

# Punctuality Statistics

Regulatory Policy Group



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

**Full and Summary Analysis**

**November 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.

## Contents

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

## FOREWORD

### 1 CONTENT

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

### 1.2 Coverage

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

### 2 ENQUIRIES

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

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

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

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

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

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

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

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

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

## INTRODUCTORY NOTES

1. These figures are compiled by the Civil Aviation Authority with the co-operation of airports and Airport Coordination Ltd.
2. The figures cover both arrivals and departures aggregated, except in the case of the Full Analysis with Arrival – Departure Split. In this table, arrivals and departures are stated separately.
3. Actual times of operation are derived from the flight by flight air transport movement returns made by airports to the CAA. The planned times supplied by Airport Coordination Ltd include changes made up to 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 NOVEMBER 2012

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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	5	0	0	40	0	0	60	0	0	71	44	25	9
TOTAL BRIDGETOWN			5	0	0	40	0	0	60	0	0	71	44	25	9
TOTAL BARBADOS			5	0	0	40	0	0	60	0	0	71	44	25	9
<b>BELGIUM</b>															
BRUSSELS	BRUSSELS AIRLINES	S	226	0	0	91	5	3	1	0	0	4	93	4	220
TOTAL BRUSSELS			227	0	0	91	5	3	1	0	0	4	93	4	223
TOTAL BELGIUM			227	0	0	91	5	3	1	0	0	4	92	4	225
<b>CAPE VERDE ISLANDS</b>															
BOA VISTA (RABIL)	THOMSON AIRWAYS LTD	S	8	0	0	100	0	0	0	0	0	3	89	5	9
TOTAL BOA VISTA (RABIL)			8	0	0	100	0	0	0	0	0	3	89	5	9
ILHA DO SAL C.VERDE	THOMSON AIRWAYS LTD	S	8	0	0	100	0	0	0	0	0	0	90	11	10
TOTAL ILHA DO SAL C.VERDE			8	0	0	100	0	0	0	0	0	0	90	11	10
TOTAL CAPE VERDE ISLANDS			16	0	0	100	0	0	0	0	0	2	89	8	19
<b>CYPRUS</b>															
LARNACA	MONARCH AIRLINES	S	16	0	0	88	6	6	0	0	0	6	90	5	20
TOTAL LARNACA			19	0	0	84	5	5	5	0	0	8	90	5	20
PAPHOS	THOMSON AIRWAYS LTD	C	17	0	0	94	0	6	0	0	0	5	78	12	18
TOTAL PAPHOS			17	0	0	94	0	6	0	0	0	5	86	9	28
TOTAL CYPRUS			36	0	0	89	3	6	3	0	0	7	88	7	48
<b>DENMARK</b>															
COPENHAGEN	SAS	S	96	0	0	97	3	0	0	0	0	3	85	6	101
TOTAL COPENHAGEN			96	0	0	97	3	0	0	0	0	3	85	6	101
TOTAL DENMARK			96	0	0	97	3	0	0	0	0	3	85	6	101
<b>EGYPT</b>															
HURGHADA	THOMSON AIRWAYS LTD	C	7	1	0	100	0	0	0	0	0	4	0	0	0
TOTAL HURGHADA			7	1	0	100	0	0	0	0	0	4	75	11	8
SHARM EL SHEIKH (OPHIRA)	MONARCH AIRLINES	S	18	0	0	61	6	22	6	0	6	90	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	75	9	8
	THOMSON AIRWAYS LTD	C	28	0	0	89	11	0	0	0	0	4	100	2	24
TOTAL SHARM EL SHEIKH (OPHIRA)			54	0	0	81	7	7	2	0	2	32	94	4	32
TOTAL EGYPT			61	1	0	84	7	7	2	0	2	29	90	5	40
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	174	0	0	88	8	4	0	0	0	5	96	3	178
	FLYBE LTD	S	156	0	0	94	4	1	1	0	0	5	85	7	156
TOTAL PARIS (CHARLES DE GAULLE)			330	0	0	91	6	2	0	0	0	5	91	5	334
TOTAL FRANCE			330	1	0	91	6	2	0	0	0	5	92	4	420

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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>GAMBIA</b>															
BANJUL	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	0	4	67	11	9
TOTAL BANJUL			7	0	0	100	0	0	0	0	0	4	67	11	9
TOTAL GAMBIA			7	0	0	100	0	0	0	0	0	4	67	11	9
<b>GERMANY</b>															
BERLIN (TEGEL)	LUFTHANSA	S	60	0	0	92	8	0	0	0	0	3	0	0	0
TOTAL BERLIN (TEGEL)			60	0	0	92	8	0	0	0	0	3	0	0	0
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	152	0	0	91	9	1	0	0	0	6	91	4	152
	FLYBE LTD	S	190	2	1	85	9	4	2	0	0	7	90	4	191
TOTAL DUSSELDORF			342	2	1	88	9	2	1	0	0	6	90	4	343
FRANKFURT MAIN	EUROWINGS LUFTVERKEHRS	S	108	0	0	90	6	4	0	0	0	5	0	0	0
	LUFTHANSA	S	132	0	0	92	6	2	0	0	0	4	90	5	238
TOTAL FRANKFURT MAIN			240	0	0	91	6	3	0	0	0	4	90	5	238
HAMBURG	LUFTHANSA CITY LINE	S	52	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL HAMBURG			52	0	0	100	0	0	0	0	0	1	88	5	42
HANOVER	AIR BERLIN	C	16	0	0	56	19	0	25	0	0	22	89	3	18
	FLYBE LTD	S	60	1	0	88	7	2	3	0	0	9	85	8	78
TOTAL HANOVER			76	1	0	82	9	1	8	0	0	12	85	7	96
MUNICH	LUFTHANSA CITY LINE	S	164	0	0	88	7	4	1	0	0	7	54	23	160
	MONARCH AIRLINES	S	27	0	1	85	4	7	4	0	0	7	0	0	0
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL MUNICH			193	0	1	88	6	5	2	0	0	7	54	23	160
MUNSTER-OSNABRUCK	EASTERN AIRWAYS	C	2	0	0	100	0	0	0	0	0	6	0	0	0
TOTAL MUNSTER-OSNABRUCK			2	0	0	100	0	0	0	0	0	6	0	0	0
PADERBORN	AIR BERLIN	C	8	0	0	100	0	0	0	0	0	4	100	3	8
TOTAL PADERBORN			8	0	0	100	0	0	0	0	0	4	100	3	8
STUTTGART	FLYBE LTD	S	80	0	0	93	1	3	3	0	1	14	87	7	90
TOTAL STUTTGART			80	0	0	93	1	3	3	0	1	14	87	7	90
TOTAL GERMANY			1053	3	2	89	7	2	1	0	0	6	84	8	977
<b>GREECE</b>															
TOTAL GREECE			2	0	0	100	0	0	0	0	0	0	0	0	0
<b>HUNGARY</b>															
BUDAPEST	RYANAIR	S	16	0	0	100	0	0	0	0	0	4	0	0	0
TOTAL BUDAPEST			16	0	0	100	0	0	0	0	0	4	0	0	0
TOTAL HUNGARY			16	0	0	100	0	0	0	0	0	4	0	0	0
<b>IRISH REPUBLIC</b>															
CORK	AER ARANN	S	114	4	0	96	0	4	0	0	0	3	93	7	120
TOTAL CORK			114	4	0	96	0	4	0	0	0	3	93	7	120

