	0	23	35	48	60	
<b>TOTAL FLORENCE</b>					<b>175</b>	<b>3</b>	<b>1</b>	<b>70</b>	<b>15</b>	<b>6</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>39</b>	<b>44</b>	<b>44</b>	
FORLI																		
FRANKFURT MAIN																		
	LONDON CITY	BA CITYFLYER LTD	S	A	66	0	0	92	3	5	0	0	0	4	100	1	68	
	LONDON CITY	BA CITYFLYER LTD	S	D	65	0	0	80	9	8	3	0	0	9	94	3	67	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	212	0	0	69	19	9	2	0	0	12	68	16	193	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	212	0	0	75	13	8	4	0	0	12	65	17	193	
	BIRMINGHAM	FLYBE LTD	S	A	25	0	0	80	12	4	4	0	0	7	90	5	51	
	BIRMINGHAM	FLYBE LTD	S	D	25	0	0	84	4	12	0	0	0	9	75	11	51	
	GLASGOW	FLYBE LTD	S	A	23	0	0	83	4	13	0	0	0	9	0	0	0	
	GLASGOW	FLYBE LTD	S	D	23	0	0	87	9	4	0	0	0	8	0	0	0	
	MANCHESTER	FLYBE LTD	S	A	27	0	0	74	7	7	11	0	0	20	82	17	49	
	MANCHESTER	FLYBE LTD	S	D	28	0	0	71	7	7	14	0	0	25	86	8	49	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
FRANKFURT MAIN																		
	BIRMINGHAM	LUFTHANSA	S	A	124	0	0	85	9	5	1	0	0	7	85	9	114	
	BIRMINGHAM	LUFTHANSA	S	D	124	0	0	60	26	12	2	0	0	16	79	12	114	
	EDINBURGH	LUFTHANSA	S	A	62	0	0	94	6	0	0	0	0	4	79	12	62	
	EDINBURGH	LUFTHANSA	S	D	62	0	0	73	21	6	0	0	0	10	63	17	62	
	HEATHROW	LUFTHANSA	S	A	334	0	0	67	20	10	2	0	0	13	62	16	304	
	HEATHROW	LUFTHANSA	S	D	334	0	0	67	18	12	3	0	0	14	69	12	304	
	MANCHESTER	LUFTHANSA	S	A	123	0	1	63	20	9	7	1	0	20	77	13	124	
	MANCHESTER	LUFTHANSA	S	D	124	0	0	52	31	12	4	1	0	21	76	10	123	
	LONDON CITY	LUFTHANSA CITY LINE	S	A	72	0	0	90	7	0	3	0	0	5	91	6	75	
	LONDON CITY	LUFTHANSA CITY LINE	S	D	71	0	0	73	15	7	3	1	0	13	80	9	76	
<b>TOTAL FRANKFURT MAIN</b>					<b>2137</b>	<b>4</b>	<b>1</b>	<b>72</b>	<b>17</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>12</b>	<b>12</b>	
FREETOWN																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	13	0	0	77	15	0	8	0	0	13	71	36	17	
	HEATHROW	BMI BRITISH MIDLAND	S	D	14	0	0	64	14	7	14	0	0	24	35	113	17	
<b>TOTAL FREETOWN</b>					<b>27</b>	<b>2</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>4</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>53</b>	<b>74</b>	<b>74</b>	
FUERTEVENTURA																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	67	11	11	11	0	0	16	44	17	9	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	78	11	11	0	0	0	7	22	37	9	
	BIRMINGHAM	MONARCH AIRLINES	S	A	9	0	0	100	0	0	0	0	0	4	75	9	8	
	BIRMINGHAM	MONARCH AIRLINES	S	D	9	0	0	33	33	33	0	0	0	24	56	21	9	
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	4	0	0	0	
	MANCHESTER	MONARCH AIRLINES	S	A	9	0	0	56	11	33	0	0	0	20	38	24	8	
	MANCHESTER	MONARCH AIRLINES	S	D	9	0	0	56	22	22	0	0	0	18	44	22	9	
	BIRMINGHAM	RYANAIR	S	A	9	0	0	89	0	11	0	0	0	9	0	0	0	
	BIRMINGHAM	RYANAIR	S	D	9	0	0	89	11	0	0	0	0	5	0	0	0	
	EDINBURGH	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	4	0	0	0	
	EDINBURGH	RYANAIR	S	D	9	0	0	89	0	11	0	0	0	8	0	0	0	
	LUTON	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	0	0	0	0	
	LUTON	RYANAIR	S	D	9	0	0	67	22	11	0	0	0	12	0	0	0	
	STANSTED	RYANAIR	S	A	18	0	0	89	11	0	0	0	0	3	88	8	8	
	STANSTED	RYANAIR	S	D	18	0	0	94	6	0	0	0	0	3	88	10	8	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	1	0	100	0	0	0	0	0	2	75	33	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	34	4	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
FUERTEVENTURA	GATWICK	THOMAS COOK AIRLINES LTD	C	A	14	0	0	93	7	0	0	0	0	3	56	31	16
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	14	0	0	86	0	14	0	0	0	10	53	26	17
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	7	0	0	43	14	0	43	0	0	50	75	20	8
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	7	0	0	29	29	14	14	14	0	53	75	23	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	14	0	0	79	0	7	14	0	0	17	31	30	13
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	14	0	0	79	7	7	7	0	0	21	50	26	14
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	0	80	21	5
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	11	0	0	0	0	6	75	24	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	29	50	21	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	39	50	24	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	4	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	78	22	0	0	0	0	9	50	19	8
	GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	89	0	11	0	0	0	8	78	10	9
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	16	75	22	4
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	17	75	22	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	9	0	0	78	0	11	0	11	0	41	56	25	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	9	0	0	78	0	11	0	11	0	47	67	20	9
	STANSTED	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	2	40	19	5
	STANSTED	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	60	14	5
<b>TOTAL FUERTEVENTURA</b>					<b>313</b>	<b>1</b>	<b>1</b>	<b>81</b>	<b>7</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>59</b>	<b>22</b>	<b>22</b>
FUNCHAL	GATWICK	AIR PORTUGAL	S	A	31	0	0	100	0	0	0	0	0	1	58	16	31
	GATWICK	AIR PORTUGAL	S	D	31	0	0	29	35	26	10	0	0	29	16	40	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	77	14	5	5	0	0	11	36	39	14
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	59	32	5	5	0	0	17	21	39	14
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	88	6	6	0	0	0	4	27	38	22
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	82	12	6	0	0	0	8	45	20	22
	MANCHESTER	JET2.COM LTD	S	A	9	0	0	56	0	22	22	0	0	27	100	4	4
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	67	11	22	0	0	0	12	50	12	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	1	25	56	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	25	73	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	31	25	83	4

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 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)												
FUNCHAL																		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	49	25	97	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	11	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	50	14	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	2	89	3	9	
	GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	1	89	6	9	
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	50	14	4	
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	7	75	13	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	4	56	39	9	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	9	0	0	89	0	11	0	0	0	5	33	63	9	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	30	4	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	25	56	4	
<b>TOTAL FUNCHAL</b>					<b>235</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>44</b>	<b>32</b>	<b>32</b>	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 2010				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
GALWAY																		
	EDINBURGH	AER ARANN	S	A	18	0	0	78	0	17	6	0	0	14	42	32	26	
	EDINBURGH	AER ARANN	S	D	18	0	0	78	6	11	6	0	0	10	50	32	26	
	LUTON	AER ARANN	S	A	18	0	0	83	6	6	6	0	0	10	77	13	65	
	LUTON	AER ARANN	S	D	18	0	0	50	22	22	6	0	0	19	67	22	75	
	MANCHESTER	AER ARANN	S	A	31	0	0	77	13	3	6	0	0	13	81	10	31	
	MANCHESTER	AER ARANN	S	D	31	0	0	68	23	6	3	0	0	14	48	18	31	
<b>TOTAL GALWAY</b>					<b>134</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>65</b>	<b>20</b>	<b>20</b>	
GATWICK																		
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	124	0	0	73	16	9	2	0	0	13	61	18	124	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	123	0	0	81	10	7	2	0	0	9	70	17	124	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	119	0	0	76	15	6	3	0	0	12	73	15	118	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	119	0	0	79	12	8	1	1	0	11	79	12	117	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	121	0	0	70	17	8	4	0	0	15	69	15	144	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	121	0	0	79	12	6	3	0	0	9	86	10	144	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	103	0	0	73	14	9	5	0	0	13	48	38	96	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	103	0	0	74	11	11	5	0	0	14	41	52	96	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	81	0	0	67	16	7	9	1	0	16	54	25	79	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	81	0	0	53	20	17	7	1	1	28	41	31	79	
	NEWCASTLE	FLYBE LTD	S	A	91	0	0	87	4	3	5	0	0	9	84	7	103	
	NEWCASTLE	FLYBE LTD	S	D	91	0	0	89	7	0	4	0	0	9	81	9	104	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	4	0	0	100	0	0	0	0	0	0	75	27	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	4	0	0	50	50	0	0	0	0	13	40	26	5	
<b>TOTAL GATWICK</b>					<b>1286</b>	<b>4</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>20</b>	<b>20</b>	
GAZIANTEP																		
GDANSK																		
	BIRMINGHAM	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	1	100	1	9	
	BIRMINGHAM	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	4	67	11	9	
	EDINBURGH	RYANAIR	S	A	13	0	0	85	0	8	8	0	0	9	92	2	13	
	EDINBURGH	RYANAIR	S	D	13	0	0	54	15	31	0	0	0	16	79	11	14	
	STANSTED	RYANAIR	S	A	31	0	0	94	3	3	0	0	0	2	94	5	31	
	STANSTED	RYANAIR	S	D	31	0	0	97	0	3	0	0	0	3	94	8	31	
	LUTON	WIZZ AIR	S	A	62	0	0	89	6	2	2	2	0	8	85	12	62	
	LUTON	WIZZ AIR	S	D	62	0	0	61	18	13	6	2	0	20	63	25	62	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)										
GDANSK																	
<b>TOTAL GDANSK</b>					<b>230</b>	<b>2</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>13</b>	<b>13</b>
GENEVA																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	247	0	0	74	15	9	2	0	0	11	68	15	235
	HEATHROW	BRITISH AIRWAYS PLC	S	D	247	0	0	79	11	8	2	0	0	9	69	15	235
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	37	0	0	81	11	3	5	0	0	10	38	25	45
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	37	0	0	73	22	3	3	0	0	11	69	14	45
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	40	0	0	60	23	8	10	0	0	22	36	54	11
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	40	0	0	73	15	8	5	0	0	13	18	47	11
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	79	10	3	5	3	0	18	56	27	62
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	69	18	6	6	0	0	17	60	28	62
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	30	0	1	73	20	3	3	0	0	11	23	36	31
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	57	30	13	0	0	0	16	23	42	30
	EDINBURGH	EASYJET SWITZERLAND	S	A	8	0	0	75	0	13	13	0	0	19	0	0	0
	EDINBURGH	EASYJET SWITZERLAND	S	D	8	0	0	63	13	13	13	0	0	26	0	0	0
	GATWICK	EASYJET SWITZERLAND	S	A	102	0	0	73	7	12	5	4	0	24	39	63	115
	GATWICK	EASYJET SWITZERLAND	S	D	102	0	0	58	19	16	7	1	0	20	23	44	115
	HEATHROW	SWISS AIRLINES	S	A	186	0	0	81	14	5	0	0	0	8	57	21	186
	HEATHROW	SWISS AIRLINES	S	D	186	0	0	80	12	8	0	0	0	8	66	18	186
	LONDON CITY	SWISS AIRLINES	S	A	105	0	0	89	9	2	1	0	0	5	85	7	108
	LONDON CITY	SWISS AIRLINES	S	D	106	0	0	93	4	1	2	0	0	4	85	7	108
<b>TOTAL GENEVA</b>					<b>1636</b>	<b>5</b>	<b>2</b>	<b>77</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>60</b>	<b>23</b>	<b>23</b>
GENOA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	77	10	6	6	0	0	14	71	16	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	68	19	3	10	0	0	17	84	9	31
	STANSTED	RYANAIR	S	A	31	0	0	48	45	6	0	0	0	15	61	18	31
	STANSTED	RYANAIR	S	D	31	0	0	77	19	3	0	0	0	9	65	12	31
<b>TOTAL GENOA</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>23</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>14</b>	<b>14</b>
GERONA																	
	BIRMINGHAM	RYANAIR	S	A	14	0	4	93	0	0	7	0	0	7	64	17	22
	BIRMINGHAM	RYANAIR	S	D	14	0	4	86	7	0	7	0	0	11	41	29	22
	LUTON	RYANAIR	S	A	18	0	0	72	22	6	0	0	0	12	69	22	16
	LUTON	RYANAIR	S	D	18	0	0	78	22	0	0	0	0	8	63	43	16
	NEWCASTLE	RYANAIR	S	A	13	0	0	54	15	23	8	0	0	19	69	17	13

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
GERONA																		
	NEWCASTLE	RYANAIR	S	D	13	0	0	46	15	23	15	0	0	27	54	32	13	
	STANSTED	RYANAIR	S	A	67	0	0	63	25	9	3	0	0	14	40	28	62	
	STANSTED	RYANAIR	S	D	67	0	0	88	9	3	0	0	0	7	74	13	62	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	0	11	100	1	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	8	100	1	5	
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	67	33	0	0	0	0	10	89	9	9	
	GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	89	0	0	11	0	0	14	100	2	9	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	9	0	0	78	11	11	0	0	0	10	44	16	9	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	7	78	7	9	
<b>TOTAL GERONA</b>					<b>270</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>16</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>63</b>	<b>20</b>	<b>20</b>	
GIBRALTAR																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	81	13	3	3	0	0	12	48	28	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	90	6	3	0	0	0	3	87	10	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	90	3	6	0	0	0	5	28	41	29	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	87	13	0	0	0	0	6	32	32	31	
	LUTON	MONARCH AIRLINES	S	A	49	0	0	55	27	10	2	4	2	33	29	42	31	
	LUTON	MONARCH AIRLINES	S	D	49	0	0	65	18	8	2	4	2	30	65	29	31	
	MANCHESTER	MONARCH AIRLINES	S	A	22	0	0	50	32	18	0	0	0	17	15	45	13	
	MANCHESTER	MONARCH AIRLINES	S	D	22	0	0	77	14	9	0	0	0	10	54	14	13	
<b>TOTAL GIBRALTAR</b>					<b>266</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>17</b>	<b>47</b>	<b>30</b>	<b>30</b>	
GLASGOW																		
	LONDON CITY	BA CITYFLYER LTD	S	A	107	0	0	93	5	2	1	0	0	4	80	10	86	
	LONDON CITY	BA CITYFLYER LTD	S	D	108	0	0	86	7	4	3	0	0	7	80	13	85	
	GATWICK	BRITISH AIRWAYS PLC	S	A	119	0	0	75	13	10	1	1	0	12	71	12	117	
	GATWICK	BRITISH AIRWAYS PLC	S	D	119	0	0	74	16	7	3	0	0	12	70	14	118	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	227	0	1	78	10	8	4	0	0	11	76	14	251	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	227	0	1	81	7	8	4	0	0	10	74	13	251	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	81	0	0	51	20	19	9	1	1	29	41	30	79	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	81	0	0	62	16	12	9	1	0	20	48	29	79	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	87	0	0	85	7	6	2	0	0	8	68	23	87	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	87	0	0	82	9	6	3	0	0	9	66	21	87	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	104	0	0	84	9	4	4	0	0	8	82	11	108	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	104	0	0	87	7	2	5	0	0	8	76	14	108	



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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
GLASGOW																		
	BIRMINGHAM	FLYBE LTD	S	A	157	0	0	91	4	1	3	1	0	7	93	4	161	
	BIRMINGHAM	FLYBE LTD	S	D	157	0	0	87	7	3	3	0	0	9	78	11	162	
	MANCHESTER	FLYBE LTD	S	A	58	0	0	93	3	3	0	0	0	4	93	4	81	
	MANCHESTER	FLYBE LTD	S	D	58	0	0	88	3	3	5	0	0	8	91	4	81	
<b>TOTAL GLASGOW</b>					<b>1883</b>	<b>5</b>	<b>2</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>13</b>	<b>13</b>	
GOTEBORG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	87	6	6	0	0	0	5	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	85	6	6	2	0	0	7	0	0	0	
	BIRMINGHAM	CITY AIRLINE	S	A	7	0	0	86	0	0	14	0	0	24	100	0	3	
	BIRMINGHAM	CITY AIRLINE	S	D	7	0	0	86	0	0	14	0	0	25	100	1	3	
	MANCHESTER	CITY AIRLINE	S	A	26	0	1	100	0	0	0	0	0	2	93	6	29	
	MANCHESTER	CITY AIRLINE	S	D	26	0	1	100	0	0	0	0	0	1	93	3	29	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	71	10	16	3	0	0	15	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	52	32	13	3	0	0	18	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	86	7	7	0	0	0	7	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	93	0	7	0	0	0	4	0	0	0	
	HEATHROW	SAS	S	A	58	0	0	86	9	2	3	0	0	9	86	6	58	
	HEATHROW	SAS	S	D	58	0	0	91	3	2	2	0	2	12	95	3	58	
<b>TOTAL GOTEBORG</b>					<b>398</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>5</b>	<b>5</b>	
GOTEBORG (SAVE)																		
	EDINBURGH	RYANAIR	S	A	13	0	3	92	8	0	0	0	0	2	0	0	0	
	EDINBURGH	RYANAIR	S	D	13	0	3	92	0	8	0	0	0	8	0	0	0	
	STANSTED	RYANAIR	S	A	62	0	0	81	13	6	0	0	0	8	79	7	61	
	STANSTED	RYANAIR	S	D	62	0	0	87	8	5	0	0	0	8	77	10	62	
<b>TOTAL GOTEBORG (SAVE)</b>					<b>150</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>8</b>	<b>8</b>	
GRAND CAYMAN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	83	6	11	0	0	0	10	56	101	18	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	78	22	0	0	0	0	8	56	22	18	
<b>TOTAL GRAND CAYMAN</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>56</b>	<b>62</b>	<b>62</b>	
GRAZ																		
	MANCHESTER	BMI REGIONAL	C	A	2	0	0	100	0	0	0	0	0	6	50	37	2	
	MANCHESTER	BMI REGIONAL	C	D	2	0	0	100	0	0	0	0	0	4	100	5	2	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)											
GRAZ	STANSTED	RYANAIR	S	A	18	0	0	33	17	44	6	0	0	29	64	16	22
	STANSTED	RYANAIR	S	D	18	0	0	39	22	33	6	0	0	24	68	12	22
<b>TOTAL GRAZ</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>18</b>	<b>35</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>65</b>	<b>15</b>	<b>15</b>
GRENADA	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	88	0	0	13	0	0	14	100	0	8
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	78	0	11	11	0	0	23	88	9	8
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	50	0	0	0	0	11	40	23	5
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	5	0	0	20	60	0	20	0	0	29	40	40	5
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	6	40	39	5
<b>TOTAL GRENADA</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>3</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>68</b>	<b>19</b>	<b>19</b>
GUADALAJARA																	
GUERNSEY	GATWICK	AURIGNY AIR SERVICES	S	A	171	0	0	82	9	6	2	0	0	9	93	4	150
	GATWICK	AURIGNY AIR SERVICES	S	D	171	0	0	84	8	6	2	0	0	8	89	8	150
	MANCHESTER	AURIGNY AIR SERVICES	S	A	65	0	0	80	12	2	6	0	0	12	92	3	62
	MANCHESTER	AURIGNY AIR SERVICES	S	D	65	0	0	75	14	6	5	0	0	12	98	1	62
	STANSTED	AURIGNY AIR SERVICES	S	A	31	0	0	87	6	3	3	0	0	10	93	4	30
	STANSTED	AURIGNY AIR SERVICES	S	D	31	0	0	77	16	3	3	0	0	10	74	12	31
	BIRMINGHAM	FLYBE LTD	S	A	31	0	0	87	3	6	0	3	0	12	77	24	30
	BIRMINGHAM	FLYBE LTD	S	D	31	0	0	81	13	0	6	0	0	12	76	24	33
	GATWICK	FLYBE LTD	S	A	150	0	0	86	5	5	3	0	0	8	93	4	151
	GATWICK	FLYBE LTD	S	D	150	0	0	83	8	3	5	1	0	11	90	6	179
<b>TOTAL GUERNSEY</b>					<b>896</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>7</b>	<b>7</b>

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 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	89	6	6	0	0	0	3	68	18	22	
	EDINBURGH	RYANAIR	S	D	18	0	0	89	6	6	0	0	0	4	59	22	22	
	STANSTED	RYANAIR	S	A	71	0	0	90	7	0	3	0	0	7	79	9	84	
	STANSTED	RYANAIR	S	D	71	0	0	83	13	1	3	0	0	9	81	10	84	
<b>TOTAL HAHN</b>					<b>180</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>12</b>	<b>12</b>	
HALIFAX INT																		
	HEATHROW	AIR CANADA	S	A	31	0	0	77	6	6	6	0	3	44	87	48	31	
	HEATHROW	AIR CANADA	S	D	31	0	0	68	19	13	0	0	0	12	58	32	31	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	5	0	0	80	0	20	0	0	0	11	80	17	5	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	4	0	0	100	0	0	0	0	0	7	80	20	5	
<b>TOTAL HALIFAX INT</b>					<b>71</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>74</b>	<b>37</b>	<b>37</b>	
HAMBURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	93	5	2	0	0	0	3	85	8	124	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	89	6	4	1	0	0	5	76	9	124	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	47	0	0	60	21	15	4	0	0	16	43	40	49	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	47	0	0	64	19	13	4	0	0	16	33	47	49	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	77	15	0	8	0	0	13	65	16	26	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	81	12	0	8	0	0	12	65	16	26	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	77	12	12	0	0	0	10	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	81	8	12	0	0	0	9	0	0	0	
	BIRMINGHAM	FLYBE LTD	S	A	31	0	0	97	0	0	3	0	0	3	77	34	31	
	BIRMINGHAM	FLYBE LTD	S	D	31	0	0	94	3	0	3	0	0	9	65	14	31	
	HEATHROW	LUFTHANSA	S	A	93	0	0	94	3	2	1	0	0	4	83	7	120	
	HEATHROW	LUFTHANSA	S	D	93	0	0	90	5	3	1	0	0	5	88	6	120	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	63	0	0	86	10	0	5	0	0	9	91	5	65	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	63	0	0	89	3	5	3	0	0	8	89	4	64	
<b>TOTAL HAMBURG</b>					<b>832</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>13</b>	<b>13</b>	
HANOVER																		
	BIRMINGHAM	AIR BERLIN	C	A	9	0	0	78	0	0	22	0	0	34	100	0	9	
	BIRMINGHAM	AIR BERLIN	C	D	9	0	0	56	11	0	22	11	0	49	100	3	9	
	GATWICK	AIR BERLIN	S	A	19	0	0	100	0	0	0	0	0	3	0	0	0	
	GATWICK	AIR BERLIN	S	D	19	0	0	95	5	0	0	0	0	5	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	A	83	0	0	80	10	7	4	0	0	12	88	5	84	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 2010			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
HANOVER	HEATHROW	BMI BRITISH MIDLAND	S	D	83	0	0	82	10	5	4	0	0	11	90	5	84
	BIRMINGHAM	FLYBE LTD	S	A	49	0	0	88	0	10	2	0	0	8	80	16	41
	BIRMINGHAM	FLYBE LTD	S	D	49	0	0	80	12	0	8	0	0	12	63	21	41
	MANCHESTER	FLYBE LTD	S	A	31	0	0	74	13	6	6	0	0	11	77	9	31
	MANCHESTER	FLYBE LTD	S	D	31	0	0	77	3	10	10	0	0	15	84	8	31
	NEWCASTLE	FLYBE LTD	S	A	9	0	0	67	33	0	0	0	0	9	77	12	13
	NEWCASTLE	FLYBE LTD	S	D	9	0	0	67	33	0	0	0	0	11	92	7	13
	STANSTED	GERMANWINGS	S	A	52	0	0	79	8	13	0	0	0	9	82	13	51
	STANSTED	GERMANWINGS	S	D	52	0	0	81	6	13	0	0	0	9	78	16	51
<b>TOTAL HANOVER</b>					<b>505</b>	<b>2</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>11</b>	<b>11</b>
HARARE	GATWICK	AIR ZIMBABWE	S	A	9	0	6	11	0	33	44	11	0	73	60	21	10
	GATWICK	AIR ZIMBABWE	S	D	9	0	6	11	11	0	67	11	0	96	27	26	11
<b>TOTAL HARARE</b>					<b>18</b>	<b>0</b>	<b>12</b>	<b>11</b>	<b>6</b>	<b>17</b>	<b>56</b>	<b>11</b>	<b>0</b>	<b>84</b>	<b>43</b>	<b>24</b>	<b>24</b>
HASSI MESSAOUD	GATWICK	MONARCH AIRLINES	C	A	12	0	0	75	8	8	0	0	8	64	62	25	13
	GATWICK	MONARCH AIRLINES	C	D	12	0	0	100	0	0	0	0	0	1	92	13	13
<b>TOTAL HASSI MESSAOUD</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>33</b>	<b>77</b>	<b>19</b>	<b>19</b>
HAUGESUND	STANSTED	RYANAIR	S	A	13	0	0	69	23	8	0	0	0	10	92	6	13
	STANSTED	RYANAIR	S	D	13	0	0	92	8	0	0	0	0	6	92	7	13
<b>TOTAL HAUGESUND</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>6</b>	<b>6</b>
HAVANA	GATWICK	CUBANA	S	A	4	0	0	100	0	0	0	0	0	1	75	24	4
	GATWICK	CUBANA	S	D	4	0	0	0	50	50	0	0	0	31	25	36	4
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	0	0	50	13	13	25	0	0	29	67	24	9
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	78	0	0	22	0	0	20	0	74	8
<b>TOTAL HAVANA</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>12</b>	<b>12</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>40</b>	<b>42</b>	<b>42</b>
HEATHROW	EDINBURGH	BMI BRITISH MIDLAND	S	A	219	0	0	69	18	9	4	0	0	13	77	10	190
	EDINBURGH	BMI BRITISH MIDLAND	S	D	214	0	0	79	11	8	2	0	0	9	79	9	185
	MANCHESTER	BMI BRITISH MIDLAND	S	A	140	0	3	76	13	9	2	0	0	10	83	9	166

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

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
HEATHROW																		
	MANCHESTER	BMI BRITISH MIDLAND	S	D	139	0	2	84	6	8	1	0	0	8	82	8	166	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	275	0	0	71	16	9	3	0	0	13	62	16	307	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	275	0	0	81	7	9	2	0	0	13	78	10	307	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	227	1	1	71	16	7	5	0	0	15	62	17	251	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	227	0	1	85	6	6	4	0	0	10	76	13	251	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	222	0	0	76	17	5	3	0	0	11	67	16	224	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	222	0	0	89	6	2	2	0	0	6	78	9	223	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	170	0	1	84	10	4	2	0	0	7	70	14	172	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	171	0	0	86	8	4	2	0	0	9	74	13	170	
<b>TOTAL HEATHROW</b>					<b>2501</b>	<b>1</b>	<b>8</b>	<b>79</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>12</b>	<b>12</b>	
HELSINKI																		
	EDINBURGH	BLUE 1	S	A	9	0	0	56	22	22	0	0	0	16	0	0	0	
	EDINBURGH	BLUE 1	S	D	9	0	0	67	11	11	11	0	0	17	0	0	0	
	HEATHROW	BLUE 1	S	A	57	0	0	74	11	14	0	2	0	13	59	22	56	
	HEATHROW	BLUE 1	S	D	56	0	1	84	7	4	2	2	2	23	84	14	57	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	57	0	0	82	7	5	5	0	0	11	66	13	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	57	0	0	79	12	4	5	0	0	11	74	10	62	
	HEATHROW	FINNAIR	S	A	124	0	0	82	11	5	2	0	0	7	81	7	123	
	HEATHROW	FINNAIR	S	D	124	0	0	73	21	5	1	0	0	9	84	8	124	
	MANCHESTER	FINNAIR	S	A	62	0	0	90	10	0	0	0	0	5	71	10	62	
	MANCHESTER	FINNAIR	S	D	62	0	0	68	26	5	2	0	0	13	82	8	62	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	26	0	0	27	38	31	4	0	0	27	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	26	0	0	23	35	35	8	0	0	30	0	0	0	
<b>TOTAL HELSINKI</b>					<b>669</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>16</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>12</b>	<b>12</b>	
HERAKLION																		
	HEATHROW	AEGEAN AIRLINES	S	A	8	0	0	100	0	0	0	0	0	0	0	0	0	
	HEATHROW	AEGEAN AIRLINES	S	D	8	0	0	88	13	0	0	0	0	3	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	52	0	0	63	17	10	10	0	0	20	33	62	48	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	53	0	0	53	26	15	6	0	0	18	24	58	49	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	77	8	8	8	0	0	16	79	9	14	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	69	15	8	8	0	0	16	50	14	14	
	BIRMINGHAM	FLY HELLAS	C	A	5	0	0	40	0	0	40	0	20	194	0	0	0	
	BIRMINGHAM	FLY HELLAS	C	D	5	0	0	40	0	0	40	0	20	210	0	0	0	

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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
HERAKLION																		
	GATWICK	FLY HELLAS	C	A	5	0	0	40	0	0	40	0	20	140	0	0	0	
	GATWICK	FLY HELLAS	C	D	6	0	0	33	0	17	33	0	17	139	0	0	0	
	GLASGOW	FLY HELLAS	C	A	4	0	0	50	0	50	0	0	26	0	0	0		
	GLASGOW	FLY HELLAS	C	D	4	0	0	0	50	50	0	0	34	0	0	0		
	MANCHESTER	JET2.COM LTD	S	A	4	0	0	100	0	0	0	0	2	75	9	4		
	MANCHESTER	JET2.COM LTD	S	D	4	0	0	75	0	25	0	0	11	50	19	4		
	NEWCASTLE	JET2.COM LTD	S	A	4	0	0	100	0	0	0	0	1	50	26	4		
	NEWCASTLE	JET2.COM LTD	S	D	4	0	0	50	25	25	0	0	17	50	17	4		
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	100	1	13		
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	4	92	3	13		
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	75	0	25	0	0	17	85	23	26		
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	75	13	0	13	0	12	65	32	26		
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	75	0	0	25	0	20	65	19	17		
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	20	50	26	18		
	BIRMINGHAM	SKY WINGS AIRLINES	C	A	2	2	0	50	50	0	0	0	10	0	0	0		
	BIRMINGHAM	SKY WINGS AIRLINES	C	D	5	0	0	20	0	60	20	0	61	0	0	0		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	1	78	19	9		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	0	13	0	0	7	78	18	9		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	23	0	0	61	0	9	26	4	41	29	122	14		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	25	0	0	48	12	8	28	4	49	29	131	14		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	0	0	50	0	0	13	38	100	44	113	9		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	0	0	38	13	0	13	38	118	44	97	9		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	21	0	0	62	0	19	10	10	39	50	104	18		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	22	0	0	55	5	0	36	5	45	56	49	18		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	7	0	0	100	0	0	0	0	4	75	17	4		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	13	25	0	0	17	50	21	4		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	10	0	0	90	0	10	0	0	8	70	21	10		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	78	11	11	0	0	12	55	36	11		
	GATWICK	THOMSON AIRWAYS LTD	C	A	16	0	0	75	13	13	0	0	8	81	19	21		
	GATWICK	THOMSON AIRWAYS LTD	C	D	17	0	0	59	12	29	0	0	16	68	25	22		
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	100	0	4		
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	50	13	4		
	LUTON	THOMSON AIRWAYS LTD	C	A	5	0	0	60	20	0	20	0	25	25	88	4		

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

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
HERAKLION	LUTON	THOMSON AIRWAYS LTD	C	D	5	0	0	60	20	0	20	0	0	29	0	89	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	14	0	0	57	14	14	14	0	0	24	53	22	15
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	15	0	0	60	13	20	7	0	0	23	47	23	15
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	5	60	72	5
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	15	40	81	5
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	6	75	11	4
	STANSTED	THOMSON AIRWAYS LTD	C	D	6	0	0	100	0	0	0	0	0	2	75	7	4
	GATWICK	TOR AIR	C	A	2	0	0	50	0	50	0	0	0	22	0	0	0
	GATWICK	TOR AIR	C	D	2	0	0	0	50	50	0	0	0	37	0	0	0
<b>TOTAL HERAKLION</b>					<b>490</b>	<b>2</b>	<b>0</b>	<b>65</b>	<b>10</b>	<b>11</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>30</b>	<b>57</b>	<b>39</b>	<b>39</b>
HOLGUIN (FRANK PAIS)	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	50	17	2	2
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	4	50	54	2
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	14	40	29	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	33	75	16	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	0	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	6	75	18	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	75	367	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	8	60	26	5
<b>TOTAL HOLGUIN (FRANK PAIS)</b>					<b>29</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>9</b>	<b>67</b>	<b>67</b>	<b>67</b>
HONG KONG (CHEP LAP KOK)	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	92	2	2	2	0	3	23	93	4	59
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	81	3	6	6	2	2	36	72	15	61
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	124	1	2	87	3	3	6	1	0	10	73	21	124
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	125	0	1	90	7	2	1	0	0	8	63	19	124
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>					<b>374</b>	<b>1</b>	<b>3</b>	<b>87</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>16</b>	<b>73</b>	<b>17</b>	<b>17</b>
HOUSTON	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	79	13	5	3	0	0	11	71	15	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	69	15	10	6	0	0	16	55	19	62
	HEATHROW	CONTINENTAL AIRLINES	S	A	62	0	0	73	16	5	6	0	0	15	71	23	62
	HEATHROW	CONTINENTAL AIRLINES	S	D	62	0	0	76	10	8	6	0	0	12	52	36	62
<b>TOTAL HOUSTON</b>					<b>248</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>62</b>	<b>23</b>	<b>23</b>

