

# Punctuality Statistics

Regulatory Policy Group



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

**Full and Summary Analysis**

**April 2012**

**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  
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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 APRIL 2012

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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	AUSTRIAN AIRLINES	C	3	0	0	100	0	0	0	0	0	1	0	0	0
	THOMSON AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	0	100	2	5
<b>TOTAL INNSBRUCK</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>2</b>	<b>5</b>
<b>TOTAL AUSTRIA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>2</b>	<b>5</b>
<b>BARBADOS</b>															
BRIDGETOWN	THOMSON AIRWAYS LTD	C	6	0	0	67	33	0	0	0	0	6	100	1	3
<b>TOTAL BRIDGETOWN</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>1</b>	<b>3</b>
<b>TOTAL BARBADOS</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>1</b>	<b>3</b>
<b>BELGIUM</b>															
BRUSSELS	BRUSSELS AIRLINES	S	189	0	0	87	6	5	1	0	0	6	90	5	192
<b>TOTAL BRUSSELS</b>			<b>189</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>5</b>	<b>192</b>
<b>TOTAL BELGIUM</b>			<b>189</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>5</b>	<b>193</b>
<b>CAPE VERDE ISLANDS</b>															
BOA VISTA (RABIL)	THOMSON AIRWAYS LTD	S	8	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL BOA VISTA (RABIL)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
ILHA DO SAL C.VERDE	THOMSON AIRWAYS LTD	S	8	0	0	88	13	0	0	0	0	6	75	8	8
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>8</b>	<b>8</b>
<b>TOTAL CAPE VERDE ISLANDS</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>5</b>	<b>75</b>	<b>8</b>	<b>8</b>
<b>CYPRUS</b>															
LARNACA	MONARCH AIRLINES	S	26	0	0	92	4	4	0	0	0	6	89	5	36
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	0	13	13	0	13	155	86	12	7
<b>TOTAL LARNACA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>3</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>41</b>	<b>86</b>	<b>9</b>	<b>49</b>
PAPHOS	MONARCH AIRLINES	S	18	0	0	61	22	17	0	0	0	12	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	20	20	0	0	0	12	0	0	0
	THOMSON AIRWAYS LTD	C	16	0	0	88	0	0	13	0	0	13	87	6	15
<b>TOTAL PAPHOS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>87</b>	<b>6</b>	<b>15</b>
<b>TOTAL CYPRUS</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>86</b>	<b>8</b>	<b>64</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	BMIBABY LTD	S	36	0	0	89	8	3	0	0	0	6	0	0	0
<b>TOTAL PRAGUE</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>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CZECH REPUBLIC</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>0</b>	<b>0</b>	<b>0</b>
<b>DENMARK</b>															
COPENHAGEN	SAS	S	90	0	0	97	0	3	0	0	0	3	91	4	88
<b>TOTAL COPENHAGEN</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>91</b>	<b>4</b>	<b>88</b>
<b>TOTAL DENMARK</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>91</b>	<b>4</b>	<b>88</b>
<b>DOMINICAN REPUBLIC</b>															

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 2012

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
PUNTA CANA	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	75	10	8
<b>TOTAL PUNTA CANA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>10</b>	<b>8</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>6</b>	<b>14</b>
<b>EGYPT</b>															
HURGHADA	THOMAS COOK AIRLINES LTD	C	7	0	0	86	0	0	14	0	0	14	90	4	10
<b>TOTAL HURGHADA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>85</b>	<b>6</b>	<b>20</b>
SHARM EL SHEIKH (OPHIRA)	THOMAS COOK AIRLINES LTD	C	12	0	0	83	0	8	8	0	0	13	100	0	13
	THOMSON AIRWAYS LTD	C	28	0	0	89	4	7	0	0	0	4	0	0	0
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>3</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>1</b>	<b>46</b>
<b>TOTAL EGYPT</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>2</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>95</b>	<b>2</b>	<b>82</b>
<b>FRANCE</b>															
CHAMBERY	FLYBE LTD	C	10	0	0	70	10	0	20	0	0	22	77	8	13
	FLYBE LTD	S	2	0	1	50	0	50	0	0	0	17	75	8	4
<b>TOTAL CHAMBERY</b>			<b>13</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>8</b>	<b>8</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>76</b>	<b>8</b>	<b>21</b>
GRENOBLE	EASYJET AIRLINE COMPANY LTD	S	10	0	0	100	0	0	0	0	0	3	88	5	16
<b>TOTAL GRENOBLE</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>88</b>	<b>5</b>	<b>16</b>
MONTPELLIER	RYANAIR	S	18	0	0	78	11	0	0	11	0	35	88	15	16
<b>TOTAL MONTPELLIER</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>35</b>	<b>88</b>	<b>15</b>	<b>16</b>
NICE	BMIBABY LTD	S	34	0	0	76	12	0	12	0	0	24	81	18	32
<b>TOTAL NICE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>81</b>	<b>18</b>	<b>32</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	180	0	0	96	2	1	1	0	0	2	99	1	180
	FLYBE LTD	S	154	0	0	83	8	4	4	1	0	12	91	5	152
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>334</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>95</b>	<b>3</b>	<b>332</b>
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>100</b>	<b>8</b>	<b>2</b>
<b>TOTAL FRANCE</b>			<b>412</b>	<b>3</b>	<b>1</b>	<b>87</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>93</b>	<b>5</b>	<b>525</b>
<b>GAMBIA</b>															
BANJUL	THOMAS COOK AIRLINES LTD	C	7	0	0	57	14	14	14	0	0	24	57	8	7
<b>TOTAL BANJUL</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>57</b>	<b>8</b>	<b>7</b>
<b>TOTAL GAMBIA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>57</b>	<b>8</b>	<b>7</b>
<b>GERMANY</b>															
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	135	0	0	89	9	1	1	0	0	5	92	4	146
	FLYBE LTD	S	157	0	2	87	7	2	4	0	0	9	89	5	163
<b>TOTAL DUSSELDORF</b>			<b>292</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>8</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>5</b>	<b>309</b>
FRANKFURT MAIN	LUFTHANSA	S	230	0	0	83	11	5	1	0	0	7	81	9	237
<b>TOTAL FRANKFURT MAIN</b>			<b>230</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>7</b>	<b>83</b>	<b>8</b>	<b>321</b>
HAMBURG	FLYBE LTD	S	52	0	0	79	6	12	4	0	0	12	98	3	50
<b>TOTAL HAMBURG</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>6</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>98</b>	<b>3</b>	<b>50</b>
HANOVER	AIR BERLIN	C	16	0	0	88	0	6	6	0	0	9	100	2	18

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 2012

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
HANOVER	FLYBE LTD	S	101	0	1	72	12	7	9	0	0	17	84	8	87
<b>TOTAL HANOVER</b>			<b>117</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>10</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>87</b>	<b>7</b>	<b>105</b>
MUNICH	LUFTHANSA CITY LINE	S	156	0	0	87	10	1	1	0	0	7	88	8	153
<b>TOTAL MUNICH</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>8</b>	<b>153</b>
PADERBORN	AIR BERLIN	C	10	0	0	70	0	10	20	0	0	37	100	3	8
<b>TOTAL PADERBORN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>0</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>100</b>	<b>3</b>	<b>8</b>
STUTTGART	AIR BERLIN	C	2	0	0	100	0	0	0	0	0	8	0	0	0
	FLYBE LTD	S	85	0	1	81	7	5	5	2	0	18	89	9	72
<b>TOTAL STUTTGART</b>			<b>87</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>89</b>	<b>9</b>	<b>72</b>
<b>TOTAL GERMANY</b>			<b>944</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>7</b>	<b>1018</b>
<b>GREECE</b>															
HERAKLION	THOMSON AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	1	100	1	7
<b>TOTAL HERAKLION</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>1</b>	<b>7</b>
RHODES	THOMSON AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	3	100	2	7
<b>TOTAL RHODES</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100</b>	<b>2</b>	<b>7</b>
<b>TOTAL GREECE</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>2</b>	<b>14</b>
<b>HUNGARY</b>															
BUDAPEST	RYANAIR	S	16	0	0	94	0	0	6	0	0	12	0	0	0
<b>TOTAL BUDAPEST</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL HUNGARY</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>IRISH REPUBLIC</b>															
CORK	AER ARANN	S	120	0	0	90	1	4	2	3	0	12	92	9	118
<b>TOTAL CORK</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>92</b>	<b>9</b>	<b>118</b>
DUBLIN	AER LINGUS	S	172	0	0	97	3	1	0	0	0	2	96	2	164
	RYANAIR	S	170	0	1	88	9	3	1	0	0	6	91	6	160
<b>TOTAL DUBLIN</b>			<b>343</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>93</b>	<b>4</b>	<b>327</b>
IRELAND WEST(KNOCK)	BMIBABY LTD	S	52	0	0	81	10	2	8	0	0	12	88	13	34
<b>TOTAL IRELAND WEST(KNOCK)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>88</b>	<b>13</b>	<b>34</b>
SHANNON	AER ARANN	S	60	0	0	75	12	3	7	3	0	24	97	3	60
<b>TOTAL SHANNON</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>3</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>97</b>	<b>3</b>	<b>60</b>
WATERFORD	FLYBE LTD	S	55	0	1	87	13	0	0	0	0	4	0	0	0
<b>TOTAL WATERFORD</b>			<b>55</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>76</b>	<b>33</b>	<b>34</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>630</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>7</b>	<b>573</b>
<b>ITALY</b>															
MILAN (MALPENSA)	FLYBE LTD	S	59	0	1	88	7	3	2	0	0	6	82	8	60
	MONARCH AIRLINES	S	36	0	0	89	8	0	3	0	0	5	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>95</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>8</b>	<b>60</b>
NAPLES	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	6	57	21	7

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>57</b>	<b>21</b>	<b>7</b>	
<b>ROME (FIUMICINO)</b>	BMIBABY LTD	S	36	0	0	83	8	3	6	0	11	0	0	0	
	MONARCH AIRLINES	S	42	0	0	67	17	7	5	2	29	0	0	0	
<b>TOTAL ROME (FIUMICINO)</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TRIESTE (RONCHI DEI LEGIONARI)</b>	RYANAIR	S	18	0	0	100	0	0	0	0	1	81	7	16	
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</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>81</b>	<b>7</b>	<b>16</b>	
<b>TURIN</b>	FLYBE LTD	C	2	0	0	100	0	0	0	0	6	0	0	0	
	THOMSON AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	100	0	1	
<b>TOTAL TURIN</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>0</b>	<b>1</b>	
<b>VENICE</b>	MONARCH AIRLINES	S	34	0	0	94	6	0	0	0	4	0	0	0	
<b>TOTAL VENICE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>50</b>	<b>15</b>	<b>2</b>	
<b>TOTAL ITALY</b>			<b>238</b>	<b>1</b>	<b>1</b>	<b>85</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>9</b>	<b>86</b>	
<b>JAMAICA</b>															
<b>MONTEGO BAY</b>	THOMSON AIRWAYS LTD	C	9	0	0	56	0	22	22	0	31	86	77	7	
<b>TOTAL MONTEGO BAY</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>0</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>31</b>	<b>86</b>	<b>77</b>	<b>7</b>	
<b>TOTAL JAMAICA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>0</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>31</b>	<b>86</b>	<b>77</b>	<b>7</b>	
<b>LITHUANIA</b>															
<b>KAUNAS</b>	RYANAIR	S	18	0	0	100	0	0	0	0	1	94	4	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>1</b>	<b>94</b>	<b>4</b>	<b>16</b>	
<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>1</b>	<b>94</b>	<b>4</b>	<b>16</b>	
<b>MALTA</b>															
<b>MALTA</b>	RYANAIR	S	18	0	0	89	0	11	0	0	8	89	7	18	
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>56</b>	<b>17</b>	<b>36</b>	
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>56</b>	<b>17</b>	<b>36</b>	
<b>MEXICO</b>															
<b>CANCUN</b>	THOMSON AIRWAYS LTD	C	8	0	0	63	25	13	0	0	9	79	74	14	
<b>TOTAL CANCUN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>74</b>	<b>14</b>	
<b>TOTAL MEXICO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>74</b>	<b>14</b>	
<b>NETHERLANDS</b>															
<b>AMSTERDAM</b>	BMIBABY LTD	S	110	0	0	90	5	1	4	0	7	89	5	102	
	KLM	S	180	0	0	94	3	2	1	0	4	95	4	180	
	KLM CITYHOPPER	S	120	0	0	88	6	3	3	1	10	97	3	119	
<b>TOTAL AMSTERDAM</b>			<b>410</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>94</b>	<b>4</b>	<b>401</b>	
<b>ROTTERDAM</b>	VLM (BELGIUM)	C	2	0	0	100	0	0	0	0	3	0	0	0	
<b>TOTAL ROTTERDAM</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>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL NETHERLANDS</b>			<b>412</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>94</b>	<b>4</b>	<b>401</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	34	1	0	65	18	3	3	0	12	87	79	10	34
TOTAL ISLAMABAD			<b>34</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>87</b>	<b>79</b>	<b>10</b>	<b>34</b>
TOTAL PAKISTAN			<b>34</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>87</b>	<b>79</b>	<b>10</b>	<b>34</b>
<b>POLAND</b>															
BYDGOSZCZ	RYANAIR	S	24	0	0	75	8	17	0	0	0	11	76	13	25
TOTAL BYDGOSZCZ			<b>24</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>11</b>	<b>76</b>	<b>13</b>	<b>25</b>
GDANSK	RYANAIR	S	16	0	0	88	13	0	0	0	0	5	89	4	18
TOTAL GDANSK			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>4</b>	<b>18</b>
KATOWICE	RYANAIR	S	26	0	0	85	8	8	0	0	0	6	94	2	18
TOTAL KATOWICE			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>94</b>	<b>2</b>	<b>18</b>
RZESZOW	RYANAIR	S	18	0	0	94	6	0	0	0	0	2	100	1	16
TOTAL RZESZOW			<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>2</b>	<b>100</b>	<b>1</b>	<b>16</b>
TOTAL POLAND			<b>84</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>6</b>	<b>77</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	BMIBABY LTD	S	24	0	0	96	4	0	0	0	0	4	90	4	20
	MONARCH AIRLINES	S	58	0	0	66	16	10	9	0	0	18	97	1	60
	RYANAIR	S	24	0	0	79	17	4	0	0	0	6	94	4	34
TOTAL FARO			<b>106</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>94</b>	<b>3</b>	<b>124</b>
LISBON	BMIBABY LTD	S	16	0	0	75	6	19	0	0	0	11	0	0	0
TOTAL LISBON			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>6</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL PORTUGAL(EXCLUDING MADEIRA)			<b>122</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>94</b>	<b>3</b>	<b>124</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	THOMSON AIRWAYS LTD	C	10	0	0	90	0	10	0	0	0	6	100	1	8
TOTAL FUNCHAL			<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>6</b>	<b>100</b>	<b>1</b>	<b>8</b>
TOTAL PORTUGAL(MADEIRA)			<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>6</b>	<b>100</b>	<b>1</b>	<b>8</b>
<b>SLOVAK REPUBLIC</b>															
BRATISLAVA	RYANAIR	S	24	0	0	96	0	4	0	0	0	4	92	4	26
TOTAL BRATISLAVA			<b>24</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>4</b>	<b>26</b>
TOTAL SLOVAK REPUBLIC			<b>24</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>4</b>	<b>26</b>
<b>SPAIN</b>															
ALICANTE	BMIBABY LTD	S	48	0	0	77	6	4	13	0	0	22	86	14	28
	MONARCH AIRLINES	S	60	0	0	73	15	3	5	3	0	20	92	6	60
	RYANAIR	S	60	0	0	80	7	7	5	2	0	15	97	4	59
	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	0	5	90	2	10
	THOMSON AIRWAYS LTD	C	16	0	0	69	6	19	6	0	0	18	89	5	18
TOTAL ALICANTE			<b>191</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>6</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>92</b>	<b>6</b>	<b>175</b>
ALMERIA	MONARCH AIRLINES	S	18	0	0	56	17	17	11	0	0	26	69	23	16

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 2012

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 ALMERIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>17</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>69</b>	<b>23</b>	16
BARCELONA	BMIBABY LTD	S	36	0	0	75	14	3	8	0	0	15	0	0	0
<b>TOTAL BARCELONA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	0
GIRONA	RYANAIR	S	34	0	2	88	6	3	0	3	0	11	88	4	26
<b>TOTAL GIRONA</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>4</b>	26
IBIZA	RYANAIR	S	26	0	0	85	0	0	15	0	0	23	100	0	24
<b>TOTAL IBIZA</b>			<b>26</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>23</b>	<b>100</b>	<b>0</b>	24
MAHON	MONARCH AIRLINES	S	16	0	0	69	6	6	13	6	0	34	78	12	18
<b>TOTAL MAHON</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>6</b>	<b>6</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>34</b>	<b>78</b>	<b>12</b>	18
MALAGA	BMIBABY LTD	S	48	0	0	83	10	2	0	4	0	15	82	11	38
	MONARCH AIRLINES	S	58	0	0	81	10	5	3	0	0	11	84	8	68
	RYANAIR	S	60	0	0	87	5	2	7	0	0	11	87	9	69
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	2	100	2	8
<b>TOTAL MALAGA</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>9</b>	183
MURCIA SAN JAVIER	BMIBABY LTD	S	26	0	0	81	19	0	0	0	0	6	80	27	20
	RYANAIR	S	30	0	2	90	10	0	0	0	0	5	86	12	35
<b>TOTAL MURCIA SAN JAVIER</b>			<b>56</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>17</b>	55
PALMA DE MALLORCA	BMIBABY LTD	S	13	3	3	62	8	8	23	0	0	37	67	48	12
	MONARCH AIRLINES	S	36	0	0	78	8	8	6	0	0	12	89	8	37
	RYANAIR	S	42	0	0	88	2	2	5	2	0	14	100	1	42
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	0	20	0	0	0	11	100	1	7
	THOMSON AIRWAYS LTD	C	16	0	0	81	0	6	13	0	0	18	77	7	13
<b>TOTAL PALMA DE MALLORCA</b>			<b>117</b>	<b>3</b>	<b>3</b>	<b>80</b>	<b>4</b>	<b>7</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>90</b>	<b>9</b>	111
REUS	RYANAIR	S	26	0	0	96	4	0	0	0	0	2	88	3	26
<b>TOTAL REUS</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>88</b>	<b>3</b>	26
<b>TOTAL SPAIN</b>			<b>696</b>	<b>3</b>	<b>7</b>	<b>81</b>	<b>8</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>88</b>	<b>9</b>	634
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	MONARCH AIRLINES	S	22	0	0	86	9	5	0	0	0	8	79	7	34
	RYANAIR	S	26	0	0	85	8	8	0	0	0	6	92	3	26
	THOMAS COOK AIRLINES LTD	C	17	0	0	94	0	0	0	6	0	16	88	8	17
	THOMSON AIRWAYS LTD	C	18	0	0	89	11	0	0	0	0	3	88	7	16
<b>TOTAL ARRECIFE</b>			<b>83</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>6</b>	93
FUERTEVENTURA	MONARCH AIRLINES	S	13	0	0	85	0	0	15	0	0	16	65	25	17
	RYANAIR	S	18	0	0	83	6	11	0	0	0	10	78	10	18
	THOMAS COOK AIRLINES LTD	C	16	0	0	94	6	0	0	0	0	2	64	26	14
<b>TOTAL FUERTEVENTURA</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>17</b>	57
LAS PALMAS	MONARCH AIRLINES	S	18	0	0	61	17	11	11	0	0	21	56	26	18
	RYANAIR	S	18	0	0	89	11	0	0	0	0	5	100	1	16
	THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	0	4	60	24	5
	THOMSON AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	7	100	2	8
<b>TOTAL LAS PALMAS</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>13</b>	47
TENERIFE (SURREINA SOFIA)	MONARCH AIRLINES	S	66	0	1	68	11	11	9	2	0	21	88	5	68

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 2012

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TENERIFE (SURREINA SOFIA)	RYANAIR	S	24	0	0	92	0	0	8	0	0	7	97	2	34
	THOMAS COOK AIRLINES LTD	C	26	0	0	88	8	4	0	0	0	4	74	47	35
	THOMSON AIRWAYS LTD	C	34	0	0	97	0	3	0	0	0	3	92	3	26
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>150</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>6</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>88</b>	<b>13</b>	<b>163</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>335</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>7</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>12</b>	<b>360</b>
<b>SWEDEN</b>															
GOTEBORG	CITY AIRLINE	S	40	0	0	100	0	0	0	0	0	2	100	1	46
<b>TOTAL GOTEBORG</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>1</b>	<b>46</b>
<b>TOTAL SWEDEN</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>1</b>	<b>46</b>
<b>SWITZERLAND</b>															
GENEVA	BMIBABY LTD	S	10	0	0	70	10	10	10	0	0	15	80	7	10
	EASYJET AIRLINE COMPANY LTD	S	6	0	0	67	0	33	0	0	0	15	75	31	8
	EASYJET SWITZERLAND	S	24	0	0	100	0	0	0	0	0	0	93	6	42
	FLYBE LTD	C	5	0	0	80	20	0	0	0	0	7	60	13	5
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	7	0	0	0
	THOMSON AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	0	100	0	3
<b>TOTAL GENEVA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>10</b>	<b>68</b>
ZURICH	HELVETIC AIRWAYS	S	76	0	0	79	16	3	3	0	0	10	78	9	167
	SWISS AIRLINES	S	88	0	0	75	19	6	0	0	0	9	75	7	12
<b>TOTAL ZURICH</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>18</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>9</b>	<b>179</b>
<b>TOTAL SWITZERLAND</b>			<b>214</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>9</b>	<b>247</b>
<b>TUNISIA</b>															
ENFIDHA	THOMAS COOK AIRLINES LTD	C	17	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL ENFIDHA</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>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TUNISIA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>3</b>	<b>21</b>
<b>TURKEY</b>															
ANTALYA	THOMAS COOK AIRLINES LTD	C	18	0	0	100	0	0	0	0	0	2	93	4	14
	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	5	0	0	0
<b>TOTAL ANTALYA</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>93</b>	<b>4</b>	<b>14</b>
BODRUM (MILAS)	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	13	13	0	0	18	100	1	7
<b>TOTAL BODRUM (MILAS)</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>18</b>	<b>100</b>	<b>1</b>	<b>7</b>
DALAMAN	MONARCH AIRLINES	S	18	0	0	67	6	17	11	0	0	20	75	14	16
	THOMAS COOK AIRLINES LTD	C	16	0	0	100	0	0	0	0	0	1	75	12	20
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	100	1	5
<b>TOTAL DALAMAN</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>2</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>11</b>	<b>41</b>
ISTANBUL	THY TURK HAVA YOLLARI TURKIS	S	60	0	0	47	18	25	7	3	0	34	68	13	44
<b>TOTAL ISTANBUL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>18</b>	<b>25</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>34</b>	<b>68</b>	<b>13</b>	<b>44</b>
<b>TOTAL TURKEY</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>10</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>77</b>	<b>10</b>	<b>106</b>
<b>TURKMENISTAN</b>															
ASHKHABAD	TURKMENISTAN AIRLINES	S	36	0	0	89	8	3	0	0	0	6	97	4	34



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 2012

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 ASHKHABAD			36	0	0	89	8	3	0	0	0	6	97	4	34
TOTAL TURKMENISTAN			36	0	0	89	8	3	0	0	0	6	97	4	34
UNITED ARAB EMIRATES															
DUBAI	EMIRATES	S	120	0	0	63	24	8	3	2	0	18	41	29	120
TOTAL DUBAI			120	0	0	63	24	8	3	2	0	18	41	29	120
TOTAL UNITED ARAB EMIRATES			120	0	0	63	24	8	3	2	0	18	41	29	120
UNITED KINGDOM															
ABERDEEN	FLYBE LTD	S	163	0	6	79	12	7	2	1	0	11	86	10	139
TOTAL ABERDEEN			163	0	6	79	12	7	2	1	0	11	86	10	139
BELFAST CITY (GEORGE BEST)	BMIBABY LTD	S	118	1	0	86	8	3	3	0	0	7	93	5	94
	FLYBE LTD	S	316	0	6	84	9	4	3	0	0	9	92	6	277
TOTAL BELFAST CITY (GEORGE BEST)			434	1	6	85	8	4	3	0	0	8	92	6	371
CITY OF DERRY (EGLINTON)	RYANAIR	S	36	0	0	86	3	3	3	6	0	16	88	6	34
TOTAL CITY OF DERRY (EGLINTON)			36	0	0	86	3	3	3	6	0	16	88	6	34
DUNDEE	LOGANAIR	S	70	0	0	91	6	1	1	0	0	3	100	0	80
TOTAL DUNDEE			70	0	0	91	6	1	1	0	0	3	100	0	80
EDINBURGH	FLYBE LTD	S	272	0	8	81	10	4	4	1	0	12	88	6	292
TOTAL EDINBURGH			272	0	8	81	10	4	4	1	0	12	88	6	292
GLASGOW	FLYBE LTD	S	286	1	9	87	6	5	2	0	0	9	91	5	267
TOTAL GLASGOW			286	1	9	87	6	5	2	0	0	9	91	5	274
GUERNSEY	FLYBE LTD	S	51	0	0	71	14	2	12	2	0	22	88	6	50
TOTAL GUERNSEY			51	0	0	71	14	2	12	2	0	22	88	6	50
INVERNESS	FLYBE LTD	S	52	0	0	83	8	4	6	0	0	14	86	9	50
TOTAL INVERNESS			52	0	0	83	8	4	6	0	0	14	86	9	50
ISLE OF MAN	FLYBE LTD	S	95	0	1	75	9	6	9	0	0	17	84	12	96
TOTAL ISLE OF MAN			95	0	1	75	9	6	9	0	0	17	84	12	96
JERSEY	FLYBE LTD	S	87	0	0	77	10	3	8	1	0	16	89	9	88
TOTAL JERSEY			87	0	0	77	10	3	8	1	0	16	89	9	88
NEWCASTLE	EASTERN AIRWAYS	S	90	0	10	87	2	4	7	0	0	12	99	2	84
TOTAL NEWCASTLE			90	0	10	87	2	4	7	0	0	12	99	2	84
TOTAL UNITED KINGDOM			1636	8	40	83	8	4	4	1	0	11	90	6	1564
USA															
NEW YORK (NEWARK)	UNITED AIRLINES	S	44	0	0	91	9	0	0	0	0	4	0	0	0
TOTAL NEW YORK (NEWARK)			44	0	0	91	9	0	0	0	0	4	90	10	60
SANFORD	THOMSON AIRWAYS LTD	C	8	0	0	63	25	13	0	0	0	10	67	18	6
TOTAL SANFORD			8	0	0	63	25	13	0	0	0	10	67	18	6
TOTAL USA			52	1	0	87	12	2	0	0	0	5	88	11	66

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 2012

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
		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 BIRMINGHAM		6760	17	56	84	8	4	3	1	0	11	88	7	6653

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 2012

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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	AUSTRIAN ARROWS	C	3	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL INNSBRUCK			4	0	0	100	0	0	0	0	0	4	60	44	5
TOTAL AUSTRIA			4	0	0	100	0	0	0	0	0	4	60	44	5
<b>BELGIUM</b>															
BRUSSELS	BMI REGIONAL	S	140	0	0	98	1	1	0	0	0	2	96	3	134
TOTAL BRUSSELS			140	0	0	98	1	1	0	0	0	2	96	3	134
CHARLEROI	RYANAIR	S	36	0	0	100	0	0	0	0	0	1	97	2	34
TOTAL CHARLEROI			36	0	0	100	0	0	0	0	0	1	97	2	34
TOTAL BELGIUM			176	0	0	98	1	1	0	0	0	1	96	3	168
<b>CYPRUS</b>															
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	16	0	0	63	25	13	0	0	0	11	94	5	18
TOTAL PAPHOS			16	0	0	63	25	13	0	0	0	11	94	5	18
TOTAL CYPRUS			16	0	0	63	25	13	0	0	0	11	94	5	18
<b>CZECH REPUBLIC</b>															
PRAGUE	JET2.COM LTD	S	36	0	0	94	6	0	0	0	0	3	56	18	34
TOTAL PRAGUE			36	0	0	94	6	0	0	0	0	3	56	18	34
TOTAL CZECH REPUBLIC			36	0	0	94	6	0	0	0	0	3	56	18	34
<b>DENMARK</b>															
BILLUND	RYANAIR	S	24	0	0	100	0	0	0	0	0	1	100	1	26
TOTAL BILLUND			24	0	0	100	0	0	0	0	0	1	100	1	26
COPENHAGEN	BMI REGIONAL	S	98	0	0	100	0	0	0	0	0	0	91	6	94
	NORWEGIAN AIR SHUTTLE	S	24	0	0	79	17	4	0	0	0	8	46	17	26
TOTAL COPENHAGEN			122	0	0	96	3	1	0	0	0	2	82	8	120
TOTAL DENMARK			146	0	0	97	3	1	0	0	0	2	85	7	146
<b>FINLAND</b>															
HELSINKI	BLUE 1	S	2	0	0	0	100	0	0	0	0	23	100	0	2
TOTAL HELSINKI			2	0	0	0	100	0	0	0	0	23	100	0	2
TAMPERE	RYANAIR	S	18	0	0	100	0	0	0	0	0	0	88	4	16
TOTAL TAMPERE			18	0	0	100	0	0	0	0	0	0	88	4	16
TOTAL FINLAND			20	0	0	90	10	0	0	0	0	3	89	3	18
<b>FRANCE</b>															
BEAUVAIS	RYANAIR	S	36	0	0	89	3	6	0	3	0	9	88	12	34
TOTAL BEAUVAIS			36	0	0	89	3	6	0	3	0	9	88	12	34
BORDEAUX	RYANAIR	S	22	0	2	95	5	0	0	0	0	1	100	1	26
TOTAL BORDEAUX			22	0	2	95	5	0	0	0	0	1	100	1	26
CHAMBERY	JET2.COM LTD	C	6	0	0	83	0	0	17	0	0	20	100	6	5

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
CHAMBERY	JET2.COM LTD	S	4	0	0	50	0	50	0	0	0	24	60	15	10
<b>TOTAL CHAMBERY</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>0</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>73</b>	<b>12</b>	<b>15</b>
GRENOBLE	EASYJET AIRLINE COMPANY LTD	S	10	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL GRENOBLE</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>0</b>	<b>0</b>	<b>0</b>
LYON	EASYJET AIRLINE COMPANY LTD	S	16	0	0	100	0	0	0	0	0	4	67	34	18
<b>TOTAL LYON</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>4</b>	<b>67</b>	<b>34</b>	<b>18</b>
MARSEILLE	RYANAIR	S	16	0	0	88	0	0	13	0	0	14	89	6	18
<b>TOTAL MARSEILLE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>89</b>	<b>6</b>	<b>18</b>
NICE	EASYJET AIRLINE COMPANY LTD	S	34	0	0	82	0	9	3	6	0	23	92	7	26
<b>TOTAL NICE</b>			<b>34</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>0</b>	<b>9</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>23</b>	<b>92</b>	<b>7</b>	<b>26</b>
PARIS (CHARLES DE GAULLE)	CITY JET	S	240	0	0	96	2	2	0	0	0	3	98	2	240
	EASYJET AIRLINE COMPANY LTD	S	60	0	0	85	7	7	2	0	0	7	82	7	60
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>300</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>95</b>	<b>3</b>	<b>301</b>
TOULOUSE (BLAGNAC)	EUROPE AIRPOST	C	2	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FRANCE</b>			<b>447</b>	<b>3</b>	<b>2</b>	<b>92</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>6</b>	<b>438</b>
<b>GERMANY</b>															
BREMEN	RYANAIR	S	26	0	0	85	8	8	0	0	0	8	100	2	26
<b>TOTAL BREMEN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>100</b>	<b>2</b>	<b>26</b>
COLOGNE BONN	GERMANWINGS	S	51	0	1	82	8	6	4	0	0	13	84	4	44
<b>TOTAL COLOGNE BONN</b>			<b>51</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>6</b>	<b>70</b>
DUSSELDORF	LUFTHANSA CITY LINE	S	48	0	0	92	8	0	0	0	0	3	97	2	58
<b>TOTAL DUSSELDORF</b>			<b>48</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>97</b>	<b>2</b>	<b>58</b>
FRANKFURT MAIN	LUFTHANSA	S	118	0	0	86	7	5	3	0	0	8	92	5	118
<b>TOTAL FRANKFURT MAIN</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>5</b>	<b>118</b>
HAHN	RYANAIR	S	24	0	0	96	0	0	4	0	0	4	88	7	34
<b>TOTAL HAHN</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>7</b>	<b>34</b>
MEMMINGEN ALLGAU	RYANAIR	S	26	0	0	85	15	0	0	0	0	6	92	3	26
<b>TOTAL MEMMINGEN ALLGAU</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>3</b>	<b>26</b>
MUNICH	EASYJET AIRLINE COMPANY LTD	S	60	0	0	97	2	2	0	0	0	2	92	5	60
<b>TOTAL MUNICH</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>5</b>	<b>62</b>
NIEDERRHEIN	RYANAIR	S	44	0	0	91	5	0	5	0	0	8	95	4	42
<b>TOTAL NIEDERRHEIN</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>95</b>	<b>4</b>	<b>42</b>
<b>TOTAL GERMANY</b>			<b>397</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>92</b>	<b>4</b>	<b>462</b>
<b>GREECE</b>															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	18	0	0	89	0	0	11	0	0	13	0	0	0
<b>TOTAL ATHENS</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>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GREECE</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>13</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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>HUNGARY</b>															
BUDAPEST	JET2.COM LTD	S	26	0	0	92	4	4	0	0	0	6	60	18	5
TOTAL BUDAPEST			<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>6</b>	<b>60</b>	<b>18</b>	<b>5</b>
TOTAL HUNGARY			<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>6</b>	<b>60</b>	<b>18</b>	<b>5</b>
<b>IRISH REPUBLIC</b>															
CORK	AER ARANN	S	59	1	0	71	8	15	5	0	0	17	82	14	60
TOTAL CORK			<b>59</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>8</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>82</b>	<b>14</b>	<b>60</b>
DUBLIN	AER ARANN	S	172	0	0	87	9	3	1	0	0	7	98	1	110
	AER LINGUS	S	52	0	0	94	6	0	0	0	0	3	82	7	60
	FLYBE LTD	C	2	0	0	50	50	0	0	0	0	15	0	0	0
	JET2.COM LTD	C	2	0	0	100	0	0	0	0	0	3	0	0	0
	RYANAIR	S	160	1	0	91	5	3	1	0	0	5	92	7	146
TOTAL DUBLIN			<b>388</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>92</b>	<b>5</b>	<b>316</b>
IRELAND WEST(KNOCK)	FLYBE LTD	S	26	0	0	96	4	0	0	0	0	4	90	29	10
TOTAL IRELAND WEST(KNOCK)			<b>26</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>29</b>	<b>10</b>
SHANNON	AER ARANN	S	58	0	0	62	21	9	7	2	0	25	95	3	44
TOTAL SHANNON			<b>58</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>21</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>95</b>	<b>3</b>	<b>44</b>
TOTAL IRISH REPUBLIC			<b>531</b>	<b>2</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>8</b>	<b>465</b>
<b>ITALY</b>															
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	60	0	0	75	10	10	3	2	0	14	88	7	60
TOTAL MILAN (MALPENSA)			<b>60</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>10</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>88</b>	<b>7</b>	<b>60</b>
NAPLES	EASYJET AIRLINE COMPANY LTD	S	8	0	0	88	13	0	0	0	0	3	0	0	0
TOTAL NAPLES			<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>0</b>	<b>0</b>	<b>0</b>
PISA	RYANAIR	S	24	0	0	92	8	0	0	0	0	4	88	10	26
TOTAL PISA			<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>10</b>	<b>26</b>
ROME (CIAMPINO)	RYANAIR	S	36	0	0	81	11	6	3	0	0	11	88	6	34
TOTAL ROME (CIAMPINO)			<b>36</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>6</b>	<b>34</b>
VENICE	JET2.COM LTD	S	26	0	0	85	15	0	0	0	0	6	61	24	28
TOTAL VENICE			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>61</b>	<b>24</b>	<b>28</b>
VERONA VILLAFRANCA	RYANAIR	S	16	0	0	88	0	13	0	0	0	8	0	0	0
TOTAL VERONA VILLAFRANCA			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL ITALY			<b>170</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>10</b>	<b>166</b>
<b>LITHUANIA</b>															
KAUNAS	RYANAIR	S	18	0	0	100	0	0	0	0	0	1	94	2	16
TOTAL KAUNAS			<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>94</b>	<b>2</b>	<b>16</b>
TOTAL LITHUANIA			<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>94</b>	<b>2</b>	<b>16</b>
<b>MALTA</b>															
MALTA	RYANAIR	S	16	0	0	94	6	0	0	0	0	3	88	4	26

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				Actual (7)	Plan (8)										
TOTAL MALTA			16	0	0	94	6	0	0	0	0	3	88	4	26
TOTAL MALTA			16	0	0	94	6	0	0	0	0	3	88	4	26
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	88	0	0	86	8	3	2	0	0	8	95	4	102
	KLM	S	194	0	0	91	7	3	0	0	0	5	90	7	240
	KLM CITYHOPPER	S	164	0	0	94	4	1	1	0	0	5	93	5	120
TOTAL AMSTERDAM			446	0	0	91	6	2	1	0	0	6	92	6	462
TOTAL NETHERLANDS			446	0	0	91	6	2	1	0	0	6	92	6	462
<b>NORWAY</b>															
BERGEN	NORWEGIAN AIR SHUTTLE	S	18	0	0	78	22	0	0	0	0	9	0	0	0
TOTAL BERGEN			18	0	0	78	22	0	0	0	0	9	0	0	0
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	44	0	0	91	9	0	0	0	0	3	76	9	42
TOTAL OSLO (GARDERMOEN)			44	0	0	91	9	0	0	0	0	3	74	9	43
SANDEFJORD(TORP)	RYANAIR	S	36	0	0	89	6	0	6	0	0	7	100	1	33
TOTAL SANDEFJORD(TORP)			36	0	0	89	6	0	6	0	0	7	100	1	33
TOTAL NORWAY			98	0	0	88	10	0	2	0	0	5	86	5	77
<b>POLAND</b>															
GDANSK	RYANAIR	S	18	0	0	83	6	0	11	0	0	13	85	5	26
TOTAL GDANSK			18	0	0	83	6	0	11	0	0	13	85	5	26
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	36	0	0	94	6	0	0	0	0	3	97	2	34
	RYANAIR	S	24	0	0	92	4	4	0	0	0	5	85	9	26
TOTAL KRAKOW			60	0	0	93	5	2	0	0	0	4	92	5	60
LODZ LUBLINEK	RYANAIR	S	18	0	0	94	6	0	0	0	0	4	100	2	16
TOTAL LODZ LUBLINEK			18	0	0	94	6	0	0	0	0	4	100	2	16
POZNAN	RYANAIR	S	18	0	0	100	0	0	0	0	0	1	89	4	18
TOTAL POZNAN			18	0	0	100	0	0	0	0	0	1	89	4	18
TOTAL POLAND			114	0	0	93	4	1	2	0	0	5	91	4	120
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	JET2.COM LTD	S	34	0	0	88	9	3	0	0	0	7	62	21	34
	RYANAIR	S	26	0	0	81	8	8	4	0	0	12	88	5	34
TOTAL FARO			60	0	0	85	8	5	2	0	0	9	75	13	68
LISBON	EASYJET AIRLINE COMPANY LTD	S	18	0	0	67	0	22	11	0	0	19	96	2	24
TOTAL LISBON			18	0	0	67	0	22	11	0	0	19	96	2	24
TOTAL PORTUGAL(EXCLUDING MADEIRA)			78	0	0	81	6	9	4	0	0	11	80	10	92
<b>SLOVAK REPUBLIC</b>															
BRATISLAVA	RYANAIR	S	16	0	0	88	13	0	0	0	0	6	100	1	26
TOTAL BRATISLAVA			16	0	0	88	13	0	0	0	0	6	100	1	26

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 2012

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 SLOVAK REPUBLIC			16	0	0	88	13	0	0	0	0	6	100	1	26
SPAIN															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	2	0	0	100	0	0	0	0	0	1	50	15	2
	JET2.COM LTD	S	22	0	0	91	0	9	0	0	0	6	0	0	0
	RYANAIR	S	36	0	0	86	8	0	6	0	0	12	87	8	68
TOTAL ALICANTE			60	0	0	88	5	3	3	0	0	10	86	8	70
BARCELONA	RYANAIR	S	36	0	0	83	11	0	0	6	0	20	100	1	34
TOTAL BARCELONA			36	0	0	83	11	0	0	6	0	20	100	1	34
MADRID	EASYJET AIRLINE COMPANY LTD	S	60	0	0	52	15	18	12	3	0	35	82	11	60
TOTAL MADRID			60	0	0	52	15	18	12	3	0	35	80	11	61
MALAGA	JET2.COM LTD	S	34	0	0	62	24	15	0	0	0	14	28	53	18
	RYANAIR	S	44	0	0	86	11	0	0	2	0	10	90	4	70
TOTAL MALAGA			78	0	0	76	17	6	0	1	0	12	77	14	88
MURCIA SAN JAVIER	JET2.COM LTD	S	26	0	0	81	12	0	8	0	0	11	62	18	26
TOTAL MURCIA SAN JAVIER			26	0	0	81	12	0	8	0	0	11	62	18	26
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	16	0	0	88	0	0	13	0	0	21	90	4	10
	JET2.COM LTD	S	2	0	0	50	50	0	0	0	0	12	50	14	2
	RYANAIR	S	34	0	0	85	3	6	6	0	0	12	90	7	58
TOTAL PALMA DE MALLORCA			52	0	0	85	4	4	8	0	0	15	89	7	70
TOTAL SPAIN			313	1	0	76	11	6	5	2	0	17	83	10	350
SPAIN(CANARY ISLANDS)															
ARRECIFE	RYANAIR	S	18	0	0	78	6	6	11	0	0	17	85	10	26
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL ARRECIFE			28	0	0	86	4	4	7	0	0	12	85	10	26
FUERTEVENTURA	RYANAIR	S	8	0	0	100	0	0	0	0	0	0	78	5	18
TOTAL FUERTEVENTURA			8	0	0	100	0	0	0	0	0	0	78	5	18
LAS PALMAS	RYANAIR	S	18	0	0	89	6	6	0	0	0	4	81	7	16
	THOMSON AIRWAYS LTD	C	5	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL LAS PALMAS			23	0	0	91	4	4	0	0	0	4	81	7	16
TENERIFE (SURREINA SOFIA)	EASYJET AIRLINE COMPANY LTD	S	18	0	0	100	0	0	0	0	0	1	0	0	0
	RYANAIR	S	24	0	0	88	13	0	0	0	0	6	91	5	34
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	100	4	8
TOTAL TENERIFE (SURREINA SOFIA)			50	0	0	94	6	0	0	0	0	3	93	4	42
TOTAL SPAIN(CANARY ISLANDS)			109	0	0	92	5	2	2	0	0	5	86	6	102
SWEDEN															
TOTAL GOTEBOURG			2	0	0	50	50	0	0	0	0	11	0	0	0
GOTEBOURG (SAVE)	RYANAIR	S	26	0	0	96	4	0	0	0	0	2	96	6	26
TOTAL GOTEBOURG (SAVE)			26	0	0	96	4	0	0	0	0	2	96	6	26
STOCKHOLM (ARLANDA)	NORWEGIAN AIR SHUTTLE	S	26	0	0	100	0	0	0	0	0	2	83	10	24
	SAS	S	18	0	0	100	0	0	0	0	0	1	88	8	16

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL STOCKHOLM (ARLANDA)			44	0	0	100	0	0	0	0	0	2	85	9	40
STOCKHOLM (SKAVSTA)	RYANAIR	S	36	0	0	94	6	0	0	0	0	4	85	10	34
TOTAL STOCKHOLM (SKAVSTA)			36	0	0	94	6	0	0	0	0	4	85	10	34
TOTAL SWEDEN			108	0	0	96	4	0	0	0	0	2	89	8	105
SWITZERLAND															
BASLE MULHOUSE	EASYJET SWITZERLAND	S	36	0	0	92	6	3	0	0	0	4	94	3	36
TOTAL BASLE MULHOUSE			36	0	0	92	6	3	0	0	0	4	94	3	36
GENEVA	EASYJET AIRLINE COMPANY LTD	S	72	0	0	78	10	7	0	6	0	21	87	13	60
	EASYJET SWITZERLAND	S	2	0	0	50	50	0	0	0	0	17	25	18	8
	JET2.COM LTD	C	5	0	0	80	20	0	0	0	0	12	60	11	10
TOTAL GENEVA			80	0	0	78	11	6	0	5	0	20	77	13	81
ZURICH	BMI REGIONAL	S	44	0	0	100	0	0	0	0	0	2	78	13	58
TOTAL ZURICH			44	0	0	100	0	0	0	0	0	2	78	13	58
TOTAL SWITZERLAND			160	0	0	87	7	4	0	3	0	12	81	11	175
TURKEY															
DALAMAN	EASYJET AIRLINE COMPANY LTD	S	8	0	0	88	13	0	0	0	0	4	0	0	0
TOTAL DALAMAN			8	0	0	88	13	0	0	0	0	4	0	0	0
TOTAL TURKEY			8	0	0	88	13	0	0	0	0	4	0	0	0
UNITED KINGDOM															
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	224	4	2	89	4	2	4	0	0	8	98	2	204
TOTAL BELFAST CITY (GEORGE BEST)			224	4	2	89	4	2	4	0	0	8	98	2	204
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	174	0	0	93	1	2	3	2	0	9	95	2	154
TOTAL BELFAST INTERNATIONAL			174	0	0	93	1	2	3	2	0	9	95	2	154
BIRMINGHAM	FLYBE LTD	S	274	0	5	83	8	3	4	1	0	12	89	5	292
TOTAL BIRMINGHAM			274	0	5	83	8	3	4	1	0	12	89	5	292
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	190	0	0	94	4	1	1	0	0	3	94	3	202
TOTAL BRISTOL			190	0	0	94	4	1	1	0	0	3	94	3	202
CARDIFF WALES	FLYBE LTD	S	150	0	0	87	6	5	2	0	0	8	94	5	144
TOTAL CARDIFF WALES			150	0	0	87	6	5	2	0	0	8	94	5	144
EAST MIDLANDS INTERNATIONAL	BMIBABY LTD	S	112	0	0	81	9	3	7	0	0	12	91	6	106
TOTAL EAST MIDLANDS INTERNATIONAL			112	0	0	81	9	3	7	0	0	12	91	6	106
EXETER	FLYBE LTD	S	60	0	14	78	12	5	5	0	0	11	89	4	94
TOTAL EXETER			60	0	14	78	12	5	5	0	0	11	89	4	94
GATWICK	BRITISH AIRWAYS PLC	S	231	0	0	80	9	6	6	0	0	12	90	9	239
	EASYJET AIRLINE COMPANY LTD	S	222	0	2	76	9	8	5	1	0	16	72	15	220
TOTAL GATWICK			453	0	2	78	9	7	6	1	0	14	81	12	459
HEATHROW	BMI BRITISH MIDLAND	S	334	0	0	81	12	5	2	0	0	10	81	9	376
	BRITISH AIRWAYS PLC	S	600	0	0	72	13	9	6	0	0	14	90	5	544



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			Actual (7)	Plan (8)											
TOTAL HEATHROW			934	0	0	75	12	8	4	0	0	13	86	7	920
ISLE OF MAN	LOGANAIR	S	52	0	0	87	4	8	2	0	0	6	92	4	50
TOTAL ISLE OF MAN			52	0	0	87	4	8	2	0	0	6	92	4	50
JERSEY	FLYBE LTD	S	18	0	0	89	11	0	0	0	0	6	89	9	18
TOTAL JERSEY			18	0	0	89	11	0	0	0	0	6	89	9	18
KIRKWALL	LOGANAIR	S	147	0	0	94	3	1	2	0	0	4	92	3	143
TOTAL KIRKWALL			147	0	0	94	3	1	2	0	0	4	92	3	143
LEEDS BRADFORD	BMI REGIONAL	S	49	0	0	92	2	4	2	0	0	4	91	5	67
TOTAL LEEDS BRADFORD			49	0	0	92	2	4	2	0	0	4	91	5	67
LONDON CITY	BA CITYFLYER LTD	S	349	0	0	90	5	4	1	0	0	6	91	6	278
	CITY JET	S	157	0	0	97	3	1	0	0	0	2	97	2	112
TOTAL LONDON CITY			506	0	0	92	4	3	1	0	0	5	93	5	390
LUTON	EASYJET AIRLINE COMPANY LTD	S	190	0	0	81	8	6	4	1	0	12	93	6	159
TOTAL LUTON			190	0	0	81	8	6	4	1	0	12	93	6	159
MANCHESTER	BMI REGIONAL	S	177	0	0	95	4	0	1	0	0	3	94	4	184
	FLYBE LTD	S	195	0	7	77	9	7	7	0	0	13	93	4	157
TOTAL MANCHESTER			372	0	7	85	6	4	4	0	0	9	94	4	341
NEWQUAY	FLYBE LTD	S	26	0	0	92	4	0	4	0	0	7	91	11	34
TOTAL NEWQUAY			26	0	0	92	4	0	4	0	0	7	91	11	34
NORWICH	FLYBE LTD	S	94	0	0	95	2	2	1	0	0	4	94	4	94
TOTAL NORWICH			94	0	0	95	2	2	1	0	0	4	94	4	94
SOUTHAMPTON	FLYBE LTD	S	290	0	4	69	18	6	7	0	0	17	91	6	287
TOTAL SOUTHAMPTON			290	0	4	69	18	6	7	0	0	17	91	6	287
STANSTED	EASYJET AIRLINE COMPANY LTD	S	214	0	0	89	5	4	0	2	0	9	95	4	254
TOTAL STANSTED			214	0	0	89	5	4	0	2	0	9	95	4	254
STORNOWAY	LOGANAIR	S	94	1	0	89	4	2	4	0	0	8	92	4	88
TOTAL STORNOWAY			94	1	0	89	4	2	4	0	0	8	92	4	88
SUMBURGH	LOGANAIR	S	139	0	0	88	4	2	4	2	0	13	97	3	128
TOTAL SUMBURGH			139	0	0	88	4	2	4	2	0	13	97	3	128
WICK	LOGANAIR	S	52	0	0	90	2	2	6	0	0	7	86	6	50
TOTAL WICK			52	0	0	90	2	2	6	0	0	7	86	6	50
TOTAL UNITED KINGDOM			4814	7	35	84	8	4	4	0	0	10	90	6	4738
USA															
NEW YORK (NEWARK)	UNITED AIRLINES	S	60	0	0	67	12	13	7	0	2	21	0	0	0
TOTAL NEW YORK (NEWARK)			60	0	0	67	12	13	7	0	2	21	83	12	58
TOTAL USA			60	0	0	67	12	13	7	0	2	21	83	12	58
TOTAL EDINBURGH			8346	14	38	86	7	4	3	0	0	9	90	6	8325

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			Actual (7)	Plan (8)											
<b>ALBANIA</b>															
TIRANA	BRITISH AIRWAYS PLC	S	32	0	0	84	16	0	0	0	0	6	92	7	60
<b>TOTAL TIRANA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>7</b>	<b>60</b>
<b>TOTAL ALBANIA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>7</b>	<b>60</b>
<b>ALGERIA</b>															
ALGIERS	BRITISH AIRWAYS PLC	S	54	0	0	72	7	11	6	4	0	24	0	0	0
<b>TOTAL ALGIERS</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>7</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>
HASSI MESSAOUD	MONARCH AIRLINES	C	24	0	0	96	4	0	0	0	0	3	100	0	24
<b>TOTAL HASSI MESSAOUD</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100</b>	<b>0</b>	<b>24</b>
<b>TOTAL ALGERIA</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>6</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>100</b>	<b>0</b>	<b>24</b>
<b>ANTIGUA AND BARBUDA</b>															
ANTIGUA	VIRGIN ATLANTIC AIRWAYS LTD	S	25	0	0	60	20	12	4	0	4	32	56	22	18
<b>TOTAL ANTIGUA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>32</b>	<b>56</b>	<b>22</b>	<b>18</b>
<b>TOTAL ANTIGUA AND BARBUDA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>32</b>	<b>56</b>	<b>22</b>	<b>18</b>
<b>AUSTRIA</b>															
INNSBRUCK	EASYJET AIRLINE COMPANY LTD	S	66	0	0	67	14	8	9	3	0	30	90	5	90
	MONARCH AIRLINES	C	24	0	0	100	0	0	0	0	0	2	92	4	26
	THOMAS COOK AIRLINES LTD	C	3	0	0	33	67	0	0	0	0	14	86	4	7
	THOMSON AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	0	83	7	12
<b>TOTAL INNSBRUCK</b>			<b>97</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>5</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>90</b>	<b>5</b>	<b>135</b>
<b>SALZBURG</b>															
	BRITISH AIRWAYS PLC	S	34	0	0	94	6	0	0	0	0	4	94	5	36
	EASYJET AIRLINE COMPANY LTD	S	18	0	0	89	11	0	0	0	0	4	95	4	22
	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	0	23	0	0	0
<b>TOTAL SALZBURG</b>			<b>56</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>95</b>	<b>4</b>	<b>64</b>
<b>VIENNA</b>															
	EASYJET AIRLINE COMPANY LTD	S	96	0	0	84	5	3	7	0	0	12	90	5	60
<b>TOTAL VIENNA</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>90</b>	<b>5</b>	<b>60</b>
<b>TOTAL AUSTRIA</b>			<b>249</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>91</b>	<b>5</b>	<b>259</b>
<b>BARBADOS</b>															
BRIDGETOWN	BRITISH AIRWAYS PLC	S	59	0	1	46	20	8	14	8	3	68	90	7	68
	THOMSON AIRWAYS LTD	C	7	0	0	71	29	0	0	0	0	12	58	101	12
	VIRGIN ATLANTIC AIRWAYS LTD	S	52	0	0	73	12	6	10	0	0	15	77	13	60
<b>TOTAL BRIDGETOWN</b>			<b>118</b>	<b>0</b>	<b>1</b>	<b>59</b>	<b>17</b>	<b>7</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>41</b>	<b>81</b>	<b>19</b>	<b>147</b>
<b>TOTAL BARBADOS</b>			<b>118</b>	<b>0</b>	<b>1</b>	<b>59</b>	<b>17</b>	<b>7</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>41</b>	<b>81</b>	<b>19</b>	<b>147</b>
<b>BELARUS</b>															
MINSK INT'L	BELAVIA (BELARUSSIAN AIRLINES)	S	26	0	0	81	19	0	0	0	0	7	92	4	26
<b>TOTAL MINSK INT'L</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>92</b>	<b>4</b>	<b>26</b>
<b>TOTAL BELARUS</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>92</b>	<b>4</b>	<b>26</b>

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			Actual (7)	Plan (8)											
<b>BERMUDA</b>															
BERMUDA	BRITISH AIRWAYS PLC	S	59	0	0	78	10	0	7	3	2	36	82	17	60
TOTAL BERMUDA			<b>59</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>0</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>36</b>	<b>82</b>	<b>17</b>	<b>61</b>
TOTAL BERMUDA			<b>59</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>0</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>36</b>	<b>82</b>	<b>17</b>	<b>61</b>
<b>BULGARIA</b>															
SOFIA	EASYJET AIRLINE COMPANY LTD	S	59	0	1	93	0	5	2	0	0	4	100	1	58
TOTAL SOFIA			<b>59</b>	<b>0</b>	<b>1</b>	<b>93</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>100</b>	<b>1</b>	<b>58</b>
TOTAL BULGARIA			<b>59</b>	<b>0</b>	<b>1</b>	<b>93</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>100</b>	<b>1</b>	<b>62</b>
<b>CANADA</b>															
CALGARY	AIR TRANSAT	S	17	0	0	82	12	6	0	0	0	6	0	0	0
TOTAL CALGARY			<b>17</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>6</b>	<b>82</b>	<b>6</b>	<b>17</b>
MONTREAL (DORVAL)	AIR TRANSAT	S	4	0	0	50	25	25	0	0	0	21	100	0	6
TOTAL MONTREAL (DORVAL)			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>100</b>	<b>0</b>	<b>6</b>
TORONTO	AIR TRANSAT	S	48	0	0	79	15	6	0	0	0	9	76	12	38
TOTAL TORONTO			<b>48</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>19</b>	<b>57</b>
VANCOUVER	AIR TRANSAT	S	16	0	0	94	6	0	0	0	0	3	0	0	0
TOTAL VANCOUVER			<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>51</b>	<b>18</b>
TOTAL CANADA			<b>85</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>20</b>	<b>104</b>
<b>CAPE VERDE ISLANDS</b>															
BOA VISTA (RABIL)	THOMSON AIRWAYS LTD	S	9	0	0	89	11	0	0	0	0	11	100	5	8
TOTAL BOA VISTA (RABIL)			<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>11</b>	<b>100</b>	<b>5</b>	<b>8</b>
ILHA DO SAL C.VERDE	THOMSON AIRWAYS LTD	S	18	0	0	78	6	6	11	0	0	15	50	17	8
TOTAL ILHA DO SAL C.VERDE			<b>18</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>15</b>	<b>50</b>	<b>17</b>	<b>8</b>
TOTAL CAPE VERDE ISLANDS			<b>27</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>7</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>11</b>	<b>16</b>
<b>CROATIA</b>															
DUBROVNIK	BRITISH AIRWAYS PLC	S	60	0	0	92	2	7	0	0	0	5	90	9	60
	EASYJET AIRLINE COMPANY LTD	S	8	0	0	100	0	0	0	0	0	2	100	2	6
TOTAL DUBROVNIK			<b>68</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>8</b>	<b>66</b>
SPLIT	CROATIA AIRLINES	S	2	0	0	100	0	0	0	0	0	0	100	0	7
	EASYJET AIRLINE COMPANY LTD	S	10	0	0	100	0	0	0	0	0	0	100	1	10
TOTAL SPLIT			<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>0</b>	<b>100</b>	<b>0</b>	<b>17</b>
ZAGREB	CROATIA AIRLINES	S	36	0	0	83	11	6	0	0	0	6	91	4	34
	EASYJET AIRLINE COMPANY LTD	S	44	0	0	91	2	5	2	0	0	7	98	3	42
TOTAL ZAGREB			<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>6</b>	<b>95</b>	<b>3</b>	<b>76</b>
TOTAL CROATIA			<b>160</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>94</b>	<b>5</b>	<b>159</b>
<b>CUBA</b>															
CUNAGUA (CAYO COCO)	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	2	100	4	4

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ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 2012

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 CUNAGUA (CAYO COCO)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>4</b>	<b>4</b>
HAVANA	CUBANA	S	8	0	0	38	38	25	0	0	0	20	50	14	8
	VIRGIN ATLANTIC AIRWAYS LTD	S	18	0	0	39	6	22	33	0	0	48	0	134	16
<b>TOTAL HAVANA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>15</b>	<b>23</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>15</b>	<b>96</b>	<b>26</b>
HOLGUIN (FRANK PAIS)	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	2	75	16	4
	THOMSON AIRWAYS LTD	C	9	0	0	78	0	0	22	0	0	25	38	130	8
<b>TOTAL HOLGUIN (FRANK PAIS)</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>18</b>	<b>50</b>	<b>92</b>	<b>12</b>
VARADERO	THOMAS COOK AIRLINES LTD	C	4	0	0	50	25	0	25	0	0	22	50	16	4
<b>TOTAL VARADERO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>57</b>	<b>17</b>	<b>7</b>
<b>TOTAL CUBA</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>11</b>	<b>13</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>37</b>	<b>76</b>	<b>49</b>
<b>CYPRUS</b>															
LARNACA	EASYJET AIRLINE COMPANY LTD	S	48	0	0	77	10	10	0	2	0	13	66	21	47
	MONARCH AIRLINES	S	16	1	0	50	19	6	25	0	0	32	85	18	41
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	5	71	16	14
	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	2	40	41	5
<b>TOTAL LARNACA</b>			<b>81</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>20</b>	<b>107</b>
PAPHOS	BRITISH AIRWAYS PLC	S	30	0	0	80	10	3	7	0	0	11	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	119	0	1	77	16	5	2	0	0	10	92	5	106
	MONARCH AIRLINES	S	8	0	3	50	13	38	0	0	0	23	100	3	5
	THOMAS COOK AIRLINES LTD	C	20	0	0	85	5	0	10	0	0	16	65	58	17
	THOMSON AIRWAYS LTD	C	34	0	0	68	24	9	0	0	0	11	84	24	31
<b>TOTAL PAPHOS</b>			<b>212</b>	<b>0</b>	<b>4</b>	<b>76</b>	<b>15</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>87</b>	<b>15</b>	<b>159</b>
<b>TOTAL CYPRUS</b>			<b>293</b>	<b>1</b>	<b>4</b>	<b>76</b>	<b>14</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>17</b>	<b>266</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	112	0	0	81	11	3	5	0	0	9	93	3	110
<b>TOTAL PRAGUE</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>93</b>	<b>3</b>	<b>110</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>93</b>	<b>3</b>	<b>110</b>
<b>DENMARK</b>															
AALBORG	NORWEGIAN AIR SHUTTLE	S	2	0	0	100	0	0	0	0	0	1	88	6	24
<b>TOTAL AALBORG</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>6</b>	<b>24</b>
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	160	0	0	81	9	4	6	0	0	12	87	6	102
	NORWEGIAN AIR SHUTTLE	S	146	0	2	86	8	5	0	0	0	6	87	9	146
<b>TOTAL COPENHAGEN</b>			<b>306</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>8</b>	<b>248</b>
<b>TOTAL DENMARK</b>			<b>308</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>9</b>	<b>399</b>
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	THOMSON AIRWAYS LTD	C	8	0	0	25	38	0	13	25	0	84	25	161	4
<b>TOTAL PUERTO PLATA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>38</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>84</b>	<b>25</b>	<b>93</b>	<b>8</b>
PUNTA CANA	BRITISH AIRWAYS PLC	S	19	0	0	63	16	21	0	0	0	15	100	1	17
	THOMSON AIRWAYS LTD	C	8	0	0	63	13	13	13	0	0	25	75	40	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)											
TOTAL PUNTA CANA			28	0	0	61	14	18	4	4	0	24	93	12	29
TOTAL DOMINICAN REPUBLIC			36	0	0	53	19	14	6	8	0	38	80	24	51
EGYPT															
HURGHADA	EASYJET AIRLINE COMPANY LTD	S	26	0	0	73	27	0	0	0	0	8	58	15	26
	MONARCH AIRLINES	C	8	0	0	25	38	38	0	0	0	25	100	5	10
	THOMAS COOK AIRLINES LTD	C	18	0	0	78	6	6	11	0	0	17	82	15	22
	THOMSON AIRWAYS LTD	C	8	0	0	50	38	13	0	0	0	13	0	0	0
TOTAL HURGHADA			60	0	0	65	23	8	3	0	0	14	74	14	68
LUXOR	EASYJET AIRLINE COMPANY LTD	S	16	0	0	88	6	0	0	6	0	20	100	2	8
	MONARCH AIRLINES	C	10	0	0	80	10	0	10	0	0	14	100	1	8
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	75	5	8
TOTAL LUXOR			34	0	0	88	6	0	3	3	0	14	91	7	32
MARSA ALAM	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	4	88	6	8
TOTAL MARSA ALAM			8	0	0	100	0	0	0	0	0	4	88	6	8
SHARM EL SHEIKH (OPHIRA)	EASYJET AIRLINE COMPANY LTD	S	49	0	0	90	10	0	0	0	0	4	69	21	48
	MONARCH AIRLINES	S	30	1	2	63	10	7	13	7	0	35	0	0	0
	THOMAS COOK AIRLINES LTD	C	35	0	0	80	6	6	0	9	0	22	77	9	35
	THOMSON AIRWAYS LTD	C	54	0	0	81	13	6	0	0	0	7	0	0	0
TOTAL SHARM EL SHEIKH (OPHIRA)			168	1	2	80	10	4	2	3	0	14	78	14	214
TABA	MONARCH AIRLINES	C	9	0	0	89	11	0	0	0	0	7	88	7	8
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	100	5	8
TOTAL TABA			17	0	0	94	6	0	0	0	0	5	94	6	16
TOTAL EGYPT			287	1	2	79	12	4	2	2	0	13	79	12	338
ESTONIA															
TALLIN	ESTONIAN AIR	S	26	0	2	69	15	8	0	8	0	27	91	4	34
TOTAL TALLIN			26	0	2	69	15	8	0	8	0	27	91	4	34
TOTAL ESTONIA			26	0	2	69	15	8	0	8	0	27	91	4	34
FINLAND															
HELSINKI	NORWEGIAN AIR SHUTTLE	S	52	0	0	65	27	8	0	0	0	12	0	0	0
TOTAL HELSINKI			52	0	0	65	27	8	0	0	0	12	80	7	44
KITTLA	MONARCH AIRLINES	C	5	0	0	100	0	0	0	0	0	3	80	5	5
TOTAL KITTLA			5	0	0	100	0	0	0	0	0	3	80	5	5
TOTAL FINLAND			57	0	0	68	25	7	0	0	0	11	80	7	49
FRANCE															
BORDEAUX	BRITISH AIRWAYS PLC	S	100	0	0	74	8	8	10	0	0	17	94	4	120
	EASYJET AIRLINE COMPANY LTD	S	60	0	0	82	8	3	7	0	0	15	89	8	61
TOTAL BORDEAUX			160	0	0	77	8	6	9	0	0	16	92	5	181
CHAMBERY	FLYBE LTD	C	7	0	0	100	0	0	0	0	0	4	100	3	7
	JET2.COM LTD	C	9	0	0	78	22	0	0	0	0	7	86	4	22
	THOMSON AIRWAYS LTD	C	18	0	0	67	6	6	22	0	0	23	91	15	23

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			Actual (7)	Plan (8)											
CHAMBERY	TITAN AIRWAYS LTD	C	18	0	0	72	22	6	0	0	0	10	82	7	17
<b>TOTAL CHAMBERY</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>8</b>	<b>69</b>
CLERMONT FERRAND	ALBA STAR	C	2	0	0	50	50	0	0	0	0	16	0	0	0
<b>TOTAL CLERMONT FERRAND</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
GRENOBLE	AER LINGUS	C	7	0	0	43	14	14	29	0	0	28	50	17	4
	EASYJET AIRLINE COMPANY LTD	S	32	0	0	88	6	0	6	0	0	9	86	8	58
	MONARCH AIRLINES	C	40	0	0	75	15	8	3	0	0	12	66	12	35
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	3	67	17	9
	THOMSON AIRWAYS LTD	C	12	0	0	100	0	0	0	0	0	1	96	2	24
<b>TOTAL GRENOBLE</b>			<b>99</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>9</b>	<b>135</b>
LYON	AER LINGUS	C	4	0	0	100	0	0	0	0	0	4	0	30	1
	EASYJET AIRLINE COMPANY LTD	S	112	0	0	71	13	8	8	0	1	21	79	18	110
<b>TOTAL LYON</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>21</b>	<b>79</b>	<b>18</b>	<b>122</b>
MARSEILLE	BRITISH AIRWAYS PLC	S	176	0	0	72	15	5	5	3	0	19	81	9	180
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	81	6	0	13	0	0	17	83	12	60
<b>TOTAL MARSEILLE</b>			<b>238</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>3</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>81</b>	<b>10</b>	<b>240</b>
MONTPELLIER	EASYJET AIRLINE COMPANY LTD	S	68	0	0	78	12	3	6	1	0	18	95	2	66
<b>TOTAL MONTPELLIER</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>95</b>	<b>2</b>	<b>66</b>
NANTES	FLYBE LTD	S	100	0	0	77	10	5	8	0	0	15	98	2	96
<b>TOTAL NANTES</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>98</b>	<b>2</b>	<b>96</b>
NICE	AIR TRANSAT	S	2	0	0	100	0	0	0	0	0	5	0	0	0
	BRITISH AIRWAYS PLC	S	173	0	0	81	10	6	2	1	0	10	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	216	0	0	84	6	3	6	1	0	12	83	8	204
	JET2.COM LTD	C	2	0	0	100	0	0	0	0	0	13	0	0	0
<b>TOTAL NICE</b>			<b>393</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>11</b>	<b>83</b>	<b>8</b>	<b>204</b>
TARBES-LOURDES INTERNATIONAL	JET2.COM LTD	C	4	0	0	75	25	0	0	0	0	11	0	0	0
	THOMSON AIRWAYS LTD	C	5	0	0	60	0	0	40	0	0	36	17	33	6
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>17</b>	<b>33</b>	<b>6</b>
TOULOUSE (BLAGNAC)	EASYJET AIRLINE COMPANY LTD	S	166	0	0	81	11	3	4	2	0	14	83	10	167
	THOMSON AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	4	100	0	2
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>169</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>10</b>	<b>172</b>
<b>TOTAL FRANCE</b>			<b>1407</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>85</b>	<b>9</b>	<b>1293</b>
<b>GAMBIA</b>															
BANJUL	MONARCH AIRLINES	C	16	0	0	69	6	19	6	0	0	17	67	22	18
	THOMAS COOK AIRLINES LTD	C	25	0	0	88	4	4	4	0	0	8	69	15	16
<b>TOTAL BANJUL</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>5</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>19</b>	<b>34</b>
<b>TOTAL GAMBIA</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>5</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>19</b>	<b>34</b>
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	190	0	0	80	8	6	3	3	0	17	85	14	170
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>190</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>85</b>	<b>14</b>	<b>170</b>
COLOGNE BONN	EASYJET AIRLINE COMPANY LTD	S	102	0	0	84	8	4	4	0	0	10	86	8	103

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ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 2012

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 COLOGNE BONN			102	0	0	84	8	4	4	0	0	10	86	8	103
DUSSELDORF	EASYJET AIRLINE COMPANY LTD	S	102	0	0	94	0	1	5	0	0	5	84	9	100
TOTAL DUSSELDORF			102	0	0	94	0	1	5	0	0	5	84	9	100
FRANKFURT MAIN	LUFTHANSA	S	118	0	0	73	15	11	1	0	0	12	0	0	0
TOTAL FRANKFURT MAIN			118	1	0	73	15	11	1	0	0	12	0	0	0
FRIEDRICHSHAFEN	AER LINGUS	C	6	0	0	100	0	0	0	0	0	0	100	0	4
	FLYBE LTD	C	5	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL FRIEDRICHSHAFEN			11	0	0	100	0	0	0	0	0	0	78	13	9
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	112	0	0	77	11	11	2	0	0	12	77	9	102
TOTAL HAMBURG			112	0	0	77	11	11	2	0	0	12	78	9	104
MUNICH	EASYJET AIRLINE COMPANY LTD	S	162	0	0	86	7	4	3	0	0	8	85	7	162
TOTAL MUNICH			162	1	0	86	7	4	3	0	0	8	85	7	162
NUREMBERG	AIR BERLIN	S	96	0	0	82	14	4	0	0	0	6	92	3	92
TOTAL NUREMBERG			96	0	0	82	14	4	0	0	0	6	92	3	92
TOTAL GERMANY			893	2	0	82	9	6	2	1	0	10	86	8	850
GIBRALTAR															
GIBRALTAR	EASYJET AIRLINE COMPANY LTD	S	60	1	0	82	5	3	8	2	0	18	88	17	60
TOTAL GIBRALTAR			60	1	0	82	5	3	8	2	0	18	88	17	60
TOTAL GIBRALTAR			60	1	0	82	5	3	8	2	0	18	88	17	60
GREECE															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	120	0	0	88	5	3	4	0	0	9	89	6	104
	THOMAS COOK AIRLINES LTD	C	2	0	0	0	0	100	0	0	0	46	100	0	2
TOTAL ATHENS			122	0	0	86	5	5	4	0	0	10	90	6	106
CHANIA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	100	0	0	0	0	0	2	0	0	0
	MONARCH AIRLINES	C	7	0	0	86	0	14	0	0	0	7	83	16	6
TOTAL CHANIA			25	0	0	96	0	4	0	0	0	3	83	16	6
CORFU	EASYJET AIRLINE COMPANY LTD	S	51	0	0	94	6	0	0	0	0	2	96	3	46
TOTAL CORFU			52	0	0	92	6	0	2	0	0	5	96	3	47
HERAKLION	EASYJET AIRLINE COMPANY LTD	S	44	0	0	98	2	0	0	0	0	2	81	8	32
	THOMAS COOK AIRLINES LTD	C	7	0	0	57	0	14	29	0	0	31	67	23	9
	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	2	86	5	7
TOTAL HERAKLION			60	0	0	93	2	2	3	0	0	5	75	17	52
KEFALLINIA	EASYJET AIRLINE COMPANY LTD	S	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL KEFALLINIA			3	0	0	100	0	0	0	0	0	1	67	7	3
KOS	EASYJET AIRLINE COMPANY LTD	S	18	0	0	89	6	6	0	0	0	5	95	2	20
TOTAL KOS			18	0	0	89	6	6	0	0	0	5	95	2	20
MIKONOS	EASYJET AIRLINE COMPANY LTD	S	4	0	0	100	0	0	0	0	0	2	100	0	2
TOTAL MIKONOS			5	0	0	100	0	0	0	0	0	2	100	0	2
MYTILINI	THOMAS COOK AIRLINES LTD	C	3	0	0	100	0	0	0	0	0	0	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
			UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 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 MYTILINI</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	5
<b>RHODES</b>	EASYJET AIRLINE COMPANY LTD	S	22	0	0	77	23	0	0	0	0	8	90	4	20
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	2	100	4	7
	THOMSON AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	2	100	0	7
<b>TOTAL RHODES</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>5</b>	37
<b>SALONIKA</b>	BRITISH AIRWAYS PLC	S	26	0	0	81	15	0	4	0	0	12	75	12	36
	EASYJET AIRLINE COMPANY LTD	S	43	0	1	88	7	0	5	0	0	6	97	2	34
<b>TOTAL SALONIKA</b>			<b>69</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>10</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>7</b>	71
<b>THIRA (SANTORINI)</b>	EASYJET AIRLINE COMPANY LTD	S	4	0	0	100	0	0	0	0	0	3	50	10	2
<b>TOTAL THIRA (SANTORINI)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>50</b>	<b>10</b>	2
<b>ZAKINTHOS</b>	EASYJET AIRLINE COMPANY LTD	S	20	0	0	90	5	0	0	0	5	22	89	4	18
<b>TOTAL ZAKINTHOS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>22</b>	<b>89</b>	<b>4</b>	18
<b>TOTAL GREECE</b>			<b>418</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>7</b>	372
<b>GRENADA</b>															
<b>GRENADA</b>	BRITISH AIRWAYS PLC	S	18	0	0	72	11	11	0	0	6	79	94	3	16
	MONARCH AIRLINES	C	7	0	0	43	43	14	0	0	0	18	20	32	5
	VIRGIN ATLANTIC AIRWAYS LTD	S	8	0	0	63	0	13	25	0	0	30	63	22	8
<b>TOTAL GRENADA</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>15</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>54</b>	<b>72</b>	<b>13</b>	29
<b>TOTAL GRENADA</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>15</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>54</b>	<b>72</b>	<b>13</b>	29
<b>HUNGARY</b>															
<b>BUDAPEST</b>	EASYJET AIRLINE COMPANY LTD	S	60	0	0	77	5	12	3	3	0	21	90	4	60
<b>TOTAL BUDAPEST</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>5</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>86</b>	<b>7</b>	180
<b>TOTAL HUNGARY</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>5</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>86</b>	<b>7</b>	180
<b>ICELAND</b>															
<b>KEFLAVIK</b>	CSA CZECH AIRLINES	S	57	0	0	95	0	2	0	4	0	9	0	0	0
<b>TOTAL KEFLAVIK</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>64</b>	<b>24</b>	77
<b>TOTAL ICELAND</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>64</b>	<b>24</b>	77
<b>INDIA</b>															
<b>GOA</b>	MONARCH AIRLINES	C	5	0	0	0	20	20	60	0	0	82	78	11	9
	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	6	75	20	8
<b>TOTAL GOA</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>23</b>	<b>8</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>73</b>	<b>12</b>	26
<b>TOTAL INDIA</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>23</b>	<b>8</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>73</b>	<b>12</b>	26
<b>IRISH REPUBLIC</b>															
<b>CORK</b>	AER LINGUS	S	60	0	0	97	2	0	2	0	0	3	80	12	61
	RYANAIR	S	60	0	0	88	8	0	3	0	0	5	98	1	60
<b>TOTAL CORK</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>7</b>	121
<b>DUBLIN</b>	AER LINGUS	S	340	0	0	81	11	6	1	0	0	8	90	9	293
	RYANAIR	S	266	0	3	73	21	3	3	0	0	10	97	2	266



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			Actual (7)	Plan (8)											
TOTAL DUBLIN			606	0	3	77	16	4	2	0	0	9	93	6	559
IRELAND WEST(KNOCK)	AER LINGUS	S	60	0	0	90	7	0	3	0	0	8	98	2	60
TOTAL IRELAND WEST(KNOCK)			60	0	0	90	7	0	3	0	0	8	98	2	60
SHANNON	RYANAIR	S	60	0	0	75	17	5	3	0	0	11	96	4	52
TOTAL SHANNON			60	0	0	75	17	5	3	0	0	11	94	4	104
TOTAL IRISH REPUBLIC			846	0	3	80	14	4	2	0	0	8	93	5	844
ISRAEL															
TEL AVIV	THOMSON AIRWAYS LTD	C	5	0	0	20	0	20	60	0	0	54	25	59	4
TOTAL TEL AVIV			6	0	0	17	17	17	50	0	0	50	25	59	4
TOTAL ISRAEL			6	0	0	17	17	17	50	0	0	50	25	59	4
ITALY															
BARI (PALESE)	BRITISH AIRWAYS PLC	S	25	0	1	72	12	12	4	0	0	12	88	6	26
TOTAL BARI (PALESE)			25	0	1	72	12	12	4	0	0	12	88	6	26
BOLOGNA	BRITISH AIRWAYS PLC	S	151	0	0	73	10	16	1	0	0	12	82	11	147
	EASYJET AIRLINE COMPANY LTD	S	59	0	1	88	5	7	0	0	0	7	88	8	60
TOTAL BOLOGNA			210	0	1	77	9	13	1	0	0	10	84	10	207
CATANIA (FONTANAROSSA)	BRITISH AIRWAYS PLC	S	60	0	1	68	12	3	17	0	0	19	67	17	60
	EASYJET AIRLINE COMPANY LTD	S	25	0	0	84	12	0	4	0	0	8	0	0	0
TOTAL CATANIA (FONTANAROSSA)			85	0	1	73	12	2	13	0	0	16	67	17	60
FLORENCE	MERIDIANA AIR	S	86	0	0	97	2	1	0	0	0	2	89	6	118
TOTAL FLORENCE			86	0	0	97	2	1	0	0	0	2	89	6	118
GENOA	BRITISH AIRWAYS PLC	S	59	0	0	86	10	2	2	0	0	7	83	11	60
TOTAL GENOA			59	0	0	86	10	2	2	0	0	7	83	11	60
MILAN (LINATE)	EASYJET AIRLINE COMPANY LTD	S	112	0	0	85	7	4	2	2	0	10	95	4	84
TOTAL MILAN (LINATE)			112	0	0	85	7	4	2	2	0	10	95	4	84
MILAN (MALPENSA)	ALITALIA (CAI)	S	118	0	0	85	10	3	3	0	0	8	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	270	0	0	73	12	9	4	1	0	17	81	12	222
	MONARCH AIRLINES	S	52	0	0	67	8	10	12	4	0	32	0	0	0
TOTAL MILAN (MALPENSA)			440	0	0	75	11	7	5	1	0	16	81	12	222
NAPLES	BRITISH AIRWAYS PLC	S	170	0	0	74	12	9	5	0	0	14	91	6	180
	EASYJET AIRLINE COMPANY LTD	S	60	0	0	90	5	3	2	0	0	5	83	6	60
	THOMSON AIRWAYS LTD	C	16	0	0	81	0	13	6	0	0	10	79	10	14
TOTAL NAPLES			246	0	0	78	9	8	4	0	0	11	88	6	254
OLBIA	EASYJET AIRLINE COMPANY LTD	S	6	0	0	50	17	33	0	0	0	18	75	7	8
TOTAL OLBIA			6	0	0	50	17	33	0	0	0	18	75	7	8
PALERMO	EASYJET AIRLINE COMPANY LTD	S	34	0	0	85	15	0	0	0	0	5	63	23	30
TOTAL PALERMO			34	0	0	85	15	0	0	0	0	5	63	23	30
PISA	BRITISH AIRWAYS PLC	S	117	0	1	63	15	13	9	0	0	17	67	13	116
	EASYJET AIRLINE COMPANY LTD	S	86	0	0	73	15	7	5	0	0	13	57	24	70

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			Actual (7)	Plan (8)											
<b>TOTAL PISA</b>			<b>203</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>15</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>63</b>	<b>17</b>	186
<b>ROME (FIUMICINO)</b>	BRITISH AIRWAYS PLC	S	84	0	0	65	14	10	8	2	0	22	77	13	120
	EASYJET AIRLINE COMPANY LTD	S	220	0	2	75	11	5	9	1	0	17	87	7	222
<b>TOTAL ROME (FIUMICINO)</b>			<b>304</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>12</b>	<b>6</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>84</b>	<b>9</b>	342
<b>TURIN</b>	AER LINGUS	C	2	0	0	0	50	50	0	0	0	33	0	0	0
	BRITISH AIRWAYS PLC	S	52	0	0	77	6	12	2	4	0	17	86	6	50
	FLYBE LTD	C	3	0	0	100	0	0	0	0	0	2	0	0	0
	THOMAS COOK AIRLINES LTD	C	5	0	0	40	40	0	20	0	0	32	67	10	3
	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	1	100	0	7
<b>TOTAL TURIN</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>8</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>87</b>	<b>6</b>	60
<b>VENICE</b>	BRITISH AIRWAYS PLC	S	180	0	0	73	17	5	3	2	0	16	81	9	177
	EASYJET AIRLINE COMPANY LTD	S	125	0	0	85	9	4	2	0	0	9	85	8	116
	MONARCH AIRLINES	S	34	0	0	79	12	3	6	0	0	11	0	0	0
<b>TOTAL VENICE</b>			<b>339</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>8</b>	293
<b>VERONA VILLAFRANCA</b>	BRITISH AIRWAYS PLC	S	98	0	0	84	6	5	4	1	0	11	79	13	96
	EASYJET AIRLINE COMPANY LTD	S	64	0	0	67	19	3	8	3	0	24	0	0	0
	FLYBE LTD	C	3	0	0	100	0	0	0	0	0	5	0	0	0
	THOMSON AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	0	100	0	3
<b>TOTAL VERONA VILLAFRANCA</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>13</b>	102
<b>TOTAL ITALY</b>			<b>2388</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>11</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>10</b>	2138
<b>JAMAICA</b>															
<b>KINGSTON</b>	BRITISH AIRWAYS PLC	S	25	0	0	56	16	16	12	0	0	32	78	8	18
	VIRGIN ATLANTIC AIRWAYS LTD	S	10	0	0	50	20	10	10	10	0	47	29	37	17
<b>TOTAL KINGSTON</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>17</b>	<b>14</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>36</b>	<b>54</b>	<b>22</b>	35
<b>MONTEGO BAY</b>	THOMSON AIRWAYS LTD	C	11	0	0	55	18	0	27	0	0	31	72	22	18
	VIRGIN ATLANTIC AIRWAYS LTD	S	17	0	0	29	24	24	24	0	0	38	29	45	17
<b>TOTAL MONTEGO BAY</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>21</b>	<b>14</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>52</b>	<b>27</b>	56
<b>TOTAL JAMAICA</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>19</b>	<b>14</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>35</b>	<b>53</b>	<b>25</b>	91
<b>JORDAN</b>															
<b>AMMAN</b>	EASYJET AIRLINE COMPANY LTD	S	26	0	0	85	15	0	0	0	0	6	67	12	24
<b>TOTAL AMMAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>67</b>	<b>12</b>	24
<b>AQABA</b>	THOMAS COOK AIRLINES LTD	C	2	0	0	50	0	50	0	0	0	20	0	0	0
<b>TOTAL AQABA</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>20</b>	<b>75</b>	<b>7</b>	8
<b>TOTAL JORDAN</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>69</b>	<b>11</b>	32
<b>KENYA</b>															
<b>MOMBASA</b>	THOMSON AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	9	50	42	10
<b>TOTAL MOMBASA</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>9</b>	<b>39</b>	<b>45</b>	18
<b>TOTAL KENYA</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>9</b>	<b>39</b>	<b>45</b>	18
<b>KOSOVO</b>															
<b>PRISTINA</b>	BRITISH AIRWAYS PLC	S	26	1	0	65	23	8	4	0	0	15	55	27	44