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)
DUBLIN	AER LINGUS	S	188	0	0	95	3	2	0	0	0	2	95	3	188
	RYANAIR	S	157	1	1	92	4	3	1	0	0	6	96	3	172
<b>TOTAL DUBLIN</b>			<b>345</b>	<b>2</b>	<b>1</b>	<b>93</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>95</b>	<b>3</b>	<b>360</b>
IRELAND WEST(KNOCK)	AER ARANN	S	50	0	0	92	4	0	4	0	0	7	0	0	0
<b>TOTAL IRELAND WEST(KNOCK)</b>			<b>50</b>	<b>1</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>13</b>	<b>34</b>
SHANNON	AER ARANN	S	60	0	0	92	3	2	2	2	0	9	90	7	60
<b>TOTAL SHANNON</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>7</b>	<b>60</b>
WATERFORD	FLYBE LTD	S	30	0	0	63	3	13	20	0	0	27	0	0	0
<b>TOTAL WATERFORD</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>3</b>	<b>13</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>75</b>	<b>11</b>	<b>16</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>599</b>	<b>7</b>	<b>1</b>	<b>92</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>93</b>	<b>5</b>	<b>590</b>
<b>ITALY</b>															
BERGAMO	RYANAIR	S	19	1	1	100	0	0	0	0	0	1	0	0	0
<b>TOTAL BERGAMO</b>			<b>19</b>	<b>1</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
MILAN (MALPENSA)	FLYBE LTD	S	56	0	0	93	5	2	0	0	0	3	85	15	41
	MONARCH AIRLINES	S	2	0	0	50	0	0	50	0	0	42	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>81</b>	<b>15</b>	<b>43</b>
ROME (FIUMICINO)	MONARCH AIRLINES	S	32	0	0	72	13	9	6	0	0	14	0	0	0
<b>TOTAL ROME (FIUMICINO)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
TRIESTE (RONCHI DEI LEGIONARI)	RYANAIR	S	4	0	0	100	0	0	0	0	0	6	0	0	0
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</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>0</b>	<b>0</b>	<b>0</b>
VENICE	MONARCH AIRLINES	S	30	0	0	97	3	0	0	0	0	2	0	0	0
<b>TOTAL VENICE</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ITALY</b>			<b>144</b>	<b>1</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>81</b>	<b>15</b>	<b>43</b>
<b>JAMAICA</b>															
MONTEGO BAY	THOMSON AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	4	100	3	8
<b>TOTAL MONTEGO BAY</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>100</b>	<b>3</b>	<b>8</b>
<b>TOTAL JAMAICA</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>100</b>	<b>3</b>	<b>8</b>
<b>LITHUANIA</b>															
KAUNAS	RYANAIR	S	2	0	0	100	0	0	0	0	0	0	100	2	18
<b>TOTAL KAUNAS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>2</b>	<b>18</b>
<b>TOTAL LITHUANIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>2</b>	<b>18</b>
<b>MALTA</b>															
MALTA	RYANAIR	S	18	0	0	89	6	0	6	0	0	14	88	9	16
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>88</b>	<b>9</b>	<b>16</b>
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>88</b>	<b>9</b>	<b>16</b>
<b>MEXICO</b>															
CANCUN	THOMSON AIRWAYS LTD	C	8	0	0	75	0	13	13	0	0	17	63	14	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 CANCUN			8	0	0	75	0	13	13	0	0	17	63	14	8
TOTAL MEXICO			8	0	0	75	0	13	13	0	0	17	63	14	8
<b>MOROCCO</b>															
MARRAKESH	ADRIA AIRWAYS	C	2	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL MARRAKESH			2	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL MOROCCO			2	0	0	100	0	0	0	0	0	3	0	0	0
<b>NETHERLANDS</b>															
AMSTERDAM	FLYBE LTD	S	134	0	0	78	8	11	2	0	0	12	0	0	0
	KLM	S	174	0	0	92	6	1	2	0	0	5	84	10	178
	KLM CITYHOPPER	S	118	2	0	93	3	2	1	1	0	5	80	10	109
TOTAL AMSTERDAM			426	2	0	88	6	4	2	0	0	7	80	12	399
ROTTERDAM	VLM (BELGIUM)	C	2	0	0	100	0	0	0	0	0	8	0	0	0
TOTAL ROTTERDAM			2	0	0	100	0	0	0	0	0	8	0	0	0
TOTAL NETHERLANDS			428	2	0	88	6	4	2	0	0	7	80	12	399
<b>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	26	0	0	58	8	23	12	0	0	23	77	12	26
TOTAL ISLAMABAD			26	1	0	58	8	23	12	0	0	23	77	12	26
TOTAL PAKISTAN			26	1	0	58	8	23	12	0	0	23	77	12	26
<b>POLAND</b>															
BYDGOSZCZ	RYANAIR	S	25	0	2	96	0	0	4	0	0	9	92	4	26
TOTAL BYDGOSZCZ			25	0	2	96	0	0	4	0	0	9	92	4	26
GDANSK	RYANAIR	S	4	0	0	100	0	0	0	0	0	2	78	21	18
TOTAL GDANSK			4	0	0	100	0	0	0	0	0	2	78	21	18
KATOWICE	RYANAIR	S	16	0	0	100	0	0	0	0	0	0	89	5	18
TOTAL KATOWICE			16	0	0	100	0	0	0	0	0	0	89	5	18
KRAKOW	RYANAIR	S	15	0	0	80	13	0	7	0	0	11	0	0	0
TOTAL KRAKOW			15	0	0	80	13	0	7	0	0	11	0	0	0
RZESZOW	RYANAIR	S	21	0	1	95	5	0	0	0	0	2	100	2	16
TOTAL RZESZOW			21	0	1	95	5	0	0	0	0	2	100	2	16
TOTAL POLAND			81	1	3	94	4	0	2	0	0	5	90	8	78
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	MONARCH AIRLINES	S	22	0	0	64	23	9	5	0	0	17	79	20	24
	RYANAIR	S	21	1	1	95	5	0	0	0	0	3	89	8	18
	THOMSON AIRWAYS LTD	C	2	0	0	50	0	0	50	0	0	37	100	3	1
TOTAL FARO			45	1	1	78	13	4	4	0	0	11	84	14	43
TOTAL PORTUGAL(EXCLUDING MADEIRA)			45	1	1	78	13	4	4	0	0	11	84	14	45