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 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	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	89	0	11	0	0	0	10	78	13	9	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	44	33	11	11	0	0	21	11	43	9	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	80	20	0	0	0	0	5	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	60	20	20	0	0	0	13	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	67	11	22	0	0	0	14	78	13	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	0	0	33	0	0	29	78	21	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	3	44	47	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	0	6	22	73	9	
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	A	5	0	0	80	0	20	0	0	0	7	0	0	0	
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	D	5	0	0	60	20	0	20	0	0	19	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	S	A	5	0	0	60	20	20	0	0	0	12	100	2	5	
	GATWICK	THOMSON AIRWAYS LTD	S	D	5	0	0	40	20	40	0	0	0	26	80	11	5	
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	5	0	0	60	20	20	0	0	0	16	100	7	5	
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	5	0	0	60	0	20	20	0	0	27	20	22	5	
<b>TOTAL HURGHADA</b>					<b>94</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>11</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>62</b>	<b>25</b>	<b>25</b>	
HYDERABAD ( RAJIV GHANDI )																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	0	76	5	0	19	0	0	21	95	3	22	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	41	32	9	18	0	0	35	23	28	22	
<b>TOTAL HYDERABAD ( RAJIV GHANDI )</b>					<b>43</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>19</b>	<b>5</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>59</b>	<b>16</b>	<b>16</b>	



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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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																		
	EDINBURGH	BA CITYFLYER LTD	C	A	5	0	0	40	0	0	60	0	0	83	0	0	0	0
	EDINBURGH	BA CITYFLYER LTD	C	D	5	0	0	80	0	0	20	0	0	22	0	0	0	0
	GLASGOW	BA CITYFLYER LTD	C	A	5	0	0	80	20	0	0	0	0	4	0	0	0	0
	GLASGOW	BA CITYFLYER LTD	C	D	5	0	0	100	0	0	0	0	0	3	0	0	0	0
	LONDON CITY	BA CITYFLYER LTD	S	A	31	0	0	58	16	19	6	0	0	18	31	65	16	16
	LONDON CITY	BA CITYFLYER LTD	S	D	31	0	0	74	10	10	6	0	0	14	50	39	16	16
	NEWCASTLE	BA CITYFLYER LTD	C	A	5	0	0	80	0	0	20	0	0	28	0	0	0	0
	NEWCASTLE	BA CITYFLYER LTD	C	D	5	0	0	40	20	0	40	0	0	60	0	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	61	16	10	13	0	0	21	29	35	35	35
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	71	16	6	6	0	0	16	49	22	35	35
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	68	0	0	74	12	12	3	0	0	14	21	64	66	66
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	68	0	0	68	15	13	4	0	0	16	37	39	67	67
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	67	11	22	0	0	0	15	0	42	8	8
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	56	33	11	0	0	0	14	56	34	9	9
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	65	10	6	19	0	0	21	54	28	28	28
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	77	10	6	6	0	0	14	53	25	30	30
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	4	0	0	50	25	25	0	0	0	15	0	72	6	6
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	4	0	0	25	50	25	0	0	0	29	43	78	7	7
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	72	0	0	89	6	4	0	1	0	9	45	34	91	91
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	72	0	0	86	7	6	1	0	0	7	65	19	91	91
	EDINBURGH	FLYBE LTD	C	A	5	0	0	60	40	0	0	0	0	15	40	40	5	5
	EDINBURGH	FLYBE LTD	C	D	5	0	0	100	0	0	0	0	0	9	60	18	5	5
	EDINBURGH	JET2.COM LTD	S	A	14	0	0	7	21	29	43	0	0	59	0	69	14	14
	EDINBURGH	JET2.COM LTD	S	D	14	0	0	50	0	29	21	0	0	42	36	38	14	14
	MANCHESTER	JET2.COM LTD	S	A	31	0	0	65	23	0	10	0	3	34	32	31	31	31
	MANCHESTER	JET2.COM LTD	S	D	31	0	0	58	29	3	10	0	0	21	35	23	31	31
	NEWCASTLE	JET2.COM LTD	S	A	19	0	0	63	26	5	5	0	0	16	22	49	9	9
	NEWCASTLE	JET2.COM LTD	S	D	19	0	0	74	21	0	5	0	0	15	22	33	9	9
	BIRMINGHAM	MONARCH AIRLINES	S	A	19	0	0	95	5	0	0	0	0	2	94	2	18	18
	BIRMINGHAM	MONARCH AIRLINES	S	D	19	0	0	89	0	5	5	0	0	8	74	10	19	19
	GATWICK	MONARCH AIRLINES	S	A	23	0	0	61	13	13	9	4	0	32	39	53	18	18
	GATWICK	MONARCH AIRLINES	S	D	23	0	0	52	9	17	17	4	0	37	37	57	19	19
	MANCHESTER	MONARCH AIRLINES	S	A	23	0	0	74	9	17	0	0	0	10	61	19	28	28

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 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
IBIZA	MANCHESTER	MONARCH AIRLINES	S	D	23	0	0	70	9	13	9	0	0	21	46	27	28
	BIRMINGHAM	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	0	92	2	13
	BIRMINGHAM	RYANAIR	S	D	13	0	0	77	23	0	0	0	0	8	46	19	13
	STANSTED	RYANAIR	S	A	34	0	0	68	21	9	3	0	0	14	52	27	23
	STANSTED	RYANAIR	S	D	34	0	0	85	12	0	3	0	0	7	74	16	23
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	13	0	0	100	0	0	0	0	0	0	75	26	8
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	13	0	0	92	8	0	0	0	0	2	67	24	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	13	0	0	69	0	8	23	0	0	33	50	19	16
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	14	0	0	79	0	0	21	0	0	30	76	12	17
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	13	0	0	69	15	8	8	0	0	20	29	48	17
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	12	0	0	58	25	0	17	0	0	28	60	28	15
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	28	0	0	71	0	4	18	4	4	46	36	97	14
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	30	0	0	63	7	3	20	3	3	56	53	69	15
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	11	0	0	0	0	2	75	24	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	11	0	0	0	0	8	75	28	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	2	75	13	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	7	75	11	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	18	0	0	94	0	6	0	0	0	4	71	12	14
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	18	0	0	100	0	0	0	0	0	2	64	15	14
	GATWICK	THOMSON AIRWAYS LTD	C	A	25	0	0	88	8	0	0	4	0	12	75	32	24
	GATWICK	THOMSON AIRWAYS LTD	C	D	26	0	0	96	0	0	0	4	0	12	89	13	27
	GLASGOW	THOMSON AIRWAYS LTD	C	A	9	0	0	67	0	0	33	0	0	40	33	41	9
	GLASGOW	THOMSON AIRWAYS LTD	C	D	9	0	0	56	11	0	33	0	0	43	56	35	9
	LUTON	THOMSON AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	3	44	41	9
	LUTON	THOMSON AIRWAYS LTD	C	D	9	0	0	67	22	0	11	0	0	14	78	14	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	23	0	0	83	4	9	0	4	0	21	77	11	26
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	23	0	0	70	26	0	0	4	0	21	89	6	27
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	13	0	0	100	0	0	0	0	0	2	62	30	13
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	13	0	0	100	0	0	0	0	0	0	62	31	13
	STANSTED	THOMSON AIRWAYS LTD	C	A	9	0	0	78	11	11	0	0	0	10	60	15	5
	STANSTED	THOMSON AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	3	100	1	5
<b>TOTAL IBIZA</b>					<b>1260</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>51</b>	<b>31</b>	<b>31</b>

ILHA DO SAL C.VERDE

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 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
ILHA DO SAL C.VERDE																		
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	A	4	0	0	75	0	0	25	0	0	21	100	0	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	D	4	0	0	75	0	0	25	0	0	21	75	6	4	
	GATWICK	THOMSON AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	0	75	6	4	
	GATWICK	THOMSON AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	3	100	5	4		
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	4	0	0	25	50	0	25	0	0	42	75	13	4	
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	4	0	0	75	0	0	25	0	0	31	75	10	4	
<b>TOTAL ILHA DO SAL C.VERDE</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>83</b>	<b>7</b>	<b>7</b>	
INNSBRUCK																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	11	0	0	73	18	9	0	0	0	9	56	25	9	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	11	0	0	64	36	0	0	0	0	10	56	18	9	
	BIRMINGHAM	FLYBE LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	0	5	
	BIRMINGHAM	FLYBE LTD	C	D	5	0	0	80	20	0	0	0	0	6	100	8	5	
	EDINBURGH	FLYBE LTD	C	A	5	0	0	80	0	20	0	0	0	13	40	35	5	
	EDINBURGH	FLYBE LTD	C	D	5	0	0	20	60	20	0	0	0	21	40	52	5	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	40	0	40	20	0	0	50	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	40	0	20	20	20	0	66	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	6	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	9	0	0	0	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	4	60	13	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	4	100	1	5	
<b>TOTAL INNSBRUCK</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>26</b>	<b>26</b>	
INVERNESS																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	36	0	0	75	11	11	3	0	0	13	42	37	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	36	0	0	89	6	6	0	0	0	5	52	28	31	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	39	0	0	79	5	3	13	0	0	15	81	16	36	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	39	0	0	79	5	5	10	0	0	16	72	19	36	
	BIRMINGHAM	FLYBE LTD	S	A	31	0	0	94	0	0	3	3	0	13	84	31	31	
	BIRMINGHAM	FLYBE LTD	S	D	31	0	0	81	10	6	3	0	0	15	71	24	31	
	GATWICK	FLYBE LTD	S	A	88	0	0	90	6	3	1	0	0	5	98	2	88	
	GATWICK	FLYBE LTD	S	D	88	0	0	72	19	8	1	0	0	11	84	7	88	
	MANCHESTER	FLYBE LTD	S	A	51	0	0	96	2	2	0	0	0	3	91	8	53	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
INVERNESS																		
	MANCHESTER	FLYBE LTD	S	D	51	0	0	86	6	4	4	0	0	9	85	7	53	
	STANSTED	TITAN AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	STANSTED	TITAN AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
<b>TOTAL INVERNESS</b>					<b>494</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>14</b>	<b>14</b>	
IRELAND WEST(KNOCK)																		
	GATWICK	AER LINGUS	S	A	31	0	0	84	10	0	6	0	0	10	68	20	31	
	GATWICK	AER LINGUS	S	D	31	0	0	77	16	3	3	0	0	11	52	21	31	
	BIRMINGHAM	BMIBABY LTD	S	A	19	0	0	63	11	0	26	0	0	33	71	12	21	
	BIRMINGHAM	BMIBABY LTD	S	D	19	0	0	37	26	11	21	5	0	59	33	27	21	
	MANCHESTER	BMIBABY LTD	S	A	20	0	0	80	5	5	5	5	0	22	55	24	29	
	MANCHESTER	BMIBABY LTD	S	D	20	0	0	80	10	5	5	0	0	14	55	26	29	
	EDINBURGH	FLYBE LTD	S	A	21	0	0	76	5	14	5	0	0	11	0	0	0	
	EDINBURGH	FLYBE LTD	S	D	21	0	0	71	10	14	5	0	0	13	0	0	0	
	LUTON	RYANAIR	S	A	18	0	0	61	28	11	0	0	0	13	71	16	17	
	LUTON	RYANAIR	S	D	18	0	0	56	33	11	0	0	0	15	65	19	17	
	STANSTED	RYANAIR	S	A	31	0	0	81	16	3	0	0	0	9	84	8	31	
	STANSTED	RYANAIR	S	D	31	0	0	97	3	0	0	0	0	4	94	3	31	
<b>TOTAL IRELAND WEST(KNOCK)</b>					<b>280</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>66</b>	<b>17</b>	<b>17</b>	
ISLAMABAD																		
	MANCHESTER	AIR BLUE	S	A	14	0	0	21	21	29	29	0	0	61	72	14	18	
	MANCHESTER	AIR BLUE	S	D	14	0	0	36	21	14	29	0	0	49	56	19	18	
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	A	18	0	0	33	28	17	11	11	0	60	78	66	18	
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	D	18	0	0	61	22	0	6	11	0	39	67	69	18	
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	18	0	0	39	6	22	28	0	6	67	65	16	17	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	18	0	0	72	22	0	6	0	0	17	65	15	17	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	22	0	0	73	14	9	5	0	0	18	68	15	22	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	22	0	0	64	18	9	9	0	0	22	73	16	22	
<b>TOTAL ISLAMABAD</b>					<b>144</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>19</b>	<b>12</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>40</b>	<b>68</b>	<b>28</b>	<b>28</b>	
ISLAY																		
	GLASGOW	LOGANAIR	S	A	65	0	0	95	2	3	0	0	0	2	93	6	59	
	GLASGOW	LOGANAIR	S	D	65	0	0	95	2	3	0	0	0	4	92	8	59	
<b>TOTAL ISLAY</b>					<b>130</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>92</b>	<b>7</b>	<b>7</b>	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 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
ISLE OF MAN	LONDON CITY	AER ARANN	S	A	78	0	0	90	9	1	0	0	0	4	96	5	76
	LONDON CITY	AER ARANN	S	D	78	0	0	95	3	1	1	0	0	4	91	7	76
	NEWCASTLE	FLM AVIATION	S	A	4	0	0	100	0	0	0	0	0	0	63	30	8
	NEWCASTLE	FLM AVIATION	S	D	4	0	0	100	0	0	0	0	0	0	63	28	8
	BIRMINGHAM	FLYBE LTD	S	A	52	0	0	87	2	6	4	2	0	11	91	7	53
	BIRMINGHAM	FLYBE LTD	S	D	52	0	0	81	4	8	8	0	0	14	81	18	53
	GATWICK	FLYBE LTD	S	A	114	0	0	95	2	2	1	1	0	6	98	3	114
	GATWICK	FLYBE LTD	S	D	114	0	0	89	4	5	1	0	0	5	95	4	113
	LUTON	FLYBE LTD	S	A	31	0	0	100	0	0	0	0	0	0	87	12	31
	LUTON	FLYBE LTD	S	D	31	0	0	81	13	0	3	3	0	19	74	20	31
	MANCHESTER	FLYBE LTD	S	A	132	0	0	92	3	3	2	0	0	4	94	4	132
	MANCHESTER	FLYBE LTD	S	D	132	0	0	95	0	4	2	0	0	4	91	5	133
	EDINBURGH	LOGANAIR	S	A	26	0	0	81	12	8	0	0	0	7	90	10	30
	EDINBURGH	LOGANAIR	S	D	26	0	0	88	0	8	4	0	0	8	88	13	26
	GLASGOW	LOGANAIR	S	A	31	0	0	81	10	10	0	0	0	8	89	14	27
	GLASGOW	LOGANAIR	S	D	31	0	0	90	10	0	0	0	0	3	85	15	27
<b>TOTAL ISLE OF MAN</b>					<b>936</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>91</b>	<b>8</b>	<b>8</b>
ISTANBUL	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	84	12	2	2	0	0	7	73	11	93
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	71	16	13	0	0	0	12	53	17	93
	BIRMINGHAM	THY TURK HAVA YOLLARI TURKISH	S	A	23	0	0	74	26	0	0	0	0	9	70	14	23
	BIRMINGHAM	THY TURK HAVA YOLLARI TURKISH	S	D	23	0	0	43	43	13	0	0	0	20	9	37	23
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	138	0	0	79	12	8	1	0	0	9	54	19	125
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	138	0	0	78	14	6	1	0	0	10	45	26	125
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	A	31	0	0	58	32	10	0	0	0	13	55	17	31
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	D	31	0	0	45	29	23	3	0	0	22	13	38	31
<b>TOTAL ISTANBUL</b>					<b>570</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>17</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>51</b>	<b>20</b>	<b>20</b>
ISTANBUL (SABIHA GOKCEN)	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	19	0	0	79	5	11	5	0	0	9	61	24	18

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)												
ISTANBUL (SABIHA GOKCEN)																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	19	0	0	84	5	11	0	0	0	11	56	25	18	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	77	9	9	0	5	0	23	43	34	23	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	50	23	18	5	5	0	34	61	29	23	
	STANSTED	PEGASUS AIRLINES	S	A	46	0	0	89	7	2	2	0	0	6	29	42	34	
	STANSTED	PEGASUS AIRLINES	S	D	55	0	1	64	20	11	5	0	0	19	24	50	34	
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>					<b>183</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>13</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>40</b>	<b>35</b>	<b>35</b>	
IZMIR (ADNAM MENDERES)																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	89	11	0	0	0	0	4	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	67	33	0	0	0	0	15	0	0	0	
	STANSTED	PEGASUS AIRLINES	S	A	18	0	0	100	0	0	0	0	0	1	0	0	0	
	STANSTED	PEGASUS AIRLINES	S	D	18	0	0	78	17	6	0	0	0	10	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	0	60	13	10	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	0	2	67	16	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	10	0	0	80	0	0	10	10	0	34	25	79	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	0	70	10	10	0	10	0	36	11	84	9	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	33	0	0	0	0	11	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	0	11	11	0	0	28	31	57	13	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	44	33	0	11	11	0	37	31	64	13	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	0	0	20	81	80	37	5	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	0	0	20	87	80	43	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	50	25	0	0	25	0	69	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	18	78	28	9	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	14	78	30	9	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	60	0	20	20	0	0	23	89	10	9	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	12	44	51	9	
<b>TOTAL IZMIR (ADNAM MENDERES)</b>					<b>152</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>21</b>	<b>58</b>	<b>36</b>	<b>36</b>	

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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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	17	0	0	59	0	12	12	18	0	60	75	26	16	
	HEATHROW	BMI BRITISH MIDLAND	S	D	17	0	0	29	29	12	12	18	0	71	56	24	16	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	23	0	0	91	4	4	0	0	0	3	100	0	22	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	23	0	0	43	30	17	9	0	0	24	83	9	23	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	32	0	0	66	19	3	13	0	0	18	74	11	31	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	33	0	0	88	9	3	0	0	0	8	65	15	31	
<b>TOTAL JEDDAH</b>					<b>145</b>	<b>3</b>	<b>0</b>	<b>66</b>	<b>15</b>	<b>8</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>25</b>	<b>76</b>	<b>13</b>	<b>13</b>	
JERBA																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	20	0	0	22	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	20	0	20	0	0	29	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	20	40	0	0	0	20	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	0	13	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0	
<b>TOTAL JERBA</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>7</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>29</b>	<b>76</b>	<b>76</b>	
JEREZ																		
	STANSTED	RYANAIR	S	A	18	0	0	28	6	56	11	0	0	34	68	14	31	
	STANSTED	RYANAIR	S	D	18	0	0	83	6	6	6	0	0	14	87	8	31	
<b>TOTAL JEREZ</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>6</b>	<b>31</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>77</b>	<b>11</b>	<b>11</b>	
JERSEY																		
	STANSTED	AURIGNY AIR SERVICES	S	A	10	0	0	50	50	0	0	0	0	13	83	8	30	
	STANSTED	AURIGNY AIR SERVICES	S	D	10	0	0	100	0	0	0	0	0	4	87	5	30	
	LONDON CITY	BLUE ISLANDS LIMITED	S	A	47	0	0	89	4	2	4	0	0	11	0	0	0	
	LONDON CITY	BLUE ISLANDS LIMITED	S	D	46	0	0	78	13	4	2	2	0	14	0	0	0	
	MANCHESTER	BMIBABY LTD	S	A	27	0	0	85	11	0	4	0	0	9	68	25	31	
	MANCHESTER	BMIBABY LTD	S	D	27	0	0	74	11	11	4	0	0	14	58	30	31	
	GATWICK	BRITISH AIRWAYS PLC	S	A	154	0	0	71	18	6	4	1	0	14	88	7	172	
	GATWICK	BRITISH AIRWAYS PLC	S	D	154	0	0	73	16	5	6	1	0	14	83	9	172	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	85	0	8	8	0	0	14	0	0	0	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	92	0	0	8	0	0	14	0	0	0	
	BIRMINGHAM	FLYBE LTD	S	A	59	1	1	78	2	15	3	2	0	13	71	13	62	
	BIRMINGHAM	FLYBE LTD	S	D	60	0	0	78	8	7	3	3	0	19	70	15	60	
	EDINBURGH	FLYBE LTD	S	A	28	0	0	93	4	0	0	4	0	11	73	13	33	

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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						JULY 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)										
JERSEY																		
	EDINBURGH	FLYBE LTD	S	D	28	0	0	82	11	4	0	4	0	15	85	13	33	
	GATWICK	FLYBE LTD	S	A	168	0	0	89	7	3	2	0	0	6	89	6	207	
	GATWICK	FLYBE LTD	S	D	168	0	0	83	12	4	1	0	0	8	82	10	181	
	GLASGOW	FLYBE LTD	S	A	13	0	0	46	23	23	8	0	0	26	79	19	19	
	GLASGOW	FLYBE LTD	S	D	13	0	0	62	8	8	23	0	0	31	58	25	19	
	LUTON	FLYBE LTD	S	A	23	0	0	87	9	0	4	0	0	8	77	22	22	
	LUTON	FLYBE LTD	S	D	23	0	0	100	0	0	0	0	0	3	73	25	22	
	MANCHESTER	FLYBE LTD	S	A	41	0	0	68	15	7	7	2	0	21	78	14	51	
	MANCHESTER	FLYBE LTD	S	D	41	0	0	73	10	12	5	0	0	15	80	8	51	
	NEWCASTLE	FLYBE LTD	S	A	23	0	0	78	13	0	9	0	0	15	82	18	22	
	NEWCASTLE	FLYBE LTD	S	D	23	0	0	83	4	4	9	0	0	17	82	32	22	
<b>TOTAL JERSEY</b>					<b>1213</b>	<b>1</b>	<b>1</b>	<b>79</b>	<b>11</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>11</b>	<b>11</b>	
JOHANNESBURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	89	6	2	2	2	0	10	91	5	86	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	1	0	58	21	5	11	2	3	50	59	21	87	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	58	0	1	81	12	3	2	0	2	20	80	10	61	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	58	0	1	74	12	9	5	0	0	14	67	14	61	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	71	13	10	3	3	0	19	87	6	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	81	10	6	0	0	3	32	58	15	31	
<b>TOTAL JOHANNESBURG</b>					<b>302</b>	<b>1</b>	<b>2</b>	<b>75</b>	<b>13</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>74</b>	<b>12</b>	<b>12</b>	



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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)												
KALAMATA																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	0	20	0	64	25	108	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	2	25	91	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	75	78	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	0	13	0	95	4	
	GATWICK	TOR AIR	C	A	13	0	0	31	23	15	23	0	8	95	0	0	0	
	GATWICK	TOR AIR	C	D	13	0	0	46	0	23	23	0	8	91	0	0	0	
<b>TOTAL KALAMATA</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>7</b>	<b>13</b>	<b>13</b>	<b>2</b>	<b>4</b>	<b>61</b>	<b>29</b>	<b>86</b>	<b>86</b>	
KANSAS CITY																		
KARACHI																		
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	4	0	0	75	25	0	0	0	0	6	59	47	17	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	14	0	0	29	29	29	7	0	7	65	47	31	17	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	9	0	0	89	0	0	11	0	0	13	50	21	4	
<b>TOTAL KARACHI</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>4</b>	<b>39</b>	<b>53</b>	<b>37</b>	<b>37</b>	
KARLSRUHE/BADEN BADEN																		
	STANSTED	RYANAIR	S	A	31	0	0	94	3	3	0	0	0	4	92	11	53	
	STANSTED	RYANAIR	S	D	31	0	0	94	6	0	0	0	0	6	91	5	53	
<b>TOTAL KARLSRUHE/BADEN BADEN</b>					<b>62</b>	<b>1</b>	<b>0</b>	<b>94</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>92</b>	<b>8</b>	<b>8</b>	
KATOWICE																		
	BIRMINGHAM	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	0	89	5	9	
	BIRMINGHAM	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	3	78	11	9	
	STANSTED	RYANAIR	S	A	31	0	0	90	6	0	3	0	0	7	77	13	31	
	STANSTED	RYANAIR	S	D	31	0	0	77	16	3	3	0	0	13	87	9	31	
	LUTON	WIZZ AIR	S	A	62	0	0	89	3	5	3	0	0	6	76	23	63	
	LUTON	WIZZ AIR	S	D	62	1	0	56	21	10	10	3	0	30	53	45	62	
<b>TOTAL KATOWICE</b>					<b>204</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>25</b>	<b>25</b>	
KAUNAS																		
	BIRMINGHAM	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	0	100	0	8	
	BIRMINGHAM	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	2	100	6	8	
	EDINBURGH	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	0	100	0	9	
	EDINBURGH	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	0	100	3	9	
	GATWICK	RYANAIR	S	A	22	0	0	100	0	0	0	0	0	1	74	10	31	
	GATWICK	RYANAIR	S	D	22	0	0	91	9	0	0	0	0	4	68	16	31	

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
KAUNAS																		
	LUTON	RYANAIR	S	A	13	0	0	92	0	8	0	0	0	3	86	7	14	
	LUTON	RYANAIR	S	D	13	0	0	92	0	8	0	0	0	7	64	17	14	
	STANSTED	RYANAIR	S	A	32	0	0	94	3	3	0	0	0	3	97	4	31	
	STANSTED	RYANAIR	S	D	31	0	0	97	0	3	0	0	0	7	100	5	31	
<b>TOTAL KAUNAS</b>					<b>169</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>86</b>	<b>8</b>	<b>8</b>	
KAVALA																		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	5	100	0	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	13	100	4	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	0	100	0	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	0	75	5	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	2	50	71	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	60	40	0	0	0	0	11	25	81	4	
<b>TOTAL KAVALA</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>27</b>	<b>27</b>	
KEFALLINIA																		
	MANCHESTER	BMI BRITISH MIDLAND	C	A	10	0	0	60	10	10	20	0	0	22	44	31	9	
	MANCHESTER	BMI BRITISH MIDLAND	C	D	10	0	0	60	20	20	0	0	0	15	67	24	9	
	GATWICK	MONARCH AIRLINES	C	A	10	0	0	80	10	10	0	0	0	11	54	19	13	
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	80	10	10	0	0	0	8	92	4	13	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	50	9	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	11	0	0	0	7	75	34	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	11	11	0	0	0	13	75	40	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	22	0	0	0	0	5	50	27	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	22	0	0	0	0	8	88	7	8	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	1	100	2	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	60	0	0	0	0	15	75	10	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	60	95	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	60	90	5	
	GATWICK	THOMSON AIRWAYS LTD	C	A	17	0	0	82	6	0	12	0	0	14	76	14	17	
	GATWICK	THOMSON AIRWAYS LTD	C	D	17	0	0	65	12	12	12	0	0	26	71	19	17	
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	1	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	17	0	0	88	6	6	0	0	0	5	53	36	17	

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE						JULY 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)											
KEFALLINIA																	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	17	0	0	76	12	12	0	0	0	13	47	42	17
	STANSTED	THOMSON AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	0	14	75	13	4
	STANSTED	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	6	100	3	4	
	GATWICK	TOR AIR	C	A	10	0	0	80	20	0	0	0	6	0	0	0	
	GATWICK	TOR AIR	C	D	10	0	0	70	30	0	0	0	12	0	0	0	
<b>TOTAL KEFALLINIA</b>					<b>208</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>67</b>	<b>25</b>	<b>25</b>
KEFLAVIK																	
	EDINBURGH	ASTRAEUS LTD	S	A	9	0	0	56	0	22	22	0	0	27	0	0	0
	EDINBURGH	ASTRAEUS LTD	S	D	8	0	1	88	0	13	0	0	0	5	0	0	0
	GATWICK	ASTRAEUS LTD	S	A	55	0	2	22	18	35	20	4	2	67	33	58	40
	GATWICK	ASTRAEUS LTD	S	D	56	0	0	32	29	20	20	0	0	38	36	50	39
	GLASGOW	ICELANDAIR	S	A	19	0	0	79	5	5	5	5	0	19	86	7	14
	GLASGOW	ICELANDAIR	S	D	19	0	0	68	16	5	5	5	0	25	79	10	14
	HEATHROW	ICELANDAIR	S	A	62	0	0	66	23	10	2	0	0	13	76	10	62
	HEATHROW	ICELANDAIR	S	D	62	0	0	60	16	19	5	0	0	19	60	14	62
	MANCHESTER	ICELANDAIR	S	A	19	0	0	79	11	5	5	0	0	17	100	3	14
	MANCHESTER	ICELANDAIR	S	D	19	0	0	79	5	5	5	5	0	22	79	12	14
<b>TOTAL KEFLAVIK</b>					<b>328</b>	<b>0</b>	<b>3</b>	<b>54</b>	<b>17</b>	<b>17</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>61</b>	<b>24</b>	<b>24</b>
KERRY COUNTY																	
	MANCHESTER	AER ARANN	S	A	21	0	0	57	24	14	5	0	0	20	22	28	18
	MANCHESTER	AER ARANN	S	D	21	0	0	81	10	5	5	0	0	15	83	9	18
	LUTON	RYANAIR	S	A	31	0	0	94	6	0	0	0	0	2	87	5	31
	LUTON	RYANAIR	S	D	31	0	0	97	0	3	0	0	0	4	71	11	31
	STANSTED	RYANAIR	S	A	31	0	0	100	0	0	0	0	0	2	94	4	31
	STANSTED	RYANAIR	S	D	31	0	0	94	6	0	0	0	0	6	90	6	31
<b>TOTAL KERRY COUNTY</b>					<b>166</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>9</b>	<b>9</b>
KHARTOUM																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	14	0	0	86	7	7	0	0	0	4	77	11	13
	HEATHROW	BMI BRITISH MIDLAND	S	D	8	0	0	25	25	50	0	0	0	29	0	37	13
<b>TOTAL KHARTOUM</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>38</b>	<b>24</b>	<b>24</b>
KIEV (BORISPOL)																	
	GATWICK	AEROSVIT AIRLINES	S	A	23	0	0	61	13	9	17	0	0	24	0	0	0

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 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
KIEV (BORISPOL)																		
	GATWICK	AEROSVIT AIRLINES	S	D	23	0	0	52	9	17	22	0	0	34	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	53	0	0	75	17	8	0	0	0	8	47	30	45	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	53	0	0	96	4	0	0	0	0	3	76	15	45	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	31	0	0	58	35	6	0	0	0	12	77	8	39	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	31	0	0	32	32	32	3	0	0	26	54	18	39	
<b>TOTAL KIEV (BORISPOL)</b>					<b>214</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>17</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>61</b>	<b>25</b>	<b>25</b>	
KIEV (ZHULYANY)																		
	LUTON	WIZZ AIR	S	A	13	0	0	77	0	8	8	8	0	35	0	0	0	
	LUTON	WIZZ AIR	S	D	13	0	0	62	15	8	0	15	0	43	0	0	0	
<b>TOTAL KIEV (ZHULYANY)</b>					<b>26</b>	<b>2</b>	<b>0</b>	<b>69</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>	
KINGSTON																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	33	56	11	0	0	0	18	64	8	14	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	67	22	0	11	0	0	18	92	10	13	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	11	22	56	11	0	0	40	22	32	9	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	0	0	13	63	25	0	0	48	0	39	9	
<b>TOTAL KINGSTON</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>29</b>	<b>31</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>50</b>	<b>23</b>	<b>23</b>	
KIRKWALL																		
	EDINBURGH	LOGANAIR	S	A	77	0	0	94	3	1	3	0	0	4	93	4	75	
	EDINBURGH	LOGANAIR	S	D	75	2	0	91	3	3	1	3	0	12	83	13	75	
	GLASGOW	LOGANAIR	S	A	31	0	0	87	6	3	0	3	0	10	100	0	31	
	GLASGOW	LOGANAIR	S	D	31	0	0	90	3	3	3	0	0	8	100	4	31	
<b>TOTAL KIRKWALL</b>					<b>214</b>	<b>2</b>	<b>0</b>	<b>91</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>7</b>	<b>7</b>	
KLAGENFURT																		
	STANSTED	RYANAIR	S	A	13	0	0	46	38	8	8	0	0	21	29	34	14	
	STANSTED	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	3	79	13	14	
<b>TOTAL KLAGENFURT</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>19</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>54</b>	<b>23</b>	<b>23</b>	
KOS																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	41	18	24	18	0	0	34	11	77	18	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	41	12	29	18	0	0	35	22	69	18	
	MANCHESTER	JET2.COM LTD	S	A	4	0	0	100	0	0	0	0	0	4	0	62	4	
	MANCHESTER	JET2.COM LTD	S	D	4	0	0	0	50	50	0	0	0	29	0	66	4	

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 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
KOS	GATWICK	MONARCH AIRLINES	C	A	3	0	0	100	0	0	0	0	0	0	44	54	9
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	1	13	82	8
	BIRMINGHAM	SKY WINGS AIRLINES	C	A	3	0	0	100	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	SKY WINGS AIRLINES	C	D	3	0	0	67	33	0	0	0	0	10	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	0	10	0	126	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	19	0	116	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	0	11	0	0	21	50	58	14
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	0	13	0	13	0	36	40	66	15
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	0	12	56	71	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	0	25	0	0	30	29	96	7
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	69	15	0	15	0	0	17	62	107	13
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	46	31	8	15	0	0	26	47	96	15
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	60	36	5
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	4	40	42	5
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	1	0	0	0
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	0	12	0	0	0
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	50	53	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	8	25	55	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	18	0	0	50	11	17	22	0	0	25	58	17	12
	GATWICK	THOMSON AIRWAYS LTD	C	D	18	0	0	44	6	22	22	6	0	51	15	43	13
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	13	0	0	46	23	23	8	0	0	22	46	35	13
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	13	0	0	31	15	38	8	8	0	48	38	31	13
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	3	5
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	75	11	4
	GATWICK	TOR AIR	C	A	18	0	0	28	11	33	17	6	6	81	0	0	0
	GATWICK	TOR AIR	C	D	20	0	0	30	15	20	20	5	10	102	0	0	0
	MANCHESTER	TOR AIR	C	A	8	0	0	100	0	0	0	0	0	3	0	0	0
	MANCHESTER	TOR AIR	C	D	8	0	0	25	50	25	0	0	0	21	0	0	0
<b>TOTAL KOS</b>					<b>267</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>12</b>	<b>16</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>33</b>	<b>37</b>	<b>60</b>	<b>60</b>
KRAKOW	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	83	0	0	11	6	0	33	71	22	17
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	83	0	11	6	0	0	14	71	16	17
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	87	3	6	3	0	0	9	55	31	31