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 PRISTINA			26	1	0	65	23	8	4	0	0	15	55	27	44
TOTAL KOSOVO			26	1	0	65	23	8	4	0	0	15	55	27	44
<b>LATVIA</b>															
RIGA	AIR BALTIC	S	60	0	0	70	8	13	8	0	0	18	85	11	66
TOTAL RIGA			60	0	0	70	8	13	8	0	0	18	85	11	66
TOTAL LATVIA			60	0	0	70	8	13	8	0	0	18	85	11	66
<b>LITHUANIA</b>															
KAUNAS	RYANAIR	S	42	0	2	79	10	2	10	0	0	14	100	1	42
TOTAL KAUNAS			42	0	2	79	10	2	10	0	0	14	100	1	42
TOTAL LITHUANIA			42	0	2	79	10	2	10	0	0	14	100	1	42
<b>MALAYSIA</b>															
KUALA LUMPUR (SEPANG)	AIR ASIA	S	4	0	0	75	0	25	0	0	0	9	0	0	0
TOTAL KUALA LUMPUR (SEPANG)			4	0	0	75	0	25	0	0	0	9	0	0	0
TOTAL MALAYSIA			4	0	0	75	0	25	0	0	0	9	0	0	0
<b>MALDIVE ISLANDS</b>															
MALE INTERNATIONAL	BRITISH AIRWAYS PLC	S	26	0	0	77	12	0	12	0	0	16	69	17	26
	THOMSON AIRWAYS LTD	C	9	1	0	89	11	0	0	0	0	6	81	31	16
TOTAL MALE INTERNATIONAL			35	1	0	80	11	0	9	0	0	14	74	22	42
TOTAL MALDIVE ISLANDS			35	1	0	80	11	0	9	0	0	14	74	22	42
<b>MALTA</b>															
MALTA	AIR MALTA	S	60	0	0	78	17	5	0	0	0	7	93	6	82
	EASYJET AIRLINE COMPANY LTD	S	79	0	0	84	10	4	3	0	0	8	88	5	77
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	50	13	8
TOTAL MALTA			147	0	0	82	12	4	1	0	0	7	89	6	167
TOTAL MALTA			147	0	0	82	12	4	1	0	0	7	89	6	167
<b>MAURITIUS</b>															
MAURITIUS	BRITISH AIRWAYS PLC	S	26	0	0	77	15	4	4	0	0	9	0	0	0
TOTAL MAURITIUS			26	0	0	77	15	4	4	0	0	9	0	0	0
TOTAL MAURITIUS			26	0	0	77	15	4	4	0	0	9	0	0	0
<b>MEXICO</b>															
CANCUN	BRITISH AIRWAYS PLC	S	25	0	0	64	12	12	12	0	0	18	77	9	26
	THOMAS COOK AIRLINES LTD	C	17	0	0	82	12	6	0	0	0	6	79	11	14
	THOMSON AIRWAYS LTD	C	43	0	0	67	12	9	12	0	0	16	68	37	34
TOTAL CANCUN			85	0	0	69	12	9	9	0	0	15	73	22	74
TOTAL MEXICO			85	0	0	69	12	9	9	0	0	15	73	22	74
<b>MOROCCO</b>															
AGADIR	EASYJET AIRLINE COMPANY LTD	S	16	0	0	75	13	13	0	0	0	10	78	17	18

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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)										
AGADIR	THOMSON AIRWAYS LTD	S	18	0	0	100	0	0	0	0	0	1	100	3	16
<b>TOTAL AGADIR</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>10</b>	<b>34</b>
MARRAKESH	BRITISH AIRWAYS PLC	S	26	0	0	62	15	15	8	0	0	16	54	17	24
	EASYJET AIRLINE COMPANY LTD	S	96	0	0	85	6	5	3	0	0	7	86	7	102
	THOMSON AIRWAYS LTD	S	18	0	0	78	6	6	11	0	0	19	94	5	18
<b>TOTAL MARRAKESH</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>12</b>	<b>196</b>
<b>TOTAL MOROCCO</b>			<b>175</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>13</b>	<b>257</b>
<b>NETHERLANDS</b>															
AMSTERDAM	ARKEFLY	C	2	0	0	100	0	0	0	0	0	2	0	0	0
	BRITISH AIRWAYS PLC	S	192	0	0	84	8	4	3	1	0	9	85	12	213
	EASYJET AIRLINE COMPANY LTD	S	273	0	1	74	14	7	4	1	0	14	83	7	254
<b>TOTAL AMSTERDAM</b>			<b>467</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>84</b>	<b>9</b>	<b>467</b>
<b>TOTAL NETHERLANDS</b>			<b>467</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>84</b>	<b>9</b>	<b>467</b>
<b>NORWAY</b>															
ALESUND	NORWEGIAN AIR SHUTTLE	S	16	0	0	81	13	6	0	0	0	6	100	1	10
<b>TOTAL ALESUND</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>1</b>	<b>10</b>
BERGEN	NORWEGIAN AIR SHUTTLE	S	94	0	0	91	3	2	3	0	0	5	89	6	92
<b>TOTAL BERGEN</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>5</b>	<b>122</b>
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	166	0	0	88	5	4	3	0	0	7	91	4	148
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>166</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>91</b>	<b>4</b>	<b>148</b>
RYGGE	RYANAIR	S	60	0	0	92	5	0	3	0	0	6	98	1	60
<b>TOTAL RYGGE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>98</b>	<b>1</b>	<b>60</b>
STAVANGER	NORWEGIAN AIR SHUTTLE	S	52	0	0	98	2	0	0	0	0	1	94	6	48
<b>TOTAL STAVANGER</b>			<b>52</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>1</b>	<b>94</b>	<b>6</b>	<b>48</b>
TRONDHEIM (VAERNES)	NORWEGIAN AIR SHUTTLE	S	26	0	0	96	4	0	0	0	0	3	79	7	24
<b>TOTAL TRONDHEIM (VAERNES)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>7</b>	<b>24</b>
<b>TOTAL NORWAY</b>			<b>414</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>92</b>	<b>5</b>	<b>419</b>
<b>PERU</b>															
LIMA	PULLMANTUR AIR	C	2	0	0	0	50	50	0	0	0	42	0	0	0
<b>TOTAL LIMA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL PERU</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>POLAND</b>															
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	60	0	0	80	3	10	7	0	0	14	95	3	60
	THOMAS COOK AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	14	0	0	0
<b>TOTAL KRAKOW</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>5</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>94</b>	<b>4</b>	<b>62</b>
<b>TOTAL POLAND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>5</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>94</b>	<b>4</b>	<b>62</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
AZORES PONTA DELGADA	SATA	S	7	0	0	86	14	0	0	0	0	3	67	32	9

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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 AZORES PONTA DELGADA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>67</b>	<b>32</b>	<b>9</b>	
<b>FARO</b>	BRITISH AIRWAYS PLC	S	60	0	0	85	5	3	7	0	11	85	11	120	
	EASYJET AIRLINE COMPANY LTD	S	221	0	0	75	11	10	4	1	13	88	7	225	
	MONARCH AIRLINES	S	94	0	0	60	14	14	11	2	27	78	10	116	
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	2	100	4	7	
	THOMSON AIRWAYS LTD	C	17	0	0	76	18	6	0	0	9	100	1	16	
<b>TOTAL FARO</b>			<b>400</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>11</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>16</b>	<b>85</b>	<b>9</b>	<b>484</b>	
<b>LISBON</b>	AIR PORTUGAL	S	42	0	0	76	5	14	5	0	13	95	2	42	
	EASYJET AIRLINE COMPANY LTD	S	60	0	0	70	10	12	8	0	20	80	9	60	
<b>TOTAL LISBON</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>8</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>17</b>	<b>86</b>	<b>6</b>	<b>102</b>	
<b>OPORTO (PORTUGAL)</b>	AIR PORTUGAL	S	118	0	0	81	7	4	8	0	17	96	4	120	
	EASYJET AIRLINE COMPANY LTD	S	60	0	0	83	8	3	5	0	11	86	8	84	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>15</b>	<b>92</b>	<b>5</b>	<b>204</b>	
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>687</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>15</b>	<b>87</b>	<b>8</b>	<b>799</b>	
<b>PORTUGAL(MADEIRA)</b>															
<b>FUNCHAL</b>	AIR PORTUGAL	S	58	0	0	79	7	7	7	0	12	88	6	60	
	EASYJET AIRLINE COMPANY LTD	S	25	0	1	76	24	0	0	0	10	91	6	32	
	THOMSON AIRWAYS LTD	C	10	0	0	90	0	0	10	0	8	89	11	18	
<b>TOTAL FUNCHAL</b>			<b>93</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>11</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>11</b>	<b>89</b>	<b>7</b>	<b>110</b>	
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>93</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>11</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>11</b>	<b>89</b>	<b>7</b>	<b>110</b>	
<b>PUERTO RICO</b>															
<b>SAN JUAN (PUERTO RICO)</b>	BRITISH AIRWAYS PLC	S	9	0	1	78	11	0	0	0	11	163	83	13	
<b>TOTAL SAN JUAN (PUERTO RICO)</b>			<b>9</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>163</b>	<b>74</b>	<b>23</b>	
<b>TOTAL PUERTO RICO</b>			<b>9</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>163</b>	<b>74</b>	<b>23</b>	
<b>REPUBLIC OF KOREA</b>															
<b>SEOUL (INCHEON)</b>	KOREAN AIR	S	2	0	0	50	0	50	0	0	28	0	0	0	
<b>TOTAL SEOUL (INCHEON)</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>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL REPUBLIC OF KOREA</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>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>REPUBLIC OF MOLDOVA</b>															
<b>CHISINAU (KISHINEV)</b>	AIR MOLDOVA INTERNATIONAL	S	16	0	0	94	6	0	0	0	3	8	33	12	
<b>TOTAL CHISINAU (KISHINEV)</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>3</b>	<b>8</b>	<b>33</b>	<b>12</b>	
<b>TOTAL REPUBLIC OF MOLDOVA</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>3</b>	<b>8</b>	<b>33</b>	<b>12</b>	
<b>REPUBLIC OF MONTENEGRO</b>															
<b>PODGORICA</b>	MONTENEGRO AIRLINES	S	8	0	0	88	13	0	0	0	6	91	6	22	
<b>TOTAL PODGORICA</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>6</b>	<b>91</b>	<b>6</b>	<b>22</b>	
<b>TIVAT</b>	MONTENEGRO AIRLINES	S	18	0	0	83	11	6	0	0	8	0	0	0	
<b>TOTAL TIVAT</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL REPUBLIC OF MONTENEGRO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>6</b>	<b>22</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 2012

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>RUSSIA</b>															
ST PETERSBURG	ROSSIYA AIRLINES	S	38	0	0	68	13	11	8	0	0	16	100	2	28
<b>TOTAL ST PETERSBURG</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>13</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>100</b>	<b>2</b>	<b>28</b>
<b>TOTAL RUSSIA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>13</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>100</b>	<b>2</b>	<b>28</b>
<b>SAINT KITTS AND NEVIS</b>															
ST KITTS	BRITISH AIRWAYS PLC	S	16	0	0	81	6	6	6	0	0	16	82	17	17
<b>TOTAL ST KITTS</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>16</b>	<b>82</b>	<b>17</b>	<b>17</b>
<b>TOTAL SAINT KITTS AND NEVIS</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>16</b>	<b>82</b>	<b>17</b>	<b>17</b>
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	198	0	0	77	12	3	7	2	0	15	90	6	202
	MONARCH AIRLINES	S	68	0	0	50	21	16	12	1	0	29	70	18	110
	THOMSON AIRWAYS LTD	C	24	0	0	83	8	8	0	0	0	6	83	7	23
<b>TOTAL ALICANTE</b>			<b>290</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>83</b>	<b>10</b>	<b>437</b>
ALMERIA	EASYJET AIRLINE COMPANY LTD	S	52	0	0	85	4	4	6	0	2	18	84	8	44
<b>TOTAL ALMERIA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>18</b>	<b>84</b>	<b>8</b>	<b>44</b>
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	354	0	3	78	8	6	5	3	0	17	85	9	299
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	1	0	0	0
	MONARCH AIRLINES	S	60	0	0	88	3	2	7	0	0	10	0	0	0
	PRIVILEGE STYLE	C	2	0	0	50	0	50	0	0	0	26	0	0	0
	TITAN AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	11	0	0	0
<b>TOTAL BARCELONA</b>			<b>420</b>	<b>0</b>	<b>3</b>	<b>80</b>	<b>7</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>85</b>	<b>9</b>	<b>299</b>
BILBAO	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	0	19	50	10	2
<b>TOTAL BILBAO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>50</b>	<b>10</b>	<b>2</b>
IBIZA	EASYJET AIRLINE COMPANY LTD	S	2	0	0	100	0	0	0	0	0	2	100	6	2
<b>TOTAL IBIZA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>6</b>	<b>2</b>
LIEIDA	THOMAS COOK AIRLINES LTD	C	3	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL LIEIDA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
MADRID	AIR EUROPA	S	121	0	0	73	13	4	8	2	0	19	88	7	120
	EASYJET AIRLINE COMPANY LTD	S	273	0	1	63	15	12	9	1	0	24	71	18	272
	RYANAIR	S	66	0	0	52	21	9	15	3	0	35	96	4	120
<b>TOTAL MADRID</b>			<b>460</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>15</b>	<b>9</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>81</b>	<b>12</b>	<b>516</b>
MAHON	EASYJET AIRLINE COMPANY LTD	S	6	0	0	83	17	0	0	0	0	6	100	0	2
	MONARCH AIRLINES	S	8	0	0	75	13	13	0	0	0	8	90	40	10
<b>TOTAL MAHON</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>7</b>	<b>92</b>	<b>33</b>	<b>12</b>
MALAGA	BRITISH AIRWAYS PLC	S	194	1	1	66	15	8	10	1	0	20	70	17	208
	EASYJET AIRLINE COMPANY LTD	S	289	0	0	78	7	6	8	0	0	14	89	8	302
	JET2.COM LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	MONARCH AIRLINES	S	67	0	1	64	22	7	6	0	0	17	76	16	111
	THOMSON AIRWAYS LTD	C	26	0	0	77	8	8	4	4	0	19	82	22	33
<b>TOTAL MALAGA</b>			<b>578</b>	<b>1</b>	<b>6</b>	<b>73</b>	<b>12</b>	<b>7</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>82</b>	<b>12</b>	<b>825</b>
MURCIA SAN JAVIER	EASYJET AIRLINE COMPANY LTD	S	68	0	0	85	3	3	9	0	0	14	89	4	66

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 2012

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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 MURCIA SAN JAVIER</b>			<b>68</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>3</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>14</b>	<b>89</b>	<b>4</b>	<b>66</b>	
<b>PALMA DE MALLORCA</b>	EASYJET AIRLINE COMPANY LTD	S	179	0	3	73	9	10	6	2	17	82	9	158	
	MONARCH AIRLINES	S	16	0	0	69	13	6	0	13	40	66	15	32	
	THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	1	88	8	8	
	THOMSON AIRWAYS LTD	C	24	0	0	71	17	13	0	0	11	95	4	42	
<b>TOTAL PALMA DE MALLORCA</b>			<b>228</b>	<b>0</b>	<b>3</b>	<b>74</b>	<b>10</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>18</b>	<b>83</b>	<b>9</b>	<b>240</b>	
<b>SEVILLE</b>	EASYJET AIRLINE COMPANY LTD	S	32	0	0	81	6	6	6	0	12	100	1	18	
	RYANAIR	S	24	0	0	83	8	8	0	0	9	84	12	25	
<b>TOTAL SEVILLE</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>91</b>	<b>7</b>	<b>43</b>	
<b>VALENCIA</b>	EASYJET AIRLINE COMPANY LTD	S	117	0	1	81	3	5	9	3	18	88	6	120	
	THOMSON AIRWAYS LTD	C	2	0	0	0	0	0	100	0	72	0	0	0	
<b>TOTAL VALENCIA</b>			<b>119</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>3</b>	<b>5</b>	<b>10</b>	<b>3</b>	<b>19</b>	<b>87</b>	<b>6</b>	<b>122</b>	
<b>VALLADOLID</b>	AIR EUROPA	C	3	0	0	67	33	0	0	0	7	0	0	0	
<b>TOTAL VALLADOLID</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SPAIN</b>			<b>2295</b>	<b>2</b>	<b>14</b>	<b>73</b>	<b>11</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>18</b>	<b>83</b>	<b>10</b>	<b>2668</b>	
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	EASYJET AIRLINE COMPANY LTD	S	49	0	0	86	6	2	6	0	13	72	13	47	
	MONARCH AIRLINES	S	55	1	0	49	22	16	9	0	40	56	28	61	
	THOMAS COOK AIRLINES LTD	C	18	0	0	83	6	0	11	0	13	73	13	26	
	THOMSON AIRWAYS LTD	C	27	0	0	85	4	4	7	0	10	85	8	39	
<b>TOTAL ARRECIFE</b>			<b>149</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>23</b>	<b>69</b>	<b>17</b>	<b>173</b>	
<b>FUERTEVENTURA</b>	EASYJET AIRLINE COMPANY LTD	S	17	0	0	47	35	6	12	0	20	0	0	0	
	THOMAS COOK AIRLINES LTD	C	16	0	0	100	0	0	0	0	2	79	17	33	
	THOMSON AIRWAYS LTD	C	16	0	0	81	13	6	0	0	7	59	16	17	
<b>TOTAL FUERTEVENTURA</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>16</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>16</b>	<b>50</b>	
<b>LAS PALMAS</b>	EASYJET AIRLINE COMPANY LTD	S	34	1	0	62	18	12	9	0	17	85	6	40	
	THOMAS COOK AIRLINES LTD	C	18	0	0	94	0	6	0	0	5	63	19	16	
	THOMSON AIRWAYS LTD	C	27	0	0	70	22	7	0	0	11	78	12	40	
<b>TOTAL LAS PALMAS</b>			<b>79</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>11</b>	<b>96</b>	
<b>SANTA CRUZ DE LA PALMA</b>	THOMSON AIRWAYS LTD	C	8	0	0	50	50	0	0	0	11	88	4	8	
<b>TOTAL SANTA CRUZ DE LA PALMA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>4</b>	<b>8</b>	
<b>TENERIFE (SURREINA SOFIA)</b>	EASYJET AIRLINE COMPANY LTD	S	114	0	1	85	6	7	2	0	7	89	14	115	
	MONARCH AIRLINES	S	81	1	0	47	16	15	20	1	41	67	31	98	
	THOMAS COOK AIRLINES LTD	C	24	0	0	58	13	21	8	0	23	70	14	30	
	THOMSON AIRWAYS LTD	C	68	0	0	79	10	1	6	0	22	78	15	90	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>287</b>	<b>1</b>	<b>1</b>	<b>71</b>	<b>10</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>22</b>	<b>78</b>	<b>19</b>	<b>335</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>572</b>	<b>3</b>	<b>1</b>	<b>71</b>	<b>12</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>19</b>	<b>75</b>	<b>17</b>	<b>662</b>	
<b>ST LUCIA</b>															
<b>ST LUCIA (HEWANORRA)</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	26	0	0	58	19	8	15	0	21	62	26	26	
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>19</b>	<b>8</b>	<b>15</b>	<b>0</b>	<b>21</b>	<b>62</b>	<b>26</b>	<b>26</b>	
<b>TOTAL ST LUCIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>19</b>	<b>8</b>	<b>15</b>	<b>0</b>	<b>21</b>	<b>62</b>	<b>26</b>	<b>26</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>SWEDEN</b>															
GOTEBORG	NORWEGIAN AIR SHUTTLE	S	50	0	0	88	8	0	4	0	0	7	0	0	0
TOTAL GOTEBORG			<b>50</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>90</b>	<b>4</b>	60
KIRUNA	JET2.COM LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL KIRUNA			<b>3</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	0
STOCKHOLM (ARLANDA)	NORWEGIAN AIR SHUTTLE	S	154	0	0	89	6	3	3	0	0	8	81	8	108
TOTAL STOCKHOLM (ARLANDA)			<b>154</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>8</b>	111
STOCKHOLM (SKAVSTA)	RYANAIR	S	58	0	2	71	16	7	5	0	2	21	97	2	60
TOTAL STOCKHOLM (SKAVSTA)			<b>58</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>16</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>21</b>	<b>97</b>	<b>2</b>	60
TOTAL SWEDEN			<b>265</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>5</b>	231
<b>SWITZERLAND</b>															
BASLE MULHOUSE	EASYJET AIRLINE COMPANY LTD	S	62	0	0	69	15	3	13	0	0	24	80	9	51
	EASYJET SWITZERLAND	S	86	0	0	84	6	1	6	3	0	21	87	6	60
TOTAL BASLE MULHOUSE			<b>148</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>9</b>	<b>2</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>84</b>	<b>7</b>	111
<b>GENEVA</b>															
	AER LINGUS	C	4	0	0	100	0	0	0	0	0	1	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	148	0	0	77	10	4	7	1	0	16	85	11	168
	EASYJET SWITZERLAND	S	198	0	0	77	11	6	4	2	0	16	79	12	186
	FLYBE LTD	C	13	0	0	62	31	8	0	0	0	13	67	9	15
	MONARCH AIRLINES	C	26	0	0	73	23	4	0	0	0	11	75	29	36
	THOMAS COOK AIRLINES LTD	S	3	0	0	100	0	0	0	0	0	1	0	0	0
	THOMSON AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	3	91	2	23
TOTAL GENEVA			<b>402</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>82</b>	<b>12</b>	448
ZURICH	EASYJET AIRLINE COMPANY LTD	S	110	0	2	80	13	5	3	0	0	10	82	8	102
TOTAL ZURICH			<b>110</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>13</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>8</b>	102
TOTAL SWITZERLAND			<b>660</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>12</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>82</b>	<b>11</b>	661
<b>TRINIDAD AND TOBAGO</b>															
PORT OF SPAIN	BRITISH AIRWAYS PLC	S	50	0	0	80	6	8	6	0	0	14	90	6	60
TOTAL PORT OF SPAIN			<b>50</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>6</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>90</b>	<b>6</b>	60
TOBAGO	BRITISH AIRWAYS PLC	S	8	0	0	88	13	0	0	0	0	7	94	3	18
TOTAL TOBAGO			<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>9</b>	<b>86</b>	<b>5</b>	22
TOTAL TRINIDAD AND TOBAGO			<b>59</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>89</b>	<b>6</b>	82
<b>TUNISIA</b>															
ENFIDHA	THOMAS COOK AIRLINES LTD	C	36	0	0	69	11	3	11	6	0	33	0	0	0
	THOMSON AIRWAYS LTD	C	18	0	0	89	0	11	0	0	0	6	0	0	0
TOTAL ENFIDHA			<b>54</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>7</b>	<b>6</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	0
TUNIS	BRITISH AIRWAYS PLC	S	44	0	0	68	14	7	11	0	0	20	77	9	44
TOTAL TUNIS			<b>44</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>7</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>77</b>	<b>9</b>	44
TOTAL TUNISIA			<b>98</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>10</b>	<b>6</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>81</b>	<b>9</b>	73



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 2012

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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>TURKEY</b>															
ANTALYA	EASYJET AIRLINE COMPANY LTD	S	32	0	0	66	6	9	13	6	0	38	91	3	23
	THOMAS COOK AIRLINES LTD	C	37	0	0	73	3	11	8	5	0	26	83	42	63
	THOMSON AIRWAYS LTD	C	16	0	0	81	19	0	0	0	0	6	88	10	8
<b>TOTAL ANTALYA</b>			<b>85</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>7</b>	<b>8</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>27</b>	<b>85</b>	<b>30</b>	<b>94</b>
BODRUM (MILAS)	EASYJET AIRLINE COMPANY LTD	S	20	0	0	70	10	0	20	0	0	34	100	2	2
	THOMAS COOK AIRLINES LTD	C	16	0	0	88	13	0	0	0	0	4	71	12	17
<b>TOTAL BODRUM (MILAS)</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>21</b>	<b>80</b>	<b>9</b>	<b>25</b>
DALAMAN	EASYJET AIRLINE COMPANY LTD	S	34	0	0	59	12	24	6	0	0	18	72	13	32
	THOMAS COOK AIRLINES LTD	C	42	0	0	76	2	7	12	2	0	24	84	8	50
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	75	11	12
<b>TOTAL DALAMAN</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>6</b>	<b>13</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>80</b>	<b>11</b>	<b>110</b>
ISTANBUL	THY TURK HAVA YOLLARI TURKIS	S	66	0	0	53	12	15	17	3	0	37	0	0	0
<b>TOTAL ISTANBUL</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>12</b>	<b>15</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>
ISTANBUL (SABIHA GOKCEN)	MONARCH AIRLINES	C	3	0	0	33	0	33	33	0	0	40	0	0	0
	THOMAS COOK AIRLINES LTD	C	5	0	0	40	40	0	20	0	0	26	100	13	2
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>97</b>	<b>4</b>	<b>38</b>
IZMIR (ADNAM MENDERES)	EASYJET AIRLINE COMPANY LTD	S	16	0	0	75	19	6	0	0	0	8	0	0	0
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>100</b>	<b>0</b>	<b>1</b>
<b>TOTAL TURKEY</b>			<b>295</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>84</b>	<b>16</b>	<b>268</b>
<b>UKRAINE</b>															
KIEV (BORISPOL)	UKRAINE INTERNATIONAL AIRLIN	S	62	0	0	71	15	8	6	0	0	17	82	7	60
<b>TOTAL KIEV (BORISPOL)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>76</b>	<b>14</b>	<b>104</b>
<b>TOTAL UKRAINE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>76</b>	<b>14</b>	<b>104</b>
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	180	0	0	70	18	10	2	0	0	12	73	15	180
<b>TOTAL DUBAI</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>18</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>15</b>	<b>180</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>18</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>15</b>	<b>182</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	112	0	0	74	7	13	6	0	0	14	0	0	0
	FLYBE LTD	S	146	0	0	84	8	5	3	0	0	10	94	3	147
<b>TOTAL ABERDEEN</b>			<b>258</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>94</b>	<b>3</b>	<b>147</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	250	0	1	88	7	4	2	0	0	6	93	4	260
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>250</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>93</b>	<b>4</b>	<b>260</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	223	0	0	83	4	6	6	0	0	12	95	4	220
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>223</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>4</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>95</b>	<b>4</b>	<b>220</b>
EDINBURGH	BRITISH AIRWAYS PLC	S	231	0	0	81	9	5	6	0	0	11	91	6	239
	EASYJET AIRLINE COMPANY LTD	S	222	0	2	78	5	10	5	1	0	16	75	13	220
<b>TOTAL EDINBURGH</b>			<b>453</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>7</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>10</b>	<b>459</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 2012

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
GLASGOW	BRITISH AIRWAYS PLC	S	220	0	0	87	6	5	2	0	0	7	84	6	230
	EASYJET AIRLINE COMPANY LTD	S	209	0	4	78	10	7	3	1	0	15	88	7	163
<b>TOTAL GLASGOW</b>			<b>429</b>	<b>1</b>	<b>4</b>	<b>83</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>7</b>	<b>393</b>
GUERNSEY	AURIGNY AIR SERVICES	S	326	0	2	88	6	4	1	0	0	7	89	9	333
	FLYBE LTD	S	260	0	0	87	5	4	5	0	0	10	96	4	259
<b>TOTAL GUERNSEY</b>			<b>586</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>6</b>	<b>592</b>
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	78	0	0	68	12	15	5	0	0	17	67	18	60
	FLYBE LTD	S	162	0	1	91	1	0	7	1	0	10	99	1	168
<b>TOTAL INVERNESS</b>			<b>241</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>5</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>91</b>	<b>5</b>	<b>228</b>
ISLE OF MAN	FLYBE LTD	S	214	0	0	92	4	1	2	0	0	6	95	2	214
<b>TOTAL ISLE OF MAN</b>			<b>214</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>95</b>	<b>2</b>	<b>214</b>
JERSEY	BRITISH AIRWAYS PLC	S	298	0	0	79	10	6	6	0	0	12	84	9	290
	FLYBE LTD	S	269	0	0	90	3	3	3	0	0	7	98	2	285
<b>TOTAL JERSEY</b>			<b>567</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>91</b>	<b>6</b>	<b>575</b>
MANCHESTER	BRITISH AIRWAYS PLC	S	174	0	0	83	10	3	2	1	0	10	88	6	230
<b>TOTAL MANCHESTER</b>			<b>175</b>	<b>3</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>6</b>	<b>231</b>
NEWCASTLE	FLYBE LTD	S	157	0	0	82	6	4	6	1	0	13	97	2	172
<b>TOTAL NEWCASTLE</b>			<b>157</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>97</b>	<b>2</b>	<b>172</b>
NEWQUAY	FLYBE LTD	S	180	0	0	88	4	4	2	1	0	9	94	9	152
<b>TOTAL NEWQUAY</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>94</b>	<b>9</b>	<b>152</b>
<b>TOTAL UNITED KINGDOM</b>			<b>3735</b>	<b>7</b>	<b>10</b>	<b>84</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>91</b>	<b>6</b>	<b>3643</b>
USA															
ATLANTA	DELTA AIRLINES	S	34	0	0	82	6	3	9	0	0	11	88	9	60
<b>TOTAL ATLANTA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>9</b>	<b>60</b>
CHARLOTTE	US AIRWAYS	S	60	0	0	67	13	10	10	0	0	18	81	11	54
<b>TOTAL CHARLOTTE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>13</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>81</b>	<b>11</b>	<b>54</b>
LAS VEGAS	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	70	5	15	8	0	2	30	68	29	60
<b>TOTAL LAS VEGAS</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>5</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>30</b>	<b>68</b>	<b>29</b>	<b>60</b>
ORLANDO	BRITISH AIRWAYS PLC	S	87	0	0	78	3	5	10	2	1	31	85	9	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	115	0	1	72	7	8	11	2	0	24	60	29	121
<b>TOTAL ORLANDO</b>			<b>202</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>5</b>	<b>6</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>68</b>	<b>22</b>	<b>181</b>
SANFORD	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	4	50	35	6
	THOMAS COOK AIRLINES LTD	C	14	0	0	93	0	7	0	0	0	6	71	12	24
	THOMSON AIRWAYS LTD	C	33	0	0	85	3	6	6	0	0	10	50	33	24
<b>TOTAL SANFORD</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>2</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>59</b>	<b>24</b>	<b>54</b>
TAMPA	BRITISH AIRWAYS PLC	S	60	0	0	82	7	0	8	3	0	21	83	23	60
<b>TOTAL TAMPA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>0</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>83</b>	<b>23</b>	<b>60</b>
<b>TOTAL USA</b>			<b>471</b>	<b>1</b>	<b>1</b>	<b>76</b>	<b>6</b>	<b>7</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>73</b>	<b>20</b>	<b>469</b>
<b>TOTAL GATWICK</b>			<b>19556</b>	<b>20</b>	<b>57</b>	<b>79</b>	<b>10</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>85</b>	<b>10</b>	<b>20133</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 2012

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>BARBADOS</b>															
BRIDGETOWN	THOMSON AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	4	100	0	1
TOTAL BRIDGETOWN			2	0	0	100	0	0	0	0	0	4	100	0	1
TOTAL BARBADOS			2	0	0	100	0	0	0	0	0	4	100	0	1
<b>CANADA</b>															
TORONTO	AIR TRANSAT	S	16	0	0	94	6	0	0	0	0	3	81	7	16
TOTAL TORONTO			16	0	0	94	6	0	0	0	0	3	81	7	16
VANCOUVER	AIR TRANSAT	S	2	0	0	100	0	0	0	0	0	6	0	0	0
TOTAL VANCOUVER			2	0	0	100	0	0	0	0	0	6	0	0	0
TOTAL CANADA			18	0	0	94	6	0	0	0	0	3	81	7	16
<b>CAPE VERDE ISLANDS</b>															
BOA VISTA (RABIL)	THOMSON AIRWAYS LTD	S	10	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL BOA VISTA (RABIL)			10	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL CAPE VERDE ISLANDS			10	0	0	100	0	0	0	0	0	2	0	0	0
<b>CYPRUS</b>															
LARNACA	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	13	0	0	0	10	57	18	7
TOTAL LARNACA			8	0	0	88	0	13	0	0	0	10	57	18	7
PAPHOS	JET2.COM LTD	S	18	0	0	67	22	11	0	0	0	11	50	17	16
	THOMAS COOK AIRLINES LTD	C	7	0	0	57	43	0	0	0	0	14	89	8	9
	THOMSON AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	10	100	4	16
TOTAL PAPHOS			33	0	0	70	21	9	0	0	0	11	78	10	41
TOTAL CYPRUS			41	0	0	73	17	10	0	0	0	11	75	11	48
<b>DENMARK</b>															
COPENHAGEN	BMI REGIONAL	S	54	0	0	91	2	0	4	4	0	15	100	2	52
TOTAL COPENHAGEN			54	0	0	91	2	0	4	4	0	15	100	2	52
TOTAL DENMARK			54	0	0	91	2	0	4	4	0	15	100	2	52
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	THOMAS COOK AIRLINES LTD	C	10	0	0	90	0	0	10	0	0	8	85	5	13
	THOMSON AIRWAYS LTD	C	18	0	0	72	17	0	6	6	0	24	0	0	0
TOTAL SHARM EL SHEIKH (OPHIRA)			28	0	0	79	11	0	7	4	0	18	93	4	29
TOTAL EGYPT			28	0	0	79	11	0	7	4	0	18	94	3	33
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	52	0	0	67	19	12	2	0	0	13	62	23	52
	FLYBE LTD	S	60	0	0	95	2	3	0	0	0	4	97	4	60
TOTAL PARIS (CHARLES DE GAULLE)			112	0	0	82	10	7	1	0	0	8	80	13	112
TOTAL FRANCE			113	0	0	81	10	7	2	0	0	9	72	18	133

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Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	48	0	0	79	13	8	0	0	0	10	88	6	52
TOTAL BERLIN (SCHONEFELD)			48	0	0	79	13	8	0	0	0	10	88	6	52
TOTAL GERMANY			48	0	0	79	13	8	0	0	0	10	91	5	102
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	26	0	0	100	0	0	0	0	0	2	88	34	42
TOTAL KEFLAVIK			26	0	0	100	0	0	0	0	0	2	88	34	42
TOTAL ICELAND			26	0	0	100	0	0	0	0	0	2	88	34	42
<b>IRISH REPUBLIC</b>															
CORK	AER ARANN	S	44	0	0	82	0	9	9	0	0	15	81	7	42
TOTAL CORK			44	0	0	82	0	9	9	0	0	15	81	7	42
DONEGAL	LOGANAIR	S	44	0	0	95	0	2	2	0	0	3	0	0	0
TOTAL DONEGAL			44	0	0	95	0	2	2	0	0	3	65	16	26
DUBLIN	AER ARANN	S	256	0	0	92	3	1	4	0	0	7	96	3	230
TOTAL DUBLIN			256	0	0	92	3	1	4	0	0	7	96	3	230
TOTAL IRISH REPUBLIC			344	0	0	91	2	2	4	0	0	8	90	5	324
<b>ITALY</b>															
NAPLES	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL NAPLES			8	0	0	100	0	0	0	0	0	2	0	0	0
ROME (FIUMICINO)	JET2.COM LTD	S	26	0	0	54	23	12	8	4	0	26	0	0	0
TOTAL ROME (FIUMICINO)			26	0	0	54	23	12	8	4	0	26	0	0	0
TURIN	THOMSON AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	0	100	0	3
TOTAL TURIN			3	0	0	100	0	0	0	0	0	0	100	0	3
TOTAL ITALY			37	0	0	68	16	8	5	3	0	19	100	0	3
<b>MALTA</b>															
MALTA	THOMAS COOK AIRLINES LTD	C	7	0	0	57	29	14	0	0	0	13	33	60	3
TOTAL MALTA			7	0	0	57	29	14	0	0	0	13	33	60	3
TOTAL MALTA			7	0	0	57	29	14	0	0	0	13	33	60	3
<b>MEXICO</b>															
CANCUN	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	7	0	26	1
TOTAL CANCUN			8	0	0	88	13	0	0	0	0	7	0	26	1
TOTAL MEXICO			8	0	0	88	13	0	0	0	0	7	0	26	1
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	60	0	0	97	2	0	2	0	0	3	0	0	0
	KLM	S	64	0	2	92	6	2	0	0	0	4	98	3	122
	KLM CITYHOPPER	S	230	0	0	91	6	2	1	0	0	5	96	4	176
TOTAL AMSTERDAM			354	0	2	92	5	1	1	0	0	4	97	4	298

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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 NETHERLANDS</b>			<b>354</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>97</b>	<b>4</b>	<b>298</b>
<b>NORWAY</b>															
STAVANGER	EASTERN AIRWAYS	S	26	0	0	96	4	0	0	0	0	1	0	0	0
<b>TOTAL STAVANGER</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>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NORWAY</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>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	EASYJET AIRLINE COMPANY LTD	S	16	0	0	75	19	6	0	0	0	9	100	1	18
	JET2.COM LTD	S	34	0	0	71	12	6	3	9	0	34	82	6	28
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	7	100	2	8
<b>TOTAL FARO</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>23</b>	<b>92</b>	<b>4</b>	<b>59</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>23</b>	<b>92</b>	<b>4</b>	<b>59</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	THOMSON AIRWAYS LTD	C	10	0	0	80	10	0	10	0	0	10	63	40	8
<b>TOTAL FUNCHAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>63</b>	<b>40</b>	<b>8</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>63</b>	<b>40</b>	<b>8</b>
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	54	0	0	81	9	2	4	0	4	28	84	11	50
	JET2.COM LTD	S	34	0	0	65	15	9	12	0	0	19	35	34	34
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	38	0	0	0	0	13	83	10	12
	THOMSON AIRWAYS LTD	C	16	0	0	88	6	0	6	0	0	7	100	5	8
<b>TOTAL ALICANTE</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>21</b>	<b>69</b>	<b>18</b>	<b>104</b>
BARCELONA	JET2.COM LTD	S	26	0	0	54	15	8	15	8	0	47	0	0	0
<b>TOTAL BARCELONA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>15</b>	<b>8</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>0</b>
MADRID	AIR NOSTRUM	S	16	0	0	50	19	31	0	0	0	22	0	0	0
<b>TOTAL MADRID</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>19</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
MALAGA	EASYJET AIRLINE COMPANY LTD	S	60	0	0	85	7	2	2	5	0	17	93	3	60
	JET2.COM LTD	S	26	0	0	73	4	4	8	8	4	52	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	3	100	3	10
<b>TOTAL MALAGA</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>25</b>	<b>94</b>	<b>3</b>	<b>70</b>
PALMA DE MALLORCA	BA CITYFLYER LTD	C	8	0	0	63	13	13	13	0	0	20	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	16	0	0	75	0	0	25	0	0	22	83	6	18
	JET2.COM LTD	S	36	0	0	72	14	8	0	6	0	21	47	21	34
	THOMAS COOK AIRLINES LTD	C	4	0	0	50	0	50	0	0	0	29	40	26	5
	THOMSON AIRWAYS LTD	C	15	0	0	93	0	7	0	0	0	6	67	26	15
<b>TOTAL PALMA DE MALLORCA</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>60</b>	<b>18</b>	<b>72</b>
<b>TOTAL SPAIN</b>			<b>327</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>10</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>24</b>	<b>74</b>	<b>14</b>	<b>255</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	JET2.COM LTD	S	8	0	0	38	25	38	0	0	0	23	0	0	0
	THOMAS COOK AIRLINES LTD	C	28	0	0	71	11	14	4	0	0	11	80	11	25
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	7	75	22	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			Actual (7)	Plan (8)											
<b>TOTAL ARRECIFE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>14</b>	<b>33</b>
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	C	16	0	0	69	6	13	13	0	0	20	75	17	24
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	100	3	8
<b>TOTAL FUERTEVENTURA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>4</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>81</b>	<b>13</b>	<b>32</b>
LAS PALMAS	THOMAS COOK AIRLINES LTD	C	10	0	0	70	10	0	20	0	0	28	38	58	8
	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	5	88	9	8
<b>TOTAL LAS PALMAS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>33</b>	<b>16</b>
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	25	0	0	76	0	20	4	0	0	14	67	12	18
	THOMAS COOK AIRLINES LTD	C	43	1	0	67	16	7	2	5	2	40	58	22	55
	THOMSON AIRWAYS LTD	C	26	0	0	85	4	4	8	0	0	9	91	6	34
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>94</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>9</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>24</b>	<b>70</b>	<b>15</b>	<b>107</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>180</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>73</b>	<b>16</b>	<b>188</b>
<b>SWITZERLAND</b>															
GENEVA	EASYJET AIRLINE COMPANY LTD	S	10	0	0	90	10	0	0	0	0	5	94	3	18
	JET2.COM LTD	S	8	0	0	100	0	0	0	0	0	6	0	0	0
<b>TOTAL GENEVA</b>			<b>19</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>5</b>	<b>95</b>	<b>3</b>	<b>21</b>
<b>TOTAL SWITZERLAND</b>			<b>19</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>5</b>	<b>95</b>	<b>3</b>	<b>21</b>
<b>TUNISIA</b>															
ENFIDHA	THOMAS COOK AIRLINES LTD	C	18	0	0	78	0	11	11	0	0	16	0	0	0
<b>TOTAL ENFIDHA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TUNISIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>81</b>	<b>24</b>	<b>16</b>
<b>TURKEY</b>															
ANTALYA	THOMAS COOK AIRLINES LTD	C	33	0	0	58	15	15	6	6	0	32	71	26	35
	THOMSON AIRWAYS LTD	C	2	0	0	0	0	0	100	0	0	83	86	6	7
<b>TOTAL ANTALYA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>14</b>	<b>14</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>35</b>	<b>74</b>	<b>23</b>	<b>42</b>
DALAMAN	THOMAS COOK AIRLINES LTD	C	24	0	0	71	13	17	0	0	0	14	50	33	22
<b>TOTAL DALAMAN</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>52</b>	<b>32</b>	<b>27</b>
<b>TOTAL TURKEY</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>14</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>67</b>	<b>24</b>	<b>78</b>
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	60	0	0	52	25	18	5	0	0	19	47	29	60
<b>TOTAL DUBAI</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>25</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>47</b>	<b>29</b>	<b>60</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>25</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>47</b>	<b>29</b>	<b>60</b>
<b>UNITED KINGDOM</b>															
BARRA	LOGANAIR	S	65	0	0	82	6	5	8	0	0	13	76	14	62
<b>TOTAL BARRA</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>14</b>	<b>62</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	226	0	0	86	6	4	4	0	0	9	88	7	203
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>226</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>7</b>	<b>204</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	208	0	0	94	3	0	2	1	0	6	92	5	194

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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 BELFAST INTERNATIONAL			208	0	0	94	3	0	2	1	0	6	92	5	196
BENBECULA	LOGANAIR	S	86	0	0	85	10	2	2	0	0	7	86	7	96
TOTAL BENBECULA			86	0	0	85	10	2	2	0	0	7	86	7	96
BIRMINGHAM	FLYBE LTD	S	287	0	7	86	7	4	3	0	0	8	88	5	267
TOTAL BIRMINGHAM			287	0	7	86	7	4	3	0	0	8	88	5	267
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	153	0	1	97	2	0	1	0	0	3	89	10	152
TOTAL BRISTOL			153	0	1	97	2	0	1	0	0	3	89	10	152
CAMPBELTOWN	LOGANAIR	S	78	0	0	90	1	1	8	0	0	10	89	8	79
TOTAL CAMPBELTOWN			78	0	0	90	1	1	8	0	0	10	89	8	79
CARDIFF WALES	FLYBE LTD	S	34	0	2	76	9	3	3	9	0	28	94	5	34
TOTAL CARDIFF WALES			34	0	2	76	9	3	3	9	0	28	94	5	34
EAST MIDLANDS INTERNATIONAL	BMIBABY LTD	S	98	0	0	79	7	8	6	0	0	13	83	6	90
TOTAL EAST MIDLANDS INTERNATIONAL			98	0	0	79	7	8	6	0	0	13	83	6	90
EXETER	FLYBE LTD	S	47	3	5	68	26	2	2	2	0	17	87	5	52
TOTAL EXETER			47	3	5	68	26	2	2	2	0	17	87	5	52
GATWICK	BRITISH AIRWAYS PLC	S	220	0	0	88	5	4	2	0	0	7	86	6	230
	EASYJET AIRLINE COMPANY LTD	S	208	0	5	82	7	6	3	1	0	14	88	7	163
TOTAL GATWICK			428	0	5	85	6	5	3	0	0	10	86	6	395
HEATHROW	BRITISH AIRWAYS PLC	S	502	0	1	73	9	11	7	0	0	15	88	5	442
TOTAL HEATHROW			502	0	1	73	9	11	7	0	0	15	88	5	442
ISLAY	LOGANAIR	S	105	0	0	87	9	1	4	0	0	7	98	3	102
TOTAL ISLAY			105	0	0	87	9	1	4	0	0	7	98	3	102
ISLE OF MAN	LOGANAIR	S	59	0	0	88	3	3	5	0	0	9	90	10	60
TOTAL ISLE OF MAN			59	0	0	88	3	3	5	0	0	9	90	10	60
JERSEY	EASYJET AIRLINE COMPANY LTD	S	16	0	0	88	0	0	13	0	0	18	0	0	0
TOTAL JERSEY			16	0	0	88	0	0	13	0	0	18	0	0	0
KIRKWALL	LOGANAIR	S	59	0	0	88	5	5	2	0	0	7	85	9	60
TOTAL KIRKWALL			59	0	0	88	5	5	2	0	0	7	85	9	60
LEEDS BRADFORD	BMI REGIONAL	S	54	0	0	93	0	6	2	0	0	5	98	1	65
TOTAL LEEDS BRADFORD			54	0	0	93	0	6	2	0	0	5	98	1	65
LONDON CITY	BA CITYFLYER LTD	S	173	0	0	91	5	2	2	0	0	4	91	4	151
TOTAL LONDON CITY			173	0	0	91	5	2	2	0	0	4	91	4	151
LUTON	EASYJET AIRLINE COMPANY LTD	S	190	0	0	85	8	5	3	0	0	8	86	9	185
TOTAL LUTON			190	0	0	85	8	5	3	0	0	8	86	9	185
MANCHESTER	FLYBE LTD	S	107	0	4	89	6	3	3	0	0	7	90	4	117
TOTAL MANCHESTER			107	0	4	89	6	3	3	0	0	7	89	6	118
NEWQUAY	LOGANAIR	S	32	0	0	94	6	0	0	0	0	3	0	0	0
TOTAL NEWQUAY			32	0	0	94	6	0	0	0	0	3	0	0	0

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Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
SOUTHAMPTON	FLYBE LTD	S	292	0	2	81	10	5	3	0	0	11	88	6	173
<b>TOTAL SOUTHAMPTON</b>			<b>292</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>6</b>	<b>173</b>
STANSTED	EASYJET AIRLINE COMPANY LTD	S	222	0	0	91	6	1	1	0	0	4	94	5	219
<b>TOTAL STANSTED</b>			<b>222</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>5</b>	<b>219</b>
STORNOWAY	LOGANAIR	S	198	0	0	91	6	2	2	0	0	4	94	6	170
<b>TOTAL STORNOWAY</b>			<b>198</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>6</b>	<b>170</b>
SUMBURGH	LOGANAIR	S	60	0	0	90	3	5	2	0	0	8	90	8	59
<b>TOTAL SUMBURGH</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>8</b>	<b>59</b>
TIREE	LOGANAIR	S	48	0	0	85	2	0	4	8	0	25	75	17	51
<b>TOTAL TIREE</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>25</b>	<b>75</b>	<b>17</b>	<b>51</b>
<b>TOTAL UNITED KINGDOM</b>			<b>3827</b>	<b>7</b>	<b>28</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>89</b>	<b>6</b>	<b>3530</b>
<b>USA</b>															
NEW YORK (NEWARK)	UNITED AIRLINES	S	60	0	0	88	5	5	0	2	0	9	0	0	0
<b>TOTAL NEW YORK (NEWARK)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>14</b>	<b>59</b>
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	17	0	0	71	6	12	12	0	0	26	53	42	15
<b>TOTAL ORLANDO</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>6</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>53</b>	<b>42</b>	<b>15</b>
SANFORD	THOMAS COOK AIRLINES LTD	C	9	0	0	78	11	11	0	0	0	13	56	15	9
<b>TOTAL SANFORD</b>			<b>9</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>13</b>	<b>56</b>	<b>15</b>	<b>9</b>
<b>TOTAL USA</b>			<b>87</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>19</b>	<b>84</b>
<b>TOTAL GLASGOW</b>			<b>5762</b>	<b>8</b>	<b>30</b>	<b>84</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>8</b>	<b>5361</b>



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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011			
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			Actual (7)	Plan (8)												
<b>ALGERIA</b>																
ALGIERS	AIR ALGERIE	S	44	0	0	55	11	14	20	0	0	29	25	52	44	
TOTAL ALGIERS			44	0	0	55	11	14	20	0	0	29	62	25	104	
TOTAL ALGERIA			44	0	0	55	11	14	20	0	0	29	62	25	104	
<b>ANGOLA</b>																
LUANDA	BRITISH AIRWAYS PLC	S	17	0	0	53	29	12	6	0	0	18	88	6	17	
TOTAL LUANDA			17	0	0	53	29	12	6	0	0	18	88	6	17	
TOTAL ANGOLA			17	0	0	53	29	12	6	0	0	18	88	6	17	
<b>ARGENTINA</b>																
BUENOS AIRES	BRITISH AIRWAYS PLC	S	60	0	0	83	10	3	0	0	3	35	87	5	60	
TOTAL BUENOS AIRES			60	0	0	83	10	3	0	0	3	35	87	5	60	
TOTAL ARGENTINA			60	0	0	83	10	3	0	0	3	35	87	5	60	
<b>AUSTRALIA</b>																
MELBOURNE	QANTAS	S	60	0	0	75	7	8	7	0	3	41	76	20	120	
TOTAL MELBOURNE			60	0	0	75	7	8	7	0	3	41	76	20	120	
SYDNEY	BRITISH AIRWAYS PLC	S	57	2	3	61	23	12	4	0	0	15	76	12	116	
	QANTAS	S	60	0	0	65	17	8	10	0	0	21	76	18	120	
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	68	13	5	10	2	2	50	77	8	60	
TOTAL SYDNEY			177	2	3	65	18	8	8	1	1	29	76	14	296	
TOTAL AUSTRALIA			237	2	3	68	15	8	8	0	1	32	76	16	416	
<b>AUSTRIA</b>																
VIENNA	AUSTRIAN AIRLINES	S	240	0	0	69	15	15	1	0	0	12	87	8	180	
	BMI BRITISH MIDLAND	S	58	0	0	88	3	5	3	0	0	9	89	6	120	
	BRITISH AIRWAYS PLC	S	240	0	0	81	12	5	2	0	0	8	93	3	240	
TOTAL VIENNA			538	0	0	76	12	10	1	0	0	10	90	5	540	
TOTAL AUSTRIA			538	0	0	76	12	10	1	0	0	10	90	5	540	
<b>AZERBAIJAN</b>																
BAKU (HEYDER ALIYEV INT'L)	AZERBAIJAN AIRLINES (AZAL)	S	24	0	0	88	8	4	0	0	0	4	85	7	26	
	BMI BRITISH MIDLAND	S	24	0	0	67	4	25	4	0	0	16	84	14	25	
TOTAL BAKU (HEYDER ALIYEV INT'L)			48	0	0	77	6	15	2	0	0	10	84	11	51	
TOTAL AZERBAIJAN			48	0	0	77	6	15	2	0	0	10	84	11	51	
<b>BAHRAIN</b>																
BAHRAIN	GULF AIR	S	120	0	0	79	15	2	3	0	1	13	83	8	120	
TOTAL BAHRAIN			120	0	0	79	15	2	3	0	1	13	83	8	137	
TOTAL BAHRAIN			120	0	0	79	15	2	3	0	1	13	83	8	137	
<b>BANGLADESH</b>																
DHAKHA	BIMAN BANGLADESH AIRLINES	S	26	0	0	35	15	31	19	0	0	30	69	14	42	

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			Actual (7)	Plan (8)											
TOTAL DHAKHA			26	0	0	35	15	31	19	0	0	30	69	14	42
TOTAL BANGLADESH			26	0	0	35	15	31	19	0	0	30	69	14	42
<b>BELGIUM</b>															
BRUSSELS	BRITISH AIRWAYS PLC	S	390	0	0	76	11	8	5	0	0	12	89	5	332
	BRUSSELS AIRLINES	S	221	0	0	78	13	7	2	0	0	9	86	6	212
TOTAL BRUSSELS			611	0	0	77	12	8	4	0	0	11	88	6	544
TOTAL BELGIUM			611	0	0	77	12	8	4	0	0	11	88	6	544
<b>BRAZIL</b>															
RIO DE JANEIRO (GALEAO)	BRITISH AIRWAYS PLC	S	52	0	0	73	10	6	10	2	0	25	92	4	26
	TAM LINHAS AEREAS	S	26	0	0	77	8	12	4	0	0	10	85	4	26
TOTAL RIO DE JANEIRO (GALEAO)			78	0	0	74	9	8	8	1	0	20	88	4	52
SAO PAULO (GUARULHOS)	BRITISH AIRWAYS PLC	S	60	0	0	75	15	8	2	0	0	10	82	7	60
	TAM LINHAS AEREAS	S	60	0	1	95	5	0	0	0	0	2	88	5	60
TOTAL SAO PAULO (GUARULHOS)			120	0	1	85	10	4	1	0	0	6	85	6	120
TOTAL BRAZIL			198	0	1	81	10	6	4	1	0	11	86	5	172
<b>BRUNEI</b>															
BANDAR SERI BEGAWAN	ROYAL BRUNEI AIRLINES	S	60	0	0	43	7	25	25	0	0	36	45	30	60
TOTAL BANDAR SERI BEGAWAN			60	0	0	43	7	25	25	0	0	36	45	30	60
TOTAL BRUNEI			60	0	0	43	7	25	25	0	0	36	45	30	60
<b>BULGARIA</b>															
SOFIA	BRITISH AIRWAYS PLC	S	60	0	0	88	7	2	0	3	0	11	96	3	68
	BULGARIA AIR	S	44	0	0	70	27	0	2	0	0	10	75	11	44
TOTAL SOFIA			104	0	0	81	15	1	1	2	0	11	88	6	112
TOTAL BULGARIA			104	0	0	81	15	1	1	2	0	11	88	6	112
<b>CANADA</b>															
CALGARY	AIR CANADA	S	56	0	0	84	9	2	2	2	2	15	90	7	58
	BRITISH AIRWAYS PLC	S	60	0	0	72	8	7	10	2	2	29	90	29	58
TOTAL CALGARY			116	0	0	78	9	4	6	2	2	22	90	18	116
EDMONTON	AIR CANADA	S	52	0	0	79	13	6	2	0	0	10	80	21	51
TOTAL EDMONTON			52	0	0	79	13	6	2	0	0	10	80	21	51
HALIFAX INT	AIR CANADA	S	44	0	0	68	9	14	9	0	0	18	84	11	44
TOTAL HALIFAX INT			44	0	0	68	9	14	9	0	0	18	84	11	44
MONTREAL (DORVAL)	AIR CANADA	S	60	0	0	67	15	10	7	2	0	19	77	15	60
	BRITISH AIRWAYS PLC	S	60	0	0	47	22	18	13	0	0	27	67	15	60
TOTAL MONTREAL (DORVAL)			120	0	0	57	18	14	10	1	0	23	72	15	120
OTTAWA INTERNATIONAL	AIR CANADA	S	48	0	0	69	23	6	2	0	0	11	86	5	49
TOTAL OTTAWA INTERNATIONAL			48	0	0	69	23	6	2	0	0	11	86	5	49
TORONTO	AIR CANADA	S	221	0	1	67	16	11	5	0	0	17	84	8	237

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				Actual (7)	Plan (8)										
TORONTO	BRITISH AIRWAYS PLC	S	119	1	0	49	18	23	10	0	0	25	75	10	120
<b>TOTAL TORONTO</b>			<b>340</b>	<b>1</b>	<b>1</b>	<b>61</b>	<b>17</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>81</b>	<b>9</b>	<b>357</b>
VANCOUVER	AIR CANADA	S	58	0	0	62	9	22	7	0	0	19	72	12	60
	BRITISH AIRWAYS PLC	S	60	0	0	62	13	17	7	2	0	26	80	8	60
<b>TOTAL VANCOUVER</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>11</b>	<b>19</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>76</b>	<b>10</b>	<b>120</b>
<b>TOTAL CANADA</b>			<b>838</b>	<b>1</b>	<b>1</b>	<b>65</b>	<b>15</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>80</b>	<b>12</b>	<b>857</b>
<b>CAYMAN ISLANDS</b>															
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	33	0	0	70	15	3	9	3	0	23	86	6	35
<b>TOTAL GRAND CAYMAN</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>3</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>86</b>	<b>6</b>	<b>35</b>
<b>TOTAL CAYMAN ISLANDS</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>3</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>86</b>	<b>6</b>	<b>35</b>
<b>CHINA</b>															
BEIJING	AIR CHINA	S	60	0	0	62	18	10	8	2	0	21	77	11	60
	BRITISH AIRWAYS PLC	S	60	0	0	60	20	10	8	2	0	22	75	15	60
<b>TOTAL BEIJING</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>19</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>76</b>	<b>13</b>	<b>120</b>
SHANGHAI (PU DONG)	BRITISH AIRWAYS PLC	S	52	0	0	52	21	17	10	0	0	20	53	25	45
	CHINA EASTERN AIRLINES	S	34	0	0	65	21	15	0	0	0	12	74	14	34
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	83	8	8	0	0	0	8	70	16	60
<b>TOTAL SHANGHAI (PU DONG)</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>19</b>	<b>139</b>
<b>TOTAL CHINA</b>			<b>266</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>17</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>70</b>	<b>16</b>	<b>259</b>
<b>CROATIA</b>															
SPLIT	CROATIA AIRLINES	S	8	0	0	88	13	0	0	0	0	5	70	9	10
<b>TOTAL SPLIT</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>70</b>	<b>9</b>	<b>10</b>
ZAGREB	CROATIA AIRLINES	S	68	0	0	82	9	4	4	0	0	10	72	11	68
<b>TOTAL ZAGREB</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>11</b>	<b>68</b>
<b>TOTAL CROATIA</b>			<b>76</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>9</b>	<b>72</b>	<b>10</b>	<b>78</b>
<b>CYPRUS</b>															
LARNACA	AEGEAN AIRLINES	S	60	0	0	70	15	12	3	0	0	14	75	9	60
	BRITISH AIRWAYS PLC	S	60	0	1	72	15	7	7	0	0	16	85	8	60
	CYPRUS AIRWAYS	S	119	0	1	66	14	16	3	1	0	16	74	9	154
<b>TOTAL LARNACA</b>			<b>239</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>15</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>9</b>	<b>274</b>
<b>TOTAL CYPRUS</b>			<b>239</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>15</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>9</b>	<b>274</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	BRITISH AIRWAYS PLC	S	300	0	0	79	7	8	5	0	0	12	95	5	240
<b>TOTAL PRAGUE</b>			<b>300</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>95</b>	<b>5</b>	<b>240</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>300</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>95</b>	<b>5</b>	<b>240</b>
<b>DENMARK</b>															
COPENHAGEN	BRITISH AIRWAYS PLC	S	340	0	0	78	9	9	4	0	0	11	93	3	342
	SAS	S	324	0	0	79	10	9	2	0	0	9	83	9	317

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 2012

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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			664	0	0	78	10	9	3	0	0	10	88	6	659
TOTAL DENMARK			664	0	0	78	10	9	3	0	0	10	88	6	659
EGYPT															
CAIRO	BMI BRITISH MIDLAND	S	60	0	0	45	22	22	10	2	0	27	67	14	60
	BRITISH AIRWAYS PLC	S	51	0	0	71	16	10	2	2	0	18	77	10	60
	EGYPT AIR	S	94	0	0	33	35	23	9	0	0	26	55	15	98
TOTAL CAIRO			205	0	0	46	26	20	7	1	0	24	64	13	218
LUXOR	EGYPT AIR	S	10	0	0	40	30	30	0	0	0	22	50	17	6
TOTAL LUXOR			10	0	0	40	30	30	0	0	0	22	50	17	6
SHARM EL SHEIKH (OPHIRA)	EGYPT AIR	S	26	0	0	73	12	12	4	0	0	13	0	0	0
TOTAL SHARM EL SHEIKH (OPHIRA)			26	0	0	73	12	12	4	0	0	13	0	0	0
TOTAL EGYPT			241	0	0	49	25	19	7	1	0	23	64	13	224
ETHIOPIA															
ADDIS ABABA	BMI BRITISH MIDLAND	S	34	0	0	74	15	6	6	0	0	12	72	12	25
	ETHIOPIAN AIRLINES	S	52	0	0	58	17	21	4	0	0	18	60	30	52
TOTAL ADDIS ABABA			86	0	0	64	16	15	5	0	0	15	64	24	77
TOTAL ETHIOPIA			86	0	0	64	16	15	5	0	0	15	64	24	77
FINLAND															
HELSINKI	BRITISH AIRWAYS PLC	S	120	0	0	74	13	10	3	0	0	12	89	6	111
	FINNAIR	S	241	0	0	76	12	10	2	0	0	10	87	5	239
TOTAL HELSINKI			361	0	0	75	12	10	2	0	0	11	87	6	461
TOTAL FINLAND			361	0	0	75	12	10	2	0	0	11	87	6	461
FRANCE															
LYON	BRITISH AIRWAYS PLC	S	180	0	0	63	12	13	11	1	0	23	92	4	180
TOTAL LYON			180	0	0	63	12	13	11	1	0	23	92	4	180
NICE	BMI BRITISH MIDLAND	S	120	0	0	78	15	6	1	0	0	8	0	0	0
	BRITISH AIRWAYS PLC	S	362	0	0	70	12	12	5	0	0	14	93	4	438
TOTAL NICE			482	0	0	72	13	11	4	0	0	13	93	4	438
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	415	0	0	75	14	10	1	0	0	11	86	7	474
	BRITISH AIRWAYS PLC	S	402	0	0	74	11	9	6	0	0	13	93	4	452
TOTAL PARIS (CHARLES DE GAULLE)			817	0	0	75	12	10	3	0	0	12	89	6	926
PARIS (ORLY)	BRITISH AIRWAYS PLC	S	182	0	0	59	18	10	13	0	0	22	94	4	170
TOTAL PARIS (ORLY)			182	0	0	59	18	10	13	0	0	22	94	4	170
TOULOUSE (BLAGNAC)	BRITISH AIRWAYS PLC	S	173	0	1	73	9	9	7	2	0	20	94	5	180
TOTAL TOULOUSE (BLAGNAC)			173	0	1	73	9	9	7	2	0	20	94	5	180
TOTAL FRANCE			1834	0	1	71	13	10	6	0	0	15	91	5	1894
GEORGIA															
TBILISI	BMI BRITISH MIDLAND	S	20	0	1	90	5	5	0	0	0	4	86	5	35

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 2012

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 TBILISI			20	0	1	90	5	5	0	0	0	4	86	5	35
TOTAL GEORGIA			20	0	1	90	5	5	0	0	0	4	86	5	35
<b>GERMANY</b>															
BERLIN (TEGEL)	BRITISH AIRWAYS PLC	S	360	0	0	79	10	8	4	0	0	11	94	3	346
	LUFTHANSA	S	180	0	0	67	16	13	4	0	0	15	0	0	0
TOTAL BERLIN (TEGEL)			540	0	0	75	12	9	4	0	0	12	93	4	630
COLOGNE BONN	GERMANWINGS	S	170	0	0	81	8	11	1	0	0	9	0	0	0
TOTAL COLOGNE BONN			170	0	0	81	8	11	1	0	0	9	91	5	172
DUSSELDORF	BRITISH AIRWAYS PLC	S	342	0	0	79	7	10	4	0	0	10	93	3	328
	LUFTHANSA	S	263	0	1	80	11	9	1	0	0	9	93	4	270
TOTAL DUSSELDORF			605	0	1	79	8	10	3	0	0	10	93	4	614
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	412	0	0	65	17	13	5	0	0	15	85	7	382
	LUFTHANSA	S	648	0	2	68	18	12	2	0	0	13	77	10	639
TOTAL FRANKFURT MAIN			1061	0	2	67	18	13	3	0	0	14	80	9	1021
HAMBURG	BRITISH AIRWAYS PLC	S	296	0	0	78	10	7	4	0	0	10	93	4	240
	LUFTHANSA	S	168	0	0	77	9	5	9	0	0	13	95	2	172
TOTAL HAMBURG			464	0	0	78	10	6	6	0	0	11	94	3	412
HANOVER	BMI BRITISH MIDLAND	S	162	0	0	83	9	7	1	0	0	7	91	6	148
TOTAL HANOVER			162	0	0	83	9	7	1	0	0	7	91	6	148
MUNICH	BRITISH AIRWAYS PLC	S	341	0	0	78	9	12	1	0	0	10	95	3	401
	LUFTHANSA	S	468	0	0	81	10	7	1	0	0	8	87	7	414
TOTAL MUNICH			809	0	0	80	10	9	1	0	0	9	91	5	815
STUTTGART	BRITISH AIRWAYS PLC	S	120	0	0	81	9	8	3	0	0	8	88	6	120
	GERMANWINGS	S	168	0	0	76	14	4	6	0	0	11	0	0	0
TOTAL STUTTGART			288	0	0	78	12	6	5	0	0	10	92	4	292
TOTAL GERMANY			4099	0	3	76	12	9	3	0	0	11	89	5	4164
<b>GHANA</b>															
ACCRA	BRITISH AIRWAYS PLC	S	60	0	0	73	10	15	2	0	0	11	72	17	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	43	0	0	77	19	2	2	0	0	10	68	17	25
TOTAL ACCRA			103	0	0	75	14	10	2	0	0	11	71	17	85
TOTAL GHANA			103	0	0	75	14	10	2	0	0	11	71	17	85
<b>GIBRALTAR</b>															
GIBRALTAR	BRITISH AIRWAYS PLC	S	60	0	0	75	17	7	0	2	0	12	93	13	60
TOTAL GIBRALTAR			60	0	0	75	17	7	0	2	0	12	93	13	60
TOTAL GIBRALTAR			60	0	0	75	17	7	0	2	0	12	93	13	60
<b>GREECE</b>															
ATHENS	AEGEAN AIRLINES	S	240	0	0	75	15	9	1	0	0	10	83	7	240
	BRITISH AIRWAYS PLC	S	244	0	0	80	8	7	5	0	0	11	91	4	180
TOTAL ATHENS			484	0	0	78	12	8	3	0	0	11	86	6	420

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 GREECE</b>			<b>484</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>6</b>	<b>420</b>
<b>HONG KONG</b>															
<b>HONG KONG (CHEK LAP KOK)</b>	BRITISH AIRWAYS PLC	S	144	0	0	53	24	12	7	3	1	43	82	8	120
	CATHAY PACIFIC AIRWAYS	S	237	0	3	50	17	19	11	2	0	34	84	8	240
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>			<b>381</b>	<b>0</b>	<b>3</b>	<b>51</b>	<b>20</b>	<b>17</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>37</b>	<b>83</b>	<b>8</b>	<b>360</b>
<b>TOTAL HONG KONG</b>			<b>381</b>	<b>0</b>	<b>3</b>	<b>51</b>	<b>20</b>	<b>17</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>37</b>	<b>83</b>	<b>8</b>	<b>360</b>
<b>HUNGARY</b>															
<b>BUDAPEST</b>	BRITISH AIRWAYS PLC	S	180	0	0	63	12	16	10	0	0	21	95	3	180
<b>TOTAL BUDAPEST</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>12</b>	<b>16</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>95</b>	<b>3</b>	<b>180</b>
<b>TOTAL HUNGARY</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>12</b>	<b>16</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>95</b>	<b>3</b>	<b>180</b>
<b>ICELAND</b>															
<b>KEFLAVIK</b>	ICELANDAIR	S	120	0	0	88	8	2	3	0	0	8	71	10	118
<b>TOTAL KEFLAVIK</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>71</b>	<b>10</b>	<b>118</b>
<b>TOTAL ICELAND</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>71</b>	<b>10</b>	<b>118</b>
<b>INDIA</b>															
<b>AMRITSAR</b>	AIR INDIA	S	60	0	0	80	3	10	7	0	0	13	80	18	60
	BMI BRITISH MIDLAND	S	23	0	0	78	4	0	13	4	0	26	0	0	0
<b>TOTAL AMRITSAR</b>			<b>83</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>4</b>	<b>7</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>80</b>	<b>18</b>	<b>60</b>
<b>BANGALORE (BENGALURU)</b>	BRITISH AIRWAYS PLC	S	60	0	0	57	15	17	8	3	0	28	80	8	60
<b>TOTAL BANGALORE (BENGALURU)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>15</b>	<b>17</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>80</b>	<b>8</b>	<b>60</b>
<b>CHENNAI</b>	BRITISH AIRWAYS PLC	S	44	0	0	61	18	14	5	2	0	21	63	16	43
<b>TOTAL CHENNAI</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>18</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>63</b>	<b>16</b>	<b>43</b>
<b>DELHI</b>	BRITISH AIRWAYS PLC	S	120	0	0	64	17	15	3	2	0	18	83	10	120
	JET AIRWAYS	S	60	0	0	68	12	10	10	0	0	16	55	18	60
	KINGFISHER AIRLINES	S	20	0	0	95	5	0	0	0	0	3	95	2	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	72	5	15	5	0	3	44	82	7	60
<b>TOTAL DELHI</b>			<b>260</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>12</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>76</b>	<b>11</b>	<b>360</b>
<b>HYDERABAD ( RAJIV GHANDI )</b>	BRITISH AIRWAYS PLC	S	42	0	0	67	21	12	0	0	0	11	79	11	43
<b>TOTAL HYDERABAD ( RAJIV GHANDI )</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>21</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>11</b>	<b>43</b>
<b>MUMBAI</b>	AIR INDIA	S	60	0	0	53	28	13	5	0	0	18	78	16	60
	BRITISH AIRWAYS PLC	S	120	0	0	68	23	6	3	0	0	12	60	26	120
	JET AIRWAYS	S	120	0	0	58	15	23	4	0	0	17	76	11	120
<b>TOTAL MUMBAI</b>			<b>300</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>21</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>16</b>	<b>360</b>
<b>TOTAL INDIA</b>			<b>789</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>75</b>	<b>13</b>	<b>926</b>
<b>IRAN</b>															
<b>TEHRAN IMAM KHOMEINI</b>	BMI BRITISH MIDLAND	S	60	0	0	77	10	12	2	0	0	10	40	35	60
	IRAN AIR	S	26	0	0	77	15	0	4	4	0	17	63	28	24
<b>TOTAL TEHRAN IMAM KHOMEINI</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>46</b>	<b>33</b>	<b>84</b>
<b>TOTAL IRAN</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>46</b>	<b>33</b>	<b>84</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>IRISH REPUBLIC</b>															
CORK	AER LINGUS	S	238	0	0	85	8	5	2	0	0	6	95	2	240
<b>TOTAL CORK</b>			<b>238</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>95</b>	<b>2</b>	<b>240</b>
DUBLIN	AER LINGUS	S	761	0	0	82	10	6	2	0	0	8	90	5	749
	BMI BRITISH MIDLAND	S	316	0	0	76	13	8	3	0	0	12	85	8	290
<b>TOTAL DUBLIN</b>			<b>1077</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>6</b>	<b>1039</b>
SHANNON	AER LINGUS	S	178	0	0	79	12	4	5	0	0	11	94	3	180
<b>TOTAL SHANNON</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>94</b>	<b>3</b>	<b>180</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>1493</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>9</b>	<b>90</b>	<b>5</b>	<b>1459</b>
<b>ISRAEL</b>															
TEL AVIV	BRITISH AIRWAYS PLC	S	120	0	0	75	16	5	4	0	0	12	79	8	120
	EL AL	S	92	0	0	47	28	17	5	0	2	32	64	14	78
<b>TOTAL TEL AVIV</b>			<b>212</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>21</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>73</b>	<b>11</b>	<b>198</b>
<b>TOTAL ISRAEL</b>			<b>212</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>21</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>73</b>	<b>11</b>	<b>198</b>
<b>ITALY</b>															
BOLOGNA	BRITISH AIRWAYS PLC	S	4	0	0	50	0	0	50	0	0	82	0	0	0
<b>TOTAL BOLOGNA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>0</b>	<b>0</b>	<b>0</b>
MILAN (LINATE)	ALITALIA (CAI)	S	282	0	0	80	11	8	1	0	0	8	92	4	272
	BRITISH AIRWAYS PLC	S	318	0	0	77	11	5	6	1	0	15	94	3	318
<b>TOTAL MILAN (LINATE)</b>			<b>600</b>	<b>2</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>93</b>	<b>3</b>	<b>590</b>
MILAN (MALPENSA)	BRITISH AIRWAYS PLC	S	156	0	0	79	15	5	1	0	0	8	94	3	162
<b>TOTAL MILAN (MALPENSA)</b>			<b>156</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>8</b>	<b>442</b>
PISA	BRITISH AIRWAYS PLC	S	60	0	0	87	8	5	0	0	0	6	83	10	60
<b>TOTAL PISA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>10</b>	<b>60</b>
ROME (FIUMICINO)	ALITALIA (CAI)	S	240	0	0	74	14	10	3	0	0	12	85	9	300
	BRITISH AIRWAYS PLC	S	419	0	0	69	12	12	7	0	0	18	87	7	358
<b>TOTAL ROME (FIUMICINO)</b>			<b>659</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>86</b>	<b>8</b>	<b>658</b>
VENICE	BRITISH AIRWAYS PLC	S	94	0	0	76	11	10	4	0	0	13	88	5	68
<b>TOTAL VENICE</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>5</b>	<b>68</b>
<b>TOTAL ITALY</b>			<b>1573</b>	<b>4</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>87</b>	<b>6</b>	<b>1818</b>
<b>JAPAN</b>															
TOKYO (HANEDA)	BRITISH AIRWAYS PLC	S	44	0	0	77	18	5	0	0	0	8	0	222	2
<b>TOTAL TOKYO (HANEDA)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>222</b>	<b>2</b>
TOKYO (NARITA)	ALL NIPPON AIRWAYS	S	60	0	0	80	15	5	0	0	0	8	87	9	60
	BRITISH AIRWAYS PLC	S	60	0	0	58	23	8	3	2	5	40	69	17	61
	JAPAN AIRLINES	S	60	0	0	87	5	5	2	2	0	12	88	5	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	82	13	5	0	0	0	7	77	8	43
<b>TOTAL TOKYO (NARITA)</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>17</b>	<b>80</b>	<b>10</b>	<b>224</b>
<b>TOTAL JAPAN</b>			<b>284</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>15</b>	<b>80</b>	<b>12</b>	<b>226</b>

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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>JORDAN</b>															
AMMAN	BMI BRITISH MIDLAND	S	52	0	0	85	10	6	0	0	0	7	89	7	35
	ROYAL JORDANIAN	S	60	0	0	85	10	5	0	0	0	7	92	4	60
<b>TOTAL AMMAN</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>5</b>	<b>95</b>
<b>TOTAL JORDAN</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>5</b>	<b>95</b>
<b>KAZAKHSTAN</b>															
ALMATY	AIR ASTANA	S	16	0	0	81	6	13	0	0	0	8	94	4	18
	BMI BRITISH MIDLAND	S	3	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL ALMATY</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>94</b>	<b>4</b>	<b>18</b>
<b>TOTAL KAZAKHSTAN</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>94</b>	<b>4</b>	<b>18</b>
<b>KENYA</b>															
NAIROBI	BRITISH AIRWAYS PLC	S	60	0	0	60	23	12	3	0	2	29	50	30	60
	KENYA AIRWAYS	S	66	0	0	64	15	9	8	0	5	46	70	23	88
	VIRGIN ATLANTIC AIRWAYS LTD	S	50	0	0	58	24	10	8	0	0	20	54	21	54
<b>TOTAL NAIROBI</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>20</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>33</b>	<b>60</b>	<b>25</b>	<b>202</b>
<b>TOTAL KENYA</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>20</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>33</b>	<b>60</b>	<b>25</b>	<b>202</b>
<b>KUWAIT</b>															
KUWAIT	BRITISH AIRWAYS PLC	S	60	0	0	80	7	12	2	0	0	9	87	6	60
	KUWAIT AIRWAYS	S	60	0	0	63	22	13	2	0	0	14	52	29	60
<b>TOTAL KUWAIT</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>17</b>	<b>120</b>
<b>TOTAL KUWAIT</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>17</b>	<b>120</b>
<b>KYRGYZSTAN</b>															
BISHKEK (FRUNZE)	BMI BRITISH MIDLAND	S	16	0	0	81	13	0	6	0	0	9	84	6	25
<b>TOTAL BISHKEK (FRUNZE)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>6</b>	<b>25</b>
<b>TOTAL KYRGYZSTAN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>6</b>	<b>25</b>
<b>LEBANON</b>															
BEIRUT	BMI BRITISH MIDLAND	S	72	0	0	74	17	8	0	1	0	12	78	9	59
	MEA	S	60	0	0	78	17	3	2	0	0	8	82	7	60
<b>TOTAL BEIRUT</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>17</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>8</b>	<b>119</b>
<b>TOTAL LEBANON</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>17</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>8</b>	<b>119</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	BRITISH AIRWAYS PLC	S	102	0	0	71	16	13	1	0	0	11	84	7	102
<b>TOTAL LUXEMBOURG</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>7</b>	<b>102</b>
<b>TOTAL LUXEMBOURG</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>7</b>	<b>102</b>
<b>MALAYSIA</b>															
KUALA LUMPUR (SEPANG)	MALYSIAN AIRLINES SYSTEM-M	S	120	0	0	82	10	5	1	2	1	17	83	13	121
<b>TOTAL KUALA LUMPUR (SEPANG)</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>17</b>	<b>83</b>	<b>13</b>	<b>121</b>



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				Actual (7)	Plan (8)										
TOTAL MALAYSIA			120	0	0	82	10	5	1	2	1	17	83	13	121
MALTA															
MALTA	AIR MALTA	S	128	0	0	68	15	12	5	0	0	16	86	7	128
TOTAL MALTA			128	0	0	68	15	12	5	0	0	16	86	7	128
TOTAL MALTA			128	0	0	68	15	12	5	0	0	16	86	7	128
MAURITIUS															
MAURITIUS	AIR MAURITIUS LTD	S	44	0	0	55	20	16	9	0	0	23	50	24	44
TOTAL MAURITIUS			44	0	0	55	20	16	9	0	0	23	50	27	70
TOTAL MAURITIUS			44	0	0	55	20	16	9	0	0	23	50	27	70
MEXICO															
MEXICO CITY	BRITISH AIRWAYS PLC	S	34	0	0	71	9	21	0	0	0	13	77	10	35
TOTAL MEXICO CITY			34	0	0	71	9	21	0	0	0	13	77	10	35
TOTAL MEXICO			34	0	0	71	9	21	0	0	0	13	77	10	35
MOROCCO															
AGADIR	BMI BRITISH MIDLAND	S	16	0	0	75	13	13	0	0	0	9	0	0	0
TOTAL AGADIR			16	0	0	75	13	13	0	0	0	9	0	0	0
CASABLANCA MOHAMED V	BMI BRITISH MIDLAND	S	36	0	0	64	17	17	3	0	0	14	65	13	34
	ROYAL AIR MAROC	S	60	0	0	73	17	7	3	0	0	12	57	23	60
TOTAL CASABLANCA MOHAMED V			96	0	0	70	17	10	3	0	0	13	60	19	94
MARRAKESH	BMI BRITISH MIDLAND	S	48	0	0	56	25	10	6	2	0	24	54	19	26
TOTAL MARRAKESH			48	0	0	56	25	10	6	2	0	24	54	19	26
TANGIERS (IBN BATUTA)	ROYAL AIR MAROC	S	16	0	0	44	19	13	19	6	0	44	72	13	18
TOTAL TANGIERS (IBN BATUTA)			16	0	0	44	19	13	19	6	0	44	72	13	18
TOTAL MOROCCO			176	0	0	64	19	11	5	1	0	19	60	18	138
NETHERLANDS															
AMSTERDAM	BRITISH AIRWAYS PLC	S	465	0	1	71	14	12	4	0	0	14	90	6	410
	KLM	S	481	0	4	83	10	6	1	0	0	7	92	4	476
	KLM CITYHOPPER	S	157	0	0	82	11	4	3	0	0	8	96	5	114
TOTAL AMSTERDAM			1103	0	5	77	12	8	2	0	0	10	91	5	1000
TOTAL NETHERLANDS			1103	0	5	77	12	8	2	0	0	10	91	5	1000
NEW ZEALAND															
AUCKLAND INTERNATIONAL	AIR NEW ZEALAND LTD	S	102	0	0	85	10	4	1	0	0	7	88	7	104
TOTAL AUCKLAND INTERNATIONAL			102	0	0	85	10	4	1	0	0	7	88	7	104
TOTAL NEW ZEALAND			102	0	0	85	10	4	1	0	0	7	88	7	104
NIGERIA															
ABUJA	BRITISH AIRWAYS PLC	S	60	0	0	52	25	20	3	0	0	17	77	11	60
TOTAL ABUJA			60	0	0	52	25	20	3	0	0	17	69	22	95