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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(MADEIRA)</b>															
FUNCHAL	MONARCH AIRLINES	S	18	0	0	83	17	0	0	0	0	7	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	100	3	8
<b>TOTAL FUNCHAL</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>3</b>	<b>8</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>3</b>	<b>8</b>
<b>SLOVAK REPUBLIC</b>															
BRATISLAVA	RYANAIR	S	18	0	0	89	6	6	0	0	0	5	100	3	26
<b>TOTAL BRATISLAVA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>3</b>	<b>26</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>3</b>	<b>26</b>
<b>SPAIN</b>															
ALICANTE	MONARCH AIRLINES	S	36	0	0	97	0	3	0	0	0	5	92	6	48
	RYANAIR	S	34	0	0	100	0	0	0	0	0	1	97	3	34
	THOMAS COOK AIRLINES LTD	C	5	0	0	100	0	0	0	0	0	1	71	8	7
	THOMSON AIRWAYS LTD	C	16	0	0	75	13	13	0	0	0	9	100	4	18
<b>TOTAL ALICANTE</b>			<b>91</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>7</b>	<b>127</b>
BARCELONA	RYANAIR	S	28	0	0	82	18	0	0	0	0	8	0	0	0
<b>TOTAL BARCELONA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>18</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>
GIRONA	RYANAIR	S	6	0	0	100	0	0	0	0	0	1	100	2	16
<b>TOTAL GIRONA</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>16</b>
MALAGA	MONARCH AIRLINES	S	34	0	0	79	12	6	3	0	0	12	100	1	34
	RYANAIR	S	32	0	0	88	9	0	0	3	0	12	100	2	22
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	75	7	8
<b>TOTAL MALAGA</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>95</b>	<b>3</b>	<b>76</b>
MURCIA SAN JAVIER	RYANAIR	S	8	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL MURCIA SAN JAVIER</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>0</b>	<b>0</b>	<b>0</b>
PALMA DE MALLORCA	RYANAIR	S	22	0	0	100	0	0	0	0	0	1	0	0	0
	THOMSON AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
REUS	RYANAIR	S	4	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL REUS</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>0</b>	<b>0</b>	<b>0</b>
SEVILLE	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL SEVILLE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>5</b>	<b>2</b>
<b>TOTAL SPAIN</b>			<b>240</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>6</b>	<b>91</b>	<b>5</b>	<b>221</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	MONARCH AIRLINES	S	20	0	0	50	15	15	20	0	0	32	88	9	16
	RYANAIR	S	20	0	0	60	20	10	10	0	0	18	92	3	26
	THOMAS COOK AIRLINES LTD	C	17	0	0	94	6	0	0	0	0	2	90	7	20
	THOMSON AIRWAYS LTD	C	18	0	0	83	6	11	0	0	0	7	100	1	16
<b>TOTAL ARRECIFE</b>			<b>75</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>92</b>	<b>5</b>	<b>78</b>
FUERTEVENTURA	MONARCH AIRLINES	S	8	0	0	100	0	0	0	0	0	3	50	38	4

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)
FUERTEVENTURA	RYANAIR	S	14	1	0	79	7	7	7	0	0	11	100	3	16
	THOMAS COOK AIRLINES LTD	C	17	0	0	76	12	0	12	0	0	17	100	4	18
<b>TOTAL FUERTEVENTURA</b>			<b>39</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>93</b>	<b>7</b>	<b>45</b>
LAS PALMAS	MONARCH AIRLINES	S	10	0	0	100	0	0	0	0	0	4	100	4	14
	RYANAIR	S	8	0	0	75	0	13	13	0	0	20	94	4	18
	THOMAS COOK AIRLINES LTD	C	2	0	0	50	0	0	50	0	0	37	88	5	8
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	89	3	9
<b>TOTAL LAS PALMAS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>4</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>94</b>	<b>4</b>	<b>49</b>
TENERIFE (SURREINA SOFIA)	MONARCH AIRLINES	S	50	0	0	60	24	12	4	0	0	15	83	7	64
	RYANAIR	S	20	0	0	85	15	0	0	0	0	5	100	2	26
	THOMAS COOK AIRLINES LTD	C	20	0	0	90	0	10	0	0	0	6	89	8	18
	THOMSON AIRWAYS LTD	C	26	0	0	77	12	12	0	0	0	8	88	6	34
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>6</b>	<b>142</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>258</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>91</b>	<b>6</b>	<b>314</b>
<b>SWEDEN</b>															
STOCKHOLM (ARLANDA)	SAS	S	52	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWEDEN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>93</b>	<b>4</b>	<b>46</b>
<b>SWITZERLAND</b>															
ZURICH	HELVETIC AIRWAYS	S	96	0	0	93	4	2	1	0	0	5	94	3	172
	SWISS AIRLINES	S	24	0	0	88	13	0	0	0	0	7	63	14	8
<b>TOTAL ZURICH</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>4</b>	<b>180</b>
<b>TOTAL SWITZERLAND</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>4</b>	<b>180</b>
<b>TUNISIA</b>															
ENFIDHA	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	2	80	5	10
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL ENFIDHA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>80</b>	<b>5</b>	<b>10</b>
<b>TOTAL TUNISIA</b>			<b>19</b>	<b>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>80</b>	<b>5</b>	<b>10</b>
<b>TURKEY</b>															
ANTALYA	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	0	83	5	6
<b>TOTAL ANTALYA</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>83</b>	<b>5</b>	<b>6</b>
<b>TOTAL BODRUM (MILAS)</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>100</b>	<b>0</b>	<b>1</b>
DALAMAN	THOMAS COOK AIRLINES LTD	C	3	0	0	67	0	0	33	0	0	27	100	2	2
<b>TOTAL DALAMAN</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>100</b>	<b>1</b>	<b>3</b>
ISTANBUL	THY TURK HAVA YOLLARI TURKIS	S	60	0	0	93	5	2	0	0	0	4	83	9	40
<b>TOTAL ISTANBUL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>9</b>	<b>40</b>
<b>TOTAL TURKEY</b>			<b>68</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>5</b>	<b>84</b>	<b>8</b>	<b>50</b>
<b>TURKMENISTAN</b>															
ASHKHABAD	TURKMENISTAN AIRLINES	S	34	0	0	76	12	6	6	0	0	15	63	62	32