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
KRAKOW																			
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	90	3	3	3	0	0	8	55	29	31		
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	33	11	33	22	0	0	35	0	0	0		
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	44	33	11	11	0	0	27	0	0	0		
	EDINBURGH	RYANAIR	S	A	12	0	1	75	8	8	8	0	0	21	69	9	13		
	EDINBURGH	RYANAIR	S	D	13	0	0	69	8	15	8	0	0	25	92	4	13		
	STANSTED	RYANAIR	S	A	62	0	0	95	2	2	2	0	0	3	89	6	62		
	STANSTED	RYANAIR	S	D	62	0	0	92	3	5	0	0	0	5	84	8	62		
<b>TOTAL KRAKOW</b>					<b>265</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>4</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>16</b>	<b>16</b>		
KUALA LUMPUR (SEPANG)																			
	STANSTED	AIR ASIA	S	A	27	0	0	93	0	4	4	0	0	7	95	1	40		
	STANSTED	AIR ASIA	S	D	27	0	0	81	4	4	11	0	0	18	88	14	40		
	HEATHROW	MALAYSIAN AIRLINES SYSTEM- MAS	S	A	62	0	1	95	2	3	0	0	0	3	87	7	62		
	HEATHROW	MALAYSIAN AIRLINES SYSTEM- MAS	S	D	62	0	0	66	31	2	2	0	0	11	65	16	62		
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>180</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>10</b>	<b>10</b>		
KUWAIT																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	87	3	3	6	0	0	9	100	1	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	58	19	10	13	0	0	25	48	20	31		
	HEATHROW	KUWAIT AIRWAYS	S	A	35	0	1	66	26	6	3	0	0	15	42	25	31		
	HEATHROW	KUWAIT AIRWAYS	S	D	37	0	0	41	24	11	22	3	0	41	45	27	31		
<b>TOTAL KUWAIT</b>					<b>134</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>19</b>	<b>7</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>59</b>	<b>18</b>	<b>18</b>		

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
LA CORUNA																		
	HEATHROW	VUELING AIRLINES	S	A	31	0	0	90	3	3	3	0	0	9	43	25	30	
	HEATHROW	VUELING AIRLINES	S	D	31	0	0	81	10	3	6	0	0	11	30	35	30	
<b>TOTAL LA CORUNA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>37</b>	<b>30</b>	<b>30</b>	
LA ROCHELLE																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	68	18	9	0	5	0	20	33	22	12	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	86	14	0	0	0	0	4	58	16	12	
	BIRMINGHAM	FLYBE LTD	S	A	14	0	0	93	0	0	7	0	0	9	85	12	13	
	BIRMINGHAM	FLYBE LTD	S	D	14	0	0	86	7	0	7	0	0	12	69	22	13	
	EDINBURGH	JET2.COM LTD	S	A	4	0	1	75	0	25	0	0	0	13	0	76	5	
	EDINBURGH	JET2.COM LTD	S	D	5	0	0	40	20	20	20	0	0	29	0	80	5	
	STANSTED	RYANAIR	S	A	27	0	0	74	15	11	0	0	0	11	88	8	16	
	STANSTED	RYANAIR	S	D	27	0	0	78	11	11	0	0	0	9	94	4	16	
<b>TOTAL LA ROCHELLE</b>					<b>135</b>	<b>0</b>	<b>17</b>	<b>78</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>64</b>	<b>26</b>	<b>26</b>	
LA ROMANA																		
LAGOS																		
	HEATHROW	ARIK AIR	S	A	31	0	0	87	6	3	3	0	0	8	39	54	31	
	HEATHROW	ARIK AIR	S	D	31	0	0	84	10	6	0	0	0	6	71	41	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	90	10	0	0	0	0	4	81	10	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	35	35	29	0	0	0	22	32	31	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	100	0	0	0	0	0	1	81	8	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	65	23	6	6	0	0	15	23	47	31	
<b>TOTAL LAGOS</b>					<b>187</b>	<b>3</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>54</b>	<b>32</b>	<b>32</b>	
LAHORE																		
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	13	0	0	69	15	15	0	0	0	11	43	42	14	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	13	0	0	31	31	31	8	0	0	32	43	45	14	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	13	0	0	31	31	15	15	8	0	47	68	28	19	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	9	0	0	67	0	22	11	0	0	31	89	6	9	
<b>TOTAL LAHORE</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>21</b>	<b>21</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>58</b>	<b>42</b>	<b>42</b>	
LAMETIA-TERME																		
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	80	20	0	0	0	0	7	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	1	0	0	0	
	STANSTED	RYANAIR	S	A	18	0	0	33	33	28	6	0	0	26	0	0	0	

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Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)										
LAMETIA-TERME	STANSTED	RYANAIR	S	D	18	0	0	89	11	0	0	0	0	7	0	0	0
<b>TOTAL LAMETIA-TERME</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>20</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
LARNACA	HEATHROW	AEGEAN AIRLINES	S	A	31	0	0	87	10	3	0	0	0	6	0	0	0
	HEATHROW	AEGEAN AIRLINES	S	D	31	0	0	45	23	29	3	0	0	21	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	71	23	6	0	0	0	12	58	18	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	81	10	10	0	0	0	9	58	16	31
	HEATHROW	CYPRUS AIRWAYS	S	A	79	0	0	78	15	3	4	0	0	11	49	23	79
	HEATHROW	CYPRUS AIRWAYS	S	D	79	0	0	57	19	15	9	0	0	22	41	28	80
	MANCHESTER	CYPRUS AIRWAYS	S	A	18	0	0	56	22	17	6	0	0	20	62	16	21
	MANCHESTER	CYPRUS AIRWAYS	S	D	18	0	0	33	28	22	17	0	0	31	33	28	21
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	22	0	1	64	32	5	0	0	0	10	24	53	29
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	65	26	9	0	0	0	15	10	55	30
	GATWICK	FLY HELLAS	C	A	4	0	0	50	0	25	25	0	0	38	0	0	0
	GATWICK	FLY HELLAS	C	D	4	0	0	50	25	0	25	0	0	29	0	0	0
	GLASGOW	FLY HELLAS	C	A	5	0	0	40	0	40	0	0	20	170	0	0	0
	GLASGOW	FLY HELLAS	C	D	5	0	0	0	20	60	0	0	20	179	0	0	0
	MANCHESTER	FLY HELLAS	C	A	12	0	0	8	8	50	25	8	0	68	0	0	0
	MANCHESTER	FLY HELLAS	C	D	11	0	0	9	9	45	27	9	0	66	0	0	0
	STANSTED	FLY HELLAS	C	A	2	0	0	0	50	0	0	0	50	386	0	0	0
	STANSTED	FLY HELLAS	C	D	2	0	0	0	0	0	50	0	50	459	0	0	0
	MANCHESTER	JET2.COM LTD	S	A	5	0	0	20	20	40	20	0	0	57	0	0	0
	MANCHESTER	JET2.COM LTD	S	D	5	0	0	0	40	40	20	0	0	57	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	S	A	13	1	0	92	0	8	0	0	0	4	64	117	14
	BIRMINGHAM	MONARCH AIRLINES	S	D	14	0	0	71	29	0	0	0	0	8	69	54	13
	GATWICK	MONARCH AIRLINES	S	A	26	0	0	62	12	15	12	0	0	23	58	26	31
	GATWICK	MONARCH AIRLINES	S	D	26	0	0	46	27	8	19	0	0	28	50	33	30
	LUTON	MONARCH AIRLINES	S	A	30	0	0	70	13	10	7	0	0	18	70	20	30
	LUTON	MONARCH AIRLINES	S	D	30	0	0	47	33	10	7	3	0	26	60	26	30
	MANCHESTER	MONARCH AIRLINES	S	A	37	0	0	62	27	8	0	3	0	18	48	35	31
	MANCHESTER	MONARCH AIRLINES	S	D	37	0	0	51	32	8	5	3	0	22	40	32	30
	BIRMINGHAM	SKY WINGS AIRLINES	C	A	5	0	0	40	0	20	0	20	20	406	0	0	0
	BIRMINGHAM	SKY WINGS AIRLINES	C	D	5	0	0	20	20	20	20	20	0	83	0	0	0



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Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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	
LARNACA																			
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	11	0	0	0	4	88	5	8		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	22	0	11	0	0	13	63	11	8		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	17	0	0	41	18	18	12	12	0	61	36	68	14		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	19	0	0	68	5	5	11	11	0	52	31	68	13		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	10	0	0	50	0	10	30	10	0	67	22	96	9		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	10	0	0	40	10	10	30	10	0	73	13	110	8		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	17	0	0	76	12	0	12	0	0	13	31	59	13		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	18	0	0	89	0	6	6	0	0	12	38	51	13		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	11	0	0	91	0	9	0	0	0	6	50	28	8		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	12	0	0	75	8	17	0	0	0	12	50	28	8		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	8	0	0	75	25	0	0	0	0	6	78	37	9		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	7	25	47	8		
	GATWICK	THOMSON AIRWAYS LTD	C	A	13	0	0	69	23	8	0	0	0	13	25	48	12		
	GATWICK	THOMSON AIRWAYS LTD	C	D	13	0	0	85	8	8	0	0	0	11	25	36	12		
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	9	75	17	4		
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	60	40	0	0	0	0	13	75	17	4		
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	50	51	4		
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	7	50	59	4		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	9	0	0	67	11	22	0	0	0	14	67	55	9		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	9	0	0	33	33	33	0	0	0	23	63	48	8		
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	8	75	24	4		
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	7	100	4	4		
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	3	4		
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	11	100	8	4		
<b>TOTAL LARNACA</b>					<b>870</b>	<b>1</b>	<b>1</b>	<b>62</b>	<b>18</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>27</b>	<b>47</b>	<b>36</b>	<b>36</b>		
LAS PALMAS																			
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	15	0	0	53	27	13	7	0	0	22	7	91	15		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	15	0	0	53	33	7	7	0	0	20	6	77	16		
	MANCHESTER	JET2.COM LTD	S	A	5	0	0	60	0	0	40	0	0	43	20	28	5		
	MANCHESTER	JET2.COM LTD	S	D	5	0	0	40	0	20	40	0	0	46	20	49	5		
	NEWCASTLE	JET2.COM LTD	S	A	5	0	0	80	0	20	0	0	0	16	0	64	4		
	NEWCASTLE	JET2.COM LTD	S	D	5	0	0	60	20	20	0	0	0	17	0	59	5		
	BIRMINGHAM	MONARCH AIRLINES	S	A	9	0	0	100	0	0	0	0	0	4	50	22	8		

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
LAS PALMAS																		
	BIRMINGHAM	MONARCH AIRLINES	S	D	9	0	0	100	0	0	0	0	0	0	67	56	9	
	MANCHESTER	MONARCH AIRLINES	S	A	12	0	0	83	8	8	0	0	0	6	50	23	8	
	MANCHESTER	MONARCH AIRLINES	S	D	12	0	0	75	17	8	0	0	0	8	56	21	9	
	BIRMINGHAM	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	0	75	12	8	
	BIRMINGHAM	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	3	75	24	8	
	EDINBURGH	RYANAIR	S	A	9	0	0	89	11	0	0	0	0	3	50	51	8	
	EDINBURGH	RYANAIR	S	D	9	0	0	89	11	0	0	0	0	7	38	28	8	
	LUTON	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	1	78	10	9	
	LUTON	RYANAIR	S	D	9	0	0	78	22	0	0	0	0	6	89	16	9	
	STANSTED	RYANAIR	S	A	17	0	0	88	6	6	0	0	0	6	23	33	13	
	STANSTED	RYANAIR	S	D	17	0	0	94	0	6	0	0	0	5	14	31	14	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	5	50	14	2	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	5	67	15	3	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	1	0	88	0	0	13	0	0	12	50	184	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	13	0	13	0	0	17	44	41	9	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	6	0	0	67	0	17	17	0	0	17	40	42	10	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	6	0	0	67	0	33	0	0	0	14	56	48	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	38	0	38	25	0	0	39	75	20	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	50	0	25	25	0	0	35	60	31	5	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	18	75	9	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	50	0	0	0	0	17	75	12	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	50	25	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	75	27	4	
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	5	0	0	20	0	20	40	20	0	83	0	0	0	
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	5	0	0	20	0	20	40	20	0	89	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	A	18	0	0	61	11	0	22	6	0	36	29	33	17	
	GATWICK	THOMSON AIRWAYS LTD	C	D	18	0	0	61	11	6	17	6	0	34	53	36	19	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	36	100	5	4	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	7	100	2	4	
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	1	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	13	0	0	54	15	15	15	0	0	27	77	12	13	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	13	0	0	77	15	0	8	0	0	16	54	11	13	

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
LAS PALMAS																		
	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	4	0	0	100	0	0	0	0	0	2	50	38	4	
<b>TOTAL LAS PALMAS</b>					<b>343</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>9</b>	<b>7</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>48</b>	<b>37</b>	<b>37</b>	
LAS VEGAS																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	2	23	16	39	19	0	3	108	52	31	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	48	19	16	16	0	0	32	45	31	31	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	2	0	0	0	50	0	50	0	0	86	50	14	2	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	0	25	0	56	60	15	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	25	25	0	0	51	75	9	4	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	52	16	26	3	3	0	26	61	18	31	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	55	10	23	13	0	0	26	45	37	31	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	78	0	22	0	0	0	13	0	0	0	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	56	11	22	11	0	0	24	0	0	0	
<b>TOTAL LAS VEGAS</b>					<b>153</b>	<b>1</b>	<b>2</b>	<b>46</b>	<b>14</b>	<b>24</b>	<b>13</b>	<b>1</b>	<b>1</b>	<b>45</b>	<b>52</b>	<b>28</b>	<b>28</b>	
LEEDS BRADFORD																		
	EDINBURGH	BMI REGIONAL	S	A	41	0	0	95	2	2	0	0	0	2	95	6	42	
	EDINBURGH	BMI REGIONAL	S	D	40	0	0	98	3	0	0	0	0	1	98	2	43	
	GLASGOW	BMI REGIONAL	S	A	40	0	0	95	5	0	0	0	0	1	95	2	44	
	GLASGOW	BMI REGIONAL	S	D	42	0	0	93	2	2	2	0	0	4	98	2	43	
<b>TOTAL LEEDS BRADFORD</b>					<b>164</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>2</b>	<b>88</b>	<b>7</b>	<b>7</b>	
LEMNOS																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	2	100	0	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	7	60	11	5	
	GATWICK	TOR AIR	C	D	4	0	0	25	50	25	0	0	0	19	0	0	0	
<b>TOTAL LEMNOS</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>60</b>	<b>20</b>	<b>20</b>	
LILLE																		
LIMOGES																		
	NEWCASTLE	FLYBE LTD	S	A	5	0	0	80	0	0	20	0	0	28	100	3	5	
	NEWCASTLE	FLYBE LTD	S	D	5	0	0	60	20	0	20	0	0	38	80	10	5	
	STANSTED	RYANAIR	S	A	36	0	0	83	14	3	0	0	0	6	70	10	47	
	STANSTED	RYANAIR	S	D	36	0	0	86	11	3	0	0	0	7	79	10	47	
<b>TOTAL LIMOGES</b>					<b>82</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>9</b>	<b>9</b>	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
LINZ	STANSTED	RYANAIR	S	A	22	0	0	86	0	14	0	0	0	10	88	11	17
	STANSTED	RYANAIR	S	D	22	0	0	86	0	14	0	0	0	7	94	12	17
<b>TOTAL LINZ</b>					<b>44</b>	<b>3</b>	<b>0</b>	<b>86</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>12</b>	<b>12</b>
LISBON	GATWICK	AIR PORTUGAL	S	A	22	0	0	73	14	0	9	5	0	27	73	15	22
	GATWICK	AIR PORTUGAL	S	D	22	0	0	68	9	9	5	9	0	33	50	26	22
	HEATHROW	AIR PORTUGAL	S	A	194	0	0	70	13	10	7	0	0	16	63	16	194
	HEATHROW	AIR PORTUGAL	S	D	194	0	0	57	17	15	11	0	0	22	51	22	194
	MANCHESTER	AIR PORTUGAL	S	A	27	0	0	52	22	22	4	0	0	22	0	0	0
	MANCHESTER	AIR PORTUGAL	S	D	27	0	0	37	26	22	15	0	0	30	0	0	0
	MANCHESTER	BMIBABY LTD	S	A	9	0	0	89	11	0	0	0	0	4	11	27	9
	MANCHESTER	BMIBABY LTD	S	D	9	0	0	89	11	0	0	0	0	6	33	25	9
	HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	89	7	3	1	0	0	7	49	23	124
	HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	81	11	6	2	0	0	9	56	18	124
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	92	8	0	0	0	0	6	46	19	13
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	100	0	0	0	0	0	3	54	21	13
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	68	13	13	3	3	0	22	10	74	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	65	19	13	3	0	0	14	19	69	31
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	58	0	0	69	16	12	3	0	0	14	40	36	62
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	58	0	0	76	16	7	2	0	0	12	47	32	62
<b>TOTAL LISBON</b>					<b>956</b>	<b>2</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>51</b>	<b>25</b>	<b>25</b>
LIVERPOOL (JOHN LENNON)																	
LJUBLJANA	GATWICK	ADRIA AIRWAYS	S	A	23	0	0	87	0	4	9	0	0	16	87	5	23
	GATWICK	ADRIA AIRWAYS	S	D	23	0	0	74	13	4	9	0	0	17	61	18	23
	MANCHESTER	ADRIA AIRWAYS	S	A	9	0	0	100	0	0	0	0	0	7	75	9	12
	MANCHESTER	ADRIA AIRWAYS	S	D	9	0	0	78	11	11	0	0	0	10	27	22	11
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	42	29	3	23	3	0	43	39	31	31
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	61	13	10	16	0	0	24	35	31	31
<b>TOTAL LJUBLJANA</b>					<b>126</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>13</b>	<b>6</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>53</b>	<b>22</b>	<b>22</b>
LODZ LUBLINEK	EDINBURGH	RYANAIR	S	A	9	0	0	78	11	11	0	0	0	9	89	7	9

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)												
LODZ LUBLINEK																		
	EDINBURGH	RYANAIR		S D	9	0	0	100	0	0	0	0	0	2	89	10	9	
	STANSTED	RYANAIR		S A	31	0	0	84	6	6	3	0	0	8	87	12	39	
	STANSTED	RYANAIR		S D	31	0	0	90	6	3	0	0	0	7	90	18	40	
<b>TOTAL LODZ LUBLINEK</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>14</b>	<b>14</b>	
LONDON CITY																		
	EDINBURGH	BA CITYFLYER LTD		S A	179	0	0	86	8	4	2	0	0	5	74	13	174	
	EDINBURGH	BA CITYFLYER LTD		S D	184	0	0	90	6	1	3	0	0	7	80	11	170	
	GLASGOW	BA CITYFLYER LTD		S A	108	0	0	87	7	3	3	0	0	6	84	12	85	
	GLASGOW	BA CITYFLYER LTD		S D	107	0	0	88	7	5	1	0	0	6	73	16	86	
	EDINBURGH	CITY JET		S A	58	0	0	95	3	0	2	0	0	3	89	5	161	
	EDINBURGH	CITY JET		S D	59	0	0	92	8	0	0	0	0	3	93	5	162	
<b>TOTAL LONDON CITY</b>					<b>695</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>10</b>	<b>10</b>	
LOS ANGELES INTERNATIONAL																		
	HEATHROW	AMERICAN AIRLINES		S A	31	0	0	90	3	6	0	0	0	5	87	10	31	
	HEATHROW	AMERICAN AIRLINES		S D	31	0	0	58	16	6	19	0	0	31	52	23	31	
	HEATHROW	BRITISH AIRWAYS PLC		S A	93	0	0	71	15	12	2	0	0	12	76	34	90	
	HEATHROW	BRITISH AIRWAYS PLC		S D	93	0	0	69	19	8	4	0	0	14	47	45	90	
	HEATHROW	UNITED AIRLINES		S A	31	0	0	90	6	3	0	0	0	3	94	4	31	
	HEATHROW	UNITED AIRLINES		S D	31	0	0	81	3	10	6	0	0	16	94	4	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	61	1	1	89	5	3	2	2	0	11	87	5	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	63	0	0	65	22	8	3	0	2	19	55	18	62	
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>436</b>	<b>2</b>	<b>1</b>	<b>75</b>	<b>14</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>23</b>	<b>23</b>	
LUANDA																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	9	0	0	100	0	0	0	0	0	0	89	4	9	
	HEATHROW	BRITISH AIRWAYS PLC		S D	9	0	0	44	22	22	11	0	0	26	33	41	9	
<b>TOTAL LUANDA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>61</b>	<b>22</b>	<b>22</b>	
LUBECK																		
	STANSTED	RYANAIR		S A	17	0	0	94	6	0	0	0	0	5	100	1	31	
	STANSTED	RYANAIR		S D	17	0	0	100	0	0	0	0	0	4	100	1	31	
<b>TOTAL LUBECK</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>5</b>	<b>83</b>	<b>8</b>	<b>8</b>	
LULEA																		
	HEATHROW	SAS		S A	5	0	0	100	0	0	0	0	0	4	0	0	0	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)												
LULEA	HEATHROW	SAS		S D	5	0	0	100	0	0	0	0	0	0	0	0	0	0
<b>TOTAL LULEA</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>0</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	79	16	14	
	HEATHROW	BRITISH AIRWAYS PLC		S D	14	0	0	57	29	14	0	0	0	14	46	15	13	
<b>TOTAL LUSAKA</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>63</b>	<b>15</b>	<b>15</b>	
LUTON	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S A	80	0	0	85	6	3	5	1	0	11	77	13	79	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S D	80	0	0	80	9	5	5	1	0	13	77	14	79	
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S A	87	0	0	85	6	6	3	0	0	8	61	22	87	
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S D	87	0	0	82	11	5	2	0	0	9	64	25	87	
<b>TOTAL LUTON</b>					<b>334</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>19</b>	<b>19</b>	
LUXEMBOURG	HEATHROW	BRITISH AIRWAYS PLC		S A	52	0	0	69	12	12	8	0	0	15	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC		S D	52	0	0	73	8	13	6	0	0	14	0	0	0	
	LONDON CITY	LUXAIR		S A	94	0	0	91	3	2	3	0	0	6	90	8	96	
	LONDON CITY	LUXAIR		S D	94	0	0	88	3	5	3	0	0	7	86	7	96	
	LONDON CITY	VLM (BELGIUM)		S A	75	0	0	95	3	0	3	0	0	4	99	2	75	
	LONDON CITY	VLM (BELGIUM)		S D	75	0	0	92	0	5	3	0	0	5	89	5	75	
<b>TOTAL LUXEMBOURG</b>					<b>442</b>	<b>2</b>	<b>0</b>	<b>87</b>	<b>4</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>6</b>	<b>6</b>	
LUXOR	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	4	0	0	100	0	0	0	0	0	4	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	4	0	0	25	50	25	0	0	0	24	0	0	0	
	HEATHROW	EGYPT AIR		S A	4	0	0	50	50	0	0	0	0	14	25	17	4	
	HEATHROW	EGYPT AIR		S D	4	0	0	75	25	0	0	0	0	6	25	25	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	0	100	3	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	1	100	7	4	
	GATWICK	THOMSON AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	3	100	2	4	
	GATWICK	THOMSON AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	1	75	11	4	
	MANCHESTER	THOMSON AIRWAYS LTD		C A	4	0	0	50	25	0	25	0	0	30	75	6	4	
	MANCHESTER	THOMSON AIRWAYS LTD		C D	4	0	0	50	0	25	25	0	0	33	75	10	4	
<b>TOTAL LUXOR</b>					<b>43</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>8</b>	<b>8</b>	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 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	MANCHESTER	BMI REGIONAL	S	A	21	0	0	90	5	5	0	0	0	6	76	12	21
	MANCHESTER	BMI REGIONAL	S	D	21	0	0	95	0	5	0	0	0	3	90	10	21
	BIRMINGHAM	BRIT AIR	S	A	43	0	0	91	2	2	5	0	0	7	95	3	43
	BIRMINGHAM	BRIT AIR	S	D	43	0	0	81	14	2	2	0	0	8	70	13	43
	HEATHROW	BRITISH AIRWAYS PLC	S	A	92	0	0	80	10	5	4	0	0	9	63	19	92
	HEATHROW	BRITISH AIRWAYS PLC	S	D	92	0	0	79	8	10	3	0	0	10	64	21	92
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	89	11	0	0	0	0	6	44	48	9
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	78	22	0	0	0	0	7	56	35	9
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	57	0	0	77	12	7	4	0	0	13	15	68	53
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	57	0	0	72	18	9	2	0	0	12	13	50	53
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	77	10	10	3	0	0	14	61	23	31
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	87	10	3	0	0	0	6	77	13	31
<b>TOTAL LYON</b>					<b>507</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>58</b>	<b>26</b>	<b>26</b>
LYON(BRON)																	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
<b>MAASTRICHT</b>																	
<b>TOTAL MAASTRICHT</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MADRID</b>																	
	GATWICK	AIR EUROPA	S	A	62	0	0	42	29	21	8	0	0	26	65	19	62
	GATWICK	AIR EUROPA	S	D	62	0	0	32	31	27	10	0	0	30	34	35	62
	LONDON CITY	BA CITYFLYER LTD	S	A	47	0	0	91	9	0	0	0	0	3	94	3	49
	LONDON CITY	BA CITYFLYER LTD	S	D	47	0	0	64	21	6	9	0	0	20	33	38	48
	HEATHROW	BRITISH AIRWAYS PLC	S	A	155	0	0	63	15	18	2	1	1	21	33	38	155
	HEATHROW	BRITISH AIRWAYS PLC	S	D	155	0	0	77	14	8	1	1	0	11	45	30	155
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	44	0	0	82	7	0	9	2	0	20	23	37	31
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	44	0	0	66	16	7	9	2	0	26	61	28	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	132	0	0	61	10	18	8	2	1	26	27	80	104
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	132	0	0	70	15	12	3	0	0	14	13	67	104
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	63	1	0	71	10	13	6	0	0	17	31	44	64
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	63	0	0	75	2	16	8	0	0	17	41	40	63
	HEATHROW	IBERIA	S	A	239	0	1	46	25	20	8	1	0	26	42	29	248
	HEATHROW	IBERIA	S	D	237	0	1	46	23	20	8	3	1	32	38	33	248
	EDINBURGH	IBERWORLD	C	A	4	0	0	100	0	0	0	0	0	4	0	0	0
	EDINBURGH	IBERWORLD	C	D	4	0	0	100	0	0	0	0	0	5	0	0	0
	GATWICK	RYANAIR	S	A	62	0	0	79	11	5	5	0	0	13	19	57	31
	GATWICK	RYANAIR	S	D	62	0	0	61	23	10	5	2	0	20	10	67	31
	MANCHESTER	RYANAIR	S	A	18	0	0	94	0	0	6	0	0	5	0	0	0
	MANCHESTER	RYANAIR	S	D	18	0	0	83	6	6	6	0	0	13	0	0	0
	STANSTED	RYANAIR	S	A	62	0	0	55	23	15	8	0	0	21	54	38	63
	STANSTED	RYANAIR	S	D	62	0	0	47	16	23	15	0	0	29	19	56	63
	GATWICK	SWIFTAIR	C	A	2	0	0	100	0	0	0	0	0	13	0	0	0
<b>TOTAL MADRID</b>					<b>1777</b>	<b>2</b>	<b>2</b>	<b>61</b>	<b>17</b>	<b>15</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>38</b>	<b>40</b>	<b>40</b>
<b>MAHON</b>																	
	GLASGOW	BA CITYFLYER LTD	C	A	4	1	0	100	0	0	0	0	0	0	0	0	0
	GLASGOW	BA CITYFLYER LTD	C	D	5	0	0	100	0	0	0	0	0	4	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	42	0	0	76	12	12	0	0	0	9	26	49	38
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	42	0	0	83	12	2	2	0	0	7	24	43	38
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	25	0	0	88	12	0	0	0	0	5	63	31	24
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	25	0	0	88	12	0	0	0	0	4	83	16	24



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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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
MAHON																		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	77	15	0	8	0	0	15	64	12	14	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	77	15	0	8	0	0	16	57	19	14	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	3	0	0	100	0	0	0	0	0	4	0	32	3	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	3	0	0	100	0	0	0	0	0	3	67	25	3	
	EDINBURGH	JET2.COM LTD	S	A	5	0	0	20	40	40	0	0	0	29	20	46	5	
	EDINBURGH	JET2.COM LTD	S	D	5	0	0	0	40	40	20	0	0	37	40	47	5	
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	78	11	11	0	0	0	10	40	53	5	
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	67	33	0	0	0	0	12	0	52	5	
	BIRMINGHAM	MONARCH AIRLINES	S	A	18	0	0	89	11	0	0	0	0	3	94	3	18	
	BIRMINGHAM	MONARCH AIRLINES	S	D	18	0	0	89	0	11	0	0	0	6	83	7	18	
	GATWICK	MONARCH AIRLINES	S	A	18	0	0	67	22	11	0	0	0	12	52	26	23	
	GATWICK	MONARCH AIRLINES	S	D	18	0	0	67	28	6	0	0	0	12	78	20	23	
	LUTON	MONARCH AIRLINES	S	A	13	0	0	77	15	8	0	0	0	9	77	20	13	
	LUTON	MONARCH AIRLINES	S	D	13	0	0	62	31	8	0	0	0	13	69	15	13	
	MANCHESTER	MONARCH AIRLINES	S	A	27	0	0	78	11	11	0	0	0	10	44	48	27	
	MANCHESTER	MONARCH AIRLINES	S	D	27	0	0	74	19	4	4	0	0	11	78	39	27	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	60	35	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	1	60	45	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	15	0	0	87	7	0	7	0	0	12	71	25	14	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	16	0	0	94	0	6	0	0	0	4	69	22	16	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	10	0	0	60	40	0	0	0	0	12	54	26	13	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	11	11	0	0	0	11	70	9	10	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	14	0	0	79	0	0	21	0	0	24	35	77	17	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	15	0	0	87	0	7	7	0	0	16	47	75	19	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	11	0	0	0	11	49	20	80	5	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	0	0	0	0	11	53	40	109	5	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	0	0	20	103	100	3	5	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	2	100	0	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	3	89	33	9	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	3	89	33	9	
	GATWICK	THOMSON AIRWAYS LTD	C	A	32	0	0	84	9	3	3	0	0	8	70	20	37	
	GATWICK	THOMSON AIRWAYS LTD	C	D	32	0	0	84	9	0	6	0	0	9	74	16	39	
	LUTON	THOMSON AIRWAYS LTD	C	A	9	0	0	89	0	11	0	0	0	4	89	15	9	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 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
MAHON	LUTON	THOMSON AIRWAYS LTD	C	D	9	0	0	78	22	0	0	0	0	7	78	18	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	28	0	0	75	7	11	4	4	0	20	59	33	27
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	28	0	0	64	21	7	4	4	0	26	56	27	27
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	0	25	0	47	25	48	4
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	75	18	4
	STANSTED	THOMSON AIRWAYS LTD	C	A	9	0	0	67	33	0	0	0	0	9	56	15	9
	STANSTED	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	1	89	4	9
<b>TOTAL MAHON</b>					<b>655</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>59</b>	<b>32</b>	<b>32</b>
MALAGA	GATWICK	AER LINGUS	S	A	93	0	0	72	16	8	4	0	0	14	53	21	93
	GATWICK	AER LINGUS	S	D	93	0	0	80	10	8	3	0	0	10	71	17	93
	GLASGOW	BA CITYFLYER LTD	C	A	10	0	0	70	10	10	10	0	0	19	0	78	4
	GLASGOW	BA CITYFLYER LTD	C	D	10	0	0	70	10	10	10	0	0	21	100	9	3
	LONDON CITY	BA CITYFLYER LTD	S	A	18	0	0	39	44	11	6	0	0	19	0	0	0
	LONDON CITY	BA CITYFLYER LTD	S	D	18	0	0	50	33	17	0	0	0	17	0	0	0
	BIRMINGHAM	BMIBABY LTD	S	A	29	0	0	86	7	0	3	3	0	17	65	19	34
	BIRMINGHAM	BMIBABY LTD	S	D	29	0	0	72	17	3	0	7	0	24	46	25	35
	GATWICK	BRITISH AIRWAYS PLC	S	A	116	0	1	44	28	19	9	1	0	27	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	116	0	0	60	20	10	9	1	0	20	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	167	0	1	77	10	8	5	0	0	12	40	53	189
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	167	0	0	80	13	7	1	0	0	10	30	55	189
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	68	13	16	3	0	0	13	32	29	31
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	77	3	16	3	0	0	12	68	17	31
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	63	0	1	76	14	5	5	0	0	12	58	31	76
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	64	0	0	86	11	0	3	0	0	9	66	26	77
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	27	0	0	41	30	26	4	0	0	23	32	37	22
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	27	0	0	63	26	7	4	0	0	14	23	31	22
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	84	13	3	0	0	0	6	49	29	43
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	90	6	3	0	0	0	7	45	25	44
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	77	0	0	70	17	9	4	0	0	13	39	36	92
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	76	0	0	82	12	7	0	0	0	8	38	34	92
	EDINBURGH	JET2.COM LTD	S	A	13	0	0	15	54	23	0	8	0	39	0	0	0
	EDINBURGH	JET2.COM LTD	S	D	13	0	0	62	23	8	8	0	0	22	0	0	0