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			Actual (7)	Plan (8)											
LAGOS	ARIK AIR	S	69	0	1	26	13	26	29	1	4	94	62	38	58
	BRITISH AIRWAYS PLC	S	60	0	0	60	17	18	5	0	0	17	72	11	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	67	13	13	3	0	3	44	81	10	59
<b>TOTAL LAGOS</b>			<b>189</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>14</b>	<b>20</b>	<b>13</b>	<b>1</b>	<b>3</b>	<b>54</b>	<b>72</b>	<b>20</b>	<b>177</b>
<b>TOTAL NIGERIA</b>			<b>249</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>17</b>	<b>20</b>	<b>11</b>	<b>0</b>	<b>2</b>	<b>45</b>	<b>71</b>	<b>20</b>	<b>272</b>
<b>NORWAY</b>															
BERGEN	BMI BRITISH MIDLAND	S	60	0	0	78	8	8	5	0	0	13	72	12	60
<b>TOTAL BERGEN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>12</b>	<b>60</b>
OSLO (GARDERMOEN)	BRITISH AIRWAYS PLC	S	240	0	0	75	8	10	7	0	0	14	95	3	239
	SAS	S	265	0	1	84	9	5	2	0	0	8	86	6	268
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>505</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>90</b>	<b>4</b>	<b>507</b>
STAVANGER	BMI BRITISH MIDLAND	S	60	0	0	85	8	7	0	0	0	6	88	5	60
	SAS	S	98	0	0	83	10	5	2	0	0	8	91	4	90
<b>TOTAL STAVANGER</b>			<b>158</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>7</b>	<b>90</b>	<b>4</b>	<b>150</b>
<b>TOTAL NORWAY</b>			<b>723</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>5</b>	<b>717</b>
<b>OMAN</b>															
MUSCAT	BRITISH AIRWAYS PLC	S	60	0	0	90	10	0	0	0	0	5	92	4	60
	OMAN AIR	S	60	0	0	68	8	10	12	2	0	22	75	9	60
<b>TOTAL MUSCAT</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>6</b>	<b>120</b>
<b>TOTAL OMAN</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>6</b>	<b>120</b>
<b>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	36	0	0	67	6	11	11	6	0	31	53	21	34
<b>TOTAL ISLAMABAD</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>6</b>	<b>11</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>31</b>	<b>53</b>	<b>21</b>	<b>34</b>
KARACHI	PAKISTAN INTL AIRLINES	S	18	0	0	61	11	6	11	11	0	52	48	34	44
<b>TOTAL KARACHI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>11</b>	<b>6</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>52</b>	<b>48</b>	<b>34</b>	<b>44</b>
LAHORE	PAKISTAN INTL AIRLINES	S	24	0	0	42	13	13	29	0	4	85	69	13	26
<b>TOTAL LAHORE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>13</b>	<b>13</b>	<b>29</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>69</b>	<b>13</b>	<b>26</b>
PESHAWAR	PAKISTAN INTL AIRLINES	S	4	0	0	0	0	0	100	0	0	112	0	0	0
<b>TOTAL PESHAWAR</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>112</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL PAKISTAN</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>9</b>	<b>10</b>	<b>21</b>	<b>5</b>	<b>1</b>	<b>55</b>	<b>55</b>	<b>25</b>	<b>104</b>
<b>POLAND</b>															
WARSAW	BRITISH AIRWAYS PLC	S	120	0	0	77	13	8	3	0	0	11	92	3	180
	LOT-POLISH AIRLINES	S	165	0	0	72	15	8	4	0	0	12	83	10	163
<b>TOTAL WARSAW</b>			<b>285</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>12</b>	<b>88</b>	<b>7</b>	<b>343</b>
<b>TOTAL POLAND</b>			<b>285</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>12</b>	<b>88</b>	<b>7</b>	<b>343</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
LISBON	AIR PORTUGAL	S	362	0	0	48	17	19	16	1	0	32	79	9	376
	BRITISH AIRWAYS PLC	S	180	0	0	64	12	15	8	1	0	20	93	4	240

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 2012

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 LISBON			542	0	0	53	15	18	13	1	0	28	84	7	616
TOTAL PORTUGAL(EXCLUDING MADEIRA)			542	0	0	53	15	18	13	1	0	28	84	7	616
QATAR															
DOHA	BRITISH AIRWAYS PLC	S	60	0	0	82	13	3	2	0	0	7	81	10	43
	QATAR AIRWAYS	S	300	0	0	72	15	7	5	1	0	17	84	8	240
TOTAL DOHA			360	0	0	74	14	7	4	1	0	15	83	8	283
TOTAL QATAR			360	0	0	74	14	7	4	1	0	15	83	8	283
REPUBLIC OF KOREA															
SEOUL (INCHEON)	ASIANA AIRLINES	S	60	0	0	42	15	23	20	0	0	36	65	17	34
	KOREAN AIR	S	60	0	0	45	13	37	5	0	0	24	78	8	60
TOTAL SEOUL (INCHEON)			120	0	0	43	14	30	13	0	0	30	73	11	94
TOTAL REPUBLIC OF KOREA			120	0	0	43	14	30	13	0	0	30	73	11	94
REPUBLIC OF SERBIA															
BELGRADE	JATAIRWAYS	S	78	0	0	58	13	5	24	0	0	30	82	8	66
TOTAL BELGRADE			78	0	0	58	13	5	24	0	0	30	82	8	66
TOTAL REPUBLIC OF SERBIA			78	0	0	58	13	5	24	0	0	30	82	8	66
REPUBLIC OF SOUTH AFRICA															
CAPE TOWN	BRITISH AIRWAYS PLC	S	60	0	0	53	27	10	8	2	0	24	70	51	60
	SOUTH AFRICAN AIRWAYS	S	60	0	0	97	0	3	0	0	0	3	83	24	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	26	0	1	96	0	0	4	0	0	4	85	6	26
TOTAL CAPE TOWN			146	0	1	79	11	5	4	1	0	12	78	32	146
JOHANNESBURG	BRITISH AIRWAYS PLC	S	143	0	0	65	15	10	7	1	2	35	71	12	120
	SOUTH AFRICAN AIRWAYS	S	112	0	0	77	11	10	1	1	1	20	78	21	120
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	72	17	5	2	2	3	40	65	15	60
TOTAL JOHANNESBURG			315	0	0	70	14	9	4	1	2	31	72	16	300
TOTAL REPUBLIC OF SOUTH AFRICA			461	0	1	73	13	8	4	1	1	25	74	21	446
ROMANIA															
BUCHAREST (OTOPENI)	BRITISH AIRWAYS PLC	S	120	0	0	81	7	8	5	0	0	11	96	3	120
	TAROM	S	112	0	0	79	16	4	1	0	0	7	95	2	58
TOTAL BUCHAREST (OTOPENI)			232	0	0	80	11	6	3	0	0	9	96	3	178
TOTAL ROMANIA			232	0	0	80	11	6	3	0	0	9	96	3	178
RUSSIA															
MOSCOW (DOMODEDOVO)	BMI BRITISH MIDLAND	S	118	0	0	87	8	2	2	0	1	14	78	12	118
	BRITISH AIRWAYS PLC	S	180	0	0	83	9	3	4	0	0	9	92	9	180
	TRANSAERO AIRLINES	S	120	0	0	61	19	15	5	0	0	17	82	13	120
TOTAL MOSCOW (DOMODEDOVO)			418	0	0	78	12	6	4	0	0	13	85	11	418
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	182	0	0	65	23	8	3	0	0	15	85	7	184
TOTAL MOSCOW (SHEREMETYEVO)			182	0	0	65	23	8	3	0	0	15	85	7	184
ST PETERSBURG	BRITISH AIRWAYS PLC	S	60	0	0	78	8	10	3	0	0	11	95	2	60

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			Actual (7)	Plan (8)											
TOTAL ST PETERSBURG			60	1	0	78	8	10	3	0	0	11	95	2	60
TOTAL RUSSIA			660	1	0	75	15	7	4	0	0	13	86	9	662
SAUDI ARABIA															
DAMMAM	BMI BRITISH MIDLAND	S	18	0	0	72	17	11	0	0	0	12	52	55	25
	SAUDI ARABIAN AIRLINES	S	8	0	0	38	38	25	0	0	0	22	89	5	9
TOTAL DAMMAM			26	0	0	62	23	15	0	0	0	15	62	42	34
JEDDAH	BMI BRITISH MIDLAND	S	19	0	0	74	11	11	5	0	0	14	20	81	25
	BRITISH AIRWAYS PLC	S	43	0	0	81	7	9	2	0	0	9	91	4	44
	SAUDI ARABIAN AIRLINES	S	60	0	0	60	23	13	3	0	0	15	85	7	60
TOTAL JEDDAH			122	0	0	70	16	11	3	0	0	13	74	20	129
RIYADH	BMI BRITISH MIDLAND	S	16	0	0	56	31	13	0	0	0	15	0	0	0
	BRITISH AIRWAYS PLC	S	58	0	0	88	9	0	3	0	0	6	84	5	43
	SAUDI ARABIAN AIRLINES	S	44	0	0	61	18	18	2	0	0	16	77	8	35
TOTAL RIYADH			118	0	0	74	15	8	3	0	0	11	81	6	78
TOTAL SAUDI ARABIA			266	0	0	71	16	11	3	0	0	12	75	19	241
SIERRA LEONE															
FREETOWN	BMI BRITISH MIDLAND	S	26	0	0	65	8	12	12	4	0	30	50	22	34
TOTAL FREETOWN			26	0	0	65	8	12	12	4	0	30	50	22	34
TOTAL SIERRA LEONE			26	0	0	65	8	12	12	4	0	30	50	22	34
SINGAPORE															
SINGAPORE	BRITISH AIRWAYS PLC	S	60	0	0	50	37	12	2	0	0	15	77	13	60
	SINGAPORE AIRLINES	S	180	0	0	64	14	16	3	1	2	27	71	12	180
TOTAL SINGAPORE			240	0	0	61	20	15	3	0	1	24	73	13	240
TOTAL SINGAPORE			240	0	0	61	20	15	3	0	1	24	73	13	240
SPAIN															
BARCELONA	BRITISH AIRWAYS PLC	S	530	0	0	72	13	9	5	1	0	19	92	6	480
	PRIVILEGE STYLE	C	2	0	0	100	0	0	0	0	0	12	0	0	0
TOTAL BARCELONA			532	0	0	72	13	9	5	1	0	19	92	6	480
BILBAO	VUELING AIRLINES	S	98	0	0	83	11	4	2	0	0	9	89	6	62
TOTAL BILBAO			98	0	0	83	11	4	2	0	0	9	89	6	62
LA CORUNA	VUELING AIRLINES	S	60	0	0	88	7	2	3	0	0	11	98	3	60
TOTAL LA CORUNA			60	0	0	88	7	2	3	0	0	11	98	3	60
MADRID	BRITISH AIRWAYS PLC	S	502	0	0	53	17	18	12	0	0	25	75	12	292
	IBERIA	S	206	0	0	50	22	20	8	0	0	22	60	20	466
TOTAL MADRID			708	0	0	52	19	18	10	0	0	24	66	17	758
VIGO	VUELING AIRLINES	S	26	0	0	46	35	8	8	4	0	28	50	49	12
TOTAL VIGO			26	0	0	46	35	8	8	4	0	28	50	49	12
TOTAL SPAIN			1424	0	0	63	16	13	8	0	0	21	78	12	1419

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			Actual (7)	Plan (8)											
<b>SRI LANKA</b>															
COLOMBO	SRILANKAN AIRLINES	S	86	0	0	70	10	10	9	0	0	18	42	34	104
TOTAL COLOMBO			<b>86</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>10</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>42</b>	<b>34</b>	104
TOTAL SRI LANKA			<b>86</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>10</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>42</b>	<b>34</b>	104
<b>SUDAN</b>															
KHARTOUM	BMI BRITISH MIDLAND	S	13	0	0	54	15	23	8	0	0	20	72	12	25
TOTAL KHARTOUM			<b>13</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>15</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>72</b>	<b>12</b>	25
TOTAL SUDAN			<b>13</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>15</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>72</b>	<b>12</b>	25
<b>SWEDEN</b>															
GOTEBORG	BRITISH AIRWAYS PLC	S	120	0	0	83	6	7	4	0	0	9	97	1	119
	SAS	S	104	0	0	81	9	7	4	0	0	11	92	9	104
TOTAL GOTEBORG			<b>224</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>95</b>	<b>5</b>	223
OSTERSUND / FROSON	BMI BRITISH MIDLAND	C	5	0	0	100	0	0	0	0	0	0	100	0	7
TOTAL OSTERSUND / FROSON			<b>5</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	7
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS PLC	S	291	0	1	71	10	10	7	2	0	19	91	5	290
	SAS	S	303	0	0	73	13	10	4	0	0	12	84	7	338
TOTAL STOCKHOLM (ARLANDA)			<b>594</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>12</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>87</b>	<b>6</b>	628
TOTAL SWEDEN			<b>823</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>10</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>90</b>	<b>6</b>	868
<b>SWITZERLAND</b>															
BASLE MULHOUSE	BMI BRITISH MIDLAND	S	162	0	0	85	7	5	4	0	0	9	85	7	162
	BRITISH AIRWAYS PLC	S	180	0	0	81	9	9	2	0	0	9	94	2	180
TOTAL BASLE MULHOUSE			<b>342</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>5</b>	342
GENEVA	BMI BRITISH MIDLAND	C	5	0	0	100	0	0	0	0	0	7	29	24	7
	BRITISH AIRWAYS PLC	S	475	0	0	75	10	9	5	0	0	13	88	5	480
	SWISS AIRLINES	S	343	0	0	82	9	7	2	0	0	9	90	5	360
TOTAL GENEVA			<b>823</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>5</b>	847
ZURICH	BRITISH AIRWAYS PLC	S	346	0	0	70	13	9	8	0	0	16	94	4	301
	SWISS AIRLINES	S	420	0	0	71	17	8	3	0	0	13	84	8	359
TOTAL ZURICH			<b>766</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>88</b>	<b>6</b>	660
TOTAL SWITZERLAND			<b>1931</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>88</b>	<b>5</b>	1849
<b>SYRIA</b>															
DAMASCUS	BMI BRITISH MIDLAND	S	22	0	0	82	5	14	0	0	0	10	78	31	60
	SYRIANAIR	S	4	0	0	50	0	0	0	50	0	176	83	6	24
TOTAL DAMASCUS			<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>35</b>	<b>80</b>	<b>24</b>	84
TOTAL SYRIA			<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>35</b>	<b>80</b>	<b>24</b>	84
<b>TAIWAN</b>															
TAIPEI	EVA AIR	S	56	0	0	61	11	27	2	0	0	16	58	17	60
TOTAL TAIPEI			<b>56</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>11</b>	<b>27</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>64</b>	<b>15</b>	78

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			Actual (7)	Plan (8)											
TOTAL TAIWAN			56	0	0	61	11	27	2	0	0	16	64	15	78
TANZANIA															
DAR-ES-SALAAM	BRITISH AIRWAYS PLC	S	25	0	0	72	24	4	0	0	0	10	68	10	25
TOTAL DAR-ES-SALAAM			25	0	0	72	24	4	0	0	0	10	68	10	25
TOTAL TANZANIA			25	0	0	72	24	4	0	0	0	10	68	10	25
THAILAND															
BANGKOK SUVARNABHUMI	BRITISH AIRWAYS PLC	S	60	0	0	63	8	13	7	2	7	77	0	0	0
	THAI AIRWAYS INTERNATIONAL	S	120	0	2	82	10	6	3	0	0	9	73	11	120
TOTAL BANGKOK SUVARNABHUMI			180	0	2	76	9	8	4	1	2	32	73	11	120
TOTAL THAILAND			180	0	2	76	9	8	4	1	2	32	73	11	120
TUNISIA															
TUNIS	TUNISAIR	S	42	0	0	21	26	38	14	0	0	38	17	30	36
TOTAL TUNIS			42	0	0	21	26	38	14	0	0	38	17	30	36
TOTAL TUNISIA			42	0	0	21	26	38	14	0	0	38	17	30	36
TURKEY															
ISTANBUL	BRITISH AIRWAYS PLC	S	176	0	0	61	15	11	10	1	2	39	91	6	180
	THY TURK HAVA YOLLARI TURKIS	S	266	0	0	48	17	20	14	1	0	31	86	6	268
TOTAL ISTANBUL			442	0	0	53	16	17	12	1	1	34	88	7	450
TOTAL TURKEY			442	0	0	53	16	17	12	1	1	34	87	7	456
TURKMENISTAN															
ASHKHABAD	TURKMENISTAN AIRLINES	S	16	0	0	75	13	6	6	0	0	14	28	27	18
TOTAL ASHKHABAD			16	0	0	75	13	6	6	0	0	14	28	27	18
TOTAL TURKMENISTAN			16	0	0	75	13	6	6	0	0	14	28	27	18
TURKS AND CAICOS ISLANDS															
PROVIDENCIALES	BRITISH AIRWAYS PLC	S	10	0	0	80	10	10	0	0	0	9	100	3	8
TOTAL PROVIDENCIALES			10	0	0	80	10	10	0	0	0	9	100	3	8
TOTAL TURKS AND CAICOS ISLANDS			10	0	0	80	10	10	0	0	0	9	100	3	8
UGANDA															
ENTEBBE	BRITISH AIRWAYS PLC	S	35	0	0	51	20	23	6	0	0	22	48	30	42
TOTAL ENTEBBE			35	0	0	51	20	23	6	0	0	22	48	30	42
TOTAL UGANDA			35	0	0	51	20	23	6	0	0	22	48	30	42
UKRAINE															
KIEV (BORISPOL)	BRITISH AIRWAYS PLC	S	104	0	0	88	4	7	1	0	0	6	95	4	102
TOTAL KIEV (BORISPOL)			104	0	0	88	4	7	1	0	0	6	95	4	102
TOTAL UKRAINE			104	0	0	88	4	7	1	0	0	6	95	4	102

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			Actual (7)	Plan (8)											
<b>UNITED ARAB EMIRATES</b>															
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	180	0	0	85	9	4	2	0	0	8	77	9	180
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>180</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>8</b>	<b>77</b>	<b>9</b>	<b>180</b>
DUBAI	BRITISH AIRWAYS PLC	S	120	0	0	71	13	10	7	0	0	16	82	11	119
	EMIRATES	S	300	0	0	58	18	17	7	1	0	21	54	21	300
	VIRGIN ATLANTIC AIRWAYS LTD	S	57	0	0	81	11	4	5	0	0	11	88	7	60
<b>TOTAL DUBAI</b>			<b>477</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>65</b>	<b>17</b>	<b>479</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>657</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>68</b>	<b>15</b>	<b>659</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BMI BRITISH MIDLAND	S	321	0	0	80	12	7	2	0	0	9	91	6	298
	BRITISH AIRWAYS PLC	S	394	0	0	75	11	11	3	0	0	11	90	5	391
<b>TOTAL ABERDEEN</b>			<b>715</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>91</b>	<b>5</b>	<b>689</b>
BELFAST CITY (GEORGE BEST)	BMI BRITISH MIDLAND	S	356	0	0	79	11	7	3	0	0	9	80	8	328
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>356</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>9</b>	<b>80</b>	<b>8</b>	<b>328</b>
BELFAST INTERNATIONAL	AER LINGUS	S	180	0	0	86	7	6	1	0	0	6	91	4	240
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>91</b>	<b>4</b>	<b>240</b>
EDINBURGH	BMI BRITISH MIDLAND	S	334	0	0	83	7	7	2	0	0	10	84	7	376
	BRITISH AIRWAYS PLC	S	600	0	0	73	10	10	7	0	0	14	92	4	544
<b>TOTAL EDINBURGH</b>			<b>934</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>89</b>	<b>5</b>	<b>920</b>
GLASGOW	BRITISH AIRWAYS PLC	S	503	0	0	73	7	13	7	0	0	15	89	5	442
<b>TOTAL GLASGOW</b>			<b>503</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>7</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>89</b>	<b>5</b>	<b>442</b>
MANCHESTER	BMI BRITISH MIDLAND	S	307	0	1	78	11	9	2	0	0	11	81	11	272
	BRITISH AIRWAYS PLC	S	447	0	0	74	10	9	7	0	0	14	96	2	432
<b>TOTAL MANCHESTER</b>			<b>754</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>10</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>90</b>	<b>6</b>	<b>704</b>
NEWCASTLE	BRITISH AIRWAYS PLC	S	332	0	0	72	13	12	3	0	0	12	92	4	332
<b>TOTAL NEWCASTLE</b>			<b>332</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>92</b>	<b>4</b>	<b>332</b>
<b>TOTAL UNITED KINGDOM</b>			<b>3775</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>10</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>89</b>	<b>5</b>	<b>3655</b>
<b>USA</b>															
ATLANTA	BRITISH AIRWAYS PLC	S	60	0	0	52	20	15	13	0	0	27	75	12	60
	DELTA AIRLINES	S	97	0	0	77	10	7	4	0	1	16	78	11	94
<b>TOTAL ATLANTA</b>			<b>157</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>77</b>	<b>12</b>	<b>154</b>
BALTIMORE	BRITISH AIRWAYS PLC	S	58	0	0	62	33	5	0	0	0	11	77	12	60
<b>TOTAL BALTIMORE</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>33</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>12</b>	<b>60</b>
BOSTON	AMERICAN AIRLINES	S	118	0	0	74	15	7	3	2	0	16	91	6	118
	BRITISH AIRWAYS PLC	S	178	0	0	76	12	10	1	1	0	11	88	8	180
	DELTA AIRLINES	S	60	0	0	88	8	2	2	0	0	6	88	6	117
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	82	13	3	2	0	0	7	85	4	59
<b>TOTAL BOSTON</b>			<b>416</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>6</b>	<b>474</b>
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	236	0	1	79	10	8	2	1	0	13	87	8	222
	BRITISH AIRWAYS PLC	S	120	0	0	70	17	9	4	0	0	14	88	10	120

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 2012

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
CHICAGO (O'HARE)	UNITED AIRLINES	S	152	0	0	76	16	4	5	0	0	12	83	14	177
<b>TOTAL CHICAGO (O'HARE)</b>			<b>508</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>86</b>	<b>10</b>	519
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	168	0	2	64	13	11	10	1	0	22	79	14	162
	BRITISH AIRWAYS PLC	S	60	0	0	70	13	8	8	0	0	19	75	15	60
<b>TOTAL DALLAS/FORT WORTH</b>			<b>228</b>	<b>0</b>	<b>2</b>	<b>66</b>	<b>13</b>	<b>11</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>78</b>	<b>14</b>	222
DENVER INTERNATIONAL	BRITISH AIRWAYS PLC	S	60	0	0	55	15	13	13	0	3	37	87	6	60
<b>TOTAL DENVER INTERNATIONAL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>15</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>3</b>	<b>37</b>	<b>87</b>	<b>6</b>	60
DETROIT	DELTA AIRLINES	S	66	0	0	86	8	6	0	0	0	5	95	3	86
<b>TOTAL DETROIT</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>95</b>	<b>3</b>	86
HOUSTON	BRITISH AIRWAYS PLC	S	120	0	0	68	11	17	5	0	0	18	80	16	114
	UNITED AIRLINES	S	104	0	0	73	12	9	7	0	0	16	0	0	0
<b>TOTAL HOUSTON</b>			<b>224</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>11</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>86</b>	<b>11</b>	234
LAS VEGAS	BRITISH AIRWAYS PLC	S	60	0	0	55	20	18	5	0	2	35	80	10	60
<b>TOTAL LAS VEGAS</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>20</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>35</b>	<b>80</b>	<b>10</b>	60
LOS ANGELES INTERNATIONAL	AMERICAN AIRLINES	S	60	0	0	77	12	8	3	0	0	11	88	8	60
	BRITISH AIRWAYS PLC	S	180	0	0	57	21	15	6	1	0	23	80	14	180
	UNITED AIRLINES	S	49	0	1	76	10	8	4	2	0	14	88	10	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	112	0	0	84	9	7	0	0	0	7	89	4	120
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>401</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>15</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>85</b>	<b>10</b>	420
MIAMI INTERNATIONAL	AMERICAN AIRLINES	S	60	0	0	65	20	13	2	0	0	13	75	19	60
	BRITISH AIRWAYS PLC	S	180	0	0	63	17	14	6	0	0	17	61	21	120
	DELTA AIRLINES	S	33	0	0	85	6	3	3	3	0	14	82	10	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	75	7	10	8	0	0	15	78	10	60
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>333</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>71</b>	<b>17</b>	300
MINNEAPOLIS-ST PAUL	DELTA AIRLINES	S	60	0	0	85	10	5	0	0	0	5	88	8	60
<b>TOTAL MINNEAPOLIS-ST PAUL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>8</b>	60
NEW YORK (JF KENNEDY)	AMERICAN AIRLINES	S	292	0	0	83	11	5	1	0	0	7	82	12	240
	BRITISH AIRWAYS PLC	S	418	1	0	64	16	14	6	1	0	20	72	20	418
	DELTA AIRLINES	S	180	0	0	79	12	3	4	1	1	19	93	7	180
	KUWAIT AIRWAYS	S	25	0	0	64	8	20	8	0	0	19	35	52	26
	VIRGIN ATLANTIC AIRWAYS LTD	S	180	0	0	87	6	4	2	0	1	15	81	15	176
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>1095</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>16</b>	1040
NEW YORK (NEWARK)	BRITISH AIRWAYS PLC	S	176	0	0	71	16	11	1	0	0	11	84	9	180
	UNITED AIRLINES	S	268	0	0	70	17	10	3	0	0	12	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	116	0	0	71	16	6	4	2	1	24	68	24	120
<b>TOTAL NEW YORK (NEWARK)</b>			<b>560</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>14</b>	599
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	120	0	0	76	15	7	2	1	0	11	86	18	118
	US AIRWAYS	S	60	1	0	83	7	7	2	2	0	11	88	16	60
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>180</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>17</b>	178
PHOENIX	BRITISH AIRWAYS PLC	S	52	0	0	60	17	17	6	0	0	18	65	17	52
<b>TOTAL PHOENIX</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>17</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>65</b>	<b>17</b>	52
RALEIGH	AMERICAN AIRLINES	S	60	0	0	85	8	3	2	2	0	11	93	11	60



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 2012

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 RALEIGH			60	0	0	85	8	3	2	2	0	11	93	11	60
SAN DIEGO	BRITISH AIRWAYS PLC	S	60	0	0	50	23	12	15	0	0	26	0	0	0
TOTAL SAN DIEGO			60	0	0	50	23	12	15	0	0	26	0	0	0
SAN FRANCISCO	BRITISH AIRWAYS PLC	S	120	0	0	74	14	9	3	0	0	11	83	8	120
	UNITED AIRLINES	S	109	0	0	71	10	10	8	0	1	28	91	9	120
	VIRGIN ATLANTIC AIRWAYS LTD	S	76	0	0	83	4	7	7	0	0	11	77	24	60
TOTAL SAN FRANCISCO			305	0	0	75	10	9	6	0	0	17	85	12	300
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	60	0	0	53	23	10	12	2	0	26	62	20	60
TOTAL SEATTLE (TACOMA)			60	0	0	53	23	10	12	2	0	26	62	20	60
WASHINGTON (DULLES)	BRITISH AIRWAYS PLC	S	180	0	0	73	14	9	4	0	0	13	82	12	180
	UNITED AIRLINES	S	161	0	0	72	14	8	4	1	1	18	90	8	226
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	92	3	5	0	0	0	4	92	8	60
TOTAL WASHINGTON (DULLES)			401	0	0	76	12	8	3	0	0	14	87	10	466
TOTAL USA			5344	2	4	72	14	9	4	0	0	16	82	12	5404
UZBEKISTAN															
TASHKENT	UZBEKISTAN AIRLINES	S	16	0	0	56	25	6	13	0	0	18	33	22	18
TOTAL TASHKENT			16	0	0	56	25	6	13	0	0	18	33	22	18
TOTAL UZBEKISTAN			16	0	0	56	25	6	13	0	0	18	33	22	18
ZAMBIA															
LUSAKA	BRITISH AIRWAYS PLC	S	26	0	0	62	23	15	0	0	0	13	42	21	26
TOTAL LUSAKA			26	0	0	62	23	15	0	0	0	13	42	21	26
TOTAL ZAMBIA			26	0	0	62	23	15	0	0	0	13	42	21	26
TOTAL HEATHROW			38744	13	31	72	13	10	5	0	0	15	84	9	39184

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 2012

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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	206	0	0	95	4	1	0	0	0	3	97	2	220
TOTAL ANTWERP			<b>206</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>97</b>	<b>2</b>	<b>220</b>
TOTAL BELGIUM			<b>206</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>97</b>	<b>2</b>	<b>220</b>
<b>DENMARK</b>															
BILLUND	SUN AIR OF SCANDINAVIA	S	72	0	0	78	17	6	0	0	0	9	92	4	36
TOTAL BILLUND			<b>72</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>9</b>	<b>92</b>	<b>4</b>	<b>36</b>
COPENHAGEN	BA CITYFLYER LTD	S	83	0	0	80	8	7	5	0	0	13	93	3	85
TOTAL COPENHAGEN			<b>83</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>93</b>	<b>3</b>	<b>85</b>
TOTAL DENMARK			<b>155</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>93</b>	<b>4</b>	<b>121</b>
<b>FRANCE</b>															
BREST	VLM (BELGIUM)	S	18	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL BREST			<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>0</b>	<b>0</b>	<b>0</b>
BRIVE-LA-GAILLARDE	CITY JET	S	18	0	0	94	0	6	0	0	0	5	82	9	22
TOTAL BRIVE-LA-GAILLARDE			<b>18</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>9</b>	<b>22</b>
CHAMBERY	BA CITYFLYER LTD	S	4	0	0	50	0	0	50	0	0	52	0	0	0
TOTAL CHAMBERY			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>0</b>	<b>0</b>
DEAUVILLE	VLM (BELGIUM)	S	18	0	0	94	6	0	0	0	0	2	96	2	26
TOTAL DEAUVILLE			<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>2</b>	<b>96</b>	<b>2</b>	<b>26</b>
NANTES	VLM (BELGIUM)	S	60	0	0	92	8	0	0	0	0	3	93	3	102
TOTAL NANTES			<b>60</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>93</b>	<b>3</b>	<b>102</b>
NICE	BA CITYFLYER LTD	S	58	0	0	83	10	7	0	0	0	6	81	12	59
TOTAL NICE			<b>58</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>12</b>	<b>59</b>
PARIS (ORLY)	VLM (BELGIUM)	S	256	0	0	89	6	2	3	0	0	6	94	3	262
TOTAL PARIS (ORLY)			<b>256</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>94</b>	<b>3</b>	<b>264</b>
PAU	CITY JET	S	25	0	0	88	8	4	0	0	0	4	100	1	26
TOTAL PAU			<b>25</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>4</b>	<b>100</b>	<b>1</b>	<b>26</b>
TOULON / HYERES	CITY JET	S	15	0	0	80	7	7	7	0	0	10	0	0	0
TOTAL TOULON / HYERES			<b>15</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL FRANCE			<b>472</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>4</b>	<b>499</b>
<b>GERMANY</b>															
FRANKFURT MAIN	BA CITYFLYER LTD	S	159	0	0	83	8	8	2	0	0	8	91	3	113
	LUFTHANSA CITY LINE	S	122	0	0	81	13	4	2	0	0	8	90	5	143
TOTAL FRANKFURT MAIN			<b>281</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>8</b>	<b>90</b>	<b>4</b>	<b>256</b>
MUNICH	LUFTHANSA CITY LINE	S	68	0	0	93	6	1	0	0	0	5	85	7	74
TOTAL MUNICH			<b>68</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>7</b>	<b>74</b>
TOTAL GERMANY			<b>349</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>5</b>	<b>330</b>

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Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>IRISH REPUBLIC</b>															
DUBLIN	CITY JET	S	257	0	0	86	9	4	2	0	0	6	98	2	215
TOTAL DUBLIN			<b>257</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>98</b>	<b>2</b>	<b>215</b>
TOTAL IRISH REPUBLIC			<b>257</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>98</b>	<b>2</b>	<b>215</b>
<b>ITALY</b>															
FLORENCE	CITY JET	S	50	0	0	72	12	6	10	0	0	17	90	12	49
TOTAL FLORENCE			<b>50</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>6</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>90</b>	<b>12</b>	<b>49</b>
MILAN (LINATE)	CITY JET	S	88	0	0	97	2	0	1	0	0	1	91	7	88
TOTAL MILAN (LINATE)			<b>88</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>1</b>	<b>91</b>	<b>7</b>	<b>88</b>
TOTAL ITALY			<b>138</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>9</b>	<b>137</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	CITY JET	S	40	0	0	88	5	3	5	0	0	7	0	0	0
	LUXAIR	S	198	0	0	87	5	4	4	0	1	11	91	5	196
	VLM (BELGIUM)	S	111	0	0	91	6	0	2	1	0	6	96	2	149
TOTAL LUXEMBOURG			<b>349</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>93</b>	<b>4</b>	<b>345</b>
TOTAL LUXEMBOURG			<b>349</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>93</b>	<b>4</b>	<b>345</b>
<b>NETHERLANDS</b>															
AMSTERDAM	BA CITYFLYER LTD	S	221	0	0	84	8	5	4	0	0	8	97	2	149
	CITY JET	S	337	0	0	88	7	3	1	1	0	7	93	3	315
TOTAL AMSTERDAM			<b>558</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>95</b>	<b>3</b>	<b>464</b>
EINDHOVEN	VLM (BELGIUM)	S	78	0	0	91	5	3	1	0	0	4	94	2	78
TOTAL EINDHOVEN			<b>78</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>94</b>	<b>2</b>	<b>78</b>
ROTTERDAM	VLM (BELGIUM)	S	295	0	0	92	6	1	1	0	0	3	96	2	347
TOTAL ROTTERDAM			<b>295</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>96</b>	<b>2</b>	<b>347</b>
TOTAL NETHERLANDS			<b>931</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>95</b>	<b>2</b>	<b>889</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	BA CITYFLYER LTD	S	26	0	0	81	12	8	0	0	0	8	0	0	0
TOTAL FARO			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL PORTUGAL(EXCLUDING MADEIRA)			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SPAIN</b>															
BARCELONA	BA CITYFLYER LTD	S	60	0	0	77	8	7	8	0	0	15	84	6	58
TOTAL BARCELONA			<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>8</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>84</b>	<b>6</b>	<b>58</b>
IBIZA	BA CITYFLYER LTD	S	41	0	0	78	7	5	5	5	0	23	85	6	26
TOTAL IBIZA			<b>41</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>23</b>	<b>85</b>	<b>6</b>	<b>26</b>
MADRID	BA CITYFLYER LTD	S	87	0	0	79	8	8	5	0	0	12	86	9	87
TOTAL MADRID			<b>87</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>9</b>	<b>87</b>
MALAGA	BA CITYFLYER LTD	S	36	0	0	56	14	17	14	0	0	29	0	0	0

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			Actual (7)	Plan (8)											
TOTAL MALAGA			36	0	0	56	14	17	14	0	0	29	0	0	0
PALMA DE MALLORCA	BA CITYFLYER LTD	S	28	0	0	96	0	4	0	0	0	3	86	6	28
TOTAL PALMA DE MALLORCA			28	0	0	96	0	4	0	0	0	3	86	6	28
TOTAL SPAIN			252	0	0	77	8	8	6	1	0	16	85	7	199
SWEDEN															
STOCKHOLM (ARLANDA)	BA CITYFLYER LTD	S	86	0	0	76	16	5	3	0	0	11	94	3	85
TOTAL STOCKHOLM (ARLANDA)			86	0	0	76	16	5	3	0	0	11	94	3	85
TOTAL SWEDEN			86	0	0	76	16	5	3	0	0	11	94	3	85
SWITZERLAND															
BERNE	SKY WORK AG	S	98	0	2	91	5	2	2	0	0	6	96	2	50
TOTAL BERNE			98	0	2	91	5	2	2	0	0	6	96	2	50
GENEVA	SWISS AIRLINES	S	215	0	2	88	5	4	3	0	0	7	94	3	205
TOTAL GENEVA			215	0	2	88	5	4	3	0	0	7	94	3	205
ZURICH	BA CITYFLYER LTD	S	168	0	0	89	5	4	2	0	0	5	90	4	154
	SWISS AIRLINES	S	343	0	2	83	10	4	3	0	0	9	88	5	344
TOTAL ZURICH			511	0	2	85	8	4	3	0	0	8	89	5	498
TOTAL SWITZERLAND			824	0	6	87	7	4	3	0	0	7	91	4	753
UNITED KINGDOM															
DUNDEE	CITY JET	S	110	0	0	91	4	5	1	0	0	5	0	0	0
TOTAL DUNDEE			110	0	0	91	4	5	1	0	0	5	94	3	107
EDINBURGH	BA CITYFLYER LTD	S	350	0	0	89	6	3	2	0	0	7	92	5	278
	CITY JET	S	155	2	0	95	4	1	1	0	0	2	98	2	117
TOTAL EDINBURGH			505	2	0	91	5	2	2	0	0	5	94	4	395
GLASGOW	BA CITYFLYER LTD	S	172	0	0	92	3	3	1	0	0	4	90	4	152
TOTAL GLASGOW			172	0	0	92	3	3	1	0	0	4	90	4	152
ISLE OF MAN	AER ARANN	S	50	0	2	86	10	0	4	0	0	5	89	6	148
TOTAL ISLE OF MAN			50	0	2	86	10	0	4	0	0	5	89	6	148
JERSEY	BLUE ISLANDS LIMITED	S	84	0	0	75	14	5	6	0	0	12	100	0	28
TOTAL JERSEY			84	0	0	75	14	5	6	0	0	12	100	0	28
TOTAL UNITED KINGDOM			921	2	2	89	6	3	2	0	0	6	93	4	830
USA															
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	83	1	0	94	4	2	0	0	0	3	86	7	80
TOTAL NEW YORK (JF KENNEDY)			83	1	0	94	4	2	0	0	0	3	86	7	80
TOTAL USA			83	1	0	94	4	2	0	0	0	3	86	7	80
TOTAL LONDON CITY			5049	3	8	87	7	3	2	0	0	7	92	4	4703

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			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
SALZBURG	EASYJET AIRLINE COMPANY LTD	S	10	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL SALZBURG			10	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL AUSTRIA			10	0	0	100	0	0	0	0	0	1	0	0	0
<b>BULGARIA</b>															
BURGAS	WIZZ AIR	S	36	0	0	64	19	17	0	0	0	13	18	35	34
TOTAL BURGAS			36	0	0	64	19	17	0	0	0	13	18	35	34
SOFIA	WIZZ AIR	S	60	0	0	80	3	10	7	0	0	11	58	25	60
TOTAL SOFIA			60	0	0	80	3	10	7	0	0	11	58	25	60
VARNA	WIZZ AIR	S	16	0	1	75	13	13	0	0	0	13	61	24	18
TOTAL VARNA			16	0	1	75	13	13	0	0	0	13	61	24	18
TOTAL BULGARIA			112	0	1	74	10	13	4	0	0	12	46	28	112
<b>CYPRUS</b>															
LARNACA	MONARCH AIRLINES	S	32	0	1	56	28	9	6	0	0	21	59	15	34
TOTAL LARNACA			32	1	1	56	28	9	6	0	0	21	59	15	34
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	22	0	0	82	14	0	0	0	5	24	75	9	16
	THOMSON AIRWAYS LTD	C	16	0	0	81	0	0	19	0	0	17	50	18	8
TOTAL PAPHOS			38	0	0	82	8	0	8	0	3	21	67	12	24
TOTAL CYPRUS			70	1	1	70	17	4	7	0	1	21	62	14	58
<b>CZECH REPUBLIC</b>															
BRNO (TURANY)	WIZZ AIR	S	36	0	0	81	14	0	6	0	0	9	88	6	34
TOTAL BRNO (TURANY)			36	0	0	81	14	0	6	0	0	9	88	6	34
PRAGUE	WIZZ AIR	S	112	0	0	92	4	0	4	0	0	6	80	15	95
TOTAL PRAGUE			112	0	0	92	4	0	4	0	0	6	80	15	95
TOTAL CZECH REPUBLIC			148	0	0	89	7	0	4	0	0	7	82	12	129
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	EASYJET AIRLINE COMPANY LTD	S	42	0	0	90	7	2	0	0	0	5	77	8	44
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL SHARM EL SHEIKH (OPHIRA)			50	0	0	92	6	2	0	0	0	5	80	7	59
TOTAL EGYPT			50	0	0	92	6	2	0	0	0	5	80	7	59
<b>ESTONIA</b>															
TALLIN	RYANAIR	S	26	0	0	69	8	23	0	0	0	16	79	9	34
TOTAL TALLIN			26	2	0	69	8	23	0	0	0	16	79	9	34
TOTAL ESTONIA			26	2	0	69	8	23	0	0	0	16	79	9	34
<b>FRANCE</b>															
BEZIERS	RYANAIR	S	30	0	2	90	10	0	0	0	0	5	97	4	34
TOTAL BEZIERS			30	0	2	90	10	0	0	0	0	5	97	4	34

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				Actual (7)	Plan (8)										
BORDEAUX	EASYJET AIRLINE COMPANY LTD	S	48	0	0	79	2	10	8	0	0	14	90	5	62
<b>TOTAL BORDEAUX</b>			<b>48</b>	<b>2</b>	<b>0</b>	<b>79</b>	<b>2</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>90</b>	<b>5</b>	<b>62</b>
CLERMONT FERRAND	REGIONAL COMPAGNIE AERIENN	C	2	0	0	50	0	0	50	0	0	48	0	0	0
	TRANSAVIA	C	2	0	0	0	0	100	0	0	0	48	0	0	0
	XL AIRWAYS FRANCE	C	2	0	0	50	0	0	50	0	0	41	0	0	0
<b>TOTAL CLERMONT FERRAND</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>14</b>	<b>29</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>
GRENOBLE	EASYJET AIRLINE COMPANY LTD	S	10	0	0	90	10	0	0	0	0	3	81	9	16
<b>TOTAL GRENOBLE</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>81</b>	<b>9</b>	<b>16</b>
LYON	THOMSON AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	19	100	2	2
<b>TOTAL LYON</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>100</b>	<b>2</b>	<b>2</b>
MONTPELLIER	EASYJET AIRLINE COMPANY LTD	S	14	0	2	86	14	0	0	0	0	4	92	8	26
<b>TOTAL MONTPELLIER</b>			<b>14</b>	<b>2</b>	<b>2</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>8</b>	<b>26</b>
NICE	EASYJET AIRLINE COMPANY LTD	S	104	0	0	76	10	7	6	1	1	19	78	11	112
<b>TOTAL NICE</b>			<b>104</b>	<b>2</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>78</b>	<b>11</b>	<b>112</b>
NIMES	RYANAIR	S	58	0	2	90	3	7	0	0	0	5	100	0	60
<b>TOTAL NIMES</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>0</b>	<b>60</b>
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	160	0	0	73	16	4	6	0	0	13	78	13	162
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>13</b>	<b>162</b>
<b>TOTAL FRANCE</b>			<b>434</b>	<b>14</b>	<b>6</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>84</b>	<b>9</b>	<b>477</b>
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	112	0	0	86	9	4	1	0	0	6	90	8	110
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>8</b>	<b>110</b>
BERLIN (TEGEL)	THOMSON AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	27	0	0	0
<b>TOTAL BERLIN (TEGEL)</b>			<b>2</b>	<b>2</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>
DORTMUND	EASYJET AIRLINE COMPANY LTD	S	112	0	0	87	5	4	4	1	0	11	96	3	110
<b>TOTAL DORTMUND</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>5</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>96</b>	<b>3</b>	<b>110</b>
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	52	0	0	77	10	12	2	0	0	11	80	8	50
<b>TOTAL HAMBURG</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>8</b>	<b>50</b>
<b>TOTAL GERMANY</b>			<b>278</b>	<b>6</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>91</b>	<b>6</b>	<b>275</b>
<b>GIBRALTAR</b>															
GIBRALTAR	MONARCH AIRLINES	S	60	0	0	70	18	8	3	0	0	15	68	23	50
<b>TOTAL GIBRALTAR</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>18</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>23</b>	<b>50</b>
<b>TOTAL GIBRALTAR</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>18</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>23</b>	<b>50</b>
<b>GREECE</b>															
CORFU	EASYJET AIRLINE COMPANY LTD	S	16	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL CORFU</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>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
HERAKLION	EASYJET AIRLINE COMPANY LTD	S	4	0	0	75	25	0	0	0	0	10	0	0	0
<b>TOTAL HERAKLION</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 2012

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL GREECE			20	0	0	95	5	0	0	0	0	2	0	19	1
HUNGARY															
BUDAPEST	EASYJET AIRLINE COMPANY LTD	S	52	0	0	81	8	10	2	0	0	10	83	6	60
	WIZZ AIR	S	180	0	0	77	13	3	5	2	0	15	69	28	179
TOTAL BUDAPEST			232	0	0	78	12	4	4	2	0	14	73	23	239
TOTAL HUNGARY			232	0	0	78	12	4	4	2	0	14	73	23	239
ICELAND															
KEFLAVIK	EASYJET AIRLINE COMPANY LTD	S	26	0	0	88	12	0	0	0	0	4	0	0	0
TOTAL KEFLAVIK			26	0	0	88	12	0	0	0	0	4	0	0	0
TOTAL ICELAND			26	0	0	88	12	0	0	0	0	4	0	0	0
IRISH REPUBLIC															
DUBLIN	RYANAIR	S	180	0	0	82	10	6	1	1	0	10	90	5	178
TOTAL DUBLIN			180	0	0	82	10	6	1	1	0	10	89	5	180
IRELAND WEST(KNOCK)	RYANAIR	S	44	0	0	50	20	14	16	0	0	26	79	8	34
TOTAL IRELAND WEST(KNOCK)			44	0	0	50	20	14	16	0	0	26	79	8	34
KERRY COUNTY	RYANAIR	S	60	0	0	85	7	8	0	0	0	7	100	1	60
TOTAL KERRY COUNTY			60	0	0	85	7	8	0	0	0	7	100	1	60
WATERFORD	AER ARANN	S	36	1	0	61	14	19	0	6	0	27	0	0	0
TOTAL WATERFORD			36	1	0	61	14	19	0	6	0	27	0	0	0
TOTAL IRISH REPUBLIC			320	1	0	76	11	9	3	1	0	14	89	5	308
ISRAEL															
OVDA	MONARCH AIRLINES	C	3	0	0	0	33	67	0	0	0	32	0	0	0
	THOMSON AIRWAYS LTD	C	3	0	0	0	0	0	100	0	0	139	0	18	1
TOTAL OVDA			6	0	0	0	17	33	50	0	0	85	25	42	4
TEL AVIV	EASYJET AIRLINE COMPANY LTD	S	64	0	0	50	19	20	11	0	0	27	83	9	66
	EL AL	S	35	0	1	43	23	14	20	0	0	33	53	36	58
	MONARCH AIRLINES	C	2	0	0	0	50	0	50	0	0	59	0	0	0
	THOMSON AIRWAYS LTD	C	4	0	0	0	0	25	75	0	0	73	0	37	7
TOTAL TEL AVIV			105	4	1	45	20	18	17	0	0	31	64	23	142
TOTAL ISRAEL			111	4	1	42	20	19	19	0	0	34	63	23	146
ITALY															
ALGHERO/SASSARI	RYANAIR	S	16	0	2	94	6	0	0	0	0	3	0	0	0
TOTAL ALGHERO/SASSARI			16	0	2	94	6	0	0	0	0	3	0	0	0
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	112	0	0	71	16	8	2	3	0	19	75	21	102
TOTAL MILAN (MALPENSA)			112	1	0	71	16	8	2	3	0	19	75	21	102
PISA	EASYJET AIRLINE COMPANY LTD	S	50	0	0	70	14	2	12	2	0	26	67	32	54
TOTAL PISA			50	0	0	70	14	2	12	2	0	26	67	32	54
ROME (FIUMICINO)	MONARCH AIRLINES	S	34	0	0	44	29	6	15	3	3	44	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: LUTON (Full Analysis)

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			Actual (7)	Plan (8)											
TOTAL ROME (FIUMICINO)			34	1	0	44	29	6	15	3	3	44	0	0	0
TRAPANI	RYANAIR	S	16	0	0	81	19	0	0	0	0	7	88	7	26
TOTAL TRAPANI			16	0	0	81	19	0	0	0	0	7	88	7	26
TOTAL ITALY			228	17	2	69	17	5	6	2	0	22	74	22	182
LATVIA															
RIGA	WIZZ AIR	S	60	0	0	83	10	5	2	0	0	9	20	27	30
TOTAL RIGA			60	0	0	83	10	5	2	0	0	9	20	27	30
TOTAL LATVIA			60	0	0	83	10	5	2	0	0	9	20	27	30
LITHUANIA															
KAUNAS	RYANAIR	S	42	0	0	81	7	10	0	2	0	14	100	1	26
TOTAL KAUNAS			42	0	0	81	7	10	0	2	0	14	100	1	26
VILNIUS	WIZZ AIR	S	43	0	1	81	12	7	0	0	0	9	70	10	20
TOTAL VILNIUS			43	0	1	81	12	7	0	0	0	9	70	10	20
TOTAL LITHUANIA			85	0	1	81	9	8	0	1	0	11	87	5	46
MACEDONIA															
SKOPJE	WIZZ AIR	S	24	0	0	54	29	8	8	0	0	20	0	0	0
TOTAL SKOPJE			24	0	0	54	29	8	8	0	0	20	0	0	0
TOTAL MACEDONIA			24	0	0	54	29	8	8	0	0	20	0	0	0
MALTA															
MALTA	RYANAIR	S	60	0	0	67	22	3	8	0	0	17	93	3	60
TOTAL MALTA			60	0	0	67	22	3	8	0	0	17	93	3	60
TOTAL MALTA			60	0	0	67	22	3	8	0	0	17	93	3	60
MOROCCO															
MARRAKESH	RYANAIR	S	26	0	0	62	15	15	0	8	0	31	88	7	34
TOTAL MARRAKESH			26	0	0	62	15	15	0	8	0	31	88	7	34
TOTAL MOROCCO			26	1	0	62	15	15	0	8	0	31	88	7	34
NETHERLANDS															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	212	0	2	86	5	5	4	0	0	9	85	8	188
TOTAL AMSTERDAM			212	1	2	86	5	5	4	0	0	9	85	8	188
TOTAL NETHERLANDS			212	1	2	86	5	5	4	0	0	9	85	8	188
POLAND															
GDANSK	WIZZ AIR	S	120	0	0	58	23	13	3	2	3	33	86	11	120
TOTAL GDANSK			120	0	0	58	23	13	3	2	3	33	86	11	120
KATOWICE	WIZZ AIR	S	119	0	0	83	8	5	3	0	0	9	78	17	120
TOTAL KATOWICE			119	0	0	83	8	5	3	0	0	9	78	17	120
LODZ LUBLINEK	WIZZ AIR	S	24	0	0	100	0	0	0	0	0	1	0	0	0



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			Actual (7)	Plan (8)											
TOTAL LODZ LUBLINEK			24	0	0	100	0	0	0	0	0	1	0	0	0
POZNAN	WIZZ AIR	S	61	0	0	82	10	2	5	2	0	14	92	4	60
TOTAL POZNAN			61	0	0	82	10	2	5	2	0	14	92	4	60
RZESZOW	RYANAIR	S	28	0	0	61	36	4	0	0	0	10	81	6	16
TOTAL RZESZOW			28	0	0	61	36	4	0	0	0	10	81	6	16
WARSAW	WIZZ AIR	S	208	0	0	82	11	5	2	0	0	9	73	11	176
TOTAL WARSAW			208	0	0	82	11	5	2	0	0	9	73	11	176
WROCLAW	WIZZ AIR	S	44	0	0	84	14	2	0	0	0	6	71	23	42
TOTAL WROCLAW			44	0	0	84	14	2	0	0	0	6	71	23	42
TOTAL POLAND			604	0	0	77	14	6	2	0	1	14	79	12	534
PORTUGAL(EXCLUDING MADEIRA)															
FARO	EASYJET AIRLINE COMPANY LTD	S	68	0	0	82	6	4	6	1	0	14	88	8	80
	MONARCH AIRLINES	S	44	1	0	61	16	14	9	0	0	19	80	7	40
	TITAN AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	34	0	0	0
TOTAL FARO			114	1	0	74	10	9	7	1	0	16	85	7	120
LISBON	EASYJET AIRLINE COMPANY LTD	S	86	0	0	66	13	12	7	2	0	22	69	10	68
	SATA	C	4	0	0	0	25	50	25	0	0	51	0	0	0
TOTAL LISBON			90	1	0	63	13	13	8	2	0	24	69	10	68
TOTAL PORTUGAL(EXCLUDING MADEIRA)			205	2	0	69	11	11	7	1	0	19	79	8	188
PORTUGAL(MADEIRA)															
FUNCHAL	THOMSON AIRWAYS LTD	C	9	0	0	89	11	0	0	0	0	5	71	9	7
TOTAL FUNCHAL			9	0	0	89	11	0	0	0	0	5	71	9	7
TOTAL PORTUGAL(MADEIRA)			9	0	0	89	11	0	0	0	0	5	71	9	7
REPUBLIC OF SERBIA															
BELGRADE	WIZZ AIR	S	34	0	0	76	18	0	6	0	0	13	62	13	34
TOTAL BELGRADE			34	0	0	76	18	0	6	0	0	13	62	13	34
TOTAL REPUBLIC OF SERBIA			34	0	0	76	18	0	6	0	0	13	62	13	34
ROMANIA															
BACAU	BLUE AIR TRANSPORT AERIAN	S	43	0	0	86	7	7	0	0	0	6	71	9	28
TOTAL BACAU			43	0	0	86	7	7	0	0	0	6	71	9	28
BUCHAREST (OTOPENI)	BLUE AIR TRANSPORT AERIAN	S	52	0	0	65	12	15	4	4	0	26	0	0	0
	WIZZ AIR	S	120	0	0	76	8	13	3	1	0	14	0	0	0
TOTAL BUCHAREST (OTOPENI)			172	0	0	73	9	13	3	2	0	17	0	0	0
CLUJ NAPOCA	WIZZ AIR	S	52	0	0	90	4	6	0	0	0	6	70	11	86
TOTAL CLUJ NAPOCA			52	0	0	90	4	6	0	0	0	6	70	11	86
TIMISOARA	WIZZ AIR	S	24	0	0	79	17	4	0	0	0	6	81	7	26
TOTAL TIMISOARA			24	0	0	79	17	4	0	0	0	6	81	7	26
TIRGU MURES	WIZZ AIR	S	36	0	0	92	6	3	0	0	0	3	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			Actual (7)	Plan (8)											
TOTAL TIRGU MURES			36	0	0	92	6	3	0	0	0	3	0	0	0
TOTAL ROMANIA			327	0	0	80	8	9	2	1	0	12	72	12	295
SLOVAK REPUBLIC															
BRATISLAVA	RYANAIR	S	44	0	0	73	20	7	0	0	0	11	88	7	60
TOTAL BRATISLAVA			44	0	0	73	20	7	0	0	0	11	88	7	60
TOTAL SLOVAK REPUBLIC			44	0	0	73	20	7	0	0	0	11	88	7	60
SLOVENIA															
LJUBLJANA	ADRIA AIRWAYS	S	34	0	0	94	6	0	0	0	0	5	0	0	0
TOTAL LJUBLJANA			34	0	0	94	6	0	0	0	0	5	0	0	0
TOTAL SLOVENIA			34	0	0	94	6	0	0	0	0	5	0	0	0
SPAIN															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	68	0	1	82	7	1	9	0	0	14	84	6	70
	MONARCH AIRLINES	S	60	0	0	58	18	17	5	2	0	23	71	20	42
TOTAL ALICANTE			128	0	1	71	13	9	7	1	0	18	79	11	112
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	116	0	1	82	4	8	4	1	1	16	88	8	120
TOTAL BARCELONA			117	3	1	82	4	8	4	1	1	16	88	8	120
GIRONA	RYANAIR	S	60	0	0	75	10	10	5	0	0	15	94	5	34
TOTAL GIRONA			60	0	0	75	10	10	5	0	0	15	94	5	34
IBIZA	EASYJET AIRLINE COMPANY LTD	S	4	0	0	100	0	0	0	0	0	0	100	0	1
TOTAL IBIZA			4	1	0	100	0	0	0	0	0	0	100	0	1
MADRID	EASYJET AIRLINE COMPANY LTD	S	138	1	0	88	4	2	6	0	0	11	87	10	160
TOTAL MADRID			138	2	0	88	4	2	6	0	0	11	86	10	166
MAHON	MONARCH AIRLINES	S	8	0	0	100	0	0	0	0	0	3	90	54	10
TOTAL MAHON			8	0	0	100	0	0	0	0	0	3	90	54	10
MALAGA	EASYJET AIRLINE COMPANY LTD	S	118	0	2	85	8	3	5	0	0	11	90	6	113
	MONARCH AIRLINES	S	44	1	0	75	9	5	11	0	0	18	77	19	60
TOTAL MALAGA			162	1	2	82	8	3	7	0	0	13	86	11	173
MURCIA SAN JAVIER	RYANAIR	S	60	0	0	72	10	7	10	2	0	20	97	2	60
TOTAL MURCIA SAN JAVIER			60	0	0	72	10	7	10	2	0	20	97	2	60
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	94	0	0	85	6	5	3	0	0	9	88	8	74
	THOMSON AIRWAYS LTD	C	8	0	0	63	38	0	0	0	0	9	100	1	7
TOTAL PALMA DE MALLORCA			102	0	0	83	9	5	3	0	0	9	89	7	81
REUS	RYANAIR	S	30	0	0	80	7	7	7	0	0	15	92	4	36
TOTAL REUS			30	0	0	80	7	7	7	0	0	15	92	4	36
TOTAL SPAIN			809	11	4	80	8	6	6	0	0	14	87	9	793
SPAIN(CANARY ISLANDS)															
ARRECIFE	MONARCH AIRLINES	S	19	0	2	37	47	16	0	0	0	20	60	17	25
	RYANAIR	S	18	0	0	83	17	0	0	0	0	6	69	8	16

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				Actual (7)	Plan (8)										
ARRECIFE	THOMSON AIRWAYS LTD	C	10	0	0	20	10	60	10	0	0	37	100	7	8
<b>TOTAL ARRECIFE</b>			<b>47</b>	<b>0</b>	<b>2</b>	<b>51</b>	<b>28</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>69</b>	<b>12</b>	<b>49</b>
FUERTEVENTURA	RYANAIR	S	16	0	0	75	0	19	6	0	0	16	94	4	18
	THOMSON AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	2	71	10	7
<b>TOTAL FUERTEVENTURA</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>5</b>	<b>25</b>
LAS PALMAS	RYANAIR	S	18	0	0	67	0	28	6	0	0	21	89	4	18
	THOMSON AIRWAYS LTD	C	10	0	0	70	10	10	10	0	0	16	100	0	8
<b>TOTAL LAS PALMAS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>4</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>92</b>	<b>3</b>	<b>26</b>
TENERIFE (SURREINA SOFIA)	MONARCH AIRLINES	S	39	0	0	51	21	21	3	5	0	31	70	19	69
	RYANAIR	S	24	0	0	92	4	4	0	0	0	4	100	3	26
	THOMSON AIRWAYS LTD	C	16	0	0	94	6	0	0	0	0	2	94	3	18
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>11</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>81</b>	<b>13</b>	<b>113</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>177</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>14</b>	<b>15</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>80</b>	<b>11</b>	<b>213</b>
<b>SWITZERLAND</b>															
GENEVA	EASYJET AIRLINE COMPANY LTD	S	170	0	0	81	8	6	5	0	0	11	78	14	208
<b>TOTAL GENEVA</b>			<b>170</b>	<b>5</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>14</b>	<b>208</b>
ZURICH	EASYJET AIRLINE COMPANY LTD	S	60	1	0	78	18	3	0	0	0	7	90	7	60
<b>TOTAL ZURICH</b>			<b>60</b>	<b>4</b>	<b>0</b>	<b>78</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>7</b>	<b>60</b>
<b>TOTAL SWITZERLAND</b>			<b>230</b>	<b>9</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>13</b>	<b>268</b>
<b>TUNISIA</b>															
ENFIDHA	THOMSON AIRWAYS LTD	C	9	0	0	33	11	0	56	0	0	51	0	0	0
<b>TOTAL ENFIDHA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>11</b>	<b>0</b>	<b>56</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TUNISIA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>11</b>	<b>0</b>	<b>56</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>88</b>	<b>6</b>	<b>8</b>
<b>TURKEY</b>															
BODRUM (MILAS)	MONARCH AIRLINES	S	24	0	0	42	25	17	17	0	0	31	0	0	0
<b>TOTAL BODRUM (MILAS)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>25</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>
DALAMAN	MONARCH AIRLINES	S	32	0	0	50	25	16	9	0	0	21	67	9	18
<b>TOTAL DALAMAN</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>16</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>74</b>	<b>9</b>	<b>23</b>
ISTANBUL (SABIHA GOKCEN)	EASYJET AIRLINE COMPANY LTD	S	48	0	0	90	10	0	0	0	0	5	78	14	40
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>48</b>	<b>2</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>78</b>	<b>14</b>	<b>40</b>
<b>TOTAL TURKEY</b>			<b>104</b>	<b>2</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>12</b>	<b>63</b>
<b>UKRAINE</b>															
KIEV (ZHULYANY)	WIZZ AIR	S	26	0	0	85	12	4	0	0	0	9	61	27	28
<b>TOTAL KIEV (ZHULYANY)</b>			<b>26</b>	<b>2</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>61</b>	<b>27</b>	<b>28</b>
<b>TOTAL UKRAINE</b>			<b>26</b>	<b>3</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>61</b>	<b>27</b>	<b>28</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	92	1	3	82	13	3	2	0	0	9	84	10	100
<b>TOTAL ABERDEEN</b>			<b>92</b>	<b>1</b>	<b>3</b>	<b>82</b>	<b>13</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>10</b>	<b>100</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 2012

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	154	0	0	83	8	6	1	1	0	9	0	0	0
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>12</b>	<b>4</b>
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	190	0	0	83	6	7	3	1	0	12	91	5	159
<b>TOTAL EDINBURGH</b>			<b>190</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>91</b>	<b>5</b>	<b>159</b>
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	190	0	0	84	8	5	3	0	0	9	83	9	185
<b>TOTAL GLASGOW</b>			<b>190</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>83</b>	<b>9</b>	<b>185</b>
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	60	0	0	75	12	5	8	0	0	13	90	9	62
<b>TOTAL INVERNESS</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>90</b>	<b>9</b>	<b>62</b>
ISLE OF MAN	FLYBE LTD	S	38	0	0	92	5	3	0	0	0	5	92	5	50
<b>TOTAL ISLE OF MAN</b>			<b>38</b>	<b>2</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>92</b>	<b>5</b>	<b>50</b>
JERSEY	FLYBE LTD	S	36	0	0	83	17	0	0	0	0	5	97	2	34
<b>TOTAL JERSEY</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>97</b>	<b>2</b>	<b>34</b>
<b>TOTAL UNITED KINGDOM</b>			<b>762</b>	<b>8</b>	<b>3</b>	<b>83</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>8</b>	<b>755</b>
<b>TOTAL LUTON</b>			<b>5966</b>	<b>119</b>	<b>23</b>	<b>78</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>11</b>	<b>5674</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 2012

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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	AUSTRIAN AIRLINES	C	3	0	0	100	0	0	0	0	0	4	0	0	0
	FLYBE LTD	C	5	0	0	40	40	20	0	0	0	16	100	0	3
	THOMAS COOK AIRLINES LTD	C	3	0	0	100	0	0	0	0	0	0	100	0	3
	THOMSON AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	3	90	4	10
<b>TOTAL INNSBRUCK</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>94</b>	<b>2</b>	<b>16</b>
SALZBURG	JET2.COM LTD	S	4	0	0	0	25	75	0	0	0	32	80	28	5
<b>TOTAL SALZBURG</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>88</b>	<b>18</b>	<b>8</b>
<b>TOTAL AUSTRIA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>92</b>	<b>7</b>	<b>24</b>
<b>BANGLADESH</b>															
DHAKHA	BIMAN BANGLADESH AIRLINES	S	16	0	0	25	0	50	25	0	0	43	0	0	0
<b>TOTAL DHAKHA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BANGLADESH</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>BARBADOS</b>															
BRIDGETOWN	THOMSON AIRWAYS LTD	C	11	0	0	64	0	18	0	9	9	79	100	3	3
	VIRGIN ATLANTIC AIRWAYS LTD	S	9	0	0	78	0	22	0	0	0	12	88	6	8
<b>TOTAL BRIDGETOWN</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>49</b>	<b>81</b>	<b>14</b>	<b>16</b>
<b>TOTAL BARBADOS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>49</b>	<b>81</b>	<b>14</b>	<b>16</b>
<b>BELGIUM</b>															
ANTWERP	VLM (BELGIUM)	S	50	0	0	90	8	2	0	0	0	6	96	4	80
<b>TOTAL ANTWERP</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>96</b>	<b>4</b>	<b>80</b>
BRUSSELS	BRUSSELS AIRLINES	S	171	0	0	64	19	13	4	0	0	15	91	4	171
	FLYBE LTD	S	82	0	0	83	10	4	4	0	0	10	81	9	80
<b>TOTAL BRUSSELS</b>			<b>253</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>88</b>	<b>6</b>	<b>251</b>
CHARLEROI	RYANAIR	S	112	0	0	93	3	2	1	2	0	9	0	0	0
<b>TOTAL CHARLEROI</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BELGIUM</b>			<b>416</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>90</b>	<b>5</b>	<b>331</b>
<b>BULGARIA</b>															
SOFIA	EASYJET AIRLINE COMPANY LTD	S	26	0	0	92	0	0	8	0	0	9	65	40	26
<b>TOTAL SOFIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>65</b>	<b>40</b>	<b>26</b>
<b>TOTAL BULGARIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>65</b>	<b>40</b>	<b>26</b>
<b>CANADA</b>															
CALGARY	AIR TRANSAT	S	16	0	0	75	13	6	6	0	0	14	0	0	0
<b>TOTAL CALGARY</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>94</b>	<b>3</b>	<b>17</b>
TORONTO	AIR TRANSAT	S	18	0	0	67	28	6	0	0	0	10	67	13	18
<b>TOTAL TORONTO</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>26</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>67</b>	<b>13</b>	<b>18</b>
<b>TOTAL CANADA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>20</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>8</b>	<b>36</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 2012

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>CAPE VERDE ISLANDS</b>															
BOA VISTA (RABIL)	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	0	0	0	0	0
	THOMSON AIRWAYS LTD	S	18	0	0	89	11	0	0	0	0	3	88	4	8
<b>TOTAL BOA VISTA (RABIL)</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>4</b>	<b>8</b>
ILHA DO SAL C.VERDE	THOMSON AIRWAYS LTD	S	8	0	0	88	13	0	0	0	0	9	38	28	8
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>38</b>	<b>28</b>	<b>8</b>
<b>TOTAL CAPE VERDE ISLANDS</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>63</b>	<b>16</b>	<b>16</b>
<b>CROATIA</b>															
DUBROVNIK	JET2.COM LTD	S	4	0	0	100	0	0	0	0	0	7	100	0	2
	MONARCH AIRLINES	S	24	0	0	83	8	0	8	0	0	15	0	0	0
<b>TOTAL DUBROVNIK</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>100</b>	<b>0</b>	<b>2</b>
<b>TOTAL CROATIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>100</b>	<b>0</b>	<b>2</b>
<b>CUBA</b>															
CUNAGUA (CAYO COCO)	THOMAS COOK AIRLINES LTD	C	4	0	0	75	0	25	0	0	0	10	100	3	8
<b>TOTAL CUNAGUA (CAYO COCO)</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>0</b>	<b>10</b>	<b>100</b>	<b>3</b>	<b>8</b>
HOLGUIN (FRANK PAIS)	THOMAS COOK AIRLINES LTD	C	4	0	0	75	25	0	0	0	0	10	67	13	6
	THOMSON AIRWAYS LTD	C	8	0	0	75	0	25	0	0	0	17	33	145	6
<b>TOTAL HOLGUIN (FRANK PAIS)</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>15</b>	<b>50</b>	<b>79</b>	<b>12</b>
VARADERO	THOMAS COOK AIRLINES LTD	C	4	0	0	50	50	0	0	0	0	9	75	6	4
	THOMSON AIRWAYS LTD	C	8	0	0	50	25	13	13	0	0	26	50	19	8
<b>TOTAL VARADERO</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>33</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>58</b>	<b>14</b>	<b>12</b>
<b>TOTAL CUBA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>66</b>	<b>36</b>	<b>32</b>
<b>CYPRUS</b>															
LARNACA	MONARCH AIRLINES	S	61	0	0	57	30	5	8	0	0	19	65	18	66
	MONARCH AIRLINES	C	2	0	0	0	0	0	100	0	0	74	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	25	0	0	0	16	62	22	13
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	1	100	3	5
<b>TOTAL LARNACA</b>			<b>81</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>22</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>60</b>	<b>19</b>	<b>121</b>
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	61	0	0	74	11	10	5	0	0	11	84	8	51
	JET2.COM LTD	S	18	1	0	56	39	6	0	0	0	13	57	13	14
	THOMAS COOK AIRLINES LTD	C	17	0	0	53	18	18	12	0	0	22	84	9	25
	THOMSON AIRWAYS LTD	C	34	0	0	71	18	12	0	0	0	10	82	6	38
<b>TOTAL PAPHOS</b>			<b>130</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>8</b>	<b>133</b>
<b>TOTAL CYPRUS</b>			<b>211</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>19</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>13</b>	<b>254</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	JET2.COM LTD	S	52	0	0	79	6	2	13	0	0	17	60	30	42
<b>TOTAL PRAGUE</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>6</b>	<b>2</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>76</b>	<b>18</b>	<b>71</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>6</b>	<b>2</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>76</b>	<b>18</b>	<b>71</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 2012

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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>															
BILLUND	SUN AIR OF SCANDINAVIA	S	92	0	0	91	5	1	1	1	0	8	94	3	72
<b>TOTAL BILLUND</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>94</b>	<b>3</b>	<b>72</b>
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	56	0	0	88	11	2	0	0	0	4	82	25	50
	SAS	S	118	0	0	91	2	4	3	1	0	9	96	4	112
<b>TOTAL COPENHAGEN</b>			<b>174</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>10</b>	<b>162</b>
<b>TOTAL DENMARK</b>			<b>266</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>8</b>	<b>236</b>
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	THOMAS COOK AIRLINES LTD	C	4	0	0	75	25	0	0	0	0	6	40	39	5
	THOMSON AIRWAYS LTD	C	8	0	0	63	25	0	0	13	0	35	100	5	8
<b>TOTAL PUERTO PLATA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>26</b>	<b>77</b>	<b>18</b>	<b>13</b>
PUNTA CANA	THOMAS COOK AIRLINES LTD	C	3	0	0	100	0	0	0	0	0	6	100	3	4
	THOMSON AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	8	70	11	10
<b>TOTAL PUNTA CANA</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>8</b>	<b>14</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>82</b>	<b>11</b>	<b>38</b>
<b>EGYPT</b>															
HURGHADA	MONARCH AIRLINES	C	8	0	0	63	13	13	13	0	0	24	0	0	0
	THOMAS COOK AIRLINES LTD	C	16	0	0	81	13	6	0	0	0	8	94	4	31
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	0	0	0
<b>TOTAL HURGHADA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>93</b>	<b>4</b>	<b>41</b>
LUXOR	THOMAS COOK AIRLINES LTD	C	7	0	0	71	14	14	0	0	0	13	88	5	8
	THOMSON AIRWAYS LTD	C	8	0	0	63	25	13	0	0	0	16	100	4	8
<b>TOTAL LUXOR</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>20</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>88</b>	<b>32</b>	<b>24</b>
SHARM EL SHEIKH (OPHIRA)	EASYJET AIRLINE COMPANY LTD	S	24	0	0	92	0	0	8	0	0	11	88	9	26
	MONARCH AIRLINES	S	34	0	0	53	21	15	3	3	6	46	0	0	0
	THOMAS COOK AIRLINES LTD	C	27	0	0	70	15	7	7	0	0	15	82	21	44
	THOMSON AIRWAYS LTD	C	53	0	0	89	6	4	2	0	0	6	0	0	0
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>138</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>84</b>	<b>21</b>	<b>137</b>
TABA	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	3	88	4	8
<b>TOTAL TABA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>4</b>	<b>8</b>
<b>TOTAL EGYPT</b>			<b>193</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>16</b>	<b>86</b>	<b>18</b>	<b>218</b>
<b>ESTONIA</b>															
TALLIN	RYANAIR	S	18	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL TALLIN</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>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ESTONIA</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>0</b>	<b>0</b>	<b>0</b>
<b>FINLAND</b>															
HELSINKI	FINNAIR	S	120	0	0	84	10	5	1	0	0	7	87	5	120
<b>TOTAL HELSINKI</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>6</b>	<b>146</b>
<b>TOTAL FINLAND</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>6</b>	<b>147</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 2012

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>FRANCE</b>															
BEAUVAIS	RYANAIR	S	36	0	0	86	8	6	0	0	0	7	0	0	0
<b>TOTAL BEAUVAIS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
BEZIERS	RYANAIR	S	16	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL BEZIERS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
BIARRITZ	RYANAIR	S	18	0	0	89	0	0	11	0	0	11	0	0	0
<b>TOTAL BIARRITZ</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>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CHAMBERY</b>															
	FLYBE LTD	C	3	0	0	100	0	0	0	0	0	6	0	0	0
	JET2.COM LTD	C	8	0	0	63	13	25	0	0	0	13	83	4	6
	JET2.COM LTD	S	8	0	0	25	13	38	25	0	0	44	69	8	13
	THOMSON AIRWAYS LTD	C	3	0	0	67	33	0	0	0	0	7	83	21	12
<b>TOTAL CHAMBERY</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>14</b>	<b>23</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>75</b>	<b>14</b>	<b>32</b>
<b>GRENOBLE</b>															
	FLYBE LTD	C	3	0	0	67	33	0	0	0	0	8	100	0	1
	MONARCH AIRLINES	C	11	0	0	64	9	9	18	0	0	24	82	9	17
	THOMAS COOK AIRLINES LTD	C	3	0	0	100	0	0	0	0	0	4	60	13	5
	THOMSON AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	2	100	0	10
<b>TOTAL GRENOBLE</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>10</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>85</b>	<b>7</b>	<b>33</b>
LYON	BMI REGIONAL	S	42	0	0	90	5	0	5	0	0	7	87	11	38
<b>TOTAL LYON</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>11</b>	<b>38</b>
NANTES	FLYBE LTD	S	26	0	0	88	4	4	4	0	0	11	76	8	42
<b>TOTAL NANTES</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>8</b>	<b>42</b>
<b>PARIS (CHARLES DE GAULLE)</b>															
	AIR FRANCE	S	180	0	0	81	11	7	1	0	0	9	87	5	180
	FLYBE LTD	S	201	0	1	86	9	4	1	0	0	8	90	6	202
	JET2.COM LTD	S	36	0	0	78	6	6	11	0	0	23	0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>417</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>6</b>	<b>382</b>
TARBES-LOURDES INTERNATIONAL	THOMSON AIRWAYS LTD	C	4	0	0	50	0	25	25	0	0	32	20	44	5
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>69</b>	<b>19</b>	<b>13</b>
TOULOUSE (BLAGNAC)	THOMAS COOK AIRLINES LTD	C	3	0	0	100	0	0	0	0	0	0	33	93	3
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>34</b>	<b>17</b>
TOURS	RYANAIR	S	22	0	2	73	14	14	0	0	0	11	0	0	0
<b>TOTAL TOURS</b>			<b>22</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FRANCE</b>			<b>627</b>	<b>0</b>	<b>3</b>	<b>82</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>9</b>	<b>599</b>
<b>GAMBIA</b>															
BANJUL	THOMAS COOK AIRLINES LTD	C	15	0	0	40	33	13	13	0	0	32	46	45	13
<b>TOTAL BANJUL</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>33</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>46</b>	<b>45</b>	<b>13</b>
<b>TOTAL GAMBIA</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>33</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>46</b>	<b>45</b>	<b>13</b>
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	44	0	0	98	2	0	0	0	0	1	0	0	0
<b>TOTAL BERLIN (SCHONEFELD)</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>1</b>	<b>0</b>	<b>0</b>	<b>0</b>



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			Actual (7)	Plan (8)											
BREMEN	RYANAIR	S	24	0	0	88	0	4	0	8	0	31	0	0	0
<b>TOTAL BREMEN</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>
COLOGNE BONN	GERMANWINGS	S	44	0	0	73	14	9	5	0	0	14	88	8	42
<b>TOTAL COLOGNE BONN</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>10</b>	<b>50</b>
DUSSELDORF	FLYBE LTD	S	110	0	1	89	8	3	0	0	0	5	92	4	124
	LUFTHANSA CITY LINE	S	158	0	0	91	8	1	0	0	0	5	92	4	168
<b>TOTAL DUSSELDORF</b>			<b>268</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>92</b>	<b>4</b>	<b>292</b>
FRANKFURT MAIN	LUFTHANSA	S	238	1	0	81	11	8	1	0	0	9	59	17	240
<b>TOTAL FRANKFURT MAIN</b>			<b>238</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>65</b>	<b>16</b>	<b>331</b>
HAHN	RYANAIR	S	24	0	0	92	0	0	8	0	0	12	0	0	0
<b>TOTAL HAHN</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	52	0	0	73	10	6	8	4	0	21	86	7	50
	LUFTHANSA CITY LINE	S	97	0	0	89	6	3	2	0	0	7	96	3	130
<b>TOTAL HAMBURG</b>			<b>149</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>93</b>	<b>4</b>	<b>180</b>
HANOVER	FLYBE LTD	S	60	0	0	88	7	5	0	0	0	5	92	6	62
<b>TOTAL HANOVER</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>92</b>	<b>6</b>	<b>62</b>
MEMMINGEN ALLGAU	RYANAIR	S	42	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL MEMMINGEN ALLGAU</b>			<b>42</b>	<b>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>
MUNICH	EASYJET AIRLINE COMPANY LTD	S	36	0	0	78	6	3	14	0	0	16	80	12	50
	LUFTHANSA	S	171	0	0	81	17	2	0	0	0	8	91	6	171
<b>TOTAL MUNICH</b>			<b>207</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>15</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>89</b>	<b>7</b>	<b>223</b>
STUTTGART	LUFTHANSA CITY LINE	S	50	0	0	96	4	0	0	0	0	4	94	6	48
<b>TOTAL STUTTGART</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>6</b>	<b>48</b>
<b>TOTAL GERMANY</b>			<b>1150</b>	<b>1</b>	<b>1</b>	<b>86</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>8</b>	<b>1215</b>
<b>GIBRALTAR</b>															
GIBRALTAR	MONARCH AIRLINES	S	22	0	0	68	14	9	9	0	0	18	84	12	32
<b>TOTAL GIBRALTAR</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>84</b>	<b>12</b>	<b>32</b>
<b>TOTAL GIBRALTAR</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>84</b>	<b>12</b>	<b>32</b>
<b>GREECE</b>															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	26	0	0	92	0	0	0	8	0	27	100	2	24
<b>TOTAL ATHENS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>27</b>	<b>63</b>	<b>34</b>	<b>43</b>
CORFU	EASYJET AIRLINE COMPANY LTD	S	18	0	1	83	6	11	0	0	0	8	72	18	18
<b>TOTAL CORFU</b>			<b>18</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>72</b>	<b>18</b>	<b>18</b>
HERAKLION	EASYJET AIRLINE COMPANY LTD	S	16	0	0	63	0	0	25	13	0	53	78	13	18
	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	0	1	100	3	8
	THOMSON AIRWAYS LTD	C	9	0	0	89	11	0	0	0	0	5	86	5	7
<b>TOTAL HERAKLION</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>28</b>	<b>86</b>	<b>8</b>	<b>36</b>
RHODES	THOMAS COOK AIRLINES LTD	C	9	0	0	33	33	33	0	0	0	21	67	12	6
	THOMSON AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	4	100	3	7

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
			UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 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 RHODES			16	0	0	63	19	19	0	0	0	13	81	7	16
TOTAL GREECE			93	0	1	81	5	5	4	4	0	21	75	18	122
HUNGARY															
BUDAPEST	JET2.COM LTD	S	61	0	0	90	3	0	7	0	0	9	67	13	52
	RYANAIR	S	24	0	0	83	17	0	0	0	0	5	0	0	0
TOTAL BUDAPEST			85	0	0	88	7	0	5	0	0	8	67	13	52
TOTAL HUNGARY			85	0	0	88	7	0	5	0	0	8	67	13	52
ICELAND															
KEFLAVIK	ICELANDAIR	S	26	0	0	96	4	0	0	0	0	2	90	27	42
TOTAL KEFLAVIK			26	0	0	96	4	0	0	0	0	2	90	27	42
TOTAL ICELAND			26	0	0	96	4	0	0	0	0	2	90	27	42
INDIA															
GOA	MONARCH AIRLINES	C	4	0	0	25	25	50	0	0	0	26	67	30	9
	THOMSON AIRWAYS LTD	C	8	0	0	75	13	0	13	0	0	17	100	3	7
TOTAL GOA			12	0	0	58	17	17	8	0	0	20	83	13	30
TOTAL INDIA			12	0	0	58	17	17	8	0	0	20	83	13	30
IRISH REPUBLIC															
CORK	AER ARANN	S	120	0	0	79	7	8	4	3	0	14	87	14	120
TOTAL CORK			120	0	0	79	7	8	4	3	0	14	87	14	120
DUBLIN	AER LINGUS	S	207	0	1	94	5	1	0	0	0	3	89	7	182
	CITY JET	C	4	0	0	75	0	25	0	0	0	10	75	9	4
	RYANAIR	S	206	0	0	80	11	8	1	0	0	9	89	5	180
TOTAL DUBLIN			417	0	1	87	8	5	1	0	0	6	89	6	368
IRELAND WEST(KNOCK)	FLYBE LTD	S	61	0	0	77	11	8	2	2	0	15	0	0	0
TOTAL IRELAND WEST(KNOCK)			61	0	0	77	11	8	2	2	0	15	84	12	44
SHANNON	AER ARANN	S	112	0	0	73	11	8	4	4	0	22	85	8	109
TOTAL SHANNON			112	0	0	73	11	8	4	4	0	22	85	8	109
WATERFORD	AER ARANN	S	35	0	0	74	3	23	0	0	0	13	79	38	33
TOTAL WATERFORD			35	0	0	74	3	23	0	0	0	13	79	38	33
TOTAL IRISH REPUBLIC			745	0	1	82	8	7	2	1	0	11	84	11	768
ISRAEL															
TEL AVIV	JET2.COM LTD	S	20	0	0	40	15	30	15	0	0	32	25	50	16
TOTAL TEL AVIV			20	0	0	40	15	30	15	0	0	32	37	47	27
TOTAL ISRAEL			20	0	0	40	15	30	15	0	0	32	41	44	29
ITALY															
BERGAMO	RYANAIR	S	60	0	0	87	10	3	0	0	0	5	0	0	0
TOTAL BERGAMO			60	0	0	87	10	3	0	0	0	5	0	0	0