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 ASHKHABAD			34	0	0	76	12	6	6	0	0	15	63	62	32
TOTAL TURKMENISTAN			34	0	0	76	12	6	6	0	0	15	63	62	32
UNITED ARAB EMIRATES															
DUBAI	EMIRATES	S	119	0	1	66	24	7	3	0	0	15	74	12	120
TOTAL DUBAI			119	0	1	66	24	7	3	0	0	15	74	12	120
TOTAL UNITED ARAB EMIRATES			119	0	1	66	24	7	3	0	0	15	74	12	120
UNITED KINGDOM															
ABERDEEN	FLYBE LTD	S	164	0	0	78	13	4	5	0	0	12	86	7	155
TOTAL ABERDEEN			164	0	0	78	13	4	5	0	0	12	86	7	155
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	351	1	1	96	2	2	0	0	0	2	85	7	276
TOTAL BELFAST CITY (GEORGE BEST)			351	1	1	96	2	2	0	0	0	2	87	6	396
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	104	0	0	97	2	0	1	0	0	2	0	0	0
TOTAL BELFAST INTERNATIONAL			104	0	0	97	2	0	1	0	0	2	0	0	0
CARDIFF WALES	EASTERN AIRWAYS	S	4	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL CARDIFF WALES			4	0	0	100	0	0	0	0	0	0	0	0	0
CITY OF DERRY (EGLINTON)	RYANAIR	S	34	0	0	97	0	3	0	0	0	2	97	2	34
TOTAL CITY OF DERRY (EGLINTON)			34	0	0	97	0	3	0	0	0	2	97	2	34
DUNDEE	LOGANAIR	S	76	0	0	88	3	1	8	0	0	8	94	7	86
TOTAL DUNDEE			76	0	0	88	3	1	8	0	0	8	94	7	86
EDINBURGH	FLYBE LTD	S	332	0	2	95	4	1	1	0	0	3	92	4	348
TOTAL EDINBURGH			332	0	2	95	4	1	1	0	0	3	92	4	348
GLASGOW	FLYBE LTD	S	332	0	2	95	4	1	1	0	0	3	88	8	325
TOTAL GLASGOW			332	0	2	95	4	1	1	0	0	3	88	8	325
GUERNSEY	FLYBE LTD	S	52	0	0	65	21	6	8	0	0	17	91	5	53
TOTAL GUERNSEY			52	0	0	65	21	6	8	0	0	17	91	5	54
INVERNESS	FLYBE LTD	S	52	0	0	83	13	0	4	0	0	8	82	8	51
TOTAL INVERNESS			52	0	0	83	13	0	4	0	0	8	82	8	51
ISLE OF MAN	FLYBE LTD	S	95	0	1	85	7	6	1	0	0	8	92	7	96
TOTAL ISLE OF MAN			95	0	1	85	7	6	1	0	0	8	92	7	96
JERSEY	FLYBE LTD	S	54	0	0	85	2	7	6	0	0	11	90	8	52
TOTAL JERSEY			54	0	0	85	2	7	6	0	0	11	90	8	52
NEWCASTLE	EASTERN AIRWAYS	S	107	0	13	87	5	5	4	0	0	7	95	5	116
TOTAL NEWCASTLE			107	0	13	87	5	5	4	0	0	7	95	5	116
TOTAL UNITED KINGDOM			1757	3	19	91	5	2	2	0	0	5	90	6	1717
USA															
NEW YORK (NEWARK)	UNITED AIRLINES	S	48	0	0	92	2	0	2	0	4	23	0	0	0
TOTAL NEW YORK (NEWARK)			48	0	0	92	2	0	2	0	4	23	86	31	44



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 USA		48	0	0	92	2	0	2	0	4	23	87	30	45
TOTAL BIRMINGHAM		5964	22	28	89	6	3	2	0	0	7	88	8	5898

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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>															
BRUSSELS	BMI REGIONAL	S	152	0	0	97	1	2	0	0	0	1	90	7	147
	BRUSSELS AIRLINES	S	52	0	0	98	2	0	0	0	0	1	0	0	0
<b>TOTAL BRUSSELS</b>			<b>204</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>7</b>	<b>147</b>
CHARLEROI	RYANAIR	S	28	0	0	96	4	0	0	0	0	3	100	3	34
<b>TOTAL CHARLEROI</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100</b>	<b>3</b>	<b>34</b>
<b>TOTAL BELGIUM</b>			<b>232</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>6</b>	<b>181</b>
<b>CYPRUS</b>															
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	16	0	0	88	13	0	0	0	0	4	100	2	18
<b>TOTAL PAPHOS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>100</b>	<b>2</b>	<b>18</b>
<b>TOTAL CYPRUS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>100</b>	<b>2</b>	<b>18</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	JET2.COM LTD	S	22	0	0	95	5	0	0	0	0	4	72	40	18
<b>TOTAL PRAGUE</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>4</b>	<b>72</b>	<b>40</b>	<b>18</b>
<b>TOTAL CZECH REPUBLIC</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>4</b>	<b>72</b>	<b>40</b>	<b>18</b>
<b>DENMARK</b>															
COPENHAGEN	BMI REGIONAL	S	104	0	0	97	1	2	0	0	0	1	87	11	102
	NORWEGIAN AIR SHUTTLE	S	26	0	0	92	0	8	0	0	0	7	69	11	16
<b>TOTAL COPENHAGEN</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>11</b>	<b>118</b>
<b>TOTAL DENMARK</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>11</b>	<b>118</b>
<b>FRANCE</b>															
BEAUVAIS	RYANAIR	S	26	0	0	100	0	0	0	0	0	2	68	16	34
<b>TOTAL BEAUVAIS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>16</b>	<b>34</b>
LYON	EASYJET AIRLINE COMPANY LTD	S	16	0	0	94	6	0	0	0	0	2	100	1	18
<b>TOTAL LYON</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>1</b>	<b>18</b>
PARIS (CHARLES DE GAULLE)	CITY JET	S	180	0	0	91	6	1	2	0	0	5	89	6	178
	EASYJET AIRLINE COMPANY LTD	S	38	0	0	95	3	3	0	0	0	2	100	2	34
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>218</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>5</b>	<b>91</b>	<b>5</b>	<b>212</b>
<b>TOTAL FRANCE</b>			<b>260</b>	<b>2</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>6</b>	<b>266</b>
<b>GERMANY</b>															
FRANKFURT MAIN	LUFTHANSA	S	60	0	0	95	5	0	0	0	0	4	78	11	60
<b>TOTAL FRANKFURT MAIN</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>78</b>	<b>11</b>	<b>60</b>
HAHN	RYANAIR	S	6	0	0	100	0	0	0	0	0	0	73	9	26
<b>TOTAL HAHN</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>73</b>	<b>9</b>	<b>26</b>
MEMMINGEN ALLGAU	RYANAIR	S	4	0	0	50	25	25	0	0	0	16	0	0	0
<b>TOTAL MEMMINGEN ALLGAU</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
MUNICH	EASYJET AIRLINE COMPANY LTD	S	34	0	0	100	0	0	0	0	0	1	79	21	34