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
MALAGA																		
	MANCHESTER	JET2.COM LTD	S	A	31	0	0	29	16	39	10	0	6	59	13	38	23	
	MANCHESTER	JET2.COM LTD	S	D	30	0	1	60	20	13	3	0	3	31	39	26	23	
	NEWCASTLE	JET2.COM LTD	S	A	27	0	0	44	33	11	11	0	0	26	28	32	18	
	NEWCASTLE	JET2.COM LTD	S	D	27	0	0	63	30	4	4	0	0	16	61	19	18	
	BIRMINGHAM	MONARCH AIRLINES	S	A	36	0	0	78	14	6	0	0	3	25	55	21	31	
	BIRMINGHAM	MONARCH AIRLINES	S	D	36	0	0	92	6	0	0	0	3	21	58	17	31	
	GATWICK	MONARCH AIRLINES	S	A	52	0	0	46	19	19	13	2	0	29	30	62	43	
	GATWICK	MONARCH AIRLINES	S	D	52	0	0	65	17	12	4	2	0	18	48	56	44	
	LUTON	MONARCH AIRLINES	S	A	34	0	1	68	15	6	3	3	6	43	55	27	22	
	LUTON	MONARCH AIRLINES	S	D	34	0	1	65	18	6	3	3	6	44	64	16	22	
	MANCHESTER	MONARCH AIRLINES	S	A	60	0	0	53	32	13	2	0	0	17	43	37	58	
	MANCHESTER	MONARCH AIRLINES	S	D	60	0	0	82	13	3	0	0	2	19	74	25	58	
	BIRMINGHAM	PRIVILEGE STYLE	C	A	2	0	0	100	0	0	0	0	0	9	0	0	0	
	BIRMINGHAM	PRIVILEGE STYLE	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	EDINBURGH	PRIVILEGE STYLE	C	A	2	0	0	0	0	50	50	0	0	65	0	0	0	
	EDINBURGH	PRIVILEGE STYLE	C	D	2	0	0	0	50	0	50	0	0	64	0	0	0	
	MANCHESTER	PRIVILEGE STYLE	C	A	2	0	0	0	0	50	50	0	0	49	0	0	0	
	BIRMINGHAM	RYANAIR	S	A	36	0	0	61	14	17	8	0	0	19	50	23	36	
	BIRMINGHAM	RYANAIR	S	D	36	0	0	92	6	3	0	0	0	5	58	17	36	
	EDINBURGH	RYANAIR	S	A	36	0	0	83	11	3	3	0	0	8	44	26	27	
	EDINBURGH	RYANAIR	S	D	36	0	0	92	8	0	0	0	0	5	56	17	27	
	STANSTED	RYANAIR	S	A	69	0	0	83	12	3	3	0	0	10	61	23	62	
	STANSTED	RYANAIR	S	D	69	0	0	94	3	1	1	0	0	6	68	14	62	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	25	25	25	25	0	0	29	100	2	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	40	60	0	0	0	0	18	100	6	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	18	0	0	67	28	0	6	0	0	14	67	15	18	
	GATWICK	THOMSON AIRWAYS LTD	C	D	18	0	0	94	0	0	6	0	0	11	94	8	18	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	0	15	60	28	5	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	80	16	5	
	LUTON	THOMSON AIRWAYS LTD	C	A	9	0	0	56	11	22	11	0	0	30	44	15	9	
	LUTON	THOMSON AIRWAYS LTD	C	D	9	0	0	67	22	0	11	0	0	19	100	5	9	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	18	0	0	56	22	11	6	0	6	39	67	26	18	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	18	0	0	89	6	6	0	0	0	7	94	21	18	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)												
MALAGA																		
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	60	20	0	20	0	0	19	0	57	4	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	19	100	3	4	
<b>TOTAL MALAGA</b>					<b>2241</b>	<b>7</b>	<b>6</b>	<b>71</b>	<b>16</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>49</b>	<b>32</b>	<b>32</b>	
MALE INTERNATIONAL																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	100	0	0	0	0	0	1	100	1	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	79	14	7	0	0	0	10	92	6	13	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	16	100	0	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	18	100	1	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	17	100	0	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	15	75	12	4	
<b>TOTAL MALE INTERNATIONAL</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>96</b>	<b>3</b>	<b>3</b>	
MALMO																		
	MANCHESTER	MALMO AVIATION	C	A	2	0	0	100	0	0	0	0	0	5	0	0	0	
	MANCHESTER	MALMO AVIATION	C	D	2	0	0	100	0	0	0	0	0	6	0	0	0	
<b>TOTAL MALMO</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>63</b>	<b>14</b>	<b>14</b>	
MALTA																		
	GATWICK	AIR MALTA	S	A	58	0	0	88	5	2	5	0	0	10	79	11	62	
	GATWICK	AIR MALTA	S	D	58	0	0	81	12	2	5	0	0	10	85	10	62	
	HEATHROW	AIR MALTA	S	A	67	0	0	94	3	3	0	0	0	3	75	12	72	
	HEATHROW	AIR MALTA	S	D	67	0	0	72	15	12	1	0	0	12	56	18	72	
	MANCHESTER	AIR MALTA	S	A	27	0	0	78	15	4	4	0	0	11	65	17	31	
	MANCHESTER	AIR MALTA	S	D	27	0	0	59	26	7	7	0	0	17	45	28	31	
	NEWCASTLE	AIR MALTA	C	A	4	0	0	100	0	0	0	0	0	100	4	4		
	NEWCASTLE	AIR MALTA	C	D	4	0	0	100	0	0	0	0	0	1	100	5	4	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	44	0	0	68	30	2	0	0	0	9	43	28	44	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	44	0	0	91	2	7	0	0	0	5	62	21	45	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	68	27	5	0	0	0	10	35	30	23	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	91	5	5	0	0	0	4	70	13	23	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	78	11	0	11	0	0	11	44	35	9	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	78	11	11	0	0	0	9	44	40	9	
	BIRMINGHAM	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	4	0	0	0	
	EDINBURGH	RYANAIR	S	A	13	0	0	85	15	0	0	0	0	6	54	29	13	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 2010				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MALTA																	
	EDINBURGH	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	6	85	11	13
	LUTON	RYANAIR	S	A	31	0	0	87	10	3	0	0	0	7	74	8	31
	LUTON	RYANAIR	S	D	31	0	0	94	6	0	0	0	0	5	90	8	31
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	25	25	0	0	39	100	1	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	25	25	0	0	48	100	0	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	25	0	0	25	50	26	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	25	25	0	0	39	50	28	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	11	0	0	0	6	67	30	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	11	0	0	0	0	3	56	31	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	4	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	8	75	11	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	20	75	10	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	2	4
<b>TOTAL MALTA</b>					<b>628</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>17</b>	<b>17</b>
MANCHESTER																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	139	1	2	81	9	7	4	0	0	10	80	9	166
	HEATHROW	BMI BRITISH MIDLAND	S	D	140	0	1	87	6	6	1	0	0	6	85	8	166
	EDINBURGH	BMI REGIONAL	S	A	110	0	0	93	3	4	0	1	0	6	90	5	122
	EDINBURGH	BMI REGIONAL	S	D	111	0	0	95	3	3	0	0	0	3	93	6	122
	GATWICK	BRITISH AIRWAYS PLC	S	A	121	0	0	70	19	7	3	0	0	12	83	12	144
	GATWICK	BRITISH AIRWAYS PLC	S	D	119	0	0	84	8	5	3	0	0	8	83	10	144
	GATWICK	BRITISH AIRWAYS PLC	C	D	2	0	0	100	0	0	0	0	0	8	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	222	0	0	86	9	2	3	0	0	7	74	11	223
	HEATHROW	BRITISH AIRWAYS PLC	S	D	222	0	0	87	8	3	2	0	0	7	75	12	224
	EDINBURGH	FLYBE LTD	S	A	64	0	2	73	16	3	8	0	0	14	83	12	82
	EDINBURGH	FLYBE LTD	S	D	64	0	2	84	8	5	3	0	0	10	90	8	82
	GLASGOW	FLYBE LTD	S	A	58	0	2	88	3	3	5	0	0	8	89	6	80
	GLASGOW	FLYBE LTD	S	D	58	0	2	88	9	3	0	0	0	7	93	6	81
<b>TOTAL MANCHESTER</b>					<b>1432</b>	<b>8</b>	<b>11</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>9</b>	<b>9</b>
MANSTON (KENT INT)																	
	EDINBURGH	FLYBE LTD	S	A	31	0	0	87	6	3	3	0	0	10	68	18	31

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)										
MANSTON (KENT INT)	EDINBURGH	FLYBE LTD		S D	31	0	0	81	13	3	3	0	0	8	87	5	31
<b>TOTAL MANSTON (KENT INT)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>12</b>	<b>12</b>
MARIBOR																	
MARRAKESH	HEATHROW	BMI BRITISH MIDLAND		S A	14	0	0	79	7	14	0	0	0	12	0	0	0
	HEATHROW	BMI BRITISH MIDLAND		S D	14	0	0	86	14	0	0	0	0	8	0	0	0
	GATWICK	BRITISH AIRWAYS PLC		S A	13	0	0	77	15	8	0	0	0	8	0	0	0
	GATWICK	BRITISH AIRWAYS PLC		S D	13	0	0	69	15	8	8	0	0	13	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	31	0	0	100	0	0	0	0	0	2	55	35	31
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	31	0	0	87	13	0	0	0	0	5	35	38	31
	MANCHESTER	EASYJET AIRLINE COMPANY LTD		S A	9	0	0	67	33	0	0	0	0	9	57	31	14
	MANCHESTER	EASYJET AIRLINE COMPANY LTD		S D	9	0	0	67	22	11	0	0	0	11	43	38	14
	GATWICK	ROYAL AIR MAROC		S A	15	0	0	73	13	13	0	0	0	12	57	37	21
	GATWICK	ROYAL AIR MAROC		S D	16	0	0	56	6	25	13	0	0	27	45	39	20
	EDINBURGH	RYANAIR		S A	9	0	0	78	22	0	0	0	0	8	56	33	9
	EDINBURGH	RYANAIR		S D	9	0	0	100	0	0	0	0	0	2	44	40	9
	LUTON	RYANAIR		S A	18	0	0	89	6	0	6	0	0	6	82	38	17
	LUTON	RYANAIR		S D	18	0	0	78	22	0	0	0	0	10	82	28	17
	STANSTED	RYANAIR		S A	9	0	0	56	11	22	0	11	0	47	0	0	0
	STANSTED	RYANAIR		S D	9	0	0	100	0	0	0	0	0	6	0	56	1
	GATWICK	THOMSON AIRWAYS LTD		S A	9	0	0	89	11	0	0	0	0	5	0	0	0
	GATWICK	THOMSON AIRWAYS LTD		S D	8	0	0	88	13	0	0	0	0	2	0	0	0
	MANCHESTER	THOMSON AIRWAYS LTD		S A	9	0	0	56	0	44	0	0	0	22	67	20	9
	MANCHESTER	THOMSON AIRWAYS LTD		S D	8	0	0	100	0	0	0	0	0	2	67	20	9
<b>TOTAL MARRAKESH</b>					<b>271</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>47</b>	<b>39</b>	<b>39</b>
MARSA ALAM	GATWICK	THOMSON AIRWAYS LTD		C A	4	0	0	50	25	25	0	0	0	18	25	28	4
	GATWICK	THOMSON AIRWAYS LTD		C D	4	0	0	75	0	25	0	0	0	17	50	18	4
	MANCHESTER	THOMSON AIRWAYS LTD		C A	4	0	0	75	25	0	0	0	0	5	40	16	5
	MANCHESTER	THOMSON AIRWAYS LTD		C D	4	0	0	75	0	25	0	0	0	14	60	13	5
<b>TOTAL MARSA ALAM</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>44</b>	<b>18</b>	<b>18</b>
MARSEILLE																	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
MARSEILLE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	92	1	0	61	18	16	4	0	0	18	45	29	92	
	GATWICK	BRITISH AIRWAYS PLC	S	D	93	0	0	65	20	11	4	0	0	15	60	22	92	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	42	0	0	79	12	7	2	0	0	11	13	76	38	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	42	0	0	74	14	10	2	0	0	12	18	61	38	
	EDINBURGH	RYANAIR	S	A	9	0	0	78	11	11	0	0	0	11	54	11	13	
	EDINBURGH	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	3	62	20	13	
	STANSTED	RYANAIR	S	A	41	0	0	80	5	7	7	0	0	14	60	23	30	
	STANSTED	RYANAIR	S	D	41	0	0	61	27	7	5	0	0	15	63	19	30	
<b>TOTAL MARSEILLE</b>					<b>369</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>46</b>	<b>34</b>	<b>34</b>	
MAURITIUS																		
	HEATHROW	AIR MAURITIUS LTD	S	A	25	0	0	84	4	8	4	0	0	10	80	14	20	
	HEATHROW	AIR MAURITIUS LTD	S	D	25	0	0	68	24	8	0	0	0	11	25	39	20	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	85	8	0	8	0	0	8	93	5	14	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	57	36	0	7	0	0	16	31	24	13	
<b>TOTAL MAURITIUS</b>					<b>77</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>17</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>57</b>	<b>21</b>	<b>21</b>	
MELBOURNE																		
	HEATHROW	QANTAS	S	A	61	0	3	80	5	2	8	2	3	36	90	9	62	
	HEATHROW	QANTAS	S	D	62	0	0	84	15	0	2	0	0	7	58	17	62	
<b>TOTAL MELBOURNE</b>					<b>123</b>	<b>0</b>	<b>3</b>	<b>82</b>	<b>10</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>21</b>	<b>74</b>	<b>13</b>	<b>13</b>	
MEMMINGEN ALLGAU																		
	EDINBURGH	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	2	82	8	17	
	EDINBURGH	RYANAIR	S	D	13	0	0	85	15	0	0	0	0	7	53	22	17	
	STANSTED	RYANAIR	S	A	31	0	0	71	19	6	3	0	0	14	29	36	31	
	STANSTED	RYANAIR	S	D	31	0	0	87	6	6	0	0	0	8	68	14	31	
<b>TOTAL MEMMINGEN ALLGAU</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>55</b>	<b>22</b>	<b>22</b>	
MERSA MATROUH																		
METZ																		
<b>TOTAL METZ</b>					<b>2</b>	<b>2</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	
MEXICO CITY																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	72	17	0	0	0	11	133	67	16	18	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	50	33	11	0	0	6	85	39	29	18	
<b>TOTAL MEXICO CITY</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>25</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>109</b>	<b>47</b>	<b>34</b>	<b>34</b>	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 2010			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MIAMI INTERNATIONAL	HEATHROW	AMERICAN AIRLINES	S	A	31	0	0	71	6	16	6	0	0	18	43	21	35
	HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	81	13	3	3	0	0	10	58	21	36
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	58	19	13	8	2	0	23	77	11	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	60	31	8	2	0	0	15	37	24	62
	HEATHROW	DELTA AIRLINES	S	A	31	0	0	81	10	3	6	0	0	10	0	0	0
	HEATHROW	DELTA AIRLINES	S	D	31	0	0	74	16	6	3	0	0	12	0	0	0
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	1	87	3	6	3	0	0	7	100	1	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	77	16	6	0	0	0	8	42	20	31
<b>TOTAL MIAMI INTERNATIONAL</b>					<b>310</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>59</b>	<b>17</b>	<b>17</b>
MIKONOS	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	41	12	29	18	0	0	29	33	44	15
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	53	18	18	12	0	0	23	20	47	15
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	40	40	0	20	0	0	34	80	8	5
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	25	60	22	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	40	20	0	40	0	0	52	40	31	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	60	0	20	20	0	0	50	60	25	5
<b>TOTAL MIKONOS</b>					<b>54</b>	<b>2</b>	<b>0</b>	<b>50</b>	<b>15</b>	<b>17</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>40</b>	<b>36</b>	<b>36</b>
MILAN (LINATE)	HEATHROW	ALITALIA (CAI)	S	A	145	0	0	77	14	6	3	0	0	9	78	11	146
	HEATHROW	ALITALIA (CAI)	S	D	145	0	0	77	14	9	1	0	0	10	66	18	146
	HEATHROW	BRITISH AIRWAYS PLC	S	A	161	0	0	84	8	6	1	0	0	7	66	18	155
	HEATHROW	BRITISH AIRWAYS PLC	S	D	161	0	0	84	9	5	2	0	0	7	70	14	154
	LONDON CITY	CITY JET	S	A	47	0	0	100	0	0	0	0	0	1	98	2	48
	LONDON CITY	CITY JET	S	D	46	0	0	93	4	0	2	0	0	4	75	13	48
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	37	0	0	70	22	8	0	0	0	11	13	65	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	37	0	0	73	19	8	0	0	0	10	29	47	31
<b>TOTAL MILAN (LINATE)</b>					<b>779</b>	<b>3</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>68</b>	<b>18</b>	<b>18</b>
MILAN (MALPENSA)	HEATHROW	BRITISH AIRWAYS PLC	S	A	82	0	0	78	11	6	5	0	0	12	61	17	122
	HEATHROW	BRITISH AIRWAYS PLC	S	D	83	0	0	80	8	7	5	0	0	11	60	17	123
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	61	23	16	0	0	0	13	35	31	31
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	48	32	13	6	0	0	18	23	39	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	107	0	0	70	13	9	4	3	1	25	39	57	108



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

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
MILAN (MALPENSA)																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	108	0	0	68	17	9	6	1	0	19	21	55	108	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	32	0	0	75	16	6	3	0	0	11	26	61	27	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	32	0	0	84	9	0	3	3	0	21	26	64	27	
	BIRMINGHAM	FLYBE LTD	S	A	31	0	0	68	10	19	3	0	0	15	53	18	30	
	BIRMINGHAM	FLYBE LTD	S	D	31	0	0	71	19	6	3	0	0	13	65	16	31	
	MANCHESTER	FLYBE LTD	S	A	31	0	0	52	26	13	10	0	0	22	33	27	30	
	MANCHESTER	FLYBE LTD	S	D	31	0	0	77	19	0	3	0	0	8	61	14	31	
	EDINBURGH	LUFTHANSA	C	A	5	0	0	0	60	20	20	0	0	43	0	0	0	
	EDINBURGH	LUFTHANSA	C	D	5	0	0	0	40	40	20	0	0	44	0	0	0	
	HEATHROW	LUFTHANSA	S	A	139	0	0	53	25	13	6	2	1	27	31	32	145	
	HEATHROW	LUFTHANSA	S	D	139	0	0	58	21	13	6	1	1	21	54	24	145	
<b>TOTAL MILAN (MALPENSA)</b>					<b>918</b>	<b>6</b>	<b>4</b>	<b>65</b>	<b>18</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>44</b>	<b>33</b>	<b>33</b>	
MINNEAPOLIS-ST PAUL																		
	HEATHROW	DELTA AIRLINES	S	A	31	0	0	87	0	3	6	0	3	23	87	6	31	
	HEATHROW	DELTA AIRLINES	S	D	31	0	0	87	10	3	0	0	0	5	61	16	31	
	GATWICK	SUN COUNTRY AIRLINES INC	S	A	5	0	0	60	20	20	0	0	0	16	0	0	0	
	GATWICK	SUN COUNTRY AIRLINES INC	S	D	5	0	0	100	0	0	0	0	0	3	0	0	0	
<b>TOTAL MINNEAPOLIS-ST PAUL</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>72</b>	<b>14</b>	<b>14</b>	
MINSK INT'L																		
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	A	14	0	0	57	29	14	0	0	0	16	62	17	13	
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	D	14	0	0	50	36	7	7	0	0	18	46	29	13	
	MANCHESTER	BELAVIA (BELARUSSIAN AIRLINES)	S	A	4	0	0	100	0	0	0	0	0	1	100	0	4	
	MANCHESTER	BELAVIA (BELARUSSIAN AIRLINES)	S	D	4	0	0	100	0	0	0	0	0	0	100	5	4	
<b>TOTAL MINSK INT'L</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>25</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>65</b>	<b>18</b>	<b>18</b>	
MOLINE																		
MOMBASA																		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	25	0	25	0	0	42	75	5	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	43	100	2	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	13	75	11	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	17	50	19	4	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
MOMBASA																		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	60	0	40	0	0	0	17	60	10	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	18	60	16	5	
<b>TOTAL MOMBASA</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>16</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>69</b>	<b>11</b>	<b>11</b>	
MONASTIR																		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	50	26	4		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	2	25	30	4		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	20	0	0	10	75	5	4		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	13	100	0	4		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	3	38	27	8		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	4	88	10	8		
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	8	25	29	4		
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	2	25	35	4		
	MANCHESTER	TUNISAIR	S	A	5	0	0	0	20	40	40	0	0	51	0	0	0	
	MANCHESTER	TUNISAIR	S	D	5	0	0	0	0	40	60	0	0	72	0	0	0	
<b>TOTAL MONASTIR</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>8</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>47</b>	<b>36</b>	<b>36</b>	
MONTEGO BAY																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	75	0	25	0	0	0	13	78	9	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	67	11	11	11	0	0	22	60	13	10	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	0	50	0	50	0	0	81	75	35	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	0	0	50	0	0	66	50	61	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	13	75	11	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	3	75	9	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	4	80	9	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	8	60	15	5	
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	4	100	5	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	18	100	3	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	5	75	20	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	6	75	32	4	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	78	11	11	0	0	0	14	88	29	8	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	11	56	22	11	0	0	28	67	44	9	
<b>TOTAL MONTEGO BAY</b>					<b>76</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>74</b>	<b>21</b>	<b>21</b>	
MONTPELLIER																		
	MANCHESTER	BMIBABY LTD	S	A	9	0	0	100	0	0	0	0	0	0	0	0	0	

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 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		MANCHESTER	BMIBABY LTD	S	D	9	0	0	89	11	0	0	0	0	3	0	0	0
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	40	0	0	73	10	8	8	3	0	21	35	46	34
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	40	0	0	75	15	5	5	0	0	12	24	40	34
		LUTON	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	83	10	7	0	0	0	6	71	16	21
		LUTON	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	87	7	7	0	0	0	7	67	14	21
		BIRMINGHAM	RYANAIR	S	A	18	0	0	83	6	11	0	0	0	8	0	0	0
		BIRMINGHAM	RYANAIR	S	D	18	0	0	78	11	11	0	0	0	9	0	0	0
<b>TOTAL MONTPELLIER</b>						<b>194</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>45</b>	<b>32</b>	<b>32</b>
MONTREAL (DORVAL)		HEATHROW	AIR CANADA	S	A	62	0	1	32	34	23	6	2	3	47	81	11	31
		HEATHROW	AIR CANADA	S	D	62	0	0	63	21	11	5	0	0	17	52	18	31
		GATWICK	AIR TRANSAT	S	A	4	0	0	25	25	50	0	0	0	30	0	0	0
		GATWICK	AIR TRANSAT	S	D	4	0	0	0	75	25	0	0	0	30	0	0	0
		HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	45	29	19	6	0	0	22	52	27	31
		HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	71	13	10	6	0	0	14	48	28	31
<b>TOTAL MONTREAL (DORVAL)</b>						<b>194</b>	<b>0</b>	<b>1</b>	<b>49</b>	<b>26</b>	<b>17</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>28</b>	<b>61</b>	<b>20</b>	<b>20</b>
MOSCOW (DOMODEDOVO)		HEATHROW	BMI BRITISH MIDLAND	S	A	61	0	0	92	2	5	2	0	0	5	87	8	60
		HEATHROW	BMI BRITISH MIDLAND	S	D	61	0	1	84	15	2	0	0	0	6	82	10	61
		HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	86	6	4	2	1	0	10	83	13	92
		HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	86	8	3	3	0	0	8	72	16	92
		HEATHROW	TRANSAERO AIRLINES	S	A	62	0	0	74	10	13	3	0	0	12	85	9	62
		HEATHROW	TRANSAERO AIRLINES	S	D	62	0	0	68	15	11	6	0	0	19	63	17	62
<b>TOTAL MOSCOW (DOMODEDOVO)</b>						<b>432</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>13</b>	<b>13</b>
MOSCOW (SHEREMETYEVO)		HEATHROW	AEROFLOT	S	A	96	0	0	75	16	6	2	0	1	18	76	13	94
		HEATHROW	AEROFLOT	S	D	96	0	0	54	24	18	3	0	1	27	52	19	93
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>						<b>192</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>20</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>23</b>	<b>64</b>	<b>16</b>	<b>16</b>
MOSCOW (VNUKOVO)																		
MULHOUSE HABSHEIM																		
MUMBAI		HEATHROW	AIR INDIA	S	A	31	0	0	87	6	3	3	0	0	6	87	11	31

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MUMBAI	HEATHROW	AIR INDIA	S	D	31	0	0	84	10	0	6	0	0	12	42	28	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	0	87	3	5	5	0	0	9	84	7	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	0	64	18	10	8	0	0	19	61	18	62
	HEATHROW	JET AIRWAYS	S	A	62	0	0	92	3	5	0	0	0	4	84	6	62
	HEATHROW	JET AIRWAYS	S	D	62	0	0	90	6	3	0	0	0	5	79	9	62
	HEATHROW	KINGFISHER AIRLINES	S	A	31	0	2	94	3	3	0	0	0	2	87	6	30
	HEATHROW	KINGFISHER AIRLINES	S	D	31	0	0	100	0	0	0	0	0	2	84	9	31
<b>TOTAL MUMBAI</b>					<b>370</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>11</b>	<b>11</b>
MUNICH	HEATHROW	BRITISH AIRWAYS PLC	S	A	206	0	0	79	12	7	2	0	0	9	68	13	201
	HEATHROW	BRITISH AIRWAYS PLC	S	D	206	0	0	82	12	7	0	0	0	8	68	14	203
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	81	6	10	3	0	0	11	80	13	30
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	84	3	10	3	0	0	9	35	31	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	77	0	0	73	10	12	5	0	0	15	44	38	68
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	77	0	0	75	16	4	5	0	0	14	47	31	68
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	73	12	12	4	0	0	13	42	29	26
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	77	8	15	0	0	0	10	65	21	26
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	57	0	0	70	14	9	7	0	0	17	55	29	60
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	57	0	0	77	12	5	5	0	0	11	57	28	61
	HEATHROW	LUFTHANSA	S	A	217	0	0	71	15	11	3	0	0	13	70	11	215
	HEATHROW	LUFTHANSA	S	D	217	1	0	67	15	13	5	0	0	15	72	11	216
	MANCHESTER	LUFTHANSA	S	A	87	0	0	71	17	10	1	0	0	12	77	12	88
	MANCHESTER	LUFTHANSA	S	D	87	0	0	64	18	14	3	0	0	16	70	14	89
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	82	0	0	73	15	9	4	0	0	13	90	8	83
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	81	0	0	74	14	7	5	0	0	14	73	14	82
	LONDON CITY	LUFTHANSA CITY LINE	S	A	38	0	0	95	0	3	3	0	0	5	86	8	44
	LONDON CITY	LUFTHANSA CITY LINE	S	D	38	0	0	87	3	8	3	0	0	7	70	13	44
<b>TOTAL MUNICH</b>					<b>1646</b>	<b>4</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>16</b>	<b>16</b>
MUNSTER-OSNABRUCK	STANSTED	AIR BERLIN	S	A	39	0	0	90	5	3	0	0	3	16	93	5	56
	STANSTED	AIR BERLIN	S	D	39	0	0	92	5	3	0	0	0	3	80	12	56
<b>TOTAL MUNSTER-OSNABRUCK</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>87</b>	<b>8</b>	<b>8</b>

MURCIA SAN JAVIER

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 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
MURCIA SAN JAVIER	BIRMINGHAM	BMIBABY LTD	S	A	19	0	0	84	5	5	0	5	0	19	50	20	16
	BIRMINGHAM	BMIBABY LTD	S	D	19	0	0	74	16	5	0	5	0	27	44	20	16
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	41	0	0	83	10	5	2	0	0	7	24	44	33
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	41	0	0	76	22	0	2	0	0	9	33	35	33
	EDINBURGH	JET2.COM LTD	S	A	23	0	0	70	17	4	9	0	0	17	48	27	23
	EDINBURGH	JET2.COM LTD	S	D	23	0	0	65	22	13	0	0	0	13	57	21	23
	MANCHESTER	JET2.COM LTD	S	A	35	0	0	57	17	14	6	6	0	32	63	32	30
	MANCHESTER	JET2.COM LTD	S	D	34	0	0	56	29	6	9	0	0	23	40	41	30
	NEWCASTLE	JET2.COM LTD	S	A	29	0	0	69	14	14	3	0	0	16	37	30	27
	NEWCASTLE	JET2.COM LTD	S	D	29	0	0	79	7	14	0	0	0	11	48	20	27
	BIRMINGHAM	RYANAIR	S	A	17	0	0	82	12	6	0	0	0	6	67	56	21
	BIRMINGHAM	RYANAIR	S	D	17	0	0	71	12	12	6	0	0	13	62	28	21
	LUTON	RYANAIR	S	A	31	0	0	94	6	0	0	0	0	3	68	16	31
	LUTON	RYANAIR	S	D	31	0	0	87	13	0	0	0	0	6	71	13	31
	STANSTED	RYANAIR	S	A	44	0	0	70	18	11	0	0	0	12	45	24	62
	STANSTED	RYANAIR	S	D	44	0	0	86	11	2	0	0	0	6	71	15	62
<b>TOTAL MURCIA SAN JAVIER</b>					<b>477</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>52</b>	<b>27</b>	<b>27</b>
MUSCAT	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	100	0	0	0	0	0	1	100	0	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	77	13	6	3	0	0	12	71	15	31
	HEATHROW	OMAN AIR	S	A	31	0	0	84	13	0	3	0	0	9	97	5	31
	HEATHROW	OMAN AIR	S	D	31	0	0	94	6	0	0	0	0	4	84	7	31
<b>TOTAL MUSCAT</b>					<b>124</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>6</b>	<b>88</b>	<b>7</b>	<b>7</b>
MYTILINI	GATWICK	MONARCH AIRLINES	C	A	5	0	0	80	0	0	20	0	0	32	80	9	5
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	80	0	0	20	0	0	35	60	11	5
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	2	100	6	5
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	0	80	8	5
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	60	77	5
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	60	85	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	60	53	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	60	62	5
<b>TOTAL MYTILINI</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>39</b>	<b>39</b>

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 2010				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
NAIROBI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	65	13	10	13	0	0	24	84	10	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	48	32	13	3	3	0	25	58	21	31	
	HEATHROW	KENYA AIRWAYS	S	A	46	0	0	83	9	7	2	0	0	8	71	30	45	
	HEATHROW	KENYA AIRWAYS	S	D	46	0	0	78	4	13	2	2	0	17	68	13	44	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	71	13	10	6	0	0	14	71	22	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	71	23	3	3	0	0	13	61	17	31	
<b>TOTAL NAIROBI</b>					<b>216</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>68</b>	<b>22</b>	<b>22</b>	
NANTES																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	19	0	0	68	16	11	5	0	0	18	56	33	16	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	19	0	0	89	5	5	0	0	0	8	44	39	16	
	EDINBURGH	EUROPE AIRPOST	C	D	2	0	0	100	0	0	0	0	0	1	100	5	2	
	GATWICK	FLYBE LTD	S	A	57	0	0	74	16	7	4	0	0	12	86	8	14	
	GATWICK	FLYBE LTD	S	D	57	0	0	70	18	7	5	0	0	13	64	13	14	
	MANCHESTER	FLYBE LTD	S	A	27	0	0	59	26	7	7	0	0	21	0	0	0	
	MANCHESTER	FLYBE LTD	S	D	27	0	0	81	0	11	7	0	0	13	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	A	49	0	0	76	16	4	4	0	0	13	94	2	51	
	LONDON CITY	VLM (BELGIUM)	S	D	50	0	0	86	4	8	2	0	0	8	92	5	51	
<b>TOTAL NANTES</b>					<b>308</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>11</b>	<b>11</b>	
NAPLES																		
	EDINBURGH	BA CITYFLYER LTD	C	A	2	0	0	50	0	50	0	0	0	20	0	0	0	
	EDINBURGH	BA CITYFLYER LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	93	0	0	61	18	16	3	1	0	19	53	22	93	
	GATWICK	BRITISH AIRWAYS PLC	S	D	93	0	0	63	20	12	4	0	0	15	63	17	93	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	81	16	3	0	0	0	7	42	37	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	90	10	0	0	0	0	5	45	29	31	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	77	8	10	3	2	0	17	55	38	84	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	94	3	0	3	0	0	6	65	24	84	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	20	0	0	0	14	40	59	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	20	0	20	0	0	20	20	71	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	0	7	20	55	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	8	20	69	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	5	80	7	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	6	40	19	5	

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 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)												
NAPLES																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	14	0	0	71	21	7	0	0	0	10	71	16	14	
	GATWICK	THOMSON AIRWAYS LTD	C	D	14	0	0	93	7	0	0	0	0	3	93	6	14	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	60	0	40	0	0	0	16	80	26	5	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	7	80	44	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	14	0	0	79	7	7	7	0	0	9	79	16	14	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	14	0	0	86	14	0	0	0	0	4	64	21	14	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	18	60	41	5	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	20	60	32	5	
<b>TOTAL NAPLES</b>					<b>485</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>58</b>	<b>26</b>	<b>26</b>	
NARSSARSSUAQ																		
<b>TOTAL NARSSARSSUAQ</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>	
NEW YORK (JF KENNEDY)																		
	HEATHROW	AMERICAN AIRLINES	S	A	119	0	0	58	14	11	16	1	0	26	69	24	148	
	HEATHROW	AMERICAN AIRLINES	S	D	119	1	0	71	11	13	4	1	0	16	62	18	148	
	MANCHESTER	AMERICAN AIRLINES	S	A	31	0	0	48	10	16	16	6	3	68	74	23	31	
	MANCHESTER	AMERICAN AIRLINES	S	D	31	0	0	68	6	6	13	3	3	48	77	10	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	216	0	0	63	13	13	11	1	0	22	83	11	186	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	216	0	0	69	17	10	4	0	0	15	57	19	187	
	LONDON CITY	BRITISH AIRWAYS PLC	S	A	47	0	0	70	13	13	4	0	0	13	94	3	49	
	LONDON CITY	BRITISH AIRWAYS PLC	S	D	46	0	0	98	2	0	0	0	0	1	98	1	47	
	HEATHROW	DELTA AIRLINES	S	A	93	0	0	62	14	10	11	3	0	25	39	45	62	
	HEATHROW	DELTA AIRLINES	S	D	93	0	0	77	11	9	3	0	0	12	68	21	63	
	MANCHESTER	DELTA AIRLINES	S	A	30	0	1	77	7	0	13	3	0	22	74	18	31	
	MANCHESTER	DELTA AIRLINES	S	D	30	0	1	80	7	7	7	0	0	16	84	36	31	
	HEATHROW	KUWAIT AIRWAYS	S	A	14	0	0	71	7	7	14	0	0	23	100	0	13	
	HEATHROW	KUWAIT AIRWAYS	S	D	12	0	1	0	25	33	42	0	0	55	0	60	14	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	13	0	0	54	23	0	15	8	0	46	36	47	14	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	93	0	0	73	6	10	9	2	0	18	65	20	93	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	93	0	0	73	10	10	6	1	0	16	58	22	93	
<b>TOTAL NEW YORK (JF KENNEDY)</b>					<b>1296</b>	<b>1</b>	<b>3</b>	<b>68</b>	<b>12</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>68</b>	<b>20</b>	<b>20</b>	
NEW YORK (NEWARK)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	83	6	7	4	0	0	11	85	8	89	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	74	12	7	7	0	0	13	61	16	89	