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
MILAN (MALPENSA)	FLYBE LTD	S	60	0	0	80	10	3	3	3	0	17	87	5	60
	MONARCH AIRLINES	S	34	0	0	82	9	3	3	0	3	22	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>19</b>	<b>87</b>	<b>5</b>	<b>60</b>
NAPLES	THOMSON AIRWAYS LTD	C	17	0	0	100	0	0	0	0	0	3	79	5	14
<b>TOTAL NAPLES</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>5</b>	<b>14</b>
ROME (CIAMPINO)	RYANAIR	S	60	0	0	90	3	7	0	0	0	4	0	0	0
<b>TOTAL ROME (CIAMPINO)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
ROME (FIUMICINO)	JET2.COM LTD	S	60	0	0	78	15	7	0	0	0	10	80	8	60
<b>TOTAL ROME (FIUMICINO)</b>			<b>60</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>10</b>	<b>80</b>	<b>8</b>	<b>60</b>
TURIN	THOMSON AIRWAYS LTD	C	6	0	0	100	0	0	0	0	0	0	100	0	6
<b>TOTAL TURIN</b>			<b>7</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>100</b>	<b>0</b>	<b>6</b>
VENICE	JET2.COM LTD	S	52	0	0	85	13	2	0	0	0	7	81	10	52
	MONARCH AIRLINES	S	24	0	0	83	17	0	0	0	0	7	0	0	0
<b>TOTAL VENICE</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>10</b>	<b>52</b>
VERONA VILLAFRANCA	FLYBE LTD	C	3	0	0	67	33	0	0	0	0	9	0	0	0
<b>TOTAL VERONA VILLAFRANCA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ITALY</b>			<b>377</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>7</b>	<b>204</b>
<b>JAMAICA</b>															
MONTEGO BAY	THOMSON AIRWAYS LTD	C	9	0	0	33	33	33	0	0	0	25	78	66	9
<b>TOTAL MONTEGO BAY</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>30</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>86</b>	<b>46</b>	<b>14</b>
<b>TOTAL JAMAICA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>30</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>86</b>	<b>46</b>	<b>14</b>
<b>MALDIVE ISLANDS</b>															
MALE INTERNATIONAL	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	63	20	8
<b>TOTAL MALE INTERNATIONAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>20</b>	<b>8</b>
<b>TOTAL MALDIVE ISLANDS</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>63</b>	<b>20</b>	<b>8</b>
<b>MALTA</b>															
MALTA	AIR MALTA	S	36	0	0	64	17	8	6	6	0	25	86	12	44
	EASYJET AIRLINE COMPANY LTD	S	42	0	0	93	7	0	0	0	0	3	79	13	34
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	2	70	20	10
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	4	100	3	8
<b>TOTAL MALTA</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>13</b>	<b>96</b>
<b>TOTAL MALTA</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>13</b>	<b>96</b>
<b>MEXICO</b>															
CANCUN	THOMAS COOK AIRLINES LTD	C	16	0	0	88	6	6	0	0	0	8	78	21	18
	THOMSON AIRWAYS LTD	C	38	4	0	66	18	13	3	0	0	15	100	4	25
<b>TOTAL CANCUN</b>			<b>54</b>	<b>4</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>91</b>	<b>11</b>	<b>43</b>
<b>TOTAL MEXICO</b>			<b>54</b>	<b>4</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>91</b>	<b>11</b>	<b>43</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>MOROCCO</b>															
AGADIR	THOMSON AIRWAYS LTD	S	18	0	0	100	0	0	0	0	0	2	75	12	16
<b>TOTAL AGADIR</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>75</b>	<b>12</b>	<b>16</b>
MARRAKESH	EASYJET AIRLINE COMPANY LTD	S	26	0	0	88	4	4	4	0	0	7	69	20	26
	THOMSON AIRWAYS LTD	S	18	0	0	89	0	6	6	0	0	10	89	10	18
<b>TOTAL MARRAKESH</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>2</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>16</b>	<b>44</b>
<b>TOTAL MOROCCO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>15</b>	<b>60</b>
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	112	0	0	82	4	4	7	0	2	21	88	7	104
	KLM	S	276	0	0	87	10	4	0	0	0	6	91	5	360
	KLM CITYHOPPER	S	84	0	0	87	6	5	2	0	0	7	0	0	0
<b>TOTAL AMSTERDAM</b>			<b>472</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>10</b>	<b>91</b>	<b>6</b>	<b>464</b>
<b>TOTAL NETHERLANDS</b>			<b>472</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>10</b>	<b>91</b>	<b>6</b>	<b>464</b>
<b>NORWAY</b>															
BERGEN	ATLANTIC AIRWAYS	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	SAS	S	36	0	0	89	6	6	0	0	0	4	0	0	0
<b>TOTAL BERGEN</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	26	0	0	88	0	4	8	0	0	10	0	0	0
	SAS	S	38	0	0	95	0	5	0	0	0	3	94	4	36
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>94</b>	<b>4</b>	<b>36</b>
RYGGE	RYANAIR	S	36	0	0	78	17	6	0	0	0	10	0	0	0
<b>TOTAL RYGGE</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>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NORWAY</b>			<b>138</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>6</b>	<b>94</b>	<b>4</b>	<b>36</b>
<b>PAKISTAN</b>															
ISLAMABAD	AIR BLUE	S	26	0	0	38	23	8	27	4	0	48	27	42	26
	PAKISTAN INTL AIRLINES	S	34	0	0	59	18	15	9	0	0	25	81	22	42
<b>TOTAL ISLAMABAD</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>12</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>35</b>	<b>60</b>	<b>30</b>	<b>68</b>
KARACHI	PAKISTAN INTL AIRLINES	S	12	0	0	50	17	25	8	0	0	25	44	16	9
<b>TOTAL KARACHI</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>25</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>44</b>	<b>16</b>	<b>9</b>
LAHORE	PAKISTAN INTL AIRLINES	S	16	0	0	25	25	19	25	6	0	55	50	25	22
<b>TOTAL LAHORE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>19</b>	<b>25</b>	<b>6</b>	<b>0</b>	<b>55</b>	<b>50</b>	<b>25</b>	<b>22</b>
<b>TOTAL PAKISTAN</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>20</b>	<b>15</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>37</b>	<b>57</b>	<b>27</b>	<b>99</b>
<b>POLAND</b>															
KATOWICE	RYANAIR	S	18	0	0	100	0	0	0	0	0	0	0	0	0
<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>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
RZESZOW	RYANAIR	S	18	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL RZESZOW</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>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL POLAND</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>0</b>	<b>1</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 2012

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	JET2.COM LTD	S	44	1	0	82	5	9	5	0	0	12	50	27	44
	MONARCH AIRLINES	S	60	0	0	73	15	10	2	0	0	11	87	12	70
	RYANAIR	S	60	0	0	82	13	2	2	2	0	9	70	9	30
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	0	14	29	29	7
	THOMSON AIRWAYS LTD	C	17	0	0	76	18	6	0	0	0	8	100	4	16
<b>TOTAL FARO</b>			<b>189</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>15</b>	<b>167</b>
LISBON	AIR PORTUGAL	S	52	0	0	33	27	27	12	2	0	37	0	0	0
<b>TOTAL LISBON</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>27</b>	<b>27</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>37</b>	<b>83</b>	<b>8</b>	<b>18</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>241</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>74</b>	<b>16</b>	<b>194</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	JET2.COM LTD	S	10	0	0	80	20	0	0	0	0	6	94	12	18
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	0	10	20	0	0	27	100	2	8
	THOMSON AIRWAYS LTD	C	10	0	0	90	0	10	0	0	0	6	94	7	18
<b>TOTAL FUNCHAL</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>95</b>	<b>8</b>	<b>44</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>95</b>	<b>8</b>	<b>44</b>
<b>QATAR</b>															
DOHA	QATAR AIRWAYS	S	86	0	0	53	24	20	2	0	0	17	78	10	60
<b>TOTAL DOHA</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>24</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>78</b>	<b>10</b>	<b>60</b>
<b>TOTAL QATAR</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>24</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>78</b>	<b>10</b>	<b>60</b>
<b>SINGAPORE</b>															
SINGAPORE	SINGAPORE AIRLINES	S	52	0	0	75	8	8	10	0	0	15	85	11	60
<b>TOTAL SINGAPORE</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>85</b>	<b>11</b>	<b>60</b>
<b>TOTAL SINGAPORE</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>85</b>	<b>11</b>	<b>60</b>
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	48	0	0	75	8	4	8	4	0	27	86	9	42
	JET2.COM LTD	S	44	0	0	80	11	7	2	0	0	11	53	27	43
	MONARCH AIRLINES	S	66	0	0	70	18	3	8	2	0	22	84	14	100
	RYANAIR	S	34	0	0	76	21	3	0	0	0	8	85	6	48
	THOMAS COOK AIRLINES LTD	C	16	0	0	88	6	6	0	0	0	6	89	4	18
	THOMSON AIRWAYS LTD	C	24	0	0	71	13	8	8	0	0	15	74	12	31
<b>TOTAL ALICANTE</b>			<b>232</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>79</b>	<b>13</b>	<b>282</b>
BARCELONA	JET2.COM LTD	S	44	0	0	84	9	5	2	0	0	11	0	0	0
	MONARCH AIRLINES	S	48	0	0	79	8	0	8	0	4	35	88	11	40
<b>TOTAL BARCELONA</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>23</b>	<b>88</b>	<b>11</b>	<b>40</b>
BILBAO	EASYJET AIRLINE COMPANY LTD	S	26	0	0	96	4	0	0	0	0	2	0	0	0
<b>TOTAL BILBAO</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>0</b>	<b>0</b>	<b>0</b>
GIRONA	RYANAIR	S	58	0	2	79	10	7	3	0	0	11	0	0	0
<b>TOTAL GIRONA</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
IBIZA	RYANAIR	S	24	0	0	75	13	0	8	4	0	22	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 2012

Reporting Airport: MANCHESTER (Full Analysis)

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL IBIZA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	0
<b>MADRID</b>	AIR NOSTRUM	S	34	0	0	35	24	26	12	3	0	39	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	36	0	0	81	6	8	3	3	0	13	0	0	0
	RYANAIR	S	36	0	0	78	3	8	8	3	0	20	90	3	20
<b>TOTAL MADRID</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>10</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>90</b>	<b>3</b>	20
<b>MAHON</b>	MONARCH AIRLINES	S	16	0	0	69	19	6	6	0	0	13	83	10	18
<b>TOTAL MAHON</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>10</b>	18
<b>MALAGA</b>	EASYJET AIRLINE COMPANY LTD	S	48	0	0	88	6	0	6	0	0	11	89	8	44
	JET2.COM LTD	S	43	0	0	51	30	7	9	2	0	24	39	36	44
	JET2.COM LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	MONARCH AIRLINES	S	72	0	0	61	25	8	6	0	0	17	78	24	136
	RYANAIR	S	76	0	2	99	0	0	1	0	0	2	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	30	0	0	0	0	8	100	3	8
	THOMSON AIRWAYS LTD	C	26	0	0	81	15	4	0	0	0	6	82	7	33
<b>TOTAL MALAGA</b>			<b>277</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>15</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>21</b>	265
<b>MURCIA SAN JAVIER</b>	JET2.COM LTD	S	44	0	0	73	9	7	11	0	0	17	84	8	44
	RYANAIR	S	36	0	0	89	6	0	3	3	0	15	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>4</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>84</b>	<b>8</b>	44
<b>PALMA DE MALLORCA</b>	EASYJET AIRLINE COMPANY LTD	S	42	0	2	93	2	0	0	0	5	26	100	0	18
	JET2.COM LTD	S	44	0	0	82	7	2	7	0	2	21	68	17	44
	MONARCH AIRLINES	S	46	0	0	67	7	15	9	0	2	31	82	19	66
	RYANAIR	S	82	0	0	76	15	4	5	1	0	16	54	14	26
	THOMAS COOK AIRLINES LTD	C	9	0	0	89	0	11	0	0	0	10	90	6	10
	THOMSON AIRWAYS LTD	C	31	0	0	94	3	3	0	0	0	5	81	8	42
<b>TOTAL PALMA DE MALLORCA</b>			<b>254</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>20</b>	<b>79</b>	<b>13</b>	222
<b>REUS</b>	RYANAIR	S	18	0	0	89	11	0	0	0	0	4	0	0	0
<b>TOTAL REUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>4</b>	12
<b>VALENCIA</b>	RYANAIR	S	16	0	2	56	13	31	0	0	0	19	0	0	0
<b>TOTAL VALENCIA</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>56</b>	<b>13</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL SPAIN</b>			<b>1199</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>11</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>17</b>	<b>79</b>	<b>14</b>	929
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	JET2.COM LTD	S	17	2	1	76	12	0	12	0	0	16	69	11	16
	MONARCH AIRLINES	S	40	0	0	68	15	8	10	0	0	17	75	13	71
	THOMAS COOK AIRLINES LTD	C	46	0	0	96	0	0	4	0	0	7	73	21	45
	THOMSON AIRWAYS LTD	C	34	0	0	91	3	6	0	0	0	6	77	9	31
<b>TOTAL ARRECIFE</b>			<b>137</b>	<b>2</b>	<b>1</b>	<b>84</b>	<b>7</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>14</b>	163
<b>FUERTEVENTURA</b>	MONARCH AIRLINES	S	16	1	0	44	19	19	19	0	0	29	47	38	17
	THOMAS COOK AIRLINES LTD	C	25	0	0	76	8	0	16	0	0	19	75	14	53
	THOMSON AIRWAYS LTD	C	16	0	0	100	0	0	0	0	0	3	65	20	17
<b>TOTAL FUERTEVENTURA</b>			<b>57</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>9</b>	<b>5</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>68</b>	<b>20</b>	87
<b>LAS PALMAS</b>	MONARCH AIRLINES	S	17	1	0	59	6	24	12	0	0	23	65	11	17
	THOMAS COOK AIRLINES LTD	C	26	0	0	85	12	4	0	0	0	8	86	8	29
	THOMSON AIRWAYS LTD	C	26	0	0	88	12	0	0	0	0	6	96	3	25

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			Actual (7)	Plan (8)											
TOTAL LAS PALMAS			69	1	0	80	10	7	3	0	0	11	85	7	71
SANTA CRUZ DE LA PALMA	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	100	1	7
TOTAL SANTA CRUZ DE LA PALMA			8	0	0	88	13	0	0	0	0	4	100	1	7
TENERIFE (SURREINA SOFIA)	EASYJET AIRLINE COMPANY LTD	S	50	0	1	80	8	8	4	0	0	13	77	12	44
	JET2.COM LTD	S	24	1	0	75	21	4	0	0	0	8	78	6	18
	MONARCH AIRLINES	S	72	1	0	46	24	18	10	3	0	33	53	27	93
	RYANAIR	S	36	0	0	61	22	11	6	0	0	14	95	5	22
	THOMAS COOK AIRLINES LTD	C	44	0	0	68	9	14	9	0	0	15	80	14	64
	THOMSON AIRWAYS LTD	C	64	0	0	83	9	8	0	0	0	7	81	7	79
TOTAL TENERIFE (SURREINA SOFIA)			290	2	1	68	15	11	5	1	0	17	73	15	320
TOTAL SPAIN(CANARY ISLANDS)			561	6	2	74	12	8	6	0	0	14	74	14	648
SWEDEN															
GOTEBORG	CITY AIRLINE	S	82	0	0	80	10	4	6	0	0	13	91	8	86
TOTAL GOTEBORG			82	0	0	80	10	4	6	0	0	13	89	7	114
STOCKHOLM (ARLANDA)	SAS	S	87	0	0	92	7	1	0	0	0	5	90	6	84
TOTAL STOCKHOLM (ARLANDA)			87	0	0	92	7	1	0	0	0	5	90	6	84
TOTAL SWEDEN			169	0	0	86	8	2	3	0	0	9	90	6	198
SWITZERLAND															
BASLE MULHOUSE	SWISS AIRLINES	S	52	0	0	88	10	2	0	0	0	6	0	0	0
TOTAL BASLE MULHOUSE			52	0	0	88	10	2	0	0	0	6	96	4	56
GENEVA	EASYJET AIRLINE COMPANY LTD	S	69	0	1	80	10	10	0	0	0	8	92	5	72
	FLYBE LTD	C	6	0	0	100	0	0	0	0	0	5	100	0	1
	JET2.COM LTD	S	10	0	0	70	30	0	0	0	0	12	43	24	14
	MONARCH AIRLINES	C	5	0	0	60	40	0	0	0	0	12	57	15	7
	THOMSON AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	1	80	14	5
TOTAL GENEVA			95	0	1	79	14	7	0	0	0	8	81	9	120
ZURICH	HELVETIC AIRWAYS	S	38	0	0	63	29	5	3	0	0	14	100	4	14
	SWISS AIRLINES	S	142	0	0	70	21	7	1	0	0	13	84	8	166
TOTAL ZURICH			180	0	0	69	23	7	2	0	0	13	84	8	230
TOTAL SWITZERLAND			327	0	1	75	18	6	1	0	0	11	85	8	406
TUNISIA															
ENFIDHA	THOMAS COOK AIRLINES LTD	C	18	0	0	67	6	17	11	0	0	19	0	0	0
	THOMSON AIRWAYS LTD	C	18	0	0	89	6	6	0	0	0	7	0	0	0
TOTAL ENFIDHA			36	0	0	78	6	11	6	0	0	13	0	0	0
MONASTIR	TUNISAIR	S	4	0	0	75	25	0	0	0	0	10	0	0	0
TOTAL MONASTIR			4	0	0	75	25	0	0	0	0	10	94	2	35
TUNIS	TUNISAIR	S	8	0	0	50	38	13	0	0	0	18	0	0	0
TOTAL TUNIS			8	0	0	50	38	13	0	0	0	18	0	0	0
TOTAL TUNISIA			48	0	0	73	13	10	4	0	0	14	94	2	35

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			Actual (7)	Plan (8)											
<b>TURKEY</b>															
ANTALYA	MONARCH AIRLINES	S	14	0	0	50	14	14	21	0	0	27	72	20	18
	THOMAS COOK AIRLINES LTD	C	37	0	0	59	19	14	8	0	0	18	76	21	59
	THOMSON AIRWAYS LTD	C	16	0	0	88	13	0	0	0	0	5	75	11	8
<b>TOTAL ANTALYA</b>			<b>67</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>16</b>	<b>10</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>19</b>	<b>93</b>
BODRUM (MILAS)	THOMAS COOK AIRLINES LTD	C	24	0	0	79	4	13	0	4	0	18	80	31	20
<b>TOTAL BODRUM (MILAS)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>4</b>	<b>13</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>18</b>	<b>85</b>	<b>24</b>	<b>26</b>
DALAMAN	EASYJET AIRLINE COMPANY LTD	S	16	0	0	88	13	0	0	0	0	4	100	1	18
	THOMAS COOK AIRLINES LTD	C	43	0	0	84	5	0	5	5	2	32	72	18	60
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	100	1	12
<b>TOTAL DALAMAN</b>			<b>67</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>21</b>	<b>83</b>	<b>12</b>	<b>99</b>
ISTANBUL	THY TURK HAVA YOLLARI TURKIS	S	78	0	0	26	27	21	24	3	0	44	62	14	60
<b>TOTAL ISTANBUL</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>27</b>	<b>21</b>	<b>24</b>	<b>3</b>	<b>0</b>	<b>44</b>	<b>62</b>	<b>14</b>	<b>60</b>
ISTANBUL (SABIHA GOKCEN)	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	3	0	0	0
	THOMAS COOK AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	14	0	0	0
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
IZMIR (ADNAM MENDERES)	THOMAS COOK AIRLINES LTD	C	7	1	0	57	14	29	0	0	0	20	100	4	8
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>7</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>14</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>100</b>	<b>4</b>	<b>8</b>
<b>TOTAL TURKEY</b>			<b>247</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>16</b>	<b>11</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>77</b>	<b>16</b>	<b>286</b>
<b>UNITED ARAB EMIRATES</b>															
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	120	0	0	88	7	4	2	0	0	6	77	25	60
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>25</b>	<b>60</b>
DUBAI	EMIRATES	S	181	0	0	52	20	21	6	1	0	23	47	31	120
<b>TOTAL DUBAI</b>			<b>181</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>20</b>	<b>21</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>47</b>	<b>31</b>	<b>120</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>301</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>15</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>57</b>	<b>29</b>	<b>180</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BMI REGIONAL	S	171	0	0	94	3	2	1	0	0	4	98	1	195
	EASTERN AIRWAYS	C	8	0	0	63	13	0	25	0	0	27	83	11	6
	FLYBE LTD	S	237	0	1	73	13	8	6	0	0	15	85	10	135
<b>TOTAL ABERDEEN</b>			<b>416</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>93</b>	<b>5</b>	<b>336</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	356	0	1	79	11	4	6	1	0	13	87	6	324
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>356</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>11</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>87</b>	<b>6</b>	<b>414</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	114	0	0	89	3	1	6	2	0	11	0	0	0
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>115</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>3</b>	<b>1</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
CARDIFF WALES	BMI REGIONAL	C	2	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL CARDIFF WALES</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>
EDINBURGH	BMI REGIONAL	S	178	0	0	96	3	1	1	0	0	3	93	4	184
	FLYBE LTD	S	196	0	0	77	9	7	7	0	0	13	94	3	156
<b>TOTAL EDINBURGH</b>			<b>374</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>94</b>	<b>3</b>	<b>340</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 2012

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
EXETER	FLYBE LTD	S	126	0	0	84	9	4	2	1	0	9	88	10	76
<b>TOTAL EXETER</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>10</b>	<b>76</b>
GATWICK	BRITISH AIRWAYS PLC	S	174	0	0	82	10	5	2	1	0	10	85	7	230
<b>TOTAL GATWICK</b>			<b>175</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>7</b>	<b>233</b>
GLASGOW	FLYBE LTD	S	106	0	1	90	6	3	2	0	0	6	96	3	112
<b>TOTAL GLASGOW</b>			<b>106</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>96</b>	<b>3</b>	<b>113</b>
GUERNSEY	AURIGNY AIR SERVICES	S	118	0	2	88	8	1	3	0	0	8	89	8	120
<b>TOTAL GUERNSEY</b>			<b>118</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>8</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>8</b>	<b>120</b>
HEATHROW	BMI BRITISH MIDLAND	S	307	0	2	77	13	7	3	0	0	11	79	12	272
	BRITISH AIRWAYS PLC	S	447	0	0	73	11	10	6	0	0	15	91	4	432
<b>TOTAL HEATHROW</b>			<b>755</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>12</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>87</b>	<b>7</b>	<b>705</b>
INVERNESS	FLYBE LTD	S	94	0	0	83	7	4	3	2	0	13	89	11	94
<b>TOTAL INVERNESS</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>89</b>	<b>11</b>	<b>94</b>
ISLE OF MAN	FLYBE LTD	S	233	0	2	95	3	2	0	0	0	4	94	3	227
<b>TOTAL ISLE OF MAN</b>			<b>233</b>	<b>0</b>	<b>2</b>	<b>95</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>3</b>	<b>227</b>
JERSEY	BLUE ISLANDS LIMITED	S	60	0	0	83	8	8	0	0	0	7	0	0	0
	FLYBE LTD	S	60	0	0	80	17	0	3	0	0	11	83	9	60
<b>TOTAL JERSEY</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>7</b>	<b>104</b>
NEWQUAY	FLYBE LTD	S	52	0	0	81	8	4	6	2	0	15	0	0	0
<b>TOTAL NEWQUAY</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>4</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>89</b>	<b>9</b>	<b>47</b>
NORWICH	LOGANAIR	S	115	0	0	94	2	0	3	2	0	10	0	0	0
<b>TOTAL NORWICH</b>			<b>115</b>	<b>0</b>	<b>1</b>	<b>94</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>12</b>	<b>82</b>
SOUTHAMPTON	FLYBE LTD	S	202	0	2	67	18	10	4	0	0	17	91	4	203
<b>TOTAL SOUTHAMPTON</b>			<b>202</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>18</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>91</b>	<b>4</b>	<b>203</b>
<b>TOTAL UNITED KINGDOM</b>			<b>3361</b>	<b>9</b>	<b>12</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>89</b>	<b>6</b>	<b>3160</b>
<b>USA</b>															
ATLANTA	DELTA AIRLINES	S	58	0	0	84	7	3	3	2	0	14	83	8	60
<b>TOTAL ATLANTA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>8</b>	<b>60</b>
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	60	0	0	68	10	10	5	3	3	45	83	8	58
<b>TOTAL CHICAGO (O'HARE)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>10</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>45</b>	<b>83</b>	<b>8</b>	<b>58</b>
LAS VEGAS	THOMAS COOK AIRLINES LTD	C	7	0	0	86	14	0	0	0	0	6	75	18	8
	VIRGIN ATLANTIC AIRWAYS LTD	S	18	0	0	72	11	6	0	11	0	41	94	18	16
<b>TOTAL LAS VEGAS</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>31</b>	<b>88</b>	<b>18</b>	<b>24</b>
NEW YORK (JF KENNEDY)	AMERICAN AIRLINES	S	62	0	0	82	10	2	6	0	0	11	90	7	48
	PAKISTAN INTL AIRLINES	S	12	1	0	33	25	25	17	0	0	33	54	25	13
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>74</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>83</b>	<b>11</b>	<b>101</b>
NEW YORK (NEWARK)	UNITED AIRLINES	S	60	0	0	83	7	3	3	3	0	19	0	0	0
<b>TOTAL NEW YORK (NEWARK)</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>84</b>	<b>16</b>	<b>120</b>
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	91	0	0	81	8	3	3	4	0	20	84	15	94

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 ORLANDO			91	0	0	81	8	3	3	4	0	20	84	15	94
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	60	0	0	85	8	5	2	0	0	7	84	12	56
TOTAL PHILADELPHIA INTERNATIONAL			60	0	0	85	8	5	2	0	0	7	84	12	56
SANFORD	MONARCH AIRLINES	C	8	0	0	50	0	13	38	0	0	42	0	0	0
	THOMAS COOK AIRLINES LTD	C	25	0	0	84	12	4	0	0	0	5	67	19	24
	THOMSON AIRWAYS LTD	C	25	0	0	68	28	0	4	0	0	12	50	71	22
TOTAL SANFORD			58	0	0	72	17	3	7	0	0	13	59	44	46
TOTAL USA			488	1	0	78	10	5	4	2	0	20	82	15	559
TOTAL MANCHESTER			12749	25	31	79	10	6	4	1	0	12	83	10	12150

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ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 2012

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>BARBADOS</b>															
BRIDGETOWN	THOMSON AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL BRIDGETOWN			2	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL BARBADOS			2	0	0	100	0	0	0	0	0	2	0	0	0
<b>BELGIUM</b>															
BRUSSELS	BRUSSELS AIRLINES	S	106	0	0	92	6	3	0	0	0	5	90	4	112
TOTAL BRUSSELS			106	0	0	92	6	3	0	0	0	5	90	4	112
TOTAL BELGIUM			106	0	0	92	6	3	0	0	0	5	90	4	112
<b>CYPRUS</b>															
LARNACA	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL LARNACA			11	0	0	100	0	0	0	0	0	2	100	6	2
PAPHOS	JET2.COM LTD	S	18	0	0	67	22	11	0	0	0	11	0	0	0
	THOMSON AIRWAYS LTD	C	9	0	0	67	33	0	0	0	0	13	93	6	15
TOTAL PAPHOS			27	0	0	67	26	7	0	0	0	12	94	6	17
TOTAL CYPRUS			38	0	0	76	18	5	0	0	0	9	95	6	19
<b>CZECH REPUBLIC</b>															
PRAGUE	JET2.COM LTD	S	18	0	0	100	0	0	0	0	0	3	83	18	24
TOTAL PRAGUE			18	0	0	100	0	0	0	0	0	3	83	18	24
TOTAL CZECH REPUBLIC			18	0	0	100	0	0	0	0	0	3	83	18	24
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	0	2	100	0	8
	THOMSON AIRWAYS LTD	C	18	0	0	94	6	0	0	0	0	4	0	0	0
TOTAL SHARM EL SHEIKH (OPHIRA)			27	0	0	96	4	0	0	0	0	3	83	8	24
TOTAL EGYPT			27	0	0	96	4	0	0	0	0	3	88	7	32
<b>FRANCE</b>															
CHAMBERY	JET2.COM LTD	S	4	0	0	50	25	25	0	0	0	17	88	6	8
TOTAL CHAMBERY			4	0	0	50	25	25	0	0	0	17	88	6	8
NICE	EASYJET AIRLINE COMPANY LTD	S	24	0	0	83	0	8	8	0	0	10	77	17	26
TOTAL NICE			24	0	0	83	0	8	8	0	0	10	77	17	26
PARIS (CHARLES DE GAULLE)	BRIT AIR	S	155	0	0	93	6	1	0	0	0	4	93	4	155
	EASYJET AIRLINE COMPANY LTD	S	44	0	0	82	7	11	0	0	0	9	86	9	44
TOTAL PARIS (CHARLES DE GAULLE)			199	0	0	90	6	4	0	0	0	5	91	5	199
TARBES-LOURDES INTERNATIONAL	JET2.COM LTD	C	2	0	0	100	0	0	0	0	0	8	0	0	0
TOTAL TARBES-LOURDES INTERNATIONAL			2	0	0	100	0	0	0	0	0	8	0	29	2
TOTAL FRANCE			229	0	0	89	6	4	1	0	0	6	89	7	235
<b>GERMANY</b>															
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	88	0	0	92	6	2	0	0	0	5	89	6	98

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 DUSSELDORF			88	0	0	92	6	2	0	0	0	5	89	6	98
TOTAL GERMANY			88	0	0	92	6	2	0	0	0	5	88	7	112
IRISH REPUBLIC															
CORK	JET2.COM LTD	S	18	0	0	100	0	0	0	0	0	4	83	21	18
TOTAL CORK			18	0	0	100	0	0	0	0	0	4	83	21	18
DUBLIN	RYANAIR	S	120	0	1	83	6	11	1	0	0	10	92	4	78
TOTAL DUBLIN			120	0	1	83	6	11	1	0	0	10	92	4	78
TOTAL IRISH REPUBLIC			138	0	1	85	5	9	1	0	0	9	91	7	96
MALTA															
MALTA	EASYJET AIRLINE COMPANY LTD	S	16	0	0	88	0	0	13	0	0	10	82	10	17
TOTAL MALTA			16	0	0	88	0	0	13	0	0	10	70	14	27
TOTAL MALTA			16	0	0	88	0	0	13	0	0	10	70	14	27
MEXICO															
CANCUN	THOMSON AIRWAYS LTD	C	9	0	0	67	22	11	0	0	0	10	33	18	6
TOTAL CANCUN			9	0	0	67	22	11	0	0	0	10	33	18	6
TOTAL MEXICO			9	0	0	67	22	11	0	0	0	10	33	18	6
NETHERLANDS															
AMSTERDAM	KLM	S	54	0	1	91	7	2	0	0	0	4	100	0	2
	KLM CITYHOPPER	S	245	0	0	94	4	1	0	0	0	4	96	3	296
TOTAL AMSTERDAM			299	0	1	94	5	1	0	0	0	4	96	3	298
TOTAL NETHERLANDS			299	0	1	94	5	1	0	0	0	4	96	3	299
NORWAY															
BERGEN	FLYBE LTD	S	24	0	0	50	21	25	4	0	0	18	0	0	0
TOTAL BERGEN			24	0	0	50	21	25	4	0	0	18	97	2	35
STAVANGER	EASTERN AIRWAYS	S	35	3	3	97	0	3	0	0	0	2	94	5	35
	WIDEROE FLYVESELSKAP A/S	S	34	0	0	91	6	0	0	3	0	13	93	6	30
TOTAL STAVANGER			69	3	3	94	3	1	0	1	0	8	94	6	65
TOTAL NORWAY			93	3	3	83	8	8	1	1	0	10	96	4	126
POLAND															
KRAKOW	JET2.COM LTD	S	18	0	0	56	11	11	22	0	0	30	0	57	18
TOTAL KRAKOW			18	0	0	56	11	11	22	0	0	30	0	57	18
TOTAL POLAND			18	0	0	56	11	11	22	0	0	30	0	57	18
PORTUGAL(EXCLUDING MADEIRA)															
FARO	EASYJET AIRLINE COMPANY LTD	S	42	0	0	88	5	2	0	5	0	15	81	15	42
	JET2.COM LTD	S	26	0	1	85	15	0	0	0	0	6	76	20	34
	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	10	86	3	7
TOTAL FARO			76	0	1	86	11	1	0	3	0	11	80	15	87

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 2012

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 PORTUGAL(EXCLUDING MADEIRA)			76	0	1	86	11	1	0	3	0	11	80	15	87
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	58	0	0	91	3	0	5	0	0	9	77	12	60
	JET2.COM LTD	S	52	0	0	69	17	6	8	0	0	19	39	27	36
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	38	13	0	0	0	14	100	3	10
	THOMSON AIRWAYS LTD	C	16	0	0	75	13	6	6	0	0	15	83	9	18
<b>TOTAL ALICANTE</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>15</b>	124
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	44	0	0	89	5	0	5	2	0	12	95	6	42
<b>TOTAL BARCELONA</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>95</b>	<b>6</b>	42
GIRONA	RYANAIR	S	24	0	0	83	0	0	13	4	0	25	100	5	26
<b>TOTAL GIRONA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>25</b>	<b>100</b>	<b>5</b>	26
MALAGA	EASYJET AIRLINE COMPANY LTD	S	60	0	0	85	8	5	2	0	0	6	97	4	60
	JET2.COM LTD	S	28	0	0	46	32	18	4	0	0	20	70	16	20
	THOMSON AIRWAYS LTD	C	10	0	0	80	10	10	0	0	0	7	100	4	8
<b>TOTAL MALAGA</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>91</b>	<b>7</b>	88
MURCIA SAN JAVIER	JET2.COM LTD	S	36	0	0	89	6	3	3	0	0	8	63	18	41
<b>TOTAL MURCIA SAN JAVIER</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>63</b>	<b>18</b>	41
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	30	0	0	93	0	3	0	0	3	17	83	19	12
	JET2.COM LTD	S	44	0	0	86	7	7	0	0	0	7	86	9	44
	THOMSON AIRWAYS LTD	C	24	0	0	83	4	0	8	4	0	21	100	2	22
<b>TOTAL PALMA DE MALLORCA</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>13</b>	<b>86</b>	<b>11</b>	81
<b>TOTAL SPAIN</b>			<b>435</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>11</b>	410
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	JET2.COM LTD	S	18	0	0	89	6	6	0	0	0	5	75	18	16
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	75	15	20
	THOMSON AIRWAYS LTD	C	8	0	0	50	25	0	25	0	0	27	94	4	16
<b>TOTAL ARRECIFE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>13</b>	52
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	58	18	19
<b>TOTAL FUERTEVENTURA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>18</b>	19
LAS PALMAS	JET2.COM LTD	S	2	0	0	100	0	0	0	0	0	0	0	47	2
	THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	0	3	38	23	8
	THOMSON AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	4	88	3	8
<b>TOTAL LAS PALMAS</b>			<b>21</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>56</b>	<b>17</b>	18
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	25	0	0	88	12	0	0	0	0	7	60	17	20
	THOMAS COOK AIRLINES LTD	C	24	1	0	83	8	8	0	0	0	8	78	10	27
	THOMSON AIRWAYS LTD	C	22	0	0	82	0	9	9	0	0	16	100	1	25
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>71</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>9</b>	72
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>134</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>12</b>	161
<b>SWITZERLAND</b>															
GENEVA	EASYJET AIRLINE COMPANY LTD	S	30	0	0	93	7	0	0	0	0	5	77	10	44

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 2012

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 GENEVA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>78</b>	<b>9</b>	<b>45</b>
<b>TOTAL SWITZERLAND</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>78</b>	<b>9</b>	<b>45</b>
<b>TUNISIA</b>															
ENFIDHA	THOMAS COOK AIRLINES LTD	C	10	0	0	90	0	10	0	0	0	5	0	0	0
	THOMSON AIRWAYS LTD	C	9	0	0	89	11	0	0	0	0	6	0	0	0
<b>TOTAL ENFIDHA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TUNISIA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>2</b>	<b>9</b>
<b>TURKEY</b>															
ANTALYA	THOMAS COOK AIRLINES LTD	C	7	0	0	86	14	0	0	0	0	4	100	5	10
<b>TOTAL ANTALYA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>100</b>	<b>5</b>	<b>10</b>
DALAMAN	THOMAS COOK AIRLINES LTD	C	16	0	0	94	0	0	6	0	0	7	69	16	16
	THOMSON AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	7	100	1	5
<b>TOTAL DALAMAN</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>13</b>	<b>21</b>
<b>TOTAL TURKEY</b>			<b>31</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>7</b>	<b>82</b>	<b>13</b>	<b>33</b>
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	60	0	0	62	17	13	8	0	0	20	50	23	60
<b>TOTAL DUBAI</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>17</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>50</b>	<b>23</b>	<b>60</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>17</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>50</b>	<b>23</b>	<b>60</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	EASTERN AIRWAYS	S	158	0	0	94	4	1	1	0	0	4	90	8	136
<b>TOTAL ABERDEEN</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>8</b>	<b>136</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	86	0	0	80	7	2	9	1	0	19	83	20	90
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>2</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>83</b>	<b>20</b>	<b>90</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	130	0	0	88	7	2	3	0	0	8	91	5	128
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>5</b>	<b>128</b>
BIRMINGHAM	EASTERN AIRWAYS	S	88	0	12	90	1	3	6	0	0	10	98	2	82
<b>TOTAL BIRMINGHAM</b>			<b>88</b>	<b>0</b>	<b>12</b>	<b>90</b>	<b>1</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>98</b>	<b>2</b>	<b>82</b>
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	130	0	0	95	2	0	3	0	0	4	90	6	126
<b>TOTAL BRISTOL</b>			<b>130</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>4</b>	<b>90</b>	<b>7</b>	<b>128</b>
CARDIFF WALES	EASTERN AIRWAYS	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	EASTERN AIRWAYS	S	86	0	2	83	7	9	1	0	0	7	94	24	48
<b>TOTAL CARDIFF WALES</b>			<b>88</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>7</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>19</b>	<b>70</b>
EXETER	FLYBE LTD	S	60	0	0	77	13	2	8	0	0	17	88	11	56
<b>TOTAL EXETER</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>88</b>	<b>11</b>	<b>56</b>
GATWICK	FLYBE LTD	S	156	0	0	81	7	5	6	1	0	15	95	3	172
<b>TOTAL GATWICK</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>7</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>95</b>	<b>3</b>	<b>172</b>
GLASGOW	JET2.COM LTD	S	4	0	0	50	25	25	0	0	0	17	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 2012

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
			UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 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 GLASGOW			4	0	0	50	25	25	0	0	0	17	0	0	0
HEATHROW	BRITISH AIRWAYS PLC	S	332	0	0	74	14	10	2	0	0	12	91	5	331
TOTAL HEATHROW			332	0	0	74	14	10	2	0	0	12	91	5	331
ISLE OF MAN	FLM AVIATION	S	40	2	0	95	0	0	5	0	0	3	100	1	6
	VANAIR EUROPE AS	S	2	0	0	100	0	0	0	0	0	0	100	1	10
TOTAL ISLE OF MAN			42	2	0	95	0	0	5	0	0	3	100	1	16
JERSEY	FLYBE LTD	S	36	0	0	75	8	8	8	0	0	16	94	5	34
TOTAL JERSEY			36	0	0	75	8	8	8	0	0	16	94	5	34
SOUTHAMPTON	FLYBE LTD	S	143	0	1	66	11	13	8	2	0	23	84	12	152
TOTAL SOUTHAMPTON			143	0	1	66	11	13	8	2	0	23	84	12	152
TOTAL UNITED KINGDOM			1456	5	15	82	8	6	4	0	0	11	90	8	1409
USA															
SANFORD	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	7	43	29	7
TOTAL SANFORD			8	0	0	75	25	0	0	0	0	7	43	29	7
TOTAL USA			8	0	0	75	25	0	0	0	0	7	43	29	7
TOTAL NEWCASTLE			3331	9	21	84	8	5	3	0	0	10	87	8	3335

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 2012

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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	18	0	0	83	17	0	0	0	0	7	78	11	18
TOTAL TIRANA			18	0	0	83	17	0	0	0	0	7	78	11	18
TOTAL ALBANIA			18	0	0	83	17	0	0	0	0	7	78	11	18
<b>AUSTRIA</b>															
GRAZ	RYANAIR	S	36	0	0	75	19	6	0	0	0	8	65	11	34
TOTAL GRAZ			36	0	0	75	19	6	0	0	0	8	65	11	34
INNSBRUCK	AUSTRIAN AIRLINES	C	3	0	0	67	33	0	0	0	0	14	0	0	0
TOTAL INNSBRUCK			4	0	0	75	25	0	0	0	0	12	100	1	5
KLAGENFURT	RYANAIR	S	24	0	0	79	21	0	0	0	0	9	85	13	26
TOTAL KLAGENFURT			24	0	0	79	21	0	0	0	0	9	85	13	26
LINZ	RYANAIR	S	36	0	0	100	0	0	0	0	0	3	95	2	42
TOTAL LINZ			36	0	0	100	0	0	0	0	0	3	95	2	42
SALZBURG	RYANAIR	S	38	0	0	84	16	0	0	0	0	6	90	6	42
TOTAL SALZBURG			38	0	0	84	16	0	0	0	0	6	90	6	42
TOTAL AUSTRIA			138	0	0	85	14	1	0	0	0	6	85	7	149
<b>BULGARIA</b>															
PLOVDIV	RYANAIR	S	20	0	0	85	10	0	5	0	0	14	83	7	18
TOTAL PLOVDIV			20	0	0	85	10	0	5	0	0	14	83	7	18
TOTAL BULGARIA			20	1	0	85	10	0	5	0	0	14	83	7	18
<b>CROATIA</b>															
DUBROVNIK	EASYJET AIRLINE COMPANY LTD	S	4	0	0	100	0	0	0	0	0	4	100	0	2
TOTAL DUBROVNIK			4	0	0	100	0	0	0	0	0	4	100	0	2
PULA	RYANAIR	S	16	0	0	88	13	0	0	0	0	8	92	3	26
TOTAL PULA			16	0	0	88	13	0	0	0	0	8	92	3	26
SPLIT	EASYJET AIRLINE COMPANY LTD	S	2	0	0	100	0	0	0	0	0	1	25	20	4
TOTAL SPLIT			2	0	0	100	0	0	0	0	0	1	25	20	4
ZADAR	RYANAIR	S	26	0	0	77	15	8	0	0	0	9	86	8	44
TOTAL ZADAR			26	0	0	77	15	8	0	0	0	9	86	8	44
TOTAL CROATIA			48	0	0	83	13	4	0	0	0	8	84	8	86
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	10	0	0	60	10	30	0	0	0	15	0	0	0
TOTAL LARNACA			10	0	0	60	10	30	0	0	0	15	0	0	0
PAPHOS	THOMAS COOK AIRLINES LTD	C	10	0	0	70	10	20	0	0	0	15	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	38	63	0	0	0	0	14	88	14	8
TOTAL PAPHOS			18	0	0	56	33	11	0	0	0	15	88	14	8
TOTAL CYPRUS			28	0	0	57	25	18	0	0	0	15	88	14	8



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 2012

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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>															
BRNO (TURANY)	RYANAIR	S	60	0	0	100	0	0	0	0	0	1	97	3	60
TOTAL BRNO (TURANY)			<b>60</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>97</b>	<b>3</b>	<b>60</b>
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	60	0	0	83	15	2	0	0	0	6	82	8	50
TOTAL PRAGUE			<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>8</b>	<b>50</b>
TOTAL CZECH REPUBLIC			<b>120</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>5</b>	<b>110</b>
<b>DENMARK</b>															
AARHUS (TIRSTRUP)	RYANAIR	S	60	0	0	95	2	0	3	0	0	4	100	1	60
TOTAL AARHUS (TIRSTRUP)			<b>60</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>4</b>	<b>100</b>	<b>1</b>	<b>60</b>
BILLUND	RYANAIR	S	120	0	0	84	9	4	3	0	0	8	99	2	120
TOTAL BILLUND			<b>120</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>99</b>	<b>2</b>	<b>120</b>
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	112	1	0	93	4	3	0	0	0	3	89	5	168
TOTAL COPENHAGEN			<b>112</b>	<b>3</b>	<b>1</b>	<b>93</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>5</b>	<b>168</b>
TOTAL DENMARK			<b>292</b>	<b>3</b>	<b>1</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>95</b>	<b>3</b>	<b>348</b>
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	THOMSON AIRWAYS LTD	C	10	0	0	40	40	20	0	0	0	22	0	0	0
TOTAL SHARM EL SHEIKH (OPHIRA)			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>75</b>	<b>10</b>	<b>8</b>
TOTAL EGYPT			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>75</b>	<b>10</b>	<b>8</b>
<b>ESTONIA</b>															
TALLIN	EASYJET AIRLINE COMPANY LTD	S	26	0	0	81	12	0	8	0	0	16	84	6	44
TOTAL TALLIN			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>84</b>	<b>6</b>	<b>44</b>
TOTAL ESTONIA			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>84</b>	<b>6</b>	<b>44</b>
<b>FAROE ISLANDS</b>															
VAGAR	ATLANTIC AIRWAYS	C	4	0	0	100	0	0	0	0	0	6	33	29	6
TOTAL VAGAR			<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>6</b>	<b>33</b>	<b>29</b>	<b>6</b>
TOTAL FAROE ISLANDS			<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>6</b>	<b>33</b>	<b>29</b>	<b>6</b>
<b>FINLAND</b>															
TAMPERE	RYANAIR	S	26	0	0	92	8	0	0	0	0	3	86	11	44
TOTAL TAMPERE			<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>86</b>	<b>11</b>	<b>44</b>
TURKU	RYANAIR	S	24	0	0	92	0	8	0	0	0	6	0	0	0
TOTAL TURKU			<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL FINLAND			<b>50</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>11</b>	<b>44</b>
<b>FRANCE</b>															
BERGERAC	RYANAIR	S	60	0	0	80	17	0	0	3	0	15	93	4	60
TOTAL BERGERAC			<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>93</b>	<b>4</b>	<b>60</b>
BIARRITZ	RYANAIR	S	56	0	3	89	5	2	4	0	0	9	92	6	60

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR APRIL 2012

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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			56	0	3	89	5	2	4	0	0	9	92	6	60
CARCASSONNE	RYANAIR	S	56	0	4	82	18	0	0	0	0	8	95	3	60
TOTAL CARCASSONNE			56	0	4	82	18	0	0	0	0	8	95	3	60
CHAMBERY	TITAN AIRWAYS LTD	C	16	1	0	69	25	6	0	0	0	11	79	14	24
TOTAL CHAMBERY			16	2	0	69	25	6	0	0	0	11	79	14	24
DINARD	RYANAIR	S	50	0	0	90	4	6	0	0	0	5	85	5	48
TOTAL DINARD			50	0	0	90	4	6	0	0	0	5	85	5	48
GRENOBLE	EASYJET AIRLINE COMPANY LTD	S	10	0	0	100	0	0	0	0	0	1	81	21	16
	RYANAIR	S	4	0	0	75	0	25	0	0	0	21	0	0	0
	THOMSON AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	0	100	0	1
TOTAL GRENOBLE			17	0	0	94	0	6	0	0	0	5	82	20	17
LA ROCHELLE	RYANAIR	S	36	0	0	61	19	6	8	6	0	31	87	5	38
TOTAL LA ROCHELLE			36	0	0	61	19	6	8	6	0	31	87	5	38
LIMOGES	RYANAIR	S	58	0	2	88	5	3	0	3	0	12	88	5	60
TOTAL LIMOGES			58	0	2	88	5	3	0	3	0	12	88	5	60
LYON	EASYJET AIRLINE COMPANY LTD	S	68	0	0	82	0	3	15	0	0	17	91	4	68
TOTAL LYON			68	0	0	82	0	3	15	0	0	17	91	4	68
MARSEILLE	RYANAIR	S	60	0	0	70	15	7	8	0	0	18	75	12	60
TOTAL MARSEILLE			60	0	0	70	15	7	8	0	0	18	75	12	60
NICE	EASYJET AIRLINE COMPANY LTD	S	60	0	0	83	10	0	7	0	0	13	97	3	60
TOTAL NICE			60	0	0	83	10	0	7	0	0	13	97	3	60
PERPIGNAN	RYANAIR	S	40	0	4	88	13	0	0	0	0	5	100	1	34
TOTAL PERPIGNAN			40	0	4	88	13	0	0	0	0	5	100	1	34
POITIERS	RYANAIR	S	36	0	0	92	8	0	0	0	0	4	94	2	34
TOTAL POITIERS			36	0	0	92	8	0	0	0	0	4	94	2	34
RODEZ	RYANAIR	S	34	0	1	85	12	0	3	0	0	9	91	3	34
TOTAL RODEZ			34	0	1	85	12	0	3	0	0	9	91	3	34
TARBES-LOURDES INTERNATIONAL	RYANAIR	S	16	0	0	63	25	0	13	0	0	23	94	20	18
	TITAN AIRWAYS LTD	C	6	0	0	100	0	0	0	0	0	2	100	6	5
TOTAL TARBES-LOURDES INTERNATIONAL			22	0	0	73	18	0	9	0	0	17	92	18	24
TOULON / HYERES	RYANAIR	S	26	0	0	92	4	4	0	0	0	7	83	7	30
TOTAL TOULON / HYERES			26	0	0	92	4	4	0	0	0	7	83	7	30
TOURS	RYANAIR	S	36	0	0	81	14	0	6	0	0	13	88	4	34
TOTAL TOURS			36	0	0	81	14	0	6	0	0	13	88	4	34
TOTAL FRANCE			731	2	14	82	10	2	4	1	0	12	90	6	745
GERMANY															
BERLIN (SCHONEFELD)	RYANAIR	S	120	0	0	76	13	11	0	0	0	9	94	5	120
TOTAL BERLIN (SCHONEFELD)			120	0	0	76	13	11	0	0	0	9	94	5	120

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)										
BREMEN	RYANAIR	S	102	0	0	84	16	0	0	0	0	6	80	8	110
<b>TOTAL BREMEN</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>8</b>	<b>110</b>
COLOGNE BONN	GERMANWINGS	S	132	0	0	77	12	8	3	1	0	15	93	4	136
<b>TOTAL COLOGNE BONN</b>			<b>132</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>93</b>	<b>4</b>	<b>136</b>
DUSSELDORF	AIR BERLIN	S	143	0	5	93	5	1	1	0	4	92	5	151	
<b>TOTAL DUSSELDORF</b>			<b>143</b>	<b>1</b>	<b>5</b>	<b>93</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>5</b>	<b>151</b>	
HAHN	RYANAIR	S	138	0	0	83	9	7	1	1	0	10	90	8	120
<b>TOTAL HAHN</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>90</b>	<b>8</b>	<b>120</b>
HANOVER	GERMANWINGS	S	102	0	0	89	7	2	2	0	7	97	2	102	
<b>TOTAL HANOVER</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>97</b>	<b>2</b>	<b>102</b>	
KARLSRUHE/BADEN BADEN	RYANAIR	S	60	0	0	85	10	5	0	0	6	95	3	60	
<b>TOTAL KARLSRUHE/BADEN BADEN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>95</b>	<b>3</b>	<b>60</b>	
LEIPZIG	RYANAIR	S	60	0	0	90	7	3	0	0	4	0	0	0	
<b>TOTAL LEIPZIG</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	
MEMMINGEN ALLGAU	RYANAIR	S	60	0	0	85	10	2	3	0	8	82	7	60	
<b>TOTAL MEMMINGEN ALLGAU</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>7</b>	<b>60</b>	
MUNICH	EASYJET AIRLINE COMPANY LTD	S	110	0	2	95	3	2	1	0	3	79	10	110	
<b>TOTAL MUNICH</b>			<b>110</b>	<b>0</b>	<b>2</b>	<b>95</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>10</b>	<b>110</b>	
NIEDERRHEIN	RYANAIR	S	79	0	0	77	13	9	1	0	11	86	7	78	
<b>TOTAL NIEDERRHEIN</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>7</b>	<b>78</b>	
STUTTGART	GERMANWINGS	S	102	0	0	87	8	5	0	0	8	93	3	102	
<b>TOTAL STUTTGART</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>93</b>	<b>3</b>	<b>102</b>	
<b>TOTAL GERMANY</b>			<b>1208</b>	<b>3</b>	<b>7</b>	<b>85</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>5</b>	<b>1318</b>	
<b>GREECE</b>															
CHANIA	RYANAIR	S	16	0	0	88	6	6	0	0	5	0	0	0	
<b>TOTAL CHANIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	
CORFU	RYANAIR	S	18	1	0	89	11	0	0	0	5	0	0	0	
<b>TOTAL CORFU</b>			<b>18</b>	<b>2</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	
KOS	RYANAIR	S	16	0	0	100	0	0	0	0	1	0	0	0	
<b>TOTAL KOS</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>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	
PATRAS	RYANAIR	S	16	0	0	81	13	6	0	0	10	0	0	0	
<b>TOTAL PATRAS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	
RHODES	RYANAIR	S	24	0	0	58	38	4	0	0	13	75	13	16	
<b>TOTAL RHODES</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>38</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>13</b>	<b>16</b>	
SALONIKA	RYANAIR	S	26	0	0	77	12	12	0	0	11	100	3	16	
<b>TOTAL SALONIKA</b>			<b>26</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>100</b>	<b>3</b>	<b>16</b>	
<b>TOTAL GREECE</b>			<b>116</b>	<b>4</b>	<b>0</b>	<b>80</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>8</b>	<b>32</b>	

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			Actual (7)	Plan (8)											
<b>HUNGARY</b>															
BUDAPEST	RYANAIR	S	112	0	0	83	11	6	0	0	0	7	0	0	0
TOTAL BUDAPEST			<b>112</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL HUNGARY			<b>112</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>IRISH REPUBLIC</b>															
CORK	RYANAIR	S	138	0	0	83	12	4	1	0	0	7	94	2	112
TOTAL CORK			<b>138</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>94</b>	<b>2</b>	<b>112</b>
DUBLIN	RYANAIR	S	402	2	0	91	6	3	0	0	0	5	90	5	404
TOTAL DUBLIN			<b>402</b>	<b>2</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>5</b>	<b>404</b>
IRELAND WEST(KNOCK)	RYANAIR	S	60	0	0	97	3	0	0	0	0	3	93	4	60
TOTAL IRELAND WEST(KNOCK)			<b>60</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>93</b>	<b>4</b>	<b>60</b>
KERRY COUNTY	RYANAIR	S	36	0	0	86	14	0	0	0	0	5	97	4	60
TOTAL KERRY COUNTY			<b>36</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>97</b>	<b>4</b>	<b>60</b>
SHANNON	RYANAIR	S	120	0	0	87	11	1	2	0	0	7	92	4	96
TOTAL SHANNON			<b>120</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>11</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>92</b>	<b>4</b>	<b>96</b>
TOTAL IRISH REPUBLIC			<b>756</b>	<b>2</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>4</b>	<b>732</b>
<b>ITALY</b>															
ALGHERO/SASSARI	RYANAIR	S	36	0	0	86	8	0	6	0	0	10	97	3	34
TOTAL ALGHERO/SASSARI			<b>36</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>97</b>	<b>3</b>	<b>34</b>
ANCONA	RYANAIR	S	68	0	0	76	18	6	0	0	0	9	76	10	70
TOTAL ANCONA			<b>68</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>10</b>	<b>70</b>
BARI (PALESE)	RYANAIR	S	34	0	0	62	32	6	0	0	0	13	91	5	34
TOTAL BARI (PALESE)			<b>34</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>32</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>91</b>	<b>5</b>	<b>34</b>
BERGAMO	RYANAIR	S	180	0	0	71	17	10	1	1	0	14	84	8	180
TOTAL BERGAMO			<b>180</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>84</b>	<b>8</b>	<b>180</b>
BOLOGNA	RYANAIR	S	60	0	0	85	12	2	2	0	0	7	95	5	60
TOTAL BOLOGNA			<b>60</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>95</b>	<b>5</b>	<b>60</b>
BRINDISI	RYANAIR	S	34	0	0	56	32	12	0	0	0	15	88	6	34
TOTAL BRINDISI			<b>34</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>32</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>88</b>	<b>6</b>	<b>34</b>
CAGLIARI (ELMAS)	EASYJET AIRLINE COMPANY LTD	S	60	0	0	83	5	12	0	0	0	8	100	3	60
TOTAL CAGLIARI (ELMAS)			<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>5</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>100</b>	<b>3</b>	<b>60</b>
GENOA	RYANAIR	S	60	0	0	72	17	10	2	0	0	12	87	15	62
TOTAL GENOA			<b>60</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>87</b>	<b>15</b>	<b>62</b>
LAMETIA-TERME	RYANAIR	S	36	0	0	56	22	19	0	3	0	27	60	15	20
TOTAL LAMETIA-TERME			<b>36</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>19</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>60</b>	<b>15</b>	<b>20</b>
NAPLES	EASYJET AIRLINE COMPANY LTD	S	122	0	0	86	9	2	1	2	0	9	88	7	104
TOTAL NAPLES			<b>122</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>7</b>	<b>104</b>

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Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
PALERMO	RYANAIR	S	60	0	0	72	20	8	0	0	0	10	88	8	60
<b>TOTAL PALERMO</b>			<b>60</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>10</b>	<b>88</b>	<b>8</b>	<b>60</b>
PARMA	RYANAIR	S	26	0	0	54	15	23	8	0	0	21	54	18	26
<b>TOTAL PARMA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>15</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>54</b>	<b>18</b>	<b>26</b>
PERUGIA	RYANAIR	S	44	0	0	86	9	5	0	0	0	8	95	5	42
<b>TOTAL PERUGIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>95</b>	<b>5</b>	<b>42</b>
PESCARA	RYANAIR	S	44	0	0	95	5	0	0	0	0	4	98	2	42
<b>TOTAL PESCARA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>98</b>	<b>2</b>	<b>42</b>
PISA	RYANAIR	S	180	0	0	59	21	14	6	1	0	18	72	14	178
<b>TOTAL PISA</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>21</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>72</b>	<b>14</b>	<b>178</b>
RIMINI	RYANAIR	S	24	0	0	75	17	4	0	4	0	17	69	10	26
<b>TOTAL RIMINI</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>69</b>	<b>10</b>	<b>26</b>
ROME (CIAMPINO)	RYANAIR	S	180	1	0	74	15	8	3	0	0	12	82	9	180
<b>TOTAL ROME (CIAMPINO)</b>			<b>180</b>	<b>2</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>82</b>	<b>9</b>	<b>180</b>
TREVISO	RYANAIR	S	120	0	0	83	12	4	1	0	0	7	82	8	120
<b>TOTAL TREVISO</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>8</b>	<b>120</b>
TRIESTE (RONCHI DEI LEGIONARI)	RYANAIR	S	60	0	0	85	10	5	0	0	0	7	82	9	60
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>9</b>	<b>60</b>
TURIN	RYANAIR	S	64	0	0	83	14	2	0	0	2	14	83	11	60
<b>TOTAL TURIN</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>14</b>	<b>83</b>	<b>11</b>	<b>60</b>
VERONA VILLAFRANCA	RYANAIR	S	36	0	0	89	8	3	0	0	0	5	68	16	34
<b>TOTAL VERONA VILLAFRANCA</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>68</b>	<b>16</b>	<b>34</b>
<b>TOTAL ITALY</b>			<b>1529</b>	<b>6</b>	<b>1</b>	<b>75</b>	<b>15</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>9</b>	<b>1486</b>
LATVIA															
RIGA	RYANAIR	S	84	0	0	92	6	2	0	0	0	4	96	7	120
<b>TOTAL RIGA</b>			<b>84</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>96</b>	<b>7</b>	<b>120</b>
<b>TOTAL LATVIA</b>			<b>84</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>96</b>	<b>7</b>	<b>120</b>
LITHUANIA															
KAUNAS	RYANAIR	S	60	1	0	95	5	0	0	0	0	4	97	3	78
<b>TOTAL KAUNAS</b>			<b>60</b>	<b>1</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>97</b>	<b>3</b>	<b>78</b>
VILNIUS	RYANAIR	S	60	0	0	85	12	3	0	0	0	7	0	0	0
<b>TOTAL VILNIUS</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL LITHUANIA</b>			<b>120</b>	<b>1</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>97</b>	<b>3</b>	<b>78</b>
MALTA															
MALTA	RYANAIR	S	36	0	0	92	3	6	0	0	0	6	0	0	0
<b>TOTAL MALTA</b>			<b>36</b>	<b>1</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MALTA</b>			<b>36</b>	<b>1</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
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			Actual (7)	Plan (8)											
<b>MOROCCO</b>															
FEZ	RYANAIR	S	18	0	0	72	17	11	0	0	0	12	71	19	24
TOTAL FEZ			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>19</b>	<b>24</b>
MARRAKESH	RYANAIR	S	18	0	0	83	11	6	0	0	0	8	69	14	16
TOTAL MARRAKESH			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>69</b>	<b>14</b>	<b>16</b>
TOTAL MOROCCO			<b>36</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>16</b>	<b>58</b>
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	172	0	0	84	8	2	5	1	0	14	93	5	211
TOTAL AMSTERDAM			<b>172</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>93</b>	<b>5</b>	<b>211</b>
EINDHOVEN	RYANAIR	S	128	0	0	91	6	2	0	0	0	4	94	4	120
TOTAL EINDHOVEN			<b>128</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>4</b>	<b>94</b>	<b>4</b>	<b>120</b>
TOTAL NETHERLANDS			<b>300</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>93</b>	<b>5</b>	<b>331</b>
<b>NORWAY</b>															
BERGEN	TITAN AIRWAYS LTD	C	3	0	0	67	33	0	0	0	0	9	0	0	0
TOTAL BERGEN			<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
HAUGESUND	RYANAIR	S	26	0	0	92	4	4	0	0	0	6	83	8	24
TOTAL HAUGESUND			<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>6</b>	<b>83</b>	<b>8</b>	<b>24</b>
RYGGE	RYANAIR	S	120	0	0	88	6	4	2	1	0	10	94	6	122
TOTAL RYGGE			<b>120</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>94</b>	<b>6</b>	<b>122</b>
SANDEFJORD(TORP)	RYANAIR	S	60	0	0	90	7	3	0	0	0	5	100	2	58
TOTAL SANDEFJORD(TORP)			<b>60</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>2</b>	<b>58</b>
TOTAL NORWAY			<b>209</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>95</b>	<b>5</b>	<b>204</b>
<b>POLAND</b>															
BYDGOSZCZ	RYANAIR	S	60	0	0	95	5	0	0	0	0	4	88	5	60
TOTAL BYDGOSZCZ			<b>60</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>88</b>	<b>5</b>	<b>60</b>
GDANSK	RYANAIR	S	59	0	0	95	3	2	0	0	0	3	95	7	60
TOTAL GDANSK			<b>59</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>95</b>	<b>7</b>	<b>60</b>
KATOWICE	RYANAIR	S	60	0	0	88	7	5	0	0	0	5	97	2	60
TOTAL KATOWICE			<b>60</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>97</b>	<b>2</b>	<b>60</b>
KRAKOW	RYANAIR	S	120	0	0	89	7	3	0	0	1	11	99	1	120
TOTAL KRAKOW			<b>120</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>99</b>	<b>1</b>	<b>120</b>
LODZ LUBLINEK	RYANAIR	S	60	0	0	87	12	2	0	0	0	4	98	1	60
TOTAL LODZ LUBLINEK			<b>60</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>98</b>	<b>1</b>	<b>60</b>
POZNAN	RYANAIR	S	60	0	0	88	7	5	0	0	0	7	93	3	60
TOTAL POZNAN			<b>60</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>93</b>	<b>3</b>	<b>60</b>
RZESZOW	RYANAIR	S	60	0	0	95	3	2	0	0	0	4	95	3	60
TOTAL RZESZOW			<b>60</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>95</b>	<b>3</b>	<b>60</b>

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							APR 2011		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
SZCZECIN (GOLENOW)	RYANAIR	S	36	0	0	94	6	0	0	0	0	2	100	1	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>2</b>	<b>100</b>	<b>1</b>	<b>34</b>
WROCLAW	RYANAIR	S	78	0	0	73	22	5	0	0	0	10	92	4	78
<b>TOTAL WROCLAW</b>			<b>78</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>10</b>	<b>92</b>	<b>4</b>	<b>78</b>
<b>TOTAL POLAND</b>			<b>593</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>95</b>	<b>3</b>	<b>592</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	EASYJET AIRLINE COMPANY LTD	S	8	1	0	25	0	38	38	0	0	53	87	5	120
	RYANAIR	S	96	0	1	82	8	4	3	1	1	16	80	12	60
	THOMSON AIRWAYS LTD	C	9	0	0	78	11	11	0	0	0	7	60	15	5
<b>TOTAL FARO</b>			<b>113</b>	<b>1</b>	<b>1</b>	<b>78</b>	<b>8</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>18</b>	<b>84</b>	<b>8</b>	<b>185</b>
OPORTO (PORTUGAL)	RYANAIR	S	104	0	0	68	22	2	7	1	0	19	84	13	102
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>22</b>	<b>2</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>84</b>	<b>13</b>	<b>102</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>217</b>	<b>1</b>	<b>1</b>	<b>73</b>	<b>15</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>84</b>	<b>10</b>	<b>287</b>
<b>SLOVAK REPUBLIC</b>															
BRATISLAVA	RYANAIR	S	96	0	0	92	6	2	0	0	0	5	97	3	120
<b>TOTAL BRATISLAVA</b>			<b>96</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>5</b>	<b>97</b>	<b>3</b>	<b>120</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>96</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>5</b>	<b>97</b>	<b>3</b>	<b>120</b>
<b>SLOVENIA</b>															
LJUBLJANA	EASYJET AIRLINE COMPANY LTD	S	56	0	0	95	2	0	2	2	0	8	90	5	52
<b>TOTAL LJUBLJANA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>5</b>	<b>52</b>
<b>TOTAL SLOVENIA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>5</b>	<b>52</b>
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	103	1	2	90	4	0	6	0	0	9	95	3	113
	RYANAIR	S	102	0	0	74	11	6	8	2	0	20	89	6	121
<b>TOTAL ALICANTE</b>			<b>205</b>	<b>1</b>	<b>2</b>	<b>82</b>	<b>7</b>	<b>3</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>92</b>	<b>5</b>	<b>234</b>
ALMERIA	RYANAIR	S	24	0	0	75	4	8	13	0	0	20	77	11	26
<b>TOTAL ALMERIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>4</b>	<b>8</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>77</b>	<b>11</b>	<b>26</b>
ASTURIAS	EASYJET AIRLINE COMPANY LTD	S	60	0	0	93	2	5	0	0	0	4	83	9	60
<b>TOTAL ASTURIAS</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>9</b>	<b>60</b>
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	58	0	2	78	9	5	5	3	0	21	81	10	120
	RYANAIR	S	124	1	0	78	6	6	7	2	0	19	0	0	0
<b>TOTAL BARCELONA</b>			<b>182</b>	<b>1</b>	<b>2</b>	<b>78</b>	<b>7</b>	<b>5</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>81</b>	<b>10</b>	<b>120</b>
BILBAO	EASYJET AIRLINE COMPANY LTD	S	84	0	0	80	14	6	0	0	0	8	82	7	62
<b>TOTAL BILBAO</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>7</b>	<b>62</b>
GIRONA	RYANAIR	S	60	0	0	68	13	8	10	0	0	16	78	10	120
<b>TOTAL GIRONA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>13</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>10</b>	<b>120</b>
IBIZA	EASYJET AIRLINE COMPANY LTD	S	43	0	0	72	14	14	0	0	0	9	100	1	22
	RYANAIR	S	65	0	1	78	12	6	2	2	0	12	93	5	56

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			Actual (7)	Plan (8)											
TOTAL IBIZA			108	0	1	76	13	9	1	1	0	11	95	4	78
JEREZ	RYANAIR	S	36	0	0	67	22	6	6	0	0	14	91	5	34
TOTAL JEREZ			36	0	0	67	22	6	6	0	0	14	91	5	34
MADRID	RYANAIR	S	112	0	0	57	28	12	4	0	0	17	69	14	130
TOTAL MADRID			112	1	0	57	28	12	4	0	0	17	67	15	144
MALAGA	EASYJET AIRLINE COMPANY LTD	S	106	0	0	89	6	2	3	1	0	9	90	5	154
	RYANAIR	S	128	0	0	81	13	6	0	0	0	8	80	14	94
TOTAL MALAGA			234	0	0	85	9	4	1	0	0	8	86	8	248
MURCIA SAN JAVIER	RYANAIR	S	82	0	0	78	15	1	5	1	0	14	91	4	85
TOTAL MURCIA SAN JAVIER			82	0	0	78	15	1	5	1	0	14	91	4	85
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	93	1	2	85	3	3	8	1	0	14	87	7	106
	RYANAIR	S	94	0	1	67	14	11	7	1	0	22	71	11	94
	THOMSON AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	2	92	6	12
TOTAL PALMA DE MALLORCA			194	1	3	77	8	7	7	1	0	17	80	9	212
REUS	RYANAIR	S	44	0	0	80	5	7	9	0	0	16	100	1	34
TOTAL REUS			44	0	0	80	5	7	9	0	0	16	100	1	34
SANTANDER	RYANAIR	S	60	0	1	83	15	0	2	0	0	7	95	5	60
TOTAL SANTANDER			60	0	1	83	15	0	2	0	0	7	95	5	60
SANTIAGO DE COMPOSTELA (SPAIN)	RYANAIR	S	36	0	0	83	8	0	6	3	0	15	74	11	34
TOTAL SANTIAGO DE COMPOSTELA (SPAIN)			36	0	0	83	8	0	6	3	0	15	74	11	34
SEVILLE	RYANAIR	S	60	0	0	72	13	7	5	2	2	26	88	9	60
TOTAL SEVILLE			60	0	0	72	13	7	5	2	2	26	88	9	60
VALENCIA	RYANAIR	S	60	0	0	83	7	2	5	2	2	22	93	4	86
TOTAL VALENCIA			60	0	0	83	7	2	5	2	2	22	93	4	86
VALLADOLID	RYANAIR	S	24	0	0	83	0	4	13	0	0	14	85	5	26
TOTAL VALLADOLID			24	0	0	83	0	4	13	0	0	14	85	5	26
ZARAGOZA	RYANAIR	S	40	0	0	85	10	0	3	3	0	16	82	7	34
TOTAL ZARAGOZA			40	0	0	85	10	0	3	3	0	16	82	7	34
TOTAL SPAIN			1705	4	9	78	11	5	5	1	0	14	85	8	1757
SPAIN(CANARY ISLANDS)															
ARRECIFE	RYANAIR	S	34	0	0	79	12	6	3	0	0	9	100	3	34
	THOMAS COOK AIRLINES LTD	C	18	0	0	100	0	0	0	0	0	1	88	5	8
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	88	8	8
TOTAL ARRECIFE			60	0	0	87	8	3	2	0	0	6	96	4	50
FUERTEVENTURA	RYANAIR	S	26	0	1	85	4	0	0	12	0	38	81	10	16
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	90	2	10
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	7	67	31	6
TOTAL FUERTEVENTURA			42	0	1	88	5	0	0	7	0	25	78	11	50
LAS PALMAS	RYANAIR	S	34	0	0	82	9	6	3	0	0	12	90	11	30
	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	0	1	89	8	9



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				Actual (7)	Plan (8)										
LAS PALMAS	THOMSON AIRWAYS LTD	C	10	0	0	60	30	10	0	0	0	10	57	10	7
<b>TOTAL LAS PALMAS</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>10</b>	<b>46</b>
TENERIFE (SURREINA SOFIA)	RYANAIR	S	60	0	0	82	5	8	3	2	0	13	85	10	60
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	77	9	13
	THOMSON AIRWAYS LTD	C	16	0	0	88	0	0	13	0	0	20	67	11	18
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>10</b>	<b>91</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>237</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>84</b>	<b>9</b>	<b>237</b>
<b>SWEDEN</b>															
GOTEBORG (SAVE)	RYANAIR	S	120	0	0	78	13	6	3	0	0	10	94	4	120
<b>TOTAL GOTEBORG (SAVE)</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>94</b>	<b>4</b>	<b>120</b>
MALMO	RYANAIR	S	60	0	0	87	12	0	2	0	0	7	0	0	0
<b>TOTAL MALMO</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>12</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
STOCKHOLM (SKAVSTA)	RYANAIR	S	120	1	0	83	13	4	0	0	0	6	94	5	146
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>120</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>94</b>	<b>5</b>	<b>146</b>
VASTERAS	RYANAIR	S	42	0	0	83	12	5	0	0	0	9	83	8	60
<b>TOTAL VASTERAS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>8</b>	<b>60</b>
<b>TOTAL SWEDEN</b>			<b>342</b>	<b>3</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>5</b>	<b>326</b>
<b>SWITZERLAND</b>															
GENEVA	EASYJET AIRLINE COMPANY LTD	S	70	0	0	91	3	0	6	0	0	7	86	8	116
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	6	0	0	0
<b>TOTAL GENEVA</b>			<b>72</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>7</b>	<b>86</b>	<b>8</b>	<b>116</b>
SION	TITAN AIRWAYS LTD	S	6	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL SION</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>1</b>	<b>10</b>
<b>TOTAL SWITZERLAND</b>			<b>78</b>	<b>2</b>	<b>1</b>	<b>92</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>7</b>	<b>126</b>
<b>TUNISIA</b>															
ENFIDHA	THOMAS COOK AIRLINES LTD	C	10	0	0	70	30	0	0	0	0	9	0	0	0
<b>TOTAL ENFIDHA</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>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TUNISIA</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>9</b>	<b>87</b>	<b>7</b>	<b>15</b>
<b>TURKEY</b>															
ANKARA (ESENBOGA)	THY TURK HAVA YOLLARI TURKIS	S	22	0	0	68	14	14	5	0	0	16	100	3	26
<b>TOTAL ANKARA (ESENBOGA)</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>100</b>	<b>3</b>	<b>26</b>
ANTALYA	THOMAS COOK AIRLINES LTD	C	22	0	0	95	0	0	5	0	0	3	68	23	19
<b>TOTAL ANTALYA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>68</b>	<b>23</b>	<b>19</b>
BODRUM (MILAS)	EASYJET AIRLINE COMPANY LTD	S	12	0	0	92	8	0	0	0	0	3	83	7	6
<b>TOTAL BODRUM (MILAS)</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>83</b>	<b>7</b>	<b>6</b>
DALAMAN	EASYJET AIRLINE COMPANY LTD	S	18	0	0	100	0	0	0	0	0	1	88	15	32
	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	0	17	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	1	0	88	0	0	13	0	0	22	75	20	12

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Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL DALAMAN			28	2	0	93	0	4	4	0	0	8	84	16	44
ISTANBUL (SABIHA GOKCEN)	PEGASUS AIRLINES	S	120	0	0	83	12	2	3	2	0	12	92	5	60
TOTAL ISTANBUL (SABIHA GOKCEN)			120	0	0	83	12	2	3	2	0	12	92	5	60
IZMIR (ADNAM MENDERES)	PEGASUS AIRLINES	S	34	0	0	91	3	0	6	0	0	11	94	15	34
TOTAL IZMIR (ADNAM MENDERES)			34	0	0	91	3	0	6	0	0	11	94	15	34
TOTAL TURKEY			238	2	0	85	8	3	3	1	0	10	89	11	189
UNITED KINGDOM															
BELFAST CITY (GEORGE BEST)	BMIBABY LTD	S	98	0	0	81	14	5	0	0	0	7	96	2	104
TOTAL BELFAST CITY (GEORGE BEST)			98	0	0	81	14	5	0	0	0	7	96	2	104
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	188	0	0	88	7	2	3	1	0	7	96	3	220
TOTAL BELFAST INTERNATIONAL			188	0	0	88	7	2	3	1	0	7	96	3	220
CITY OF DERRY (EGLINTON)	RYANAIR	S	78	0	0	97	3	0	0	0	0	3	100	2	70
TOTAL CITY OF DERRY (EGLINTON)			78	0	0	97	3	0	0	0	0	3	100	2	70
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	214	0	0	89	5	4	0	2	0	8	95	4	254
TOTAL EDINBURGH			214	0	0	89	5	4	0	2	0	8	95	4	254
TOTAL GATWICK			2	4	0	50	50	0	0	0	0	13	0	0	0
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	222	0	0	91	6	1	2	0	0	4	92	6	220
TOTAL GLASGOW			222	0	0	91	6	1	2	0	0	4	92	6	220
GUERNSEY	AURIGNY AIR SERVICES	S	60	0	0	80	10	3	7	0	0	14	89	17	61
TOTAL GUERNSEY			60	0	0	80	10	3	7	0	0	14	89	17	61
JERSEY	AURIGNY AIR SERVICES	S	18	0	0	94	6	0	0	0	0	2	88	10	16
TOTAL JERSEY			18	0	0	94	6	0	0	0	0	2	88	10	16
TOTAL UNITED KINGDOM			880	11	1	88	7	3	2	1	0	7	95	4	1006
TOTAL STANSTED			10444	64	36	83	10	4	2	0	0	10	89	6	10743

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
<b>TOTAL AALBORG</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>6</b>	<b>6</b>	
AARHUS (TIRSTRUP)																		
	STANSTED	RYANAIR	S	A	30	0	0	97	0	0	3	0	0	3	100	0	30	
	STANSTED	RYANAIR	S	D	30	0	0	93	3	0	3	0	0	5	100	2	30	
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>60</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>4</b>	<b>100</b>	<b>1</b>	<b>1</b>	
ABERDEEN																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	158	0	0	69	18	10	3	0	0	13	86	8	149	
	HEATHROW	BMI BRITISH MIDLAND	S	D	163	0	0	90	5	4	1	0	0	5	97	4	149	
	MANCHESTER	BMI REGIONAL	S	A	88	0	0	93	2	3	1	0	0	5	97	1	99	
	MANCHESTER	BMI REGIONAL	S	D	83	0	0	94	4	1	1	0	0	4	99	1	96	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	197	0	0	68	16	13	3	0	0	13	88	6	195	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	197	0	0	82	6	10	3	0	0	10	92	4	196	
	MANCHESTER	EASTERN AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	16	67	16	3	
	MANCHESTER	EASTERN AIRWAYS	C	D	4	0	0	50	0	0	50	0	0	37	100	6	3	
	NEWCASTLE	EASTERN AIRWAYS	S	A	77	0	0	95	5	0	0	0	0	3	93	5	67	
	NEWCASTLE	EASTERN AIRWAYS	S	D	81	0	0	94	2	1	2	0	0	5	87	11	69	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	56	0	0	75	4	14	7	0	0	15	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	73	11	11	5	0	0	14	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	46	1	2	87	9	2	2	0	0	7	84	11	50	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	46	0	1	76	17	4	2	0	0	11	84	9	50	
	BIRMINGHAM	FLYBE LTD	S	A	81	0	3	81	11	5	2	0	0	9	86	8	69	
	BIRMINGHAM	FLYBE LTD	S	D	82	0	3	76	13	9	1	1	0	14	87	12	70	
	GATWICK	FLYBE LTD	S	A	73	0	0	85	8	4	3	0	0	8	100	1	73	
	GATWICK	FLYBE LTD	S	D	73	0	0	82	8	7	3	0	0	11	88	4	74	
	MANCHESTER	FLYBE LTD	S	A	118	0	1	70	16	8	5	1	0	17	82	13	67	
	MANCHESTER	FLYBE LTD	S	D	119	0	0	76	10	8	7	0	0	14	88	8	68	
<b>TOTAL ABERDEEN</b>					<b>1802</b>	<b>1</b>	<b>10</b>	<b>80</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>90</b>	<b>6</b>	<b>6</b>	
ABU DHABI - BATEEN																		
ABU DHABI INTERNATIONAL																		
	HEATHROW	ETIHAD AIRWAYS	S	A	90	0	0	87	8	3	2	0	0	8	76	9	90	
	HEATHROW	ETIHAD AIRWAYS	S	D	90	0	0	83	10	4	2	0	0	8	79	9	90	
	MANCHESTER	ETIHAD AIRWAYS	S	A	60	0	0	83	7	8	2	0	0	8	73	31	30	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ABU DHABI INTERNATIONAL	MANCHESTER	ETIHAD AIRWAYS	S	D	60	0	0	92	7	0	2	0	0	4	80	20	30
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>300</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>
ABUJA	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	20	40	33	7	0	0	28	63	16	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	83	10	7	0	0	0	6	90	5	30
<b>TOTAL ABUJA</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>25</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>69</b>	<b>22</b>	<b>22</b>
ACCRA	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	90	3	7	0	0	0	4	83	16	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	57	17	23	3	0	0	18	60	18	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	21	0	0	76	19	5	0	0	0	7	69	21	13
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	22	0	0	77	18	0	5	0	0	12	67	13	12
<b>TOTAL ACCRA</b>					<b>103</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>17</b>	<b>17</b>
ADDIS ABABA	HEATHROW	BMI BRITISH MIDLAND	S	A	22	0	0	86	9	5	0	0	0	6	58	17	12
	HEATHROW	BMI BRITISH MIDLAND	S	D	12	0	0	50	25	8	17	0	0	24	85	8	13
	HEATHROW	ETHIOPIAN AIRLINES	S	A	26	0	0	35	19	38	8	0	0	28	54	14	26
	HEATHROW	ETHIOPIAN AIRLINES	S	D	26	0	0	81	15	4	0	0	0	7	65	47	26
<b>TOTAL ADDIS ABABA</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>16</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>64</b>	<b>24</b>	<b>24</b>
AGADIR	HEATHROW	BMI BRITISH MIDLAND	S	A	8	0	0	63	13	25	0	0	0	12	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	D	8	0	0	88	13	0	0	0	0	5	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	63	25	13	0	0	0	12	78	16	9
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	88	0	13	0	0	0	7	78	17	9
	GATWICK	THOMSON AIRWAYS LTD	S	A	9	0	0	100	0	0	0	0	0	1	100	0	8
	GATWICK	THOMSON AIRWAYS LTD	S	D	9	0	0	100	0	0	0	0	0	2	100	7	8
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	9	0	0	100	0	0	0	0	0	2	88	4	8
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	9	0	0	100	0	0	0	0	0	2	63	19	8
<b>TOTAL AGADIR</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>12</b>	<b>12</b>
ALESUND	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	8	0	0	75	13	13	0	0	0	8	100	0	5
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	8	0	0	88	13	0	0	0	0	4	100	1	5
<b>TOTAL ALESUND</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>1</b>	<b>1</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ALGHERO/SASSARI	LUTON	RYANAIR	S	A	8	0	1	100	0	0	0	0	0	1	0	0	0
	LUTON	RYANAIR	S	D	8	0	1	88	13	0	0	0	0	5	0	0	0
	STANSTED	RYANAIR	S	A	18	0	0	78	17	0	6	0	0	15	100	2	17
	STANSTED	RYANAIR	S	D	18	0	0	94	0	0	6	0	0	6	94	3	17
<b>TOTAL ALGHERO/SASSARI</b>					<b>52</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>97</b>	<b>3</b>	<b>3</b>
ALGIERS	HEATHROW	AIR ALGERIE	S	A	22	0	0	50	14	14	23	0	0	31	18	59	22
	HEATHROW	AIR ALGERIE	S	D	22	0	0	59	9	14	18	0	0	28	32	46	22
	GATWICK	BRITISH AIRWAYS PLC	S	A	27	0	0	74	4	7	11	4	0	30	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	27	0	0	70	11	15	0	4	0	19	0	0	0
<b>TOTAL ALGIERS</b>					<b>98</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>9</b>	<b>12</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>62</b>	<b>25</b>	<b>25</b>
ALICANTE	BIRMINGHAM	BMIBABY LTD	S	A	24	0	0	79	4	4	13	0	0	24	86	12	14
	BIRMINGHAM	BMIBABY LTD	S	D	24	0	0	75	8	4	13	0	0	21	86	15	14
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	99	0	0	69	17	4	7	3	0	20	88	7	101
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	99	0	0	86	6	2	6	0	0	9	92	4	101
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	27	0	0	89	0	0	7	0	4	29	84	10	25
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	27	0	0	74	19	4	0	0	4	28	84	12	25
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	34	0	1	82	6	3	9	0	0	15	80	6	35
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	34	0	0	82	9	0	9	0	0	13	89	5	35
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	24	0	0	67	13	8	8	4	0	33	81	14	21
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	24	0	0	83	4	0	8	4	0	20	90	4	21
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	29	0	0	93	0	0	7	0	0	9	80	13	30
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	29	0	0	90	7	0	3	0	0	9	73	12	30
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	51	1	1	90	4	0	6	0	0	10	96	4	57
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	52	0	1	90	4	0	6	0	0	7	93	2	56
	EDINBURGH	JET2.COM LTD	S	A	11	0	0	82	0	18	0	0	0	11	0	0	0
	EDINBURGH	JET2.COM LTD	S	D	11	0	0	100	0	0	0	0	0	2	0	0	0
	GLASGOW	JET2.COM LTD	S	A	17	0	0	59	18	12	12	0	0	21	18	49	17
	GLASGOW	JET2.COM LTD	S	D	17	0	0	71	12	6	12	0	0	16	53	19	17
	MANCHESTER	JET2.COM LTD	S	A	22	0	0	73	14	9	5	0	0	15	38	39	21
	MANCHESTER	JET2.COM LTD	S	D	22	0	0	86	9	5	0	0	0	6	68	16	22
	NEWCASTLE	JET2.COM LTD	S	A	26	0	0	77	12	4	8	0	0	18	6	41	18