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 MUNICH			34	0	0	100	0	0	0	0	0	1	78	20	36
MUNSTER-OSNABRUCK	EASTERN AIRWAYS	C	2	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL MUNSTER-OSNABRUCK			2	0	0	100	0	0	0	0	0	1	0	0	0
NIEDERRHEIN	RYANAIR	S	26	0	0	100	0	0	0	0	0	1	88	5	34
TOTAL NIEDERRHEIN			26	0	0	100	0	0	0	0	0	1	88	5	34
TOTAL GERMANY			132	1	0	96	3	1	0	0	0	3	83	9	241
GREECE															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	18	0	0	100	0	0	0	0	0	2	100	1	23
TOTAL ATHENS			18	0	0	100	0	0	0	0	0	2	100	1	23
TOTAL GREECE			18	0	0	100	0	0	0	0	0	2	100	1	23
HUNGARY															
BUDAPEST	JET2.COM LTD	S	18	0	0	61	33	6	0	0	0	15	69	12	16
TOTAL BUDAPEST			18	0	0	61	33	6	0	0	0	15	69	12	16
TOTAL HUNGARY			18	0	0	61	33	6	0	0	0	15	69	12	16
IRISH REPUBLIC															
CORK	AER ARANN	S	57	3	0	82	5	5	7	0	0	14	73	17	59
TOTAL CORK			57	3	0	82	5	5	7	0	0	14	73	17	59
DUBLIN	AER ARANN	S	204	0	0	89	6	4	0	0	1	9	85	12	172
	RYANAIR	S	128	0	0	90	9	1	0	1	0	6	86	5	148
TOTAL DUBLIN			332	0	0	89	7	3	0	0	1	8	86	8	320
IRELAND WEST(KNOCK)	FLYBE LTD	S	26	0	0	100	0	0	0	0	0	2	100	1	26
TOTAL IRELAND WEST(KNOCK)			26	0	0	100	0	0	0	0	0	2	100	1	26
SHANNON	AER ARANN	S	52	0	0	85	4	4	8	0	0	14	74	14	50
TOTAL SHANNON			52	0	0	85	4	4	8	0	0	14	74	14	50
TOTAL IRISH REPUBLIC			467	3	0	88	6	3	2	0	0	9	84	10	455
ITALY															
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	42	0	0	90	5	5	0	0	0	5	97	3	34
TOTAL MILAN (MALPENSA)			42	0	0	90	5	5	0	0	0	5	97	2	36
ROME (CIAMPINO)	RYANAIR	S	4	0	0	100	0	0	0	0	0	3	73	9	15
TOTAL ROME (CIAMPINO)			4	0	0	100	0	0	0	0	0	3	73	9	15
TOTAL ITALY			47	0	0	89	4	4	2	0	0	8	90	5	51
MALTA															
MALTA	RYANAIR	S	10	0	0	90	10	0	0	0	0	4	94	2	16
TOTAL MALTA			10	0	0	90	10	0	0	0	0	4	94	2	16
TOTAL MALTA			10	0	0	90	10	0	0	0	0	4	94	2	16
MOROCCO															
MARRAKESH	ADRIA AIRWAYS	C	4	0	0	75	25	0	0	0	0	6	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 MARRAKESH			4	0	0	75	25	0	0	0	0	6	0	0	0
TOTAL MOROCCO			4	0	0	75	25	0	0	0	0	6	0	0	0
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	78	0	0	88	6	1	4	0	0	6	77	18	84
	KLM	S	168	0	0	92	7	1	0	0	0	4	84	11	176
	KLM CITYHOPPER	S	132	0	0	86	8	3	3	0	0	8	80	12	116
TOTAL AMSTERDAM			379	0	0	89	8	2	2	0	0	6	81	13	376
TOTAL NETHERLANDS			379	0	0	89	8	2	2	0	0	6	81	13	376
<b>NORWAY</b>															
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	26	0	0	65	12	4	19	0	0	28	88	8	26
TOTAL OSLO (GARDERMOEN)			26	0	0	65	12	4	19	0	0	28	88	8	26
SANDEFJORD(TORP)	RYANAIR	S	34	0	0	100	0	0	0	0	0	1	100	2	41
TOTAL SANDEFJORD(TORP)			34	0	0	100	0	0	0	0	0	1	100	2	41
TOTAL NORWAY			60	0	0	85	5	2	8	0	0	12	94	6	71
<b>POLAND</b>															
GDANSK	RYANAIR	S	16	0	0	100	0	0	0	0	0	3	89	30	18
TOTAL GDANSK			16	0	0	100	0	0	0	0	0	3	89	30	18
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	26	0	0	85	12	4	0	0	0	6	79	6	24
	RYANAIR	S	26	0	0	92	4	0	0	4	0	10	77	7	26
TOTAL KRAKOW			52	0	0	88	8	2	0	2	0	8	78	6	50
TOTAL POLAND			68	0	0	91	6	1	0	1	0	7	83	10	100
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	RYANAIR	S	20	0	0	90	5	5	0	0	0	5	93	6	14
TOTAL FARO			20	0	0	90	5	5	0	0	0	5	93	6	14
LISBON	EASYJET AIRLINE COMPANY LTD	S	2	0	0	100	0	0	0	0	0	0	100	1	4
TOTAL LISBON			2	0	0	100	0	0	0	0	0	0	100	1	4
TOTAL PORTUGAL(EXCLUDING MADEIRA)			22	0	0	91	5	5	0	0	0	5	94	5	18
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	16	0	0	100	0	0	0	0	0	1	100	1	2
	JET2.COM LTD	S	16	0	0	100	0	0	0	0	0	1	0	0	0
	RYANAIR	S	18	0	0	94	6	0	0	0	0	6	95	3	22
TOTAL ALICANTE			50	0	0	98	2	0	0	0	0	3	96	3	24
BARCELONA	RYANAIR	S	28	1	0	89	11	0	0	0	0	6	76	9	34
TOTAL BARCELONA			28	1	0	89	11	0	0	0	0	6	76	9	34
MADRID	EASYJET AIRLINE COMPANY LTD	S	54	0	0	46	17	26	11	0	0	25	68	13	50
TOTAL MADRID			54	0	0	46	17	26	11	0	0	25	68	13	50
MALAGA	RYANAIR	S	22	0	0	100	0	0	0	0	0	3	100	3	22
TOTAL MALAGA			22	0	0	100	0	0	0	0	0	3	100	3	22