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 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
NEW YORK (NEWARK)																		
	BIRMINGHAM	CONTINENTAL AIRLINES	S	A	31	0	0	87	3	6	3	0	0	8	84	12	31	
	BIRMINGHAM	CONTINENTAL AIRLINES	S	D	31	0	0	94	3	0	3	0	0	4	81	13	31	
	EDINBURGH	CONTINENTAL AIRLINES	S	A	62	0	0	58	10	21	11	0	0	22	71	17	62	
	EDINBURGH	CONTINENTAL AIRLINES	S	D	61	0	1	79	5	10	5	2	0	14	82	10	62	
	GLASGOW	CONTINENTAL AIRLINES	S	A	31	0	0	52	26	3	16	3	0	30	68	24	31	
	GLASGOW	CONTINENTAL AIRLINES	S	D	31	0	0	58	16	13	6	3	3	43	65	24	31	
	HEATHROW	CONTINENTAL AIRLINES	S	A	155	0	0	71	8	12	8	1	0	20	67	25	123	
	HEATHROW	CONTINENTAL AIRLINES	S	D	155	0	0	81	10	6	3	1	0	13	65	18	124	
	MANCHESTER	CONTINENTAL AIRLINES	S	A	62	0	0	65	15	11	6	3	0	26	77	16	62	
	MANCHESTER	CONTINENTAL AIRLINES	S	D	62	0	0	66	16	13	2	3	0	25	68	20	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	62	0	0	92	5	2	2	0	0	6	73	12	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	62	0	0	74	18	6	2	0	0	10	69	13	62	
<b>TOTAL NEW YORK (NEWARK)</b>					<b>985</b>	<b>2</b>	<b>1</b>	<b>75</b>	<b>10</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>72</b>	<b>16</b>	<b>16</b>	
NEWCASTLE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	171	0	0	87	8	4	2	0	0	7	78	12	170	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	171	0	0	86	8	5	2	0	0	6	76	11	172	
	BIRMINGHAM	EASTERN AIRWAYS	S	A	46	0	17	89	9	0	2	0	0	6	98	4	51	
	BIRMINGHAM	EASTERN AIRWAYS	S	D	46	0	16	91	4	0	4	0	0	6	92	5	51	
	GATWICK	FLYBE LTD	S	A	91	0	0	90	5	0	4	0	0	8	88	7	104	
	GATWICK	FLYBE LTD	S	D	91	0	0	84	9	2	5	0	0	11	83	7	104	
<b>TOTAL NEWCASTLE</b>					<b>617</b>	<b>11</b>	<b>33</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>11</b>	<b>11</b>	
NEWQUAY																		
	MANCHESTER	AIR SOUTHWEST	S	A	20	0	1	70	5	0	5	20	0	58	87	9	31	
	MANCHESTER	BMIBABY LTD	S	A	21	0	0	76	5	10	5	5	0	29	54	26	26	
	MANCHESTER	BMIBABY LTD	S	D	21	0	0	62	14	14	0	10	0	35	58	24	26	
	EDINBURGH	FLYBE LTD	S	A	27	0	0	100	0	0	0	0	0	6	70	9	23	
	EDINBURGH	FLYBE LTD	S	D	27	0	0	74	15	7	4	0	0	17	57	13	23	
	GATWICK	FLYBE LTD	S	A	92	0	0	89	8	2	1	0	0	7	92	6	84	
	GATWICK	FLYBE LTD	S	D	92	0	0	86	14	0	0	0	0	5	82	9	84	
<b>TOTAL NEWQUAY</b>					<b>300</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>10</b>	<b>10</b>	
NICE																		
	LONDON CITY	BA CITYFLYER LTD	S	A	39	0	0	95	5	0	0	0	0	2	70	18	30	
	LONDON CITY	BA CITYFLYER LTD	S	D	40	0	0	75	15	8	3	0	0	12	53	17	30	



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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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																		
	BIRMINGHAM	BMIBABY LTD	S	A	29	0	0	72	17	7	3	0	0	12	43	21	28	
	BIRMINGHAM	BMIBABY LTD	S	D	29	0	0	62	24	10	3	0	0	18	46	17	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	227	0	0	73	13	10	3	0	0	15	47	27	216	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	227	0	0	69	17	11	3	0	0	12	50	24	216	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	13	5	0	54	15	23	8	0	0	22	71	16	14	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	13	5	0	85	0	15	0	0	0	12	79	10	14	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	126	0	0	57	22	12	8	1	0	21	25	64	122	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	126	0	0	66	21	10	3	0	0	15	30	51	122	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	68	23	5	5	0	0	13	42	42	57	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	79	16	5	0	0	0	8	56	33	57	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	69	23	0	8	0	0	13	21	31	14	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	77	8	15	0	0	0	11	21	29	14	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	46	0	0	59	22	13	7	0	0	19	3	56	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	46	0	0	72	11	11	7	0	0	14	33	32	30	
	GLASGOW	JET2.COM LTD	S	A	9	0	0	0	22	44	33	0	0	46	0	0	0	
	GLASGOW	JET2.COM LTD	S	D	9	0	0	67	22	0	11	0	0	16	0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	27	0	0	15	4	48	19	15	0	80	22	84	23	
	MANCHESTER	JET2.COM LTD	S	D	27	0	0	37	19	22	7	15	0	55	13	77	23	
<b>TOTAL NICE</b>					<b>1183</b>	<b>25</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>41</b>	<b>37</b>	<b>37</b>	
NIEDERRHEIN																		
	EDINBURGH	RYANAIR	S	A	22	0	0	82	5	14	0	0	0	7	77	16	31	
	EDINBURGH	RYANAIR	S	D	22	0	0	86	0	14	0	0	0	8	77	15	31	
	STANSTED	RYANAIR	S	A	35	0	0	71	6	20	3	0	0	15	71	13	62	
	STANSTED	RYANAIR	S	D	35	0	0	51	20	17	11	0	0	23	66	15	62	
<b>TOTAL NIEDERRHEIN</b>					<b>114</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>9</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>74</b>	<b>15</b>	<b>15</b>	
NIMES																		
	LUTON	RYANAIR	S	A	31	0	0	97	0	3	0	0	0	2	90	5	30	
	LUTON	RYANAIR	S	D	31	0	0	94	3	3	0	0	0	4	63	11	30	
<b>TOTAL NIMES</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>77</b>	<b>8</b>	<b>8</b>	
NORWICH																		
	EDINBURGH	FLYBE LTD	S	A	52	0	0	92	4	2	2	0	0	6	92	6	53	
	EDINBURGH	FLYBE LTD	S	D	52	0	0	83	12	2	4	0	0	11	83	10	53	
	MANCHESTER	FLYBE LTD	S	A	41	0	0	80	5	7	5	2	0	19	82	13	45	

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						JULY 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)												
NORWICH																		
	MANCHESTER	FLYBE LTD	S	D	41	0	0	80	7	0	12	0	0	16	73	15	45	
<b>TOTAL NORWICH</b>					<b>186</b>	<b>4</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>11</b>	<b>11</b>	
NUREMBERG																		
	GATWICK	AIR BERLIN	S	A	47	0	0	81	11	6	0	2	0	13	0	0	0	
	GATWICK	AIR BERLIN	S	D	47	0	0	77	15	6	0	2	0	15	0	0	0	
<b>TOTAL NUREMBERG</b>					<b>94</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>10</b>	<b>10</b>	

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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
OLBIA																		
	HEATHROW	BRITISH AIRWAYS PLC	C	A	5	0	0	20	60	20	0	0	0	24	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	C	D	5	0	0	80	0	20	0	0	0	11	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	29	1	0	62	17	17	3	0	0	15	6	78	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	29	0	0	59	34	7	0	0	0	13	13	51	31	
	EDINBURGH	JET2.COM LTD	S	A	5	0	0	0	0	40	60	0	0	90	0	112	5	
	EDINBURGH	JET2.COM LTD	S	D	5	0	0	40	20	40	0	0	0	23	20	53	5	
<b>TOTAL OLBIA</b>					<b>78</b>	<b>6</b>	<b>0</b>	<b>54</b>	<b>24</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>11</b>	<b>66</b>	<b>66</b>	
Oporto (PORTUGAL)																		
	GATWICK	AIR PORTUGAL	S	A	62	0	0	74	13	10	3	0	0	13	52	21	61	
	GATWICK	AIR PORTUGAL	S	D	62	0	0	85	8	6	0	0	0	8	61	24	62	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	45	0	0	69	18	7	7	0	0	13	58	22	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	45	0	0	69	18	11	2	0	0	14	52	24	31	
	STANSTED	RYANAIR	S	A	53	0	0	79	9	4	2	6	0	27	77	11	53	
	STANSTED	RYANAIR	S	D	53	0	0	77	19	4	0	0	0	9	60	17	53	
<b>TOTAL Oporto (PORTUGAL)</b>					<b>322</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>62</b>	<b>20</b>	<b>20</b>	
ORLANDO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	84	3	6	6	0	0	10	76	8	41	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	87	13	0	0	0	0	8	85	7	40	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	65	0	0	69	12	6	12	0	0	20	65	22	60	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	65	0	0	65	11	15	8	2	0	21	45	37	62	
	GLASGOW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	89	11	0	0	0	0	3	100	1	11	
	GLASGOW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	10	0	0	100	0	0	0	0	0	6	75	7	4	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	49	0	0	88	2	6	4	0	0	8	100	0	36	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	49	0	0	84	6	6	4	0	0	9	67	15	42	
<b>TOTAL ORLANDO</b>					<b>309</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>70</b>	<b>17</b>	<b>17</b>	
OSLO (GARDERMOEN)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	119	0	0	81	8	12	0	0	0	9	75	13	124	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	119	0	0	81	12	7	1	0	0	8	69	15	124	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	22	0	0	82	9	5	5	0	0	7	86	5	22	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	21	0	1	76	5	19	0	0	0	11	82	8	22	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	78	0	0	90	8	0	3	0	0	6	87	10	79	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	78	0	0	72	18	8	3	0	0	12	54	20	79	
	HEATHROW	SAS	S	A	139	0	0	91	6	4	0	0	0	5	88	6	150	

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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE						JULY 2010				
					MATCHED			UNMATCHED		16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)		Actual (7)	Plan (8)									
OSLO (GARDERMOEN)	HEATHROW	SAS	S	D	139	0	0	88	4	7	1	0	0	5	79	7	150	
	MANCHESTER	SAS	S	A	22	0	0	100	0	0	0	0	0	0	94	5	18	
	MANCHESTER	SAS	S	D	22	0	0	95	5	0	0	0	0	4	72	12	18	
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>759</b>	<b>2</b>	<b>1</b>	<b>85</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>11</b>	<b>11</b>	
OTTAWA INTERNATIONAL	HEATHROW	AIR CANADA	S	A	31	0	1	74	10	6	10	0	0	16	87	6	31	
	HEATHROW	AIR CANADA	S	D	31	0	0	61	19	16	0	3	0	21	42	23	31	
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>62</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>15</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>66</b>	<b>17</b>	<b>17</b>	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 2010				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
PADERBORN																		
	BIRMINGHAM	AIR BERLIN	C	A	5	0	0	60	40	0	0	0	0	10	50	19	4	
	BIRMINGHAM	AIR BERLIN	C	D	5	0	0	60	0	40	0	0	0	19	50	21	4	
	MANCHESTER	AIR BERLIN	S	A	14	0	0	86	7	7	0	0	0	6	62	27	13	
	MANCHESTER	AIR BERLIN	S	D	14	0	0	93	0	7	0	0	0	4	69	24	13	
	STANSTED	AIR BERLIN	S	A	31	0	0	97	3	0	0	0	0	2	87	10	31	
	STANSTED	AIR BERLIN	S	D	31	0	0	90	3	6	0	0	0	6	97	2	31	
<b>TOTAL PADERBORN</b>					<b>100</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>13</b>	<b>13</b>	
PALERMO																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	83	9	9	0	0	0	10	44	38	18	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	87	9	4	0	0	0	6	56	31	18	
	STANSTED	RYANAIR	S	A	30	0	1	60	13	13	13	0	0	24	0	0	0	
	STANSTED	RYANAIR	S	D	31	0	0	87	0	3	10	0	0	13	0	0	0	
<b>TOTAL PALERMO</b>					<b>107</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>50</b>	<b>35</b>	<b>35</b>	
PALMA DE MALLORCA																		
	BIRMINGHAM	BA CITYFLYER LTD	C	D	2	0	0	100	0	0	0	0	0	6	0	68	2	
	EDINBURGH	BA CITYFLYER LTD	C	A	5	0	0	40	40	0	20	0	0	31	0	0	0	
	EDINBURGH	BA CITYFLYER LTD	C	D	5	0	0	60	40	0	0	0	0	15	0	0	0	
	GLASGOW	BA CITYFLYER LTD	C	A	20	0	0	80	5	10	0	5	0	18	0	90	15	
	GLASGOW	BA CITYFLYER LTD	C	D	17	0	0	76	18	6	0	0	0	11	46	68	13	
	LONDON CITY	BA CITYFLYER LTD	S	A	23	0	0	61	17	9	13	0	0	24	11	81	19	
	LONDON CITY	BA CITYFLYER LTD	S	D	23	0	0	83	0	4	13	0	0	15	53	36	19	
	STANSTED	BA CITYFLYER LTD	C	A	10	0	0	50	10	30	10	0	0	28	0	0	0	
	STANSTED	BA CITYFLYER LTD	C	D	11	0	0	36	36	0	27	0	0	30	0	0	0	
	BIRMINGHAM	BMIBABY LTD	S	A	31	0	1	65	23	3	10	0	0	15	67	37	27	
	BIRMINGHAM	BMIBABY LTD	S	D	31	0	0	55	26	6	13	0	0	22	46	36	28	
	MANCHESTER	BMIBABY LTD	S	A	9	0	0	33	33	22	11	0	0	34	0	0	0	
	MANCHESTER	BMIBABY LTD	S	D	9	0	0	67	22	11	0	0	0	10	0	0	0	
	MANCHESTER	CSA CZECH AIRLINES	C	A	5	0	0	20	0	40	40	0	0	49	0	0	0	
	MANCHESTER	CSA CZECH AIRLINES	C	D	5	0	0	20	40	40	0	0	0	22	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	62	8	23	8	0	0	23	8	41	13	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	62	15	15	8	0	0	23	64	19	14	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	125	0	1	58	18	14	9	0	0	20	14	68	124	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	125	0	0	71	18	5	6	0	0	14	37	48	126	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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																		
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	56	33	11	0	0	0	15	11	37	9	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	78	22	0	0	0	0	7	78	14	9	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	73	0	0	74	11	10	5	0	0	13	48	40	61	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	73	0	0	82	10	8	0	0	0	9	67	26	61	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	67	14	19	0	0	0	16	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	76	10	14	0	0	0	9	0	0	0	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	74	6	13	6	0	0	15	39	48	49	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	74	23	0	3	0	0	11	66	31	50	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	62	1	0	73	11	8	5	2	2	27	39	42	62	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	82	13	3	2	0	0	10	55	27	62	
	EDINBURGH	JET2.COM LTD	S	A	23	0	0	35	17	30	13	0	4	56	0	125	9	
	EDINBURGH	JET2.COM LTD	S	D	23	0	0	74	13	9	0	0	4	31	33	79	9	
	GLASGOW	JET2.COM LTD	S	A	27	0	0	26	41	22	7	4	0	35	0	0	0	
	GLASGOW	JET2.COM LTD	S	D	27	0	0	70	26	0	0	4	0	20	0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	42	0	0	38	19	26	14	0	2	40	7	47	29	
	MANCHESTER	JET2.COM LTD	S	D	44	0	2	52	25	14	7	2	0	25	45	30	29	
	NEWCASTLE	JET2.COM LTD	S	A	31	0	0	61	16	16	6	0	0	16	19	35	27	
	NEWCASTLE	JET2.COM LTD	S	D	31	0	0	68	29	0	3	0	0	11	59	17	27	
	BIRMINGHAM	MONARCH AIRLINES	S	A	21	0	0	67	10	19	5	0	0	15	74	9	19	
	BIRMINGHAM	MONARCH AIRLINES	S	D	21	0	0	90	5	5	0	0	0	6	84	8	19	
	GATWICK	MONARCH AIRLINES	S	A	36	0	0	17	25	31	25	3	0	48	14	58	7	
	GATWICK	MONARCH AIRLINES	S	D	36	0	0	53	17	17	14	0	0	26	71	21	7	
	LUTON	MONARCH AIRLINES	S	A	33	0	0	30	24	21	18	3	3	52	17	61	18	
	LUTON	MONARCH AIRLINES	S	D	34	0	0	47	21	15	12	3	3	47	53	48	17	
	MANCHESTER	MONARCH AIRLINES	S	A	63	0	1	37	25	25	10	2	2	37	29	46	52	
	MANCHESTER	MONARCH AIRLINES	S	D	64	0	0	73	13	9	2	3	0	18	60	27	53	
	BIRMINGHAM	RYANAIR	S	A	22	0	0	64	14	23	0	0	0	14	36	46	22	
	BIRMINGHAM	RYANAIR	S	D	22	0	0	100	0	0	0	0	0	3	77	16	22	
	EDINBURGH	RYANAIR	S	A	31	0	0	55	16	23	3	3	0	25	37	26	19	
	EDINBURGH	RYANAIR	S	D	31	0	0	97	0	3	0	0	0	3	68	14	19	
	MANCHESTER	RYANAIR	S	A	22	0	0	23	36	32	9	0	0	30	0	0	0	
	MANCHESTER	RYANAIR	S	D	22	0	0	9	41	41	9	0	0	38	0	0	0	
	STANSTED	RYANAIR	S	A	63	0	0	40	19	30	11	0	0	30	31	31	45	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					JULY 2010					
					Actual (7)	Plan (8)		16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
PALMA DE MALLORCA																		
	STANSTED	RYANAIR	S	D	64	0	0	70	16	9	5	0	0	13	54	18	46	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	17	0	0	82	12	6	0	0	0	6	38	41	16	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	17	0	0	94	6	0	0	0	0	4	56	32	16	
	EDINBURGH	THOMAS COOK AIRLINES LTD	C	A	3	0	0	67	0	0	33	0	0	59	100	4	4	
	EDINBURGH	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	30	75	10	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	18	0	0	67	11	11	6	0	6	55	28	54	18	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	20	1	0	70	15	5	10	0	0	20	50	35	22	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	32	0	0	47	22	9	9	6	6	69	35	51	40	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	31	0	0	52	23	6	13	6	0	34	50	39	34	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	49	0	0	67	6	18	8	0	0	21	21	90	34	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	50	0	0	72	12	10	6	0	0	17	53	56	38	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	18	0	0	94	6	0	0	0	0	3	67	15	9	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	18	0	0	78	6	17	0	0	0	11	78	5	9	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	22	100	4	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	0	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	28	0	0	54	18	21	7	0	0	21	38	35	29	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	29	0	0	90	3	7	0	0	0	7	84	10	32	
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	13	0	0	8	8	38	38	8	0	82	0	0	0	
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	13	0	0	46	46	8	0	0	0	15	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	A	82	0	0	54	22	16	7	1	0	21	52	34	71	
	GATWICK	THOMSON AIRWAYS LTD	C	D	88	0	0	85	8	3	3	0	0	8	76	19	74	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	27	0	0	52	26	11	11	0	0	22	52	38	23	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	28	0	0	61	18	11	11	0	0	21	70	24	23	
	LUTON	THOMSON AIRWAYS LTD	C	A	22	0	0	45	27	18	5	5	0	36	36	60	22	
	LUTON	THOMSON AIRWAYS LTD	C	D	25	0	0	76	8	4	4	8	0	32	54	60	24	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	79	1	0	51	27	11	8	3	1	33	40	32	81	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	80	0	0	73	16	4	5	1	1	24	87	9	84	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	26	0	0	62	23	15	0	0	0	14	42	26	24	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	28	0	0	93	0	4	4	0	0	7	92	8	26	
	STANSTED	THOMSON AIRWAYS LTD	C	A	14	0	0	36	43	21	0	0	0	17	64	16	14	
	STANSTED	THOMSON AIRWAYS LTD	C	D	15	0	0	93	7	0	0	0	0	2	100	2	14	
<b>TOTAL PALMA DE MALLORCA</b>					<b>2591</b>	<b>3</b>	<b>5</b>	<b>63</b>	<b>17</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>48</b>	<b>37</b>	<b>37</b>	

PAPHOS

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
PAPHOS																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	19	0	0	47	21	21	11	0	0	25	47	34	17	
	GATWICK	BRITISH AIRWAYS PLC	S	D	19	0	0	68	11	5	16	0	0	20	33	27	18	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	4	5	5	100	0	0	0	0	0	0	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	89	11	0	0	0	0	5	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	53	0	1	79	9	6	6	0	0	12	47	46	62	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	54	0	0	63	19	15	4	0	0	16	16	54	62	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	67	11	0	22	0	0	26	54	23	13	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	67	11	11	11	0	0	20	54	29	13	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	35	0	0	60	17	17	6	0	0	16	28	52	25	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	36	0	0	42	31	19	8	0	0	25	23	44	26	
	GLASGOW	JET2.COM LTD	S	A	9	0	0	44	33	22	0	0	0	17	0	0	0	
	GLASGOW	JET2.COM LTD	S	D	9	0	0	56	22	11	11	0	0	21	0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	9	0	0	78	11	11	0	0	0	8	0	0	0	
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	56	22	11	11	0	0	22	0	0	0	
	NEWCASTLE	JET2.COM LTD	S	A	8	0	0	75	25	0	0	0	0	6	63	39	8	
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	44	11	44	0	0	0	24	0	46	8	
	BIRMINGHAM	MONARCH AIRLINES	S	A	8	0	0	100	0	0	0	0	0	2	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	S	D	9	0	0	56	11	22	11	0	0	22	0	0	0	
	GATWICK	MONARCH AIRLINES	S	A	17	0	0	59	6	24	0	12	0	42	0	0	0	
	GATWICK	MONARCH AIRLINES	S	D	18	0	0	50	17	11	11	6	6	52	0	0	0	
	MANCHESTER	MONARCH AIRLINES	S	A	14	0	0	93	0	0	7	0	0	10	0	0	0	
	MANCHESTER	MONARCH AIRLINES	S	D	14	0	0	64	14	14	7	0	0	23	0	0	0	
	BIRMINGHAM	SKY WINGS AIRLINES	C	A	4	0	0	50	0	0	25	25	0	102	0	0	0	
	BIRMINGHAM	SKY WINGS AIRLINES	C	D	4	0	0	50	0	0	25	25	0	123	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	4	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	2	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	0	11	0	11	0	31	56	36	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	0	50	20	20	0	10	0	41	70	41	10	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	0	11	11	0	0	21	38	86	8	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	0	0	50	25	13	13	0	0	30	14	91	7	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	17	0	0	82	0	6	12	0	0	19	42	65	12	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	18	0	0	67	6	17	6	6	0	31	38	63	13	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	25	60	4	



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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	8	25	71	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	12	1	0	83	0	8	0	8	0	23	83	5	12
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	14	0	0	71	7	7	7	7	0	35	54	23	13
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	0	16	0	0	0
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	5	0	0	60	20	20	0	0	0	21	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	A	22	0	0	77	9	0	14	0	0	16	63	45	19
	GATWICK	THOMSON AIRWAYS LTD	C	D	23	0	0	70	13	4	13	0	0	26	53	34	19
	LUTON	THOMSON AIRWAYS LTD	C	A	9	0	0	89	0	0	0	0	11	50	25	49	8
	LUTON	THOMSON AIRWAYS LTD	C	D	9	0	0	33	56	0	0	11	0	51	56	25	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	18	0	0	78	17	6	0	0	0	9	38	56	16
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	18	0	0	61	22	17	0	0	0	16	53	40	17
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	8	0	0	75	0	0	25	0	0	21	50	146	8
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	9	0	0	78	0	0	22	0	0	25	38	67	8
	STANSTED	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	0	38	39	8
	STANSTED	THOMSON AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	4	78	27	9
<b>TOTAL PAPHOS</b>					<b>647</b>	<b>6</b>	<b>6</b>	<b>68</b>	<b>13</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>42</b>	<b>49</b>	<b>49</b>
PARIS (CHARLES DE GAULLE)	BIRMINGHAM	AIR FRANCE	S	A	93	0	0	96	2	0	2	0	0	3	0	0	0
	BIRMINGHAM	AIR FRANCE	S	D	93	0	0	97	1	1	1	0	0	3	0	0	0
	HEATHROW	AIR FRANCE	S	A	242	0	0	57	20	16	7	0	0	19	58	20	276
	HEATHROW	AIR FRANCE	S	D	242	0	0	81	9	8	1	0	0	9	75	17	273
	MANCHESTER	AIR FRANCE	S	A	92	0	0	68	18	12	1	0	0	13	78	13	129
	MANCHESTER	AIR FRANCE	S	D	92	0	0	84	10	7	0	0	0	6	81	10	129
	NEWCASTLE	BRIT AIR	S	A	81	0	0	90	7	1	1	0	0	7	85	8	82
	NEWCASTLE	BRIT AIR	S	D	81	0	0	79	19	1	1	0	0	11	81	11	83
	HEATHROW	BRITISH AIRWAYS PLC	S	A	232	0	0	74	13	10	3	0	0	12	68	18	259
	HEATHROW	BRITISH AIRWAYS PLC	S	D	232	0	0	78	10	8	3	0	0	10	66	17	259
	EDINBURGH	CITY JET	S	A	124	0	0	87	7	4	2	0	0	7	86	7	124
	EDINBURGH	CITY JET	S	D	124	0	0	88	8	2	1	1	0	8	81	12	124
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	77	10	10	3	0	0	10	40	24	30
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	71	13	13	3	0	0	13	57	20	30
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	27	0	0	67	22	11	0	0	0	11	52	35	27
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	27	0	0	70	26	4	0	0	0	12	52	34	27

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE						JULY 2010				
					Actual (7)	Plan (8)		16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
PARIS (CHARLES DE GAULLE)																		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	71	0	0	79	7	8	6	0	0	11	44	37	68	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	71	0	0	80	11	6	3	0	0	9	64	24	69	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	19	0	0	95	0	5	0	0	0	3	53	24	30	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	19	0	0	84	16	0	0	0	0	6	63	18	30	
	BIRMINGHAM	FLYBE LTD	S	A	69	0	0	86	7	7	0	0	0	6	64	19	72	
	BIRMINGHAM	FLYBE LTD	S	D	69	0	0	87	7	4	1	0	0	9	75	17	72	
	GLASGOW	FLYBE LTD	S	A	31	0	0	68	19	3	10	0	0	16	68	17	31	
	GLASGOW	FLYBE LTD	S	D	31	0	0	77	16	6	0	0	0	10	90	6	31	
	MANCHESTER	FLYBE LTD	S	A	95	0	0	79	9	7	4	0	0	12	53	25	72	
	MANCHESTER	FLYBE LTD	S	D	95	0	0	83	7	4	5	0	0	13	71	17	73	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>2414</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>16</b>	<b>16</b>	
PARIS (LE BOURGET)																		
PARIS (ORLY)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	88	3	4	4	0	0	7	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	75	11	9	5	0	0	13	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	A	136	0	0	91	6	1	1	0	0	5	79	8	134	
	LONDON CITY	VLM (BELGIUM)	S	D	134	0	0	84	9	4	2	0	0	8	80	9	133	
<b>TOTAL PARIS (ORLY)</b>					<b>458</b>	<b>0</b>	<b>0</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>9</b>	<b>9</b>	
PARMA																		
	STANSTED	RYANAIR	S	A	13	0	0	31	31	31	8	0	0	29	35	25	17	
	STANSTED	RYANAIR	S	D	13	0	0	46	23	23	8	0	0	24	65	16	17	
<b>TOTAL PARMA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>27</b>	<b>27</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>50</b>	<b>21</b>	<b>21</b>	
PAU																		
	LONDON CITY	CITY JET	S	A	13	0	0	100	0	0	0	0	0	1	0	0	0	
	LONDON CITY	CITY JET	S	D	12	0	0	92	8	0	0	0	0	3	0	0	0	
<b>TOTAL PAU</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>93</b>	<b>5</b>	<b>5</b>	
PERPIGNAN																		
	MANCHESTER	BMIBABY LTD	S	A	23	0	0	91	4	4	0	0	0	4	52	22	23	
	MANCHESTER	BMIBABY LTD	S	D	23	0	0	87	9	4	0	0	0	6	65	13	23	
	STANSTED	RYANAIR	S	A	22	0	0	91	9	0	0	0	0	4	87	10	39	
	STANSTED	RYANAIR	S	D	22	0	0	95	5	0	0	0	0	4	82	10	39	
<b>TOTAL PERPIGNAN</b>					<b>90</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>73</b>	<b>13</b>	<b>13</b>	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 2010			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
PERUGIA	STANSTED	RYANAIR	S	A	22	0	0	73	14	14	0	0	0	13	73	11	22
	STANSTED	RYANAIR	S	D	22	0	0	91	9	0	0	0	0	8	73	10	22
<b>TOTAL PERUGIA</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>11</b>	<b>11</b>
PESCARA	STANSTED	RYANAIR	S	A	22	0	0	82	14	0	5	0	0	8	84	6	31
	STANSTED	RYANAIR	S	D	22	0	0	68	23	5	5	0	0	14	68	17	31
<b>TOTAL PESCARA</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>18</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>11</b>	<b>11</b>
PESHAWAR	HEATHROW	PAKISTAN INTL AIRLINES	S	A	5	0	0	80	20	0	0	0	0	5	0	0	0
<b>TOTAL PESHAWAR</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>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
PHILADELPHIA INTERNATIONAL	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	84	5	5	3	2	2	24	81	9	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	69	21	5	5	0	0	13	60	19	62
	GLASGOW	US AIRWAYS	S	A	31	0	0	84	3	10	0	3	0	16	77	29	31
	GLASGOW	US AIRWAYS	S	D	30	1	1	77	17	0	0	3	3	29	90	21	31
	HEATHROW	US AIRWAYS	S	A	31	0	0	61	3	10	23	3	0	31	84	15	31
	HEATHROW	US AIRWAYS	S	D	31	1	0	42	23	16	13	6	0	41	71	19	31
	MANCHESTER	US AIRWAYS	S	A	31	0	0	55	16	10	19	0	0	30	84	28	31
	MANCHESTER	US AIRWAYS	S	D	31	0	1	48	19	13	19	0	0	30	69	37	32
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>309</b>	<b>2</b>	<b>2</b>	<b>67</b>	<b>13</b>	<b>8</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>25</b>	<b>76</b>	<b>21</b>	<b>21</b>
PHOENIX	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	0	63	11	15	7	4	0	31	69	15	26
	HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	0	59	22	15	4	0	0	19	41	22	27
<b>TOTAL PHOENIX</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>17</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>55</b>	<b>18</b>	<b>18</b>
PISA	GATWICK	BRITISH AIRWAYS PLC	S	A	61	0	1	62	13	15	10	0	0	19	74	22	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	62	0	0	65	18	13	5	0	0	16	71	28	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	65	23	10	3	0	0	13	47	26	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	87	10	3	0	0	0	4	58	17	62
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	43	0	0	56	14	26	5	0	0	21	19	61	36
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	43	0	0	58	28	12	2	0	0	15	28	45	36
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	65	26	3	6	0	0	15	45	30	31

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 2010		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
PISA	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	71	13	10	6	0	0	14	68	19	31
	MANCHESTER	JET2.COM LTD	S	A	23	0	0	26	30	26	13	0	4	53	22	86	18
	MANCHESTER	JET2.COM LTD	S	D	23	0	0	65	13	17	4	0	0	18	39	47	18
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	22	11	44	22	0	0	35	40	39	5
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	33	0	56	11	0	0	33	20	22	5
	EDINBURGH	RYANAIR	S	A	13	0	0	77	15	0	8	0	0	13	50	28	14
	EDINBURGH	RYANAIR	S	D	13	0	0	92	0	0	8	0	0	6	64	15	14
	STANSTED	RYANAIR	S	A	97	0	0	54	16	19	10	1	0	26	60	22	93
	STANSTED	RYANAIR	S	D	97	0	0	71	14	8	5	1	0	18	74	13	93
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	0	0	0	20	74	80	36	5
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	0	0	0	20	80	80	9	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	11	80	8	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	5	60	18	5
<b>TOTAL PISA</b>					<b>637</b>	<b>1</b>	<b>1</b>	<b>63</b>	<b>16</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>55</b>	<b>27</b>	<b>27</b>
PLOVDIV	STANSTED	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	3	0	0	0
	STANSTED	RYANAIR	S	D	9	0	0	78	22	0	0	0	0	11	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>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
PLYMOUTH	GLASGOW	AIR SOUTHWEST	S	A	30	0	1	80	7	7	3	3	0	19	87	7	31
	GLASGOW	AIR SOUTHWEST	S	D	30	0	0	70	13	10	7	0	0	14	87	13	31
	MANCHESTER	AIR SOUTHWEST	S	D	20	0	1	70	10	5	10	5	0	31	92	6	52
<b>TOTAL PLYMOUTH</b>					<b>80</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>10</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>85</b>	<b>9</b>	<b>9</b>
PODGORICA	GATWICK	MONTENEGRO AIRLINES	S	A	15	0	0	100	0	0	0	0	0	1	94	5	17
	GATWICK	MONTENEGRO AIRLINES	S	D	15	0	0	60	13	27	0	0	0	17	35	27	17
<b>TOTAL PODGORICA</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>65</b>	<b>16</b>	<b>16</b>
POITIERS	EDINBURGH	RYANAIR	S	A	6	3	3	100	0	0	0	0	0	0	100	0	9
	EDINBURGH	RYANAIR	S	D	9	0	0	78	0	11	11	0	0	14	89	9	9
	STANSTED	RYANAIR	S	A	26	0	0	88	0	8	4	0	0	9	75	12	16
	STANSTED	RYANAIR	S	D	26	0	0	77	19	0	4	0	0	11	69	14	16