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						APR 2011				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
ALICANTE	NEWCASTLE	JET2.COM LTD	S	D	26	0	0	62	23	8	8	0	0	20	72	13	18
	BIRMINGHAM	MONARCH AIRLINES	S	A	30	0	0	80	10	0	7	3	0	19	90	6	30
	BIRMINGHAM	MONARCH AIRLINES	S	D	30	0	0	67	20	7	3	3	0	21	93	6	30
	GATWICK	MONARCH AIRLINES	S	A	34	0	0	29	32	21	15	3	0	40	60	22	55
	GATWICK	MONARCH AIRLINES	S	D	34	0	0	71	9	12	9	0	0	19	80	14	55
	LUTON	MONARCH AIRLINES	S	A	30	0	0	47	23	23	3	3	0	29	62	25	21
	LUTON	MONARCH AIRLINES	S	D	30	0	0	70	13	10	7	0	0	18	81	14	21
	MANCHESTER	MONARCH AIRLINES	S	A	33	0	0	58	27	6	6	3	0	26	82	15	50
	MANCHESTER	MONARCH AIRLINES	S	D	33	0	0	82	9	0	9	0	0	19	86	13	50
	BIRMINGHAM	RYANAIR	S	A	30	0	0	83	3	7	3	3	0	15	93	4	29
	BIRMINGHAM	RYANAIR	S	D	30	0	0	77	10	7	7	0	0	14	100	4	30
	EDINBURGH	RYANAIR	S	A	18	0	0	83	11	0	6	0	0	15	82	9	34
	EDINBURGH	RYANAIR	S	D	18	0	0	89	6	0	6	0	0	10	91	6	34
	MANCHESTER	RYANAIR	S	A	17	0	0	88	12	0	0	0	0	5	88	4	24
	MANCHESTER	RYANAIR	S	D	17	0	0	65	29	6	0	0	0	12	83	8	24
	STANSTED	RYANAIR	S	A	51	0	0	65	14	8	10	4	0	28	85	9	61
	STANSTED	RYANAIR	S	D	51	0	0	82	8	4	6	0	0	12	93	3	60
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	7	80	3	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	2	100	1	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	50	0	0	0	0	17	100	3	6
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	10	67	17	6
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	13	13	0	0	0	10	89	4	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	100	0	0	0	0	0	2	89	4	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	50	25	0	0	0	22	100	3	5
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	6	100	3	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	8	0	0	75	0	13	13	0	0	21	78	6	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	8	0	0	63	13	25	0	0	0	16	100	3	9
	GATWICK	THOMSON AIRWAYS LTD	C	A	12	0	0	75	17	8	0	0	0	9	64	11	11
	GATWICK	THOMSON AIRWAYS LTD	C	D	12	0	0	92	0	8	0	0	0	4	100	2	12
	GLASGOW	THOMSON AIRWAYS LTD	C	A	8	0	0	88	0	0	13	0	0	11	100	5	4
	GLASGOW	THOMSON AIRWAYS LTD	C	D	8	0	0	88	13	0	0	0	0	4	100	5	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	12	0	0	50	25	8	17	0	0	22	53	19	15
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	12	0	0	92	0	8	0	0	0	8	94	4	16

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						APR 2011			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	8	0	0	63	25	0	13	0	0	22	67	13	9
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	8	0	0	88	0	13	0	0	0	8	100	5	9
<b>TOTAL ALICANTE</b>					<b>1352</b>	<b>1</b>	<b>3</b>	<b>76</b>	<b>11</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>82</b>	<b>10</b>	<b>10</b>
ALMATY	HEATHROW	AIR ASTANA	S	A	8	0	0	88	0	13	0	0	0	6	100	4	9
	HEATHROW	AIR ASTANA	S	D	8	0	0	75	13	13	0	0	0	9	89	5	9
	HEATHROW	BMI BRITISH MIDLAND	S	D	3	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL ALMATY</b>					<b>19</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>94</b>	<b>4</b>	<b>4</b>
ALMERIA	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	77	8	4	8	0	4	28	86	8	22
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	92	0	4	4	0	0	7	82	8	22
	BIRMINGHAM	MONARCH AIRLINES	S	A	9	0	0	56	22	11	11	0	0	28	63	25	8
	BIRMINGHAM	MONARCH AIRLINES	S	D	9	0	0	56	11	22	11	0	0	23	75	21	8
	STANSTED	RYANAIR	S	A	12	0	0	67	8	8	17	0	0	23	69	16	13
	STANSTED	RYANAIR	S	D	12	0	0	83	0	8	8	0	0	17	85	5	13
<b>TOTAL ALMERIA</b>					<b>95</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>83</b>	<b>10</b>	<b>10</b>
AMMAN	HEATHROW	BMI BRITISH MIDLAND	S	A	21	0	0	86	10	5	0	0	0	5	100	2	18
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	84	10	6	0	0	0	9	76	13	17
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	92	8	0	0	0	0	4	92	5	12
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	77	23	0	0	0	0	9	42	20	12
	HEATHROW	ROYAL JORDANIAN	S	A	30	0	0	80	10	10	0	0	0	9	97	4	30
	HEATHROW	ROYAL JORDANIAN	S	D	30	0	0	90	10	0	0	0	0	5	87	5	30
<b>TOTAL AMMAN</b>					<b>138</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>7</b>	<b>7</b>
AMRITSAR	HEATHROW	AIR INDIA	S	A	30	0	0	73	0	17	10	0	0	19	67	22	30
	HEATHROW	AIR INDIA	S	D	30	0	0	87	7	3	3	0	0	7	93	13	30
	HEATHROW	BMI BRITISH MIDLAND	S	A	13	0	0	85	0	0	15	0	0	18	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	D	10	0	0	70	10	0	10	10	0	35	0	0	0
<b>TOTAL AMRITSAR</b>					<b>83</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>4</b>	<b>7</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>80</b>	<b>18</b>	<b>18</b>
AMSTERDAM	LONDON CITY	BA CITYFLYER LTD	S	A	110	0	0	87	7	2	4	0	0	7	97	1	75

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						APR 2011					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
AMSTERDAM																		
	LONDON CITY	BA CITYFLYER LTD	S	D	111	0	0	80	8	8	4	0	0	10	97	2	74	
	BIRMINGHAM	BMIBABY LTD	S	A	55	0	0	91	4	2	4	0	0	6	90	3	51	
	BIRMINGHAM	BMIBABY LTD	S	D	55	0	0	89	7	0	4	0	0	8	88	6	51	
	GATWICK	BRITISH AIRWAYS PLC	S	A	96	0	0	78	10	7	3	1	0	14	84	14	106	
	GATWICK	BRITISH AIRWAYS PLC	S	D	96	0	0	91	6	1	2	0	0	5	85	10	107	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	233	0	0	64	17	15	4	0	0	17	85	8	205	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	232	0	1	77	11	9	3	0	0	10	94	3	205	
	LONDON CITY	CITY JET	S	A	168	0	0	91	5	2	1	1	0	6	94	3	157	
	LONDON CITY	CITY JET	S	D	169	0	0	85	9	4	1	1	0	8	93	4	158	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	44	0	0	86	9	2	2	0	0	8	96	5	51	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	44	0	0	86	7	5	2	0	0	7	94	4	51	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	137	0	0	66	18	9	5	1	0	17	80	9	127	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	136	0	1	82	10	4	3	1	0	11	87	5	127	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	100	0	0	0	0	0	1	0	0	0	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	93	3	0	3	0	0	5	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	106	0	1	84	6	5	6	0	0	10	83	7	94	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	106	0	1	88	5	5	3	0	0	8	86	8	94	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	56	0	0	80	7	5	5	0	2	20	90	6	52	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	84	2	4	9	0	2	21	87	8	52	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	86	0	0	80	10	2	5	2	0	18	90	7	105	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	86	0	0	88	5	1	6	0	0	10	95	3	106	
	BIRMINGHAM	KLM	S	A	90	0	0	97	0	2	1	0	0	3	99	1	90	
	BIRMINGHAM	KLM	S	D	90	0	0	91	7	1	1	0	0	5	91	6	90	
	EDINBURGH	KLM	S	A	97	0	0	91	8	1	0	0	0	5	87	9	120	
	EDINBURGH	KLM	S	D	97	0	0	91	5	4	0	0	0	5	93	4	120	
	GLASGOW	KLM	S	A	32	0	1	97	0	3	0	0	0	3	98	3	61	
	GLASGOW	KLM	S	D	32	0	1	88	13	0	0	0	0	4	97	4	61	
	HEATHROW	KLM	S	A	241	0	1	79	12	8	1	0	0	9	95	3	238	
	HEATHROW	KLM	S	D	240	0	3	86	8	5	1	0	0	6	88	5	238	
	MANCHESTER	KLM	S	A	138	0	0	91	7	3	0	0	0	6	91	5	180	
	MANCHESTER	KLM	S	D	138	0	0	83	13	4	0	0	0	6	92	5	180	
	NEWCASTLE	KLM	S	A	27	0	0	100	0	0	0	0	0	0	100	0	1	
	NEWCASTLE	KLM	S	D	27	0	1	81	15	4	0	0	0	7	100	0	1	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						APR 2011			
			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)										
AMSTERDAM																		
	BIRMINGHAM	KLM CITYHOPPER	S	A	60	0	0	88	5	3	3	0	0	7	97	2	60	
	BIRMINGHAM	KLM CITYHOPPER	S	D	60	0	0	87	7	2	3	2	0	13	97	3	59	
	EDINBURGH	KLM CITYHOPPER	S	A	82	0	0	93	5	1	1	0	0	6	92	6	60	
	EDINBURGH	KLM CITYHOPPER	S	D	82	0	0	95	2	1	1	0	0	4	93	5	60	
	GLASGOW	KLM CITYHOPPER	S	A	115	0	0	93	3	2	2	0	0	5	95	3	88	
	GLASGOW	KLM CITYHOPPER	S	D	115	0	0	90	8	2	1	0	0	5	97	5	88	
	HEATHROW	KLM CITYHOPPER	S	A	79	0	0	73	16	9	1	0	0	11	95	5	57	
	HEATHROW	KLM CITYHOPPER	S	D	78	0	0	91	5	0	4	0	0	4	96	5	57	
	MANCHESTER	KLM CITYHOPPER	S	A	42	0	0	83	7	7	2	0	0	9	0	0	0	
	MANCHESTER	KLM CITYHOPPER	S	D	42	0	0	90	5	2	2	0	0	5	0	0	0	
	NEWCASTLE	KLM CITYHOPPER	S	A	123	0	0	95	3	1	1	0	0	3	95	3	149	
	NEWCASTLE	KLM CITYHOPPER	S	D	122	0	0	93	5	2	0	0	0	4	97	4	147	
<b>TOTAL AMSTERDAM</b>					<b>4493</b>	<b>2</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>91</b>	<b>5</b>	<b>5</b>	
ANCONA																		
	STANSTED	RYANAIR	S	A	34	0	0	65	26	9	0	0	0	13	69	11	35	
	STANSTED	RYANAIR	S	D	34	0	0	88	9	3	0	0	0	6	83	8	35	
<b>TOTAL ANCONA</b>					<b>68</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>10</b>	<b>10</b>	
ANKARA (ESENBOGA)																		
	STANSTED	THY TURK HAVA YOLLARI TURKISH	S	A	11	0	0	73	18	9	0	0	0	12	100	3	13	
	STANSTED	THY TURK HAVA YOLLARI TURKISH	S	D	11	0	0	64	9	18	9	0	0	21	100	2	13	
<b>TOTAL ANKARA (ESENBOGA)</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>100</b>	<b>3</b>	<b>3</b>	
ANTALYA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	16	0	0	69	6	6	13	6	0	34	100	2	11	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	16	0	0	63	6	13	13	6	0	42	83	5	12	
	MANCHESTER	MONARCH AIRLINES	S	A	7	0	0	57	14	0	29	0	0	24	67	29	9	
	MANCHESTER	MONARCH AIRLINES	S	D	7	0	0	43	14	29	14	0	0	29	78	12	9	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	1	100	0	6	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	10	0	0	100	0	0	0	0	0	2	88	6	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	18	0	0	67	6	17	6	6	0	28	74	62	31	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	19	0	0	79	0	5	11	5	0	24	91	22	32	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	17	0	0	65	6	12	12	6	0	32	71	24	17	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: A

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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)											
ANTALYA	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	16	0	0	50	25	19	0	6	0	32	72	28	18
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	19	0	0	58	21	16	5	0	0	17	76	21	29
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	18	0	0	61	17	11	11	0	0	20	77	22	30
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	0	100	0	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	8	100	8	6
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	12	0	0	92	0	0	8	0	0	6	63	25	8
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	10	0	0	100	0	0	0	0	0	1	73	21	11
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	5	0	0	0
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	6	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	A	8	0	0	63	38	0	0	0	0	10	75	15	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	2	100	5	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	8	0	0	88	13	0	0	0	0	5	50	17	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	8	0	0	88	13	0	0	0	0	6	100	5	4
<b>TOTAL ANTALYA</b>					<b>242</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>10</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>80</b>	<b>22</b>	<b>22</b>
ANTIGUA	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	13	0	0	46	31	15	0	0	8	51	44	31	9
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	12	0	0	75	8	8	8	0	0	11	67	13	9
<b>TOTAL ANTIGUA</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>32</b>	<b>56</b>	<b>22</b>	<b>22</b>
ANTWERP	LONDON CITY	VLM (BELGIUM)	S	A	103	0	0	96	3	1	0	0	0	2	96	2	111
	LONDON CITY	VLM (BELGIUM)	S	D	103	0	0	93	5	1	1	0	0	3	98	1	109
	MANCHESTER	VLM (BELGIUM)	S	A	25	0	0	88	12	0	0	0	0	7	95	6	40
	MANCHESTER	VLM (BELGIUM)	S	D	25	0	0	92	4	4	0	0	0	5	98	2	40
<b>TOTAL ANTWERP</b>					<b>256</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>97</b>	<b>2</b>	<b>2</b>
AQABA																	
<b>TOTAL AQABA</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>20</b>	<b>75</b>	<b>7</b>	<b>7</b>
ARRECIFE	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	25	0	0	80	12	0	8	0	0	15	71	14	24
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	24	0	0	92	0	4	4	0	0	12	74	11	23
	GLASGOW	JET2.COM LTD	S	A	4	0	0	75	0	25	0	0	0	17	0	0	0
	GLASGOW	JET2.COM LTD	S	D	4	0	0	0	50	50	0	0	0	30	0	0	0
	MANCHESTER	JET2.COM LTD	S	A	8	2	1	75	0	0	25	0	0	24	75	9	8

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

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					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
ARRECIFE																		
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	78	22	0	0	0	0	8	63	13	8	
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	89	0	11	0	0	0	4	63	24	8	
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	89	11	0	0	0	0	5	88	13	8	
	BIRMINGHAM	MONARCH AIRLINES	S	A	11	0	0	100	0	0	0	0	0	5	82	5	17	
	BIRMINGHAM	MONARCH AIRLINES	S	D	11	0	0	73	18	9	0	0	0	10	76	9	17	
	GATWICK	MONARCH AIRLINES	S	A	28	1	0	21	39	21	14	0	4	50	37	36	30	
	GATWICK	MONARCH AIRLINES	S	D	27	0	0	78	4	11	4	0	4	30	74	20	31	
	LUTON	MONARCH AIRLINES	S	A	9	0	1	44	44	11	0	0	0	16	67	16	12	
	LUTON	MONARCH AIRLINES	S	D	10	0	1	30	50	20	0	0	0	23	54	19	13	
	MANCHESTER	MONARCH AIRLINES	S	A	20	0	0	60	20	5	15	0	0	20	71	14	35	
	MANCHESTER	MONARCH AIRLINES	S	D	20	0	0	75	10	10	5	0	0	14	78	11	36	
	BIRMINGHAM	RYANAIR	S	A	13	0	0	77	15	8	0	0	0	7	100	0	13	
	BIRMINGHAM	RYANAIR	S	D	13	0	0	92	0	8	0	0	0	6	85	5	13	
	EDINBURGH	RYANAIR	S	A	9	0	0	67	11	11	11	0	0	21	69	17	13	
	EDINBURGH	RYANAIR	S	D	9	0	0	89	0	0	11	0	0	14	100	3	13	
	LUTON	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	2	75	6	8	
	LUTON	RYANAIR	S	D	9	0	0	67	33	0	0	0	0	9	63	10	8	
	STANSTED	RYANAIR	S	A	17	0	0	82	6	12	0	0	0	6	100	1	17	
	STANSTED	RYANAIR	S	D	17	0	0	76	18	0	6	0	0	11	100	4	17	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	0	0	11	0	30	88	8	8	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	8	0	0	100	0	0	0	0	0	0	89	8	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	0	11	0	0	7	69	13	13	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	11	0	11	0	0	19	77	12	13	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	14	0	0	64	14	21	0	0	0	12	79	15	14	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	14	0	0	79	7	7	7	0	0	10	82	7	11	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	23	0	0	96	0	0	4	0	0	5	74	10	23	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	23	0	0	96	0	0	4	0	0	9	73	33	22	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	80	4	10	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	70	26	10	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	2	75	8	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	0	0	100	2	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	3	88	7	8	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	3	88	6	8	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						APR 2011				
					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)												
ARRECIFE																		
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	1	0	0	0	0
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	2	0	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	A	13	0	0	85	8	0	8	0	0	9	75	10	20	20
	GATWICK	THOMSON AIRWAYS LTD	C	D	14	0	0	86	0	7	7	0	0	12	95	5	19	19
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	8	75	20	4	4
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	6	75	24	4	4
	LUTON	THOMSON AIRWAYS LTD	C	A	5	0	0	20	20	40	20	0	0	36	100	9	4	4
	LUTON	THOMSON AIRWAYS LTD	C	D	5	0	0	20	0	80	0	0	0	37	100	5	4	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	17	0	0	88	6	6	0	0	0	5	69	12	16	16
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	17	0	0	94	0	6	0	0	0	8	87	5	15	15
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	50	25	0	25	0	0	24	88	5	8	8
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	31	100	3	8	8
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	7	75	14	4	4
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	2	4	4
<b>TOTAL ARRECIFE</b>					<b>582</b>	<b>3</b>	<b>3</b>	<b>78</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>12</b>	<b>12</b>	<b>12</b>
ASHKHABAD																		
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	A	18	0	0	78	17	6	0	0	0	7	100	1	17	17
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	D	18	0	0	100	0	0	0	0	0	5	94	7	17	17
	HEATHROW	TURKMENISTAN AIRLINES	S	A	8	0	0	63	13	13	13	0	0	22	22	19	9	9
	HEATHROW	TURKMENISTAN AIRLINES	S	D	8	0	0	88	13	0	0	0	0	5	33	34	9	9
<b>TOTAL ASHKHABAD</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>12</b>	<b>12</b>	<b>12</b>
ASTURIAS																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	97	0	3	0	0	0	3	80	9	30	30
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	90	3	7	0	0	0	5	87	9	30	30
<b>TOTAL ASTURIAS</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>9</b>	<b>9</b>	<b>9</b>
ATHENS																		
	HEATHROW	AEGEAN AIRLINES	S	A	120	0	0	75	17	8	1	0	0	10	88	6	120	120
	HEATHROW	AEGEAN AIRLINES	S	D	120	0	0	76	13	10	1	0	0	10	78	8	120	120
	HEATHROW	BRITISH AIRWAYS PLC	S	A	122	0	0	76	11	8	4	1	0	12	92	3	90	90
	HEATHROW	BRITISH AIRWAYS PLC	S	D	122	0	0	84	6	5	5	0	0	10	89	4	90	90
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	89	0	0	11	0	0	11	0	0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	89	0	0	11	0	0	15	0	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	83	7	3	7	0	0	12	88	7	52	52

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							APR 2011			
					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)											
ATHENS	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	92	3	3	2	0	0	7	90	5	52
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	92	0	0	0	8	0	26	100	2	12
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	92	0	0	0	8	0	28	100	3	12
<b>TOTAL ATHENS</b>					<b>650</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>8</b>	<b>8</b>
ATLANTA	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	53	20	13	13	0	0	25	67	15	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	50	20	17	13	0	0	28	83	9	30
	GATWICK	DELTA AIRLINES	S	A	17	0	0	88	0	0	12	0	0	11	90	8	30
	GATWICK	DELTA AIRLINES	S	D	17	0	0	76	12	6	6	0	0	11	87	10	30
	HEATHROW	DELTA AIRLINES	S	A	48	0	0	69	15	10	4	0	2	24	64	19	47
	HEATHROW	DELTA AIRLINES	S	D	49	0	0	86	6	4	4	0	0	8	91	4	47
	MANCHESTER	DELTA AIRLINES	S	A	29	0	0	86	3	7	3	0	0	9	77	8	30
	MANCHESTER	DELTA AIRLINES	S	D	29	0	0	83	10	0	3	3	0	18	90	9	30
<b>TOTAL ATLANTA</b>					<b>249</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>11</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>81</b>	<b>10</b>	<b>10</b>
AUCKLAND INTERNATIONAL	HEATHROW	AIR NEW ZEALAND LTD	S	A	51	0	0	84	12	4	0	0	0	6	85	9	52
	HEATHROW	AIR NEW ZEALAND LTD	S	D	51	0	0	86	8	4	2	0	0	8	92	5	52
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>102</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>88</b>	<b>7</b>	<b>7</b>
AZORES PONTA DELGADA	GATWICK	SATA	S	A	3	0	0	67	33	0	0	0	0	8	50	39	4
	GATWICK	SATA	S	D	4	0	0	100	0	0	0	0	0	0	80	26	5
<b>TOTAL AZORES PONTA DELGADA</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>33</b>	<b>33</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BACAU																		
	LUTON	BLUE AIR TRANSPORT AERIAN	S	A	22	0	0	95	0	5	0	0	0	2	100	0	14	
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	21	0	0	76	14	10	0	0	0	9	43	18	14	
<b>TOTAL BACAU</b>					<b>43</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>6</b>	<b>71</b>	<b>9</b>	<b>9</b>	
BAHRAIN																		
	HEATHROW	GULF AIR	S	A	60	0	0	78	15	2	5	0	0	10	82	10	60	
	HEATHROW	GULF AIR	S	D	60	0	0	80	15	2	2	0	2	16	83	6	60	
<b>TOTAL BAHRAIN</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>83</b>	<b>8</b>	<b>8</b>	
BAKU (HEYDER ALIYEV INT'L)																		
	HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	A	12	0	0	100	0	0	0	0	0	1	92	3	13	
	HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	D	12	0	0	75	17	8	0	0	0	8	77	11	13	
	HEATHROW	BMI BRITISH MIDLAND	S	D	24	0	0	67	4	25	4	0	0	16	67	27	12	
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>6</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>11</b>	<b>11</b>	
BALTIMORE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	62	31	7	0	0	0	12	77	13	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	62	34	3	0	0	0	11	77	10	30	
<b>TOTAL BALTIMORE</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>33</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>12</b>	<b>12</b>	
BANDAR SERI BEGAWAN																		
	HEATHROW	ROYAL BRUNEI AIRLINES	S	A	30	0	0	7	7	43	43	0	0	58	10	49	30	
	HEATHROW	ROYAL BRUNEI AIRLINES	S	D	30	0	0	80	7	7	7	0	0	14	80	10	30	
<b>TOTAL BANDAR SERI BEGAWAN</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>7</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>45</b>	<b>30</b>	<b>30</b>	
BANGALORE (BENGALURU)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	57	17	17	7	3	0	25	77	9	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	57	13	17	10	3	0	32	83	7	30	
<b>TOTAL BANGALORE (BENGALURU)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>15</b>	<b>17</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>80</b>	<b>8</b>	<b>8</b>	
BANGKOK SUVARNABHUMI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	53	17	20	0	3	7	63	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	73	0	7	13	0	7	91	0	0	0	
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	A	60	0	2	78	10	8	3	0	0	12	48	19	60	
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	D	60	0	0	85	10	3	2	0	0	6	97	3	60	
<b>TOTAL BANGKOK SUVARNABHUMI</b>					<b>180</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>9</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>32</b>	<b>73</b>	<b>11</b>	<b>11</b>	
BANGOR																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							APR 2011				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
BANJUL																		
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	63	13	25	0	0	0	15	78	17	9	
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	75	0	13	13	0	0	18	56	27	9	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	25	25	0	0	36	100	0	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	33	0	0	0	0	8	0	20	3	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	13	0	0	85	8	0	8	0	0	9	67	18	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	12	0	0	92	0	8	0	0	0	7	71	12	7	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	44	33	0	22	0	0	37	29	59	7	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	6	0	0	33	33	33	0	0	0	24	67	28	6	
<b>TOTAL BANJUL</b>					<b>63</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>13</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>62</b>	<b>23</b>	<b>23</b>	
BARCELONA																		
	LONDON CITY	BA CITYFLYER LTD	S	A	30	0	0	83	3	7	7	0	0	13	86	6	29	
	LONDON CITY	BA CITYFLYER LTD	S	D	30	0	0	70	13	7	10	0	0	17	83	7	29	
	BIRMINGHAM	BMIBABY LTD	S	A	18	0	0	78	6	6	11	0	0	17	0	0	0	
	BIRMINGHAM	BMIBABY LTD	S	D	18	0	0	72	22	0	6	0	0	14	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	265	0	0	68	14	11	5	2	1	26	91	8	240	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	265	0	0	75	12	8	5	0	0	13	94	4	240	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	176	0	2	82	6	3	6	3	0	15	88	9	149	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	178	0	1	74	9	9	5	3	0	20	81	10	150	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	57	0	1	82	5	9	2	2	0	11	82	11	60	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	59	0	0	81	3	7	7	0	2	21	93	5	60	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	91	0	0	9	0	0	13	95	10	21	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	86	9	0	0	5	0	10	95	3	21	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	29	0	1	79	10	3	3	3	0	19	77	12	60	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	29	0	1	76	7	7	7	3	0	24	85	8	60	
	GLASGOW	JET2.COM LTD	S	A	13	0	0	23	31	15	23	8	0	60	0	0	0	
	GLASGOW	JET2.COM LTD	S	D	13	0	0	85	0	0	8	8	0	33	0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	22	0	0	77	14	5	5	0	0	16	0	0	0	
	MANCHESTER	JET2.COM LTD	S	D	22	0	0	91	5	5	0	0	0	6	0	0	0	
	GATWICK	MONARCH AIRLINES	S	A	30	0	0	87	3	3	7	0	0	10	0	0	0	
	GATWICK	MONARCH AIRLINES	S	D	30	0	0	90	3	0	7	0	0	10	0	0	0	
	MANCHESTER	MONARCH AIRLINES	S	A	24	0	0	71	17	0	8	0	4	37	80	14	20	
	MANCHESTER	MONARCH AIRLINES	S	D	24	0	0	88	0	0	8	0	4	33	95	7	20	
	EDINBURGH	RYANAIR	S	A	18	0	0	83	11	0	0	6	0	23	100	0	17	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					APR 2011					
					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		
BARCELONA																		
	EDINBURGH	RYANAIR	S	D	18	0	0	83	11	0	0	6	0	16	100	2	17	
	STANSTED	RYANAIR	S	A	62	0	0	77	6	5	10	2	0	18	0	0	0	
	STANSTED	RYANAIR	S	D	62	1	0	79	6	6	5	3	0	19	0	0	0	
<b>TOTAL BARCELONA</b>					<b>1546</b>	<b>4</b>	<b>6</b>	<b>77</b>	<b>9</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>89</b>	<b>8</b>	<b>8</b>	
BARI (PALESE)																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	1	83	0	17	0	0	0	7	85	7	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	62	23	8	8	0	0	16	92	6	13	
	STANSTED	RYANAIR	S	A	17	0	0	41	53	6	0	0	0	17	82	7	17	
	STANSTED	RYANAIR	S	D	17	0	0	82	12	6	0	0	0	9	100	3	17	
<b>TOTAL BARI (PALESE)</b>					<b>59</b>	<b>2</b>	<b>1</b>	<b>66</b>	<b>24</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>90</b>	<b>6</b>	<b>6</b>	
BARRA																		
	GLASGOW	LOGANAIR	S	A	32	0	0	84	6	6	3	0	0	8	74	17	31	
	GLASGOW	LOGANAIR	S	D	33	0	0	79	6	3	12	0	0	18	77	11	31	
<b>TOTAL BARRA</b>					<b>65</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>14</b>	<b>14</b>	
BASLE MULHOUSE																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	81	0	0	80	9	6	5	0	0	12	90	5	81	
	HEATHROW	BMI BRITISH MIDLAND	S	D	81	0	0	89	5	4	2	0	0	6	80	9	81	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	86	4	9	1	0	0	8	94	2	90	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	76	13	9	2	0	0	10	94	3	90	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	65	19	3	13	0	0	24	77	11	26	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	74	10	3	13	0	0	24	84	7	25	
	EDINBURGH	EASYJET SWITZERLAND	S	A	18	0	0	89	6	6	0	0	0	3	94	2	18	
	EDINBURGH	EASYJET SWITZERLAND	S	D	18	0	0	94	6	0	0	0	0	5	94	4	18	
	GATWICK	EASYJET SWITZERLAND	S	A	43	0	0	86	2	0	5	7	0	26	93	4	30	
	GATWICK	EASYJET SWITZERLAND	S	D	43	0	0	81	9	2	7	0	0	16	80	8	30	
	MANCHESTER	SWISS AIRLINES	S	A	26	0	0	92	4	4	0	0	0	5	0	0	0	
	MANCHESTER	SWISS AIRLINES	S	D	26	0	0	85	15	0	0	0	0	6	0	0	0	
<b>TOTAL BASLE MULHOUSE</b>					<b>578</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>90</b>	<b>5</b>	<b>5</b>	
BEAUVAIS																		
	EDINBURGH	RYANAIR	S	A	18	0	0	89	0	6	0	6	0	14	82	20	17	
	EDINBURGH	RYANAIR	S	D	18	0	0	89	6	6	0	0	0	4	94	4	17	
	MANCHESTER	RYANAIR	S	A	18	0	0	83	11	6	0	0	0	5	0	0	0	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
BEAUVAIS	MANCHESTER	RYANAIR	S	D	18	0	0	89	6	6	0	0	0	8	0	0	0
<b>TOTAL BEAUVAIS</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>12</b>	<b>12</b>
BEIJING	HEATHROW	AIR CHINA	S	A	30	0	0	30	33	20	13	3	0	35	63	19	30
	HEATHROW	AIR CHINA	S	D	30	0	0	93	3	0	3	0	0	7	90	3	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	50	20	13	13	3	0	31	70	19	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	70	20	7	3	0	0	12	80	11	30
<b>TOTAL BEIJING</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>19</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>76</b>	<b>13</b>	<b>13</b>
BEIRUT	HEATHROW	BMI BRITISH MIDLAND	S	A	29	0	0	83	14	3	0	0	0	5	90	5	29
	HEATHROW	BMI BRITISH MIDLAND	S	D	43	0	0	67	19	12	0	2	0	16	67	13	30
	HEATHROW	MEA	S	A	30	0	0	70	23	7	0	0	0	10	77	8	30
	HEATHROW	MEA	S	D	30	0	0	87	10	0	3	0	0	6	87	5	30
<b>TOTAL BEIRUT</b>					<b>132</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>17</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>8</b>	<b>8</b>
BELFAST CITY (GEORGE BE	HEATHROW	BMI BRITISH MIDLAND	S	A	178	0	0	76	13	8	3	0	0	10	77	8	163
	HEATHROW	BMI BRITISH MIDLAND	S	D	178	0	0	83	9	6	3	0	0	8	83	8	165
	BIRMINGHAM	BMIBABY LTD	S	A	59	1	0	86	7	3	3	0	0	6	96	3	47
	BIRMINGHAM	BMIBABY LTD	S	D	59	0	0	86	8	3	2	0	0	8	89	7	47
	STANSTED	BMIBABY LTD	S	A	49	0	0	86	10	4	0	0	0	5	96	2	52
	STANSTED	BMIBABY LTD	S	D	49	0	0	76	18	6	0	0	0	10	96	2	52
	BIRMINGHAM	FLYBE LTD	S	A	157	0	4	86	8	4	2	1	0	7	92	6	138
	BIRMINGHAM	FLYBE LTD	S	D	159	0	2	82	9	5	3	0	0	11	91	6	139
	EDINBURGH	FLYBE LTD	S	A	114	0	1	89	5	1	5	0	0	8	99	1	102
	EDINBURGH	FLYBE LTD	S	D	110	4	1	90	4	3	4	0	0	8	96	3	102
	GATWICK	FLYBE LTD	S	A	125	0	1	90	6	2	2	0	0	6	94	4	130
	GATWICK	FLYBE LTD	S	D	125	0	0	86	8	5	2	0	0	7	92	4	130
	GLASGOW	FLYBE LTD	S	A	113	0	0	86	6	4	4	1	0	10	90	4	101
	GLASGOW	FLYBE LTD	S	D	113	0	0	86	6	4	4	0	0	8	86	9	102
	MANCHESTER	FLYBE LTD	S	A	178	0	0	79	11	4	6	1	0	13	87	7	165
	MANCHESTER	FLYBE LTD	S	D	178	0	1	79	10	4	6	1	0	13	87	6	159
	NEWCASTLE	FLYBE LTD	S	A	43	0	0	86	5	2	7	0	0	11	82	20	45
	NEWCASTLE	FLYBE LTD	S	D	43	0	0	74	9	2	12	2	0	27	84	19	45

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					APR 2011				
					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
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>					<b>2030</b>	<b>5</b>	<b>10</b>	<b>83</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>89</b>	<b>6</b>	<b>6</b>
BELFAST INTERNATIONAL																	
	HEATHROW	AER LINGUS	S	A	90	0	0	87	7	6	1	0	0	7	89	5	120
	HEATHROW	AER LINGUS	S	D	90	0	0	86	8	7	0	0	0	6	93	2	120
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	87	0	0	92	1	1	3	2	0	9	99	2	77
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	87	0	0	93	0	2	2	2	0	9	92	3	77
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	112	0	0	87	3	4	6	0	0	10	97	3	110
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	111	0	0	79	6	8	6	0	0	13	92	5	110
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	104	0	0	94	2	0	3	1	0	6	95	4	97
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	104	0	0	93	4	0	2	1	0	5	90	5	97
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	77	0	0	84	9	4	1	1	0	9	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	77	0	0	82	8	9	1	0	0	9	0	0	0
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	57	0	0	88	4	2	5	2	0	11	0	0	0
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	57	0	0	89	2	0	7	2	0	11	0	0	0
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	65	0	0	86	8	3	3	0	0	8	91	4	64
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	65	0	0	89	6	2	3	0	0	8	91	7	64
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	94	0	0	87	7	1	4	0	0	6	96	3	110
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	94	0	0	88	6	3	1	1	0	7	95	3	110
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>1372</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>93</b>	<b>4</b>	<b>4</b>
BELGRADE																	
	HEATHROW	JATAIRWAYS	S	A	39	0	0	56	15	5	23	0	0	30	85	7	33
	HEATHROW	JATAIRWAYS	S	D	39	0	0	59	10	5	26	0	0	29	79	9	33
	LUTON	WIZZ AIR	S	A	17	0	0	94	0	0	6	0	0	6	88	4	17
	LUTON	WIZZ AIR	S	D	17	0	0	59	35	0	6	0	0	20	35	22	17
<b>TOTAL BELGRADE</b>					<b>112</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>14</b>	<b>4</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>75</b>	<b>10</b>	<b>10</b>
BENBECULA																	
	GLASGOW	LOGANAIR	S	A	43	0	0	84	9	5	2	0	0	7	88	7	48
	GLASGOW	LOGANAIR	S	D	43	0	0	86	12	0	2	0	0	7	85	8	48
<b>TOTAL BENBECULA</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>7</b>	<b>7</b>
BERGAMO																	
	MANCHESTER	RYANAIR	S	A	30	0	0	93	3	3	0	0	0	3	0	0	0
	MANCHESTER	RYANAIR	S	D	30	0	0	80	17	3	0	0	0	8	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	A	90	0	0	58	22	16	2	2	0	21	73	12	90	
	STANSTED	RYANAIR	S	D	90	0	0	84	11	4	0	0	0	7	96	4	90	
<b>TOTAL BERGAMO</b>					<b>240</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>84</b>	<b>8</b>	<b>8</b>	
BERGEN																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	30	0	0	70	7	17	7	0	0	18	47	20	30	
	HEATHROW	BMI BRITISH MIDLAND	S	D	30	0	0	87	10	0	3	0	0	8	97	4	30	
	NEWCASTLE	FLYBE LTD	S	A	12	0	0	42	17	33	8	0	0	23	0	0	0	
	NEWCASTLE	FLYBE LTD	S	D	12	0	0	58	25	17	0	0	0	14	0	0	0	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	9	0	0	78	22	0	0	0	0	10	0	0	0	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	9	0	0	78	22	0	0	0	0	8	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	47	0	0	91	4	2	2	0	0	5	89	6	46	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	47	0	0	91	2	2	4	0	0	6	89	6	46	
	MANCHESTER	SAS	S	A	18	0	0	83	11	6	0	0	0	6	0	0	0	
	MANCHESTER	SAS	S	D	18	0	0	94	0	6	0	0	0	2	0	0	0	
	STANSTED	TITAN AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	14	0	0	0	
<b>TOTAL BERGEN</b>					<b>237</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>7</b>	<b>7</b>	
BERGERAC																		
	STANSTED	RYANAIR	S	A	30	0	0	73	20	0	0	7	0	25	90	5	30	
	STANSTED	RYANAIR	S	D	30	0	0	87	13	0	0	0	0	6	97	2	30	
<b>TOTAL BERGERAC</b>					<b>61</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>93</b>	<b>5</b>	<b>5</b>	
BERLIN (SCHONEFELD)																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	95	0	0	80	8	5	2	4	0	20	82	20	85	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	95	0	0	80	8	6	3	2	0	14	87	8	85	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	24	0	0	83	4	13	0	0	0	10	81	9	26	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	24	0	0	75	21	4	0	0	0	9	96	3	26	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	56	0	0	88	7	5	0	0	0	5	87	12	55	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	84	11	4	2	0	0	8	93	5	55	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	95	5	0	0	0	0	1	0	0	0	
	STANSTED	RYANAIR	S	A	60	0	0	78	10	12	0	0	0	8	95	5	60	
	STANSTED	RYANAIR	S	D	60	0	0	73	17	10	0	0	0	10	93	4	60	
<b>TOTAL BERLIN (SCHONEFELD)</b>					<b>514</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>90</b>	<b>9</b>	<b>9</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							APR 2011				
					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
BERLIN (TEGEL)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	180	0	0	76	10	9	6	0	0	13	94	3	173	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	180	0	0	83	9	6	2	0	0	8	94	3	173	
	HEATHROW	LUFTHANSA	S	A	90	0	0	72	12	11	4	0	0	14	0	0	0	
	HEATHROW	LUFTHANSA	S	D	90	0	0	61	19	16	4	0	0	17	0	0	0	
<b>TOTAL BERLIN (TEGEL)</b>					<b>542</b>	<b>2</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>93</b>	<b>4</b>	<b>4</b>	
BERMUDA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	29	0	0	76	10	0	7	3	3	50	77	19	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	80	10	0	7	3	0	23	87	15	30	
<b>TOTAL BERMUDA</b>					<b>59</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>0</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>36</b>	<b>82</b>	<b>17</b>	<b>17</b>	
BERNE																		
	LONDON CITY	SKY WORK AG	S	A	49	0	1	94	2	2	2	0	0	4	96	2	25	
	LONDON CITY	SKY WORK AG	S	D	49	0	1	88	8	2	2	0	0	7	96	1	25	
<b>TOTAL BERNE</b>					<b>98</b>	<b>0</b>	<b>2</b>	<b>91</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>96</b>	<b>2</b>	<b>2</b>	
BEZIERS																		
	LUTON	RYANAIR	S	A	15	0	1	87	13	0	0	0	0	5	100	2	17	
	LUTON	RYANAIR	S	D	15	0	1	93	7	0	0	0	0	6	94	5	17	
	MANCHESTER	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	3	0	0	0	
	MANCHESTER	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	0	0	0	0	
<b>TOTAL BEZIERS</b>					<b>46</b>	<b>0</b>	<b>2</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>97</b>	<b>4</b>	<b>4</b>	
BIARRITZ																		
	MANCHESTER	RYANAIR	S	A	9	0	0	89	0	0	11	0	0	10	0	0	0	
	MANCHESTER	RYANAIR	S	D	9	0	0	89	0	0	11	0	0	11	0	0	0	
	STANSTED	RYANAIR	S	A	28	0	1	82	7	4	7	0	0	13	90	7	30	
	STANSTED	RYANAIR	S	D	28	0	2	96	4	0	0	0	0	4	93	5	30	
<b>TOTAL BIARRITZ</b>					<b>74</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>4</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>92</b>	<b>6</b>	<b>6</b>	
BIGGIN HILL																		
BILBAO																		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	92	8	0	0	0	0	2	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	100	0	0	0	0	0	1	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	42	0	0	81	12	7	0	0	0	8	84	7	31	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	42	0	0	79	17	5	0	0	0	8	81	7	31	
	HEATHROW	VUELING AIRLINES	S	A	49	0	0	84	10	4	2	0	0	9	84	8	31	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	HEATHROW	VUELING AIRLINES	S	D	49	0	0	82	12	4	2	0	0	9	94	4	31
<b>TOTAL BILBAO</b>					<b>210</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>8</b>	<b>85</b>	<b>7</b>	<b>7</b>
BILLUND	EDINBURGH	RYANAIR	S	A	12	0	0	100	0	0	0	0	0	100	0	13	
	EDINBURGH	RYANAIR	S	D	12	0	0	100	0	0	0	0	2	100	2	13	
	STANSTED	RYANAIR	S	A	60	0	0	88	5	5	2	0	7	98	2	60	
	STANSTED	RYANAIR	S	D	60	0	0	80	13	3	3	0	10	100	2	60	
	LONDON CITY	SUN AIR OF SCANDINAVIA	S	A	36	0	0	83	11	6	0	0	8	94	3	18	
	LONDON CITY	SUN AIR OF SCANDINAVIA	S	D	36	0	0	72	22	6	0	0	9	89	6	18	
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	A	46	0	0	87	9	2	0	2	11	89	5	36	
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	D	46	0	0	96	2	0	2	0	6	100	1	36	
<b>TOTAL BILLUND</b>					<b>308</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>5</b>	<b>5</b>	
BIRMINGHAM	NEWCASTLE	EASTERN AIRWAYS	S	A	46	0	5	89	0	4	7	0	9	98	2	42	
	NEWCASTLE	EASTERN AIRWAYS	S	D	42	0	7	90	2	2	5	0	10	98	3	40	
	EDINBURGH	FLYBE LTD	S	A	137	0	2	86	7	1	5	0	10	89	5	146	
	EDINBURGH	FLYBE LTD	S	D	137	0	3	80	9	5	4	1	15	89	5	146	
	GLASGOW	FLYBE LTD	S	A	143	0	4	87	7	4	2	0	7	90	5	134	
	GLASGOW	FLYBE LTD	S	D	144	0	3	85	7	3	3	1	10	86	6	133	
<b>TOTAL BIRMINGHAM</b>					<b>649</b>	<b>4</b>	<b>24</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>90</b>	<b>5</b>	<b>5</b>	
BISHKEK (FRUNZE)	HEATHROW	BMI BRITISH MIDLAND	S	A	13	0	0	92	8	0	0	0	3	92	3	13	
	HEATHROW	BMI BRITISH MIDLAND	S	D	3	0	0	33	33	0	33	0	34	75	9	12	
<b>TOTAL BISHKEK (FRUNZE)</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>6</b>	<b>6</b>	
BOA VISTA (RABIL)	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	0	0	0	
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	0	0	0	
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	8	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	S	A	4	0	0	75	25	0	0	0	13	100	2	4	
	GATWICK	THOMSON AIRWAYS LTD	S	D	5	0	0	100	0	0	0	0	9	100	8	4	
	GLASGOW	THOMSON AIRWAYS LTD	S	A	5	0	0	100	0	0	0	0	1	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						APR 2011				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)																		
	GLASGOW	THOMSON AIRWAYS LTD	S	D	5	0	0	100	0	0	0	0	0	3	0	0	0	
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	9	0	0	89	11	0	0	0	0	3	75	6	4	
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	9	0	0	89	11	0	0	0	0	4	100	2	4	
<b>TOTAL BOA VISTA (RABIL)</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>4</b>	<b>4</b>	
BODRUM (MILAS)																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	10	0	0	70	10	0	20	0	0	33	100	0	1	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	10	0	0	70	10	0	20	0	0	35	100	3	1	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	6	0	0	100	0	0	0	0	0	100	4	3		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	6	0	0	83	17	0	0	0	6	67	9	3		
	LUTON	MONARCH AIRLINES	S	A	12	0	0	42	33	8	17	0	0	25	0	0	0	
	LUTON	MONARCH AIRLINES	S	D	12	0	0	42	17	25	17	0	0	36	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	15	100	0	3	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	22	100	1	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	7	0	0	100	0	0	0	0	0	2	75	4	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	22	0	0	0	0	6	67	20	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	11	0	0	73	0	18	0	9	0	31	75	36	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	85	8	8	0	0	0	7	83	27	12	
<b>TOTAL BODRUM (MILAS)</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>8</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>83</b>	<b>15</b>	<b>15</b>	
BOLOGNA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	75	0	0	77	7	15	1	0	0	10	85	11	74	
	GATWICK	BRITISH AIRWAYS PLC	S	D	76	0	0	68	13	17	1	0	0	13	78	11	73	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	2	0	0	50	0	0	50	0	0	88	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	2	0	0	50	0	0	50	0	0	77	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	29	0	1	90	7	3	0	0	0	5	87	12	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	87	3	10	0	0	0	8	90	4	30	
	STANSTED	RYANAIR	S	A	30	0	0	77	17	3	3	0	0	11	90	6	30	
	STANSTED	RYANAIR	S	D	30	0	0	93	7	0	0	0	0	4	100	3	30	
<b>TOTAL BOLOGNA</b>					<b>274</b>	<b>1</b>	<b>1</b>	<b>78</b>	<b>9</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>9</b>	<b>9</b>	
BORDEAUX																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	50	0	0	68	8	14	10	0	0	21	95	4	60	
	GATWICK	BRITISH AIRWAYS PLC	S	D	50	0	0	80	8	2	10	0	0	13	93	4	60	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	80	7	3	10	0	0	19	84	8	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	83	10	3	3	0	0	11	93	7	30	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					APR 2011					
					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)												
BORDEAUX		LUTON	EASYJET AIRLINE COMPANY LTD	S	A	24	0	0	79	4	8	8	0	0	12	94	4	31
		LUTON	EASYJET AIRLINE COMPANY LTD	S	D	24	0	0	79	0	13	8	0	0	16	87	6	31
		EDINBURGH	RYANAIR	S	A	11	0	1	91	9	0	0	0	0	3	100	1	13
		EDINBURGH	RYANAIR	S	D	11	0	1	100	0	0	0	0	0	0	100	1	13
<b>TOTAL BORDEAUX</b>						<b>230</b>	<b>2</b>	<b>2</b>	<b>79</b>	<b>7</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>92</b>	<b>6</b>	<b>6</b>
BOSTON		HEATHROW	AMERICAN AIRLINES	S	A	59	0	0	71	15	10	3	0	0	13	86	9	59
		HEATHROW	AMERICAN AIRLINES	S	D	59	0	0	76	15	3	2	3	0	20	95	3	59
		HEATHROW	BRITISH AIRWAYS PLC	S	A	89	0	0	78	16	7	0	0	0	8	93	5	90
		HEATHROW	BRITISH AIRWAYS PLC	S	D	89	0	0	75	9	13	1	1	0	13	83	10	90
		HEATHROW	DELTA AIRLINES	S	A	30	0	0	87	10	3	0	0	0	6	81	9	59
		HEATHROW	DELTA AIRLINES	S	D	30	0	0	90	7	0	3	0	0	6	95	3	58
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	80	17	3	0	0	0	7	76	6	29
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	83	10	3	3	0	0	8	93	3	30
<b>TOTAL BOSTON</b>						<b>417</b>	<b>2</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>6</b>	<b>6</b>
BOURNEMOUTH																		
BRATISLAVA		BIRMINGHAM	RYANAIR	S	A	12	0	0	100	0	0	0	0	0	100	1	13	
		BIRMINGHAM	RYANAIR	S	D	12	0	0	92	0	8	0	0	0	7	85	7	13
		EDINBURGH	RYANAIR	S	A	8	0	0	88	13	0	0	0	0	7	100	0	13
		EDINBURGH	RYANAIR	S	D	8	0	0	88	13	0	0	0	0	6	100	2	13
		LUTON	RYANAIR	S	A	22	0	0	77	18	5	0	0	0	10	90	6	30
		LUTON	RYANAIR	S	D	22	0	0	68	23	9	0	0	0	12	87	9	30
		STANSTED	RYANAIR	S	A	48	0	0	90	8	2	0	0	0	5	93	4	60
		STANSTED	RYANAIR	S	D	48	0	0	94	4	2	0	0	0	4	100	2	60
<b>TOTAL BRATISLAVA</b>						<b>180</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>94</b>	<b>4</b>	<b>4</b>
BREMEN		EDINBURGH	RYANAIR	S	A	13	0	0	85	8	8	0	0	0	8	100	2	13
		EDINBURGH	RYANAIR	S	D	13	0	0	85	8	8	0	0	0	7	100	2	13
		MANCHESTER	RYANAIR	S	A	12	0	0	83	0	8	0	8	0	32	0	0	0
		MANCHESTER	RYANAIR	S	D	12	0	0	92	0	0	0	8	0	30	0	0	0
		STANSTED	RYANAIR	S	A	51	0	0	84	16	0	0	0	0	7	76	9	55

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

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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)											
BREMEN	STANSTED	RYANAIR	S	D	51	0	0	84	16	0	0	0	0	5	84	8	55
<b>TOTAL BREMEN</b>					<b>152</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>7</b>	<b>7</b>
BREST	LONDON CITY	VLM (BELGIUM)	S	A	9	0	0	100	0	0	0	0	0	1	0	0	0
	LONDON CITY	VLM (BELGIUM)	S	D	9	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL BREST</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>0</b>	<b>0</b>	<b>0</b>
BRIDGETOWN	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	1	40	20	13	13	10	3	69	85	10	34
	GATWICK	BRITISH AIRWAYS PLC	S	D	29	0	0	52	21	3	14	7	3	66	94	5	34
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	3	0	0	33	67	0	0	0	0	11	100	2	2
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	0	100	0	1
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	8	50	42	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	3	0	0	33	67	0	0	0	0	17	63	130	8
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	60	0	20	0	20	0	79	100	2	2
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	6	0	0	67	0	17	0	0	17	80	100	5	1
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	26	0	0	73	23	0	4	0	0	10	87	10	30
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	26	0	0	73	0	12	15	0	0	19	67	16	30
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	4	0	0	75	0	25	0	0	0	19	75	8	4
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	5	0	0	80	0	20	0	0	0	6	100	4	4
<b>TOTAL BRIDGETOWN</b>					<b>148</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>15</b>	<b>8</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>40</b>	<b>81</b>	<b>18</b>	<b>18</b>
BRINDISI	STANSTED	RYANAIR	S	A	17	0	0	41	35	24	0	0	0	21	82	7	17
	STANSTED	RYANAIR	S	D	17	0	0	71	29	0	0	0	0	8	94	6	17
<b>TOTAL BRINDISI</b>					<b>34</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>32</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>88</b>	<b>6</b>	<b>6</b>
BRISTOL	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	95	0	0	95	4	0	1	0	0	3	94	3	101
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	95	0	0	94	3	2	1	0	0	4	94	4	101
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	76	0	1	99	0	0	1	0	0	2	92	9	76
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	77	0	0	95	4	0	1	0	0	4	87	11	76
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	65	0	0	97	0	0	3	0	0	3	90	8	63
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	65	0	0	92	5	0	3	0	0	5	90	5	63
<b>TOTAL BRISTOL</b>					<b>473</b>	<b>0</b>	<b>1</b>	<b>95</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>91</b>	<b>6</b>	<b>6</b>



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						APR 2011			
			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)												
BRIVE-LA-GAILLARDE																		
	LONDON CITY	CITY JET		S A	9	0	0	89	0	11	0	0	0	9	73	13	11	
	LONDON CITY	CITY JET		S D	9	0	0	100	0	0	0	0	0	1	91	5	11	
<b>TOTAL BRIVE-LA-GAILLARDE</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>9</b>	<b>9</b>	
BRNO (TURANY)																		
	STANSTED	RYANAIR		S A	30	0	0	100	0	0	0	0	0	1	97	3	30	
	STANSTED	RYANAIR		S D	30	0	0	100	0	0	0	0	0	1	97	3	30	
	LUTON	WIZZ AIR		S A	18	0	0	89	6	0	6	0	0	5	100	2	17	
	LUTON	WIZZ AIR		S D	18	0	0	72	22	0	6	0	0	13	76	10	17	
<b>TOTAL BRNO (TURANY)</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>4</b>	<b>4</b>	
BRUSSELS																		
	EDINBURGH	BMI REGIONAL		S A	70	0	0	99	0	1	0	0	0	1	100	2	67	
	EDINBURGH	BMI REGIONAL		S D	70	0	0	97	1	1	0	0	0	2	93	4	67	
	HEATHROW	BRITISH AIRWAYS PLC		S A	195	0	0	75	11	10	5	0	0	12	88	6	166	
	HEATHROW	BRITISH AIRWAYS PLC		S D	195	0	0	77	11	6	6	0	0	12	89	5	166	
	BIRMINGHAM	BRUSSELS AIRLINES		S A	95	0	0	91	3	5	1	0	0	4	92	4	96	
	BIRMINGHAM	BRUSSELS AIRLINES		S D	94	0	0	84	10	5	1	0	0	8	88	6	96	
	HEATHROW	BRUSSELS AIRLINES		S A	111	0	0	77	13	9	2	0	0	10	84	7	106	
	HEATHROW	BRUSSELS AIRLINES		S D	110	0	0	80	13	5	3	0	0	9	88	6	106	
	MANCHESTER	BRUSSELS AIRLINES		S A	86	0	0	67	19	12	2	0	0	14	93	4	85	
	MANCHESTER	BRUSSELS AIRLINES		S D	85	0	0	60	20	15	5	0	0	17	88	5	86	
	NEWCASTLE	BRUSSELS AIRLINES		S A	53	0	0	92	6	2	0	0	0	3	96	3	56	
	NEWCASTLE	BRUSSELS AIRLINES		S D	53	0	0	91	6	4	0	0	0	7	84	6	56	
	MANCHESTER	FLYBE LTD		S A	41	0	0	80	12	5	2	0	0	11	80	10	40	
	MANCHESTER	FLYBE LTD		S D	41	0	0	85	7	2	5	0	0	10	83	9	40	
<b>TOTAL BRUSSELS</b>					<b>1299</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>89</b>	<b>5</b>	<b>5</b>	
BUCHAREST (BANEASA)																		
BUCHAREST (OTOPENI)																		
	LUTON	BLUE AIR TRANSPORT AERIAN		S A	26	0	0	69	8	15	4	4	0	24	0	0	0	
	LUTON	BLUE AIR TRANSPORT AERIAN		S D	26	0	0	62	15	15	4	4	0	28	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC		S A	60	0	0	82	5	8	5	0	0	11	97	3	60	
	HEATHROW	BRITISH AIRWAYS PLC		S D	60	0	0	80	8	7	5	0	0	12	95	3	60	
	HEATHROW	TAROM		S A	56	0	0	71	21	7	0	0	0	9	97	2	29	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						APR 2011				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BUCHAREST (OTOPENI)																		
	HEATHROW	TAROM	S	D	56	0	0	86	11	2	2	0	0	6	93	2	29	
	LUTON	WIZZ AIR	S	A	60	0	0	87	3	8	2	0	0	7	0	0	0	
	LUTON	WIZZ AIR	S	D	60	0	0	65	13	17	3	2	0	20	0	0	0	
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>404</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>96</b>	<b>3</b>	<b>3</b>	
BUDAPEST																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	66	10	13	11	0	0	22	96	3	90	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	60	13	18	9	0	0	20	94	3	90	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	73	7	13	3	3	0	23	90	3	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	80	3	10	3	3	0	19	90	4	30	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	77	8	12	4	0	0	13	87	6	30	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	85	8	8	0	0	0	7	80	6	30	
	EDINBURGH	JET2.COM LTD	S	A	13	0	0	85	8	8	0	0	0	7	67	22	3	
	EDINBURGH	JET2.COM LTD	S	D	13	0	0	100	0	0	0	0	0	5	50	11	2	
	MANCHESTER	JET2.COM LTD	S	A	30	0	0	93	0	0	7	0	0	9	77	11	26	
	MANCHESTER	JET2.COM LTD	S	D	31	0	0	87	6	0	6	0	0	9	58	16	26	
	BIRMINGHAM	RYANAIR	S	A	8	0	0	88	0	0	13	0	0	20	0	0	0	
	BIRMINGHAM	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	5	0	0	0	
	MANCHESTER	RYANAIR	S	A	12	0	0	83	17	0	0	0	0	6	0	0	0	
	MANCHESTER	RYANAIR	S	D	12	0	0	83	17	0	0	0	0	5	0	0	0	
	STANSTED	RYANAIR	S	A	56	0	0	88	9	4	0	0	0	5	0	0	0	
	STANSTED	RYANAIR	S	D	56	0	0	79	13	9	0	0	0	8	0	0	0	
	LUTON	WIZZ AIR	S	A	90	0	0	88	4	2	4	1	0	10	80	23	89	
	LUTON	WIZZ AIR	S	D	90	0	0	66	22	3	6	3	0	21	59	34	90	
<b>TOTAL BUDAPEST</b>					<b>711</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>12</b>	<b>12</b>	
BUENOS AIRES																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	93	3	0	0	0	3	26	80	6	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	73	17	7	0	0	3	44	93	3	30	
<b>TOTAL BUENOS AIRES</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>35</b>	<b>87</b>	<b>5</b>	<b>5</b>	
BURGAS																		
	LUTON	WIZZ AIR	S	A	18	0	0	78	6	17	0	0	0	10	12	36	17	
	LUTON	WIZZ AIR	S	D	18	0	0	50	33	17	0	0	0	17	24	35	17	
<b>TOTAL BURGAS</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>19</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>18</b>	<b>35</b>	<b>35</b>	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						APR 2011			
			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)										
BYDGOSZCZ																		
	BIRMINGHAM	RYANAIR	S	A	12	0	0	75	8	17	0	0	0	11	75	13	12	
	BIRMINGHAM	RYANAIR	S	D	12	0	0	75	8	17	0	0	0	12	77	14	13	
	STANSTED	RYANAIR	S	A	30	0	0	93	7	0	0	0	3	93	3	30		
	STANSTED	RYANAIR	S	D	30	0	0	97	3	0	0	0	4	83	7	30		
<b>TOTAL BYDGOSZCZ</b>					<b>84</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>7</b>	<b>7</b>		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
CAGLIARI (ELMAS)																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	73	10	17	0	0	0	11	100	3	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	93	0	7	0	0	0	4	100	2	30	
<b>TOTAL CAGLIARI (ELMAS)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>5</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>100</b>	<b>2</b>	<b>2</b>	
CAIRO																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	30	0	0	17	30	33	17	3	0	41	50	19	30	
	HEATHROW	BMI BRITISH MIDLAND	S	D	30	0	0	73	13	10	3	0	0	14	83	8	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	88	12	0	0	0	0	7	87	7	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	25	0	0	52	20	20	4	4	0	29	67	14	30	
	HEATHROW	EGYPT AIR	S	A	47	0	0	34	43	21	2	0	0	22	48	17	50	
	HEATHROW	EGYPT AIR	S	D	47	0	0	32	28	26	15	0	0	30	63	14	48	
<b>TOTAL CAIRO</b>					<b>205</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>26</b>	<b>20</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>64</b>	<b>13</b>	<b>13</b>	
CALGARY																		
	HEATHROW	AIR CANADA	S	A	28	0	0	82	7	0	4	4	4	25	83	9	29	
	HEATHROW	AIR CANADA	S	D	28	0	0	86	11	4	0	0	0	5	97	5	29	
	GATWICK	AIR TRANSAT	S	A	9	0	0	89	11	0	0	0	0	3	0	0	0	
	GATWICK	AIR TRANSAT	S	D	8	0	0	75	13	13	0	0	0	10	0	0	0	
	MANCHESTER	AIR TRANSAT	S	A	8	0	0	88	0	13	0	0	0	8	0	0	0	
	MANCHESTER	AIR TRANSAT	S	D	8	0	0	63	25	0	13	0	0	20	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	70	10	7	10	0	3	32	93	5	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	73	7	7	10	3	0	26	87	52	30	
<b>TOTAL CALGARY</b>					<b>149</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>9</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>89</b>	<b>15</b>	<b>15</b>	
CAMPBELTOWN																		
	GLASGOW	LOGANAIR	S	A	39	0	0	92	0	0	8	0	0	8	88	7	40	
	GLASGOW	LOGANAIR	S	D	39	0	0	87	3	3	8	0	0	11	90	8	39	
<b>TOTAL CAMPBELTOWN</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>1</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>8</b>	<b>8</b>	
CANCUN																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	46	23	23	8	0	0	23	54	14	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	83	0	0	17	0	0	13	100	3	13	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	13	0	0	0	0	4	83	12	6	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	11	11	0	0	0	9	75	11	8	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	2	0	26	1	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	12	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					APR 2011					
					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
CANCUN																		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	7	0	0	100	0	0	0	0	0	2	71	29	7	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	11	11	0	0	0	13	82	16	11	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	11	86	82	7	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	8	71	66	7	
	GATWICK	THOMSON AIRWAYS LTD	C	A	21	0	0	62	10	14	14	0	0	19	67	44	18	
	GATWICK	THOMSON AIRWAYS LTD	C	D	22	0	0	73	14	5	9	0	0	14	69	30	16	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	17	0	0	47	35	18	0	0	0	20	100	4	11	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	21	4	0	81	5	10	5	0	0	11	100	5	14	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	40	40	20	0	0	0	17	0	28	2	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	50	13	4	
<b>TOTAL CANCUN</b>					<b>164</b>	<b>4</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>24</b>	<b>24</b>	
CAPE TOWN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	50	40	7	3	0	0	17	63	44	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	57	13	13	13	3	0	31	77	58	30	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	30	0	0	97	0	3	0	0	0	3	83	39	30	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	30	0	0	97	0	3	0	0	0	2	83	10	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	13	0	1	100	0	0	0	0	0	1	77	9	13	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	0	92	0	0	8	0	0	7	92	3	13	
<b>TOTAL CAPE TOWN</b>					<b>146</b>	<b>0</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>78</b>	<b>32</b>	<b>32</b>	
CARCASSONNE																		
	STANSTED	RYANAIR	S	A	28	0	2	71	29	0	0	0	0	10	93	3	30	
	STANSTED	RYANAIR	S	D	28	0	2	93	7	0	0	0	0	5	97	3	30	
<b>TOTAL CARCASSONNE</b>					<b>56</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>95</b>	<b>3</b>	<b>3</b>	
CARDIFF WALES																		
	NEWCASTLE	EASTERN AIRWAYS	S	A	41	0	2	90	2	5	2	0	0	5	91	46	23	
	NEWCASTLE	EASTERN AIRWAYS	S	D	45	0	0	76	11	13	0	0	0	9	96	4	25	
	EDINBURGH	FLYBE LTD	S	A	75	0	0	87	9	1	3	0	0	7	96	2	72	
	EDINBURGH	FLYBE LTD	S	D	75	0	0	88	3	8	1	0	0	8	93	7	72	
	GLASGOW	FLYBE LTD	S	A	17	0	1	76	12	0	6	6	0	26	94	3	17	
	GLASGOW	FLYBE LTD	S	D	17	0	1	76	6	6	0	12	0	31	94	7	17	
<b>TOTAL CARDIFF WALES</b>					<b>274</b>	<b>2</b>	<b>4</b>	<b>85</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>93</b>	<b>9</b>	<b>9</b>	

CASABLANCA MOHAMED V

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					APR 2011					
					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		
CASABLANCA MOHAMED V		HEATHROW	BMI BRITISH MIDLAND	S	A	18	0	0	50	17	28	6	0	0	21	53	18	17
		HEATHROW	BMI BRITISH MIDLAND	S	D	18	0	0	78	17	6	0	0	0	8	76	7	17
		HEATHROW	ROYAL AIR MAROC	S	A	30	0	0	73	20	3	3	0	0	11	43	24	30
		HEATHROW	ROYAL AIR MAROC	S	D	30	0	0	73	13	10	3	0	0	14	70	21	30
<b>TOTAL CASABLANCA MOHAMED V</b>						<b>96</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>19</b>	<b>19</b>
CATANIA (FONTANAROSSA)		GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	1	63	13	3	20	0	0	23	60	20	30
		GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	73	10	3	13	0	0	16	73	13	30
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	75	17	0	8	0	0	11	0	0	0
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	92	8	0	0	0	0	4	0	0	0
<b>TOTAL CATANIA (FONTANAROSSA)</b>						<b>85</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>12</b>	<b>2</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>67</b>	<b>17</b>	<b>17</b>
CHAMBERY		LONDON CITY	BA CITYFLYER LTD	S	A	2	0	0	50	0	0	50	0	0	53	0	0	0
		LONDON CITY	BA CITYFLYER LTD	S	D	2	0	0	50	0	0	50	0	0	50	0	0	0
		BIRMINGHAM	FLYBE LTD	C	A	6	0	0	67	17	0	17	0	0	21	75	8	8
		BIRMINGHAM	FLYBE LTD	C	D	4	0	0	75	0	0	25	0	0	25	80	7	5
		GATWICK	FLYBE LTD	C	A	4	0	0	100	0	0	0	0	0	2	100	3	4
		GATWICK	FLYBE LTD	C	D	3	0	0	100	0	0	0	0	0	8	100	3	3
		MANCHESTER	FLYBE LTD	C	A	2	0	0	100	0	0	0	0	0	1	0	0	0
		EDINBURGH	JET2.COM LTD	S	A	2	0	0	50	0	50	0	0	0	26	60	15	5
		EDINBURGH	JET2.COM LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	3	3
		EDINBURGH	JET2.COM LTD	S	D	2	0	0	50	0	50	0	0	0	23	60	16	5
		EDINBURGH	JET2.COM LTD	C	D	2	0	0	50	0	0	50	0	0	61	100	11	2
		GATWICK	JET2.COM LTD	C	A	5	0	0	80	20	0	0	0	0	6	83	3	12
		GATWICK	JET2.COM LTD	C	D	4	0	0	75	25	0	0	0	0	8	90	5	10
		MANCHESTER	JET2.COM LTD	C	A	5	0	0	80	0	20	0	0	0	9	100	0	3
		MANCHESTER	JET2.COM LTD	S	A	4	0	0	25	0	50	25	0	0	43	83	5	6
		MANCHESTER	JET2.COM LTD	C	D	3	0	0	33	33	33	0	0	0	21	67	7	3
		MANCHESTER	JET2.COM LTD	S	D	4	0	0	25	25	25	25	0	0	45	57	11	7
		NEWCASTLE	JET2.COM LTD	S	A	2	0	0	50	0	50	0	0	0	17	75	6	4
		NEWCASTLE	JET2.COM LTD	S	D	2	0	0	50	50	0	0	0	0	17	100	6	4
		GATWICK	THOMSON AIRWAYS LTD	C	A	10	0	0	70	10	10	10	0	0	16	92	6	13
		GATWICK	THOMSON AIRWAYS LTD	C	D	8	0	0	63	0	0	38	0	0	31	90	26	10

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
CHAMBERY																		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	2	71	35	7	
	GATWICK	TITAN AIRWAYS LTD	C	A	11	0	0	73	27	0	0	0	0	9	100	2	9	
	GATWICK	TITAN AIRWAYS LTD	C	D	7	0	0	71	14	14	0	0	0	11	63	13	8	
	STANSTED	TITAN AIRWAYS LTD	C	A	10	1	0	80	20	0	0	0	0	7	75	19	12	
	STANSTED	TITAN AIRWAYS LTD	C	D	6	0	0	50	33	17	0	0	0	17	83	8	12	
<b>TOTAL CHAMBERY</b>					<b>122</b>	<b>4</b>	<b>1</b>	<b>66</b>	<b>13</b>	<b>10</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>81</b>	<b>10</b>	<b>10</b>	
CHANIA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	100	0	0	0	0	0	4	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	3	0	0	67	0	33	0	0	0	11	67	24	3	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	4	100	7	3	
	STANSTED	RYANAIR	S	A	8	0	0	75	13	13	0	0	0	7	0	0	0	
	STANSTED	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	2	0	0	0	
<b>TOTAL CHANIA</b>					<b>41</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>16</b>	<b>16</b>	
CHARLEROI																		
	EDINBURGH	RYANAIR	S	A	18	0	0	100	0	0	0	0	0	100	0	0	17	
	EDINBURGH	RYANAIR	S	D	18	0	0	100	0	0	0	0	0	2	94	4	17	
	MANCHESTER	RYANAIR	S	A	56	0	0	95	2	2	2	0	0	4	0	0	0	
	MANCHESTER	RYANAIR	S	D	56	0	0	91	4	2	0	4	0	13	0	0	0	
<b>TOTAL CHARLEROI</b>					<b>148</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>97</b>	<b>2</b>	<b>2</b>	
CHARLOTTE																		
	GATWICK	US AIRWAYS	S	A	30	0	0	63	17	13	7	0	0	18	85	10	27	
	GATWICK	US AIRWAYS	S	D	30	0	0	70	10	7	13	0	0	18	78	11	27	
<b>TOTAL CHARLOTTE</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>13</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>81</b>	<b>11</b>	<b>11</b>	
CHENNAI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	45	27	23	5	0	0	23	48	20	21	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	77	9	5	5	5	0	18	77	11	22	
<b>TOTAL CHENNAI</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>18</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>63</b>	<b>16</b>	<b>16</b>	
CHICAGO (O'HARE)																		
	HEATHROW	AMERICAN AIRLINES	S	A	118	0	1	73	11	13	2	1	1	18	80	12	111	
	HEATHROW	AMERICAN AIRLINES	S	D	118	0	0	85	8	3	3	1	0	9	94	3	111	
	MANCHESTER	AMERICAN AIRLINES	S	A	30	0	0	60	17	13	0	7	3	50	90	8	29	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	0	77	3	7	10	0	3	41	76	9	29	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	68	18	10	3	0	0	13	97	6	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	72	15	8	5	0	0	15	80	14	60	
	HEATHROW	UNITED AIRLINES	S	A	76	0	0	70	18	4	8	0	0	15	82	13	89	
	HEATHROW	UNITED AIRLINES	S	D	76	0	0	82	13	4	1	0	0	8	84	15	88	
<b>TOTAL CHICAGO (O'HARE)</b>					<b>568</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>16</b>	<b>86</b>	<b>10</b>	<b>10</b>	
CHISINAU (KISHINEV)																		
	GATWICK	AIR MOLDOVA INTERNATIONAL	S	A	8	0	0	88	13	0	0	0	0	6	17	32	6	
	GATWICK	AIR MOLDOVA INTERNATIONAL	S	D	8	0	0	100	0	0	0	0	0	1	0	34	6	
<b>TOTAL CHISINAU (KISHINEV)</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>8</b>	<b>33</b>	<b>33</b>	
CITY OF DERRY (EGLINTON)																		
	BIRMINGHAM	RYANAIR	S	A	18	0	0	89	0	6	0	6	0	14	94	3	17	
	BIRMINGHAM	RYANAIR	S	D	18	0	0	83	6	0	6	6	0	19	82	10	17	
	STANSTED	RYANAIR	S	A	39	0	0	97	3	0	0	0	0	3	100	2	35	
	STANSTED	RYANAIR	S	D	39	0	0	97	3	0	0	0	0	3	100	1	35	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>					<b>114</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>96</b>	<b>3</b>	<b>3</b>	
CLERMONT FERRAND																		
<b>TOTAL CLERMONT FERRAND</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>22</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>	
CLEVELAND																		
CLUJ NAPOCA																		
	LUTON	WIZZ AIR	S	A	26	0	0	96	0	4	0	0	0	2	81	7	43	
	LUTON	WIZZ AIR	S	D	26	0	0	85	8	8	0	0	0	10	58	16	43	
<b>TOTAL CLUJ NAPOCA</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>6</b>	<b>70</b>	<b>11</b>	<b>11</b>	
COLOGNE BONN																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	51	0	0	82	8	6	4	0	0	11	81	10	52	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	51	0	0	86	8	2	4	0	0	9	92	5	51	
	EDINBURGH	GERMANWINGS	S	A	26	0	0	85	8	4	4	0	0	10	86	4	22	
	EDINBURGH	GERMANWINGS	S	D	25	0	1	80	8	8	4	0	0	15	82	4	22	
	HEATHROW	GERMANWINGS	S	A	85	0	0	84	6	11	0	0	0	9	0	0	0	
	HEATHROW	GERMANWINGS	S	D	85	0	0	79	9	11	1	0	0	10	0	0	0	
	MANCHESTER	GERMANWINGS	S	A	22	0	0	73	18	5	5	0	0	13	90	9	21	
	MANCHESTER	GERMANWINGS	S	D	22	0	0	73	9	14	5	0	0	15	86	8	21	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							APR 2011			
					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
COLOGNE BONN	STANSTED	GERMANWINGS	S	A	66	0	0	77	11	9	3	0	0	14	91	4	68
	STANSTED	GERMANWINGS	S	D	66	0	0	76	14	6	3	2	0	16	96	3	68
<b>TOTAL COLOGNE BONN</b>					<b>499</b>	<b>1</b>	<b>1</b>	<b>80</b>	<b>9</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>89</b>	<b>6</b>	<b>6</b>
COLOMBO	HEATHROW	SRILANKAN AIRLINES	S	A	43	0	0	70	9	9	12	0	0	19	38	37	52
	HEATHROW	SRILANKAN AIRLINES	S	D	43	0	0	70	12	12	7	0	0	18	46	31	52
<b>TOTAL COLOMBO</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>10</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>42</b>	<b>34</b>	<b>34</b>
COPENHAGEN	LONDON CITY	BA CITYFLYER LTD	S	A	41	0	0	93	2	5	0	0	0	5	98	1	43
	LONDON CITY	BA CITYFLYER LTD	S	D	42	0	0	67	14	10	10	0	0	20	88	5	42
	EDINBURGH	BMI REGIONAL	S	A	49	0	0	100	0	0	0	0	0	0	94	7	47
	EDINBURGH	BMI REGIONAL	S	D	49	0	0	100	0	0	0	0	0	1	89	4	47
	GLASGOW	BMI REGIONAL	S	A	27	0	0	93	0	0	4	4	0	15	100	1	26
	GLASGOW	BMI REGIONAL	S	D	27	0	0	89	4	0	4	4	0	16	100	3	26
	HEATHROW	BRITISH AIRWAYS PLC	S	A	170	0	0	75	9	11	5	0	0	13	92	3	171
	HEATHROW	BRITISH AIRWAYS PLC	S	D	170	0	0	81	9	6	4	0	0	9	93	3	171
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	80	0	0	80	9	4	8	0	0	13	86	6	51
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	80	0	0	81	9	5	5	0	0	11	88	6	51
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	28	0	0	93	7	0	0	0	0	3	84	34	25
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	28	0	0	82	14	4	0	0	0	6	80	16	25
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	56	1	0	95	4	2	0	0	0	3	89	6	83
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	91	5	4	0	0	0	4	89	5	85
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	12	0	0	83	17	0	0	0	0	6	46	16	13
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	12	0	0	75	17	8	0	0	0	9	46	18	13
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	73	0	1	88	7	5	0	0	0	6	89	8	73
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	73	0	1	85	10	5	0	0	0	6	85	9	73
	BIRMINGHAM	SAS	S	A	45	0	0	98	0	2	0	0	0	2	89	3	44
	BIRMINGHAM	SAS	S	D	45	0	0	96	0	4	0	0	0	4	93	4	44
	HEATHROW	SAS	S	A	163	0	0	72	13	12	3	0	0	13	77	11	158
	HEATHROW	SAS	S	D	161	0	0	86	6	6	2	0	0	6	88	7	159
	MANCHESTER	SAS	S	A	59	0	0	92	2	5	2	0	0	7	95	5	56
	MANCHESTER	SAS	S	D	59	0	0	90	2	3	3	2	0	11	96	3	56
<b>TOTAL COPENHAGEN</b>					<b>1605</b>	<b>3</b>	<b>3</b>	<b>84</b>	<b>7</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>6</b>	<b>6</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011			
					25	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
CORFU																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	25	0	0	92	8	0	0	0	0	3	96	3	23	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	96	4	0	0	0	0	2	96	3	23	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	100	0	0	0	0	0	0	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	9	0	1	89	0	11	0	0	0	7	78	19	9	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	78	11	11	0	0	0	10	67	17	9	
	STANSTED	RYANAIR	S	A	9	1	0	89	11	0	0	0	0	4	0	0	0	
	STANSTED	RYANAIR	S	D	9	0	0	89	11	0	0	0	0	7	0	0	0	
<b>TOTAL CORFU</b>					<b>104</b>	<b>2</b>	<b>1</b>	<b>91</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>7</b>	<b>7</b>	
CORK																		
	BIRMINGHAM	AER ARANN	S	A	60	0	0	92	0	3	2	3	0	11	97	6	59	
	BIRMINGHAM	AER ARANN	S	D	60	0	0	88	2	5	2	3	0	13	88	12	59	
	EDINBURGH	AER ARANN	S	A	30	0	0	67	13	13	7	0	0	18	80	14	30	
	EDINBURGH	AER ARANN	S	D	29	1	0	76	3	17	3	0	0	15	83	13	30	
	GLASGOW	AER ARANN	S	A	22	0	0	82	0	9	9	0	0	17	81	7	21	
	GLASGOW	AER ARANN	S	D	22	0	0	82	0	9	9	0	0	14	81	7	21	
	MANCHESTER	AER ARANN	S	A	60	0	0	78	7	8	5	2	0	13	88	14	60	
	MANCHESTER	AER ARANN	S	D	60	0	0	80	7	7	3	3	0	16	85	14	60	
	GATWICK	AER LINGUS	S	A	30	0	0	97	0	0	3	0	0	5	84	9	31	
	GATWICK	AER LINGUS	S	D	30	0	0	97	3	0	0	0	0	1	77	16	30	
	HEATHROW	AER LINGUS	S	A	119	0	0	83	9	4	3	0	0	7	94	3	120	
	HEATHROW	AER LINGUS	S	D	119	0	0	87	6	7	0	0	0	5	96	2	120	
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	100	0	0	0	0	0	5	78	22	9	
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	100	0	0	0	0	0	2	89	19	9	
	GATWICK	RYANAIR	S	A	30	0	0	90	7	0	3	0	0	5	97	1	30	
	GATWICK	RYANAIR	S	D	30	0	0	87	10	0	3	0	0	6	100	1	30	
	STANSTED	RYANAIR	S	A	69	0	0	81	14	3	1	0	0	8	93	3	56	
	STANSTED	RYANAIR	S	D	69	0	0	84	10	4	1	0	0	7	95	2	56	
<b>TOTAL CORK</b>					<b>857</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>7</b>	<b>7</b>	
CUNAGUA (CAYO COCO)																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	100	0	2	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	3	100	8	2	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	100	0	4	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: C

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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)											
CUNAGUA (CAYO COCO)	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	0	50	0	0	0	20	100	5	4
<b>TOTAL CUNAGUA (CAYO COCO)</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>3</b>	<b>3</b>