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 SPAIN</b>			<b>154</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>9</b>	<b>148</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	RYANAIR	S	10	0	0	40	30	30	0	0	0	22	67	12	18
	THOMSON AIRWAYS LTD	C	5	0	0	100	0	0	0	0	0	3	86	10	7
<b>TOTAL ARRECIFE</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>72</b>	<b>11</b>	<b>25</b>
FUERTEVENTURA	RYANAIR	S	2	0	0	0	50	0	50	0	0	65	90	4	10
<b>TOTAL FUERTEVENTURA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>90</b>	<b>4</b>	<b>10</b>
LAS PALMAS	RYANAIR	S	8	0	0	100	0	0	0	0	0	2	88	4	8
	THOMSON AIRWAYS LTD	C	6	0	0	100	0	0	0	0	0	3	50	22	8
<b>TOTAL LAS PALMAS</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>13</b>	<b>16</b>
TENERIFE (SURREINA SOFIA)	EASYJET AIRLINE COMPANY LTD	S	18	0	0	83	6	11	0	0	0	10	100	1	16
	RYANAIR	S	18	0	0	83	0	6	11	0	0	13	96	5	26
	THOMSON AIRWAYS LTD	C	17	0	0	82	12	0	6	0	0	11	88	8	8
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>96</b>	<b>4</b>	<b>50</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>84</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>12</b>	<b>85</b>	<b>7</b>	<b>101</b>
<b>SWEDEN</b>															
GOTEBORG (SAVE)	RYANAIR	S	4	0	0	100	0	0	0	0	0	1	100	0	26
<b>TOTAL GOTEBORG (SAVE)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>26</b>
STOCKHOLM (SKAVSTA)	RYANAIR	S	26	0	0	88	4	4	4	0	0	6	88	7	34
<b>TOTAL STOCKHOLM (SKAVSTA)</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>6</b>	<b>88</b>	<b>7</b>	<b>34</b>
<b>TOTAL SWEDEN</b>			<b>30</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>6</b>	<b>92</b>	<b>4</b>	<b>64</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	EASYJET SWITZERLAND	S	26	0	0	96	4	0	0	0	0	3	88	21	26
<b>TOTAL BASLE MULHOUSE</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>88</b>	<b>21</b>	<b>26</b>
GENEVA	EASYJET AIRLINE COMPANY LTD	S	34	0	0	91	0	6	3	0	0	6	88	5	34
<b>TOTAL GENEVA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>5</b>	<b>34</b>
ZURICH	BMI REGIONAL	S	26	0	0	100	0	0	0	0	0	0	86	6	22
<b>TOTAL ZURICH</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>22</b>
<b>TOTAL SWITZERLAND</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>10</b>	<b>82</b>
<b>TURKEY</b>															
ISTANBUL	THY TURK HAVA YOLLARI TURKIS	S	34	0	0	85	15	0	0	0	0	6	0	0	0
<b>TOTAL ISTANBUL</b>			<b>34</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>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TURKEY</b>			<b>34</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>0</b>	<b>0</b>	<b>0</b>
<b>UNITED KINGDOM</b>															
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	194	0	0	96	2	1	1	0	0	3	96	3	184
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>194</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>96</b>	<b>3</b>	<b>184</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	190	0	0	96	3	1	0	0	0	1	99	2	160
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>190</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>99</b>	<b>2</b>	<b>160</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)
BIRMINGHAM	FLYBE LTD	S	333	0	1	96	3	0	1	0	0	3	91	6	347
<b>TOTAL BIRMINGHAM</b>			<b>333</b>	<b>0</b>	<b>1</b>	<b>96</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>91</b>	<b>6</b>	<b>347</b>
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	192	0	0	94	3	2	1	0	0	3	95	2	188
<b>TOTAL BRISTOL</b>			<b>192</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>95</b>	<b>2</b>	<b>188</b>
CARDIFF WALES	FLYBE LTD	S	144	0	2	96	3	0	1	0	0	3	92	5	126
<b>TOTAL CARDIFF WALES</b>			<b>144</b>	<b>0</b>	<b>2</b>	<b>96</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>92</b>	<b>5</b>	<b>126</b>
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	156	0	0	94	1	3	1	1	0	6	0	0	0
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>94</b>	<b>3</b>	<b>128</b>
EXETER	FLYBE LTD	S	52	0	2	98	2	0	0	0	0	2	87	6	76
<b>TOTAL EXETER</b>			<b>52</b>	<b>0</b>	<b>2</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>6</b>	<b>76</b>
GATWICK	BRITISH AIRWAYS PLC	S	232	0	0	84	9	7	0	0	0	7	79	10	233
	EASYJET AIRLINE COMPANY LTD	S	234	0	0	81	13	6	1	0	0	8	85	6	198
<b>TOTAL GATWICK</b>			<b>466</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>8</b>	<b>431</b>
HEATHROW	BRITISH AIRWAYS PLC	S	651	0	0	83	8	6	3	0	0	8	83	10	496
<b>TOTAL HEATHROW</b>			<b>651</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>8</b>	<b>84</b>	<b>10</b>	<b>832</b>
ISLE OF MAN	LOGANAIR	S	51	0	0	84	0	4	12	0	0	14	78	14	41
<b>TOTAL ISLE OF MAN</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>0</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>14</b>	<b>41</b>
KIRKWALL	LOGANAIR	S	134	0	0	81	4	7	6	1	0	15	88	9	114
<b>TOTAL KIRKWALL</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>4</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>88</b>	<b>9</b>	<b>114</b>
LONDON CITY	BA CITYFLYER LTD	S	392	0	0	88	5	4	2	1	0	9	85	10	372
	CITY JET	S	173	1	0	90	3	5	2	1	0	7	74	14	129
<b>TOTAL LONDON CITY</b>			<b>565</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>11</b>	<b>501</b>
LUTON	EASYJET AIRLINE COMPANY LTD	S	192	0	0	98	1	1	0	0	0	1	89	8	188
<b>TOTAL LUTON</b>			<b>192</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>8</b>	<b>188</b>
MANCHESTER	BMI REGIONAL	S	192	0	0	97	2	2	0	0	0	2	94	2	223
	FLYBE LTD	S	197	0	3	94	4	1	2	0	0	4	83	10	139
<b>TOTAL MANCHESTER</b>			<b>389</b>	<b>0</b>	<b>3</b>	<b>95</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>90</b>	<b>5</b>	<b>362</b>
NORWICH	FLYBE LTD	S	60	0	0	88	2	3	7	0	0	10	84	20	100
<b>TOTAL NORWICH</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>2</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>20</b>	<b>100</b>
SOUTHAMPTON	FLYBE LTD	S	309	0	5	91	5	2	3	0	0	7	87	9	309
<b>TOTAL SOUTHAMPTON</b>			<b>309</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>9</b>	<b>309</b>
STANSTED	EASYJET AIRLINE COMPANY LTD	S	224	0	0	89	6	4	0	0	0	5	97	2	264
<b>TOTAL STANSTED</b>			<b>224</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>97</b>	<b>2</b>	<b>264</b>
STORNOWAY	LOGANAIR	S	95	0	0	77	2	5	16	0	0	22	81	14	100
<b>TOTAL STORNOWAY</b>			<b>95</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>2</b>	<b>5</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>81</b>	<b>14</b>	<b>100</b>
SUMBURGH	LOGANAIR	S	113	0	0	84	4	4	6	2	0	14	77	17	110
<b>TOTAL SUMBURGH</b>			<b>113</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>4</b>	<b>4</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>17</b>	<b>110</b>
WICK	LOGANAIR	S	50	0	0	78	8	8	2	4	0	20	78	15	51
<b>TOTAL WICK</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>20</b>	<b>78</b>	<b>15</b>	<b>51</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 UNITED KINGDOM			4560	2	13	90	5	3	2	0	0	7	88	8	4724
USA															
NEW YORK (NEWARK)	UNITED AIRLINES	S	56	0	0	88	7	2	4	0	0	7	0	0	0
TOTAL NEW YORK (NEWARK)			56	0	0	88	7	2	4	0	0	7	74	15	58
TOTAL USA			56	0	0	88	7	2	4	0	0	7	74	15	58
TOTAL EDINBURGH			6889	9	13	90	5	3	2	0	0	6	87	8	7206