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
POITIERS																		
<b>TOTAL POITIERS</b>					<b>67</b>	<b>3</b>	<b>3</b>	<b>84</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>10</b>	<b>10</b>	
PORI																		
PORT OF SPAIN																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	87	0	6	3	3	0	13	95	2	22	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	71	23	3	0	3	0	17	82	10	22	
<b>TOTAL PORT OF SPAIN</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>89</b>	<b>6</b>	<b>6</b>	
PORTLAND (OREGON)																		
PORTO SANTO																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	13	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	7	0	0	0	
<b>TOTAL PORTO SANTO</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>67</b>	<b>63</b>	<b>63</b>	
POZNAN																		
	EDINBURGH	RYANAIR	S	A	9	0	0	78	0	11	11	0	0	17	62	35	13	
	EDINBURGH	RYANAIR	S	D	9	0	0	56	22	0	22	0	0	25	31	51	13	
	STANSTED	RYANAIR	S	A	31	0	0	94	3	0	3	0	0	7	78	12	40	
	STANSTED	RYANAIR	S	D	31	0	0	84	13	3	0	0	0	7	73	14	40	
	LUTON	WIZZ AIR	S	A	25	0	1	96	4	0	0	0	0	1	88	5	26	
	LUTON	WIZZ AIR	S	D	25	0	1	76	20	4	0	0	0	9	58	19	26	
<b>TOTAL POZNAN</b>					<b>130</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>10</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>70</b>	<b>18</b>	<b>18</b>	
PRAGUE																		
	MANCHESTER	BMIBABY LTD	S	A	18	0	0	72	11	0	17	0	0	25	72	14	18	
	MANCHESTER	BMIBABY LTD	S	D	18	0	0	67	6	11	17	0	0	28	67	19	18	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	91	3	4	2	0	0	5	74	10	124	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	79	11	4	6	0	0	10	74	13	124	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	49	1	0	86	6	2	4	2	0	10	55	30	42	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	49	0	0	88	8	0	2	2	0	9	60	30	42	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	73	23	4	0	0	0	8	85	10	26	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	65	31	4	0	0	0	8	81	11	26	
	GATWICK	HI FLY	C	A	2	0	0	0	0	100	0	0	0	40	0	0	0	
	EDINBURGH	JET2.COM LTD	S	A	18	0	0	50	22	22	6	0	0	21	61	20	18	
	EDINBURGH	JET2.COM LTD	S	D	18	0	0	94	6	0	0	0	0	4	67	14	18	
	MANCHESTER	JET2.COM LTD	S	A	21	0	0	48	29	14	10	0	0	28	32	73	22	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 2010			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
PRAGUE	MANCHESTER	JET2.COM LTD	S	D	21	0	0	57	33	0	10	0	0	24	27	62	22
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	67	22	11	0	0	0	13	0	0	0
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	56	33	11	0	0	0	18	0	0	0
	LUTON	WIZZ AIR	S	A	51	0	2	90	6	2	2	0	0	4	58	27	26
	LUTON	WIZZ AIR	S	D	51	0	2	78	4	12	6	0	0	14	38	42	26
<b>TOTAL PRAGUE</b>					<b>634</b>	<b>2</b>	<b>4</b>	<b>79</b>	<b>11</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>19</b>	<b>19</b>
PRESTWICK	STANSTED	RYANAIR	S	A	31	0	0	87	10	0	0	3	0	9	86	8	93
	STANSTED	RYANAIR	S	D	31	0	1	74	16	10	0	0	0	10	88	6	93
<b>TOTAL PRESTWICK</b>					<b>62</b>	<b>1</b>	<b>1</b>	<b>81</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>7</b>	<b>7</b>
PREVEZA	GATWICK	MONARCH AIRLINES	C	A	10	0	0	100	0	0	0	0	0	3	50	25	8
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	90	10	0	0	0	0	2	88	14	8
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	80	20	0	0	0	0	7	25	34	4
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	40	40	20	0	0	0	18	25	25	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	2	50	43	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	2	50	33	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	75	24	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	8	25	41	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	10	0	0	100	0	0	0	0	0	2	63	36	8
	GATWICK	THOMSON AIRWAYS LTD	C	D	10	0	0	90	10	0	0	0	0	9	38	53	8
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	19	75	15	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	60	20	0	20	0	0	23	25	37	4
	GATWICK	TOR AIR	C	A	9	1	0	67	22	0	0	0	11	58	0	0	0
	GATWICK	TOR AIR	C	D	9	0	0	67	22	0	0	0	11	67	0	0	0
	MANCHESTER	TOR AIR	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	TOR AIR	C	D	4	0	0	50	50	0	0	0	0	15	0	0	0
<b>TOTAL PREVEZA</b>					<b>106</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>16</b>	<b>57</b>	<b>34</b>	<b>34</b>
PRISTINA	STANSTED	BELLE AIR	S	A	6	0	0	50	50	0	0	0	0	16	0	0	0
	STANSTED	BELLE AIR	S	D	6	0	0	33	50	0	17	0	0	27	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	32	36	18	14	0	0	31	50	21	22
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	59	32	5	5	0	0	17	36	26	22

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
PRISTINA																	
<b>TOTAL PRISTINA</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>38</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>43</b>	<b>24</b>	<b>24</b>
PROVIDENCIALES																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	75	25	0	0	0	0	5	75	5	4
	HEATHROW	BRITISH AIRWAYS PLC	S	D	5	0	0	100	0	0	0	0	0	3	75	10	4
<b>TOTAL PROVIDENCIALES</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>4</b>	<b>75</b>	<b>7</b>	<b>7</b>
PUERTO PLATA																	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	75	42	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	0	0	0	33	0	63	100	2	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	37	75	304	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	11	75	14	4
	GLASGOW	THOMSON AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	0	75	45	4
	GLASGOW	THOMSON AIRWAYS LTD	C	D	3	0	0	67	33	0	0	0	0	9	50	61	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	1	100	4	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	60	40	0	0	0	0	14	75	12	4
<b>TOTAL PUERTO PLATA</b>					<b>33</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>72</b>	<b>48</b>	<b>48</b>
PULA																	
	GATWICK	CROATIA AIRLINES	C	A	5	0	0	20	60	20	0	0	0	25	0	0	0
	GATWICK	CROATIA AIRLINES	C	D	5	0	0	40	40	20	0	0	0	18	0	0	0
	MANCHESTER	CROATIA AIRLINES	C	A	5	0	0	100	0	0	0	0	0	3	0	0	0
	MANCHESTER	CROATIA AIRLINES	C	D	5	0	0	80	20	0	0	0	0	4	0	0	0
	STANSTED	RYANAIR	S	A	13	0	0	77	23	0	0	0	0	7	84	6	19
	STANSTED	RYANAIR	S	D	13	0	0	85	8	8	0	0	0	8	68	11	19
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	154	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	172	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	27	100	0	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	34	100	0	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	99	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	8	75	111	4
<b>TOTAL PULA</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>40</b>	<b>40</b>
PUNTA CANA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	67	22	11	0	0	0	9	78	12	9
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	100	0	0	0	0	0	4	67	13	9

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE						JULY 2010			
					Actual (7)	Plan (8)		16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
PUNTA CANA		GATWICK	THOMAS COOK AIRLINES LTD	C A	4	0	0	100	0	0	0	0	0	0	60	22	5
		GATWICK	THOMAS COOK AIRLINES LTD	C D	4	0	0	75	25	0	0	0	0	9	50	34	4
		MANCHESTER	THOMAS COOK AIRLINES LTD	C A	5	0	0	80	0	0	0	20	0	55	100	0	5
		MANCHESTER	THOMAS COOK AIRLINES LTD	C D	4	0	0	50	25	0	0	25	0	75	80	10	5
		GATWICK	THOMSON AIRWAYS LTD	C A	4	0	0	100	0	0	0	0	0	3	80	22	5
		GATWICK	THOMSON AIRWAYS LTD	C D	5	0	0	80	20	0	0	0	0	5	100	5	4
		GLASGOW	THOMSON AIRWAYS LTD	C A	2	0	0	50	0	0	50	0	0	34	0	0	0
		GLASGOW	THOMSON AIRWAYS LTD	C D	2	0	0	50	50	0	0	0	0	15	0	0	0
		MANCHESTER	THOMSON AIRWAYS LTD	C A	9	0	0	67	11	11	11	0	0	22	89	4	9
		MANCHESTER	THOMSON AIRWAYS LTD	C D	10	0	0	60	10	0	30	0	0	38	100	6	9
		NEWCASTLE	THOMSON AIRWAYS LTD	C A	5	0	0	60	20	0	20	0	0	41	20	41	5
		NEWCASTLE	THOMSON AIRWAYS LTD	C D	5	0	0	80	20	0	0	0	0	8	40	14	5
<b>TOTAL PUNTA CANA</b>					<b>77</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>3</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>73</b>	<b>14</b>	<b>14</b>



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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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	31	0	0	87	3	3	6	0	0	9	84	9	31
	HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	81	13	6	0	0	0	9	77	12	31
<b>TOTAL RALEIGH</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>10</b>	<b>10</b>
RECIFE																	
RENNES	MANCHESTER	FLYBE LTD	S	A	9	0	0	56	33	11	0	0	0	14	38	35	8
	MANCHESTER	FLYBE LTD	S	D	9	0	0	44	44	11	0	0	0	15	33	37	9
<b>TOTAL RENNES</b>					<b>18</b>	<b>2</b>	<b>0</b>	<b>50</b>	<b>39</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>61</b>	<b>19</b>	<b>19</b>
REUS																	
	GLASGOW	BMI BRITISH MIDLAND	C	A	5	0	0	100	0	0	0	0	0	2	40	16	5
	GLASGOW	BMI BRITISH MIDLAND	C	D	5	0	0	100	0	0	0	0	0	7	80	6	5
	EDINBURGH	FLYBE LTD	C	A	5	0	0	100	0	0	0	0	0	1	0	0	0
	EDINBURGH	FLYBE LTD	C	D	5	0	0	80	20	0	0	0	0	7	0	0	0
	MANCHESTER	JET2.COM LTD	S	A	9	0	0	11	56	33	0	0	0	23	33	34	9
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	11	22	67	0	0	0	33	67	17	9
	BIRMINGHAM	RYANAIR	S	A	13	0	1	100	0	0	0	0	0	0	75	10	12
	BIRMINGHAM	RYANAIR	S	D	14	0	0	71	21	0	7	0	0	13	67	14	12
	LUTON	RYANAIR	S	A	18	0	0	100	0	0	0	0	0	2	61	44	18
	LUTON	RYANAIR	S	D	18	0	0	89	11	0	0	0	0	5	44	32	18
	STANSTED	RYANAIR	S	A	18	0	0	78	11	0	11	0	0	15	71	14	31
	STANSTED	RYANAIR	S	D	18	0	0	78	6	6	11	0	0	18	68	14	31
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	4	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	3	100	2	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	10	0	0	90	0	0	10	0	0	12	56	35	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	0	90	0	0	10	0	0	15	67	17	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	11	0	11	0	0	10	45	40	11
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	0	11	11	0	0	18	70	35	10
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	14	0	0	86	0	7	7	0	0	11	62	69	13
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	14	0	0	79	7	0	14	0	0	17	71	67	14
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	1	50	22	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	4	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	89	0	0	11	0	0	9	67	24	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	78	11	0	11	0	0	14	67	28	9

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
REUS																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	14	0	0	93	0	7	0	0	0	5	79	18	14	
	GATWICK	THOMSON AIRWAYS LTD	C	D	14	0	0	100	0	0	0	0	0	4	79	14	14	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	4	75	17	4	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	14	4	
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	100	0	4		
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	75	6	4		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	14	0	0	64	29	7	0	0	10	71	10	14		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	14	0	0	93	7	0	0	0	4	93	4	14		
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	1	44	36	9		
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	2	89	25	9		
<b>TOTAL REUS</b>					<b>332</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>67</b>	<b>24</b>	<b>24</b>	
REYKJAVIK																		
RHODES																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	18	0	1	56	28	11	6	0	0	23	14	78	21	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	19	0	0	53	16	26	5	0	0	22	14	75	22	
	GATWICK	FLY HELLAS	C	A	12	0	0	25	42	8	25	0	0	36	0	0	0	
	GATWICK	FLY HELLAS	C	D	13	0	0	23	15	23	31	8	0	62	0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	4	0	0	75	25	0	0	0	0	9	75	22	4	
	MANCHESTER	JET2.COM LTD	S	D	4	0	0	25	50	25	0	0	0	23	0	36	4	
	NEWCASTLE	JET2.COM LTD	S	A	4	0	0	75	0	0	25	0	0	24	75	10	4	
	NEWCASTLE	JET2.COM LTD	S	D	4	0	0	25	75	0	0	0	0	19	25	28	4	
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	63	13	13	13	0	0	27	69	18	13	
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	50	0	38	13	0	0	36	40	29	15	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	69	34	13		
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	5	54	34	13	
	STANSTED	RYANAIR	S	A	13	0	0	77	8	15	0	0	0	10	0	0	0	
	STANSTED	RYANAIR	S	D	13	0	0	77	23	0	0	0	0	10	0	0	0	
	BIRMINGHAM	SKY WINGS AIRLINES	C	A	9	0	0	44	0	11	22	11	11	101	0	0	0	
	BIRMINGHAM	SKY WINGS AIRLINES	C	D	9	0	0	11	33	11	11	11	22	184	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	6	40	54	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	4	25	49	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	13	0	0	77	8	0	15	0	0	25	7	97	15	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	13	0	0	62	15	8	15	0	0	30	44	53	16	

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 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
RHODES	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	38	0	0	0	0	10	36	41	11
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	38	0	0	0	0	10	56	36	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	25	0	0	0	0	8	44	69	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	13	0	13	0	0	16	33	70	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	0	11	0	0	13	67	18	3
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	22	0	11	0	0	17	80	11	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	89	0	11	0	0	0	6	50	34	8
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	67	33	0	0	0	0	13	33	41	9
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	6	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	A	22	0	0	68	14	9	9	0	0	17	60	39	20
	GATWICK	THOMSON AIRWAYS LTD	C	D	22	0	0	64	14	14	9	0	0	20	50	40	20
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	29	75	35	4
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	34	75	39	4
	LUTON	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	1	40	34	5
	LUTON	THOMSON AIRWAYS LTD	C	D	5	0	0	60	40	0	0	0	0	15	60	21	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	18	0	0	78	6	17	0	0	0	9	65	18	17
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	18	0	0	72	22	6	0	0	0	9	61	19	18
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	3	0	0	67	0	0	33	0	0	48	80	9	5
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	0	25	0	46	50	14	4
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	80	13	5
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	75	12	4
<b>TOTAL RHODES</b>					<b>372</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>16</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>45</b>	<b>47</b>	<b>47</b>
RIGA	GATWICK	AIR BALTIC	S	A	49	0	0	86	12	0	2	0	0	8	82	11	49
	GATWICK	AIR BALTIC	S	D	49	0	0	67	20	8	4	0	0	16	76	14	49
	STANSTED	RYANAIR	S	A	62	0	0	90	5	5	0	0	0	5	90	12	62
	STANSTED	RYANAIR	S	D	62	0	0	94	3	3	0	0	0	5	95	5	62
	LUTON	WIZZ AIR	S	A	31	0	0	68	19	10	3	0	0	13	71	28	14
	LUTON	WIZZ AIR	S	D	31	0	0	61	23	10	6	0	0	18	50	39	14
<b>TOTAL RIGA</b>					<b>284</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>13</b>	<b>13</b>
RIJEKA	STANSTED	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	1	0	0	0

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
RIJEKA	STANSTED	RYANAIR	S	D	9	0	0	89	11	0	0	0	0	8	0	0	0
<b>TOTAL RIJEKA</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>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
RIMINI	STANSTED	RYANAIR	S	A	13	0	0	38	54	8	0	0	0	21	43	19	14
	STANSTED	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	5	79	10	14
<b>TOTAL RIMINI</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>27</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>61</b>	<b>15</b>	<b>15</b>
RIO DE JANEIRO (GALEAO)	HEATHROW	BRITISH AIRWAYS PLC	S	A	14	0	0	64	14	14	7	0	0	18	77	9	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	69	23	0	8	0	0	13	64	13	14
	HEATHROW	TAM LINHAS AEREAS	S	A	14	0	0	57	14	21	7	0	0	20	0	0	0
	HEATHROW	TAM LINHAS AEREAS	S	D	14	0	0	64	29	0	7	0	0	14	0	0	0
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>					<b>55</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>20</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>11</b>	<b>11</b>
RIYADH	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	95	5	0	0	0	0	2	96	1	23
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	73	23	5	0	0	0	11	82	8	22
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	19	0	0	95	5	0	0	0	0	4	83	10	18
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	20	0	0	75	10	10	5	0	0	13	50	21	18
<b>TOTAL RIYADH</b>					<b>83</b>	<b>2</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>9</b>	<b>9</b>
RODEZ	STANSTED	RYANAIR	S	A	18	0	0	72	22	0	0	6	0	19	53	21	30
	STANSTED	RYANAIR	S	D	18	0	0	94	6	0	0	0	0	3	70	16	30
<b>TOTAL RODEZ</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>62</b>	<b>18</b>	<b>18</b>
ROME (CIAMPINO)	EDINBURGH	RYANAIR	S	A	18	0	0	39	61	0	0	0	0	16	0	51	17
	EDINBURGH	RYANAIR	S	D	18	0	0	94	6	0	0	0	0	5	82	9	17
	GATWICK	RYANAIR	S	A	31	0	0	77	13	10	0	0	0	10	0	0	0
	GATWICK	RYANAIR	S	D	31	0	0	55	26	16	3	0	0	16	0	0	0
	STANSTED	RYANAIR	S	A	97	0	0	57	28	8	5	2	0	21	36	29	92
	STANSTED	RYANAIR	S	D	97	0	0	78	15	4	2	0	0	10	78	11	93
<b>TOTAL ROME (CIAMPINO)</b>					<b>292</b>	<b>5</b>	<b>0</b>	<b>67</b>	<b>23</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>54</b>	<b>23</b>	<b>23</b>
ROME (FIUMICINO)	BIRMINGHAM	ALITALIA (CAI)	C	A	2	0	0	0	100	0	0	0	0	24	0	0	0

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 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
ROME (FIUMICINO)																		
	BIRMINGHAM	ALITALIA (CAI)	C	D	2	0	0	0	50	50	0	0	0	27	0	0	0	
	EDINBURGH	ALITALIA (CAI)	C	A	2	0	0	0	0	100	0	0	0	38	0	0	0	
	EDINBURGH	ALITALIA (CAI)	C	D	2	0	0	0	0	100	0	0	0	38	0	0	0	
	HEATHROW	ALITALIA (CAI)	S	A	155	0	0	67	17	12	3	1	0	15	61	18	155	
	HEATHROW	ALITALIA (CAI)	S	D	155	0	0	62	14	19	4	1	0	20	41	30	155	
	MANCHESTER	ALITALIA (CAI)	C	A	5	0	0	40	20	0	40	0	0	45	0	0	0	
	MANCHESTER	ALITALIA (CAI)	C	D	3	0	0	33	0	33	33	0	0	49	0	0	0	
	BIRMINGHAM	BLUE PANORAMA	C	A	6	0	0	17	33	17	17	17	0	66	0	0	0	
	BIRMINGHAM	BLUE PANORAMA	C	D	3	0	0	0	67	33	0	0	0	33	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	C	A	5	0	0	60	20	0	20	0	0	17	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	C	D	5	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	62	0	0	56	21	11	8	3	0	27	25	46	57	
	GATWICK	BRITISH AIRWAYS PLC	S	D	62	0	0	76	13	2	10	0	0	15	72	11	57	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	186	0	0	69	17	11	3	0	0	14	37	31	184	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	186	0	0	76	15	6	3	0	0	10	55	20	184	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	102	0	0	62	15	19	5	0	0	18	4	67	69	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	102	0	0	74	12	13	2	0	0	11	31	38	70	
	MANCHESTER	JET2.COM LTD	S	A	31	0	0	55	23	10	6	6	0	31	19	46	31	
	MANCHESTER	JET2.COM LTD	S	D	31	0	0	55	26	10	6	3	0	26	42	24	31	
<b>TOTAL ROME (FIUMICINO)</b>					<b>1114</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>43</b>	<b>30</b>	<b>30</b>	
ROTTERDAM																		
	LONDON CITY	CITY JET	S	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	LONDON CITY	CITY JET	S	D	4	0	0	100	0	0	0	0	0	0	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	A	139	0	0	96	3	1	0	0	0	3	99	1	169	
	LONDON CITY	VLM (BELGIUM)	S	D	139	0	0	93	2	4	1	0	0	4	96	2	170	
<b>TOTAL ROTTERDAM</b>					<b>286</b>	<b>1</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>91</b>	<b>4</b>	<b>4</b>	
RYGGE																		
	GATWICK	RYANAIR	S	A	31	0	0	94	0	3	3	0	0	6	0	0	0	
	GATWICK	RYANAIR	S	D	31	0	0	84	10	6	0	0	0	7	0	0	0	
	NEWCASTLE	RYANAIR	S	A	13	0	2	100	0	0	0	0	0	1	92	1	13	
	NEWCASTLE	RYANAIR	S	D	13	0	0	92	8	0	0	0	0	3	77	8	13	
	STANSTED	RYANAIR	S	A	62	0	0	94	3	2	0	2	0	7	97	8	62	
	STANSTED	RYANAIR	S	D	62	0	0	90	8	2	0	0	0	4	90	6	62	

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					JULY 2010					
					MATCHED			UNMATCHED		16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)		Actual (7)	Plan (8)									
RYGGE																		
<b>TOTAL RYGGE</b>						<b>212</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>92</b>	<b>7</b>	<b>7</b>
RZESZOW																		
	BIRMINGHAM	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	0	75	11	8	
	BIRMINGHAM	RYANAIR	S	D	9	0	0	89	11	0	0	0	0	6	63	17	8	
	LUTON	RYANAIR	S	A	9	0	0	67	11	22	0	0	0	14	63	13	8	
	LUTON	RYANAIR	S	D	9	0	0	89	0	11	0	0	0	7	50	24	8	
	STANSTED	RYANAIR	S	A	31	0	0	94	6	0	0	0	0	2	87	5	31	
	STANSTED	RYANAIR	S	D	31	0	0	97	3	0	0	0	0	4	77	10	31	
<b>TOTAL RZESZOW</b>						<b>98</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>76</b>	<b>11</b>	<b>11</b>	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 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
SALONIKA	GATWICK	BRITISH AIRWAYS PLC	S	A	18	0	0	67	0	17	17	0	0	22	59	19	22
	GATWICK	BRITISH AIRWAYS PLC	S	D	18	0	0	50	17	11	22	0	0	33	50	19	22
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	95	5	0	0	0	0	5	70	20	20
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	95	5	0	0	0	0	3	60	21	20
	STANSTED	RYANAIR	S	A	13	0	0	85	15	0	0	0	0	8	0	0	0
	STANSTED	RYANAIR	S	D	13	0	0	77	23	0	0	0	0	10	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	40	44	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	2	40	56	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	20	0	0	18	80	9	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	20	20	20	0	0	27	80	12	5
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	100	7	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	50	14	4
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	75	8	4
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	1	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	2	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	4	100	0	4
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	50	165	4
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	5	50	170	4
<b>TOTAL SALONIKA</b>					<b>158</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>64</b>	<b>27</b>	<b>27</b>
SALZBURG	GLASGOW	BMI BRITISH MIDLAND	C	A	5	0	0	60	40	0	0	0	0	7	100	2	5
	GLASGOW	BMI BRITISH MIDLAND	C	D	5	0	0	60	40	0	0	0	0	14	80	6	5
	GATWICK	BRITISH AIRWAYS PLC	S	A	19	0	0	58	26	5	11	0	0	18	89	8	18
	GATWICK	BRITISH AIRWAYS PLC	S	D	19	0	0	53	21	16	11	0	0	20	78	8	18
	STANSTED	RYANAIR	S	A	22	0	0	82	14	5	0	0	0	8	82	10	17
	STANSTED	RYANAIR	S	D	22	0	0	82	14	5	0	0	0	8	76	9	17
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	80	11	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	60	10	5
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	89	2	9
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	6	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	0	78	6	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	2	67	16	9
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	0	5

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 2010				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
SALZBURG																		
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	100	2	5	
<b>TOTAL SALZBURG</b>					<b>140</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>8</b>	<b>8</b>	
SAMANA (EL CATEY)																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	21	100	3	5	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	8	100	6	5	
<b>TOTAL SAMANA (EL CATEY)</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>100</b>	<b>5</b>	<b>5</b>	
SAMOS																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	60	67	5	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	25	25	50	0	0	0	23	40	81	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	6	40	79	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	14	60	74	5	
	GATWICK	TOR AIR	C	A	4	0	0	75	0	25	0	0	0	13	0	0	0	
<b>TOTAL SAMOS</b>					<b>20</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>12</b>	<b>40</b>	<b>87</b>	<b>87</b>	
SAN DIEGO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	58	19	3	19	0	0	28	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	68	13	6	13	0	0	24	0	0	0	
<b>TOTAL SAN DIEGO</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>16</b>	<b>5</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SAN FRANCISCO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	85	13	0	0	2	0	8	74	18	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	68	21	8	3	0	0	14	53	27	62	
	HEATHROW	UNITED AIRLINES	S	A	62	0	0	95	0	2	3	0	0	6	89	7	62	
	HEATHROW	UNITED AIRLINES	S	D	62	0	0	84	11	2	2	2	0	12	81	9	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	90	3	3	3	0	0	7	90	6	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	65	13	6	13	3	0	29	71	17	31	
<b>TOTAL SAN FRANCISCO</b>					<b>310</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>15</b>	<b>15</b>	
SAN JUAN (PUERTO RICO)																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	89	11	0	0	0	0	9	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	67	22	11	0	0	0	13	0	0	0	
<b>TOTAL SAN JUAN (PUERTO RICO)</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SANDEFJORD(TORP)																		
	EDINBURGH	RYANAIR	S	A	18	0	0	89	6	6	0	0	0	4	69	21	13	
	EDINBURGH	RYANAIR	S	D	18	0	0	89	11	0	0	0	0	6	62	31	13	



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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
SANDEFJORD(TORP)																		
	STANSTED	RYANAIR	S	A	27	0	0	93	7	0	0	0	0	4	87	7	62	
	STANSTED	RYANAIR	S	D	27	0	0	96	0	4	0	0	0	2	82	8	62	
<b>TOTAL SANDEFJORD(TORP)</b>					<b>90</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>81</b>	<b>11</b>	<b>11</b>	
SANFORD																		
	GATWICK	MONARCH AIRLINES	C	A	7	0	0	57	0	43	0	0	0	18	56	34	9	
	GATWICK	MONARCH AIRLINES	C	D	7	0	0	71	29	0	0	0	0	11	50	29	10	
	GLASGOW	MONARCH AIRLINES	C	A	3	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	80	0	0	20	0	0	24	60	48	5	
	MANCHESTER	MONARCH AIRLINES	C	D	6	0	0	0	50	50	0	0	0	30	20	92	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	67	53	3		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	7	0	0	57	29	14	0	0	0	16	30	38	10	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	30	0	0	63	3	13	13	0	7	64	94	3	18	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	24	0	0	54	21	13	8	0	4	44	59	51	17	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	10	0	0	80	0	10	10	0	0	23	77	9	13	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	17	0	0	53	6	12	24	6	0	40	65	23	20	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	80	14	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	8	25	48	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	14	0	0	71	7	14	0	7	0	26	77	20	13	
	GATWICK	THOMSON AIRWAYS LTD	C	D	14	0	0	64	21	0	7	7	0	36	64	60	14	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	5	0	75	0	25	0	0	0	11	75	66	4	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	8	0	0	50	25	13	13	0	0	32	80	9	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	14	0	0	93	0	7	0	0	0	5	71	11	14	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	13	0	0	92	0	8	0	0	0	5	86	8	14	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	60	40	0	0	0	0	11	80	48	5	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	60	72	5	
<b>TOTAL SANFORD</b>					<b>203</b>	<b>5</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>29</b>	<b>67</b>	<b>30</b>	<b>30</b>	
SANTA CLARA																		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	100	3	3		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	6	100	5	3	
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	10	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	14	0	0	0	
<b>TOTAL SANTA CLARA</b>					<b>15</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>100</b>	<b>4</b>	<b>4</b>	
SANTA CRUZ DE LA PALMA																		

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					Actual (7)	Plan (8)												
SANTA CRUZ DE LA PALMA		GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	38	100	3	4
		GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	50	0	25	0	25	0	64	75	17	4
<b>TOTAL SANTA CRUZ DE LA PALMA</b>						<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>51</b>	<b>81</b>	<b>24</b>	<b>24</b>
SANTANDER		STANSTED	RYANAIR	S	A	31	0	0	84	10	0	0	6	0	22	35	28	31
		STANSTED	RYANAIR	S	D	31	0	0	100	0	0	0	0	0	3	45	20	31
<b>TOTAL SANTANDER</b>						<b>62</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>40</b>	<b>24</b>	<b>24</b>
SANTIAGO DE COMPOSTELA		STANSTED	RYANAIR	S	A	18	0	0	39	56	6	0	0	0	16	52	23	31
		STANSTED	RYANAIR	S	D	18	0	0	78	22	0	0	0	0	8	55	17	31
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>						<b>36</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>39</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>53</b>	<b>20</b>	<b>20</b>
SAO PAULO (GUARULHOS)		HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	90	6	3	0	0	0	4	0	0	0
		HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	58	23	13	6	0	0	17	0	0	0
		HEATHROW	TAM LINHAS AEREAS	S	A	31	0	0	84	6	3	6	0	0	11	52	28	31
		HEATHROW	TAM LINHAS AEREAS	S	D	31	0	0	94	3	3	0	0	0	5	90	4	31
<b>TOTAL SAO PAULO (GUARULHOS)</b>						<b>124</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>16</b>	<b>16</b>
SEATTLE (BOEING FLD INT)		HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	71	23	3	3	0	0	12	60	14	30
SEATTLE (TACOMA)		HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	68	13	13	6	0	0	19	48	20	31
<b>TOTAL SEATTLE (TACOMA)</b>						<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>54</b>	<b>17</b>	<b>17</b>
SEOUL (INCHEON)		HEATHROW	ASIANA AIRLINES	S	A	22	0	0	23	14	50	14	0	0	37	68	13	22
		HEATHROW	ASIANA AIRLINES	S	D	22	0	0	86	9	5	0	0	0	7	95	2	22
		HEATHROW	KOREAN AIR	S	A	31	0	0	42	29	19	10	0	0	24	87	7	31
		HEATHROW	KOREAN AIR	S	D	31	0	0	74	10	16	0	0	0	13	77	10	31
<b>TOTAL SEOUL (INCHEON)</b>						<b>106</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>16</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>82</b>	<b>8</b>	<b>8</b>
SEVILLE		GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	94	0	0	6	0	0	6	0	0	0
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	94	0	6	0	0	0	3	0	0	0
		GATWICK	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	3	0	0	0

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					Actual (7)	Plan (8)		16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
SEVILLE	GATWICK	RYANAIR	S	D	13	0	0	85	8	0	8	0	0	11	0	0	0
	STANSTED	RYANAIR	S	A	31	0	0	74	13	6	6	0	0	14	58	24	31
	STANSTED	RYANAIR	S	D	31	0	0	77	13	6	3	0	0	12	45	21	31
	HEATHROW	VUELING AIRLINES	S	A	18	0	0	94	0	0	0	6	0	15	61	23	31
	HEATHROW	VUELING AIRLINES	S	D	18	0	0	78	11	6	0	6	0	21	58	26	31
<b>TOTAL SEVILLE</b>					<b>158</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>56</b>	<b>23</b>	<b>23</b>
SEYCHELLES	HEATHROW	AIR SEYCHELLES	S	A	9	0	0	78	0	0	22	0	0	30	33	33	9
	HEATHROW	AIR SEYCHELLES	S	D	10	0	0	80	10	0	0	10	0	24	56	25	9
<b>TOTAL SEYCHELLES</b>					<b>19</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>5</b>	<b>0</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>27</b>	<b>50</b>	<b>25</b>	<b>25</b>
SHANGHAI																	
SHANGHAI (PU DONG)	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	0	70	7	7	11	4	0	29	41	44	22
	HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	0	70	7	4	7	11	0	39	55	17	22
	HEATHROW	CHINA EASTERN AIRLINES	S	A	18	0	3	100	0	0	0	0	0	1	44	29	18
	HEATHROW	CHINA EASTERN AIRLINES	S	D	18	0	0	94	6	0	0	0	0	4	83	10	18
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	3	94	6	0	0	0	0	2	13	72	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	81	13	3	3	0	0	9	77	10	31
<b>TOTAL SHANGHAI (PU DONG)</b>					<b>152</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>7</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>51</b>	<b>32</b>	<b>32</b>
SHANNON																	
	BIRMINGHAM	AER ARANN	S	A	31	0	0	81	13	0	6	0	0	14	96	5	24
	BIRMINGHAM	AER ARANN	S	D	31	0	0	77	13	3	6	0	0	16	71	15	24
	EDINBURGH	AER ARANN	S	A	22	0	0	77	14	5	5	0	0	12	0	0	0
	EDINBURGH	AER ARANN	S	D	22	0	0	82	9	5	5	0	0	14	0	0	0
	GLASGOW	AER ARANN	S	A	13	0	0	92	8	0	0	0	0	3	68	13	19
	GLASGOW	AER ARANN	S	D	13	0	0	92	8	0	0	0	0	3	74	14	19
	MANCHESTER	AER ARANN	S	A	56	0	0	82	7	2	7	2	0	16	83	9	23
	MANCHESTER	AER ARANN	S	D	56	0	0	86	4	2	7	2	0	16	74	10	23
	GATWICK	AER LINGUS	S	A	30	0	0	90	0	10	0	0	0	5	0	0	0
	GATWICK	AER LINGUS	S	D	30	0	1	83	7	7	3	0	0	11	0	0	0
	HEATHROW	AER LINGUS	S	A	92	0	0	84	8	5	3	0	0	9	69	21	93
	HEATHROW	AER LINGUS	S	D	92	0	0	83	8	7	3	0	0	9	65	23	93