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							APR 2011					
					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																			
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	4	0	0	100	0	0	0	0	0	1	0	0	0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	4	0	0	75	25	0	0	0	0	7	0	0	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	65	12	24	0	0	0	14	69	13	16	16	16
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	53	12	24	12	0	0	22	75	12	16	16	16
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	100	0	0	0	0	0	1	100	0	9	9	9
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	75	25	0	0	0	0	6	100	2	9	9	9
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	100	0	0	0	0	0	0	87	15	15	15	15
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	100	0	0	0	0	0	2	88	15	17	17	17
	BIRMINGHAM	MONARCH AIRLINES	S	A	9	0	0	67	11	11	11	0	0	16	100	1	8	8	8
	BIRMINGHAM	MONARCH AIRLINES	S	D	9	0	0	67	0	22	11	0	0	23	50	27	8	8	8
	LUTON	MONARCH AIRLINES	S	A	16	0	0	56	25	6	13	0	0	19	78	6	9	9	9
	LUTON	MONARCH AIRLINES	S	D	16	0	0	44	25	25	6	0	0	24	56	12	9	9	9
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	7	0	0	100	0	0	0	0	0	0	78	9	9	9	9
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	0	1	73	14	11	11	11
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	21	0	0	76	5	0	19	0	0	25	91	4	23	23	23
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	21	0	0	76	0	14	5	5	0	23	78	13	27	27	27
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	12	0	0	75	0	25	0	0	0	13	50	23	10	10	10
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	12	0	0	67	25	8	0	0	0	15	50	41	12	12	12
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	20	0	0	85	0	0	5	5	5	47	69	19	26	26	26
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	23	0	0	83	9	0	4	4	0	19	74	18	34	34	34
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	7	0	0	100	0	0	0	0	0	0	71	20	7	7	7
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	0	0	11	0	0	13	67	13	9	9	9
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	3	1	0	67	0	0	33	0	0	56	80	19	5	5	5
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	1	71	21	7	7	7
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	100	0	2	2	2
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	100	2	3	3	3
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	80	6	5	5	5
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	71	15	7	7	7
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	1	5	5	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	1	7	7	7
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	9	100	0	2	2	2
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	100	2	3	3	3
<b>TOTAL DALAMAN</b>					<b>309</b>	<b>2</b>	<b>0</b>	<b>78</b>	<b>7</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>13</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
DALLAS/FORT WORTH																		
	HEATHROW	AMERICAN AIRLINES	S	A	84	0	1	54	14	14	15	2	0	31	70	20	81	
	HEATHROW	AMERICAN AIRLINES	S	D	84	0	1	75	12	8	5	0	0	12	88	7	81	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	60	17	13	10	0	0	23	73	17	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	80	10	3	7	0	0	14	77	13	30	
<b>TOTAL DALLAS/FORT WORTH</b>					<b>228</b>	<b>0</b>	<b>2</b>	<b>66</b>	<b>13</b>	<b>11</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>78</b>	<b>14</b>	<b>14</b>	
DAMASCUS																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	11	0	0	64	9	27	0	0	0	17	93	4	30	
	HEATHROW	BMI BRITISH MIDLAND	S	D	11	0	0	100	0	0	0	0	0	2	63	58	30	
	HEATHROW	SYRIANAIR	S	A	2	0	0	50	0	0	0	50	0	177	92	4	12	
	HEATHROW	SYRIANAIR	S	D	2	0	0	50	0	0	0	50	0	175	75	8	12	
<b>TOTAL DAMASCUS</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>35</b>	<b>80</b>	<b>24</b>	<b>24</b>	
DAMMAM																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	13	0	0	69	15	15	0	0	0	13	50	63	12	
	HEATHROW	BMI BRITISH MIDLAND	S	D	5	0	0	80	20	0	0	0	0	9	54	48	13	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	4	0	0	25	25	50	0	0	0	31	75	7	4	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	4	0	0	50	50	0	0	0	0	12	100	4	5	
<b>TOTAL DAMMAM</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>23</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>62</b>	<b>42</b>	<b>42</b>	
DAR-ES-SALAAM																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	69	23	8	0	0	0	13	42	17	12	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	12	0	0	75	25	0	0	0	0	7	92	4	13	
<b>TOTAL DAR-ES-SALAAM</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>24</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>68</b>	<b>10</b>	<b>10</b>	
DEAUVILLE																		
	LONDON CITY	VLM (BELGIUM)	S	A	9	0	0	89	11	0	0	0	0	4	100	1	13	
	LONDON CITY	VLM (BELGIUM)	S	D	9	0	0	100	0	0	0	0	0	0	92	4	13	
<b>TOTAL DEAUVILLE</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>2</b>	<b>96</b>	<b>2</b>	<b>2</b>	
DELHI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	57	20	20	2	2	0	19	80	12	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	72	13	10	3	2	0	17	87	7	60	
	HEATHROW	JET AIRWAYS	S	A	30	0	0	63	10	10	17	0	0	20	43	24	30	
	HEATHROW	JET AIRWAYS	S	D	30	0	0	73	13	10	3	0	0	12	67	13	30	
	HEATHROW	KINGFISHER AIRLINES	S	A	10	0	0	90	10	0	0	0	0	5	90	4	30	
	HEATHROW	KINGFISHER AIRLINES	S	D	10	0	0	100	0	0	0	0	0	0	100	0	30	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
DELHI	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	50	10	27	10	0	3	59	67	12	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	93	0	3	0	0	3	30	97	2	30
<b>TOTAL DELHI</b>					<b>260</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>12</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>76</b>	<b>11</b>	<b>11</b>
DENVER INTERNATIONAL	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	53	17	13	13	0	3	38	83	7	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	57	13	13	13	0	3	36	90	5	30
<b>TOTAL DENVER INTERNATIONAL</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>15</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>3</b>	<b>37</b>	<b>87</b>	<b>6</b>	<b>6</b>
DETROIT	HEATHROW	DELTA AIRLINES	S	A	33	0	0	79	15	6	0	0	0	7	95	3	43
	HEATHROW	DELTA AIRLINES	S	D	33	0	0	94	0	6	0	0	0	3	95	3	43
<b>TOTAL DETROIT</b>					<b>66</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>95</b>	<b>3</b>	<b>3</b>
DHAKHA	HEATHROW	BIMAN BANGLADESH AIRLINES	S	A	13	0	0	31	23	31	15	0	0	27	62	19	21
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	13	0	0	38	8	31	23	0	0	32	76	9	21
	MANCHESTER	BIMAN BANGLADESH AIRLINES	S	A	8	0	0	25	0	50	25	0	0	45	0	0	0
	MANCHESTER	BIMAN BANGLADESH AIRLINES	S	D	8	0	0	25	0	50	25	0	0	41	0	0	0
<b>TOTAL DHAKHA</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>10</b>	<b>38</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>64</b>	<b>22</b>	<b>22</b>
DIJON																	
DINARD	STANSTED	RYANAIR	S	A	25	0	0	84	8	8	0	0	0	6	79	7	24
	STANSTED	RYANAIR	S	D	25	0	0	96	0	4	0	0	0	3	92	3	24
<b>TOTAL DINARD</b>					<b>50</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>85</b>	<b>5</b>	<b>5</b>
DOHA	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	93	7	0	0	0	0	2	77	13	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	70	20	7	3	0	0	13	92	4	13
	HEATHROW	QATAR AIRWAYS	S	A	150	0	0	63	20	12	3	1	1	22	78	11	120
	HEATHROW	QATAR AIRWAYS	S	D	150	0	0	81	9	3	7	0	0	12	90	5	120
	MANCHESTER	QATAR AIRWAYS	S	A	43	0	0	53	23	19	5	0	0	18	73	12	30
	MANCHESTER	QATAR AIRWAYS	S	D	43	0	0	53	26	21	0	0	0	16	83	9	30
<b>TOTAL DOHA</b>					<b>446</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>81</b>	<b>9</b>	<b>9</b>
DONEGAL																	
	GLASGOW	LOGANAIR	S	A	22	0	0	100	0	0	0	0	0	1	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
					22	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
DONEGAL	GLASGOW	LOGANAIR	S	D	22	0	0	91	0	5	5	0	0	6	0	0	0
<b>TOTAL DONEGAL</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>65</b>	<b>16</b>	<b>16</b>
DORTMUND	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	56	0	0	88	5	0	5	2	0	14	98	2	55
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	86	5	7	2	0	0	9	95	4	55
<b>TOTAL DORTMUND</b>					<b>112</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>5</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>96</b>	<b>4</b>	<b>4</b>
DRESDEN																	
DUBAI	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	63	15	13	8	0	0	20	78	13	59
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	78	10	7	5	0	0	13	87	8	60
	BIRMINGHAM	EMIRATES	S	A	60	0	0	60	27	8	3	2	0	18	43	27	60
	BIRMINGHAM	EMIRATES	S	D	60	0	0	67	22	7	3	2	0	17	38	31	60
	GATWICK	EMIRATES	S	A	90	0	0	61	24	12	2	0	0	15	61	17	90
	GATWICK	EMIRATES	S	D	90	0	0	79	11	8	2	0	0	10	86	12	90
	GLASGOW	EMIRATES	S	A	30	0	0	53	27	17	3	0	0	17	53	27	30
	GLASGOW	EMIRATES	S	D	30	0	0	50	23	20	7	0	0	21	40	32	30
	HEATHROW	EMIRATES	S	A	150	0	0	46	25	20	8	1	0	26	49	23	150
	HEATHROW	EMIRATES	S	D	150	0	0	69	11	13	5	1	0	16	58	19	150
	MANCHESTER	EMIRATES	S	A	91	0	0	52	24	19	5	0	0	22	52	27	60
	MANCHESTER	EMIRATES	S	D	90	0	0	53	16	23	7	1	0	24	42	36	60
	NEWCASTLE	EMIRATES	S	A	30	0	0	67	17	10	7	0	0	15	57	19	30
	NEWCASTLE	EMIRATES	S	D	30	0	0	57	17	17	10	0	0	25	43	27	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	29	0	0	66	17	7	10	0	0	19	83	10	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	28	0	0	96	4	0	0	0	0	3	93	4	30
<b>TOTAL DUBAI</b>					<b>1078</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>18</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>60</b>	<b>21</b>	<b>21</b>
DUBLIN																	
	EDINBURGH	AER ARANN	S	A	86	0	0	85	12	2	1	0	0	7	98	1	55
	EDINBURGH	AER ARANN	S	D	86	0	0	88	7	3	1	0	0	7	98	1	55
	GLASGOW	AER ARANN	S	A	128	0	0	92	3	1	4	0	0	6	97	3	115
	GLASGOW	AER ARANN	S	D	128	0	0	91	3	1	4	1	0	8	96	3	115
	BIRMINGHAM	AER LINGUS	S	A	86	0	0	97	2	1	0	0	0	2	96	2	82
	BIRMINGHAM	AER LINGUS	S	D	86	0	0	97	3	0	0	0	0	3	95	3	82

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

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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
DUBLIN	EDINBURGH	AER LINGUS	S	A	26	0	0	96	4	0	0	0	0	2	77	7	30
	EDINBURGH	AER LINGUS	S	D	26	0	0	92	8	0	0	0	0	4	87	7	30
	GATWICK	AER LINGUS	S	A	169	0	0	83	11	5	2	0	0	8	90	9	147
	GATWICK	AER LINGUS	S	D	171	0	0	80	12	7	1	0	0	8	90	9	146
	HEATHROW	AER LINGUS	S	A	381	0	0	75	14	9	2	0	0	11	86	7	374
	HEATHROW	AER LINGUS	S	D	380	0	0	89	7	3	1	0	0	5	94	3	375
	MANCHESTER	AER LINGUS	S	A	104	0	0	93	6	1	0	0	0	3	89	8	91
	MANCHESTER	AER LINGUS	S	D	103	0	1	95	4	1	0	0	0	3	89	6	91
	HEATHROW	BMI BRITISH MIDLAND	S	A	158	0	0	72	15	10	4	0	0	13	83	8	145
	HEATHROW	BMI BRITISH MIDLAND	S	D	158	0	0	80	11	6	3	0	0	10	87	8	145
	LONDON CITY	CITY JET	S	A	129	0	0	90	6	3	1	0	0	5	99	1	108
	LONDON CITY	CITY JET	S	D	128	0	0	82	12	4	2	0	0	7	96	3	107
	MANCHESTER	CITY JET	C	A	2	0	0	100	0	0	0	0	0	0	100	0	2
	MANCHESTER	CITY JET	C	D	2	0	0	50	0	50	0	0	0	21	50	18	2
	BIRMINGHAM	RYANAIR	S	A	85	0	0	92	6	2	0	0	0	3	94	4	80
	BIRMINGHAM	RYANAIR	S	D	85	0	1	84	12	4	1	0	0	8	88	7	80
	EDINBURGH	RYANAIR	S	A	80	1	0	91	5	3	1	0	0	4	93	5	73
	EDINBURGH	RYANAIR	S	D	80	0	0	91	5	3	1	0	0	5	90	8	73
	GATWICK	RYANAIR	S	A	133	0	2	73	22	3	2	0	0	9	96	2	133
	GATWICK	RYANAIR	S	D	133	0	1	72	21	2	5	0	0	11	97	2	133
	LUTON	RYANAIR	S	A	90	0	0	79	12	8	1	0	0	10	85	7	89
	LUTON	RYANAIR	S	D	90	0	0	86	8	3	1	2	0	11	94	3	89
	MANCHESTER	RYANAIR	S	A	103	0	0	76	15	9	1	0	0	10	92	4	90
	MANCHESTER	RYANAIR	S	D	103	0	0	83	8	7	2	0	0	9	87	6	90
	NEWCASTLE	RYANAIR	S	A	60	0	1	83	5	12	0	0	0	8	97	2	39
	NEWCASTLE	RYANAIR	S	D	60	0	0	82	7	10	2	0	0	12	87	5	39
	STANSTED	RYANAIR	S	A	201	2	0	88	8	3	1	0	0	7	86	7	202
	STANSTED	RYANAIR	S	D	201	0	0	94	3	2	0	0	0	4	95	3	202
<b>TOTAL DUBLIN</b>					<b>4046</b>	<b>3</b>	<b>6</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>5</b>	<b>5</b>
DUBROVNIK	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	90	3	7	0	0	0	5	90	12	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	93	0	7	0	0	0	5	90	6	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	4	0	0	100	0	0	0	0	0	4	100	3	3



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	4	0	0	100	0	0	0	0	0	0	100	2	3	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	100	0	0	0	0	0	4	100	0	1	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	100	0	0	0	0	0	4	100	0	1	
	MANCHESTER	JET2.COM LTD	S	A	2	0	0	100	0	0	0	0	0	8	100	0	1	
	MANCHESTER	JET2.COM LTD	S	D	2	0	0	100	0	0	0	0	0	7	100	0	1	
	MANCHESTER	MONARCH AIRLINES	S	A	12	0	0	92	0	0	8	0	0	12	0	0	0	
	MANCHESTER	MONARCH AIRLINES	S	D	12	0	0	75	17	0	8	0	0	19	0	0	0	
<b>TOTAL DUBROVNIK</b>					<b>101</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>8</b>	<b>8</b>	
DUNDEE																		
	LONDON CITY	CITY JET	S	A	55	0	0	91	4	5	0	0	0	5	0	0	0	
	LONDON CITY	CITY JET	S	D	55	0	0	91	4	4	2	0	0	5	0	0	0	
	BIRMINGHAM	LOGANAIR	S	A	35	0	0	91	6	3	0	0	0	3	100	0	40	
	BIRMINGHAM	LOGANAIR	S	D	35	0	0	91	6	0	3	0	0	4	100	1	40	
<b>TOTAL DUNDEE</b>					<b>180</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>97</b>	<b>2</b>	<b>2</b>	
DURHAM TEES VALLEY																		
DUSSELDORF																		
	STANSTED	AIR BERLIN	S	A	72	0	2	90	7	1	1	0	0	5	93	6	75	
	STANSTED	AIR BERLIN	S	D	71	0	3	96	3	0	1	0	0	4	91	4	76	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	171	0	0	76	6	13	5	0	0	12	93	4	164	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	171	0	0	82	8	8	3	0	0	9	94	3	164	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	51	0	0	92	0	2	6	0	0	6	82	10	50	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	51	0	0	96	0	0	4	0	0	5	86	8	50	
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	68	0	0	91	7	0	1	0	0	5	92	4	73	
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	67	0	0	87	10	1	1	0	0	6	93	5	73	
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	A	44	0	0	95	2	2	0	0	0	5	92	5	49	
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	D	44	0	0	89	9	2	0	0	0	6	86	7	49	
	BIRMINGHAM	FLYBE LTD	S	A	78	0	1	92	5	0	3	0	0	5	98	2	82	
	BIRMINGHAM	FLYBE LTD	S	D	79	0	1	81	9	4	6	0	0	13	80	9	81	
	MANCHESTER	FLYBE LTD	S	A	55	0	0	85	11	4	0	0	0	6	90	4	62	
	MANCHESTER	FLYBE LTD	S	D	55	0	1	93	5	2	0	0	0	4	94	3	62	
	HEATHROW	LUFTHANSA	S	A	132	0	0	79	11	10	1	0	0	10	92	4	135	
	HEATHROW	LUFTHANSA	S	D	131	0	1	81	11	8	1	0	0	8	94	4	135	
	EDINBURGH	LUFTHANSA CITY LINE	S	A	24	0	0	92	8	0	0	0	0	3	97	2	29	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE							APR 2011			
			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)												
DUSSELDORF																		
	EDINBURGH	LUFTHANSA CITY LINE	S	D	24	0	0	92	8	0	0	0	0	3	97	2	29	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	79	0	0	90	9	1	0	0	0	5	92	5	84	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	79	0	0	92	6	1	0	0	0	4	92	4	84	
<b>TOTAL DUSSELDORF</b>					<b>1546</b>	<b>1</b>	<b>9</b>	<b>86</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>92</b>	<b>5</b>	<b>5</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					APR 2011					
					Actual (7)	Plan (8)		16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
EAST MIDLANDS INTERNATI																		
	EDINBURGH	BMIBABY LTD	S	A	56	0	0	84	5	4	7	0	0	12	91	6	53	
	EDINBURGH	BMIBABY LTD	S	D	56	0	0	79	13	2	7	0	0	13	91	6	53	
	GLASGOW	BMIBABY LTD	S	A	49	0	0	84	2	8	6	0	0	12	84	5	45	
	GLASGOW	BMIBABY LTD	S	D	49	0	0	73	12	8	6	0	0	15	82	7	45	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>					<b>210</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>87</b>	<b>6</b>	<b>6</b>	
EDINBURGH																		
	LONDON CITY	BA CITYFLYER LTD	S	A	176	0	0	91	4	2	2	0	0	6	92	5	138	
	LONDON CITY	BA CITYFLYER LTD	S	D	174	0	0	87	7	3	2	1	0	7	93	6	140	
	HEATHROW	BMI BRITISH MIDLAND	S	A	167	0	0	79	8	9	4	0	0	12	79	9	185	
	HEATHROW	BMI BRITISH MIDLAND	S	D	167	0	0	87	5	5	1	1	0	8	87	6	191	
	MANCHESTER	BMI REGIONAL	S	A	89	0	0	94	3	1	1	0	0	3	93	4	92	
	MANCHESTER	BMI REGIONAL	S	D	89	0	0	97	2	0	1	0	0	3	93	4	92	
	GATWICK	BRITISH AIRWAYS PLC	S	A	115	0	0	81	12	3	4	0	0	10	92	5	119	
	GATWICK	BRITISH AIRWAYS PLC	S	D	116	0	0	80	5	8	7	0	0	12	89	7	120	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	300	0	0	68	13	12	8	0	0	16	93	4	272	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	300	0	0	78	8	8	6	0	0	12	92	4	272	
	LONDON CITY	CITY JET	S	A	78	0	0	96	4	0	0	0	0	2	98	2	59	
	LONDON CITY	CITY JET	S	D	77	2	0	94	4	1	1	0	0	3	98	3	58	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	111	0	1	79	5	10	5	1	0	14	77	14	110	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	111	0	1	77	6	11	5	2	0	18	74	12	110	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	95	0	0	85	3	7	3	1	0	12	92	6	79	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	95	0	0	80	9	7	2	1	0	13	90	5	80	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	107	0	0	89	6	3	1	2	0	8	94	5	127	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	107	0	0	89	5	5	0	2	0	9	96	4	127	
	BIRMINGHAM	FLYBE LTD	S	A	135	0	6	90	1	4	4	1	0	9	92	3	146	
	BIRMINGHAM	FLYBE LTD	S	D	137	0	2	72	19	3	5	1	0	15	84	9	146	
	MANCHESTER	FLYBE LTD	S	A	98	0	0	77	9	8	6	0	0	14	90	3	78	
	MANCHESTER	FLYBE LTD	S	D	98	0	0	78	9	6	7	0	0	12	97	3	78	
<b>TOTAL EDINBURGH</b>					<b>2942</b>	<b>5</b>	<b>11</b>	<b>82</b>	<b>7</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>90</b>	<b>6</b>	<b>6</b>	
EDMONTON																		
	HEATHROW	AIR CANADA	S	A	26	0	0	73	15	12	0	0	0	10	72	29	25	
	HEATHROW	AIR CANADA	S	D	26	0	0	85	12	0	4	0	0	10	88	13	26	
<b>TOTAL EDMONTON</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>21</b>	<b>21</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						APR 2011				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	64	0	0	86	9	5	0	0	0	6	95	4	60	
	STANSTED	RYANAIR	S	D	64	0	0	97	3	0	0	0	0	2	93	3	60	
	LONDON CITY	VLM (BELGIUM)	S	A	39	0	0	97	3	0	0	0	0	2	92	3	39	
	LONDON CITY	VLM (BELGIUM)	S	D	39	0	0	85	8	5	3	0	0	7	95	2	39	
<b>TOTAL EINDHOVEN</b>					<b>206</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>4</b>	<b>94</b>	<b>3</b>	<b>3</b>	
ENFIDHA																		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	0	3	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	18	0	0	67	11	6	11	6	0	33	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	18	0	0	72	11	0	11	6	0	33	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	0	11	11	0	0	16	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	0	11	11	0	0	16	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	56	11	22	11	0	0	22	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	0	11	11	0	0	16	0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	2	0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	0	9	0	0	0	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	40	0	0	0	0	12	0	0	0	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	6	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	89	0	11	0	0	0	5	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	89	0	11	0	0	0	6	0	0	0	
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	0	25	0	75	0	0	65	0	0	0	
	LUTON	THOMSON AIRWAYS LTD	C	D	5	0	0	60	0	0	40	0	0	41	0	0	0	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	9	0	0	78	11	11	0	0	0	9	0	0	0	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	4	0	0	0	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	9	0	0	0	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	4	0	0	0	
<b>TOTAL ENFIDHA</b>					<b>163</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>7</b>	<b>6</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ENTEBBE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	22	22	44	11	0	0	35	5	52	21	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	82	18	0	0	0	0	7	90	7	21	
<b>TOTAL ENTEBBE</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>20</b>	<b>23</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>48</b>	<b>30</b>	<b>30</b>	
ESBJERG																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						APR 2011			
			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	EDINBURGH	FLYBE LTD	S	A	30	0	0	73	13	7	7	0	0	13	87	4	47	
	EDINBURGH	FLYBE LTD	S	D	30	0	14	83	10	3	3	0	0	9	91	4	47	
	GLASGOW	FLYBE LTD	S	A	23	2	3	65	22	4	4	4	0	24	88	4	26	
	GLASGOW	FLYBE LTD	S	D	24	1	2	71	29	0	0	0	0	10	85	5	26	
	MANCHESTER	FLYBE LTD	S	A	63	0	0	87	5	3	3	2	0	11	87	11	38	
	MANCHESTER	FLYBE LTD	S	D	63	0	0	81	13	5	2	0	0	8	89	9	38	
	NEWCASTLE	FLYBE LTD	S	A	30	0	0	83	10	0	7	0	0	12	89	6	28	
	NEWCASTLE	FLYBE LTD	S	D	30	0	0	70	17	3	10	0	0	22	86	16	28	
<b>TOTAL EXETER</b>					<b>293</b>	<b>3</b>	<b>19</b>	<b>79</b>	<b>13</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>88</b>	<b>7</b>	<b>7</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					APR 2011					
					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)
FAGERNES/LEIRIN																		
FARNBOROUGH																		
FARO																		
	LONDON CITY	BA CITYFLYER LTD	S	A	13	0	0	92	8	0	0	0	0	3	0	0	0	0
	LONDON CITY	BA CITYFLYER LTD	S	D	13	0	0	69	15	15	0	0	0	13	0	0	0	0
	BIRMINGHAM	BMIBABY LTD	S	A	12	0	0	92	8	0	0	0	0	3	100	1	10	10
	BIRMINGHAM	BMIBABY LTD	S	D	12	0	0	100	0	0	0	0	0	5	80	8	10	10
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	83	7	3	7	0	0	11	85	11	60	60
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	87	3	3	7	0	0	11	85	11	60	60
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	110	0	0	75	9	11	5	1	0	14	85	9	113	113
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	111	0	0	75	14	8	3	1	0	12	90	6	112	112
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	88	0	13	0	0	0	9	100	0	9	9
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	63	38	0	0	0	0	9	100	1	9	9
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	34	0	0	82	6	6	6	0	0	12	88	7	40	40
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	34	0	0	82	6	3	6	3	0	16	88	9	40	40
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	90	0	5	0	5	0	13	86	12	21	21
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	86	10	0	0	5	0	16	76	17	21	21
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	4	1	0	25	0	50	25	0	0	53	82	7	60	60
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	4	0	0	25	0	25	50	0	0	53	92	4	60	60
	EDINBURGH	JET2.COM LTD	S	A	17	0	0	76	18	6	0	0	0	11	53	26	17	17
	EDINBURGH	JET2.COM LTD	S	D	17	0	0	100	0	0	0	0	0	3	71	16	17	17
	GLASGOW	JET2.COM LTD	S	A	17	0	0	76	6	6	0	12	0	37	71	9	14	14
	GLASGOW	JET2.COM LTD	S	D	17	0	0	65	18	6	6	6	0	31	93	4	14	14
	MANCHESTER	JET2.COM LTD	S	A	22	1	0	77	9	9	5	0	0	14	32	33	22	22
	MANCHESTER	JET2.COM LTD	S	D	22	0	0	86	0	9	5	0	0	10	68	22	22	22
	NEWCASTLE	JET2.COM LTD	S	A	13	0	0	85	15	0	0	0	0	4	76	21	17	17
	NEWCASTLE	JET2.COM LTD	S	D	13	0	1	85	15	0	0	0	0	7	76	19	17	17
	BIRMINGHAM	MONARCH AIRLINES	S	A	29	0	0	69	14	10	7	0	0	16	93	2	30	30
	BIRMINGHAM	MONARCH AIRLINES	S	D	29	0	0	62	17	10	10	0	0	19	100	0	30	30
	GATWICK	MONARCH AIRLINES	S	A	47	0	0	47	17	21	13	2	0	35	66	15	58	58
	GATWICK	MONARCH AIRLINES	S	D	47	0	0	72	11	6	9	2	0	19	91	5	58	58
	LUTON	MONARCH AIRLINES	S	A	22	1	0	59	14	18	9	0	0	20	75	9	20	20
	LUTON	MONARCH AIRLINES	S	D	22	0	0	64	18	9	9	0	0	18	85	5	20	20
	MANCHESTER	MONARCH AIRLINES	S	A	30	0	0	67	20	13	0	0	0	14	86	14	35	35

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							APR 2011			
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
FARO	MANCHESTER	MONARCH AIRLINES	S	D	30	0	0	80	10	7	3	0	0	9	89	10	35
	BIRMINGHAM	RYANAIR	S	A	12	0	0	83	17	0	0	0	0	5	100	1	17
	BIRMINGHAM	RYANAIR	S	D	12	0	0	75	17	8	0	0	0	8	88	7	17
	EDINBURGH	RYANAIR	S	A	13	0	0	85	8	8	0	0	0	8	94	4	17
	EDINBURGH	RYANAIR	S	D	13	0	0	77	8	8	8	0	0	16	82	7	17
	MANCHESTER	RYANAIR	S	A	30	0	0	87	13	0	0	0	0	4	87	6	15
	MANCHESTER	RYANAIR	S	D	30	0	0	77	13	3	3	3	0	14	53	12	15
	STANSTED	RYANAIR	S	A	48	0	1	79	10	4	4	0	2	19	87	14	30
	STANSTED	RYANAIR	S	D	48	0	0	85	6	4	2	2	0	13	73	10	30
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	2	3
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	4	100	5	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	14	33	28	3
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	14	25	29	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	8	0	0	75	13	13	0	0	0	9	100	0	8
	GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	78	22	0	0	0	0	8	100	2	8
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	10	100	4	4
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	100	1	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	8	0	0	63	25	13	0	0	0	11	100	5	8
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	6	100	4	8
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	6	100	1	3
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	14	75	4	4
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	14	0	31	2
	STANSTED	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	2	100	4	3
<b>TOTAL FARO</b>					<b>1142</b>	<b>3</b>	<b>2</b>	<b>77</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>84</b>	<b>9</b>	<b>9</b>
FEZ	STANSTED	RYANAIR	S	A	9	0	0	44	33	22	0	0	0	18	75	26	12
	STANSTED	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	5	67	12	12
<b>TOTAL FEZ</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>19</b>	<b>19</b>
FLORENCE	LONDON CITY	CITY JET	S	A	24	0	0	71	13	4	13	0	0	20	88	12	24
	LONDON CITY	CITY JET	S	D	26	0	0	73	12	8	8	0	0	15	92	12	25
	GATWICK	MERIDIANA AIR	S	A	43	0	0	98	2	0	0	0	0	2	92	5	59
	GATWICK	MERIDIANA AIR	S	D	43	0	0	95	2	2	0	0	0	2	86	7	59

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					APR 2011				
					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	
FLORENCE																	
<b>TOTAL FLORENCE</b>					<b>136</b>	<b>1</b>	<b>1</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>8</b>	<b>8</b>
FRANKFURT MAIN																	
	LONDON CITY	BA CITYFLYER LTD	S	A	78	0	0	85	8	6	1	0	0	7	96	1	57
	LONDON CITY	BA CITYFLYER LTD	S	D	81	0	0	81	7	9	2	0	0	9	86	5	56
	HEATHROW	BRITISH AIRWAYS PLC	S	A	206	0	0	54	24	16	6	0	0	19	83	7	191
	HEATHROW	BRITISH AIRWAYS PLC	S	D	206	0	0	76	10	10	4	0	0	12	86	6	191
	BIRMINGHAM	LUFTHANSA	S	A	115	0	0	90	7	3	0	0	0	5	89	6	118
	BIRMINGHAM	LUFTHANSA	S	D	115	0	0	77	15	7	2	0	0	10	74	11	119
	EDINBURGH	LUFTHANSA	S	A	59	0	0	90	5	5	0	0	0	5	95	4	59
	EDINBURGH	LUFTHANSA	S	D	59	0	0	81	8	5	5	0	0	11	90	5	59
	GATWICK	LUFTHANSA	S	A	59	0	0	68	22	10	0	0	0	14	0	0	0
	GATWICK	LUFTHANSA	S	D	59	0	0	78	8	12	2	0	0	10	0	0	0
	HEATHROW	LUFTHANSA	S	A	324	0	1	62	22	14	2	0	0	16	75	11	319
	HEATHROW	LUFTHANSA	S	D	324	0	1	74	14	10	1	0	0	11	80	9	320
	MANCHESTER	LUFTHANSA	S	A	119	1	0	84	8	8	0	0	0	8	55	18	120
	MANCHESTER	LUFTHANSA	S	D	119	0	0	77	13	8	2	0	0	11	63	16	120
	LONDON CITY	LUFTHANSA CITY LINE	S	A	61	0	0	85	8	5	2	0	0	7	94	4	71
	LONDON CITY	LUFTHANSA CITY LINE	S	D	61	0	0	77	18	3	2	0	0	10	85	6	72
<b>TOTAL FRANKFURT MAIN</b>					<b>2046</b>	<b>3</b>	<b>2</b>	<b>74</b>	<b>14</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>9</b>	<b>9</b>
FREETOWN																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	13	0	0	92	0	0	8	0	0	10	71	17	17
	HEATHROW	BMI BRITISH MIDLAND	S	D	13	0	0	38	15	23	15	8	0	51	29	27	17
<b>TOTAL FREETOWN</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>8</b>	<b>12</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>30</b>	<b>50</b>	<b>22</b>	<b>22</b>
FRIEDRICHSHAFEN																	
	GATWICK	AER LINGUS	C	A	3	0	0	100	0	0	0	0	0	0	100	0	2
	GATWICK	AER LINGUS	C	D	3	0	0	100	0	0	0	0	0	0	100	0	2
	GATWICK	FLYBE LTD	C	A	3	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	FLYBE LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL FRIEDRICHSHAFEN</b>					<b>11</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>13</b>
FUERTEVENTURA																	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	11	67	11	11	0	0	29	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	88	0	0	13	0	0	10	0	0	0



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						APR 2011					
					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
FUERTEVENTURA																		
	BIRMINGHAM	MONARCH AIRLINES	S	A	7	0	0	86	0	0	14	0	0	12	63	21	8	
	BIRMINGHAM	MONARCH AIRLINES	S	D	6	0	0	83	0	0	17	0	0	20	67	28	9	
	MANCHESTER	MONARCH AIRLINES	S	A	8	1	0	38	25	13	25	0	0	34	50	41	8	
	MANCHESTER	MONARCH AIRLINES	S	D	8	0	0	50	13	25	13	0	0	24	44	35	9	
	BIRMINGHAM	RYANAIR	S	A	9	0	0	78	11	11	0	0	0	12	67	18	9	
	BIRMINGHAM	RYANAIR	S	D	9	0	0	89	0	11	0	0	0	9	89	2	9	
	EDINBURGH	RYANAIR	S	A	4	0	0	100	0	0	0	0	0	0	78	5	9	
	EDINBURGH	RYANAIR	S	D	4	0	0	100	0	0	0	0	0	0	78	5	9	
	LUTON	RYANAIR	S	A	8	0	0	63	0	38	0	0	0	19	100	1	9	
	LUTON	RYANAIR	S	D	8	0	0	88	0	0	13	0	0	13	89	7	9	
	STANSTED	RYANAIR	S	A	13	0	0	77	8	0	0	15	0	43	63	16	8	
	STANSTED	RYANAIR	S	D	13	0	1	92	0	0	0	8	0	32	100	4	8	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	0	71	39	7	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	13	0	0	0	0	4	57	13	7	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	3	81	20	16	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	100	0	0	0	0	0	2	76	14	17	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	13	13	13	0	0	21	75	11	12	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	0	13	13	0	0	19	75	22	12	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	12	0	0	75	8	0	17	0	0	15	72	20	25	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	77	8	0	15	0	0	22	79	8	28	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	67	19	9	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	50	17	10	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	80	5	5	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	0	5	
	GATWICK	THOMSON AIRWAYS LTD	C	A	8	0	0	88	13	0	0	0	0	6	63	13	8	
	GATWICK	THOMSON AIRWAYS LTD	C	D	8	0	0	75	13	13	0	0	0	8	56	19	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	100	0	0	0	0	0	0	100	5	4	
	LUTON	THOMSON AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	0	100	3	3	
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	50	16	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	2	63	24	8	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	4	67	17	9	
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	9	50	52	2	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
FUERTEVENTURA	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	6	75	20	4
<b>TOTAL FUERTEVENTURA</b>					<b>258</b>	<b>1</b>	<b>1</b>	<b>82</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>15</b>	<b>15</b>
FUNCHAL	GATWICK	AIR PORTUGAL	S	A	29	0	0	86	7	7	0	0	0	6	90	4	30
	GATWICK	AIR PORTUGAL	S	D	29	0	0	72	7	7	14	0	0	19	87	8	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	69	31	0	0	0	0	10	94	5	16
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	12	0	1	83	17	0	0	0	0	10	88	8	16
	MANCHESTER	JET2.COM LTD	S	A	5	0	0	80	20	0	0	0	0	8	89	20	9
	MANCHESTER	JET2.COM LTD	S	D	5	0	0	80	20	0	0	0	0	5	100	4	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	20	0	0	21	100	0	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	0	20	20	0	0	34	100	3	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	10	100	2	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	1	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	13	89	13	9
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	2	89	8	9
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	5	50	37	4
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	15	75	43	4
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	33	13	3
	LUTON	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	7	100	7	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	8	89	13	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	100	2	9
<b>TOTAL FUNCHAL</b>					<b>152</b>	<b>2</b>	<b>1</b>	<b>81</b>	<b>9</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>90</b>	<b>8</b>	<b>8</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							APR 2011				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
GANDER																		
GATWICK																		
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	116	0	0	75	9	9	7	0	0	15	88	13	120	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	115	0	0	84	9	3	4	0	0	9	92	5	119	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	110	0	0	85	7	5	2	0	0	9	86	6	115	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	110	0	0	91	4	3	3	0	0	6	85	6	115	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	87	0	0	83	10	5	2	0	0	11	81	9	115	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	87	0	0	82	10	5	2	1	0	10	90	5	115	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	111	0	1	76	8	10	5	2	0	17	71	13	110	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	111	0	1	77	11	5	6	1	0	15	74	17	110	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	104	0	2	87	6	5	2	1	0	9	95	3	81	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	104	0	3	78	9	7	5	1	1	19	80	11	82	
	NEWCASTLE	FLYBE LTD	S	A	78	0	0	82	6	4	6	1	0	15	94	3	86	
	NEWCASTLE	FLYBE LTD	S	D	78	0	0	79	8	6	6	0	0	15	97	3	86	
<b>TOTAL GATWICK</b>					<b>1214</b>	<b>7</b>	<b>7</b>	<b>81</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>8</b>	<b>8</b>	
GDANSK																		
	BIRMINGHAM	RYANAIR	S	A	8	0	0	88	13	0	0	0	0	4	89	5	9	
	BIRMINGHAM	RYANAIR	S	D	8	0	0	88	13	0	0	0	0	5	89	3	9	
	EDINBURGH	RYANAIR	S	A	9	0	0	78	11	0	11	0	0	10	85	4	13	
	EDINBURGH	RYANAIR	S	D	9	0	0	89	0	0	11	0	0	16	85	5	13	
	STANSTED	RYANAIR	S	A	29	0	0	93	3	3	0	0	0	4	93	12	30	
	STANSTED	RYANAIR	S	D	30	0	0	97	3	0	0	0	0	2	97	2	30	
	LUTON	WIZZ AIR	S	A	60	0	0	67	18	8	2	2	3	29	95	10	60	
	LUTON	WIZZ AIR	S	D	60	0	0	48	27	17	3	2	3	36	77	12	60	
<b>TOTAL GDANSK</b>					<b>213</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>21</b>	<b>88</b>	<b>9</b>	<b>9</b>	
GENEVA																		
	GATWICK	AER LINGUS	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	AER LINGUS	C	D	2	0	0	100	0	0	0	0	0	1	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	C	A	3	0	0	100	0	0	0	0	0	6	25	29	4	
	HEATHROW	BMI BRITISH MIDLAND	C	D	2	0	0	100	0	0	0	0	0	9	33	17	3	
	BIRMINGHAM	BMIBABY LTD	S	A	5	0	0	80	0	20	0	0	0	8	100	2	5	
	BIRMINGHAM	BMIBABY LTD	S	D	5	0	0	60	20	0	20	0	0	22	60	12	5	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	237	0	0	72	10	12	6	0	0	15	88	6	240	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							APR 2011			
					238	0	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
GENEVA	HEATHROW	BRITISH AIRWAYS PLC	S	D	238	0	0	79	11	6	5	0	0	11	88	5	240
	BIRMINGHAM	EASYJET AIRLINE COMPANY LTD	S	A	3	0	0	67	0	33	0	0	0	14	75	29	4
	BIRMINGHAM	EASYJET AIRLINE COMPANY LTD	S	D	3	0	0	67	0	33	0	0	0	15	75	33	4
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	36	0	0	78	8	8	0	6	0	21	87	13	30
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	36	0	0	78	11	6	0	6	0	22	87	13	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	74	0	0	73	12	3	11	1	0	19	83	13	84
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	74	0	0	81	8	5	4	1	0	12	87	9	84
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	5	0	0	80	20	0	0	0	0	7	89	3	9
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	5	0	0	100	0	0	0	0	0	2	100	3	9
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	85	0	0	80	8	8	4	0	0	11	78	9	104
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	85	0	0	81	8	5	6	0	0	11	79	19	104
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	35	0	0	80	9	11	0	0	0	8	92	5	36
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	34	0	1	79	12	9	0	0	0	9	92	5	36
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	15	0	0	87	13	0	0	0	0	7	73	12	22
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	15	0	0	100	0	0	0	0	0	3	82	7	22
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	35	0	0	91	3	0	6	0	0	7	84	8	58
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	35	0	0	91	3	0	6	0	0	7	88	7	58
	BIRMINGHAM	EASYJET SWITZERLAND	S	A	12	0	0	100	0	0	0	0	0	0	95	6	21
	BIRMINGHAM	EASYJET SWITZERLAND	S	D	12	0	0	100	0	0	0	0	0	1	90	6	21
	GATWICK	EASYJET SWITZERLAND	S	A	99	0	0	83	8	6	2	1	0	13	76	16	93
	GATWICK	EASYJET SWITZERLAND	S	D	99	0	0	72	14	6	6	2	0	19	82	9	93
	BIRMINGHAM	FLYBE LTD	C	A	3	0	0	100	0	0	0	0	0	0	67	14	3
	BIRMINGHAM	FLYBE LTD	C	D	2	0	0	50	50	0	0	0	0	17	50	12	2
	GATWICK	FLYBE LTD	C	A	7	0	0	57	43	0	0	0	0	10	63	10	8
	GATWICK	FLYBE LTD	C	D	6	0	0	67	17	17	0	0	0	17	71	8	7
	MANCHESTER	FLYBE LTD	C	A	3	0	0	100	0	0	0	0	0	8	100	0	1
	MANCHESTER	FLYBE LTD	C	D	3	0	0	100	0	0	0	0	0	2	0	0	0
	EDINBURGH	JET2.COM LTD	C	A	3	0	0	100	0	0	0	0	0	11	80	7	5
	EDINBURGH	JET2.COM LTD	C	D	2	0	0	50	50	0	0	0	0	13	40	15	5
	GLASGOW	JET2.COM LTD	S	A	4	0	0	100	0	0	0	0	0	8	0	0	0
	GLASGOW	JET2.COM LTD	S	D	4	0	0	100	0	0	0	0	0	4	0	0	0
	MANCHESTER	JET2.COM LTD	S	A	5	0	0	100	0	0	0	0	0	7	57	17	7
	MANCHESTER	JET2.COM LTD	S	D	5	0	0	40	60	0	0	0	0	17	29	31	7

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							APR 2011			
					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)											
GENEVA																	
	GATWICK	MONARCH AIRLINES	C	A	14	0	0	57	36	7	0	0	0	16	80	28	20
	GATWICK	MONARCH AIRLINES	C	D	12	0	0	92	8	0	0	0	0	5	69	30	16
	MANCHESTER	MONARCH AIRLINES	C	A	3	0	0	33	67	0	0	0	0	17	50	17	4
	MANCHESTER	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	3	67	12	3
	HEATHROW	SWISS AIRLINES	S	A	172	0	0	78	12	8	2	0	0	10	90	5	180
	HEATHROW	SWISS AIRLINES	S	D	171	0	0	85	6	6	2	0	0	8	89	5	180
	LONDON CITY	SWISS AIRLINES	S	A	109	0	1	91	5	2	3	0	0	6	95	3	102
	LONDON CITY	SWISS AIRLINES	S	D	106	0	1	86	6	6	3	0	0	8	92	4	103
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	2	0	0	100	0	0	0	0	0	2	0	0	0
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	100	0	2
	GATWICK	THOMSON AIRWAYS LTD	C	A	6	0	0	100	0	0	0	0	0	1	100	1	13
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	7	80	5	10
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	100	6	3
<b>TOTAL GENEVA</b>					<b>1956</b>	<b>5</b>	<b>3</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>8</b>	<b>8</b>
GENOA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	29	0	0	76	17	3	3	0	0	11	83	10	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	97	3	0	0	0	0	2	83	12	30
	STANSTED	RYANAIR	S	A	30	0	0	63	23	10	3	0	0	14	84	24	32
	STANSTED	RYANAIR	S	D	30	0	0	80	10	10	0	0	0	10	90	6	30
<b>TOTAL GENOA</b>					<b>119</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>9</b>	<b>85</b>	<b>13</b>	<b>13</b>
GIBRALTAR																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	67	20	10	0	3	0	19	90	25	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	83	13	3	0	0	0	5	97	2	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	80	3	0	13	3	0	24	93	26	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	1	0	83	7	7	3	0	0	12	83	7	30
	LUTON	MONARCH AIRLINES	S	A	30	0	0	70	13	13	3	0	0	15	72	25	25
	LUTON	MONARCH AIRLINES	S	D	30	0	0	70	23	3	3	0	0	15	64	20	25
	MANCHESTER	MONARCH AIRLINES	S	A	11	0	0	64	9	18	9	0	0	22	75	22	16
	MANCHESTER	MONARCH AIRLINES	S	D	11	0	0	73	18	0	9	0	0	13	94	3	16
<b>TOTAL GIBRALTAR</b>					<b>202</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>84</b>	<b>16</b>	<b>16</b>
GIRONA																	
	BIRMINGHAM	RYANAIR	S	A	17	0	1	94	6	0	0	0	0	3	85	3	13
	BIRMINGHAM	RYANAIR	S	D	17	0	1	82	6	6	0	6	0	18	92	5	13

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					APR 2011					
					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		
GIRONA																		
	LUTON	RYANAIR	S	A	30	0	0	70	13	10	7	0	0	15	100	3	17	
	LUTON	RYANAIR	S	D	30	0	0	80	7	10	3	0	0	15	88	6	17	
	MANCHESTER	RYANAIR	S	A	29	0	1	83	7	7	3	0	0	11	0	0	0	
	MANCHESTER	RYANAIR	S	D	29	0	1	76	14	7	3	0	0	11	0	0	0	
	NEWCASTLE	RYANAIR	S	A	12	0	0	83	0	0	17	0	0	16	100	3	13	
	NEWCASTLE	RYANAIR	S	D	12	0	0	83	0	0	8	8	0	34	100	6	13	
	STANSTED	RYANAIR	S	A	30	0	0	57	13	13	17	0	0	25	65	15	60	
	STANSTED	RYANAIR	S	D	30	0	0	80	13	3	3	0	0	8	92	6	60	
<b>TOTAL GIRONA</b>					<b>236</b>	<b>0</b>	<b>4</b>	<b>77</b>	<b>9</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>85</b>	<b>9</b>	<b>9</b>	
GLASGOW																		
	LONDON CITY	BA CITYFLYER LTD	S	A	85	0	0	93	2	4	1	0	0	4	93	3	75	
	LONDON CITY	BA CITYFLYER LTD	S	D	87	0	0	91	5	3	1	0	0	4	87	5	77	
	GATWICK	BRITISH AIRWAYS PLC	S	A	110	0	0	86	8	4	2	0	0	6	82	7	115	
	GATWICK	BRITISH AIRWAYS PLC	S	D	110	0	0	88	5	5	2	0	0	7	86	6	115	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	252	0	0	69	7	15	9	0	0	17	86	6	221	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	251	0	0	76	8	11	5	0	0	12	91	4	221	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	105	0	2	75	10	8	5	1	1	19	83	9	82	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	104	0	2	82	10	6	2	1	0	11	93	4	81	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	95	0	0	81	12	5	2	0	0	8	84	11	92	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	95	0	0	86	5	5	3	0	0	9	83	7	93	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	111	0	0	92	5	2	2	0	0	4	92	7	110	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	111	0	0	89	8	1	2	0	0	4	92	5	110	
	BIRMINGHAM	FLYBE LTD	S	A	144	0	4	91	2	3	3	1	0	7	92	3	133	
	BIRMINGHAM	FLYBE LTD	S	D	142	1	5	82	10	6	2	0	0	11	89	8	134	
	MANCHESTER	FLYBE LTD	S	A	53	0	0	89	8	2	2	0	0	7	100	3	54	
	MANCHESTER	FLYBE LTD	S	D	53	0	1	91	4	4	2	0	0	6	91	4	58	
	NEWCASTLE	JET2.COM LTD	S	A	2	0	0	100	0	0	0	0	0	3	0	0	0	
	NEWCASTLE	JET2.COM LTD	S	D	2	0	0	0	50	50	0	0	0	31	0	0	0	
<b>TOTAL GLASGOW</b>					<b>1912</b>	<b>2</b>	<b>14</b>	<b>83</b>	<b>7</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>6</b>	<b>6</b>	
GOA																		
	GATWICK	MONARCH AIRLINES	C	A	3	0	0	0	0	33	67	0	0	84	50	16	4	
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	0	50	0	50	0	0	78	100	7	5	
	MANCHESTER	MONARCH AIRLINES	C	A	2	0	0	0	50	50	0	0	0	33	60	24	5	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						APR 2011				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
GOA																		
	MANCHESTER	MONARCH AIRLINES	C	D	2	0	0	50	0	50	0	0	0	19	75	37	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	4	75	10	4		
	GATWICK	THOMSON AIRWAYS LTD	C	D	3	0	0	67	33	0	0	0	9	75	31	4		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	50	25	0	25	0	29	100	2	4		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	6	100	6	3		
<b>TOTAL GOA</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>20</b>	<b>12</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>78</b>	<b>13</b>	<b>13</b>	
GOTEBORG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	77	8	10	5	0	12	97	1	59		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	90	3	3	3	0	6	98	1	60		
	BIRMINGHAM	CITY AIRLINE	S	A	20	0	0	100	0	0	0	0	3	100	2	23		
	BIRMINGHAM	CITY AIRLINE	S	D	20	0	0	100	0	0	0	0	2	100	0	23		
	MANCHESTER	CITY AIRLINE	S	A	41	0	0	73	15	5	7	0	17	84	11	43		
	MANCHESTER	CITY AIRLINE	S	D	41	0	0	88	5	2	5	0	9	98	4	43		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	25	0	0	88	8	0	4	0	8	0	0	0		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	25	0	0	88	8	0	4	0	7	0	0	0		
	HEATHROW	SAS	S	A	52	0	0	79	6	12	4	0	14	90	11	52		
	HEATHROW	SAS	S	D	52	0	0	83	12	2	4	0	8	94	8	52		
<b>TOTAL GOTEBORG</b>					<b>398</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>93</b>	<b>5</b>	<b>5</b>		
GOTEBORG (SAVE)																		
	EDINBURGH	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	92	9	13		
	EDINBURGH	RYANAIR	S	D	13	0	0	92	8	0	0	0	3	100	3	13		
	STANSTED	RYANAIR	S	A	60	0	0	77	13	7	3	0	11	93	4	60		
	STANSTED	RYANAIR	S	D	60	0	0	78	13	5	3	0	9	95	3	60		
<b>TOTAL GOTEBORG (SAVE)</b>					<b>146</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>95</b>	<b>4</b>	<b>4</b>		
GRAND CAYMAN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	65	24	6	6	0	15	88	3	17		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	16	0	0	75	6	0	13	6	32	83	9	18		
<b>TOTAL GRAND CAYMAN</b>					<b>33</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>3</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>86</b>	<b>6</b>	<b>6</b>	
GRAZ																		
	STANSTED	RYANAIR	S	A	18	0	0	78	17	6	0	0	9	59	14	17		
	STANSTED	RYANAIR	S	D	18	0	0	72	22	6	0	0	8	71	9	17		
<b>TOTAL GRAZ</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>65</b>	<b>11</b>	<b>11</b>		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					APR 2011					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
GRENADA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	78	11	0	0	0	11	145	88	4	8	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	67	11	22	0	0	0	14	100	3	8	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	75	25	0	0	0	28	20	32	5	
	GATWICK	MONARCH AIRLINES	C	D	3	0	0	100	0	0	0	0	0	5	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	4	0	0	25	0	25	50	0	0	56	50	33	4	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	4	75	11	4	
<b>TOTAL GRENADA</b>					<b>33</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>15</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>54</b>	<b>72</b>	<b>13</b>	<b>13</b>	
GRENOBLE																		
	GATWICK	AER LINGUS	C	A	4	0	0	50	0	25	25	0	0	27	0	30	2	
	GATWICK	AER LINGUS	C	D	3	0	0	33	33	0	33	0	0	30	100	3	2	
	BIRMINGHAM	EASYJET AIRLINE COMPANY LTD	S	A	5	0	0	100	0	0	0	0	0	0	88	5	8	
	BIRMINGHAM	EASYJET AIRLINE COMPANY LTD	S	D	5	0	0	100	0	0	0	0	0	5	88	5	8	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	5	0	0	100	0	0	0	0	0	0	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	5	0	0	100	0	0	0	0	0	6	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	16	0	0	88	6	0	6	0	0	9	83	8	29	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	16	0	0	88	6	0	6	0	0	10	90	8	29	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	5	0	0	100	0	0	0	0	0	0	88	8	8	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	5	0	0	80	20	0	0	0	0	6	75	9	8	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	5	0	0	100	0	0	0	0	0	0	88	20	8	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	5	0	0	100	0	0	0	0	0	2	75	22	8	
	MANCHESTER	FLYBE LTD	C	A	2	0	0	100	0	0	0	0	0	1	100	0	1	
	GATWICK	MONARCH AIRLINES	C	A	23	0	0	61	26	9	4	0	0	16	47	16	19	
	GATWICK	MONARCH AIRLINES	C	D	17	0	0	94	0	6	0	0	0	7	88	7	16	
	MANCHESTER	MONARCH AIRLINES	C	A	7	0	0	57	14	0	29	0	0	30	67	15	9	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	13	100	4	8	
	STANSTED	RYANAIR	S	A	2	0	0	50	0	50	0	0	0	34	0	0	0	
	STANSTED	RYANAIR	S	D	2	0	0	100	0	0	0	0	0	9	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	2	60	13	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	4	75	22	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	3	67	7	3	
	GATWICK	THOMSON AIRWAYS LTD	C	A	7	0	0	100	0	0	0	0	0	0	100	0	13	
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	2	91	5	11	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	100	0	6	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						APR 2011			
			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)										
GRENOBLE																		
	STANSTED	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	100	0	1	
<b>TOTAL GRENOBLE</b>					<b>166</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>9</b>	<b>82</b>	<b>9</b>	<b>9</b>	
GUERNSEY																		
	GATWICK	AURIGNY AIR SERVICES	S	A	163	0	1	89	6	4	1	0	0	7	90	9	166	
	GATWICK	AURIGNY AIR SERVICES	S	D	163	0	1	88	7	4	1	0	0	7	89	8	167	
	MANCHESTER	AURIGNY AIR SERVICES	S	A	59	0	1	88	7	2	3	0	0	9	87	9	60	
	MANCHESTER	AURIGNY AIR SERVICES	S	D	59	0	1	88	8	0	3	0	0	7	92	6	60	
	STANSTED	AURIGNY AIR SERVICES	S	A	30	0	0	77	13	3	7	0	0	15	87	18	30	
	STANSTED	AURIGNY AIR SERVICES	S	D	30	0	0	83	7	3	7	0	0	12	90	16	31	
	BIRMINGHAM	FLYBE LTD	S	A	25	0	0	84	8	4	4	0	0	11	88	6	26	
	BIRMINGHAM	FLYBE LTD	S	D	26	0	0	58	19	0	19	4	0	33	88	6	24	
	GATWICK	FLYBE LTD	S	A	130	0	0	87	3	6	4	0	0	10	96	3	129	
	GATWICK	FLYBE LTD	S	D	130	0	0	86	6	2	6	0	0	10	96	4	130	
<b>TOTAL GUERNSEY</b>					<b>815</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>7</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>91</b>	<b>7</b>	<b>7</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
HAHN	EDINBURGH	RYANAIR	S	A	12	0	0	100	0	0	0	0	0	1	88	7	17
	EDINBURGH	RYANAIR	S	D	12	0	0	92	0	0	8	0	0	7	88	7	17
	MANCHESTER	RYANAIR	S	A	12	0	0	92	0	0	8	0	0	10	0	0	0
	MANCHESTER	RYANAIR	S	D	12	0	0	92	0	0	8	0	0	14	0	0	0
	STANSTED	RYANAIR	S	A	69	0	0	83	12	4	0	1	0	11	88	11	60
	STANSTED	RYANAIR	S	D	69	0	0	83	7	9	1	0	0	10	92	5	60
<b>TOTAL HAHN</b>					<b>186</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>90</b>	<b>8</b>	<b>8</b>
HALIFAX INT	HEATHROW	AIR CANADA	S	A	22	0	0	55	9	18	18	0	0	30	73	19	22
	HEATHROW	AIR CANADA	S	D	22	0	0	82	9	9	0	0	0	6	95	4	22
<b>TOTAL HALIFAX INT</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>9</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>86</b>	<b>10</b>	<b>10</b>
HAMBURG	HEATHROW	BRITISH AIRWAYS PLC	S	A	148	0	0	75	10	10	5	0	0	12	93	4	120
	HEATHROW	BRITISH AIRWAYS PLC	S	D	148	0	0	82	11	3	4	0	0	8	94	3	120
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	56	0	0	73	11	14	2	0	0	14	76	9	51
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	80	11	7	2	0	0	10	78	9	51
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	73	12	12	4	0	0	11	68	11	25
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	81	8	12	0	0	0	11	92	6	25
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	73	8	8	8	4	0	22	80	10	25
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	73	12	4	8	4	0	19	92	4	25
	BIRMINGHAM	FLYBE LTD	S	A	26	0	0	81	8	8	4	0	0	10	96	2	25
	BIRMINGHAM	FLYBE LTD	S	D	26	0	0	77	4	15	4	0	0	14	100	4	25
	HEATHROW	LUFTHANSA	S	A	84	0	0	77	11	4	8	0	0	12	94	2	86
	HEATHROW	LUFTHANSA	S	D	84	0	0	77	7	6	10	0	0	14	95	2	86
	MANCHESTER	LUFTHANSA CITY LINE	S	A	49	0	0	88	8	2	2	0	0	9	97	4	65
	MANCHESTER	LUFTHANSA CITY LINE	S	D	48	0	0	90	4	4	2	0	0	6	95	3	65
<b>TOTAL HAMBURG</b>					<b>829</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>91</b>	<b>4</b>	<b>4</b>
HANOVER	BIRMINGHAM	AIR BERLIN	C	A	8	0	0	88	0	13	0	0	0	6	100	1	9
	BIRMINGHAM	AIR BERLIN	C	D	8	0	0	88	0	0	13	0	0	12	100	3	9
	HEATHROW	BMI BRITISH MIDLAND	S	A	81	0	0	77	11	11	1	0	0	11	89	6	74
	HEATHROW	BMI BRITISH MIDLAND	S	D	81	0	0	90	6	4	0	0	0	4	93	6	74
	BIRMINGHAM	FLYBE LTD	S	A	50	0	1	86	2	6	6	0	0	10	91	3	43

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							APR 2011				
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)												
HANOVER																		
	BIRMINGHAM	FLYBE LTD	S	D	51	0	0	59	22	8	12	0	0	24	77	12	44	
	MANCHESTER	FLYBE LTD	S	A	30	0	0	93	7	0	0	0	0	2	90	6	31	
	MANCHESTER	FLYBE LTD	S	D	30	0	0	83	7	10	0	0	0	8	94	6	31	
	STANSTED	GERMANWINGS	S	A	51	0	0	90	6	2	2	0	0	7	96	2	51	
	STANSTED	GERMANWINGS	S	D	51	0	0	88	8	2	2	0	0	8	98	1	51	
<b>TOTAL HANOVER</b>					<b>441</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>92</b>	<b>5</b>	<b>5</b>	
HARARE																		
HASSI MESSAOUD																		
	GATWICK	MONARCH AIRLINES	C	A	11	0	0	100	0	0	0	0	0	3	100	0	12	
	GATWICK	MONARCH AIRLINES	C	D	13	0	0	92	8	0	0	0	0	4	100	0	12	
<b>TOTAL HASSI MESSAOUD</b>					<b>24</b>	<b>1</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100</b>	<b>0</b>	<b>0</b>	
HAUGESUND																		
	STANSTED	RYANAIR	S	A	13	0	0	92	0	8	0	0	0	6	83	8	12	
	STANSTED	RYANAIR	S	D	13	0	0	92	8	0	0	0	0	5	83	8	12	
<b>TOTAL HAUGESUND</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>6</b>	<b>83</b>	<b>8</b>	<b>8</b>	
HAVANA																		
	GATWICK	CUBANA	S	A	4	0	0	75	0	25	0	0	0	11	75	4	4	
	GATWICK	CUBANA	S	D	4	0	0	0	75	25	0	0	0	30	25	23	4	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	33	11	22	33	0	0	51	0	126	8	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	44	0	22	33	0	0	45	0	142	8	
<b>TOTAL HAVANA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>15</b>	<b>23</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>15</b>	<b>96</b>	<b>96</b>	
HEATHROW																		
	EDINBURGH	BMI BRITISH MIDLAND	S	A	167	0	0	81	11	6	1	1	0	11	80	9	191	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	167	0	0	80	12	5	3	0	0	10	81	8	185	
	MANCHESTER	BMI BRITISH MIDLAND	S	A	151	0	1	70	18	9	3	0	0	13	73	15	134	
	MANCHESTER	BMI BRITISH MIDLAND	S	D	156	0	1	85	8	6	2	0	0	8	86	9	138	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	300	0	0	69	15	8	7	0	0	16	86	7	272	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	300	0	0	75	11	10	5	0	0	12	93	3	272	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	251	0	0	70	11	12	7	0	0	17	86	7	221	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	251	0	1	76	7	10	6	0	0	12	91	4	221	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	223	0	0	65	16	13	7	0	0	19	87	6	216	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	224	0	0	81	7	7	5	0	0	11	96	2	216	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	166	0	0	75	13	10	3	0	0	12	91	5	165	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	166	0	0	73	15	11	1	0	0	12	91	5	166	
<b>TOTAL HEATHROW</b>					<b>2524</b>	<b>2</b>	<b>3</b>	<b>74</b>	<b>12</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>87</b>	<b>6</b>	<b>6</b>	
HELSINKI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	58	22	15	5	0	0	18	86	6	56	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	90	3	5	2	0	0	6	93	5	55	
	HEATHROW	FINNAIR	S	A	121	0	0	71	15	12	2	0	0	12	86	5	119	
	HEATHROW	FINNAIR	S	D	120	0	0	81	10	8	1	0	0	7	88	5	120	
	MANCHESTER	FINNAIR	S	A	60	0	0	80	15	3	2	0	0	9	82	6	60	
	MANCHESTER	FINNAIR	S	D	60	0	0	88	5	7	0	0	0	6	92	4	60	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	26	0	0	62	31	8	0	0	0	13	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	26	0	0	69	23	8	0	0	0	11	0	0	0	
<b>TOTAL HELSINKI</b>					<b>535</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>6</b>	<b>6</b>	
HERAKLION																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	95	5	0	0	0	0	2	87	6	15	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	100	0	0	0	0	0	2	76	10	17	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	50	50	0	0	0	0	15	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	100	0	0	0	0	0	5	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	63	0	0	25	13	0	50	78	14	9	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	63	0	0	25	13	0	56	78	12	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	0	33	0	33	33	0	0	45	100	0	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	20	40	42	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	0	100	0	3	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	4	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	0	100	0	3	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	2	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	67	10	3	
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	2	100	2	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	67	8	3	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	7	100	3	4	
<b>TOTAL HERAKLION</b>					<b>105</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>3</b>	<b>1</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>12</b>	<b>12</b>	
HOLGUIN (FRANK PAIS)																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	50	32	2	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
HOLGUIN (FRANK PAIS)																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	5	100	0	2	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	5	33	20	3	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	50	0	0	0	0	16	100	7	3	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	28	50	126	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	23	25	134	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	15	50	33	2	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	20	25	201	4	
<b>TOTAL HOLGUIN (FRANK PAIS)</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>4</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>50</b>	<b>85</b>	<b>85</b>	
HONG KONG (CHEK LAP KOK)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	72	0	0	33	36	17	7	4	3	67	73	9	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	72	0	0	74	11	7	7	1	0	20	90	7	60	
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	119	0	1	25	23	31	17	4	0	48	78	10	120	
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	118	0	2	75	12	8	4	0	1	19	89	6	120	
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>					<b>381</b>	<b>0</b>	<b>3</b>	<b>51</b>	<b>20</b>	<b>17</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>37</b>	<b>83</b>	<b>8</b>	<b>8</b>	
HOUSTON																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	60	13	22	5	0	0	20	75	24	57	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	75	8	12	5	0	0	17	84	7	57	
	HEATHROW	UNITED AIRLINES	S	A	52	0	0	67	15	12	6	0	0	17	0	0	0	
	HEATHROW	UNITED AIRLINES	S	D	52	0	0	79	8	6	8	0	0	15	0	0	0	
<b>TOTAL HOUSTON</b>					<b>224</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>11</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>86</b>	<b>11</b>	<b>11</b>	
HUESCA																		
HUMBERSIDE																		
HURGHADA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	77	23	0	0	0	0	7	62	13	13	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	69	31	0	0	0	0	8	54	17	13	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	25	50	0	0	0	25	100	5	5	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	50	25	0	0	0	26	100	5	5	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	25	25	25	25	0	0	41	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	7	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	22	80	4	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	4	100	4	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	11	0	11	0	0	16	73	24	11	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE						APR 2011				
					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		
HURGHADA																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	0	11	11	0	0	18	91	6	11	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	13	0	0	0	0	4	94	2	16	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	13	13	0	0	0	11	93	7	15	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	16	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	11	0	0	0	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	4	0	0	0	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0	
<b>TOTAL HURGHADA</b>					<b>99</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>9</b>	<b>9</b>	
HYDERABAD ( RAJIV GHANDI )																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	0	62	19	19	0	0	0	13	71	15	21	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	0	71	24	5	0	0	0	9	86	7	22	
<b>TOTAL HYDERABAD ( RAJIV GHANDI )</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>21</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>11</b>	<b>11</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						APR 2011			
					20	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
IBIZA	LONDON CITY	BA CITYFLYER LTD	S	A	20	0	0	75	10	5	5	5	0	22	92	7	13
	LONDON CITY	BA CITYFLYER LTD	S	D	21	0	0	81	5	5	5	5	0	25	77	5	13
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	100	0	0	0	0	0	0	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	100	0	0	0	0	0	0	100	0	1
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	67	24	10	0	0	0	8	100	0	11
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	77	5	18	0	0	0	9	100	1	11
	BIRMINGHAM	RYANAIR	S	A	13	0	0	85	0	0	15	0	0	22	100	0	12
	BIRMINGHAM	RYANAIR	S	D	13	0	0	85	0	0	15	0	0	24	100	0	12
	MANCHESTER	RYANAIR	S	A	12	0	0	67	17	0	8	8	0	30	0	0	0
	MANCHESTER	RYANAIR	S	D	12	0	0	83	8	0	8	0	0	13	0	0	0
	STANSTED	RYANAIR	S	A	32	0	0	75	13	9	0	3	0	15	86	8	28
	STANSTED	RYANAIR	S	D	33	0	1	82	12	3	3	0	0	9	100	3	28
<b>TOTAL IBIZA</b>					<b>205</b>	<b>1</b>	<b>1</b>	<b>78</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>94</b>	<b>4</b>	<b>4</b>
ILHA DO SAL C.VERDE	BIRMINGHAM	THOMSON AIRWAYS LTD	S	A	4	0	0	75	25	0	0	0	0	9	50	15	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	4	100	1	4
	GATWICK	THOMSON AIRWAYS LTD	S	A	9	0	0	67	11	11	11	0	0	20	25	20	4
	GATWICK	THOMSON AIRWAYS LTD	S	D	9	0	0	89	0	0	11	0	0	11	75	14	4
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	4	25	37	4
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	4	0	0	75	25	0	0	0	0	14	50	19	4
<b>TOTAL ILHA DO SAL C.VERDE</b>					<b>34</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>54</b>	<b>18</b>	<b>18</b>
INNSBRUCK	BIRMINGHAM	AUSTRIAN AIRLINES	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	AUSTRIAN AIRLINES	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0
	STANSTED	AUSTRIAN AIRLINES	C	A	2	0	0	50	50	0	0	0	0	15	0	0	0
	EDINBURGH	AUSTRIAN ARROWS	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	33	0	0	61	18	6	12	3	0	36	93	4	45
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	33	0	0	73	9	9	6	3	0	24	87	6	45
	MANCHESTER	FLYBE LTD	C	A	3	0	0	67	33	0	0	0	0	8	100	0	2
	MANCHESTER	FLYBE LTD	C	D	2	0	0	0	50	50	0	0	0	28	100	0	1
	GATWICK	MONARCH AIRLINES	C	A	13	0	0	100	0	0	0	0	0	1	93	2	15
	GATWICK	MONARCH AIRLINES	C	D	11	0	0	100	0	0	0	0	0	2	91	8	11
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	50	0	0	0	0	13	100	0	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
INNSBRUCK																		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	100	0	2	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	100	3	3	
	GATWICK	THOMSON AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	0	86	7	7	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	4	100	0	6	
<b>TOTAL INNSBRUCK</b>					<b>127</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>5</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>90</b>	<b>6</b>	<b>6</b>	
INVERNESS																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	39	0	0	62	15	18	5	0	0	19	57	24	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	39	0	0	74	8	13	5	0	0	16	77	11	30	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	77	10	3	10	0	0	13	90	12	31	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	73	13	7	7	0	0	13	90	5	31	
	BIRMINGHAM	FLYBE LTD	S	A	26	0	0	92	4	0	4	0	0	9	88	6	25	
	BIRMINGHAM	FLYBE LTD	S	D	26	0	0	73	12	8	8	0	0	19	84	12	25	
	GATWICK	FLYBE LTD	S	A	81	0	0	91	1	0	6	1	0	11	100	0	84	
	GATWICK	FLYBE LTD	S	D	81	0	1	91	1	0	7	0	0	10	99	1	84	
	MANCHESTER	FLYBE LTD	S	A	47	0	0	87	2	2	4	4	0	17	91	10	47	
	MANCHESTER	FLYBE LTD	S	D	47	0	0	79	13	6	2	0	0	9	87	11	47	
<b>TOTAL INVERNESS</b>					<b>447</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>6</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>90</b>	<b>7</b>	<b>7</b>	
IRELAND WEST(KNOCK)																		
	GATWICK	AER LINGUS	S	A	30	0	0	93	3	0	3	0	0	8	97	1	30	
	GATWICK	AER LINGUS	S	D	30	0	0	87	10	0	3	0	0	7	100	3	30	
	BIRMINGHAM	BMIBABY LTD	S	A	26	0	0	85	8	0	8	0	0	9	88	17	17	
	BIRMINGHAM	BMIBABY LTD	S	D	26	0	0	77	12	4	8	0	0	15	88	8	17	
	EDINBURGH	FLYBE LTD	S	A	13	0	0	100	0	0	0	0	0	2	80	56	5	
	EDINBURGH	FLYBE LTD	S	D	13	0	0	92	8	0	0	0	0	6	100	2	5	
	MANCHESTER	FLYBE LTD	S	A	30	0	0	87	7	3	0	3	0	15	0	0	0	
	MANCHESTER	FLYBE LTD	S	D	31	0	0	68	16	13	3	0	0	15	0	0	0	
	LUTON	RYANAIR	S	A	22	0	0	50	14	18	18	0	0	30	76	8	17	
	LUTON	RYANAIR	S	D	22	0	0	50	27	9	14	0	0	22	82	8	17	
	STANSTED	RYANAIR	S	A	30	0	0	97	3	0	0	0	0	4	90	6	30	
	STANSTED	RYANAIR	S	D	30	0	0	97	3	0	0	0	0	3	97	2	30	
<b>TOTAL IRELAND WEST(KNOCK)</b>					<b>303</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>90</b>	<b>8</b>	<b>8</b>	
ISLAMABAD																		
	MANCHESTER	AIR BLUE	S	A	13	0	0	54	15	8	23	0	0	36	31	38	13	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

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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)											
ISLAMABAD	MANCHESTER	AIR BLUE	S	D	13	0	0	23	31	8	31	8	0	60	23	46	13
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	A	17	1	0	65	12	6	6	0	12	87	65	17	17
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	D	17	0	0	65	24	0	0	0	12	87	94	4	17
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	18	0	0	56	6	22	6	11	0	43	47	28	17
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	18	0	0	78	6	0	17	0	0	19	59	14	17
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	17	0	0	47	24	18	12	0	0	29	76	20	21
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	17	0	0	71	12	12	6	0	0	21	86	24	21
<b>TOTAL ISLAMABAD</b>					<b>130</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>15</b>	<b>9</b>	<b>12</b>	<b>2</b>	<b>3</b>	<b>48</b>	<b>63</b>	<b>23</b>	<b>23</b>
ISLAY	GLASGOW	LOGANAIR	S	A	53	0	0	89	6	2	4	0	0	6	98	3	51
	GLASGOW	LOGANAIR	S	D	52	0	0	85	12	0	4	0	0	8	98	4	51
<b>TOTAL ISLAY</b>					<b>105</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>98</b>	<b>3</b>	<b>3</b>
ISLE OF MAN	LONDON CITY	AER ARANN	S	A	25	0	1	84	12	0	4	0	0	6	85	7	74
	LONDON CITY	AER ARANN	S	D	25	0	1	88	8	0	4	0	0	5	92	4	74
	NEWCASTLE	FLM AVIATION	S	A	20	1	0	95	0	0	5	0	0	3	100	0	3
	NEWCASTLE	FLM AVIATION	S	D	20	1	0	95	0	0	5	0	0	3	100	1	3
	BIRMINGHAM	FLYBE LTD	S	A	47	0	1	81	4	6	9	0	0	13	85	13	48
	BIRMINGHAM	FLYBE LTD	S	D	48	0	0	69	15	6	10	0	0	20	83	11	48
	GATWICK	FLYBE LTD	S	A	107	0	0	94	3	1	2	0	0	5	95	1	107
	GATWICK	FLYBE LTD	S	D	107	0	0	90	6	2	2	1	0	7	95	3	107
	LUTON	FLYBE LTD	S	A	19	0	0	100	0	0	0	0	0	1	96	4	25
	LUTON	FLYBE LTD	S	D	19	0	0	84	11	5	0	0	0	9	88	7	25
	MANCHESTER	FLYBE LTD	S	A	116	0	1	96	3	1	1	0	0	4	94	3	114
	MANCHESTER	FLYBE LTD	S	D	117	0	1	94	3	3	0	0	0	4	95	3	113
	EDINBURGH	LOGANAIR	S	A	26	0	0	88	4	8	0	0	0	5	92	3	25
	EDINBURGH	LOGANAIR	S	D	26	0	0	85	4	8	4	0	0	8	92	4	25
	GLASGOW	LOGANAIR	S	A	29	0	0	86	7	0	7	0	0	10	90	9	30
	GLASGOW	LOGANAIR	S	D	30	0	0	90	0	7	3	0	0	7	90	10	30
<b>TOTAL ISLE OF MAN</b>					<b>783</b>	<b>4</b>	<b>5</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>92</b>	<b>5</b>	<b>5</b>
ISTANBUL	HEATHROW	BRITISH AIRWAYS PLC	S	A	88	0	0	45	22	15	15	0	3	63	88	5	90
	HEATHROW	BRITISH AIRWAYS PLC	S	D	88	0	0	77	9	8	5	1	0	16	94	6	90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

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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			
ISTANBUL																			
	BIRMINGHAM	THY TURK HAVA YOLLARI TURKISH	S	A	30	0	0	47	17	27	7	3	0	33	73	11	22		
	BIRMINGHAM	THY TURK HAVA YOLLARI TURKISH	S	D	30	0	0	47	20	23	7	3	0	34	64	15	22		
	GATWICK	THY TURK HAVA YOLLARI TURKISH	S	A	33	0	0	58	9	12	18	3	0	36	0	0	0		
	GATWICK	THY TURK HAVA YOLLARI TURKISH	S	D	33	0	0	48	15	18	15	3	0	38	0	0	0		
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	133	0	0	37	23	23	17	1	1	37	82	8	134		
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	133	0	0	59	11	17	11	2	0	25	90	5	134		
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	A	39	0	0	23	28	21	26	3	0	44	63	14	30		
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	D	39	0	0	28	26	21	23	3	0	44	60	15	30		
<b>TOTAL ISTANBUL</b>					<b>646</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>17</b>	<b>18</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>36</b>	<b>83</b>	<b>8</b>	<b>8</b>		
ISTANBUL (SABIHA GOKCEN)																			
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	24	0	0	96	4	0	0	0	0	3	70	19	20		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	24	0	0	83	17	0	0	0	0	6	85	10	20		
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	50	0	50	0	0	0	16	0	0	0		
	STANSTED	PEGASUS AIRLINES	S	A	60	0	0	87	8	2	2	2	0	12	93	4	30		
	STANSTED	PEGASUS AIRLINES	S	D	60	0	0	78	15	2	3	2	0	12	90	5	30		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	0	50	0	50	0	0	48	100	12	1		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	33	0	0	0	0	12	100	14	1		
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>					<b>180</b>	<b>2</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>89</b>	<b>7</b>	<b>7</b>		
IZMIR (ADNAM MENDERES)																			
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	75	25	0	0	0	0	7	0	0	0		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	75	13	13	0	0	0	9	0	0	0		
	STANSTED	PEGASUS AIRLINES	S	A	17	0	0	88	6	0	6	0	0	10	94	15	17		
	STANSTED	PEGASUS AIRLINES	S	D	17	0	0	94	0	0	6	0	0	11	94	15	17		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	1	0	33	0	67	0	0	0	36	100	0	3		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	8	100	6	5		
<b>TOTAL IZMIR (ADNAM MENDERES)</b>					<b>57</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>95</b>	<b>13</b>	<b>13</b>		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	14	0	0	79	7	7	7	0	0	13	15	84	13
	HEATHROW	BMI BRITISH MIDLAND	S	D	5	0	0	60	20	20	0	0	0	16	25	78	12
	HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	0	76	10	10	5	0	0	11	95	3	22
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	86	5	9	0	0	0	7	86	6	22
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	30	0	0	43	30	23	3	0	0	21	73	11	30
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	30	0	0	77	17	3	3	0	0	9	97	3	30
<b>TOTAL JEDDAH</b>					<b>122</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>20</b>	<b>20</b>
JEREZ	STANSTED	RYANAIR	S	A	18	0	0	56	28	6	11	0	0	20	88	7	17
	STANSTED	RYANAIR	S	D	18	0	0	78	17	6	0	0	0	8	94	3	17
<b>TOTAL JEREZ</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>22</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>91</b>	<b>5</b>	<b>5</b>
JERSEY	STANSTED	AURIGNY AIR SERVICES	S	A	9	0	0	89	11	0	0	0	0	4	88	11	8
	STANSTED	AURIGNY AIR SERVICES	S	D	9	0	0	100	0	0	0	0	0	1	88	8	8
	LONDON CITY	BLUE ISLANDS LIMITED	S	A	42	0	0	81	12	0	7	0	0	11	100	0	14
	LONDON CITY	BLUE ISLANDS LIMITED	S	D	42	0	0	69	17	10	5	0	0	14	100	0	14
	MANCHESTER	BLUE ISLANDS LIMITED	S	A	30	0	0	83	7	10	0	0	0	8	0	0	0
	MANCHESTER	BLUE ISLANDS LIMITED	S	D	30	0	0	83	10	7	0	0	0	6	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	149	0	0	81	8	5	6	0	0	12	84	12	145
	GATWICK	BRITISH AIRWAYS PLC	S	D	149	0	0	77	12	6	5	0	0	12	84	7	145
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	88	0	0	13	0	0	16	0	0	0
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	88	0	0	13	0	0	19	0	0	0
	BIRMINGHAM	FLYBE LTD	S	A	44	0	0	73	9	7	9	2	0	19	91	7	43
	BIRMINGHAM	FLYBE LTD	S	D	43	0	0	81	12	0	7	0	0	13	87	12	45
	EDINBURGH	FLYBE LTD	S	A	9	0	0	78	22	0	0	0	0	7	78	15	9
	EDINBURGH	FLYBE LTD	S	D	9	0	0	100	0	0	0	0	0	5	100	3	9
	GATWICK	FLYBE LTD	S	A	134	0	0	93	1	3	3	0	0	5	98	1	143
	GATWICK	FLYBE LTD	S	D	135	0	0	88	4	4	4	0	0	8	97	3	142
	LUTON	FLYBE LTD	S	A	18	0	0	83	17	0	0	0	0	4	94	3	17
	LUTON	FLYBE LTD	S	D	18	0	0	83	17	0	0	0	0	6	100	2	17
	MANCHESTER	FLYBE LTD	S	A	30	0	0	80	17	0	3	0	0	13	83	8	30
	MANCHESTER	FLYBE LTD	S	D	30	0	0	80	17	0	3	0	0	10	83	9	30
	NEWCASTLE	FLYBE LTD	S	A	18	0	0	83	0	11	6	0	0	13	94	6	17

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							APR 2011					
			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)											
JERSEY	NEWCASTLE	FLYBE LTD	S	D	18	0	0	67	17	6	11	0	0	20	94	3	17
<b>TOTAL JERSEY</b>					<b>982</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>90</b>	<b>6</b>	<b>6</b>
JOHANNESBURG	HEATHROW	BRITISH AIRWAYS PLC	S	A	72	0	0	68	14	10	7	0	1	25	60	15	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	71	0	0	62	15	11	7	1	3	45	82	9	60
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	56	0	0	68	11	18	0	2	2	32	72	29	60
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	56	0	0	86	11	2	2	0	0	8	83	13	60
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	63	23	7	3	3	0	25	43	23	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	80	10	3	0	0	7	56	87	7	30
<b>TOTAL JOHANNESBURG</b>					<b>315</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>31</b>	<b>72</b>	<b>16</b>	<b>16</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
KARACHI																		
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	7	0	0	43	14	0	14	29	0	101	36	45	22	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	11	0	0	73	9	9	9	0	0	21	59	24	22	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	12	0	0	50	17	25	8	0	0	25	44	16	9	
<b>TOTAL KARACHI</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>13</b>	<b>13</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>41</b>	<b>47</b>	<b>31</b>	<b>31</b>	
KARLSRUHE/BADEN BADEN																		
	STANSTED	RYANAIR	S	A	30	0	0	90	7	3	0	0	0	5	90	3	30	
	STANSTED	RYANAIR	S	D	30	0	0	80	13	7	0	0	0	8	100	4	30	
<b>TOTAL KARLSRUHE/BADEN BADEN</b>					<b>60</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>95</b>	<b>3</b>	<b>3</b>	
KATOWICE																		
	BIRMINGHAM	RYANAIR	S	A	13	0	0	92	0	8	0	0	0	5	89	3	9	
	BIRMINGHAM	RYANAIR	S	D	13	0	0	77	15	8	0	0	0	8	100	1	9	
	MANCHESTER	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	0	0	0	0	
	STANSTED	RYANAIR	S	A	30	0	0	90	7	3	0	0	0	4	97	1	30	
	STANSTED	RYANAIR	S	D	30	0	0	87	7	7	0	0	0	7	97	4	30	
	LUTON	WIZZ AIR	S	A	59	0	0	98	0	0	2	0	0	2	83	18	60	
	LUTON	WIZZ AIR	S	D	60	0	0	68	17	10	5	0	0	16	72	17	60	
<b>TOTAL KATOWICE</b>					<b>223</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>11</b>	<b>11</b>	
KAUNAS																		
	BIRMINGHAM	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	0	88	7	8	
	BIRMINGHAM	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	3	100	1	8	
	EDINBURGH	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	0	100	2	8	
	EDINBURGH	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	2	88	3	8	
	GATWICK	RYANAIR	S	A	21	0	1	76	10	5	10	0	0	13	100	0	21	
	GATWICK	RYANAIR	S	D	21	0	1	81	10	0	10	0	0	14	100	1	21	
	LUTON	RYANAIR	S	A	21	0	0	86	10	5	0	0	0	5	100	0	13	
	LUTON	RYANAIR	S	D	21	0	0	76	5	14	0	5	0	22	100	1	13	
	STANSTED	RYANAIR	S	A	30	1	0	90	10	0	0	0	0	5	100	2	39	
	STANSTED	RYANAIR	S	D	30	0	0	100	0	0	0	0	0	4	95	4	39	
<b>TOTAL KAUNAS</b>					<b>180</b>	<b>1</b>	<b>2</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>98</b>	<b>2</b>	<b>2</b>	
KEFALLINIA																		
<b>TOTAL KEFALLINIA</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>67</b>	<b>6</b>	<b>6</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						APR 2011					
					29	MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
						Actual (7)	Plan (8)												
KEFLAVIK																			
	GATWICK	CSA CZECH AIRLINES	S	A	29	0	0	93	0	3	0	3	0	10	0	0	0	0	
	GATWICK	CSA CZECH AIRLINES	S	D	28	0	0	96	0	0	0	4	0	8	0	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	100	0	0	0	0	0	0	0	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	77	23	0	0	0	0	7	0	0	0	0	
	GLASGOW	ICELANDAIR	S	A	13	0	0	100	0	0	0	0	0	1	90	24	21	21	
	GLASGOW	ICELANDAIR	S	D	13	0	0	100	0	0	0	0	0	3	86	44	21	21	
	HEATHROW	ICELANDAIR	S	A	60	0	0	90	7	0	3	0	0	8	71	10	59	59	
	HEATHROW	ICELANDAIR	S	D	60	0	0	85	8	3	3	0	0	9	71	10	59	59	
	MANCHESTER	ICELANDAIR	S	A	13	0	0	100	0	0	0	0	0	1	90	28	21	21	
	MANCHESTER	ICELANDAIR	S	D	13	0	0	92	8	0	0	0	0	2	90	26	21	21	
<b>TOTAL KEFLAVIK</b>					<b>256</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>20</b>	<b>20</b>	<b>20</b>	
KERRY COUNTY																			
	LUTON	RYANAIR	S	A	30	0	0	87	3	10	0	0	0	7	100	0	30	30	
	LUTON	RYANAIR	S	D	30	0	0	83	10	7	0	0	0	7	100	1	30	30	
	STANSTED	RYANAIR	S	A	18	0	0	83	17	0	0	0	0	7	97	3	30	30	
	STANSTED	RYANAIR	S	D	18	0	0	89	11	0	0	0	0	4	97	4	30	30	
<b>TOTAL KERRY COUNTY</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>8</b>	<b>8</b>	<b>8</b>	
KHARTOUM																			
	HEATHROW	BMI BRITISH MIDLAND	S	A	13	0	0	54	15	23	8	0	0	20	85	8	13	13	
<b>TOTAL KHARTOUM</b>					<b>13</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>15</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>72</b>	<b>12</b>	<b>12</b>	<b>12</b>	
KIEV (BORISPOL)																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	52	0	0	85	6	8	2	0	0	8	92	5	51	51	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	52	0	0	92	2	6	0	0	0	4	98	3	51	51	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	31	0	0	68	23	6	3	0	0	14	80	8	30	30	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	31	0	0	74	6	10	10	0	0	20	83	7	30	30	
<b>TOTAL KIEV (BORISPOL)</b>					<b>166</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>9</b>	<b>9</b>	<b>9</b>	
KIEV (ZHULYANY)																			
	LUTON	WIZZ AIR	S	A	13	0	0	85	8	8	0	0	0	9	64	24	14	14	
	LUTON	WIZZ AIR	S	D	13	0	0	85	15	0	0	0	0	8	57	30	14	14	
<b>TOTAL KIEV (ZHULYANY)</b>					<b>26</b>	<b>2</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>61</b>	<b>27</b>	<b>27</b>	<b>27</b>	
KINGSTON																			