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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	BRITISH AIRWAYS PLC	S	30	0	0	97	3	0	0	0	0	2	76	11	42
TOTAL TIRANA			30	0	0	97	3	0	0	0	0	2	76	11	42
TOTAL ALBANIA			30	0	0	97	3	0	0	0	0	2	76	11	42
<b>ALGERIA</b>															
ALGIERS	BRITISH AIRWAYS PLC	S	42	0	0	74	17	10	0	0	0	11	0	0	0
TOTAL ALGIERS			42	0	0	74	17	10	0	0	0	11	0	0	0
HASSI MESSAOUD	MONARCH AIRLINES	C	26	0	0	88	8	4	0	0	0	6	92	4	26
TOTAL HASSI MESSAOUD			26	0	0	88	8	4	0	0	0	6	92	4	26
TOTAL ALGERIA			68	0	0	79	13	7	0	0	0	9	92	4	26
<b>ANTIGUA AND BARBUDA</b>															
ANTIGUA	VIRGIN ATLANTIC AIRWAYS LTD	S	26	0	0	65	0	19	12	4	0	32	64	21	25
TOTAL ANTIGUA			26	0	0	65	0	19	12	4	0	32	71	17	34
TOTAL ANTIGUA AND BARBUDA			26	0	0	65	0	19	12	4	0	32	71	17	34
<b>AUSTRIA</b>															
INNSBRUCK	EASYJET AIRLINE COMPANY LTD	S	2	0	0	0	0	0	100	0	0	65	0	0	0
TOTAL INNSBRUCK			2	0	0	0	0	0	100	0	0	65	0	0	0
SALZBURG	BRITISH AIRWAYS PLC	S	52	0	0	100	0	0	0	0	0	1	90	12	42
TOTAL SALZBURG			52	0	0	100	0	0	0	0	0	1	90	12	42
VIENNA	EASYJET AIRLINE COMPANY LTD	S	60	0	0	78	15	3	3	0	0	9	78	14	60
TOTAL VIENNA			60	0	0	78	15	3	3	0	0	9	79	14	61
TOTAL AUSTRIA			114	0	0	87	8	2	4	0	0	6	83	13	103
<b>BARBADOS</b>															
BRIDGETOWN	BRITISH AIRWAYS PLC	S	80	0	2	73	14	6	5	3	0	19	92	4	60
	THOMSON AIRWAYS LTD	C	7	0	0	43	29	29	0	0	0	24	67	17	18
	VIRGIN ATLANTIC AIRWAYS LTD	S	47	0	0	68	15	9	9	0	0	19	76	19	49
TOTAL BRIDGETOWN			134	0	2	69	15	8	6	1	0	19	81	13	143
TOTAL BARBADOS			134	0	2	69	15	8	6	1	0	19	81	13	143
<b>BELARUS</b>															
MINSK INT'L	BELAVIA (BELARUSSIAN AIRLINES)	S	26	0	0	58	23	15	4	0	0	18	81	9	26
TOTAL MINSK INT'L			26	0	0	58	23	15	4	0	0	18	81	9	26
TOTAL BELARUS			26	0	0	58	23	15	4	0	0	18	81	9	26
<b>BERMUDA</b>															
BERMUDA	BRITISH AIRWAYS PLC	S	44	0	0	100	0	0	0	0	0	2	95	2	43
TOTAL BERMUDA			44	0	0	100	0	0	0	0	0	2	95	2	43
TOTAL BERMUDA			44	0	0	100	0	0	0	0	0	2	95	2	43



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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>BULGARIA</b>															
SOFIA	EASYJET AIRLINE COMPANY LTD	S	36	0	0	92	6	3	0	0	0	4	89	4	46
TOTAL SOFIA			36	0	0	92	6	3	0	0	0	4	89	4	46
TOTAL BULGARIA			36	0	0	92	6	3	0	0	0	4	89	4	46
<b>CANADA</b>															
CALGARY	AIR TRANSAT	S	8	0	0	50	13	13	25	0	0	44	56	22	9
TOTAL CALGARY			8	0	0	50	13	13	25	0	0	44	56	22	9
TORONTO	AIR TRANSAT	S	36	0	0	78	6	8	8	0	0	17	79	9	48
TOTAL TORONTO			36	0	0	78	6	8	8	0	0	17	79	9	48
VANCOUVER	AIR TRANSAT	S	8	0	0	38	25	13	25	0	0	45	33	22	9
TOTAL VANCOUVER			8	0	0	38	25	13	25	0	0	45	33	22	9
TOTAL CANADA			52	0	0	67	10	10	13	0	0	25	70	12	66
<b>CAPE VERDE ISLANDS</b>															
BOA VISTA (RABIL)	THOMSON AIRWAYS LTD	S	18	0	0	72	6	11	11	0	0	20	40	21	10
TOTAL BOA VISTA (RABIL)			18	0	0	72	6	11	11	0	0	20	40	21	10
ILHA DO SAL C.VERDE	THOMSON AIRWAYS LTD	S	11	1	1	45	18	9	18	0	9	126	63	18	16
TOTAL ILHA DO SAL C.VERDE			11	1	1	45	18	9	18	0	9	126	63	18	16
PRAIA	MONARCH AIRLINES	C	3	0	0	67	33	0	0	0	0	9	0	0	0
TOTAL PRAIA			3	0	0	67	33	0	0	0	0	9	0	0	0
TOTAL CAPE VERDE ISLANDS			32	1	1	63	13	9	13	0	3	55	54	19	26
<b>CHINA</b>															
BEIJING	AIR CHINA	S	26	0	0	38	23	27	12	0	0	27	0	0	0
TOTAL BEIJING			26	0	0	38	23	27	12	0	0	27	0	0	0
TOTAL CHINA			26	0	0	38	23	27	12	0	0	27	0	0	0
<b>COSTA RICA</b>															
SAN JOSE COST RICA	MONARCH AIRLINES	C	3	0	0	0	33	33	33	0	0	57	0	0	0
TOTAL SAN JOSE COST RICA			3	0	0	0	33	33	33	0	0	57	0	0	0
TOTAL COSTA RICA			3	0	0	0	33	33	33	0	0	57	0	0	0
<b>CROATIA</b>															
DUBROVNIK	BRITISH AIRWAYS PLC	S	28	0	0	93	4	4	0	0	0	4	94	3	18
	EASYJET AIRLINE COMPANY LTD	S	4	0	0	100	0	0	0	0	0	2	0	0	0
	MONARCH AIRLINES	S	2	0	0	100	0	0	0	0	0	5	0	0	0
TOTAL DUBROVNIK			34	0	0	94	3	3	0	0	0	4	94	3	18
ZAGREB	CROATIA AIRLINES	S	16	0	0	75	25	0	0	0	0	8	74	23	19
	EASYJET AIRLINE COMPANY LTD	S	36	0	0	92	6	3	0	0	0	4	86	8	42
TOTAL ZAGREB			52	0	0	87	12	2	0	0	0	5	82	13	61
TOTAL CROATIA			86	0	0	90	8	2	0	0	0	5	85	11	79