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					Actual (7)	Plan (8)											
SHANNON																	
	GATWICK	RYANAIR	S	A	27	0	0	81	4	11	0	4	0	21	77	10	31
	GATWICK	RYANAIR	S	D	27	0	0	74	11	11	4	0	0	14	42	27	31
	STANSTED	RYANAIR	S	A	49	0	0	76	16	6	2	0	0	9	76	15	58
	STANSTED	RYANAIR	S	D	49	0	0	92	2	6	0	0	0	7	78	9	58
<b>TOTAL SHANNON</b>					<b>640</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>18</b>	<b>18</b>
SHARM EL SHEIKH (OPHIRA)																	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	56	11	22	11	0	0	22	22	44	18
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	39	17	33	11	0	0	32	17	51	18
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	73	5	5	18	0	0	26	61	24	23
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	50	32	9	5	5	0	27	52	25	23
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	71	7	14	0	7	0	36	23	47	13
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	38	15	46	0	0	0	25	23	50	13
	HEATHROW	EGYPT AIR	S	A	8	0	0	75	0	13	13	0	0	14	0	0	0
	HEATHROW	EGYPT AIR	S	D	8	0	0	88	0	13	0	0	0	7	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	14	0	0	71	14	7	7	0	0	13	47	50	17
	GATWICK	MONARCH AIRLINES	C	D	14	0	0	64	14	14	7	0	0	17	44	74	18
	MANCHESTER	MONARCH AIRLINES	C	A	9	0	0	89	11	0	0	0	0	3	33	71	9
	MANCHESTER	MONARCH AIRLINES	C	D	9	0	0	56	33	11	0	0	0	12	33	81	9
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	9	50	34	12
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	12	54	34	13
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	0	0	50	25	0	128	78	26	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	0	0	50	0	116	67	32	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	10	0	0	90	10	0	0	0	0	3	27	69	22
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	0	11	0	0	0	13	50	53	22
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	22	56	39	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	37	56	41	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	A	9	0	0	56	0	0	22	22	0	74	44	51	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	D	9	0	0	56	11	0	11	22	0	74	33	67	9
	GATWICK	THOMSON AIRWAYS LTD	S	A	31	0	0	77	10	6	6	0	0	16	71	21	31
	GATWICK	THOMSON AIRWAYS LTD	S	D	31	0	0	61	26	6	3	3	0	20	68	25	31
	GLASGOW	THOMSON AIRWAYS LTD	S	A	9	0	0	89	0	0	11	0	0	21	78	15	9
	GLASGOW	THOMSON AIRWAYS LTD	S	D	9	0	0	56	33	0	11	0	0	25	78	16	9
	LUTON	THOMSON AIRWAYS LTD	S	A	5	0	0	80	0	0	20	0	0	14	60	41	5

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE						JULY 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)											
SHARM EL SHEIKH (OPHIRA)																	
	LUTON	THOMSON AIRWAYS LTD	S	D	5	0	0	20	60	0	20	0	0	33	60	57	5
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	26	0	0	85	0	12	4	0	0	10	77	13	22
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	26	0	0	69	15	8	8	0	0	19	50	23	22
	NEWCASTLE	THOMSON AIRWAYS LTD	S	A	9	0	0	78	11	11	0	0	0	6	60	19	5
	NEWCASTLE	THOMSON AIRWAYS LTD	S	D	9	0	0	78	0	11	11	0	0	17	80	10	5
	STANSTED	THOMSON AIRWAYS LTD	S	A	4	0	0	25	50	0	25	0	0	48	50	20	4
	STANSTED	THOMSON AIRWAYS LTD	S	D	5	0	0	60	20	0	20	0	0	22	50	18	4
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>					<b>399</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>13</b>	<b>10</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>50</b>	<b>42</b>	<b>42</b>
SHIRAZ																	
SIALKOT																	
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	5	0	0	60	20	0	0	0	20	129	0	0	0
<b>TOTAL SIALKOT</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>129</b>	<b>0</b>	<b>0</b>	<b>0</b>
SIBIU																	
SINGAPORE																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	1	100	0	0	0	0	0	1	90	5	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	55	29	6	10	0	0	24	68	16	31
	HEATHROW	SINGAPORE AIRLINES	S	A	93	0	0	86	8	6	0	0	0	5	95	4	93
	HEATHROW	SINGAPORE AIRLINES	S	D	93	0	0	85	11	3	1	0	0	7	77	12	93
	MANCHESTER	SINGAPORE AIRLINES	S	A	31	0	0	100	0	0	0	0	0	0	95	2	22
	MANCHESTER	SINGAPORE AIRLINES	S	D	31	0	0	94	3	3	0	0	0	4	68	11	22
<b>TOTAL SINGAPORE</b>					<b>310</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>8</b>	<b>8</b>
SION																	
SKIATHOS																	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	4	60	11	10
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	40	40	20	0	0	0	18	40	44	10
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	40	40	20	0	0	0	19	40	36	10
	BIRMINGHAM	SKY WINGS AIRLINES	C	A	5	0	0	0	0	40	40	20	0	104	0	0	0
	BIRMINGHAM	SKY WINGS AIRLINES	C	D	5	0	0	40	20	0	20	20	0	75	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	18	80	5	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	31	50	119	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	103	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	12	100	5	4

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
SKIATHOS																		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	80	7	5	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	6	80	10	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	1	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	60	12	5	
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	89	0	11	0	0	0	7	78	14	9	
	GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	56	33	11	0	0	0	18	33	28	9	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	9	0	0	56	11	11	22	0	0	31	89	7	9	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	9	0	0	56	0	22	22	0	0	42	78	11	9	
	GATWICK	TOR AIR	C	A	5	0	0	80	20	0	0	0	0	8	0	0	0	
<b>TOTAL SKIATHOS</b>					<b>102</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>13</b>	<b>9</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>68</b>	<b>23</b>	<b>23</b>	
SKOPJE																		
	LUTON	WIZZ AIR	S	A	18	0	0	72	11	0	17	0	0	20	0	0	0	
	LUTON	WIZZ AIR	S	D	18	0	0	56	11	28	6	0	0	23	0	0	0	
<b>TOTAL SKOPJE</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>11</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SOFIA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	36	0	0	89	6	3	3	0	0	7	86	13	35	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	36	0	0	97	0	0	3	0	0	4	81	12	36	
	HEATHROW	BULGARIA AIR	S	A	26	0	0	62	19	8	8	4	0	24	68	14	22	
	HEATHROW	BULGARIA AIR	S	D	26	0	0	58	19	19	0	4	0	22	45	20	22	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	88	8	4	0	0	0	6	65	23	26	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	88	8	4	0	0	0	7	69	30	26	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	67	33	0	0	0	0	9	22	31	9	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	89	11	0	0	0	0	8	78	10	9	
	LUTON	WIZZ AIR	S	A	31	0	0	97	3	0	0	0	0	1	90	4	31	
	LUTON	WIZZ AIR	S	D	31	0	0	29	19	39	13	0	0	32	19	35	31	
<b>TOTAL SOFIA</b>					<b>256</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>66</b>	<b>19</b>	<b>19</b>	
SONDERBORG																		
SONDRE STROMFJORD																		
	EDINBURGH	TITAN AIRWAYS LTD	C	A	13	1	0	23	0	8	8	46	15	168	42	232	12	
	EDINBURGH	TITAN AIRWAYS LTD	C	D	13	1	0	46	31	23	0	0	0	20	62	24	13	
<b>TOTAL SONDRE STROMFJORD</b>					<b>26</b>	<b>2</b>	<b>0</b>	<b>35</b>	<b>15</b>	<b>15</b>	<b>4</b>	<b>23</b>	<b>8</b>	<b>94</b>	<b>52</b>	<b>124</b>	<b>124</b>	
SOUTHAMPTON																		

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 2010				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
SOUTHAMPTON																		
	EDINBURGH	FLYBE LTD	S	A	157	0	0	79	11	8	1	1	0	11	79	8	155	
	EDINBURGH	FLYBE LTD	S	D	157	0	0	75	15	8	1	1	0	13	74	10	155	
	GLASGOW	FLYBE LTD	S	A	122	0	0	84	6	5	5	0	0	9	84	11	130	
	GLASGOW	FLYBE LTD	S	D	122	0	0	80	11	7	2	0	0	11	83	13	133	
	MANCHESTER	FLYBE LTD	S	A	102	0	1	76	19	2	2	1	0	12	84	9	112	
	MANCHESTER	FLYBE LTD	S	D	103	0	1	86	9	2	3	0	0	7	86	7	114	
	NEWCASTLE	FLYBE LTD	S	A	83	0	0	88	2	4	6	0	0	9	79	16	110	
	NEWCASTLE	FLYBE LTD	S	D	83	0	0	82	11	4	4	0	0	12	81	15	109	
<b>TOTAL SOUTHAMPTON</b>					<b>929</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>11</b>	<b>11</b>	
SPLIT																		
	GATWICK	CROATIA AIRLINES	S	A	9	0	0	67	22	11	0	0	0	11	38	29	8	
	GATWICK	CROATIA AIRLINES	S	D	9	0	0	56	44	0	0	0	0	12	63	19	8	
	HEATHROW	CROATIA AIRLINES	S	A	5	0	0	40	40	20	0	0	0	22	80	25	5	
	HEATHROW	CROATIA AIRLINES	S	D	5	0	0	20	40	40	0	0	0	29	20	25	5	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	44	0	0	77	20	0	2	0	0	8	51	43	51	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	44	0	0	86	11	0	2	0	0	8	47	47	51	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	62	23	0	15	0	0	23	82	9	17	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	77	8	8	8	0	0	14	59	12	17	
	MANCHESTER	JET2.COM LTD	S	A	5	0	0	0	60	20	20	0	0	38	0	90	5	
	MANCHESTER	JET2.COM LTD	S	D	5	0	0	0	0	80	20	0	0	49	0	76	5	
	LUTON	WIZZ AIR	S	A	18	0	0	94	0	0	6	0	0	6	71	67	17	
	LUTON	WIZZ AIR	S	D	18	0	0	89	6	0	6	0	0	12	71	75	17	
<b>TOTAL SPLIT</b>					<b>190</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>51</b>	<b>46</b>	<b>46</b>	
ST JOHNS																		
	HEATHROW	AIR CANADA	S	A	31	0	0	71	10	6	10	3	0	29	58	21	31	
	HEATHROW	AIR CANADA	S	D	31	0	0	71	16	13	0	0	0	12	65	16	31	
<b>TOTAL ST JOHNS</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>61</b>	<b>19</b>	<b>19</b>	
ST KITTS																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	100	0	0	0	0	0	0	50	24	8	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	100	0	0	0	0	0	2	89	12	9	
<b>TOTAL ST KITTS</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>18</b>	<b>18</b>	
ST LUCIA (HEWANORRA)																		

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
ST LUCIA (HEWANORRA)																		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	12	0	0	58	8	25	8	0	0	26	54	11	13	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	0	54	8	8	31	0	0	30	69	13	13	
<b>TOTAL ST LUCIA (HEWANORRA)</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>8</b>	<b>16</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>62</b>	<b>12</b>	<b>12</b>	
ST PETERSBURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	90	3	0	3	3	0	13	81	11	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	87	3	0	6	3	0	17	90	7	31	
	GATWICK	ROSSIYA AIRLINES	S	A	23	0	0	83	9	0	4	4	0	17	0	0	0	
	GATWICK	ROSSIYA AIRLINES	S	D	23	0	0	78	9	0	9	4	0	21	0	0	0	
<b>TOTAL ST PETERSBURG</b>					<b>108</b>	<b>3</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>85</b>	<b>9</b>	<b>9</b>	
STANSTED																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	121	0	0	80	7	9	3	0	0	9	75	13	99	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	121	0	0	84	5	6	4	1	0	10	72	14	99	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	104	0	0	86	9	1	5	0	0	8	76	13	108	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	104	0	0	86	8	3	4	0	0	7	81	11	108	
<b>TOTAL STANSTED</b>					<b>452</b>	<b>1</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>75</b>	<b>15</b>	<b>15</b>	
STAVANGER																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	31	0	0	81	10	10	0	0	0	8	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	94	6	0	0	0	0	3	0	0	0	
	NEWCASTLE	EASTERN AIRWAYS	S	A	17	0	0	88	6	0	6	0	0	11	100	1	22	
	NEWCASTLE	EASTERN AIRWAYS	S	D	14	0	0	71	14	14	0	0	0	11	91	4	22	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	22	0	0	91	9	0	0	0	0	2	86	4	22	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	22	0	0	86	9	5	0	0	0	5	73	8	22	
	HEATHROW	SAS	S	A	52	0	0	83	6	4	8	0	0	11	77	10	52	
	HEATHROW	SAS	S	D	52	0	0	85	6	6	2	0	2	15	85	6	52	
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S	S	A	16	0	6	100	0	0	0	0	0	1	85	6	13	
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S	S	D	17	0	5	76	24	0	0	0	0	5	85	9	13	
<b>TOTAL STAVANGER</b>					<b>274</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>6</b>	<b>6</b>	
STOCKHOLM (ARLANDA)																		
	LONDON CITY	BA CITYFLYER LTD	S	A	38	0	0	100	0	0	0	0	0	1	0	0	0	
	LONDON CITY	BA CITYFLYER LTD	S	D	38	0	0	76	11	11	3	0	0	12	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	149	0	0	81	11	7	2	0	0	9	82	10	177	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	150	0	0	75	14	5	5	1	0	13	68	14	176	



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					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
STOCKHOLM (ARLANDA)																		
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	13	0	0	100	0	0	0	0	0	0	0	77	13	13
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	13	0	0	92	8	0	0	0	0	5	62	19	13	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	78	0	0	79	13	6	1	0	0	10	31	25	26	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	78	0	0	60	24	12	4	0	0	17	12	35	26	
	EDINBURGH	SAS	S	A	9	0	0	100	0	0	0	0	0	3	78	18	9	
	EDINBURGH	SAS	S	D	9	0	0	100	0	0	0	0	0	0	78	17	9	
	HEATHROW	SAS	S	A	149	0	0	86	9	5	1	0	0	7	85	7	156	
	HEATHROW	SAS	S	D	149	0	0	87	8	5	0	1	0	7	82	7	157	
	MANCHESTER	SAS	S	A	34	0	0	94	6	0	0	0	0	3	88	7	32	
	MANCHESTER	SAS	S	D	34	0	0	94	6	0	0	0	0	4	84	6	32	
	GATWICK	TOR AIR	C	A	8	0	0	75	0	13	0	13	0	38	0	0	0	
	GATWICK	TOR AIR	C	D	7	0	0	57	14	14	14	0	0	22	0	0	0	
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>956</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>12</b>	<b>12</b>	
STOCKHOLM (SKAVSTA)																		
	EDINBURGH	RYANAIR	S	A	18	0	0	83	11	6	0	0	0	10	76	22	17	
	EDINBURGH	RYANAIR	S	D	18	0	0	83	6	6	6	0	0	11	88	6	17	
	GATWICK	RYANAIR	S	A	31	0	0	77	3	13	6	0	0	11	55	20	31	
	GATWICK	RYANAIR	S	D	31	0	0	77	3	10	10	0	0	14	39	27	31	
	STANSTED	RYANAIR	S	A	76	0	0	88	7	1	3	1	0	13	86	10	84	
	STANSTED	RYANAIR	S	D	76	0	0	88	5	4	3	0	0	9	90	7	84	
<b>TOTAL STOCKHOLM (SKAVSTA)</b>					<b>250</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>13</b>	<b>13</b>	
STORNOWAY																		
	EDINBURGH	LOGANAIR	S	A	50	0	0	88	4	6	2	0	0	6	92	4	53	
	EDINBURGH	LOGANAIR	S	D	52	0	0	90	6	4	0	0	0	7	89	7	53	
	GLASGOW	LOGANAIR	S	A	107	2	0	95	3	2	0	0	0	2	90	5	106	
	GLASGOW	LOGANAIR	S	D	108	2	0	92	5	3	1	0	0	5	88	6	106	
<b>TOTAL STORNOWAY</b>					<b>317</b>	<b>4</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>5</b>	<b>5</b>	
STRASBOURG																		
STUTTGART																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	81	6	6	5	2	0	15	81	11	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	84	5	8	3	0	0	10	67	16	93	
	HEATHROW	CONTACTAIR FLUGDIENST	S	A	87	0	0	85	6	8	1	0	0	8	0	0	0	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					JULY 2010					
					MATCHED			UNMATCHED		16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)		Actual (7)	Plan (8)									
STUTTGART	HEATHROW	CONTACTAIR FLUGDIENST	S	D	87	0	0	83	9	5	3	0	0	8	0	0	0	
	BIRMINGHAM	FLYBE LTD	S	A	41	0	0	95	0	0	5	0	0	5	81	10	43	
	BIRMINGHAM	FLYBE LTD	S	D	41	0	0	88	10	0	2	0	0	7	79	14	43	
	STANSTED	GERMANWINGS	S	A	52	0	0	92	6	2	0	0	0	3	89	6	53	
	STANSTED	GERMANWINGS	S	D	52	0	0	90	10	0	0	0	0	4	89	8	53	
	HEATHROW	LUFTHANSA	S	A	5	0	1	100	0	0	0	0	0	3	78	9	92	
	HEATHROW	LUFTHANSA	S	D	5	0	1	80	20	0	0	0	0	5	85	7	92	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	25	0	0	88	4	0	8	0	0	11	88	5	26	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	25	0	0	84	8	0	8	0	0	10	96	3	26	
<b>TOTAL STUTTGART</b>					<b>544</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>10</b>	<b>10</b>	
SUMBURGH	EDINBURGH	LOGANAIR	S	A	80	0	0	89	3	6	3	0	0	8	91	6	74	
	EDINBURGH	LOGANAIR	S	D	80	1	0	84	8	3	6	0	0	10	84	11	75	
	GLASGOW	LOGANAIR	S	A	39	0	0	82	5	8	5	0	0	10	93	4	30	
	GLASGOW	LOGANAIR	S	D	40	0	0	83	18	0	0	0	0	7	81	6	31	
<b>TOTAL SUMBURGH</b>					<b>239</b>	<b>3</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>8</b>	<b>8</b>	
SYDNEY	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	85	8	2	3	0	2	23	85	12	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	66	18	10	5	0	2	35	56	22	62	
	HEATHROW	QANTAS	S	A	62	0	0	61	15	8	10	5	2	44	79	14	62	
	HEATHROW	QANTAS	S	D	62	0	0	73	21	3	3	0	0	14	52	66	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	97	0	3	0	0	0	2	94	3	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	77	16	6	0	0	0	8	48	21	31	
<b>TOTAL SYDNEY</b>					<b>310</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>69</b>	<b>25</b>	<b>25</b>	
SZCZECIN (GOLENOW)	STANSTED	RYANAIR	S	A	18	0	0	94	6	0	0	0	0	3	76	8	17	
	STANSTED	RYANAIR	S	D	18	0	0	94	6	0	0	0	0	6	71	11	17	
<b>TOTAL SZCZECIN (GOLENOW)</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>74</b>	<b>10</b>	<b>10</b>	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JULY 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	3	0	0	67	0	0	33	0	0	45	63	13	8		
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	9	33	30	9		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	50	18	4		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	50	27	4		
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	50	24	4		
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	25	42	4		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	50	14	4		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	50	20	4		
<b>TOTAL TABA</b>					<b>31</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>46</b>	<b>23</b>	<b>23</b>		
TAIPEI																			
	HEATHROW	CHINA AIRLINES	S	A	9	0	0	78	0	22	0	0	0	10	46	20	13		
	HEATHROW	CHINA AIRLINES	S	D	9	0	0	67	11	11	11	0	0	26	62	17	13		
	HEATHROW	EVA AIR	S	A	29	0	0	97	3	0	0	0	0	1	96	1	25		
	HEATHROW	EVA AIR	S	D	29	0	0	97	3	0	0	0	0	3	76	9	25		
<b>TOTAL TAIPEI</b>					<b>76</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>10</b>	<b>10</b>		
TALLIN																			
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	83	9	4	0	4	0	16	74	23	23		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	87	9	0	4	0	0	11	70	24	23		
	GATWICK	ESTONIAN AIR	S	A	18	0	0	78	17	6	0	0	0	8	89	7	9		
	GATWICK	ESTONIAN AIR	S	D	18	0	0	72	11	17	0	0	0	13	56	13	9		
	EDINBURGH	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	0	0	0	0		
	EDINBURGH	RYANAIR	S	D	13	0	0	92	8	0	0	0	0	3	0	0	0		
	LUTON	RYANAIR	S	A	18	0	0	78	17	6	0	0	0	9	0	0	0		
	LUTON	RYANAIR	S	D	18	0	0	72	17	11	0	0	0	13	0	0	0		
<b>TOTAL TALLIN</b>					<b>144</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>20</b>	<b>20</b>		
TAMPA																			
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	77	6	13	0	3	0	17	82	6	22		
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	77	13	6	3	0	0	10	82	7	22		
<b>TOTAL TAMPA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>6</b>	<b>6</b>		
TAMPERE																			
	EDINBURGH	RYANAIR	S	A	9	0	0	89	0	0	0	11	0	27	100	0	12		
	EDINBURGH	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	3	77	6	13		

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)											
TAMPERE	STANSTED	RYANAIR	S	A	23	0	0	65	17	17	0	0	0	14	82	7	22
	STANSTED	RYANAIR	S	D	23	0	0	100	0	0	0	0	0	4	91	6	22
<b>TOTAL TAMPERE</b>					<b>64</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>5</b>	<b>5</b>
TANGIERS (IBN BATUTA)	HEATHROW	ROYAL AIR MAROC	S	A	9	0	0	56	33	11	0	0	0	16	79	7	14
	HEATHROW	ROYAL AIR MAROC	S	D	9	0	0	11	33	56	0	0	0	32	43	22	14
<b>TOTAL TANGIERS (IBN BATUTA)</b>					<b>18</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>24</b>	<b>61</b>	<b>14</b>	<b>14</b>
TARBES-LOURDES INTERNA	GLASGOW	AIR MEDITERRANEE	C	A	2	0	0	0	0	0	100	0	0	96	0	0	0
	GLASGOW	AIR MEDITERRANEE	C	D	2	0	0	0	0	0	100	0	0	112	0	0	0
	MANCHESTER	AIR MEDITERRANEE	C	D	2	0	0	0	50	0	50	0	0	47	0	81	1
	MANCHESTER	BMIBABY LTD	S	A	9	0	0	44	33	0	11	11	0	44	67	13	9
	MANCHESTER	BMIBABY LTD	S	D	9	0	0	78	11	0	11	0	0	16	78	11	9
	EDINBURGH	EUROPE AIRPOST	C	D	2	0	0	50	50	0	0	0	0	20	0	0	0
	STANSTED	RYANAIR	S	A	9	0	0	89	11	0	0	0	0	5	0	0	0
	STANSTED	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	3	0	0	0
	EDINBURGH	TITAN AIRWAYS LTD	C	A	3	0	0	33	33	33	0	0	0	17	100	11	1
	EDINBURGH	TITAN AIRWAYS LTD	C	D	2	0	0	0	50	0	50	0	0	46	100	0	1
	STANSTED	TITAN AIRWAYS LTD	C	A	9	0	0	22	44	33	0	0	0	27	38	27	13
	STANSTED	TITAN AIRWAYS LTD	C	D	10	0	0	40	20	40	0	0	0	27	50	24	10
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>					<b>75</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>20</b>	<b>11</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>50</b>	<b>27</b>	<b>27</b>
TASHKENT	HEATHROW	UZBEKISTAN AIRLINES	S	A	9	0	0	89	0	11	0	0	0	8	78	7	9
	HEATHROW	UZBEKISTAN AIRLINES	S	D	9	0	0	0	44	33	22	0	0	42	22	32	9
<b>TOTAL TASHKENT</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>22</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>20</b>	<b>20</b>
TBILISI	HEATHROW	BMI BRITISH MIDLAND	S	A	18	0	0	100	0	0	0	0	0	100	1	18	
	HEATHROW	BMI BRITISH MIDLAND	S	D	10	0	0	70	20	0	10	0	0	14	44	17	18
<b>TOTAL TBILISI</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>72</b>	<b>9</b>	<b>9</b>
TEHRAN IMAM KHOMEINI	HEATHROW	BMI BRITISH MIDLAND	S	A	31	0	0	97	0	0	3	0	0	4	77	39	31
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	61	29	3	6	0	0	19	65	28	31

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)												
TEHRAN IMAM KHOMEINI																		
	HEATHROW	IRAN AIR	S	A	13	0	0	100	0	0	0	0	0	1	57	18	14	
	HEATHROW	IRAN AIR	S	D	13	0	0	31	38	8	23	0	0	34	69	18	13	
<b>TOTAL TEHRAN IMAM KHOMEINI</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>16</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>27</b>	<b>27</b>	
TEL AVIV																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	79	15	5	2	0	0	9	69	16	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	81	13	3	3	0	0	9	63	15	62	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	77	6	3	13	0	0	16	46	36	26	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	0	1	48	23	19	10	0	0	26	23	56	26	
	HEATHROW	EL AL	S	A	47	0	0	70	23	0	6	0	0	12	91	5	47	
	HEATHROW	EL AL	S	D	46	0	1	57	24	13	7	0	0	18	60	14	47	
	LUTON	EL AL	S	A	27	0	1	81	7	11	0	0	0	8	73	18	26	
	LUTON	EL AL	S	D	28	0	0	46	21	25	7	0	0	26	42	46	26	
	LUTON	ISRAIR LTD	S	A	8	0	0	0	13	38	50	0	0	73	25	60	4	
	LUTON	ISRAIR LTD	S	D	8	0	0	13	13	38	38	0	0	62	0	65	4	
	MANCHESTER	JET2.COM LTD	S	A	11	0	0	45	27	9	18	0	0	30	11	49	9	
	MANCHESTER	JET2.COM LTD	S	D	11	0	0	55	27	9	9	0	0	20	0	48	9	
<b>TOTAL TEL AVIV</b>					<b>372</b>	<b>1</b>	<b>3</b>	<b>66</b>	<b>17</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>58</b>	<b>24</b>	<b>24</b>	
TENERIFE (SURREINA SOFIA)																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	36	0	0	72	17	3	8	0	0	18	29	52	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	36	0	0	50	28	14	6	3	0	24	13	49	31	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	68	5	9	14	5	0	35	44	39	27	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	77	14	0	9	0	0	16	56	24	27	
	GLASGOW	JET2.COM LTD	S	A	9	0	0	44	22	11	22	0	0	35	0	0	0	
	GLASGOW	JET2.COM LTD	S	D	9	0	0	33	33	11	22	0	0	45	0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	14	0	0	50	14	14	14	0	7	48	77	25	13	
	MANCHESTER	JET2.COM LTD	S	D	14	0	0	43	7	29	14	0	7	63	43	41	14	
	NEWCASTLE	JET2.COM LTD	S	A	14	0	0	86	0	7	7	0	0	9	46	16	13	
	NEWCASTLE	JET2.COM LTD	S	D	14	0	0	57	29	7	7	0	0	20	14	39	14	
	BIRMINGHAM	MONARCH AIRLINES	S	A	26	1	0	81	12	0	8	0	0	17	88	7	26	
	BIRMINGHAM	MONARCH AIRLINES	S	D	27	0	0	70	15	7	0	7	0	23	65	16	26	
	GATWICK	MONARCH AIRLINES	S	A	40	0	0	48	25	20	8	0	0	25	56	33	39	
	GATWICK	MONARCH AIRLINES	S	D	41	0	0	56	20	12	12	0	0	25	60	35	40	
	LUTON	MONARCH AIRLINES	S	A	37	0	0	70	19	8	3	0	0	14	54	42	35	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 2010			
					36	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)	LUTON	MONARCH AIRLINES	S	D	36	0	0	64	14	19	3	0	0	17	36	56	36
	MANCHESTER	MONARCH AIRLINES	S	A	41	0	1	34	32	29	5	0	0	26	51	25	39
	MANCHESTER	MONARCH AIRLINES	S	D	42	0	0	62	24	10	2	2	0	21	43	34	40
	BIRMINGHAM	RYANAIR	S	A	17	0	0	100	0	0	0	0	0	0	79	6	14
	BIRMINGHAM	RYANAIR	S	D	17	0	0	94	6	0	0	0	0	4	21	29	14
	EDINBURGH	RYANAIR	S	A	18	0	0	94	0	6	0	0	0	2	71	14	14
	EDINBURGH	RYANAIR	S	D	18	0	0	89	11	0	0	0	0	6	43	21	14
	LUTON	RYANAIR	S	A	13	0	0	92	0	8	0	0	0	3	78	13	9
	LUTON	RYANAIR	S	D	13	0	0	85	8	8	0	0	0	10	44	21	9
	MANCHESTER	RYANAIR	S	A	18	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	RYANAIR	S	D	18	0	0	61	22	11	0	6	0	24	0	0	0
	STANSTED	RYANAIR	S	A	31	0	0	87	6	3	3	0	0	8	67	14	18
	STANSTED	RYANAIR	S	D	31	0	0	90	10	0	0	0	0	7	39	18	18
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	11	0	0	0	0	2	50	44	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	0	11	0	0	0	5	60	44	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	15	0	0	67	7	13	13	0	0	27	71	31	14
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	18	0	0	61	6	22	11	0	0	27	39	41	18
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	25	0	0	68	16	8	4	4	0	20	33	49	30
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	25	0	0	52	12	8	20	8	0	47	42	51	24
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	16	0	0	50	13	6	31	0	0	49	29	81	17
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	18	0	0	50	11	22	11	6	0	36	45	59	20
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	13	1	0	69	8	15	8	0	0	16	78	39	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	14	0	0	79	7	14	0	0	0	12	89	36	9
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	2	100	1	5
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	4	80	6	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	13	0	0	100	0	0	0	0	0	3	56	47	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	13	0	0	92	0	8	0	0	0	8	44	61	9
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	13	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	A	36	0	0	81	8	3	8	0	0	12	86	7	22
	GATWICK	THOMSON AIRWAYS LTD	C	D	37	0	0	68	16	11	5	0	0	16	73	12	22
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	14	100	0	5
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	18	100	6	5

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					JULY 2010				
					Actual (7)	Plan (8)		16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
TENERIFE (SURREINA SOFIA)	LUTON	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	5	40	43	5
	LUTON	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	7	60	36	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	22	0	0	82	14	5	0	0	0	7	73	33	15
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	23	0	0	83	17	0	0	0	0	7	73	35	15
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	60	0	40	0	0	0	17	50	22	4
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	10	75	18	4
	STANSTED	THOMSON AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	0	11	100	4	5
	STANSTED	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	9	100	3	5
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>1042</b>	<b>2</b>	<b>1</b>	<b>70</b>	<b>13</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>53</b>	<b>33</b>	<b>33</b>
TETERBORO																	
THIRA (SANTORINI)	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	15	0	0	27	33	20	20	0	0	35	19	70	16
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	15	0	0	33	13	40	13	0	0	33	13	63	16
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	25	25	25	0	0	56	25	154	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	0	0	50	50	0	0	73	50	147	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	50	0	0	0	0	11	50	126	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	50	0	0	0	21	50	125	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	9	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	5	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	100	4	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	6	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	75	15	4
	GATWICK	TOR AIR	C	A	4	0	0	100	0	0	0	0	0	4	0	0	0
	GATWICK	TOR AIR	C	D	4	0	0	75	0	25	0	0	0	17	0	0	0
<b>TOTAL THIRA (SANTORINI)</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>13</b>	<b>19</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>50</b>	<b>55</b>	<b>55</b>
TIMISOARA	LUTON	WIZZ AIR	S	A	13	0	0	100	0	0	0	0	0	1	93	2	14
	LUTON	WIZZ AIR	S	D	13	0	0	77	23	0	0	0	0	5	71	13	14
<b>TOTAL TIMISOARA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>82</b>	<b>8</b>	<b>8</b>
TIRANA	STANSTED	BELLE AIR	S	A	18	0	0	89	0	0	6	0	6	38	0	0	0