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
KINGSTON																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	0	50	8	25	17	0	0	38	56	14	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	62	23	8	8	0	0	27	100	2	9	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	5	0	0	20	40	20	0	20	0	57	33	38	9	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	5	0	0	80	0	0	20	0	0	37	25	35	8	
<b>TOTAL KINGSTON</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>17</b>	<b>14</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>36</b>	<b>54</b>	<b>22</b>	<b>22</b>	
KIRKWALL																		
	EDINBURGH	LOGANAIR	S	A	73	0	0	95	3	0	3	0	0	3	97	1	72	
	EDINBURGH	LOGANAIR	S	D	74	0	0	93	3	3	1	0	0	5	87	5	71	
	GLASGOW	LOGANAIR	S	A	29	0	0	86	7	3	3	0	0	7	77	14	30	
	GLASGOW	LOGANAIR	S	D	30	0	0	90	3	7	0	0	0	6	93	3	30	
<b>TOTAL KIRKWALL</b>					<b>206</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>5</b>	<b>5</b>	
KIRUNA																		
<b>TOTAL KIRUNA</b>					<b>3</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
KITTLA																		
	GATWICK	MONARCH AIRLINES	C	A	3	0	0	100	0	0	0	0	0	2	67	9	3	
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	5	100	0	2	
<b>TOTAL KITTLA</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>83</b>	<b>6</b>	<b>6</b>	
KLAGENFURT																		
	STANSTED	RYANAIR	S	A	12	0	0	58	42	0	0	0	0	13	69	25	13	
	STANSTED	RYANAIR	S	D	12	0	0	100	0	0	0	0	0	4	100	1	13	
<b>TOTAL KLAGENFURT</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>13</b>	<b>13</b>	
KOS																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	100	0	0	0	0	0	0	90	4	10	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	78	11	11	0	0	0	10	100	0	10	
	STANSTED	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	0	0	0	0	
	STANSTED	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	2	0	0	0	
<b>TOTAL KOS</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>91</b>	<b>3</b>	<b>3</b>	
KRAKOW																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	100	0	0	0	0	0	3	94	2	17	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	89	11	0	0	0	0	4	100	1	17	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	80	3	10	7	0	0	14	93	3	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	80	3	10	7	0	0	14	97	3	30	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							APR 2011				
					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)												
KRAKOW																		
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	56	11	11	22	0	0	28	0	57	9	
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	56	11	11	22	0	0	32	0	56	9	
	EDINBURGH	RYANAIR	S	A	12	0	0	92	8	0	0	0	0	5	85	7	13	
	EDINBURGH	RYANAIR	S	D	12	0	0	92	0	8	0	0	0	5	85	10	13	
	STANSTED	RYANAIR	S	A	60	0	0	83	10	5	0	0	2	19	100	1	60	
	STANSTED	RYANAIR	S	D	60	0	0	95	3	2	0	0	0	4	98	2	60	
<b>TOTAL KRAKOW</b>					<b>260</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>89</b>	<b>7</b>	<b>7</b>	
KUALA LUMPUR (SEPANG)																		
	GATWICK	AIR ASIA	S	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	AIR ASIA	S	D	2	0	0	50	0	50	0	0	0	18	0	0	0	
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	60	0	0	73	17	7	2	0	2	20	78	19	60	
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	D	60	0	0	90	3	3	0	3	0	15	89	7	61	
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>17</b>	<b>84</b>	<b>12</b>	<b>12</b>	
KUWAIT																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	97	0	3	0	0	0	2	93	3	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	63	13	20	3	0	0	16	80	9	30	
	HEATHROW	KUWAIT AIRWAYS	S	A	30	0	0	40	33	23	3	0	0	22	33	38	30	
	HEATHROW	KUWAIT AIRWAYS	S	D	30	0	0	87	10	3	0	0	0	5	70	20	30	
<b>TOTAL KUWAIT</b>					<b>120</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>17</b>	<b>17</b>	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
					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	30	0	0	83	10	3	3	0	0	14	100	3	30
	HEATHROW	VUELING AIRLINES	S	D	30	0	0	93	3	0	3	0	0	8	97	3	30
<b>TOTAL LA CORUNA</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>98</b>	<b>3</b>	<b>3</b>
LA ROCHELLE	STANSTED	RYANAIR	S	A	18	0	0	50	22	6	11	11	0	47	79	7	19
	STANSTED	RYANAIR	S	D	18	0	0	72	17	6	6	0	0	14	95	3	19
<b>TOTAL LA ROCHELLE</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>19</b>	<b>6</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>31</b>	<b>87</b>	<b>5</b>	<b>5</b>
LA ROMANA																	
LAGOS	HEATHROW	ARIK AIR	S	A	36	0	0	8	8	28	53	3	0	71	50	41	30
	HEATHROW	ARIK AIR	S	D	33	0	1	45	18	24	3	0	9	118	75	34	28
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	83	7	3	7	0	0	10	97	3	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	37	27	33	3	0	0	24	47	20	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	57	13	20	7	0	3	48	83	12	29
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	77	13	7	0	0	3	41	80	9	30
<b>TOTAL LAGOS</b>					<b>189</b>	<b>1</b>	<b>1</b>	<b>50</b>	<b>14</b>	<b>20</b>	<b>13</b>	<b>1</b>	<b>3</b>	<b>54</b>	<b>72</b>	<b>20</b>	<b>20</b>
LAHORE	HEATHROW	PAKISTAN INTL AIRLINES	S	A	12	0	0	17	25	8	42	0	8	142	62	14	13
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	12	0	0	67	0	17	17	0	0	27	77	12	13
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	8	0	0	13	38	13	25	13	0	64	46	23	13
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	8	0	0	38	13	25	25	0	0	46	56	27	9
<b>TOTAL LAHORE</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>18</b>	<b>15</b>	<b>28</b>	<b>3</b>	<b>3</b>	<b>73</b>	<b>60</b>	<b>18</b>	<b>18</b>
LAMETIA-TERME	STANSTED	RYANAIR	S	A	18	0	0	22	33	39	0	6	0	45	20	27	10
	STANSTED	RYANAIR	S	D	18	0	0	89	11	0	0	0	0	8	100	3	10
<b>TOTAL LAMETIA-TERME</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>19</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>59</b>	<b>16</b>	<b>16</b>
LARNACA	HEATHROW	AEGEAN AIRLINES	S	A	30	0	0	80	13	7	0	0	0	9	87	7	30
	HEATHROW	AEGEAN AIRLINES	S	D	30	0	0	60	17	17	7	0	0	19	63	12	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	1	67	17	7	10	0	0	20	80	9	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	77	13	7	3	0	0	13	90	7	30
	HEATHROW	CYPRUS AIRWAYS	S	A	60	0	0	65	15	15	3	2	0	18	75	8	77

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						APR 2011			
					59	MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
LARNACA	HEATHROW	CYPRUS AIRWAYS	S	D	59	0	1	66	14	17	3	0	0	14	73	11	77
	STANSTED	CYPRUS AIRWAYS	S	A	5	0	0	60	20	20	0	0	0	10	0	0	0
	STANSTED	CYPRUS AIRWAYS	S	D	5	0	0	60	0	40	0	0	0	20	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	24	0	0	79	8	8	0	4	0	14	67	21	24
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	24	0	0	75	13	13	0	0	0	11	65	21	23
	BIRMINGHAM	MONARCH AIRLINES	S	A	13	0	0	100	0	0	0	0	0	0	100	1	17
	BIRMINGHAM	MONARCH AIRLINES	S	D	13	0	0	85	8	8	0	0	0	11	79	8	19
	GATWICK	MONARCH AIRLINES	S	A	8	1	0	38	25	13	25	0	0	35	81	17	21
	GATWICK	MONARCH AIRLINES	S	D	8	0	0	63	13	0	25	0	0	28	90	18	20
	LUTON	MONARCH AIRLINES	S	A	16	0	1	56	25	13	6	0	0	21	65	15	17
	LUTON	MONARCH AIRLINES	S	D	16	0	0	56	31	6	6	0	0	21	53	15	17
	MANCHESTER	MONARCH AIRLINES	S	A	31	0	0	55	32	3	10	0	0	19	61	19	33
	MANCHESTER	MONARCH AIRLINES	S	D	30	0	0	60	27	7	7	0	0	18	70	17	33
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	25	0	0	25	290	100	0	3
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	20	75	22	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	3	67	19	6
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	6	75	14	8
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	5	67	23	3
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	15	50	15	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	17	67	20	6
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	14	57	25	7
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	50	47	2
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	33	38	3
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	6	2
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	0	3
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL LARNACA</b>					<b>496</b>	<b>2</b>	<b>3</b>	<b>70</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>72</b>	<b>13</b>	<b>13</b>
LAS PALMAS	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	17	1	0	59	12	18	12	0	0	20	85	7	20
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	65	24	6	6	0	0	14	85	6	20
	BIRMINGHAM	MONARCH AIRLINES	S	A	9	0	0	44	22	22	11	0	0	26	44	29	9
	BIRMINGHAM	MONARCH AIRLINES	S	D	9	0	0	78	11	0	11	0	0	15	67	23	9

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						APR 2011				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
LAS PALMAS																		
	MANCHESTER	MONARCH AIRLINES	S	A	8	1	0	50	13	25	13	0	0	25	38	18	8	
	MANCHESTER	MONARCH AIRLINES	S	D	9	0	0	67	0	22	11	0	0	21	89	4	9	
	BIRMINGHAM	RYANAIR	S	A	9	0	0	89	11	0	0	0	0	4	100	1	8	
	BIRMINGHAM	RYANAIR	S	D	9	0	0	89	11	0	0	0	0	5	100	2	8	
	EDINBURGH	RYANAIR	S	A	9	0	0	78	11	11	0	0	0	7	75	10	8	
	EDINBURGH	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	1	88	4	8	
	LUTON	RYANAIR	S	A	9	0	0	78	0	22	0	0	0	14	100	1	9	
	LUTON	RYANAIR	S	D	9	0	0	56	0	33	11	0	0	28	78	8	9	
	STANSTED	RYANAIR	S	A	17	0	0	76	12	6	6	0	0	17	80	20	15	
	STANSTED	RYANAIR	S	D	17	0	0	88	6	6	0	0	0	7	100	1	15	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	2	67	17	3	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	7	50	35	2	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	11	0	0	0	7	38	31	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	0	3	88	7	8	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	20	0	0	24	0	73	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	20	0	20	0	0	32	75	43	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	85	15	0	0	0	0	5	86	8	14	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	85	8	8	0	0	0	10	87	7	15	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	2	25	19	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	4	50	27	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	2	80	12	5	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	0	100	4	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	5	100	3	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	10	100	1	4	
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	2	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	A	13	0	0	62	31	8	0	0	0	13	65	19	20	
	GATWICK	THOMSON AIRWAYS LTD	C	D	14	0	0	79	14	7	0	0	0	10	90	5	20	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	4	75	15	4	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	3	0	0	67	33	0	0	0	0	7	100	2	4	
	LUTON	THOMSON AIRWAYS LTD	C	A	5	0	0	60	20	0	20	0	0	23	100	0	4	
	LUTON	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	9	100	0	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	13	0	0	92	8	0	0	0	0	4	100	2	12	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011			
					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																		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	13	0	0	85	15	0	0	0	0	7	92	4	13	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	6	75	5	4	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	2	100	1	4		
	STANSTED	THOMSON AIRWAYS LTD	C	A	5	0	0	40	40	20	0	0	16	50	12	4		
	STANSTED	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	5	67	8	3		
<b>TOTAL LAS PALMAS</b>					<b>344</b>	<b>2</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>11</b>	<b>11</b>	
LAS VEGAS																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	47	23	23	3	0	3	52	70	15	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	63	17	13	7	0	0	18	90	6	30	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	2	75	30	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	9	75	6	4		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	70	10	13	3	0	3	40	73	29	30	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	70	0	17	13	0	0	19	63	28	30	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	56	22	11	0	11	0	41	100	0	8	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	89	0	0	0	11	0	41	88	36	8	
<b>TOTAL LAS VEGAS</b>					<b>146</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>12</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>32</b>	<b>77</b>	<b>19</b>	<b>19</b>	
LEEDS BRADFORD																		
	EDINBURGH	BMI REGIONAL	S	A	25	0	0	88	0	8	4	0	0	6	91	6	34	
	EDINBURGH	BMI REGIONAL	S	D	24	0	0	96	4	0	0	0	0	2	91	5	33	
	GLASGOW	BMI REGIONAL	S	A	26	0	0	96	0	0	4	0	0	5	100	0	32	
	GLASGOW	BMI REGIONAL	S	D	28	0	0	89	0	11	0	0	0	5	97	3	33	
<b>TOTAL LEEDS BRADFORD</b>					<b>103</b>	<b>1</b>	<b>0</b>	<b>92</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>95</b>	<b>3</b>	<b>3</b>	
LEIPZIG																		
	STANSTED	RYANAIR	S	A	30	0	0	93	7	0	0	0	0	2	0	0	0	
	STANSTED	RYANAIR	S	D	30	0	0	87	7	7	0	0	0	6	0	0	0	
<b>TOTAL LEIPZIG</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	
LIBERIA																		
LIBREVILLE																		
LIEGE																		
LIEIDA																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	6	0	0	0	
<b>TOTAL LIEIDA</b>					<b>3</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						APR 2011				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
LIMA																		
<b>TOTAL LIMA</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
LIMOGES																		
	STANSTED	RYANAIR	S	A	29	0	1	83	7	7	0	3	0	12	90	4	30	
	STANSTED	RYANAIR	S	D	29	0	1	93	3	0	0	3	0	11	87	6	30	
<b>TOTAL LIMOGES</b>					<b>58</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>88</b>	<b>5</b>	<b>5</b>	
LINZ																		
	STANSTED	RYANAIR	S	A	18	0	0	100	0	0	0	0	0	2	95	3	21	
	STANSTED	RYANAIR	S	D	18	0	0	100	0	0	0	0	0	3	95	2	21	
<b>TOTAL LINZ</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>95</b>	<b>2</b>	<b>2</b>	
LISBON																		
	GATWICK	AIR PORTUGAL	S	A	21	0	0	76	5	14	5	0	0	13	100	1	21	
	GATWICK	AIR PORTUGAL	S	D	21	0	0	76	5	14	5	0	0	13	90	3	21	
	HEATHROW	AIR PORTUGAL	S	A	181	0	0	42	19	23	16	0	0	32	82	8	188	
	HEATHROW	AIR PORTUGAL	S	D	181	0	0	53	14	15	16	1	0	31	76	11	188	
	MANCHESTER	AIR PORTUGAL	S	A	26	0	0	27	27	27	15	4	0	46	0	0	0	
	MANCHESTER	AIR PORTUGAL	S	D	26	0	0	38	27	27	8	0	0	28	0	0	0	
	BIRMINGHAM	BMIBABY LTD	S	A	8	0	0	75	0	25	0	0	0	10	0	0	0	
	BIRMINGHAM	BMIBABY LTD	S	D	8	0	0	75	13	13	0	0	0	12	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	60	10	17	12	1	0	25	93	4	120	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	68	14	13	3	1	0	15	93	3	120	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	67	0	22	11	0	0	22	92	2	12	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	67	0	22	11	0	0	16	100	2	12	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	63	10	17	10	0	0	24	73	11	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	77	10	7	7	0	0	15	87	8	30	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	43	0	0	63	14	9	12	2	0	23	71	11	34	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	43	0	0	70	12	14	2	2	0	21	68	10	34	
	LUTON	SATA	C	A	2	0	0	0	50	50	0	0	0	31	0	0	0	
	LUTON	SATA	C	D	2	0	0	0	0	50	50	0	0	71	0	0	0	
<b>TOTAL LISBON</b>					<b>820</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>14</b>	<b>17</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>84</b>	<b>7</b>	<b>7</b>	
LIVERPOOL (JOHN LENNON)																		
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>					<b>3</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
LJUBLJANA																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					APR 2011					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
LJUBLJANA																		
	LUTON	ADRIA AIRWAYS	S	A	17	0	0	100	0	0	0	0	0	3	0	0	0	
	LUTON	ADRIA AIRWAYS	S	D	17	0	0	88	12	0	0	0	0	7	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	28	0	0	96	0	0	4	0	0	7	88	7	26	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	28	0	0	93	4	0	0	4	0	8	92	2	26	
<b>TOTAL LJUBLJANA</b>					<b>90</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>94</b>	<b>3</b>	<b>3</b>	
LODZ LUBLINEK																		
	EDINBURGH	RYANAIR	S	A	9	0	0	89	11	0	0	0	0	6	100	4	8	
	EDINBURGH	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	1	100	1	8	
	STANSTED	RYANAIR	S	A	30	0	0	87	13	0	0	0	0	4	100	1	30	
	STANSTED	RYANAIR	S	D	30	0	0	87	10	3	0	0	0	4	97	2	30	
	LUTON	WIZZ AIR	S	A	12	0	0	100	0	0	0	0	0	1	0	0	0	
	LUTON	WIZZ AIR	S	D	12	0	0	100	0	0	0	0	0	2	0	0	0	
<b>TOTAL LODZ LUBLINEK</b>					<b>102</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>3</b>	<b>99</b>	<b>2</b>	<b>2</b>	
LONDON CITY																		
	EDINBURGH	BA CITYFLYER LTD	S	A	174	0	0	88	6	3	2	1	0	7	92	5	140	
	EDINBURGH	BA CITYFLYER LTD	S	D	175	0	0	91	4	4	1	0	0	5	91	7	138	
	GLASGOW	BA CITYFLYER LTD	S	A	87	0	0	90	6	3	1	0	0	4	88	5	77	
	GLASGOW	BA CITYFLYER LTD	S	D	86	0	0	92	3	1	3	0	0	5	93	3	74	
	EDINBURGH	CITY JET	S	A	79	0	0	96	3	1	0	0	0	3	96	2	53	
	EDINBURGH	CITY JET	S	D	78	0	0	97	3	0	0	0	0	1	98	2	59	
<b>TOTAL LONDON CITY</b>					<b>679</b>	<b>1</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>92</b>	<b>5</b>	<b>5</b>	
LOS ANGELES INTERNATIONAL																		
	HEATHROW	AMERICAN AIRLINES	S	A	30	0	0	70	13	13	3	0	0	12	93	3	30	
	HEATHROW	AMERICAN AIRLINES	S	D	30	0	0	83	10	3	3	0	0	11	83	13	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	52	24	17	6	1	0	23	79	15	90	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	62	18	13	6	1	0	23	81	12	90	
	HEATHROW	UNITED AIRLINES	S	A	24	0	0	67	17	8	8	0	0	16	90	13	30	
	HEATHROW	UNITED AIRLINES	S	D	25	0	1	84	4	8	0	4	0	12	87	7	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	56	0	0	86	9	5	0	0	0	6	90	4	60	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	56	0	0	82	9	9	0	0	0	7	88	5	60	
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>401</b>	<b>1</b>	<b>1</b>	<b>70</b>	<b>15</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>85</b>	<b>10</b>	<b>10</b>	
LUANDA																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
LUANDA	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	44	22	22	11	0	0	27	100	4	8
	HEATHROW	BRITISH AIRWAYS PLC	S	D	8	0	0	63	38	0	0	0	0	8	78	7	9
<b>TOTAL LUANDA</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>29</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>88</b>	<b>6</b>	<b>6</b>
LUBECK																	
LULEA																	
LUSAKA	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	62	23	15	0	0	0	13	0	32	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	62	23	15	0	0	0	14	85	9	13
<b>TOTAL LUSAKA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>23</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>42</b>	<b>21</b>	<b>21</b>
LUTON	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	95	0	0	83	6	7	2	1	0	11	95	4	80
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	95	0	0	79	9	5	5	1	0	13	91	8	79
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	95	0	0	88	4	4	3	0	0	7	88	6	93
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	95	0	0	81	12	5	2	0	0	8	85	12	92
<b>TOTAL LUTON</b>					<b>382</b>	<b>2</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>8</b>	<b>8</b>
LUXEMBOURG	HEATHROW	BRITISH AIRWAYS PLC	S	A	51	0	0	69	16	14	2	0	0	12	82	7	51
	HEATHROW	BRITISH AIRWAYS PLC	S	D	51	0	0	73	16	12	0	0	0	9	86	7	51
	LONDON CITY	CITY JET	S	A	20	0	0	80	10	5	5	0	0	9	0	0	0
	LONDON CITY	CITY JET	S	D	20	0	0	95	0	0	5	0	0	6	0	0	0
	LONDON CITY	LUXAIR	S	A	99	0	0	87	5	3	5	0	0	8	87	7	98
	LONDON CITY	LUXAIR	S	D	99	0	0	87	4	5	3	0	1	13	95	4	98
	LONDON CITY	VLM (BELGIUM)	S	A	55	0	0	96	2	0	2	0	0	3	97	2	74
	LONDON CITY	VLM (BELGIUM)	S	D	56	0	0	86	11	0	2	2	0	9	95	2	75
<b>TOTAL LUXEMBOURG</b>					<b>451</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>9</b>	<b>91</b>	<b>5</b>	<b>5</b>
LUXOR	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	88	0	0	0	13	0	37	100	1	4
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	88	13	0	0	0	0	3	100	2	4
	HEATHROW	EGYPT AIR	S	A	5	0	0	0	40	60	0	0	0	36	0	37	2
	HEATHROW	EGYPT AIR	S	D	5	0	0	80	20	0	0	0	0	7	75	6	4
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	60	20	0	20	0	0	25	100	0	4
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	2	100	3	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
LUXOR																			
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	19	75	7	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	5	100	2	4		
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	75	5	4		
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	75	6	4		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	20	100	0	4		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	11	100	8	4		
<b>TOTAL LUXOR</b>					<b>59</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>87</b>	<b>15</b>	<b>15</b>		
LYON																			
	GATWICK	AER LINGUS	C	A	2	0	0	100	0	0	0	0	0	2	0	30	1		
	GATWICK	AER LINGUS	C	D	2	0	0	100	0	0	0	0	0	6	0	0	0		
	MANCHESTER	BMI REGIONAL	S	A	21	0	0	90	5	0	5	0	0	7	84	12	19		
	MANCHESTER	BMI REGIONAL	S	D	21	0	0	90	5	0	5	0	0	6	89	10	19		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	58	11	14	14	2	0	29	89	5	90		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	68	12	12	8	0	0	17	94	3	90		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	100	0	0	0	0	0	4	67	33	9		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	100	0	0	0	0	0	4	67	35	9		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	56	0	0	71	13	7	7	0	2	22	75	26	55		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	70	13	9	9	0	0	20	84	11	55		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	34	0	0	82	0	3	15	0	0	17	85	6	34		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	34	0	0	82	0	3	15	0	0	17	97	2	34		
<b>TOTAL LYON</b>					<b>424</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>9</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>88</b>	<b>9</b>	<b>9</b>		
LYON(BRON)																			



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					APR 2011					
					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)
MAASTRICHT																		
MADRID																		
	GATWICK	AIR EUROPA	S	A	60	0	0	72	18	0	10	0	0	17	85	9	60	
	GATWICK	AIR EUROPA	S	D	61	0	0	74	8	8	7	3	0	21	92	6	60	
	GLASGOW	AIR NOSTRUM	S	A	8	0	0	50	25	25	0	0	0	18	0	0	0	
	GLASGOW	AIR NOSTRUM	S	D	8	0	0	50	13	38	0	0	0	26	0	0	0	
	MANCHESTER	AIR NOSTRUM	S	A	17	0	0	35	24	29	12	0	0	34	0	0	0	
	MANCHESTER	AIR NOSTRUM	S	D	17	0	0	35	24	24	12	6	0	44	0	0	0	
	LONDON CITY	BA CITYFLYER LTD	S	A	43	0	0	86	12	2	0	0	0	5	93	5	44	
	LONDON CITY	BA CITYFLYER LTD	S	D	44	0	0	73	5	14	9	0	0	20	79	13	43	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	148	0	0	47	20	19	13	1	0	29	64	17	146	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	354	0	0	55	16	17	11	0	0	24	86	8	146	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	53	17	17	10	3	0	32	83	8	30	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	50	13	20	13	3	0	38	80	13	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	136	0	1	59	19	10	10	1	1	28	69	24	136	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	137	0	0	67	11	14	7	1	0	20	74	13	136	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	69	1	0	87	4	1	7	0	0	12	84	12	80	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	69	0	0	88	4	3	4	0	0	9	90	8	80	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	67	11	11	6	6	0	22	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	94	0	6	0	0	0	5	0	0	0	
	HEATHROW	IBERIA	S	A	206	0	0	50	22	20	8	0	0	22	57	19	233	
	GATWICK	RYANAIR	S	A	33	0	0	61	15	9	12	3	0	30	95	4	60	
	GATWICK	RYANAIR	S	D	33	0	0	42	27	9	18	3	0	40	97	4	60	
	MANCHESTER	RYANAIR	S	A	18	0	0	83	0	11	6	0	0	14	100	2	10	
	MANCHESTER	RYANAIR	S	D	18	0	0	72	6	6	11	6	0	25	80	5	10	
	STANSTED	RYANAIR	S	A	56	0	0	68	25	7	0	0	0	11	74	12	65	
	STANSTED	RYANAIR	S	D	56	0	0	46	30	16	7	0	0	23	65	16	65	
<b>TOTAL MADRID</b>					<b>1687</b>	<b>3</b>	<b>1</b>	<b>61</b>	<b>16</b>	<b>13</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>74</b>	<b>14</b>	<b>14</b>	
MAHON																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	3	0	0	100	0	0	0	0	0	5	100	0	1	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	3	0	0	67	33	0	0	0	0	8	100	0	1	
	BIRMINGHAM	MONARCH AIRLINES	S	A	8	0	0	75	0	13	0	13	0	34	89	6	9	
	BIRMINGHAM	MONARCH AIRLINES	S	D	8	0	0	63	13	0	25	0	0	34	67	18	9	
	GATWICK	MONARCH AIRLINES	S	A	4	0	0	75	25	0	0	0	0	5	80	78	5	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						APR 2011				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
MAHON																		
	GATWICK	MONARCH AIRLINES	S	D	4	0	0	75	0	25	0	0	0	11	100	1	5	
	LUTON	MONARCH AIRLINES	S	A	4	0	0	100	0	0	0	0	0	1	80	100	5	
	LUTON	MONARCH AIRLINES	S	D	4	0	0	100	0	0	0	0	5	100	8	5		
	MANCHESTER	MONARCH AIRLINES	S	A	8	0	0	75	13	0	13	0	13	89	9	9		
	MANCHESTER	MONARCH AIRLINES	S	D	8	0	0	63	25	13	0	0	12	78	12	9		
<b>TOTAL MAHON</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>84</b>	<b>23</b>	<b>23</b>	
MALAGA																		
	LONDON CITY	BA CITYFLYER LTD	S	A	18	0	0	50	11	22	17	0	0	34	0	0	0	
	LONDON CITY	BA CITYFLYER LTD	S	D	18	0	0	61	17	11	11	0	0	24	0	0	0	
	BIRMINGHAM	BMIBABY LTD	S	A	24	0	0	79	17	0	0	4	0	14	84	12	19	
	BIRMINGHAM	BMIBABY LTD	S	D	24	0	0	88	4	4	0	4	0	17	79	11	19	
	GATWICK	BRITISH AIRWAYS PLC	S	A	96	1	1	59	21	9	9	1	0	23	65	19	104	
	GATWICK	BRITISH AIRWAYS PLC	S	D	98	0	0	73	9	6	11	0	0	17	75	16	104	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	144	0	0	77	7	6	10	0	0	15	88	8	151	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	145	0	0	79	8	6	7	1	0	14	90	8	151	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	83	7	3	0	7	0	19	90	4	30	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	87	7	0	3	3	0	15	97	3	30	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	59	0	1	86	5	3	5	0	0	9	89	7	56	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	59	0	1	83	10	2	5	0	0	13	91	6	57	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	24	0	0	88	4	0	8	0	0	13	82	9	22	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	24	0	0	88	8	0	4	0	0	9	95	7	22	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	80	13	3	3	0	0	8	97	3	30	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	90	3	7	0	0	0	4	97	5	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	53	0	0	89	6	2	4	0	0	8	84	6	77	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	53	0	0	89	6	2	2	2	0	9	96	3	77	
	EDINBURGH	JET2.COM LTD	S	A	17	0	0	29	41	29	0	0	0	24	0	70	9	
	EDINBURGH	JET2.COM LTD	S	D	17	0	0	94	6	0	0	0	0	4	56	36	9	
	GLASGOW	JET2.COM LTD	S	A	13	0	0	62	8	8	8	8	8	75	0	0	0	
	GLASGOW	JET2.COM LTD	S	D	13	0	0	85	0	0	8	8	0	29	0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	21	0	0	48	29	10	14	0	0	26	9	48	22	
	MANCHESTER	JET2.COM LTD	S	D	22	0	0	55	32	5	5	5	0	22	68	24	22	
	NEWCASTLE	JET2.COM LTD	S	A	14	0	0	64	14	21	0	0	0	17	70	20	10	
	NEWCASTLE	JET2.COM LTD	S	D	14	0	0	29	50	14	7	0	0	22	70	13	10	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							APR 2011			
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
MALAGA	BIRMINGHAM	MONARCH AIRLINES	S	A	29	0	0	76	10	10	3	0	0	13	79	12	34
	BIRMINGHAM	MONARCH AIRLINES	S	D	29	0	0	86	10	0	3	0	0	9	88	5	34
	GATWICK	MONARCH AIRLINES	S	A	33	0	1	45	36	12	6	0	0	21	66	21	56
	GATWICK	MONARCH AIRLINES	S	D	34	0	0	82	9	3	6	0	0	12	85	11	55
	LUTON	MONARCH AIRLINES	S	A	22	1	0	68	14	9	9	0	0	19	77	20	30
	LUTON	MONARCH AIRLINES	S	D	22	0	0	82	5	0	14	0	0	17	77	17	30
	MANCHESTER	MONARCH AIRLINES	S	A	36	0	0	42	39	14	6	0	0	22	72	27	68
	MANCHESTER	MONARCH AIRLINES	S	D	36	0	0	81	11	3	6	0	0	11	84	22	68
	BIRMINGHAM	RYANAIR	S	A	30	0	0	87	7	0	7	0	0	10	79	10	34
	BIRMINGHAM	RYANAIR	S	D	30	0	0	87	3	3	7	0	0	13	94	7	35
	EDINBURGH	RYANAIR	S	A	22	0	0	77	18	0	0	5	0	13	86	6	35
	EDINBURGH	RYANAIR	S	D	22	0	0	95	5	0	0	0	0	6	94	3	35
	MANCHESTER	RYANAIR	S	A	38	0	1	97	0	0	3	0	0	3	0	0	0
	MANCHESTER	RYANAIR	S	D	38	0	1	100	0	0	0	0	0	1	0	0	0
	STANSTED	RYANAIR	S	A	64	0	0	73	17	9	0	0	0	10	70	19	47
	STANSTED	RYANAIR	S	D	64	0	0	89	8	3	0	0	0	6	89	8	47
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	9	100	6	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	40	0	0	0	0	8	100	0	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	1	100	1	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	100	3	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	13	0	0	69	8	15	0	8	0	30	81	23	16
	GATWICK	THOMSON AIRWAYS LTD	C	D	13	0	0	85	8	0	8	0	0	9	82	22	17
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	5	100	4	5
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	2	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	13	0	0	62	31	8	0	0	0	9	81	8	16
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	13	0	0	100	0	0	0	0	0	2	82	6	17
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	0	13	100	4	4
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	3	4
<b>TOTAL MALAGA</b>					<b>1733</b>	<b>2</b>	<b>10</b>	<b>77</b>	<b>11</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>12</b>	<b>12</b>
MALE INTERNATIONAL	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	69	23	0	8	0	0	13	46	25	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	85	0	0	15	0	0	20	92	9	13
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	1	0	75	25	0	0	0	0	7	78	26	9

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
MALE INTERNATIONAL																		
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	5	86	39	7	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	75	12	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	50	27	4	
<b>TOTAL MALE INTERNATIONAL</b>					<b>43</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>22</b>	<b>22</b>	
MALMO																		
	STANSTED	RYANAIR	S	A	30	0	0	87	10	0	3	0	0	9	0	0	0	
	STANSTED	RYANAIR	S	D	30	0	0	87	13	0	0	0	0	5	0	0	0	
<b>TOTAL MALMO</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>12</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	
MALTA																		
	GATWICK	AIR MALTA	S	A	30	0	0	80	17	3	0	0	0	8	93	6	41	
	GATWICK	AIR MALTA	S	D	30	0	0	77	17	7	0	0	0	7	93	7	41	
	HEATHROW	AIR MALTA	S	A	64	0	0	72	17	6	5	0	0	14	91	6	64	
	HEATHROW	AIR MALTA	S	D	64	0	0	64	13	17	6	0	0	18	81	8	64	
	MANCHESTER	AIR MALTA	S	A	18	0	0	72	6	11	6	6	0	22	95	9	22	
	MANCHESTER	AIR MALTA	S	D	18	0	0	56	28	6	6	6	0	27	77	16	22	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	39	0	0	77	13	8	3	0	0	10	84	6	38	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	40	0	0	90	8	0	3	0	0	6	92	4	39	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	86	14	0	0	0	0	4	76	13	17	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	100	0	0	0	0	0	3	82	13	17	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	88	0	0	13	0	0	10	75	10	8	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	88	0	0	13	0	0	11	89	10	9	
	BIRMINGHAM	RYANAIR	S	A	9	0	0	89	0	11	0	0	0	10	89	5	9	
	BIRMINGHAM	RYANAIR	S	D	9	0	0	89	0	11	0	0	0	6	89	8	9	
	EDINBURGH	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	2	92	2	13	
	EDINBURGH	RYANAIR	S	D	8	0	0	88	13	0	0	0	0	5	85	5	13	
	LUTON	RYANAIR	S	A	30	0	0	53	27	3	17	0	0	24	93	3	30	
	LUTON	RYANAIR	S	D	30	0	0	80	17	3	0	0	0	11	93	3	30	
	STANSTED	RYANAIR	S	A	18	0	0	89	6	6	0	0	0	6	0	0	0	
	STANSTED	RYANAIR	S	D	18	0	0	94	0	6	0	0	0	6	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	3	0	0	67	0	33	0	0	0	11	0	72	1	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	50	0	0	0	0	14	50	54	2	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	1	60	22	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	80	19	5	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							APR 2011					
			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)											
MALTA																	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	50	13	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	50	13	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	100	3	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	7	100	4	4
<b>TOTAL MALTA</b>					<b>522</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>8</b>	<b>8</b>
MANCHESTER																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	156	0	1	74	13	10	3	0	0	12	80	11	138
	HEATHROW	BMI BRITISH MIDLAND	S	D	151	0	0	81	9	8	2	0	0	9	82	10	134
	EDINBURGH	BMI REGIONAL	S	A	88	0	0	95	3	0	1	0	0	3	93	4	92
	EDINBURGH	BMI REGIONAL	S	D	89	0	0	94	4	0	1	0	0	3	95	4	92
	GATWICK	BRITISH AIRWAYS PLC	S	A	87	0	0	78	11	6	2	2	0	14	85	6	115
	GATWICK	BRITISH AIRWAYS PLC	S	D	87	0	0	89	8	1	2	0	0	6	91	5	115
	HEATHROW	BRITISH AIRWAYS PLC	S	A	224	0	0	73	11	8	8	0	0	15	95	2	216
	HEATHROW	BRITISH AIRWAYS PLC	S	D	223	0	0	75	9	11	5	0	0	13	97	2	216
	EDINBURGH	FLYBE LTD	S	A	97	0	4	77	8	6	8	0	0	13	97	4	79
	EDINBURGH	FLYBE LTD	S	D	98	0	3	77	9	8	6	0	0	14	88	5	78
	GLASGOW	FLYBE LTD	S	A	54	0	2	91	2	4	4	0	0	7	91	3	58
	GLASGOW	FLYBE LTD	S	D	53	0	2	87	9	2	2	0	0	7	88	6	59
<b>TOTAL MANCHESTER</b>					<b>1409</b>	<b>5</b>	<b>12</b>	<b>80</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>91</b>	<b>5</b>	<b>5</b>
MANSTON (KENT INT)																	
MARRAKESH																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	24	0	0	46	29	13	8	4	0	34	23	30	13
	HEATHROW	BMI BRITISH MIDLAND	S	D	24	0	0	67	21	8	4	0	0	14	85	7	13
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	54	15	23	8	0	0	18	42	21	12
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	69	15	8	8	0	0	13	67	12	12
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	48	0	0	83	6	4	6	0	0	9	90	7	51
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	48	0	0	88	6	6	0	0	0	5	82	7	51
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	85	8	0	8	0	0	10	54	27	13
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	92	0	8	0	0	0	5	85	13	13
	LUTON	RYANAIR	S	A	13	0	0	69	8	15	0	8	0	30	88	8	17
	LUTON	RYANAIR	S	D	13	0	0	54	23	15	0	8	0	33	88	5	17
	STANSTED	RYANAIR	S	A	9	0	0	78	11	11	0	0	0	12	50	18	8
	STANSTED	RYANAIR	S	D	9	0	0	89	11	0	0	0	0	5	88	9	8

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							APR 2011					
			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)											
MARRAKESH	GATWICK	THOMSON AIRWAYS LTD	S	A	9	0	0	67	11	0	22	0	0	29	100	0	9
	GATWICK	THOMSON AIRWAYS LTD	S	D	9	0	0	89	0	11	0	0	0	9	89	11	9
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	9	0	0	89	0	11	0	0	0	6	78	17	9
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	9	0	0	89	0	0	11	0	0	13	100	4	9
<b>TOTAL MARRAKESH</b>					<b>276</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>12</b>	<b>12</b>
MARSA ALAM	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	6	75	9	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	3	4
<b>TOTAL MARSA ALAM</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>7</b>	<b>7</b>
MARSEILLE	GATWICK	BRITISH AIRWAYS PLC	S	A	88	0	0	65	19	7	5	5	0	23	76	10	90
	GATWICK	BRITISH AIRWAYS PLC	S	D	88	0	0	80	10	2	6	2	0	16	86	8	90
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	77	10	0	13	0	0	18	83	12	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	84	3	0	13	0	0	17	83	13	30
	EDINBURGH	RYANAIR	S	A	8	0	0	88	0	0	13	0	0	14	78	9	9
	EDINBURGH	RYANAIR	S	D	8	0	0	88	0	0	13	0	0	15	100	3	9
	STANSTED	RYANAIR	S	A	30	0	0	73	10	7	10	0	0	18	77	13	30
	STANSTED	RYANAIR	S	D	30	0	0	67	20	7	7	0	0	18	73	11	30
<b>TOTAL MARSEILLE</b>					<b>314</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>4</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>81</b>	<b>10</b>	<b>10</b>
MAURITIUS	HEATHROW	AIR MAURITIUS LTD	S	A	22	0	0	59	18	14	9	0	0	22	41	27	22
	HEATHROW	AIR MAURITIUS LTD	S	D	22	0	0	50	23	18	9	0	0	23	59	21	22
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	69	23	8	0	0	0	10	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	85	8	0	8	0	0	9	0	0	0
<b>TOTAL MAURITIUS</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>50</b>	<b>27</b>	<b>27</b>
MELBOURNE	HEATHROW	QANTAS	S	A	30	0	0	67	10	7	13	0	3	43	73	27	60
	HEATHROW	QANTAS	S	D	30	0	0	83	3	10	0	0	3	40	78	13	60
<b>TOTAL MELBOURNE</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>7</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>41</b>	<b>76</b>	<b>20</b>	<b>20</b>
MEMMINGEN ALLGAU	EDINBURGH	RYANAIR	S	A	13	0	0	85	15	0	0	0	0	5	92	3	13
	EDINBURGH	RYANAIR	S	D	13	0	0	85	15	0	0	0	0	7	92	4	13

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							APR 2011					
			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)											
MEMMINGEN ALLGAU	MANCHESTER	RYANAIR	S	A	21	0	0	100	0	0	0	0	0	1	0	0	0
	MANCHESTER	RYANAIR	S	D	21	0	0	100	0	0	0	0	0	2	0	0	0
	STANSTED	RYANAIR	S	A	30	0	0	80	13	3	3	0	0	9	77	10	30
	STANSTED	RYANAIR	S	D	30	0	0	90	7	0	3	0	0	7	87	5	30
<b>TOTAL MEMMINGEN ALLGAU</b>					<b>128</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>6</b>	<b>85</b>	<b>6</b>	<b>6</b>
MEXICO CITY	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	65	12	24	0	0	0	14	82	9	17
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	76	6	18	0	0	0	12	72	12	18
<b>TOTAL MEXICO CITY</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>9</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>10</b>	<b>10</b>
MIAMI INTERNATIONAL	HEATHROW	AMERICAN AIRLINES	S	A	30	0	0	53	27	20	0	0	0	16	73	27	30
	HEATHROW	AMERICAN AIRLINES	S	D	30	0	0	77	13	7	3	0	0	11	77	11	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	59	17	17	8	0	0	21	47	30	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	67	17	12	4	0	0	14	75	13	60
	HEATHROW	DELTA AIRLINES	S	A	17	0	0	82	6	6	6	0	0	12	63	18	30
	HEATHROW	DELTA AIRLINES	S	D	16	0	0	88	6	0	0	6	0	16	100	3	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	80	3	13	3	0	0	11	87	9	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	70	10	7	13	0	0	19	70	12	30
<b>TOTAL MIAMI INTERNATIONAL</b>					<b>333</b>	<b>2</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>71</b>	<b>17</b>	<b>17</b>
MIKONOS	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	100	0	0	0	0	0	0	100	0	1
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	100	0	0	0	0	0	4	100	0	1
<b>TOTAL MIKONOS</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>0</b>	<b>0</b>
MILAN (LINATE)	HEATHROW	ALITALIA (CAI)	S	A	141	0	0	82	11	6	1	0	0	8	93	3	136
	HEATHROW	ALITALIA (CAI)	S	D	141	0	0	79	12	9	0	0	0	8	91	4	136
	HEATHROW	BRITISH AIRWAYS PLC	S	A	159	0	0	70	18	5	5	1	0	17	94	3	159
	HEATHROW	BRITISH AIRWAYS PLC	S	D	159	0	0	83	4	6	7	0	0	13	94	3	159
	LONDON CITY	CITY JET	S	A	44	0	0	100	0	0	0	0	0	0	95	6	44
	LONDON CITY	CITY JET	S	D	44	0	0	93	5	0	2	0	0	3	86	8	44
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	56	0	0	82	9	5	2	2	0	11	95	4	42
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	88	5	4	2	2	0	9	95	3	42

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					APR 2011					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
MILAN (LINATE)																		
<b>TOTAL MILAN (LINATE)</b>					<b>800</b>	<b>11</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>93</b>	<b>4</b>	<b>4</b>	
MILAN (MALPENSA)																		
	GATWICK	ALITALIA (CAI)	S	A	59	0	0	80	15	2	3	0	0	8	0	0	0	0
	GATWICK	ALITALIA (CAI)	S	D	59	0	0	90	5	3	2	0	0	7	0	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	78	0	0	76	18	6	0	0	0	9	93	3	81	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	78	0	0	82	12	4	3	0	0	8	96	2	81	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	80	10	7	3	0	0	10	87	6	30	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	70	10	13	3	3	0	18	90	8	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	135	0	0	77	10	7	4	1	0	15	80	14	111	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	135	0	0	69	15	10	4	1	1	19	81	10	111	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	56	0	0	71	16	9	2	2	0	16	67	25	51	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	71	16	7	2	4	0	21	82	17	51	
	BIRMINGHAM	FLYBE LTD	S	A	29	0	1	93	3	3	0	0	0	3	77	10	30	
	BIRMINGHAM	FLYBE LTD	S	D	30	0	0	83	10	3	3	0	0	8	87	6	30	
	MANCHESTER	FLYBE LTD	S	A	30	0	0	77	13	3	3	3	0	18	87	6	30	
	MANCHESTER	FLYBE LTD	S	D	30	0	0	83	7	3	3	3	0	16	87	5	30	
	BIRMINGHAM	MONARCH AIRLINES	S	A	18	0	0	94	6	0	0	0	0	3	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	S	D	18	0	0	83	11	0	6	0	0	7	0	0	0	
	GATWICK	MONARCH AIRLINES	S	A	26	0	0	54	15	12	15	4	0	40	0	0	0	
	GATWICK	MONARCH AIRLINES	S	D	26	0	0	81	0	8	8	4	0	24	0	0	0	
	MANCHESTER	MONARCH AIRLINES	S	A	17	0	0	71	18	6	0	0	6	37	0	0	0	
	MANCHESTER	MONARCH AIRLINES	S	D	17	0	0	94	0	0	6	0	0	6	0	0	0	
<b>TOTAL MILAN (MALPENSA)</b>					<b>957</b>	<b>2</b>	<b>1</b>	<b>77</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>10</b>	<b>10</b>	
MINNEAPOLIS-ST PAUL																		
	HEATHROW	DELTA AIRLINES	S	A	30	0	0	83	13	3	0	0	0	5	83	9	30	
	HEATHROW	DELTA AIRLINES	S	D	30	0	0	87	7	7	0	0	0	6	93	6	30	
<b>TOTAL MINNEAPOLIS-ST PAUL</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>8</b>	<b>8</b>	
MINSK INT'L																		
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	A	13	0	0	62	38	0	0	0	0	12	85	7	13	
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	D	13	0	0	100	0	0	0	0	0	2	100	1	13	
<b>TOTAL MINSK INT'L</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>92</b>	<b>4</b>	<b>4</b>	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						APR 2011				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
MOMBASA																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	18	20	53	5	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	80	31	5	
<b>TOTAL MOMBASA</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>9</b>	<b>45</b>	<b>41</b>	<b>41</b>	
MONASTIR																		
	MANCHESTER	TUNISAIR	S	A	2	0	0	50	50	0	0	0	0	15	0	0	0	
	MANCHESTER	TUNISAIR	S	D	2	0	0	100	0	0	0	0	0	5	0	0	0	
<b>TOTAL MONASTIR</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>7</b>	<b>7</b>	
MONTEGO BAY																		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	40	0	40	20	0	0	32	67	172	3	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	30	100	6	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	6	0	0	33	33	0	33	0	0	38	78	17	9	
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	23	67	27	9	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	50	0	50	0	0	0	31	100	2	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	20	60	20	0	0	0	20	60	117	5	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	22	22	33	22	0	0	38	25	51	8	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	0	38	25	13	25	0	0	38	33	40	9	
<b>TOTAL MONTEGO BAY</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>61</b>	<b>35</b>	<b>35</b>	
MONTPELLIER																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	34	0	0	76	12	3	6	3	0	21	97	1	33	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	34	0	0	79	12	3	6	0	0	16	94	2	33	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	7	0	1	86	14	0	0	0	0	3	92	8	13	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	7	0	1	86	14	0	0	0	0	4	92	9	13	
	BIRMINGHAM	RYANAIR	S	A	9	0	0	78	11	0	0	11	0	37	88	16	8	
	BIRMINGHAM	RYANAIR	S	D	9	0	0	78	11	0	0	11	0	33	88	15	8	
<b>TOTAL MONTPELLIER</b>					<b>100</b>	<b>2</b>	<b>2</b>	<b>79</b>	<b>12</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>94</b>	<b>5</b>	<b>5</b>	
MONTREAL (DORVAL)																		
	HEATHROW	AIR CANADA	S	A	30	0	0	50	20	20	7	3	0	26	70	22	30	
	HEATHROW	AIR CANADA	S	D	30	0	0	83	10	0	7	0	0	12	83	9	30	
	GATWICK	AIR TRANSAT	S	A	2	0	0	50	0	50	0	0	0	27	100	0	3	
	GATWICK	AIR TRANSAT	S	D	2	0	0	50	50	0	0	0	0	15	100	0	3	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	33	23	27	17	0	0	35	53	20	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	60	20	10	10	0	0	19	80	10	30	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						APR 2011			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
<b>TOTAL MONTREAL (DORVAL)</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>15</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>73</b>	<b>14</b>	<b>14</b>
MOSCOW (DOMODEDOVO)																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	59	0	0	85	8	3	2	0	2	22	78	12	58
	HEATHROW	BMI BRITISH MIDLAND	S	D	59	0	0	90	8	0	2	0	0	6	78	12	60
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	78	14	2	6	0	0	12	94	7	90
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	89	4	3	3	0	0	7	90	11	90
	HEATHROW	TRANSAERO AIRLINES	S	A	60	0	0	52	22	22	5	0	0	19	82	11	60
	HEATHROW	TRANSAERO AIRLINES	S	D	60	0	0	70	17	8	5	0	0	14	82	14	60
<b>TOTAL MOSCOW (DOMODEDOVO)</b>					<b>418</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>85</b>	<b>11</b>	<b>11</b>
MOSCOW (SHEREMETYEVO)																	
	HEATHROW	AEROFLOT	S	A	91	0	0	67	22	9	2	0	0	14	90	6	92
	HEATHROW	AEROFLOT	S	D	91	0	0	64	24	8	4	0	0	16	79	8	92
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>					<b>182</b>	<b>5</b>	<b>0</b>	<b>65</b>	<b>23</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>85</b>	<b>7</b>	<b>7</b>
MOSCOW (VNUKOVO)																	
MUMBAI																	
	HEATHROW	AIR INDIA	S	A	30	0	0	47	27	23	3	0	0	19	63	17	30
	HEATHROW	AIR INDIA	S	D	30	0	0	60	30	3	7	0	0	16	93	15	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	58	30	7	5	0	0	14	37	44	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	78	17	5	0	0	0	9	83	8	60
	HEATHROW	JET AIRWAYS	S	A	60	0	0	32	22	42	5	0	0	28	58	18	60
	HEATHROW	JET AIRWAYS	S	D	60	0	0	85	8	3	3	0	0	7	93	4	60
<b>TOTAL MUMBAI</b>					<b>300</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>21</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>16</b>	<b>16</b>
MUNICH																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	170	0	0	76	11	12	1	0	0	11	94	3	200
	HEATHROW	BRITISH AIRWAYS PLC	S	D	171	0	0	79	8	12	1	0	0	9	96	2	201
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	100	0	0	0	0	0	1	93	4	30
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	93	3	3	0	0	0	4	90	5	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	81	0	0	83	9	5	4	0	0	9	84	8	81
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	81	0	0	89	5	4	2	0	0	7	85	5	81
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	78	6	6	11	0	0	15	80	11	25
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	78	6	0	17	0	0	18	80	12	25
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	55	0	1	95	4	2	0	0	0	3	75	11	55

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						APR 2011			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MUNICH	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	55	0	1	95	2	2	2	0	0	4	84	8	55
	HEATHROW	LUFTHANSA	S	A	234	0	0	79	13	6	1	0	0	9	84	8	207
	HEATHROW	LUFTHANSA	S	D	234	0	0	83	8	7	2	0	0	8	91	5	207
	MANCHESTER	LUFTHANSA	S	A	86	0	0	74	22	3	0	0	0	10	89	7	85
	MANCHESTER	LUFTHANSA	S	D	85	0	0	87	12	1	0	0	0	5	93	5	86
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	78	0	0	91	8	0	1	0	0	6	92	6	76
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	78	0	0	83	13	3	1	0	0	8	84	10	77
	LONDON CITY	LUFTHANSA CITY LINE	S	A	34	0	0	97	3	0	0	0	0	3	86	6	37
	LONDON CITY	LUFTHANSA CITY LINE	S	D	34	0	0	88	9	3	0	0	0	7	84	8	37
<b>TOTAL MUNICH</b>					<b>1572</b>	<b>4</b>	<b>2</b>	<b>83</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>6</b>	<b>6</b>
MUNSTER-OSNABRUCK																	
MURCIA SAN JAVIER	BIRMINGHAM	BMIBABY LTD	S	A	13	0	0	92	8	0	0	0	0	2	80	21	10
	BIRMINGHAM	BMIBABY LTD	S	D	13	0	0	69	31	0	0	0	0	11	80	32	10
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	34	0	0	85	3	3	9	0	0	13	91	3	33
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	34	0	0	85	3	3	9	0	0	15	88	4	33
	EDINBURGH	JET2.COM LTD	S	A	13	0	0	77	15	0	8	0	0	11	46	23	13
	EDINBURGH	JET2.COM LTD	S	D	13	0	0	85	8	0	8	0	0	10	77	13	13
	MANCHESTER	JET2.COM LTD	S	A	22	0	0	73	14	5	9	0	0	14	86	10	22
	MANCHESTER	JET2.COM LTD	S	D	22	0	0	73	5	9	14	0	0	19	82	6	22
	NEWCASTLE	JET2.COM LTD	S	A	18	0	0	83	6	6	6	0	0	9	60	20	20
	NEWCASTLE	JET2.COM LTD	S	D	18	0	0	94	6	0	0	0	0	7	67	16	21
	BIRMINGHAM	RYANAIR	S	A	15	0	1	100	0	0	0	0	0	2	89	16	18
	BIRMINGHAM	RYANAIR	S	D	15	0	1	80	20	0	0	0	0	8	82	8	17
	LUTON	RYANAIR	S	A	30	0	0	70	10	10	7	3	0	19	100	2	30
	LUTON	RYANAIR	S	D	30	0	0	73	10	3	13	0	0	22	93	3	30
	MANCHESTER	RYANAIR	S	A	18	0	0	89	6	0	0	6	0	18	0	0	0
	MANCHESTER	RYANAIR	S	D	18	0	0	89	6	0	6	0	0	13	0	0	0
	STANSTED	RYANAIR	S	A	41	0	0	71	22	0	7	0	0	15	86	6	42
	STANSTED	RYANAIR	S	D	41	0	0	85	7	2	2	2	0	13	95	3	43
<b>TOTAL MURCIA SAN JAVIER</b>					<b>408</b>	<b>1</b>	<b>2</b>	<b>81</b>	<b>10</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>85</b>	<b>9</b>	<b>9</b>
MUSCAT	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	93	7	0	0	0	0	4	93	4	30

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					APR 2011					
					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)									
MUSCAT	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	87	13	0	0	0	0	6	90	4	30	
	HEATHROW	OMAN AIR	S	A	30	0	0	47	13	17	20	3	0	38	53	16	30	
	HEATHROW	OMAN AIR	S	D	30	0	0	90	3	3	3	0	0	6	97	1	30	
<b>TOTAL MUSCAT</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>6</b>	<b>6</b>	
MYTILINI	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
<b>TOTAL MYTILINI</b>					<b>3</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>7</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							APR 2011				
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)												
NAIROBI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	47	27	17	7	0	3	49	23	43	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	73	20	7	0	0	0	9	77	18	30	
	HEATHROW	KENYA AIRWAYS	S	A	33	0	0	39	27	15	9	0	9	84	61	31	44	
	HEATHROW	KENYA AIRWAYS	S	D	33	0	0	88	3	3	6	0	0	7	80	15	44	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	25	0	0	32	40	20	8	0	0	27	19	35	27	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	25	0	0	84	8	0	8	0	0	13	89	6	27	
<b>TOTAL NAIROBI</b>					<b>176</b>	<b>1</b>	<b>0</b>	<b>61</b>	<b>20</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>33</b>	<b>60</b>	<b>25</b>	<b>25</b>	
NANTES																		
	GATWICK	FLYBE LTD	S	A	50	0	0	76	10	4	10	0	0	17	98	2	48	
	GATWICK	FLYBE LTD	S	D	50	0	0	78	10	6	6	0	0	13	98	2	48	
	MANCHESTER	FLYBE LTD	S	A	13	0	0	85	8	8	0	0	0	13	62	12	21	
	MANCHESTER	FLYBE LTD	S	D	13	0	0	92	0	0	8	0	0	10	90	5	21	
	LONDON CITY	VLM (BELGIUM)	S	A	30	0	0	83	17	0	0	0	0	4	90	4	51	
	LONDON CITY	VLM (BELGIUM)	S	D	30	0	0	100	0	0	0	0	0	1	96	2	51	
<b>TOTAL NANTES</b>					<b>186</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>92</b>	<b>4</b>	<b>4</b>	
NAPLES																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	85	0	0	71	11	13	6	0	0	17	91	6	90	
	GATWICK	BRITISH AIRWAYS PLC	S	D	85	0	0	78	13	5	5	0	0	11	90	6	90	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	4	0	0	75	25	0	0	0	0	6	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	4	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	80	10	7	3	0	0	10	77	7	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	100	0	0	0	0	0	0	90	5	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	61	0	0	82	11	3	2	2	0	10	83	10	52	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	61	0	0	90	7	2	0	2	0	7	94	3	52	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	5	33	26	3	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	7	75	18	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	7	0	0	71	0	14	14	0	0	16	50	19	6	
	GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	89	0	11	0	0	0	5	100	4	8	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	0	0	0	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	4	83	6	6	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	1	75	5	8	
<b>TOTAL NAPLES</b>					<b>409</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>7</b>	<b>7</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE						APR 2011			
					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	
NASSAU																	
NDJAMENA																	
NEW YORK (JF KENNEDY)																	
	HEATHROW	AMERICAN AIRLINES	S	A	146	0	0	82	11	6	1	0	0	7	76	11	120
	HEATHROW	AMERICAN AIRLINES	S	D	146	0	0	84	10	4	2	0	0	8	88	13	120
	MANCHESTER	AMERICAN AIRLINES	S	A	31	0	0	81	10	0	10	0	0	14	79	13	24
	MANCHESTER	AMERICAN AIRLINES	S	D	31	0	0	84	10	3	3	0	0	9	100	1	24
	HEATHROW	BRITISH AIRWAYS PLC	S	A	209	0	0	63	16	13	6	1	0	22	64	29	208
	HEATHROW	BRITISH AIRWAYS PLC	S	D	209	1	0	65	16	14	5	0	0	19	81	11	210
	LONDON CITY	BRITISH AIRWAYS PLC	S	A	41	0	0	90	5	5	0	0	0	5	73	13	41
	LONDON CITY	BRITISH AIRWAYS PLC	S	D	42	1	0	98	2	0	0	0	0	1	100	0	39
	HEATHROW	DELTA AIRLINES	S	A	90	0	0	76	13	6	3	1	1	21	91	9	90
	HEATHROW	DELTA AIRLINES	S	D	90	0	0	82	11	0	4	1	1	17	94	5	90
	HEATHROW	KUWAIT AIRWAYS	S	A	13	0	0	100	0	0	0	0	0	0	69	27	13
	HEATHROW	KUWAIT AIRWAYS	S	D	12	0	0	25	17	42	17	0	0	40	0	77	13
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	12	1	0	33	25	25	17	0	0	33	54	25	13
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	90	0	0	88	8	1	2	0	1	21	76	21	88
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	90	0	0	87	3	8	2	0	0	9	85	9	88
<b>TOTAL NEW YORK (JF KENNEDY)</b>					<b>1252</b>	<b>4</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>15</b>	<b>15</b>
NEW YORK (NEWARK)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	88	0	0	73	16	11	0	0	0	10	90	8	90
	HEATHROW	BRITISH AIRWAYS PLC	S	D	88	0	0	69	17	11	2	0	0	12	78	11	90
	BIRMINGHAM	UNITED AIRLINES	S	A	22	0	0	86	14	0	0	0	0	5	0	0	0
	BIRMINGHAM	UNITED AIRLINES	S	D	22	0	0	95	5	0	0	0	0	2	0	0	0
	EDINBURGH	UNITED AIRLINES	S	A	30	0	0	63	17	13	7	0	0	16	0	0	0
	EDINBURGH	UNITED AIRLINES	S	D	30	0	0	70	7	13	7	0	3	27	0	0	0
	GLASGOW	UNITED AIRLINES	S	A	30	0	0	90	7	3	0	0	0	5	0	0	0
	GLASGOW	UNITED AIRLINES	S	D	30	0	0	87	3	7	0	3	0	12	0	0	0
	HEATHROW	UNITED AIRLINES	S	A	134	0	0	65	15	16	4	0	0	16	0	0	0
	HEATHROW	UNITED AIRLINES	S	D	134	0	0	75	19	4	1	0	0	9	0	0	0
	MANCHESTER	UNITED AIRLINES	S	A	30	0	0	80	10	3	3	3	0	18	0	0	0
	MANCHESTER	UNITED AIRLINES	S	D	30	0	0	87	3	3	3	3	0	20	0	0	0
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	58	0	0	66	17	9	5	2	2	32	65	27	60
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	58	0	0	76	16	3	3	2	0	16	70	22	60

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						APR 2011				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
NEW YORK (NEWARK)																		
<b>TOTAL NEW YORK (NEWARK)</b>					<b>785</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>14</b>	<b>14</b>	
NEWCASTLE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	166	0	0	67	13	17	2	0	0	14	91	4	166	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	166	0	0	77	13	7	3	0	0	9	92	3	166	
	BIRMINGHAM	EASTERN AIRWAYS	S	A	44	0	5	86	2	5	7	0	0	12	100	1	42	
	BIRMINGHAM	EASTERN AIRWAYS	S	D	46	0	5	87	2	4	7	0	0	11	98	3	42	
	GATWICK	FLYBE LTD	S	A	79	0	0	82	8	4	6	0	0	12	98	1	86	
	GATWICK	FLYBE LTD	S	D	78	0	0	82	5	5	6	1	0	15	95	3	86	
<b>TOTAL NEWCASTLE</b>					<b>580</b>	<b>7</b>	<b>11</b>	<b>77</b>	<b>9</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>94</b>	<b>3</b>	<b>3</b>	
NEWQUAY																		
	EDINBURGH	FLYBE LTD	S	A	13	0	0	92	0	0	8	0	0	11	88	17	17	
	EDINBURGH	FLYBE LTD	S	D	13	0	0	92	8	0	0	0	0	4	94	5	17	
	GATWICK	FLYBE LTD	S	A	90	0	0	89	3	3	2	2	0	11	95	7	76	
	GATWICK	FLYBE LTD	S	D	90	0	0	88	6	4	2	0	0	7	93	11	76	
	MANCHESTER	FLYBE LTD	S	A	26	0	0	81	8	0	8	4	0	19	0	0	0	
	MANCHESTER	FLYBE LTD	S	D	26	0	0	81	8	8	4	0	0	11	0	0	0	
	GLASGOW	LOGANAIR	S	A	16	0	0	94	6	0	0	0	0	4	0	0	0	
	GLASGOW	LOGANAIR	S	D	16	0	0	94	6	0	0	0	0	3	0	0	0	
<b>TOTAL NEWQUAY</b>					<b>290</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>93</b>	<b>9</b>	<b>9</b>	
NICE																		
	LONDON CITY	BA CITYFLYER LTD	S	A	29	0	0	90	7	3	0	0	0	3	90	8	29	
	LONDON CITY	BA CITYFLYER LTD	S	D	29	0	0	76	14	10	0	0	0	9	73	16	30	
	HEATHROW	BMI BRITISH MIDLAND	S	A	60	0	0	75	15	10	0	0	0	9	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	D	60	0	0	82	15	2	2	0	0	7	0	0	0	
	BIRMINGHAM	BMIBABY LTD	S	A	17	0	0	88	0	0	12	0	0	20	94	14	16	
	BIRMINGHAM	BMIBABY LTD	S	D	17	0	0	65	24	0	12	0	0	28	69	22	16	
	GATWICK	BRITISH AIRWAYS PLC	S	A	86	0	0	85	6	5	3	1	0	11	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	87	0	0	77	14	8	1	0	0	10	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	181	0	0	66	13	16	5	0	0	17	94	4	219	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	181	0	0	75	12	9	5	0	0	12	93	4	219	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	82	0	6	6	6	0	26	92	7	13	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	82	0	12	0	6	0	19	92	7	13	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	108	0	0	79	9	4	6	2	0	16	77	10	102	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	108	0	0	89	4	2	6	0	0	8	88	6	102	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	52	0	0	67	13	10	8	0	2	26	68	16	56	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	52	0	0	85	6	4	4	2	0	13	88	6	56	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	83	0	8	8	0	0	10	77	14	13	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	83	0	8	8	0	0	10	77	19	13	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	77	17	0	7	0	0	14	97	3	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	90	3	0	7	0	0	11	97	3	30	
<b>TOTAL NICE</b>					<b>1189</b>	<b>3</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>87</b>	<b>8</b>	<b>8</b>	
NIEDERRHEIN																		
	EDINBURGH	RYANAIR	S	A	22	0	0	91	5	0	5	0	0	7	100	4	21	
	EDINBURGH	RYANAIR	S	D	22	0	0	91	5	0	5	0	0	8	90	4	21	
	STANSTED	RYANAIR	S	A	40	0	0	80	10	8	3	0	0	10	85	7	39	
	STANSTED	RYANAIR	S	D	39	0	0	74	15	10	0	0	0	11	87	6	39	
<b>TOTAL NIEDERRHEIN</b>					<b>123</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>10</b>	<b>89</b>	<b>6</b>	<b>6</b>	
NIMES																		
	LUTON	RYANAIR	S	A	29	0	1	93	0	7	0	0	0	4	100	0	30	
	LUTON	RYANAIR	S	D	29	0	1	86	7	7	0	0	0	6	100	1	30	
<b>TOTAL NIMES</b>					<b>58</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>0</b>	<b>0</b>	
NORWICH																		
	EDINBURGH	FLYBE LTD	S	A	47	0	0	96	2	2	0	0	0	2	96	4	47	
	EDINBURGH	FLYBE LTD	S	D	47	0	0	94	2	2	2	0	0	5	91	5	47	
	MANCHESTER	LOGANAIR	S	A	58	0	0	93	2	0	3	2	0	13	0	0	0	
	MANCHESTER	LOGANAIR	S	D	57	0	0	95	2	0	2	2	0	8	0	0	0	
<b>TOTAL NORWICH</b>					<b>209</b>	<b>3</b>	<b>1</b>	<b>94</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>8</b>	<b>8</b>	
NOUAKCHOTT																		
NOVOSIBIRSK (TOLMACHEV)																		
NUREMBERG																		
	GATWICK	AIR BERLIN	S	A	48	0	0	83	13	4	0	0	0	7	93	3	46	
	GATWICK	AIR BERLIN	S	D	48	0	0	81	15	4	0	0	0	6	91	3	46	
<b>TOTAL NUREMBERG</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>3</b>	<b>3</b>	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						APR 2011				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
ODESSA																		
OLBIA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	3	0	0	33	33	33	0	0	0	21	75	8	4	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	3	0	0	67	0	33	0	0	0	15	75	6	4	
<b>TOTAL OLBIA</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>7</b>	<b>7</b>	
OPORTO (PORTUGAL)																		
	GATWICK	AIR PORTUGAL	S	A	59	0	0	80	8	5	7	0	0	17	93	5	60	
	GATWICK	AIR PORTUGAL	S	D	59	0	0	83	5	3	8	0	0	17	98	2	60	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	77	13	3	7	0	0	12	88	8	42	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	90	3	3	3	0	0	9	83	7	42	
	STANSTED	RYANAIR	S	A	52	0	0	69	21	2	6	2	0	20	82	16	51	
	STANSTED	RYANAIR	S	D	52	0	0	67	23	2	8	0	0	19	86	10	51	
<b>TOTAL OPORTO (PORTUGAL)</b>					<b>282</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>89</b>	<b>8</b>	<b>8</b>	
ORLAND																		
ORLANDO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	44	0	0	77	0	5	14	2	2	42	83	9	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	43	0	0	79	7	5	7	2	0	20	87	8	30	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	58	0	0	72	7	7	12	2	0	24	67	25	60	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	57	0	1	72	7	9	11	2	0	23	52	33	61	
	GLASGOW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	78	0	11	11	0	0	25	83	28	6	
	GLASGOW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	0	63	13	13	13	0	0	27	33	51	9	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	46	0	0	80	9	2	4	4	0	22	83	15	47	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	45	0	0	82	7	4	2	4	0	19	85	16	47	
<b>TOTAL ORLANDO</b>					<b>310</b>	<b>1</b>	<b>1</b>	<b>76</b>	<b>6</b>	<b>6</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>72</b>	<b>21</b>	<b>21</b>	
ORLANDO EXECUTIVE																		
OSLO (GARDERMOEN)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	120	0	0	74	8	10	8	0	0	15	93	3	119	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	120	0	0	75	9	10	6	0	0	12	96	3	120	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	22	0	0	95	5	0	0	0	0	2	81	7	21	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	22	0	0	86	14	0	0	0	0	4	71	10	21	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	83	0	0	90	5	2	2	0	0	5	97	2	74	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	83	0	0	86	5	6	4	0	0	8	85	6	74	
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	13	0	0	92	0	0	8	0	0	8	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							APR 2011					
			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)											
OSLO (GARDERMOEN)	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	D	13	0	0	85	0	8	8	0	0	11	0	0	0
	HEATHROW	SAS	S	A	132	0	1	75	15	7	3	0	0	10	84	6	134
	HEATHROW	SAS	S	D	133	0	0	92	3	3	2	0	0	5	88	5	134
	MANCHESTER	SAS	S	A	19	0	0	95	0	5	0	0	0	4	89	6	18
	MANCHESTER	SAS	S	D	19	0	0	95	0	5	0	0	0	3	100	2	18
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>779</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>7</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>5</b>	<b>5</b>
OSTEND																	
OSTERSUND / FROSON	HEATHROW	BMI BRITISH MIDLAND	C	A	3	0	0	100	0	0	0	0	0	0	100	0	4
	HEATHROW	BMI BRITISH MIDLAND	C	D	2	0	0	100	0	0	0	0	0	1	100	0	3
<b>TOTAL OSTERSUND / FROSON</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>
OTTAWA INTERNATIONAL	HEATHROW	AIR CANADA	S	A	24	0	0	58	29	8	4	0	0	16	83	5	24
	HEATHROW	AIR CANADA	S	D	24	0	0	79	17	4	0	0	0	7	88	4	25
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>23</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>5</b>	<b>5</b>
OUARZAZATE																	
OVDA	LUTON	MONARCH AIRLINES	C	D	2	0	0	0	50	50	0	0	0	25	0	0	0
	LUTON	THOMSON AIRWAYS LTD	C	A	2	0	0	0	0	0	100	0	0	147	0	18	1
<b>TOTAL OVDA</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>33</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>50</b>	<b>28</b>	<b>28</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	80	0	0	20	0	0	31	100	3	4	
	BIRMINGHAM	AIR BERLIN	C	D	5	0	0	60	0	20	20	0	0	43	100	3	4	
<b>TOTAL PADERBORN</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>0</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>97</b>	<b>3</b>	<b>3</b>	
PALERMO																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	82	18	0	0	0	6	47	30	15		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	88	12	0	0	0	4	80	16	15		
	STANSTED	RYANAIR	S	A	30	0	0	50	37	13	0	0	16	77	14	30		
	STANSTED	RYANAIR	S	D	30	0	0	93	3	3	0	0	4	100	2	30		
<b>TOTAL PALERMO</b>					<b>94</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>13</b>	<b>13</b>		
PALMA DE MALLORCA																		
	GLASGOW	BA CITYFLYER LTD	C	A	4	0	0	25	25	25	25	0	0	37	0	0	0	
	GLASGOW	BA CITYFLYER LTD	C	D	4	0	0	100	0	0	0	0	3	0	0	0		
	LONDON CITY	BA CITYFLYER LTD	S	A	14	0	0	93	0	7	0	0	4	86	6	14		
	LONDON CITY	BA CITYFLYER LTD	S	D	14	0	0	100	0	0	0	0	1	86	6	14		
	BIRMINGHAM	BMIBABY LTD	S	A	5	3	3	80	0	0	20	0	23	67	33	6		
	BIRMINGHAM	BMIBABY LTD	S	D	8	0	0	50	13	13	25	0	46	67	62	6		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	88	0	0	13	0	20	80	7	5		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	88	0	0	13	0	21	100	1	5		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	89	0	2	74	12	7	4	2	17	78	10	79		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	90	0	1	72	7	13	7	1	18	86	7	79		
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	75	0	0	25	0	25	89	4	9		
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	75	0	0	25	0	19	78	8	9		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	47	0	0	83	9	4	4	0	10	86	8	37		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	47	0	0	87	4	6	2	0	8	89	8	37		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	21	0	1	90	5	0	0	0	29	100	1	9		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	21	0	1	95	0	0	0	0	24	100	0	9		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	15	0	0	93	0	0	0	0	30	83	17	6		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	15	0	0	93	0	7	0	0	3	83	21	6		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	46	1	1	80	4	2	11	2	20	83	7	53		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	47	0	1	89	2	4	4	0	8	91	7	53		
	GLASGOW	JET2.COM LTD	S	A	18	0	0	78	11	6	0	6	21	35	26	17		
	GLASGOW	JET2.COM LTD	S	D	18	0	0	67	17	11	0	6	22	59	16	17		
	MANCHESTER	JET2.COM LTD	S	A	22	0	0	73	14	0	9	0	32	73	19	22		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							APR 2011				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
PALMA DE MALLORCA																		
	MANCHESTER	JET2.COM LTD	S	D	22	0	0	91	0	5	5	0	0	11	64	15	22	
	NEWCASTLE	JET2.COM LTD	S	A	22	0	0	77	14	9	0	0	0	8	91	7	22	
	NEWCASTLE	JET2.COM LTD	S	D	22	0	0	95	0	5	0	0	0	7	82	11	22	
	BIRMINGHAM	MONARCH AIRLINES	S	A	18	0	0	78	11	6	6	0	0	12	89	10	19	
	BIRMINGHAM	MONARCH AIRLINES	S	D	18	0	0	78	6	11	6	0	0	13	89	7	18	
	GATWICK	MONARCH AIRLINES	S	A	8	0	0	50	25	13	0	13	0	50	50	22	16	
	GATWICK	MONARCH AIRLINES	S	D	8	0	0	88	0	0	0	13	0	29	81	7	16	
	MANCHESTER	MONARCH AIRLINES	S	A	23	0	0	61	13	9	13	0	4	41	76	20	33	
	MANCHESTER	MONARCH AIRLINES	S	D	23	0	0	74	0	22	4	0	0	20	88	18	33	
	BIRMINGHAM	RYANAIR	S	A	21	0	0	86	5	5	0	5	0	15	100	1	21	
	BIRMINGHAM	RYANAIR	S	D	21	0	0	90	0	0	10	0	0	13	100	2	21	
	EDINBURGH	RYANAIR	S	A	17	0	0	82	6	6	6	0	0	12	86	7	29	
	EDINBURGH	RYANAIR	S	D	17	0	0	88	0	6	6	0	0	12	93	7	29	
	MANCHESTER	RYANAIR	S	A	41	0	0	59	27	7	5	2	0	25	54	16	13	
	MANCHESTER	RYANAIR	S	D	41	0	0	93	2	0	5	0	0	8	54	12	13	
	STANSTED	RYANAIR	S	A	47	0	1	62	13	15	9	2	0	26	62	13	47	
	STANSTED	RYANAIR	S	D	47	0	0	72	15	6	6	0	0	18	81	8	47	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	13	100	1	3	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	6	0	0	83	0	17	0	0	0	11	100	0	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	67	12	3	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	2	100	5	5	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	50	0	0	0	26	50	45	2	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	0	50	0	0	0	33	33	13	3	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	18	67	10	3	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	3	100	4	7	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	8	0	0	75	0	13	13	0	0	21	67	9	6	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	8	0	0	88	0	0	13	0	0	16	86	6	7	
	GATWICK	THOMSON AIRWAYS LTD	C	A	12	0	0	58	33	8	0	0	0	11	95	5	21	
	GATWICK	THOMSON AIRWAYS LTD	C	D	12	0	0	83	0	17	0	0	0	11	95	3	21	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	7	0	0	100	0	0	0	0	0	0	43	33	7	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	8	0	0	88	0	13	0	0	0	11	88	19	8	
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	13	100	3	3	
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	6	100	0	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
PALMA DE MALLORCA																		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	15	0	0	93	0	7	0	0	0	5	76	7	21	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	16	0	0	94	6	0	0	0	0	5	86	8	21	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	12	0	0	83	0	0	17	0	0	22	100	1	10	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	12	0	0	83	8	0	0	8	0	20	100	3	12	
	STANSTED	THOMSON AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	3	100	8	5	
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	86	5	7	
<b>TOTAL PALMA DE MALLORCA</b>					<b>1152</b>	<b>4</b>	<b>11</b>	<b>80</b>	<b>7</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>82</b>	<b>10</b>	<b>10</b>	
PAMPLONA																		
PAPHOS																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	15	0	0	73	20	0	7	0	0	13	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	15	0	0	87	0	7	7	0	0	10	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	63	38	0	0	0	0	9	100	0	9	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	63	13	25	0	0	0	14	89	10	9	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	59	0	1	80	12	5	3	0	0	11	92	4	53	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	75	20	5	0	0	0	9	91	6	53	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	11	0	0	91	0	0	0	0	9	39	88	6	8	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	11	0	0	73	27	0	0	0	0	10	63	12	8	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	67	13	17	3	0	0	12	85	8	26	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	81	10	3	6	0	0	10	84	8	25	
	GLASGOW	JET2.COM LTD	S	A	9	0	0	44	33	22	0	0	0	16	38	21	8	
	GLASGOW	JET2.COM LTD	S	D	9	0	0	89	11	0	0	0	0	6	63	13	8	
	MANCHESTER	JET2.COM LTD	S	A	9	1	0	56	33	11	0	0	0	13	57	10	7	
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	56	44	0	0	0	0	12	57	15	7	
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	67	11	22	0	0	0	11	0	0	0	
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	67	33	0	0	0	0	12	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	S	A	9	0	0	78	0	22	0	0	0	9	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	S	D	9	0	0	44	44	11	0	0	0	15	0	0	0	
	GATWICK	MONARCH AIRLINES	S	A	4	0	2	50	0	50	0	0	0	27	100	0	2	
	GATWICK	MONARCH AIRLINES	S	D	4	0	1	50	25	25	0	0	0	19	100	6	3	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	6	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	20	40	0	0	0	18	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	10	0	0	90	0	0	10	0	0	14	75	32	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	0	80	10	0	10	0	0	18	56	82	9	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						APR 2011			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
PAPHOS	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	3	0	0	33	67	0	0	0	0	17	100	7	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	12	80	8	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	50	13	25	13	0	0	26	91	8	11
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	56	22	11	11	0	0	19	79	10	14
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	0	11	0	0	0
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	20	20	0	0	0	19	0	0	0
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	8	0	0	88	0	0	13	0	0	13	86	5	7
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	8	0	0	88	0	0	13	0	0	13	88	7	8
	GATWICK	THOMSON AIRWAYS LTD	C	A	17	0	0	53	29	18	0	0	0	15	80	25	15
	GATWICK	THOMSON AIRWAYS LTD	C	D	17	0	0	82	18	0	0	0	0	8	88	24	16
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	12	100	2	8
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	7	100	5	8
	LUTON	THOMSON AIRWAYS LTD	C	A	8	0	0	63	0	0	38	0	0	31	50	16	4
	LUTON	THOMSON AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	4	50	20	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	17	0	0	71	18	12	0	0	0	11	72	9	18
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	17	0	0	71	18	12	0	0	0	9	90	4	20
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	25	75	0	0	0	0	19	86	4	7
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	8	100	8	8
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	12	75	19	4
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	25	75	0	0	0	0	17	100	9	4
<b>TOTAL PAPHOS</b>					<b>518</b>	<b>1</b>	<b>4</b>	<b>72</b>	<b>17</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>84</b>	<b>11</b>	<b>11</b>
PARIS (CHARLES DE GAULLE)	BIRMINGHAM	AIR FRANCE	S	A	90	0	0	94	3	1	1	0	0	3	100	1	90
	BIRMINGHAM	AIR FRANCE	S	D	90	0	0	98	1	1	0	0	0	1	98	1	90
	HEATHROW	AIR FRANCE	S	A	207	0	0	58	22	17	2	0	0	17	78	10	237
	HEATHROW	AIR FRANCE	S	D	208	0	0	92	5	3	0	0	0	4	93	4	237
	MANCHESTER	AIR FRANCE	S	A	90	0	0	74	13	11	1	0	0	11	81	8	90
	MANCHESTER	AIR FRANCE	S	D	90	0	0	87	9	3	1	0	0	7	93	3	90
	NEWCASTLE	BRIT AIR	S	A	78	0	0	91	8	1	0	0	0	4	96	3	77
	NEWCASTLE	BRIT AIR	S	D	77	0	0	95	4	1	0	0	0	5	90	5	78
	HEATHROW	BRITISH AIRWAYS PLC	S	A	201	0	0	68	15	9	8	0	0	16	91	5	226
	HEATHROW	BRITISH AIRWAYS PLC	S	D	201	0	0	80	7	10	3	0	0	11	95	3	226
	EDINBURGH	CITY JET	S	A	120	0	0	96	3	2	0	0	0	3	99	2	120

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							APR 2011			
					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)											
PARIS (CHARLES DE GAULLE)	EDINBURGH	CITY JET	S	D	120	0	0	97	2	2	0	0	0	3	97	3	120
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	83	7	7	3	0	0	8	80	8	30
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	87	7	7	0	0	0	6	83	6	30
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	73	15	8	4	0	0	12	62	22	26
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	62	23	15	0	0	0	14	62	24	26
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	80	0	0	75	15	4	6	0	0	13	80	12	81
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	80	0	0	71	18	5	6	0	0	13	77	13	81
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	82	9	9	0	0	0	7	86	8	22
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	82	5	14	0	0	0	10	86	9	22
	BIRMINGHAM	FLYBE LTD	S	A	77	0	0	87	4	3	5	1	0	11	95	3	76
	BIRMINGHAM	FLYBE LTD	S	D	77	0	0	79	12	5	3	1	0	14	88	7	76
	GLASGOW	FLYBE LTD	S	A	30	0	0	97	3	0	0	0	0	3	100	1	30
	GLASGOW	FLYBE LTD	S	D	30	0	0	93	0	7	0	0	0	6	93	6	30
	MANCHESTER	FLYBE LTD	S	A	101	0	0	86	9	4	1	0	0	7	89	6	101
	MANCHESTER	FLYBE LTD	S	D	100	0	1	85	9	4	2	0	0	8	91	7	101
	MANCHESTER	JET2.COM LTD	S	A	18	0	0	78	6	6	11	0	0	22	0	0	0
	MANCHESTER	JET2.COM LTD	S	D	18	0	0	78	6	6	11	0	0	24	0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>2339</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>6</b>	<b>6</b>
PARIS (LE BOURGET)																	
PARIS (ORLY)	HEATHROW	BRITISH AIRWAYS PLC	S	A	91	0	0	54	16	12	18	0	0	27	93	4	85
	HEATHROW	BRITISH AIRWAYS PLC	S	D	91	0	0	64	19	9	9	0	0	17	94	3	85
	LONDON CITY	VLM (BELGIUM)	S	A	128	0	0	91	5	0	4	0	0	6	96	2	130
	LONDON CITY	VLM (BELGIUM)	S	D	128	0	0	88	6	5	2	0	0	6	91	4	132
<b>TOTAL PARIS (ORLY)</b>					<b>438</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>94</b>	<b>3</b>	<b>3</b>
PARMA	STANSTED	RYANAIR	S	A	13	0	0	38	23	31	8	0	0	25	38	23	13
	STANSTED	RYANAIR	S	D	13	0	0	69	8	15	8	0	0	16	69	13	13
<b>TOTAL PARMA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>15</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>54</b>	<b>18</b>	<b>18</b>
PATRAS	STANSTED	RYANAIR	S	A	8	0	0	63	25	13	0	0	0	12	0	0	0
	STANSTED	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	8	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						APR 2011			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
PATRAS																	
<b>TOTAL PATRAS</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
PAU																	
	LONDON CITY	CITY JET	S	A	12	0	0	100	0	0	0	0	0	0	100	0	13
	LONDON CITY	CITY JET	S	D	13	0	0	77	15	8	0	0	0	8	100	2	13
<b>TOTAL PAU</b>					<b>25</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>4</b>	<b>100</b>	<b>1</b>	<b>1</b>
PERPIGNAN																	
	STANSTED	RYANAIR	S	A	20	0	2	90	10	0	0	0	0	4	100	1	17
	STANSTED	RYANAIR	S	D	20	0	2	85	15	0	0	0	0	6	100	1	17
<b>TOTAL PERPIGNAN</b>					<b>40</b>	<b>2</b>	<b>4</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>96</b>	<b>2</b>	<b>2</b>
PERUGIA																	
	STANSTED	RYANAIR	S	A	22	0	0	77	14	9	0	0	0	11	90	8	21
	STANSTED	RYANAIR	S	D	22	0	0	95	5	0	0	0	0	5	100	3	21
<b>TOTAL PERUGIA</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>95</b>	<b>5</b>	<b>5</b>
PESCARA																	
	STANSTED	RYANAIR	S	A	22	0	0	100	0	0	0	0	0	3	100	1	21
	STANSTED	RYANAIR	S	D	22	0	0	91	9	0	0	0	0	5	95	4	21
<b>TOTAL PESCARA</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>98</b>	<b>2</b>	<b>2</b>
PESHAWAR																	
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	4	0	0	0	0	0	100	0	0	112	0	0	0
<b>TOTAL PESHAWAR</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>112</b>	<b>0</b>	<b>0</b>	<b>0</b>
PHILADELPHIA INTERNATIONAL																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	73	18	5	2	2	0	12	88	29	59
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	78	12	8	2	0	0	11	83	7	59
	HEATHROW	US AIRWAYS	S	A	30	0	0	83	7	7	0	3	0	11	90	11	30
	HEATHROW	US AIRWAYS	S	D	30	1	0	83	7	7	3	0	0	11	87	21	30
	MANCHESTER	US AIRWAYS	S	A	30	0	0	77	17	3	3	0	0	9	86	11	28
	MANCHESTER	US AIRWAYS	S	D	30	0	0	93	0	7	0	0	0	5	82	13	28
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>240</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>16</b>	<b>16</b>
PHNOM PENH																	
PHOENIX																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	46	27	19	8	0	0	22	54	23	26