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE								JULY 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)												
TIRANA																		
	STANSTED	BELLE AIR	S	D	18	0	0	61	28	0	6	0	6	41	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	52	29	6	10	3	0	32	61	28	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	58	23	10	6	0	3	32	39	38	31	
<b>TOTAL TIRANA</b>					<b>98</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>21</b>	<b>5</b>	<b>7</b>	<b>1</b>	<b>3</b>	<b>35</b>	<b>48</b>	<b>72</b>	<b>72</b>	
TIREE																		
	GLASGOW	LOGANAIR	S	A	33	0	0	79	18	3	0	0	0	7	80	18	25	
	GLASGOW	LOGANAIR	S	D	32	0	0	97	0	3	0	0	0	4	88	17	25	
<b>TOTAL TIREE</b>					<b>65</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>17</b>	<b>17</b>	
TIRGU MURES																		
	LUTON	WIZZ AIR	S	A	18	0	0	100	0	0	0	0	0	1	0	0	0	
	LUTON	WIZZ AIR	S	D	18	0	0	56	33	11	0	0	0	15	0	0	0	
<b>TOTAL TIRGU MURES</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TIVAT																		
TOBAGO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	10	0	0	90	0	0	0	10	0	19	100	0	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	67	11	22	0	0	0	13	78	8	9	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	25	25	0	0	0	19	25	35	4	
<b>TOTAL TOBAGO</b>					<b>23</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>9</b>	<b>13</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>77</b>	<b>10</b>	<b>10</b>	
TOKYO (HANEDA)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	73	14	9	5	0	0	15	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	23	0	0	65	22	9	4	0	0	18	0	0	0	
<b>TOTAL TOKYO (HANEDA)</b>					<b>45</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TOKYO (NARITA)																		
	HEATHROW	ALL NIPPON AIRWAYS	S	A	31	0	1	87	10	3	0	0	0	3	77	11	31	
	HEATHROW	ALL NIPPON AIRWAYS	S	D	31	0	0	97	0	3	0	0	0	2	97	2	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	74	16	6	0	3	0	17	45	26	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	71	19	6	0	3	0	20	55	20	31	
	HEATHROW	JAPAN AIRLINES	S	A	31	0	0	87	13	0	0	0	0	3	90	3	31	
	HEATHROW	JAPAN AIRLINES	S	D	31	0	0	97	0	3	0	0	0	3	90	5	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	84	16	0	0	0	0	5	61	16	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	81	3	10	6	0	0	10	81	9	31	
<b>TOTAL TOKYO (NARITA)</b>					<b>248</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>11</b>	<b>11</b>	



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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
TORONTO																		
	HEATHROW	AIR CANADA	S	A	124	0	0	60	17	11	10	2	0	23	82	11	124	
	HEATHROW	AIR CANADA	S	D	124	0	0	56	14	12	10	8	1	44	49	44	124	
	BIRMINGHAM	AIR TRANSAT	S	A	4	0	0	50	25	25	0	0	0	22	0	0	0	
	BIRMINGHAM	AIR TRANSAT	S	D	4	0	0	25	25	25	25	0	0	48	0	0	0	
	GATWICK	AIR TRANSAT	S	A	39	0	0	72	18	3	3	5	0	21	94	2	35	
	GATWICK	AIR TRANSAT	S	D	39	0	0	62	21	8	5	5	0	30	71	9	35	
	GLASGOW	AIR TRANSAT	S	A	23	0	0	96	4	0	0	0	0	3	100	3	9	
	GLASGOW	AIR TRANSAT	S	D	23	0	0	74	22	0	0	4	0	16	67	11	9	
	HEATHROW	AIR TRANSAT	S	A	10	0	0	60	20	20	0	0	0	15	89	6	9	
	HEATHROW	AIR TRANSAT	S	D	10	0	0	60	10	20	10	0	0	22	56	16	9	
	MANCHESTER	AIR TRANSAT	S	A	27	0	0	63	26	11	0	0	0	12	0	0	0	
	MANCHESTER	AIR TRANSAT	S	D	27	0	0	78	7	15	0	0	0	11	0	0	0	
	NEWCASTLE	AIR TRANSAT	S	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	NEWCASTLE	AIR TRANSAT	S	D	4	0	0	75	0	25	0	0	0	14	100	0	4	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	65	15	13	5	3	0	22	92	9	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	53	32	6	5	3	0	24	44	22	62	
	GATWICK	SUNWING AIRLINES INC	C	A	18	0	0	72	6	11	0	0	11	109	0	0	0	
	GATWICK	SUNWING AIRLINES INC	C	D	18	0	0	61	17	11	0	0	11	113	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	9	0	0	78	0	11	11	0	0	21	59	40	17	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	8	0	0	38	38	13	13	0	0	25	76	27	17	
<b>TOTAL TORONTO</b>					<b>639</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>17</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>30</b>	<b>68</b>	<b>24</b>	<b>24</b>	
TORREJON DE ARDOZ																		
TOULON / HYERES																		
	LONDON CITY	CITY JET	S	A	10	0	0	90	10	0	0	0	0	8	0	0	0	
	LONDON CITY	CITY JET	S	D	10	0	0	70	20	10	0	0	0	11	0	0	0	
	STANSTED	RYANAIR	S	A	18	0	0	61	28	11	0	0	0	17	38	32	21	
	STANSTED	RYANAIR	S	D	18	0	0	50	39	11	0	0	0	15	43	24	21	
<b>TOTAL TOULON / HYERES</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>27</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>40</b>	<b>28</b>	<b>28</b>	
TOULOUSE (BLAGNAC)																		
	MANCHESTER	BMIBABY LTD	S	A	14	0	0	57	7	21	14	0	0	31	69	26	13	
	MANCHESTER	BMIBABY LTD	S	D	14	0	0	64	7	7	21	0	0	33	62	29	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	82	13	3	2	0	0	8	63	16	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	84	8	9	0	0	0	7	69	14	93	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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)												
TOULOUSE (BLAGNAC)																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	88	0	0	68	10	14	8	0	0	17	20	54	79	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	88	0	0	72	6	17	6	0	0	16	38	39	79	
	BIRMINGHAM	FLYBE LTD	S	A	11	0	0	82	9	9	0	0	0	8	40	23	10	
	BIRMINGHAM	FLYBE LTD	S	D	11	0	0	73	9	18	0	0	0	16	40	30	10	
	EDINBURGH	JET2.COM LTD	S	A	9	0	0	78	22	0	0	0	0	10	22	67	9	
	EDINBURGH	JET2.COM LTD	S	D	9	0	0	67	11	22	0	0	0	13	33	50	9	
	NEWCASTLE	JET2.COM LTD	S	A	5	0	0	80	20	0	0	0	0	11	0	0	0	
	NEWCASTLE	JET2.COM LTD	S	D	5	0	0	80	20	0	0	0	0	12	0	0	0	
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>442</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>49</b>	<b>30</b>	<b>30</b>	
TOURS																		
	STANSTED	RYANAIR	S	A	15	0	0	80	7	0	13	0	0	20	94	3	16	
	STANSTED	RYANAIR	S	D	15	0	0	93	0	0	7	0	0	7	88	7	16	
<b>TOTAL TOURS</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>91</b>	<b>5</b>	<b>5</b>	
TRAPANI																		
	LUTON	RYANAIR	S	A	13	0	0	92	8	0	0	0	0	1	62	16	13	
	LUTON	RYANAIR	S	D	13	0	0	85	15	0	0	0	0	7	43	26	14	
<b>TOTAL TRAPANI</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>13</b>	<b>13</b>	
TREVISO																		
TRIESTE (RONCHI DEI LEGIO)																		
	BIRMINGHAM	RYANAIR	S	A	9	0	0	56	11	11	11	11	0	37	67	17	9	
	BIRMINGHAM	RYANAIR	S	D	9	0	0	56	11	22	11	0	0	21	67	9	9	
	STANSTED	RYANAIR	S	A	31	0	0	71	23	6	0	0	0	11	52	25	31	
	STANSTED	RYANAIR	S	D	31	0	0	81	16	3	0	0	0	6	58	18	31	
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>58</b>	<b>20</b>	<b>20</b>	
TRIPOLI																		
TROLLHATTAN																		
TROMSOE																		
TRONDHEIM (VAERNES)																		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	13	0	0	85	0	8	8	0	0	17	77	8	13	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	13	0	0	62	23	8	0	8	0	23	62	15	13	
<b>TOTAL TRONDHEIM (VAERNES)</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>20</b>	<b>69</b>	<b>12</b>	<b>12</b>	
TUNIS																		

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE						JULY 2010			
					MATCHED			16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
TUNIS	GATWICK	BRITISH AIRWAYS PLC	S	A	23	0	0	35	22	26	17	0	0	34	27	55	22
	GATWICK	BRITISH AIRWAYS PLC	S	D	23	0	0	35	35	17	13	0	0	31	50	40	22
	HEATHROW	TUNISAIR	S	A	19	0	0	0	5	47	47	0	0	75	0	81	18
	HEATHROW	TUNISAIR	S	D	19	0	0	0	0	16	84	0	0	94	0	115	18
<b>TOTAL TUNIS</b>					<b>84</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>17</b>	<b>26</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>67</b>	<b>67</b>
TURIN	GATWICK	BRITISH AIRWAYS PLC	S	A	24	0	0	88	4	8	0	0	0	7	41	31	29
	GATWICK	BRITISH AIRWAYS PLC	S	D	24	0	0	71	21	8	0	0	0	12	72	18	29
	STANSTED	RYANAIR	S	A	31	0	0	84	10	6	0	0	0	10	43	24	28
	STANSTED	RYANAIR	S	D	31	0	0	90	10	0	0	0	0	7	82	11	28
<b>TOTAL TURIN</b>					<b>110</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>60</b>	<b>21</b>	<b>21</b>
TURKU																	

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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)												
VAGAR																		
	STANSTED	ATLANTIC AIRWAYS	S	A	8	0	0	75	13	0	13	0	0	18	67	11	9	
	STANSTED	ATLANTIC AIRWAYS	S	D	8	0	0	75	13	0	13	0	0	18	56	18	9	
<b>TOTAL VAGAR</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>58</b>	<b>15</b>	<b>15</b>	
VALENCIA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	76	15	5	5	0	0	15	15	69	60	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	84	5	5	6	0	0	12	33	50	60	
	STANSTED	RYANAIR	S	A	44	0	0	77	11	9	2	0	0	13	31	41	62	
	STANSTED	RYANAIR	S	D	44	0	0	84	14	2	0	0	0	9	69	23	62	
	STANSTED	SWIFTAIR	C	A	3	0	0	0	33	33	33	0	0	39	0	0	0	
<b>TOTAL VALENCIA</b>					<b>217</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>38</b>	<b>45</b>	<b>45</b>	
VALLADOLID																		
	STANSTED	RYANAIR	S	A	13	0	0	85	0	15	0	0	0	9	43	29	14	
	STANSTED	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	3	57	22	14	
<b>TOTAL VALLADOLID</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>50</b>	<b>25</b>	<b>25</b>	
VANCOUVER																		
	HEATHROW	AIR CANADA	S	A	31	0	0	35	29	19	13	3	0	41	77	17	39	
	HEATHROW	AIR CANADA	S	D	31	0	0	52	16	16	16	0	0	27	59	28	39	
	GATWICK	AIR TRANSAT	S	A	5	0	0	100	0	0	0	0	0	3	80	7	5	
	GATWICK	AIR TRANSAT	S	D	5	0	0	80	20	0	0	0	0	8	0	80	5	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	52	0	0	83	6	8	2	2	0	12	75	11	57	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	52	0	0	60	31	6	2	2	0	18	53	21	57	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	23	0	0	87	0	0	13	0	0	13	91	4	22	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	23	0	0	65	9	13	9	4	0	25	65	21	23	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	4	0	0	100	0	0	0	0	0	3	80	4	5	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	4	0	0	50	0	25	25	0	0	35	50	19	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	10	0	0	70	0	10	10	10	0	37	89	5	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	10	0	0	60	0	10	20	10	0	52	50	29	10	
<b>TOTAL VANCOUVER</b>					<b>250</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>67</b>	<b>18</b>	<b>18</b>	
VARADERO																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	75	33	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	0	50	0	0	0	18	50	48	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	20	0	0	21	40	36	5	

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JULY 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)												
VARADERO																		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	20	0	20	0	0	38	40	62	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	50	0	25	25	0	0	46	100	3	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	50	80	19	5	
<b>TOTAL VARADERO</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>5</b>	<b>9</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>70</b>	<b>26</b>	<b>26</b>	
VARNA																		
	MANCHESTER	BH AIR	C	A	5	0	0	20	0	80	0	0	0	36	80	6	5	
	MANCHESTER	BH AIR	C	D	5	0	0	20	0	80	0	0	0	34	100	5	5	
	NEWCASTLE	BH AIR	C	A	5	0	0	0	40	20	40	0	0	48	60	9	5	
	NEWCASTLE	BH AIR	C	D	5	0	0	40	20	20	20	0	0	27	100	2	5	
	GATWICK	BULGARIA AIR	S	A	9	0	0	89	0	0	0	11	0	20	100	0	9	
	GATWICK	BULGARIA AIR	S	D	9	0	0	89	0	0	0	11	0	26	22	22	9	
	LUTON	WIZZ AIR	S	A	18	0	0	78	6	6	11	0	0	16	54	37	13	
	LUTON	WIZZ AIR	S	D	18	0	0	78	6	6	11	0	0	21	62	39	13	
<b>TOTAL VARNA</b>					<b>74</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>7</b>	<b>16</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>68</b>	<b>19</b>	<b>19</b>	
VASTERAS																		
	STANSTED	RYANAIR	S	A	31	0	0	84	10	6	0	0	0	8	81	8	31	
	STANSTED	RYANAIR	S	D	31	0	0	84	10	6	0	0	0	7	87	6	31	
<b>TOTAL VASTERAS</b>					<b>62</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>84</b>	<b>7</b>	<b>7</b>	
VENICE																		
	GLASGOW	BA CITYFLYER LTD	C	A	4	0	0	100	0	0	0	0	0	3	0	0	0	
	GLASGOW	BA CITYFLYER LTD	C	D	4	0	0	100	0	0	0	0	0	7	0	0	0	
	STANSTED	BA CITYFLYER LTD	C	A	4	0	0	75	25	0	0	0	0	8	0	0	0	
	STANSTED	BA CITYFLYER LTD	C	D	2	2	0	50	50	0	0	0	0	11	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	91	0	0	56	22	13	9	0	0	20	65	25	95	
	GATWICK	BRITISH AIRWAYS PLC	S	D	91	0	0	62	20	14	4	0	0	18	56	22	95	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	40	0	0	70	23	5	3	0	0	11	54	17	35	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	40	0	0	80	13	5	3	0	0	7	66	14	35	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	63	16	16	5	0	0	17	36	44	59	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	81	16	3	0	0	0	7	48	32	61	
	MANCHESTER	FLYBE LTD	C	A	5	0	0	80	0	20	0	0	0	8	100	4	4	
	MANCHESTER	FLYBE LTD	C	D	5	0	0	100	0	0	0	0	0	3	75	11	4	
	EDINBURGH	JET2.COM LTD	S	A	14	0	0	43	36	21	0	0	0	20	50	23	14	
	EDINBURGH	JET2.COM LTD	S	D	14	0	0	86	14	0	0	0	0	6	100	6	14	

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 2010			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
VENICE	MANCHESTER	JET2.COM LTD	S	A	27	0	0	59	15	11	11	0	4	35	39	58	18
	MANCHESTER	JET2.COM LTD	S	D	27	0	0	52	30	15	4	0	0	18	67	21	18
	STANSTED	RYANAIR	S	A	62	0	0	8	45	35	11	0	0	33	0	0	0
	STANSTED	RYANAIR	S	D	62	0	0	87	5	8	0	0	0	9	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	0	40	60	0	0	0	32	40	44	5
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	8	20	45	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	8	0	0	50	25	13	13	0	0	26	80	27	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	8	0	0	63	25	0	13	0	0	16	80	26	5
<b>TOTAL VENICE</b>					<b>645</b>	<b>6</b>	<b>0</b>	<b>62</b>	<b>20</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>59</b>	<b>26</b>	<b>26</b>
VERONA VILLAFRANCA	GATWICK	BRITISH AIRWAYS PLC	S	A	62	0	0	71	18	10	2	0	0	12	76	18	62
	GATWICK	BRITISH AIRWAYS PLC	S	D	62	0	0	85	8	5	2	0	0	8	71	15	62
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	61	13	13	10	3	0	28	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	90	3	0	3	3	0	17	0	0	0
	MANCHESTER	FLYBE LTD	C	A	5	0	0	80	0	0	20	0	0	22	100	7	5
	MANCHESTER	FLYBE LTD	C	D	5	0	0	60	20	0	20	0	0	16	60	12	5
	STANSTED	RYANAIR	S	A	18	0	0	72	6	17	6	0	0	14	0	0	0
	STANSTED	RYANAIR	S	D	18	0	0	83	17	0	0	0	0	7	0	0	0
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	89	0	11	0	0	0	6	67	10	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	0	89	8	9
	GATWICK	THOMSON AIRWAYS LTD	C	A	14	0	0	86	7	0	7	0	0	16	43	42	14
	GATWICK	THOMSON AIRWAYS LTD	C	D	14	0	0	93	0	0	7	0	0	13	64	33	14
	GLASGOW	THOMSON AIRWAYS LTD	C	A	9	0	0	89	0	0	11	0	0	23	78	16	9
	GLASGOW	THOMSON AIRWAYS LTD	C	D	9	0	0	89	0	0	11	0	0	21	89	6	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	14	0	0	36	29	21	7	7	0	36	33	51	18
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	14	0	0	79	7	7	7	0	0	9	72	22	18
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	9	0	0	78	22	0	0	0	0	5	44	36	9
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	9	0	0	78	22	0	0	0	0	7	44	37	9
<b>TOTAL VERONA VILLAFRANCA</b>					<b>346</b>	<b>3</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>17</b>	<b>67</b>	<b>23</b>	<b>23</b>
VIENNA	HEATHROW	AUSTRIAN AIRLINES	S	A	93	0	0	85	8	6	1	0	0	8	65	14	93
	HEATHROW	AUSTRIAN AIRLINES	S	D	93	0	0	58	24	15	3	0	0	18	36	30	92
	HEATHROW	BMI BRITISH MIDLAND	S	A	62	0	0	77	19	3	0	0	0	8	81	11	62

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JULY 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	HEATHROW	BMI BRITISH MIDLAND	S	D	62	0	0	89	8	3	0	0	0	6	73	18	62
	HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	89	6	4	0	2	0	8	68	16	124
	HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	86	9	2	2	1	0	9	60	20	124
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	46	0	0	61	17	13	9	0	0	19	28	54	53
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	46	0	0	70	13	11	7	0	0	16	23	53	53
	EDINBURGH	NIKI	S	A	10	0	0	100	0	0	0	0	0	4	0	0	0
	EDINBURGH	NIKI	S	D	9	0	1	78	11	11	0	0	0	8	0	0	0
<b>TOTAL VIENNA</b>					<b>669</b>	<b>3</b>	<b>1</b>	<b>79</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>57</b>	<b>24</b>	<b>24</b>
VIGO	HEATHROW	VUELING AIRLINES	S	A	13	0	0	15	8	54	23	0	0	39	0	0	0
	HEATHROW	VUELING AIRLINES	S	D	13	0	0	23	15	38	23	0	0	43	0	0	0
<b>TOTAL VIGO</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>12</b>	<b>46</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>0</b>
VILNIUS	STANSTED	RYANAIR	S	A	30	0	1	73	20	3	3	0	0	10	0	0	0
	STANSTED	RYANAIR	S	D	31	0	0	87	6	3	3	0	0	6	0	0	0
	LUTON	WIZZ AIR	S	A	22	0	0	100	0	0	0	0	0	1	0	0	0
	LUTON	WIZZ AIR	S	D	22	0	0	68	14	14	0	5	0	24	0	0	0
<b>TOTAL VILNIUS</b>					<b>105</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>14</b>	<b>14</b>
VITORIA																	
VOLOS	GATWICK	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	7	60	47	5
	GATWICK	TOR AIR	C	D	5	0	0	100	0	0	0	0	0	8	0	0	0
<b>TOTAL VOLOS</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>8</b>	<b>60</b>	<b>47</b>	<b>47</b>

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

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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	93	0	0	88	5	5	1	0	0	6	75	10	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	86	11	3	0	0	0	5	76	10	93	
	HEATHROW	LOT-POLISH AIRLINES	S	A	88	0	0	61	17	11	9	1	0	24	70	21	88	
	HEATHROW	LOT-POLISH AIRLINES	S	D	88	0	0	74	10	6	9	1	0	19	75	14	89	
	LUTON	WIZZ AIR	S	A	92	0	2	86	8	4	1	1	0	10	73	27	93	
	LUTON	WIZZ AIR	S	D	92	0	2	59	25	13	2	0	1	21	48	49	93	
<b>TOTAL WARSAW</b>					<b>546</b>	<b>0</b>	<b>4</b>	<b>76</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>22</b>	<b>22</b>	
WASHINGTON (DULLES)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	92	0	2	77	8	4	11	0	0	16	76	11	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	63	28	3	5	0	0	15	42	22	93	
	HEATHROW	UNITED AIRLINES	S	A	119	0	2	82	3	5	7	3	0	18	83	10	93	
	HEATHROW	UNITED AIRLINES	S	D	120	0	2	80	15	3	1	1	0	9	83	12	94	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	77	6	3	13	0	0	15	77	10	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	74	10	13	3	0	0	13	55	15	31	
<b>TOTAL WASHINGTON (DULLES)</b>					<b>487</b>	<b>2</b>	<b>6</b>	<b>76</b>	<b>12</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>13</b>	<b>13</b>	
WATERFORD																		
	BIRMINGHAM	AER ARANN	S	A	18	0	0	67	11	6	17	0	0	29	94	3	18	
	BIRMINGHAM	AER ARANN	S	D	18	0	0	61	17	0	17	6	0	34	89	6	18	
	LUTON	AER ARANN	S	A	18	0	0	72	11	0	11	6	0	31	80	8	61	
	LUTON	AER ARANN	S	D	18	0	0	56	17	11	11	6	0	37	88	10	51	
	MANCHESTER	AER ARANN	S	A	18	0	0	89	6	0	6	0	0	12	77	14	22	
	MANCHESTER	AER ARANN	S	D	18	0	0	94	0	0	6	0	0	9	82	9	22	
<b>TOTAL WATERFORD</b>					<b>108</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>3</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>84</b>	<b>9</b>	<b>9</b>	
WHITE PLAINS																		
WICK																		
	EDINBURGH	LOGANAIR	S	A	26	0	0	92	4	0	4	0	0	5	79	6	19	
	EDINBURGH	LOGANAIR	S	D	26	0	0	96	0	0	4	0	0	6	86	8	22	
<b>TOTAL WICK</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>7</b>	<b>7</b>	
WROCLAW																		
	STANSTED	RYANAIR	S	A	40	0	0	85	10	3	3	0	0	8	83	7	53	
	STANSTED	RYANAIR	S	D	40	0	0	75	23	0	3	0	0	10	83	8	53	
	LUTON	WIZZ AIR	S	A	22	0	0	82	5	5	5	0	5	35	92	17	26	



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

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE							JULY 2010		
			CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
WROCLAW	LUTON	WIZZ AIR	S	D	22	0	0	45	23	18	9	0	5	51	46	35	26
<b>TOTAL WROCLAW</b>					<b>126</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>21</b>	<b>78</b>	<b>14</b>	<b>14</b>

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

Origin / Destinations: Y

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 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)											
YEREVAN	HEATHROW	BMI BRITISH MIDLAND	S	A	7	0	0	100	0	0	0	0	0	0	83	7	18
	HEATHROW	BMI BRITISH MIDLAND	S	D	7	0	0	100	0	0	0	0	0	5	41	29	17
<b>TOTAL YEREVAN</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>63</b>	<b>18</b>	<b>18</b>

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 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	23	0	0	78	9	9	4	0	0	13	73	13	22
	STANSTED	RYANAIR	S	D	23	0	0	87	9	0	4	0	0	11	45	18	22
<b>TOTAL ZADAR</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>65</b>	<b>14</b>	<b>14</b>
ZAGREB	GATWICK	CROATIA AIRLINES	S	A	18	0	0	89	11	0	0	0	0	6	83	9	18
	GATWICK	CROATIA AIRLINES	S	D	18	0	0	78	17	6	0	0	0	12	39	17	18
	HEATHROW	CROATIA AIRLINES	S	A	35	0	0	71	20	6	3	0	0	12	66	12	35
	HEATHROW	CROATIA AIRLINES	S	D	35	0	0	34	20	34	11	0	0	30	46	28	35
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	91	9	0	0	0	0	4	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	86	14	0	0	0	0	5	0	0	0
<b>TOTAL ZAGREB</b>					<b>151</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>60</b>	<b>18</b>	<b>18</b>
ZAKINTHOS	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	71	5	5	19	0	0	24	33	55	18
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	67	14	14	5	0	0	18	33	39	18
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	0	80	3	5
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	2	100	7	5
	GATWICK	MONARCH AIRLINES	C	A	6	0	0	67	17	0	17	0	0	21	41	30	17
	GATWICK	MONARCH AIRLINES	C	D	6	0	0	50	33	0	17	0	0	24	35	77	17
	LUTON	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	3	20	138	5
	LUTON	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	15	0	125	5
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	38	54	13
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	6	31	41	13
	BIRMINGHAM	SKY WINGS AIRLINES	C	A	5	3	0	40	0	20	40	0	0	59	0	0	0
	BIRMINGHAM	SKY WINGS AIRLINES	C	D	8	0	0	63	25	0	0	13	0	38	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	18	0	0	100	0	0	0	0	0	1	50	80	14
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	17	0	0	59	24	18	0	0	0	13	43	90	14
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	21	0	0	76	5	19	0	0	0	9	29	77	17
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	20	0	0	60	20	20	0	0	0	13	39	72	18
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	10	0	0	60	20	10	10	0	0	17	55	150	11
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	11	0	0	64	9	9	18	0	0	23	22	191	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	23	0	0	52	17	17	13	0	0	23	55	54	22
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	22	0	0	50	5	36	9	0	0	28	57	39	23
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	0	13	0	0	0	5	63	59	8

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JULY 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
ZAKINTHOS	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	56	44	0	0	0	0	11	67	52	9
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	75	9	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	2	50	11	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	78	11	11	0	0	7	67	23	9	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	67	11	22	0	0	15	44	29	9	
	GATWICK	THOMSON AIRWAYS LTD	C	A	27	0	0	74	19	4	4	0	11	64	19	25	
	GATWICK	THOMSON AIRWAYS LTD	C	D	27	0	0	70	4	22	4	0	16	44	27	25	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	0	50	0	50	0	58	75	19	4	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	50	0	0	50	0	53	75	15	4	
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	50	0	25	25	0	31	100	2	4	
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	50	0	25	25	0	29	100	1	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	18	0	0	56	22	17	6	0	17	35	76	17	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	20	0	0	55	10	30	5	0	22	29	74	17	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	7	25	46	4	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	40	20	40	0	0	22	0	64	4	
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	1	75	6	4	
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	3	75	6	4	
<b>TOTAL ZAKINTHOS</b>					<b>405</b>	<b>3</b>	<b>0</b>	<b>68</b>	<b>12</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>45</b>	<b>58</b>	<b>58</b>
ZARAGOZA	STANSTED	RYANAIR	S	A	18	0	0	61	33	0	6	0	17	24	34	17	
	STANSTED	RYANAIR	S	D	18	0	0	94	6	0	0	0	5	41	25	17	
<b>TOTAL ZARAGOZA</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>19</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>32</b>	<b>29</b>	<b>29</b>	
ZURICH	LONDON CITY	BA CITYFLYER LTD	S	A	88	0	0	94	0	1	3	1	7	87	8	92	
	LONDON CITY	BA CITYFLYER LTD	S	D	89	0	0	82	9	2	7	0	12	76	17	91	
	EDINBURGH	BMI REGIONAL	S	A	40	0	0	75	23	3	0	0	9	74	9	31	
	EDINBURGH	BMI REGIONAL	S	D	40	0	0	95	3	3	0	0	3	90	5	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	180	0	0	79	12	6	3	0	10	67	15	181	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	180	0	0	83	10	5	2	0	8	69	14	181	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	52	0	0	58	17	17	8	0	21	42	40	53	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	52	0	0	69	13	12	6	0	17	40	38	53	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	77	16	3	3	0	9	64	19	53	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	74	19	3	3	0	12	57	22	53	

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					JULY 2010					
					Actual (7)	Plan (8)		16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
ZURICH																		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	62	15	15	8	0	0	21	60	17	25	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	81	8	8	4	0	0	14	72	12	25	
	BIRMINGHAM	HELVETIC AIRWAYS	S	A	88	0	0	93	5	1	1	0	0	3	84	8	93	
	BIRMINGHAM	HELVETIC AIRWAYS	S	D	88	0	0	83	15	1	1	0	0	10	73	17	93	
	MANCHESTER	HELVETIC AIRWAYS	S	A	6	0	0	83	17	0	0	0	0	5	0	0	0	
	MANCHESTER	HELVETIC AIRWAYS	S	D	6	0	0	100	0	0	0	0	0	9	0	0	0	
	BIRMINGHAM	SWISS AIRLINES	S	A	5	0	0	100	0	0	0	0	0	6	0	0	0	
	BIRMINGHAM	SWISS AIRLINES	S	D	5	0	0	100	0	0	0	0	0	11	0	0	0	
	HEATHROW	SWISS AIRLINES	S	A	186	0	0	76	16	8	1	0	0	10	60	18	186	
	HEATHROW	SWISS AIRLINES	S	D	186	0	0	73	12	13	2	0	0	12	68	15	186	
	LONDON CITY	SWISS AIRLINES	S	A	168	0	0	90	7	2	0	0	0	5	87	6	183	
	LONDON CITY	SWISS AIRLINES	S	D	167	0	0	85	10	5	0	0	0	7	87	7	181	
	MANCHESTER	SWISS AIRLINES	S	A	87	0	0	72	20	7	1	0	0	11	75	11	93	
	MANCHESTER	SWISS AIRLINES	S	D	87	0	0	57	32	9	1	0	0	16	69	13	93	
<b>TOTAL ZURICH</b>					<b>1914</b>	<b>6</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>14</b>	<b>14</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2011

Reporting Airport: BIRMINGHAM (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 2010			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
		Actual (7)	Plan (8)										
CHARTERED FLIGHTS(ALL ROUTES)	1272	14	0	83	7	5	3	2	0	17	66	25	1276
SCHEDULED FLIGHTS(ALL ROUTES)	6653	20	57	83	9	4	3	0	0	11	77	14	6940
AIRPORT TOTAL	7925	34	57	83	9	4	3	1	0	12	76	15	8216

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2011

Reporting Airport: EDINBURGH (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 2010			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
		Actual (7)	Plan (8)										
CHARTERED FLIGHTS(ALL ROUTES)	309	9	0	63	15	9	9	3	1	29	51	42	333
SCHEDULED FLIGHTS(ALL ROUTES)	9280	31	40	82	9	6	3	0	0	10	73	15	9228
AIRPORT TOTAL	9589	40	40	82	9	6	3	0	0	11	73	16	9561

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2011

Reporting Airport: GATWICK (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 2010			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
		Actual (7)	Plan (8)										
CHARTERED FLIGHTS(ALL ROUTES)	3231	10	0	73	9	8	7	1	1	22	59	34	3650
SCHEDULED FLIGHTS(ALL ROUTES)	20498	15	32	72	14	9	5	0	0	15	57	28	19620
AIRPORT TOTAL	23729	25	32	72	13	8	5	1	0	16	57	29	23270



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2011

Reporting Airport: GLASGOW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 2010			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
		Actual (7)	Plan (8)										
CHARTERED FLIGHTS(ALL ROUTES)	1190	10	0	64	14	9	10	3	1	32	50	44	1413
SCHEDULED FLIGHTS(ALL ROUTES)	5645	8	22	83	9	5	3	0	0	10	78	13	5714
AIRPORT TOTAL	6835	18	22	79	10	5	4	1	0	14	73	19	7127

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2011

Reporting Airport: HEATHROW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 2010			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
		Actual (7)	Plan (8)										
CHARTERED FLIGHTS(ALL ROUTES)	124	10	0	63	20	9	6	1	1	22	58	24	53
SCHEDULED FLIGHTS(ALL ROUTES)	41228	10	90	76	12	8	3	0	0	13	69	16	41121
AIRPORT TOTAL	41352	20	90	76	12	8	3	0	0	13	69	16	41174

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2011

Reporting Airport: LONDON CITY (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 2010			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
		Actual (7)	Plan (8)										
SCHEDULED FLIGHTS(ALL ROUTES)	5161	1	0	88	6	4	2	0	0	6	86	8	5327
AIRPORT TOTAL	5161	1	0	88	6	4	2	0	0	6	86	8	5327

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2011

Reporting Airport: LUTON (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 2010			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
		Actual (7)	Plan (8)										
CHARTERED FLIGHTS(ALL ROUTES)	353	161	0	77	12	5	4	1	0	17	64	29	369
SCHEDULED FLIGHTS(ALL ROUTES)	6381	3	22	77	12	7	4	1	0	14	63	26	6120
AIRPORT TOTAL	6734	164	22	77	12	7	4	1	0	14	63	26	6489

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2011

Reporting Airport: MANCHESTER (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 2010			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
		Actual (7)	Plan (8)										
CHARTERED FLIGHTS(ALL ROUTES)	3013	31	0	71	12	9	7	1	0	20	56	40	3355
SCHEDULED FLIGHTS(ALL ROUTES)	12277	5	52	75	13	7	4	1	0	15	71	17	11556
AIRPORT TOTAL	15290	36	52	74	13	8	5	1	0	16	68	22	14911

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2011

Reporting Airport: NEWCASTLE (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 2010			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
		Actual (7)	Plan (8)										
CHARTERED FLIGHTS(ALL ROUTES)	904	1	0	82	8	6	3	0	0	11	66	29	871
SCHEDULED FLIGHTS(ALL ROUTES)	3466	4	57	81	11	5	3	0	0	10	74	17	3855
AIRPORT TOTAL	4370	5	57	81	10	5	3	0	0	10	72	19	4726

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JULY 2011

Reporting Airport: STANSTED (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JULY 2010			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
		Actual (7)	Plan (8)										
CHARTERED FLIGHTS(ALL ROUTES)	469	42	0	78	10	7	4	0	1	15	71	16	495
SCHEDULED FLIGHTS(ALL ROUTES)	11560	10	8	80	11	6	3	0	0	11	70	17	12756
AIRPORT TOTAL	12029	52	8	80	11	6	3	0	0	11	70	17	13251