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
					26	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
PHOENIX	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	73	8	15	4	0	0	14	77	12	26
<b>TOTAL PHOENIX</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>17</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>65</b>	<b>17</b>	<b>17</b>
PISA	GATWICK	BRITISH AIRWAYS PLC	S	A	58	0	1	55	17	17	10	0	0	21	69	11	58
	GATWICK	BRITISH AIRWAYS PLC	S	D	59	0	0	71	14	8	7	0	0	14	66	15	58
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	80	10	10	0	0	0	8	80	11	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	93	7	0	0	0	0	3	87	9	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	43	0	0	70	19	7	5	0	0	13	57	24	35
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	43	0	0	77	12	7	5	0	0	13	57	23	35
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	25	0	0	60	20	4	12	4	0	31	63	35	27
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	25	0	0	80	8	0	12	0	0	20	70	29	27
	EDINBURGH	RYANAIR	S	A	12	0	0	92	8	0	0	0	0	4	85	10	13
	EDINBURGH	RYANAIR	S	D	12	0	0	92	8	0	0	0	0	4	92	9	13
	STANSTED	RYANAIR	S	A	90	0	0	47	23	22	7	1	0	24	63	19	88
	STANSTED	RYANAIR	S	D	90	0	0	72	18	6	4	0	0	13	82	9	90
<b>TOTAL PISA</b>					<b>517</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>16</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>71</b>	<b>16</b>	<b>16</b>
PLOVDIV	STANSTED	RYANAIR	S	A	10	0	0	90	10	0	0	0	0	4	78	8	9
	STANSTED	RYANAIR	S	D	10	0	0	80	10	0	10	0	0	24	89	5	9
<b>TOTAL PLOVDIV</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>7</b>	<b>7</b>
PLYMOUTH																	
PODGORICA	GATWICK	MONTENEGRO AIRLINES	S	A	4	0	0	100	0	0	0	0	0	2	91	7	11
	GATWICK	MONTENEGRO AIRLINES	S	D	4	0	0	75	25	0	0	0	0	10	91	5	11
<b>TOTAL PODGORICA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>91</b>	<b>6</b>	<b>6</b>
POITIERS																	
	STANSTED	RYANAIR	S	A	18	0	0	94	6	0	0	0	0	4	94	2	17
	STANSTED	RYANAIR	S	D	18	0	0	89	11	0	0	0	0	4	94	3	17
<b>TOTAL POITIERS</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>2</b>	<b>2</b>
PORT OF SPAIN																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	25	0	0	72	8	16	4	0	0	14	93	3	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	25	0	0	88	4	0	8	0	0	13	87	10	30

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						APR 2011			
					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)											
PORT OF SPAIN																	
<b>TOTAL PORT OF SPAIN</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>6</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>90</b>	<b>6</b>	<b>6</b>
POZNAN																	
	EDINBURGH	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	1	89	3	9
	EDINBURGH	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	2	89	4	9
	STANSTED	RYANAIR	S	A	30	0	0	87	7	7	0	0	0	6	97	2	30
	STANSTED	RYANAIR	S	D	30	0	0	90	7	3	0	0	0	8	90	5	30
	LUTON	WIZZ AIR	S	A	31	0	0	90	0	3	3	3	0	12	100	0	30
	LUTON	WIZZ AIR	S	D	30	0	0	73	20	0	7	0	0	17	83	7	30
<b>TOTAL POZNAN</b>					<b>139</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>92</b>	<b>3</b>	<b>3</b>
PRAGUE																	
	BIRMINGHAM	BMIBABY LTD	S	A	18	0	0	94	6	0	0	0	0	1	0	0	0
	BIRMINGHAM	BMIBABY LTD	S	D	18	0	0	83	11	6	0	0	0	11	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	150	0	0	78	9	7	6	0	0	13	96	4	120
	HEATHROW	BRITISH AIRWAYS PLC	S	D	150	0	0	80	6	9	5	0	0	11	93	6	120
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	56	0	0	82	9	4	5	0	0	9	91	3	55
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	80	13	2	5	0	0	9	95	3	55
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	80	17	3	0	0	0	6	80	8	25
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	87	13	0	0	0	0	6	84	8	25
	EDINBURGH	JET2.COM LTD	S	A	18	0	0	100	0	0	0	0	0	3	35	26	17
	EDINBURGH	JET2.COM LTD	S	D	18	0	0	89	11	0	0	0	0	3	76	10	17
	MANCHESTER	JET2.COM LTD	S	A	26	0	0	77	8	4	12	0	0	16	52	33	21
	MANCHESTER	JET2.COM LTD	S	D	26	0	0	81	4	0	15	0	0	18	67	26	21
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	100	0	0	0	0	0	1	83	16	12
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	100	0	0	0	0	0	5	83	21	12
	LUTON	WIZZ AIR	S	A	56	0	0	95	2	0	4	0	0	5	85	12	48
	LUTON	WIZZ AIR	S	D	56	0	0	89	7	0	4	0	0	8	74	18	47
<b>TOTAL PRAGUE</b>					<b>726</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>9</b>	<b>9</b>
PRESTWICK																	
PREVEZA																	
PRISTINA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	1	0	62	23	8	8	0	0	17	41	33	22
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	69	23	8	0	0	0	12	68	21	22

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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>26</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>23</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>55</b>	<b>27</b>	<b>27</b>
PROVIDENCIALES																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	5	0	0	80	0	20	0	0	0	10	100	0	4
	HEATHROW	BRITISH AIRWAYS PLC	S	D	5	0	0	80	20	0	0	0	0	9	100	6	4
<b>TOTAL PROVIDENCIALES</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>9</b>	<b>100</b>	<b>3</b>	<b>3</b>	<b>3</b>
PUERTO PLATA																	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	50	19	2	2
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	50	0	0	0	13	33	53	3	3
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	25	25	0	25	25	0	96	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	25	50	0	0	25	0	72	25	161	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	15	100	6	4	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	0	25	0	56	100	5	4
<b>TOTAL PUERTO PLATA</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>30</b>	<b>0</b>	<b>5</b>	<b>15</b>	<b>0</b>	<b>49</b>	<b>55</b>	<b>50</b>	<b>50</b>
PULA																	
	STANSTED	RYANAIR	S	A	8	0	0	100	0	0	0	0	6	100	1	13	13
	STANSTED	RYANAIR	S	D	8	0	0	75	25	0	0	0	9	85	4	13	13
<b>TOTAL PULA</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>3</b>	<b>3</b>	<b>3</b>
PUNTA CANA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	56	22	22	0	0	16	100	2	9	9
	GATWICK	BRITISH AIRWAYS PLC	S	D	10	0	0	70	10	20	0	0	14	100	0	8	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	9	100	6	2	2
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	50	15	4	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	5	100	4	4	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	50	25	0	25	0	35	75	30	4	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	16	75	51	4	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	9	60	11	5	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	8	80	10	5	5
<b>TOTAL PUNTA CANA</b>					<b>47</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>9</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>86</b>	<b>11</b>	<b>11</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						APR 2011			
					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)											
RALEIGH	HEATHROW	AMERICAN AIRLINES	S	A	30	0	0	87	10	0	0	3	0	14	87	20	30
	HEATHROW	AMERICAN AIRLINES	S	D	30	0	0	83	7	7	3	0	0	8	100	2	30
<b>TOTAL RALEIGH</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>93</b>	<b>11</b>	<b>11</b>
REUS	BIRMINGHAM	RYANAIR	S	A	13	0	0	92	8	0	0	0	0	2	85	3	13
	BIRMINGHAM	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	2	92	3	13
	LUTON	RYANAIR	S	A	15	0	0	73	13	7	7	0	0	15	89	6	18
	LUTON	RYANAIR	S	D	15	0	0	87	0	7	7	0	0	14	94	2	18
	MANCHESTER	RYANAIR	S	A	9	0	0	89	11	0	0	0	0	3	0	0	0
	MANCHESTER	RYANAIR	S	D	9	0	0	89	11	0	0	0	0	4	0	0	0
	STANSTED	RYANAIR	S	A	22	0	0	86	0	5	9	0	0	13	100	0	17
	STANSTED	RYANAIR	S	D	22	0	0	73	9	9	9	0	0	19	100	2	17
<b>TOTAL REUS</b>					<b>118</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>93</b>	<b>4</b>	<b>4</b>
RHODES	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	11	0	0	73	27	0	0	0	0	10	80	7	10
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	11	0	0	82	18	0	0	0	0	7	100	1	10
	STANSTED	RYANAIR	S	A	12	0	0	58	33	8	0	0	0	15	75	12	8
	STANSTED	RYANAIR	S	D	12	0	0	58	42	0	0	0	0	10	75	15	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	6	3
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	4	100	2	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	17	50	16	2
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	20	40	40	0	0	0	23	75	10	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	0	100	0	3
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	6	100	4	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	1	100	0	3
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	0	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	2	100	5	3
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	6	100	3	4
<b>TOTAL RHODES</b>					<b>84</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>20</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>7</b>	<b>7</b>
RIGA	GATWICK	AIR BALTIC	S	A	30	0	0	73	13	7	7	0	0	14	88	9	33
	GATWICK	AIR BALTIC	S	D	30	0	0	67	3	20	10	0	0	22	82	14	33
	STANSTED	RYANAIR	S	A	42	0	0	88	10	2	0	0	0	4	95	8	60

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
RIGA	STANSTED	RYANAIR	S	D	42	0	0	95	2	2	0	0	0	4	97	7	60
	LUTON	WIZZ AIR	S	A	30	0	0	83	10	7	0	0	0	7	27	27	15
	LUTON	WIZZ AIR	S	D	30	0	0	83	10	3	3	0	0	10	13	28	15
<b>TOTAL RIGA</b>					<b>204</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>11</b>	<b>11</b>
RIJEKA																	
RIMINI	STANSTED	RYANAIR	S	A	12	0	0	50	33	8	0	8	0	28	46	16	13
	STANSTED	RYANAIR	S	D	12	0	0	100	0	0	0	0	0	6	92	4	13
<b>TOTAL RIMINI</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>69</b>	<b>10</b>	<b>10</b>
RIO DE JANEIRO (GALEAO)	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	73	8	8	12	0	0	23	85	6	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	73	12	4	8	4	0	26	100	3	13
	HEATHROW	TAM LINHAS AEREAS	S	A	13	0	0	62	8	23	8	0	0	17	69	7	13
	HEATHROW	TAM LINHAS AEREAS	S	D	13	0	0	92	8	0	0	0	0	3	100	1	13
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>9</b>	<b>8</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>88</b>	<b>4</b>	<b>4</b>
RIYADH	HEATHROW	BMI BRITISH MIDLAND	S	D	16	0	0	56	31	13	0	0	0	15	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	86	10	0	3	0	0	7	82	7	22
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	90	7	0	3	0	0	6	86	4	21
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	22	0	0	32	32	32	5	0	0	26	78	8	18
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	22	0	0	91	5	5	0	0	0	5	76	8	17
<b>TOTAL RIYADH</b>					<b>118</b>	<b>7</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>6</b>	<b>6</b>
RODEZ	STANSTED	RYANAIR	S	A	17	0	0	71	24	0	6	0	0	16	82	6	17
	STANSTED	RYANAIR	S	D	17	0	1	100	0	0	0	0	0	2	100	1	17
<b>TOTAL RODEZ</b>					<b>34</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>12</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>91</b>	<b>3</b>	<b>3</b>
ROME (CIAMPINO)	EDINBURGH	RYANAIR	S	A	18	0	0	72	17	6	6	0	0	15	82	7	17
	EDINBURGH	RYANAIR	S	D	18	0	0	89	6	6	0	0	0	7	94	4	17
	MANCHESTER	RYANAIR	S	A	30	0	0	90	3	7	0	0	0	5	0	0	0
	MANCHESTER	RYANAIR	S	D	30	0	0	90	3	7	0	0	0	4	0	0	0
	STANSTED	RYANAIR	S	A	90	1	0	64	21	11	3	0	0	16	74	12	90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						APR 2011			
			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)										
ROME (CIAMPINO)	STANSTED	RYANAIR		S D	90	0	0	83	9	6	2	0	0	9	90	5	90	
<b>TOTAL ROME (CIAMPINO)</b>					<b>276</b>	<b>3</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>9</b>	<b>9</b>	
ROME (FIUMICINO)	HEATHROW	ALITALIA (CAI)		S A	120	0	0	73	16	9	2	0	0	11	89	6	150	
	HEATHROW	ALITALIA (CAI)		S D	120	0	0	74	12	10	4	0	0	13	80	11	150	
	BIRMINGHAM	BMIBABY LTD		S A	18	0	0	89	6	6	0	0	0	7	0	0	0	
	BIRMINGHAM	BMIBABY LTD		S D	18	0	0	78	11	0	11	0	0	14	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC		S A	42	0	0	52	21	12	12	2	0	28	72	17	60	
	GATWICK	BRITISH AIRWAYS PLC		S D	42	0	0	79	7	7	5	2	0	16	82	10	60	
	HEATHROW	BRITISH AIRWAYS PLC		S A	209	0	0	62	14	15	8	0	0	23	83	9	179	
	HEATHROW	BRITISH AIRWAYS PLC		S D	210	0	0	76	10	9	5	0	0	14	91	5	179	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	109	0	2	64	18	6	10	1	0	20	80	8	111	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	111	0	0	86	4	3	7	1	0	14	95	5	111	
	GLASGOW	JET2.COM LTD		S A	13	0	0	38	31	15	8	8	0	34	0	0	0	
	GLASGOW	JET2.COM LTD		S D	13	0	0	69	15	8	8	0	0	19	0	0	0	
	MANCHESTER	JET2.COM LTD		S A	30	0	0	63	23	13	0	0	0	15	80	8	30	
	MANCHESTER	JET2.COM LTD		S D	30	0	0	93	7	0	0	0	0	5	80	7	30	
	BIRMINGHAM	MONARCH AIRLINES		S A	21	0	0	57	19	14	5	0	5	37	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES		S D	21	0	0	76	14	0	5	5	0	22	0	0	0	
	LUTON	MONARCH AIRLINES		S A	17	0	0	29	35	6	24	6	0	47	0	0	0	
	LUTON	MONARCH AIRLINES		S D	17	0	0	59	24	6	6	0	6	42	0	0	0	
<b>TOTAL ROME (FIUMICINO)</b>					<b>1162</b>	<b>3</b>	<b>2</b>	<b>71</b>	<b>13</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>85</b>	<b>8</b>	<b>8</b>	
RONNEBY																		
ROTTERDAM	LONDON CITY	VLM (BELGIUM)		S A	148	0	0	94	5	1	1	0	0	3	97	2	174	
	LONDON CITY	VLM (BELGIUM)		S D	147	0	0	90	7	2	1	0	0	4	95	2	173	
<b>TOTAL ROTTERDAM</b>					<b>297</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>96</b>	<b>2</b>	<b>2</b>	
RYGGE	GATWICK	RYANAIR		S A	30	0	0	93	3	0	3	0	0	6	97	1	30	
	GATWICK	RYANAIR		S D	30	0	0	90	7	0	3	0	0	6	100	1	30	
	MANCHESTER	RYANAIR		S A	18	0	0	94	0	6	0	0	0	8	0	0	0	
	MANCHESTER	RYANAIR		S D	18	0	0	61	33	6	0	0	0	12	0	0	0	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						APR 2011			
			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)										
RYGGE																		
	STANSTED	RYANAIR	S	A	60	0	0	92	2	3	2	2	0	10	95	8	62	
	STANSTED	RYANAIR	S	D	60	0	0	83	10	5	2	0	0	9	93	3	60	
<b>TOTAL RYGGE</b>					<b>216</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>96</b>	<b>3</b>	<b>3</b>	
RZESZOW																		
	BIRMINGHAM	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	100	0	8		
	BIRMINGHAM	RYANAIR	S	D	9	0	0	89	11	0	0	0	4	100	3	8		
	LUTON	RYANAIR	S	A	14	0	0	64	36	0	0	0	10	75	7	8		
	LUTON	RYANAIR	S	D	14	0	0	57	36	7	0	0	10	88	6	8		
	MANCHESTER	RYANAIR	S	A	9	0	0	100	0	0	0	0	4	0	0	0		
	MANCHESTER	RYANAIR	S	D	9	0	0	100	0	0	0	0	4	0	0	0		
	STANSTED	RYANAIR	S	A	30	0	0	97	0	3	0	0	3	93	3	30		
	STANSTED	RYANAIR	S	D	30	0	0	93	7	0	0	0	5	97	3	30		
<b>TOTAL RZESZOW</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>93</b>	<b>3</b>	<b>3</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE						APR 2011			
					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)
SAARBRUCKEN																	
SALONIKA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	62	31	0	8	0	0	20	89	5	18
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	100	0	0	0	0	0	4	61	18	18
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	21	0	1	86	10	0	5	0	0	6	100	2	17
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	91	5	0	5	0	0	5	94	3	17
	STANSTED	RYANAIR	S	A	13	0	0	62	15	23	0	0	0	17	100	1	8
	STANSTED	RYANAIR	S	D	13	0	0	92	8	0	0	0	0	6	100	4	8
<b>TOTAL SALONIKA</b>					<b>95</b>	<b>1</b>	<b>1</b>	<b>83</b>	<b>11</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>89</b>	<b>6</b>	<b>6</b>
SALZBURG																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	17	0	0	100	0	0	0	0	0	3	94	4	18
	GATWICK	BRITISH AIRWAYS PLC	S	D	17	0	0	88	12	0	0	0	0	5	94	5	18
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	89	11	0	0	0	0	5	100	3	11
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	89	11	0	0	0	0	3	91	5	11
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	5	0	0	100	0	0	0	0	0	1	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	5	0	0	100	0	0	0	0	0	2	0	0	0
	MANCHESTER	JET2.COM LTD	S	A	2	0	0	0	50	50	0	0	0	28	67	46	3
	MANCHESTER	JET2.COM LTD	S	D	2	0	0	0	0	100	0	0	0	36	100	1	2
	STANSTED	RYANAIR	S	A	19	0	0	74	26	0	0	0	0	7	86	7	21
	STANSTED	RYANAIR	S	D	19	0	0	95	5	0	0	0	0	5	95	4	21
<b>TOTAL SALZBURG</b>					<b>109</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>93</b>	<b>6</b>	<b>6</b>
SAMANA (EL CATEY)																	
SAN DIEGO																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	53	20	13	13	0	0	26	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	47	27	10	17	0	0	26	0	0	0
<b>TOTAL SAN DIEGO</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>23</b>	<b>12</b>	<b>15</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	60	0	0	67	17	12	5	0	0	15	82	9	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	82	12	7	0	0	0	7	83	8	60
	HEATHROW	UNITED AIRLINES	S	A	55	0	0	60	13	13	13	0	2	45	90	11	60
	HEATHROW	UNITED AIRLINES	S	D	54	0	0	81	7	7	4	0	0	11	92	7	60
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	38	0	0	89	0	5	5	0	0	8	83	16	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	38	0	0	76	8	8	8	0	0	15	70	31	30



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011		
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
SAN FRANCISCO																	
<b>TOTAL SAN FRANCISCO</b>					<b>305</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>10</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>85</b>	<b>12</b>	<b>12</b>
SAN JUAN (PUERTO RICO)																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	1	75	25	0	0	0	0	5	67	19	9
	GATWICK	BRITISH AIRWAYS PLC	S	D	5	0	0	80	0	0	0	0	20	290	100	6	9
<b>TOTAL SAN JUAN (PUERTO RICO)</b>					<b>9</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>163</b>	<b>74</b>	<b>23</b>	<b>23</b>
SANDEFJORD(TORP)																	
	EDINBURGH	RYANAIR	S	A	18	0	0	94	0	0	6	0	0	5	100	1	16
	EDINBURGH	RYANAIR	S	D	18	0	0	83	11	0	6	0	0	9	100	1	17
	STANSTED	RYANAIR	S	A	30	0	0	93	3	3	0	0	0	5	100	2	28
	STANSTED	RYANAIR	S	D	30	0	0	87	10	3	0	0	0	5	100	2	30
<b>TOTAL SANDEFJORD(TORP)</b>					<b>96</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>6</b>	<b>100</b>	<b>2</b>	<b>2</b>
SANFORD																	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	5	100	2	2
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	4	25	52	4
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	50	0	25	25	0	0	36	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	50	0	0	50	0	0	47	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	7	0	0	100	0	0	0	0	0	2	70	16	10
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	7	0	0	86	0	14	0	0	0	11	71	8	14
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	5	50	17	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	20	20	0	0	0	19	60	14	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	92	0	8	0	0	0	3	71	27	7
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	12	0	0	75	25	0	0	0	0	7	65	16	17
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	25	50	25	0	0	0	17	50	22	2
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	75	15	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	17	0	0	88	6	6	0	0	0	5	55	38	11
	GATWICK	THOMSON AIRWAYS LTD	C	D	16	0	0	81	0	6	13	0	0	15	46	28	13
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	13	0	0	62	31	0	8	0	0	15	30	53	10
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	12	0	0	75	25	0	0	0	0	9	67	87	12
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	11	67	29	3
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	25	30	4
<b>TOTAL SANFORD</b>					<b>138</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>58</b>	<b>31</b>	<b>31</b>
SANTA CRUZ DE LA PALMA																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							APR 2011				
					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
SANTA CRUZ DE LA PALMA																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	9	100	0	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	12	75	9	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	6	100	1	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	1	3	
<b>TOTAL SANTA CRUZ DE LA PALMA</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>93</b>	<b>3</b>	<b>3</b>	
SANTANDER																		
	STANSTED	RYANAIR	S	A	30	0	0	77	20	0	3	0	0	10	90	7	30	
	STANSTED	RYANAIR	S	D	30	0	1	90	10	0	0	0	0	4	100	3	30	
<b>TOTAL SANTANDER</b>					<b>60</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>15</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>95</b>	<b>5</b>	<b>5</b>	
SANTIAGO DE COMPOSTELA																		
	STANSTED	RYANAIR	S	A	18	0	0	72	17	0	6	6	0	23	53	19	17	
	STANSTED	RYANAIR	S	D	18	0	0	94	0	0	6	0	0	7	94	3	17	
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>74</b>	<b>11</b>	<b>11</b>	
SAO PAULO (GUARULHOS)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	80	13	7	0	0	0	7	80	7	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	70	17	10	3	0	0	13	83	6	30	
	HEATHROW	TAM LINHAS AEREAS	S	A	30	0	1	93	7	0	0	0	0	3	83	7	30	
	HEATHROW	TAM LINHAS AEREAS	S	D	30	0	0	97	3	0	0	0	0	1	93	4	30	
<b>TOTAL SAO PAULO (GUARULHOS)</b>					<b>120</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>6</b>	<b>6</b>	
SEATTLE (TACOMA)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	47	33	7	10	3	0	28	63	18	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	60	13	13	13	0	0	25	60	22	30	
<b>TOTAL SEATTLE (TACOMA)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>23</b>	<b>10</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>62</b>	<b>20</b>	<b>20</b>	
SEOUL (INCHEON)																		
	HEATHROW	ASIANA AIRLINES	S	A	30	0	0	3	27	33	37	0	0	58	41	24	17	
	HEATHROW	ASIANA AIRLINES	S	D	30	0	0	80	3	13	3	0	0	13	88	10	17	
	HEATHROW	KOREAN AIR	S	A	30	0	0	13	13	63	10	0	0	39	63	12	30	
	HEATHROW	KOREAN AIR	S	D	30	0	0	77	13	10	0	0	0	10	93	3	30	
<b>TOTAL SEOUL (INCHEON)</b>					<b>122</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>14</b>	<b>30</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>73</b>	<b>11</b>	<b>11</b>	
SEVILLE																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	16	0	0	75	6	13	6	0	0	14	100	0	9	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	16	0	0	88	6	0	6	0	0	10	100	2	9	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

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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)												
SEVILLE																		
	GATWICK	RYANAIR	S	A	12	0	0	83	8	8	0	0	0	8	85	9	13	
	GATWICK	RYANAIR	S	D	12	0	0	83	8	8	0	0	0	11	83	15	12	
	STANSTED	RYANAIR	S	A	30	0	0	60	23	3	7	3	3	40	80	15	30	
	STANSTED	RYANAIR	S	D	30	0	0	83	3	10	3	0	0	11	97	3	30	
<b>TOTAL SEVILLE</b>					<b>116</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>93</b>	<b>6</b>	<b>6</b>	
SEYCHELLES																		
SHANGHAI (PU DONG)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	31	31	27	12	0	0	29	18	43	22	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	73	12	8	8	0	0	12	87	8	23	
	HEATHROW	CHINA EASTERN AIRLINES	S	A	17	0	0	41	29	29	0	0	0	19	59	22	17	
	HEATHROW	CHINA EASTERN AIRLINES	S	D	17	0	0	88	12	0	0	0	0	4	88	6	17	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	70	17	13	0	0	0	13	43	31	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	97	0	3	0	0	0	4	97	2	30	
<b>TOTAL SHANGHAI (PU DONG)</b>					<b>146</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>19</b>	<b>19</b>	
SHANNON																		
	BIRMINGHAM	AER ARANN	S	A	30	0	0	77	13	0	7	3	0	24	97	3	30	
	BIRMINGHAM	AER ARANN	S	D	30	0	0	73	10	7	7	3	0	25	97	3	30	
	EDINBURGH	AER ARANN	S	A	29	0	0	59	24	10	7	0	0	22	95	3	22	
	EDINBURGH	AER ARANN	S	D	29	0	0	66	17	7	7	3	0	28	95	3	22	
	MANCHESTER	AER ARANN	S	A	56	0	0	75	11	7	4	4	0	21	84	6	55	
	MANCHESTER	AER ARANN	S	D	56	0	0	71	11	9	5	4	0	23	87	9	54	
	HEATHROW	AER LINGUS	S	A	89	0	0	79	12	6	3	0	0	10	94	2	90	
	HEATHROW	AER LINGUS	S	D	89	0	0	79	11	3	7	0	0	11	94	3	90	
	GATWICK	RYANAIR	S	A	30	0	0	73	20	3	3	0	0	11	92	5	26	
	GATWICK	RYANAIR	S	D	30	0	0	77	13	7	3	0	0	11	100	3	26	
	STANSTED	RYANAIR	S	A	60	0	0	85	12	2	2	0	0	7	88	6	48	
	STANSTED	RYANAIR	S	D	60	0	0	88	10	0	2	0	0	6	96	3	48	
<b>TOTAL SHANNON</b>					<b>588</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>92</b>	<b>4</b>	<b>4</b>	
SHARJAH																		
SHARM EL SHEIKH (OPHIRA)																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	25	0	0	92	8	0	0	0	0	3	75	22	24	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	24	0	0	88	13	0	0	0	0	5	63	21	24	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						APR 2011				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
SHARM EL SHEIKH (OPHIRA)																		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	86	14	0	0	0	0	5	73	9	22	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	95	0	5	0	0	0	6	82	7	22	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	83	0	0	17	0	0	18	85	11	13	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	100	0	0	0	0	0	3	92	7	13	
	HEATHROW	EGYPT AIR	S	A	13	0	0	69	8	15	8	0	0	17	0	0	0	
	HEATHROW	EGYPT AIR	S	D	13	0	0	77	15	8	0	0	0	8	0	0	0	
	GATWICK	MONARCH AIRLINES	S	A	15	1	1	60	7	13	13	7	0	35	0	0	0	
	GATWICK	MONARCH AIRLINES	S	D	15	0	1	67	13	0	13	7	0	34	0	0	0	
	MANCHESTER	MONARCH AIRLINES	S	A	17	0	0	53	24	12	0	6	6	49	0	0	0	
	MANCHESTER	MONARCH AIRLINES	S	D	17	0	0	53	18	18	6	0	6	43	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	6	0	0	67	0	17	17	0	0	23	100	0	7	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	6	0	0	100	0	0	0	0	0	2	100	1	6	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	18	0	0	78	6	6	0	11	0	26	78	9	18	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	17	0	0	82	6	6	0	6	0	19	76	8	17	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	20	0	0	14	86	4	7	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	1	83	6	6	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	14	0	0	64	21	7	7	0	0	17	77	20	22	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	77	8	8	8	0	0	14	86	21	22	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	1	100	0	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	0	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	14	0	0	86	7	7	0	0	0	5	0	0	0	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	14	0	0	93	0	7	0	0	0	3	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	A	27	0	0	74	15	11	0	0	0	10	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	D	27	0	0	89	11	0	0	0	0	5	0	0	0	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	9	0	0	67	22	0	11	0	0	23	0	0	0	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	9	0	0	78	11	0	0	11	0	26	0	0	0	
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0	
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	26	0	0	88	4	4	4	0	0	6	0	0	0	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	27	0	0	89	7	4	0	0	0	7	0	0	0	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	6	0	0	0	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	3	0	0	0	
	STANSTED	THOMSON AIRWAYS LTD	C	A	5	0	0	40	20	40	0	0	0	30	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						APR 2011			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)	STANSTED	THOMSON AIRWAYS LTD	C	D	5	0	0	40	60	0	0	0	0	15	0	0	0
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>					<b>487</b>	<b>1</b>	<b>4</b>	<b>81</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>13</b>	<b>13</b>
SINGAPORE	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	37	43	17	3	0	0	20	73	11	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	63	30	7	0	0	0	11	80	14	30
	HEATHROW	SINGAPORE AIRLINES	S	A	90	0	0	42	19	31	6	1	1	34	50	21	90
	HEATHROW	SINGAPORE AIRLINES	S	D	90	0	0	87	9	1	1	0	2	19	92	4	90
	MANCHESTER	SINGAPORE AIRLINES	S	A	26	0	0	73	8	8	12	0	0	15	87	10	30
	MANCHESTER	SINGAPORE AIRLINES	S	D	26	0	0	77	8	8	8	0	0	15	83	12	30
<b>TOTAL SINGAPORE</b>					<b>292</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>17</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>22</b>	<b>75</b>	<b>12</b>	<b>12</b>
SION	STANSTED	TITAN AIRWAYS LTD	S	A	3	0	0	100	0	0	0	0	0	0	0	0	0
	STANSTED	TITAN AIRWAYS LTD	S	D	3	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL SION</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>1</b>	<b>1</b>
SKOPJE	LUTON	WIZZ AIR	S	A	12	0	0	58	25	8	8	0	0	18	0	0	0
	LUTON	WIZZ AIR	S	D	12	0	0	50	33	8	8	0	0	21	0	0	0
<b>TOTAL SKOPJE</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>29</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
SOFIA	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	83	10	3	0	3	0	12	97	2	33
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	93	3	0	0	3	0	10	94	3	35
	HEATHROW	BULGARIA AIR	S	A	22	0	0	68	32	0	0	0	0	9	77	10	22
	HEATHROW	BULGARIA AIR	S	D	22	0	0	73	23	0	5	0	0	11	73	12	22
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	29	0	1	93	0	7	0	0	0	5	100	1	29
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	93	0	3	3	0	0	4	100	1	29
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	92	0	0	8	0	0	8	62	40	13
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	92	0	0	8	0	0	10	69	40	13
	LUTON	WIZZ AIR	S	A	30	0	0	97	0	0	3	0	0	3	87	6	30
	LUTON	WIZZ AIR	S	D	30	0	0	63	7	20	10	0	0	20	30	44	30
<b>TOTAL SOFIA</b>					<b>249</b>	<b>1</b>	<b>1</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>13</b>	<b>13</b>
SONDERBORG																	
SOUTHAMPTON																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						APR 2011				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	145	0	2	66	19	6	9	0	0	19	92	5	143	
	EDINBURGH	FLYBE LTD	S	D	145	0	2	72	17	6	6	0	0	16	89	7	144	
	GLASGOW	FLYBE LTD	S	A	146	0	1	84	6	6	3	0	0	9	90	5	86	
	GLASGOW	FLYBE LTD	S	D	146	0	1	78	14	5	3	1	0	12	87	6	87	
	MANCHESTER	FLYBE LTD	S	A	101	0	1	68	17	8	7	0	0	16	91	4	101	
	MANCHESTER	FLYBE LTD	S	D	101	0	1	65	19	13	2	1	0	17	90	4	102	
	NEWCASTLE	FLYBE LTD	S	A	71	0	1	69	8	15	6	1	0	20	84	12	76	
	NEWCASTLE	FLYBE LTD	S	D	72	0	0	63	14	10	11	3	0	25	83	11	76	
<b>TOTAL SOUTHAMPTON</b>					<b>927</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>14</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>89</b>	<b>6</b>	<b>6</b>	
SPLIT																		
	HEATHROW	CROATIA AIRLINES	S	A	4	0	0	75	25	0	0	0	0	9	100	3	5	
	HEATHROW	CROATIA AIRLINES	S	D	4	0	0	100	0	0	0	0	0	1	40	16	5	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	5	0	0	100	0	0	0	0	0	1	100	0	5	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	5	0	0	100	0	0	0	0	0	0	100	1	5	
<b>TOTAL SPLIT</b>					<b>22</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>81</b>	<b>6</b>	<b>6</b>	
ST KITTS																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	89	0	11	0	0	0	10	75	30	8	
	GATWICK	BRITISH AIRWAYS PLC	S	D	7	0	0	71	14	0	14	0	0	24	89	5	9	
<b>TOTAL ST KITTS</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>16</b>	<b>82</b>	<b>17</b>	<b>17</b>	
ST LUCIA (HEWANORRA)																		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	13	0	0	54	8	15	23	0	0	29	69	21	13	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	0	62	31	0	8	0	0	12	54	30	13	
<b>TOTAL ST LUCIA (HEWANORRA)</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>19</b>	<b>8</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>62</b>	<b>26</b>	<b>26</b>	
ST PETERSBURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	77	10	10	3	0	0	12	93	1	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	80	7	10	3	0	0	10	97	2	30	
	GATWICK	ROSSIYA AIRLINES	S	A	19	0	0	79	5	11	5	0	0	13	100	2	14	
	GATWICK	ROSSIYA AIRLINES	S	D	19	0	0	58	21	11	11	0	0	19	100	1	14	
<b>TOTAL ST PETERSBURG</b>					<b>99</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>10</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>97</b>	<b>2</b>	<b>2</b>	
STANSTED																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	107	0	0	89	5	5	0	2	0	8	96	4	127	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	107	0	0	89	6	3	1	2	0	9	94	5	127	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						APR 2011				
					111	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
STANSTED																		
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	111	0	0	89	7	3	1	0	0	4	94	4	109	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	111	0	0	93	5	0	2	0	0	4	94	6	110	
<b>TOTAL STANSTED</b>					<b>436</b>	<b>1</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>94</b>	<b>5</b>	<b>5</b>	
STAVANGER																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	30	0	0	73	13	13	0	0	0	10	83	7	30	
	HEATHROW	BMI BRITISH MIDLAND	S	D	30	0	0	97	3	0	0	0	0	2	93	2	30	
	GLASGOW	EASTERN AIRWAYS	S	A	13	0	0	92	8	0	0	0	0	2	0	0	0	
	GLASGOW	EASTERN AIRWAYS	S	D	13	0	0	100	0	0	0	0	0	1	0	0	0	
	NEWCASTLE	EASTERN AIRWAYS	S	A	18	3	3	100	0	0	0	0	0	0	95	5	19	
	NEWCASTLE	EASTERN AIRWAYS	S	D	17	0	0	94	0	6	0	0	0	5	94	6	16	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	26	0	0	100	0	0	0	0	0	0	92	5	24	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	26	0	0	96	4	0	0	0	0	1	96	7	24	
	HEATHROW	SAS	S	A	49	0	0	73	16	8	2	0	0	11	84	6	45	
	HEATHROW	SAS	S	D	49	0	0	92	4	2	2	0	0	5	98	2	45	
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S	S	A	17	0	0	100	0	0	0	0	0	2	100	3	15	
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S	S	D	17	0	0	82	12	0	0	6	0	24	87	9	15	
<b>TOTAL STAVANGER</b>					<b>305</b>	<b>3</b>	<b>3</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>5</b>	<b>5</b>	
STOCKHOLM (ARLANDA)																		
	LONDON CITY	BA CITYFLYER LTD	S	A	42	0	0	83	12	2	2	0	0	7	95	1	43	
	LONDON CITY	BA CITYFLYER LTD	S	D	44	0	0	68	20	7	5	0	0	14	93	5	42	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	145	0	1	66	12	12	7	2	0	21	92	5	145	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	146	0	0	76	8	8	6	2	0	17	90	6	145	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	13	0	0	100	0	0	0	0	0	2	83	9	12	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	13	0	0	100	0	0	0	0	0	3	83	11	12	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	77	0	0	91	5	3	1	0	0	7	87	5	54	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	77	0	0	87	6	3	4	0	0	9	74	10	54	
	EDINBURGH	SAS	S	A	9	0	0	100	0	0	0	0	0	1	88	10	8	
	EDINBURGH	SAS	S	D	9	0	0	100	0	0	0	0	0	1	88	6	8	
	HEATHROW	SAS	S	A	152	0	0	60	22	13	5	0	0	18	76	10	169	
	HEATHROW	SAS	S	D	151	0	0	86	5	7	2	0	0	7	92	4	169	
	MANCHESTER	SAS	S	A	44	0	0	91	7	2	0	0	0	7	86	8	42	
	MANCHESTER	SAS	S	D	43	0	0	93	7	0	0	0	0	3	95	4	42	
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>965</b>	<b>2</b>	<b>1</b>	<b>78</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>87</b>	<b>6</b>	<b>6</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					APR 2011					
					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		
STOCKHOLM (BROMMA)																		
STOCKHOLM (SKAVSTA)																		
	EDINBURGH	RYANAIR	S	A	18	0	0	89	11	0	0	0	0	4	82	10	17	
	EDINBURGH	RYANAIR	S	D	18	0	0	100	0	0	0	0	0	3	88	9	17	
	GATWICK	RYANAIR	S	A	29	0	1	79	10	3	3	0	3	24	97	2	30	
	GATWICK	RYANAIR	S	D	29	0	1	62	21	10	7	0	0	18	97	2	30	
	STANSTED	RYANAIR	S	A	60	1	0	78	13	8	0	0	0	8	90	7	73	
	STANSTED	RYANAIR	S	D	60	0	0	88	12	0	0	0	0	5	97	2	73	
<b>TOTAL STOCKHOLM (SKAVSTA)</b>					<b>214</b>	<b>1</b>	<b>2</b>	<b>82</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>93</b>	<b>5</b>	<b>5</b>	
STORNOWAY																		
	EDINBURGH	LOGANAIR	S	A	47	1	0	91	2	2	4	0	0	6	93	4	44	
	EDINBURGH	LOGANAIR	S	D	47	0	0	87	6	2	4	0	0	9	91	5	44	
	GLASGOW	LOGANAIR	S	A	99	0	0	92	6	1	1	0	0	3	93	5	85	
	GLASGOW	LOGANAIR	S	D	99	0	0	90	6	2	2	0	0	5	94	6	85	
<b>TOTAL STORNOWAY</b>					<b>292</b>	<b>1</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>93</b>	<b>5</b>	<b>5</b>	
STUTTART																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	77	10	8	5	0	0	10	87	7	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	85	8	7	0	0	0	7	90	5	60	
	BIRMINGHAM	FLYBE LTD	S	A	42	0	1	93	0	0	5	2	0	12	92	7	36	
	BIRMINGHAM	FLYBE LTD	S	D	43	0	0	70	14	9	5	2	0	23	86	11	36	
	HEATHROW	GERMANWINGS	S	A	84	0	0	74	15	5	6	0	0	12	0	0	0	
	HEATHROW	GERMANWINGS	S	D	84	0	0	77	13	4	6	0	0	10	0	0	0	
	STANSTED	GERMANWINGS	S	A	51	0	0	88	8	4	0	0	0	8	94	3	51	
	STANSTED	GERMANWINGS	S	D	51	0	0	86	8	6	0	0	0	7	92	4	51	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	25	0	0	92	8	0	0	0	0	7	96	5	24	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	25	0	0	100	0	0	0	0	0	1	92	6	24	
<b>TOTAL STUTTART</b>					<b>527</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>10</b>	<b>92</b>	<b>5</b>	<b>5</b>	
SUMBURGH																		
	EDINBURGH	LOGANAIR	S	A	69	0	0	88	4	1	3	3	0	13	97	2	64	
	EDINBURGH	LOGANAIR	S	D	70	0	0	87	4	3	4	1	0	13	97	4	64	
	GLASGOW	LOGANAIR	S	A	30	0	0	87	3	7	3	0	0	10	90	10	29	
	GLASGOW	LOGANAIR	S	D	30	0	0	93	3	3	0	0	0	6	90	6	30	
<b>TOTAL SUMBURGH</b>					<b>199</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>95</b>	<b>5</b>	<b>5</b>	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE						APR 2011			
					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
SYDNEY	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	2	3	52	30	15	4	0	0	18	66	15	59
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	70	17	10	3	0	0	12	86	10	57
	HEATHROW	QANTAS	S	A	30	0	0	47	30	10	13	0	0	29	62	32	60
	HEATHROW	QANTAS	S	D	30	0	0	83	3	7	7	0	0	14	90	5	60
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	40	27	7	20	3	3	97	63	11	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	97	0	3	0	0	0	3	90	5	30
<b>TOTAL SYDNEY</b>					<b>177</b>	<b>2</b>	<b>3</b>	<b>65</b>	<b>18</b>	<b>8</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>29</b>	<b>76</b>	<b>14</b>	<b>14</b>
SZCZECIN (GOLENOW)	STANSTED	RYANAIR	S	A	18	0	0	94	6	0	0	0	0	1	100	0	17
	STANSTED	RYANAIR	S	D	18	0	0	94	6	0	0	0	0	2	100	2	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>2</b>	<b>100</b>	<b>1</b>	<b>1</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
TABA																		
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	80	20	0	0	0	0	10	100	4	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	4	75	11	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	5	100	3	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	6	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	75	25	0	0	0	0	7	75	8	4	
<b>TOTAL TABA</b>					<b>25</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>91</b>	<b>5</b>	<b>5</b>	
TAIPEI																		
	HEATHROW	EVA AIR	S	A	28	0	0	29	21	46	4	0	0	28	23	31	30	
	HEATHROW	EVA AIR	S	D	28	0	0	93	0	7	0	0	0	5	93	3	30	
<b>TOTAL TAIPEI</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>11</b>	<b>27</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>64</b>	<b>15</b>	<b>15</b>	
TALLIN																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	77	15	0	8	0	0	17	82	6	22	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	85	8	0	8	0	0	15	86	6	22	
	GATWICK	ESTONIAN AIR	S	A	13	0	1	62	23	8	0	8	0	28	88	6	17	
	GATWICK	ESTONIAN AIR	S	D	13	0	1	77	8	8	0	8	0	25	94	2	17	
	LUTON	RYANAIR	S	A	13	0	0	62	15	23	0	0	0	17	88	8	17	
	LUTON	RYANAIR	S	D	13	0	0	77	0	23	0	0	0	14	71	9	17	
	MANCHESTER	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	2	0	0	0	
	MANCHESTER	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	0	0	0	0	
<b>TOTAL TALLIN</b>					<b>96</b>	<b>2</b>	<b>2</b>	<b>78</b>	<b>9</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>86</b>	<b>7</b>	<b>7</b>	
TAMPA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	83	7	0	7	3	0	18	77	25	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	80	7	0	10	3	0	24	90	21	30	
<b>TOTAL TAMPA</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>0</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>83</b>	<b>23</b>	<b>23</b>	
TAMPERE																		
	EDINBURGH	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	0	88	4	8	
	EDINBURGH	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	1	88	3	8	
	STANSTED	RYANAIR	S	A	13	0	0	85	15	0	0	0	0	4	82	14	22	
	STANSTED	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	2	91	9	22	
<b>TOTAL TAMPERE</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>87</b>	<b>9</b>	<b>9</b>	
TANGIERS (IBN BATUTA)																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
TANGIERS (IBN BATUTA)																		
	HEATHROW	ROYAL AIR MAROC	S	A	8	0	0	38	25	13	25	0	0	46	67	11	9	
	HEATHROW	ROYAL AIR MAROC	S	D	8	0	0	50	13	13	13	13	0	43	78	16	9	
<b>TOTAL TANGIERS (IBN BATUTA)</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>19</b>	<b>13</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>44</b>	<b>72</b>	<b>13</b>	<b>13</b>	
TARBES-LOURDES INTERNA																		
	GATWICK	JET2.COM LTD	C	D	3	0	0	67	33	0	0	0	0	12	0	0	0	
	STANSTED	RYANAIR	S	A	8	0	0	50	38	0	13	0	0	29	89	37	9	
	STANSTED	RYANAIR	S	D	8	0	0	75	13	0	13	0	0	17	100	3	9	
	GATWICK	THOMSON AIRWAYS LTD	C	A	3	0	0	33	0	0	67	0	0	51	33	31	3	
	GATWICK	THOMSON AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	12	0	34	3	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	3	0	0	33	0	33	33	0	0	42	0	82	2	
	STANSTED	TITAN AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	0	100	7	2	
	STANSTED	TITAN AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	5	100	5	3	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>					<b>42</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>21</b>	<b>5</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>72</b>	<b>20</b>	<b>20</b>	
TASHKENT																		
	HEATHROW	UZBEKISTAN AIRLINES	S	A	8	0	0	63	25	13	0	0	0	13	67	9	9	
	HEATHROW	UZBEKISTAN AIRLINES	S	D	8	0	0	50	25	0	25	0	0	23	0	36	9	
<b>TOTAL TASHKENT</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>25</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>33</b>	<b>22</b>	<b>22</b>	
TBILISI																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	17	0	1	100	0	0	0	0	0	1	100	1	17	
	HEATHROW	BMI BRITISH MIDLAND	S	D	3	0	0	33	33	33	0	0	0	18	72	8	18	
<b>TOTAL TBILISI</b>					<b>20</b>	<b>1</b>	<b>1</b>	<b>90</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>5</b>	<b>5</b>	
TEHRAN IMAM KHOMEINI																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	30	0	0	93	3	3	0	0	0	3	10	60	30	
	HEATHROW	BMI BRITISH MIDLAND	S	D	30	0	0	60	17	20	3	0	0	17	70	11	30	
	HEATHROW	IRAN AIR	S	A	13	0	0	77	15	0	8	0	0	14	50	45	12	
	HEATHROW	IRAN AIR	S	D	13	0	0	77	15	0	0	8	0	20	75	11	12	
<b>TOTAL TEHRAN IMAM KHOMEINI</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>57</b>	<b>27</b>	<b>27</b>	
TEL AVIV																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	65	25	7	3	0	0	14	73	11	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	85	7	3	5	0	0	10	85	5	60	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	32	0	0	47	19	22	13	0	0	28	91	5	33	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	32	0	0	53	19	19	9	0	0	26	76	12	33	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
TEL AVIV																		
	HEATHROW	EL AL	S	A	46	0	0	48	35	11	4	0	2	30	67	14	39	
	HEATHROW	EL AL	S	D	46	0	0	46	22	24	7	0	2	34	62	14	39	
	LUTON	EL AL	S	A	17	0	0	65	6	12	18	0	0	23	66	32	29	
	LUTON	EL AL	S	D	18	0	1	22	39	17	22	0	0	41	41	40	29	
	MANCHESTER	JET2.COM LTD	S	A	10	0	0	30	20	30	20	0	0	38	13	54	8	
	MANCHESTER	JET2.COM LTD	S	D	10	0	0	50	10	30	10	0	0	26	38	46	8	
	GATWICK	THOMSON AIRWAYS LTD	C	A	2	0	0	0	0	0	100	0	0	63	0	82	2	
	GATWICK	THOMSON AIRWAYS LTD	C	D	3	0	0	33	0	33	33	0	0	48	50	37	2	
	LUTON	THOMSON AIRWAYS LTD	C	A	2	0	0	0	0	0	100	0	0	90	0	30	3	
	LUTON	THOMSON AIRWAYS LTD	C	D	2	0	0	0	0	50	50	0	0	56	0	43	4	
<b>TOTAL TEL AVIV</b>					<b>343</b>	<b>5</b>	<b>1</b>	<b>55</b>	<b>20</b>	<b>14</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>66</b>	<b>19</b>	<b>19</b>	
TENERIFE (SURREINA SOFIA)																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	100	0	0	0	0	0	1	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	58	0	0	86	7	5	2	0	0	6	91	13	58	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	56	0	1	84	5	9	2	0	0	9	86	14	57	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	25	0	1	72	12	12	4	0	0	14	73	15	22	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	25	0	0	88	4	4	4	0	0	11	82	9	22	
	GLASGOW	JET2.COM LTD	S	A	13	0	0	77	0	23	0	0	0	11	56	13	9	
	GLASGOW	JET2.COM LTD	S	D	12	0	0	75	0	17	8	0	0	16	78	11	9	
	MANCHESTER	JET2.COM LTD	S	A	12	1	0	92	8	0	0	0	0	3	89	3	9	
	MANCHESTER	JET2.COM LTD	S	D	12	0	0	58	33	8	0	0	0	13	67	10	9	
	NEWCASTLE	JET2.COM LTD	S	A	13	0	0	92	8	0	0	0	0	4	50	16	10	
	NEWCASTLE	JET2.COM LTD	S	D	12	0	0	83	17	0	0	0	0	10	70	19	10	
	BIRMINGHAM	MONARCH AIRLINES	S	A	33	0	1	64	15	6	12	3	0	25	91	5	34	
	BIRMINGHAM	MONARCH AIRLINES	S	D	33	0	0	73	6	15	6	0	0	17	85	6	34	
	GATWICK	MONARCH AIRLINES	S	A	41	1	0	32	22	20	24	0	2	50	57	33	49	
	GATWICK	MONARCH AIRLINES	S	D	40	0	0	63	10	10	15	3	0	33	78	30	49	
	LUTON	MONARCH AIRLINES	S	A	20	0	0	60	20	10	5	5	0	29	65	19	34	
	LUTON	MONARCH AIRLINES	S	D	19	0	0	42	21	32	0	5	0	32	74	19	35	
	MANCHESTER	MONARCH AIRLINES	S	A	36	1	0	31	25	31	11	3	0	41	37	34	46	
	MANCHESTER	MONARCH AIRLINES	S	D	36	0	0	61	22	6	8	3	0	26	68	21	47	
	BIRMINGHAM	RYANAIR	S	A	12	0	0	92	0	0	8	0	0	5	100	0	17	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						APR 2011			
			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)										
TENERIFE (SURREINA SOFIA)																		
	BIRMINGHAM	RYANAIR	S	D	12	0	0	92	0	0	8	0	0	9	94	4	17	
	EDINBURGH	RYANAIR	S	A	12	0	0	92	8	0	0	0	5	94	3	17		
	EDINBURGH	RYANAIR	S	D	12	0	0	83	17	0	0	0	7	88	6	17		
	LUTON	RYANAIR	S	A	12	0	0	92	8	0	0	0	2	100	1	13		
	LUTON	RYANAIR	S	D	12	0	0	92	0	8	0	0	6	100	4	13		
	MANCHESTER	RYANAIR	S	A	18	0	0	78	11	11	0	0	7	100	2	11		
	MANCHESTER	RYANAIR	S	D	18	0	0	44	33	11	11	0	21	91	8	11		
	STANSTED	RYANAIR	S	A	30	0	0	77	7	13	0	3	17	77	11	30		
	STANSTED	RYANAIR	S	D	30	0	0	87	3	3	7	0	10	93	8	30		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	13	0	0	100	0	0	0	0	0	72	71	18		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	13	0	0	77	15	8	0	0	8	76	21	17		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	12	0	0	58	8	17	17	0	31	60	20	15		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	12	0	0	58	17	25	0	0	16	80	7	15		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	22	0	0	59	23	5	5	5	53	54	18	28		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	21	1	0	76	10	10	0	5	25	63	26	27		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	22	0	0	82	0	14	5	0	10	74	18	31		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	22	0	0	55	18	14	14	0	20	85	11	33		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	12	1	0	100	0	0	0	0	3	69	13	13		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	12	0	0	67	17	17	0	0	13	86	8	14		
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	2	57	17	7		
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	100	0	6		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	17	0	0	100	0	0	0	0	1	100	2	13		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	17	0	0	94	0	6	0	0	5	85	5	13		
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	100	3	4		
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	5	100	4	4		
	GATWICK	THOMSON AIRWAYS LTD	C	A	34	0	0	74	12	3	9	0	26	73	15	44		
	GATWICK	THOMSON AIRWAYS LTD	C	D	34	0	0	85	9	0	3	0	18	83	16	46		
	GLASGOW	THOMSON AIRWAYS LTD	C	A	13	0	0	85	8	0	8	0	8	89	8	18		
	GLASGOW	THOMSON AIRWAYS LTD	C	D	13	0	0	85	0	8	8	0	11	94	4	16		
	LUTON	THOMSON AIRWAYS LTD	C	A	8	0	0	88	13	0	0	0	3	89	4	9		
	LUTON	THOMSON AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	2	100	2	9		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	32	0	0	84	9	6	0	0	6	75	7	40		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	32	0	0	81	9	9	0	0	9	87	6	39		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						APR 2011				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
TENERIFE (SURREINA SOFIA)																		
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	11	0	0	82	0	9	9	0	0	15	100	1	13	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	11	0	0	82	0	9	9	0	0	18	100	2	12	
	STANSTED	THOMSON AIRWAYS LTD	C	A	8	0	0	88	0	0	13	0	0	19	56	13	9	
	STANSTED	THOMSON AIRWAYS LTD	C	D	8	0	0	88	0	0	13	0	0	22	78	8	9	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>1105</b>	<b>5</b>	<b>3</b>	<b>75</b>	<b>10</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>78</b>	<b>15</b>	<b>15</b>	
TETERBORO																		
THIRA (SANTORINI)																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	100	0	0	0	0	0	3	0	19	1	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	100	0	0	0	0	0	2	100	0	1	
<b>TOTAL THIRA (SANTORINI)</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>50</b>	<b>10</b>	<b>10</b>	
TIMISOARA																		
	LUTON	WIZZ AIR	S	A	12	0	0	100	0	0	0	0	0	1	92	3	13	
	LUTON	WIZZ AIR	S	D	12	0	0	58	33	8	0	0	0	10	69	12	13	
<b>TOTAL TIMISOARA</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>7</b>	<b>7</b>	
TIRANA																		
	STANSTED	BELLE AIR	S	A	9	0	0	89	11	0	0	0	0	5	89	8	9	
	STANSTED	BELLE AIR	S	D	9	0	0	78	22	0	0	0	0	9	67	15	9	
	GATWICK	BRITISH AIRWAYS PLC	S	A	16	0	0	94	6	0	0	0	0	4	87	9	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	16	0	0	75	25	0	0	0	0	9	97	5	30	
<b>TOTAL TIRANA</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>8</b>	<b>8</b>	
TIREE																		
	GLASGOW	LOGANAIR	S	A	24	0	0	88	0	0	4	8	0	24	72	16	25	
	GLASGOW	LOGANAIR	S	D	24	0	0	83	4	0	4	8	0	26	77	18	26	
<b>TOTAL TIREE</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>25</b>	<b>75</b>	<b>17</b>	<b>17</b>	
TIRGU MURES																		
	LUTON	WIZZ AIR	S	A	18	0	0	100	0	0	0	0	0	0	0	0	0	
	LUTON	WIZZ AIR	S	D	18	0	0	83	11	6	0	0	0	7	0	0	0	
<b>TOTAL TIRGU MURES</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TIVAT																		
	GATWICK	MONTENEGRO AIRLINES	S	A	9	0	0	78	22	0	0	0	0	8	0	0	0	
	GATWICK	MONTENEGRO AIRLINES	S	D	9	0	0	89	0	11	0	0	0	9	0	0	0	
<b>TOTAL TIVAT</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: T

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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)												
TOBAGO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	100	0	0	0	0	0	5	100	1	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	75	25	0	0	0	0	10	89	5	9	
<b>TOTAL TOBAGO</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>9</b>	<b>86</b>	<b>5</b>	<b>5</b>	
TOKYO (HANEDA)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	64	27	9	0	0	0	13	0	222	2	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	91	9	0	0	0	0	4	0	0	0	
<b>TOTAL TOKYO (HANEDA)</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>222</b>	<b>222</b>	
TOKYO (NARITA)																		
	HEATHROW	ALL NIPPON AIRWAYS	S	A	30	0	0	67	23	10	0	0	0	14	80	11	30	
	HEATHROW	ALL NIPPON AIRWAYS	S	D	30	0	0	93	7	0	0	0	0	3	93	7	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	43	30	17	3	0	7	46	47	27	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	73	17	0	3	3	3	34	90	8	31	
	HEATHROW	JAPAN AIRLINES	S	A	30	0	0	83	7	7	0	3	0	15	83	8	30	
	HEATHROW	JAPAN AIRLINES	S	D	30	0	0	90	3	3	3	0	0	9	93	2	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	80	17	3	0	0	0	8	67	11	21	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	83	10	7	0	0	0	6	86	6	22	
<b>TOTAL TOKYO (NARITA)</b>					<b>240</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>17</b>	<b>80</b>	<b>10</b>	<b>10</b>	
TORONTO																		
	HEATHROW	AIR CANADA	S	A	111	0	0	50	23	19	7	1	0	24	77	9	119	
	HEATHROW	AIR CANADA	S	D	110	0	1	85	8	4	4	0	0	10	90	7	118	
	GATWICK	AIR TRANSAT	S	A	23	0	0	83	13	4	0	0	0	9	84	10	19	
	GATWICK	AIR TRANSAT	S	D	25	0	0	76	16	8	0	0	0	9	68	14	19	
	GLASGOW	AIR TRANSAT	S	A	8	0	0	100	0	0	0	0	0	1	88	5	8	
	GLASGOW	AIR TRANSAT	S	D	8	0	0	88	13	0	0	0	0	5	75	9	8	
	MANCHESTER	AIR TRANSAT	S	A	9	0	0	67	33	0	0	0	0	9	89	7	9	
	MANCHESTER	AIR TRANSAT	S	D	9	0	0	67	22	11	0	0	0	10	44	18	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	1	0	46	14	27	14	0	0	29	67	13	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	52	23	18	7	0	0	20	83	7	60	
<b>TOTAL TORONTO</b>					<b>423</b>	<b>1</b>	<b>1</b>	<b>64</b>	<b>17</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>80</b>	<b>10</b>	<b>10</b>	
TORREJON DE ARDOZ																		
TOULON / HYERES																		
	LONDON CITY	CITY JET	S	A	8	0	0	75	13	0	13	0	0	10	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

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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)											
TOULON / HYERES	LONDON CITY	CITY JET	S	D	7	0	0	86	0	14	0	0	0	10	0	0	0
	STANSTED	RYANAIR	S	A	13	0	0	92	0	8	0	0	0	8	80	7	15
	STANSTED	RYANAIR	S	D	13	0	0	92	8	0	0	0	0	5	87	7	15
<b>TOTAL TOULON / HYERES</b>					<b>41</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>7</b>	<b>7</b>
TOULOUSE (BLAGNAC)	HEATHROW	BRITISH AIRWAYS PLC	S	A	86	0	1	74	6	9	7	3	0	23	93	7	90
	HEATHROW	BRITISH AIRWAYS PLC	S	D	87	0	0	71	13	9	7	0	0	18	94	3	90
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	83	0	0	81	8	5	4	2	0	16	78	11	83
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	83	0	0	81	13	1	4	1	0	11	87	9	84
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	140	2
	GATWICK	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	6	100	0	1
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>348</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>10</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>87</b>	<b>8</b>	<b>8</b>
TOURS	MANCHESTER	RYANAIR	S	A	11	0	1	100	0	0	0	0	0	2	0	0	0
	MANCHESTER	RYANAIR	S	D	11	0	1	45	27	27	0	0	0	20	0	0	0
	STANSTED	RYANAIR	S	A	18	0	0	78	17	0	6	0	0	14	88	4	17
	STANSTED	RYANAIR	S	D	18	0	0	83	11	0	6	0	0	13	88	4	17
<b>TOTAL TOURS</b>					<b>58</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>14</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>88</b>	<b>4</b>	<b>4</b>
TRAPANI	LUTON	RYANAIR	S	A	8	0	0	75	25	0	0	0	0	7	85	8	13
	LUTON	RYANAIR	S	D	8	0	0	88	13	0	0	0	0	7	92	7	13
<b>TOTAL TRAPANI</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>7</b>	<b>7</b>
TREVISO	STANSTED	RYANAIR	S	A	60	0	0	75	18	5	2	0	0	9	72	11	60
	STANSTED	RYANAIR	S	D	60	0	0	92	5	3	0	0	0	5	92	5	60
<b>TOTAL TREVISO</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>8</b>	<b>8</b>
TRIESTE (RONCHI DEI LEGIO)	BIRMINGHAM	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	1	75	9	8
	BIRMINGHAM	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	1	88	5	8
	STANSTED	RYANAIR	S	A	30	0	0	80	13	7	0	0	0	9	77	13	30
	STANSTED	RYANAIR	S	D	30	0	0	90	7	3	0	0	0	5	87	5	30
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>9</b>	<b>9</b>



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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)												
TRONDHEIM (VAERNES)																		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	13	0	0	92	8	0	0	0	0	4	83	8	12	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	13	0	0	100	0	0	0	0	0	3	75	7	12	
<b>TOTAL TRONDHEIM (VAERNES)</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>7</b>	<b>7</b>	
TUNIS																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	64	9	14	14	0	0	25	77	10	22	
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	73	18	0	9	0	0	15	77	8	22	
	HEATHROW	TUNISAIR	S	A	21	0	0	24	24	38	14	0	0	38	17	28	18	
	HEATHROW	TUNISAIR	S	D	21	0	0	19	29	38	14	0	0	38	17	32	18	
	MANCHESTER	TUNISAIR	S	A	4	0	0	50	50	0	0	0	0	16	0	0	0	
	MANCHESTER	TUNISAIR	S	D	4	0	0	50	25	25	0	0	0	21	0	0	0	
<b>TOTAL TUNIS</b>					<b>94</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>21</b>	<b>21</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>50</b>	<b>19</b>	<b>19</b>	
TURIN																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	26	0	0	73	12	12	0	4	0	15	88	4	25	
	GATWICK	BRITISH AIRWAYS PLC	S	D	26	0	0	81	0	12	4	4	0	19	84	9	25	
	GATWICK	FLYBE LTD	C	A	2	0	0	100	0	0	0	0	0	2	0	0	0	
	STANSTED	RYANAIR	S	A	32	0	0	72	22	3	0	0	3	23	67	20	30	
	STANSTED	RYANAIR	S	D	32	0	0	94	6	0	0	0	0	5	100	3	30	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	0	33	33	0	33	0	0	44	50	15	2	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	50	0	0	0	0	14	100	0	1	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	100	0	1	
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	0	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	0	3	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	100	0	2	
	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	2	0	0	100	0	0	0	0	0	0	100	1	2	
<b>TOTAL TURIN</b>					<b>150</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>14</b>	<b>86</b>	<b>8</b>	<b>8</b>	
TURKU																		
	STANSTED	RYANAIR	S	A	12	0	0	92	0	8	0	0	0	5	0	0	0	
	STANSTED	RYANAIR	S	D	12	0	0	92	0	8	0	0	0	7	0	0	0	
<b>TOTAL TURKU</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	C	A	2	0	0	100	0	0	0	0	0	9	33	35	3	
	STANSTED	ATLANTIC AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	3	33	23	3	
<b>TOTAL VAGAR</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>6</b>	<b>29</b>	<b>31</b>	<b>31</b>	
VALENCIA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	58	0	1	79	3	5	9	3	0	20	88	7	60	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	59	0	0	83	2	5	8	2	0	17	87	5	60	
	MANCHESTER	RYANAIR	S	A	8	0	1	63	13	25	0	0	0	16	0	0	0	
	MANCHESTER	RYANAIR	S	D	8	0	1	50	13	38	0	0	0	23	0	0	0	
	STANSTED	RYANAIR	S	A	30	0	0	80	10	0	3	3	3	31	91	4	43	
	STANSTED	RYANAIR	S	D	30	0	0	87	3	3	7	0	0	13	95	5	43	
	GATWICK	THOMSON AIRWAYS LTD	C	A	2	0	0	0	0	0	100	0	0	72	0	0	0	
<b>TOTAL VALENCIA</b>					<b>195</b>	<b>1</b>	<b>3</b>	<b>79</b>	<b>5</b>	<b>6</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>20</b>	<b>89</b>	<b>5</b>	<b>5</b>	
VALLADOLID																		
	GATWICK	AIR EUROPA	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	STANSTED	RYANAIR	S	A	12	0	0	83	0	8	8	0	0	14	85	6	13	
	STANSTED	RYANAIR	S	D	12	0	0	83	0	0	17	0	0	14	85	5	13	
<b>TOTAL VALLADOLID</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>4</b>	<b>4</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>85</b>	<b>5</b>	<b>5</b>	
VANCOUVER																		
	HEATHROW	AIR CANADA	S	A	29	0	0	62	7	21	10	0	0	21	63	16	30	
	HEATHROW	AIR CANADA	S	D	29	0	0	62	10	24	3	0	0	18	80	8	30	
	GATWICK	AIR TRANSAT	S	A	8	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	AIR TRANSAT	S	D	8	0	0	88	13	0	0	0	0	6	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	57	17	17	7	3	0	33	77	9	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	67	10	17	7	0	0	18	83	7	30	
<b>TOTAL VANCOUVER</b>					<b>136</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>10</b>	<b>17</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>78</b>	<b>15</b>	<b>15</b>	
VARADERO																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	0	50	0	0	35	50	13	2	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	50	0	0	0	0	9	50	19	2	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	50	0	0	0	0	10	100	0	2	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	50	0	0	0	0	9	50	12	2	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	22	50	19	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	29	50	18	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						APR 2011			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																	
<b>TOTAL VARADERO</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>31</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>58</b>	<b>15</b>	<b>15</b>
VARNA																	
	LUTON	WIZZ AIR	S	A	8	0	1	88	13	0	0	0	0	7	56	24	9
	LUTON	WIZZ AIR	S	D	8	0	0	63	13	25	0	0	0	20	67	25	9
<b>TOTAL VARNA</b>					<b>16</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>20</b>	<b>20</b>
VASTERAS																	
	STANSTED	RYANAIR	S	A	21	0	0	76	14	10	0	0	0	12	80	9	30
	STANSTED	RYANAIR	S	D	21	0	0	90	10	0	0	0	0	7	87	7	30
<b>TOTAL VASTERAS</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>8</b>	<b>8</b>
VENICE																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	90	0	0	70	18	6	4	2	0	18	82	9	88
	GATWICK	BRITISH AIRWAYS PLC	S	D	90	0	0	76	17	4	2	1	0	13	80	9	89
	HEATHROW	BRITISH AIRWAYS PLC	S	A	47	0	0	66	15	13	6	0	0	18	88	5	34
	HEATHROW	BRITISH AIRWAYS PLC	S	D	47	0	0	85	6	6	2	0	0	8	88	4	34
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	81	11	5	3	0	0	11	84	8	58
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	63	0	0	89	6	3	2	0	0	6	86	7	58
	EDINBURGH	JET2.COM LTD	S	A	13	0	0	69	31	0	0	0	0	10	50	30	14
	EDINBURGH	JET2.COM LTD	S	D	13	0	0	100	0	0	0	0	0	3	71	18	14
	MANCHESTER	JET2.COM LTD	S	A	26	0	0	81	19	0	0	0	0	9	73	13	26
	MANCHESTER	JET2.COM LTD	S	D	26	0	0	88	8	4	0	0	0	4	88	8	26
	BIRMINGHAM	MONARCH AIRLINES	S	A	17	0	0	94	6	0	0	0	0	3	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	S	D	17	0	0	94	6	0	0	0	0	5	0	0	0
	GATWICK	MONARCH AIRLINES	S	A	17	0	0	65	24	6	6	0	0	15	0	0	0
	GATWICK	MONARCH AIRLINES	S	D	17	0	0	94	0	0	6	0	0	7	0	0	0
	MANCHESTER	MONARCH AIRLINES	S	A	12	0	0	67	33	0	0	0	0	11	0	0	0
	MANCHESTER	MONARCH AIRLINES	S	D	12	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL VENICE</b>					<b>569</b>	<b>2</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>9</b>	<b>9</b>
VERONA VILLAFRANCA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	49	0	0	84	8	2	4	2	0	12	73	17	48
	GATWICK	BRITISH AIRWAYS PLC	S	D	49	0	0	84	4	8	4	0	0	9	85	10	48
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	32	0	0	63	22	3	9	3	0	29	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	32	0	0	72	16	3	6	3	0	19	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
VERONA VILLAFRANCA																		
	GATWICK	FLYBE LTD	C	A	2	0	0	100	0	0	0	0	0	3	0	0	0	0
	MANCHESTER	FLYBE LTD	C	A	2	0	0	50	50	0	0	0	0	14	0	0	0	0
	EDINBURGH	RYANAIR	S	A	8	0	0	88	0	13	0	0	0	8	0	0	0	0
	EDINBURGH	RYANAIR	S	D	8	0	0	88	0	13	0	0	0	9	0	0	0	0
	STANSTED	RYANAIR	S	A	18	0	0	83	11	6	0	0	0	6	59	26	17	17
	STANSTED	RYANAIR	S	D	18	0	0	94	6	0	0	0	0	4	76	7	17	17
	GATWICK	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	100	0	0	2
<b>TOTAL VERONA VILLAFRANCA</b>					<b>223</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>14</b>	<b>14</b>	<b>14</b>
VIENNA																		
	HEATHROW	AUSTRIAN AIRLINES	S	A	120	0	0	71	18	12	0	0	0	11	91	5	90	90
	HEATHROW	AUSTRIAN AIRLINES	S	D	120	0	0	68	13	18	2	0	0	13	83	11	90	90
	HEATHROW	BMI BRITISH MIDLAND	S	A	29	0	0	90	3	3	3	0	0	8	88	5	60	60
	HEATHROW	BMI BRITISH MIDLAND	S	D	29	0	0	86	3	7	3	0	0	9	90	6	60	60
	HEATHROW	BRITISH AIRWAYS PLC	S	A	120	0	0	78	17	4	2	0	0	8	93	3	120	120
	HEATHROW	BRITISH AIRWAYS PLC	S	D	120	0	0	84	8	7	2	0	0	7	93	3	120	120
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	48	0	0	85	2	4	8	0	0	13	83	8	30	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	48	0	0	83	8	2	6	0	0	12	97	3	30	30
<b>TOTAL VIENNA</b>					<b>634</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>90</b>	<b>5</b>	<b>5</b>	<b>5</b>
VIGO																		
	HEATHROW	VUELING AIRLINES	S	A	13	0	0	15	62	8	8	8	0	39	33	56	6	6
	HEATHROW	VUELING AIRLINES	S	D	13	0	0	77	8	8	8	0	0	17	67	43	6	6
<b>TOTAL VIGO</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>35</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>28</b>	<b>50</b>	<b>49</b>	<b>49</b>	<b>49</b>
VILNIUS																		
	STANSTED	RYANAIR	S	A	30	0	0	80	13	7	0	0	0	9	0	0	0	0
	STANSTED	RYANAIR	S	D	30	0	0	90	10	0	0	0	0	4	0	0	0	0
	LUTON	WIZZ AIR	S	A	21	0	1	90	5	5	0	0	0	4	100	1	10	10
	LUTON	WIZZ AIR	S	D	22	0	0	73	18	9	0	0	0	13	40	19	10	10
<b>TOTAL VILNIUS</b>					<b>103</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>70</b>	<b>10</b>	<b>10</b>	<b>10</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						APR 2011			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	60	0	0	65	18	13	3	0	0	15	89	5	90
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	88	7	3	2	0	0	7	94	2	90
	HEATHROW	LOT-POLISH AIRLINES	S	A	83	0	0	61	22	12	5	0	0	17	77	13	81
	HEATHROW	LOT-POLISH AIRLINES	S	D	82	0	0	83	9	5	4	0	0	8	90	7	82
	LUTON	WIZZ AIR	S	A	104	0	0	91	6	1	2	0	0	5	85	7	88
	LUTON	WIZZ AIR	S	D	104	0	0	73	16	9	2	0	0	12	60	15	88
<b>TOTAL WARSAW</b>					<b>493</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>8</b>	<b>8</b>
WASHINGTON (DULLES)	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	73	17	9	1	0	0	11	82	12	90
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	73	11	9	7	0	0	15	81	12	90
	HEATHROW	UNITED AIRLINES	S	A	80	0	0	59	23	11	6	0	1	24	90	9	114
	HEATHROW	UNITED AIRLINES	S	D	81	0	0	85	6	5	2	1	0	12	89	8	112
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	93	3	3	0	0	0	3	93	8	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	90	3	7	0	0	0	6	90	8	30
<b>TOTAL WASHINGTON (DULLES)</b>					<b>401</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>87</b>	<b>10</b>	<b>10</b>
WATERFORD	LUTON	AER ARANN	S	A	18	1	0	61	17	17	0	6	0	26	0	0	0
	LUTON	AER ARANN	S	D	18	0	0	61	11	22	0	6	0	27	0	0	0
	MANCHESTER	AER ARANN	S	A	18	0	0	72	6	22	0	0	0	14	76	38	17
	MANCHESTER	AER ARANN	S	D	17	0	0	76	0	24	0	0	0	11	81	39	16
	BIRMINGHAM	FLYBE LTD	S	A	27	0	1	96	4	0	0	0	0	2	0	0	0
	BIRMINGHAM	FLYBE LTD	S	D	28	0	0	79	21	0	0	0	0	7	0	0	0
<b>TOTAL WATERFORD</b>					<b>126</b>	<b>1</b>	<b>1</b>	<b>76</b>	<b>10</b>	<b>12</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>36</b>	<b>36</b>
WICK	EDINBURGH	LOGANAIR	S	A	26	0	0	88	4	4	4	0	0	7	88	5	25
	EDINBURGH	LOGANAIR	S	D	26	0	0	92	0	0	8	0	0	8	84	7	25
<b>TOTAL WICK</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>2</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>6</b>	<b>6</b>
WROCLAW	STANSTED	RYANAIR	S	A	39	0	0	77	23	0	0	0	0	9	95	3	39
	STANSTED	RYANAIR	S	D	39	0	0	69	21	10	0	0	0	11	90	5	39
	LUTON	WIZZ AIR	S	A	22	0	0	91	9	0	0	0	0	2	95	14	21
	LUTON	WIZZ AIR	S	D	22	0	0	77	18	5	0	0	0	9	48	31	21

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							APR 2011				
			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																	
<b>TOTAL WROCLAW</b>					122	0	0	77	19	4	0	0	0	8	85	11	11

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: Y

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE						APR 2011			
					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)
YEREVAN																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						APR 2011				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	13	0	0	69	23	8	0	0	0	10	86	5	22	
	STANSTED	RYANAIR		S D	13	0	0	85	8	8	0	0	0	9	86	10	22	
<b>TOTAL ZADAR</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>8</b>	<b>8</b>	
ZAGREB																		
	GATWICK	CROATIA AIRLINES		S A	18	0	0	83	6	11	0	0	0	6	100	1	17	
	GATWICK	CROATIA AIRLINES		S D	18	0	0	83	17	0	0	0	0	5	82	6	17	
	HEATHROW	CROATIA AIRLINES		S A	34	0	0	85	9	6	0	0	0	7	76	8	34	
	HEATHROW	CROATIA AIRLINES		S D	34	0	0	79	9	3	9	0	0	12	68	13	34	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	22	0	0	86	5	5	5	0	0	9	100	3	21	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	22	0	0	95	0	5	0	0	0	5	95	3	21	
<b>TOTAL ZAGREB</b>					<b>148</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>84</b>	<b>7</b>	<b>7</b>	
ZAKINTHOS																		
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	10	0	0	90	0	0	0	0	10	42	89	3	9	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	10	0	0	90	10	0	0	0	0	3	89	4	9	
<b>TOTAL ZAKINTHOS</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>22</b>	<b>89</b>	<b>4</b>	<b>4</b>	
ZARAGOZA																		
	STANSTED	RYANAIR		S A	20	0	0	75	20	0	0	5	0	22	71	10	17	
	STANSTED	RYANAIR		S D	20	0	0	95	0	0	5	0	0	10	94	4	17	
<b>TOTAL ZARAGOZA</b>					<b>40</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>83</b>	<b>7</b>	<b>7</b>	
ZURICH																		
	LONDON CITY	BA CITYFLYER LTD		S A	83	0	0	90	6	1	2	0	0	4	91	3	77	
	LONDON CITY	BA CITYFLYER LTD		S D	85	0	0	87	4	7	2	0	0	7	90	5	77	
	EDINBURGH	BMI REGIONAL		S A	22	0	0	100	0	0	0	0	0	3	69	19	29	
	EDINBURGH	BMI REGIONAL		S D	22	0	0	100	0	0	0	0	0	1	86	6	29	
	HEATHROW	BRITISH AIRWAYS PLC		S A	173	0	0	63	15	13	8	1	0	20	91	4	150	
	HEATHROW	BRITISH AIRWAYS PLC		S D	173	0	0	77	11	5	8	0	0	12	96	3	151	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	55	0	1	78	13	5	4	0	0	12	80	11	51	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	55	0	1	82	13	4	2	0	0	9	84	6	51	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	30	1	0	80	17	3	0	0	0	6	87	7	30	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	30	0	0	77	20	3	0	0	0	8	93	7	30	
	BIRMINGHAM	HELVETIC AIRWAYS		S A	38	0	0	87	8	3	3	0	0	7	88	6	84	
	BIRMINGHAM	HELVETIC AIRWAYS		S D	38	0	0	71	24	3	3	0	0	12	69	11	83	



ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR APRIL 2012

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE						APR 2011				
					MATCHED			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
					Actual (7)	Plan (8)												
ZURICH																		
	MANCHESTER	HELVETIC AIRWAYS	S	A	19	0	0	74	26	0	0	0	0	8	100	4	7	
	MANCHESTER	HELVETIC AIRWAYS	S	D	19	0	0	53	32	11	5	0	0	20	100	5	7	
	BIRMINGHAM	SWISS AIRLINES	S	A	44	0	0	84	11	5	0	0	0	7	83	5	6	
	BIRMINGHAM	SWISS AIRLINES	S	D	44	0	0	66	27	7	0	0	0	11	67	9	6	
	HEATHROW	SWISS AIRLINES	S	A	210	0	0	67	20	10	4	0	0	14	82	9	180	
	HEATHROW	SWISS AIRLINES	S	D	210	0	0	75	15	7	2	0	0	11	85	7	179	
	LONDON CITY	SWISS AIRLINES	S	A	172	0	1	87	9	2	2	0	0	7	91	4	172	
	LONDON CITY	SWISS AIRLINES	S	D	171	0	1	79	11	6	4	1	0	11	86	6	172	
	MANCHESTER	SWISS AIRLINES	S	A	71	0	0	79	13	7	1	0	0	11	82	8	83	
	MANCHESTER	SWISS AIRLINES	S	D	71	0	0	62	30	7	1	0	0	14	87	7	83	
<b>TOTAL ZURICH</b>					<b>1835</b>	<b>6</b>	<b>5</b>	<b>76</b>	<b>14</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>7</b>	<b>7</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR APRIL 2012

Reporting Airport: BIRMINGHAM (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						APR 2011			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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)	491	2	0	86	5	5	4	0	0	11	86	12	488
SCHEDULED FLIGHTS(ALL ROUTES)	6269	15	56	84	8	4	3	1	0	11	88	7	6165
AIRPORT TOTAL	6760	17	56	84	8	4	3	1	0	11	88	7	6653

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR APRIL 2012

Reporting Airport: EDINBURGH (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						APR 2011			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
		Actual (7)	Plan (8)										
CHARTERED FLIGHTS(ALL ROUTES)	49	6	0	90	8	0	2	0	0	7	80	12	44
SCHEDULED FLIGHTS(ALL ROUTES)	8297	8	38	86	7	4	3	0	0	9	90	6	8281
AIRPORT TOTAL	8346	14	38	86	7	4	3	0	0	9	90	6	8325

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR APRIL 2012

Reporting Airport: GATWICK (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						APR 2011			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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)	1413	4	0	78	10	6	5	1	0	14	78	18	1694
SCHEDULED FLIGHTS(ALL ROUTES)	18143	16	57	79	10	6	5	1	0	14	85	9	18439
AIRPORT TOTAL	19556	20	57	79	10	6	5	1	0	14	85	10	20133

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR APRIL 2012

Reporting Airport: GLASGOW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						APR 2011			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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)	393	2	0	76	10	7	5	1	0	17	75	17	429
SCHEDULED FLIGHTS(ALL ROUTES)	5369	6	30	85	7	4	3	1	0	10	88	7	4932
AIRPORT TOTAL	5762	8	30	84	7	5	3	1	0	10	87	8	5361

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR APRIL 2012

Reporting Airport: HEATHROW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						APR 2011			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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)	13	7	0	92	0	0	8	0	0	10	61	22	23
SCHEDULED FLIGHTS(ALL ROUTES)	38731	6	31	72	13	10	5	0	0	15	84	9	39161
AIRPORT TOTAL	38744	13	31	72	13	10	5	0	0	15	84	9	39184

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR APRIL 2012

Reporting Airport: LONDON CITY (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						APR 2011			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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)	5049	3	8	87	7	3	2	0	0	7	92	4	4703
AIRPORT TOTAL	5049	3	8	87	7	3	2	0	0	7	92	4	4703

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR APRIL 2012

Reporting Airport: LUTON (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						APR 2011			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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)	127	106	0	61	9	14	16	0	0	24	73	13	130
SCHEDULED FLIGHTS(ALL ROUTES)	5839	13	23	78	11	6	4	1	0	13	81	11	5544
AIRPORT TOTAL	5966	119	23	78	11	7	4	1	0	13	81	11	5674



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR APRIL 2012

Reporting Airport: MANCHESTER (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						APR 2011			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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)	1236	15	0	78	11	7	4	0	0	12	80	15	1491
SCHEDULED FLIGHTS(ALL ROUTES)	11513	10	31	80	10	6	4	1	0	12	84	10	10659
AIRPORT TOTAL	12749	25	31	79	10	6	4	1	0	12	83	10	12150

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR APRIL 2012

Reporting Airport: NEWCASTLE (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						APR 2011			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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)	279	2	0	84	9	4	3	0	0	10	81	10	317
SCHEDULED FLIGHTS(ALL ROUTES)	3052	7	21	84	7	5	3	0	0	10	88	8	3018
AIRPORT TOTAL	3331	9	21	84	8	5	3	0	0	10	87	8	3335

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR APRIL 2012

Reporting Airport: STANSTED (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						APR 2011			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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)	210	27	0	82	12	4	2	0	0	9	77	13	216
SCHEDULED FLIGHTS(ALL ROUTES)	10234	37	36	83	10	4	2	0	0	10	89	6	10527
AIRPORT TOTAL	10444	64	36	83	10	4	2	0	0	10	89	6	10743