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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>CUBA</b>															
CUNAGUA (CAYO COCO)	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	2	100	3	4
<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>3</b>	<b>4</b>
HAVANA	VIRGIN ATLANTIC AIRWAYS LTD	S	26	0	0	50	15	19	15	0	0	31	88	7	25
<b>TOTAL HAVANA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>15</b>	<b>19</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>82</b>	<b>8</b>	<b>33</b>
HOLGUIN (FRANK PAIS)	THOMAS COOK AIRLINES LTD	C	4	0	0	0	0	0	100	0	0	116	75	7	4
	THOMSON AIRWAYS LTD	C	8	0	0	75	13	0	13	0	0	12	78	9	9
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>8</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>77</b>	<b>8</b>	<b>13</b>
<b>TOTAL CUBA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>12</b>	<b>12</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>82</b>	<b>8</b>	<b>50</b>
<b>CYPRUS</b>															
LARNACA	EASYJET AIRLINE COMPANY LTD	S	42	0	0	83	10	5	2	0	0	9	90	6	42
	MONARCH AIRLINES	S	2	0	0	50	50	0	0	0	0	8	0	0	0
	THOMAS COOK AIRLINES LTD	C	5	0	0	80	20	0	0	0	0	4	100	1	2
	THOMSON AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL LARNACA</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>6</b>	<b>44</b>
PAPHOS	BRITISH AIRWAYS PLC	S	6	0	0	50	33	0	17	0	0	29	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	68	0	1	96	3	1	0	0	0	3	91	7	68
	MONARCH AIRLINES	S	5	0	0	100	0	0	0	0	0	3	0	0	0
	THOMAS COOK AIRLINES LTD	C	11	0	0	91	9	0	0	0	0	7	79	10	14
	THOMSON AIRWAYS LTD	C	24	0	0	96	4	0	0	0	0	3	79	11	34
<b>TOTAL PAPHOS</b>			<b>114</b>	<b>0</b>	<b>1</b>	<b>93</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>9</b>	<b>116</b>
<b>TOTAL CYPRUS</b>			<b>165</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>8</b>	<b>160</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	104	0	0	81	12	7	1	0	0	7	95	3	104
<b>TOTAL PRAGUE</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>95</b>	<b>3</b>	<b>104</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>95</b>	<b>3</b>	<b>104</b>
<b>DENMARK</b>															
AALBORG	NORWEGIAN AIR SHUTTLE	S	26	0	0	85	4	12	0	0	0	7	0	0	0
<b>TOTAL AALBORG</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	148	0	0	99	1	0	0	0	0	2	93	3	102
	NORWEGIAN AIR SHUTTLE	S	164	0	0	87	9	3	1	0	0	7	85	7	156
<b>TOTAL COPENHAGEN</b>			<b>312</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>5</b>	<b>258</b>
<b>TOTAL DENMARK</b>			<b>338</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>7</b>	<b>381</b>
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	THOMSON AIRWAYS LTD	C	11	0	0	64	18	9	0	0	9	87	75	8	8
<b>TOTAL PUERTO PLATA</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>75</b>	<b>8</b>	<b>8</b>
PUNTA CANA	BRITISH AIRWAYS PLC	S	23	0	0	65	17	17	0	0	0	14	63	11	16
	THOMSON AIRWAYS LTD	C	12	0	0	100	0	0	0	0	0	3	89	3	9
<b>TOTAL PUNTA CANA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>8</b>	<b>26</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 DOMINICAN REPUBLIC			46	0	0	74	13	11	0	0	2	29	74	8	35
EGYPT															
HURGHADA	EASYJET AIRLINE COMPANY LTD	S	26	0	0	96	4	0	0	0	0	3	100	3	24
	MONARCH AIRLINES	C	12	0	0	67	17	8	8	0	0	17	50	20	2
	THOMAS COOK AIRLINES LTD	C	18	0	0	100	0	0	0	0	0	3	78	9	18
	THOMSON AIRWAYS LTD	C	10	0	0	70	20	10	0	0	0	12	50	13	8
TOTAL HURGHADA			66	0	0	88	8	3	2	0	0	7	83	7	52
LUXOR	EASYJET AIRLINE COMPANY LTD	S	15	1	1	100	0	0	0	0	0	2	100	2	18
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	2	88	5	8
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	7	70	10	10
TOTAL LUXOR			31	1	1	97	3	0	0	0	0	3	85	5	46
MARSA ALAM	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	6	100	1	8
TOTAL MARSA ALAM			8	0	0	75	25	0	0	0	0	6	100	1	8
SHARM EL SHEIKH (OPHIRA)	EASYJET AIRLINE COMPANY LTD	S	78	0	0	88	6	3	3	0	0	6	93	6	73
	MONARCH AIRLINES	S	34	0	0	74	12	12	3	0	0	12	75	9	24
	THOMAS COOK AIRLINES LTD	C	27	0	0	81	15	4	0	0	0	8	83	5	24
	THOMSON AIRWAYS LTD	C	59	0	0	76	15	8	0	0	0	10	63	12	41
TOTAL SHARM EL SHEIKH (OPHIRA)			198	0	0	81	11	6	2	0	0	8	82	8	163
TABA	MONARCH AIRLINES	C	2	0	0	50	50	0	0	0	0	15	78	5	9
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	60	156	10
TOTAL TABA			10	0	0	90	10	0	0	0	0	5	68	84	19
TOTAL EGYPT			313	1	1	84	10	4	1	0	0	7	82	12	288
ESTONIA															
TALLIN	EASYJET AIRLINE COMPANY LTD	S	34	0	0	65	18	18	0	0	0	15	0	0	0
TOTAL TALLIN			34	0	0	65	18	18	0	0	0	15	88	5	16
TOTAL ESTONIA			34	0	0	65	18	18	0	0	0	15	88	5	16
FINLAND															
ENONTEKIO	ENTER AIR	C	4	0	0	25	25	25	25	0	0	56	0	0	0
TOTAL ENONTEKIO			4	0	0	25	25	25	25	0	0	56	0	0	0
HELSINKI	NORWEGIAN AIR SHUTTLE	S	60	0	0	77	5	17	2	0	0	11	73	10	60
TOTAL HELSINKI			60	0	0	77	5	17	2	0	0	11	73	10	60
TOTAL FINLAND			66	0	0	73	8	17	3	0	0	14	73	10	62
FRANCE															
BORDEAUX	BRITISH AIRWAYS PLC	S	120	0	0	91	5	3	2	0	0	5	94	4	119
	EASYJET AIRLINE COMPANY LTD	S	44	0	0	100	0	0	0	0	0	1	96	3	46
TOTAL BORDEAUX			164	0	0	93	4	2	1	0	0	4	95	3	165
LYON	EASYJET AIRLINE COMPANY LTD	S	96	0	0	88	8	0	4	0	0	7	91	9	94
TOTAL LYON			96	0	0	88	8	0	4	0	0	7	91	9	94
MARSEILLE	EASYJET AIRLINE COMPANY LTD	S	54	0	0	96	0	0	4	0	0	4	90	5	60

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 MARSEILLE			54	0	0	96	0	0	4	0	0	4	85	8	169
MONTPELLIER	EASYJET AIRLINE COMPANY LTD	S	30	0	0	97	3	0	0	0	0	2	87	7	38
TOTAL MONTPELLIER			30	0	0	97	3	0	0	0	0	2	87	7	38
NICE	BRITISH AIRWAYS PLC	S	127	0	0	94	6	0	0	0	0	2	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	106	0	0	78	20	0	2	0	0	7	84	6	120
TOTAL NICE			233	0	0	87	12	0	1	0	0	5	84	6	120
TOULOUSE (BLAGNAC)	EASYJET AIRLINE COMPANY LTD	S	142	0	0	85	11	3	1	0	0	7	83	7	136
TOTAL TOULOUSE (BLAGNAC)			142	0	0	85	11	3	1	0	0	7	83	7	136
TOTAL FRANCE			719	0	0	89	8	1	2	0	0	5	87	7	805
<b>GAMBIA</b>															
BANJUL	MONARCH AIRLINES	C	18	0	0	83	11	6	0	0	0	6	78	9	18
	THOMAS COOK AIRLINES LTD	C	23	0	0	74	17	4	4	0	0	14	86	12	35
TOTAL BANJUL			41	0	0	78	15	5	2	0	0	10	83	11	53
TOTAL GAMBIA			41	0	0	78	15	5	2	0	0	10	83	11	53
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	216	0	0	86	8	5	1	0	0	7	93	4	172
TOTAL BERLIN (SCHONEFELD)			216	0	0	86	8	5	1	0	0	7	93	4	172
COLOGNE BONN	EASYJET AIRLINE COMPANY LTD	S	96	0	0	92	6	2	0	0	0	3	83	6	84
TOTAL COLOGNE BONN			96	0	0	92	6	2	0	0	0	3	80	7	90
DUSSELDORF	EASYJET AIRLINE COMPANY LTD	S	88	0	0	93	2	1	3	0	0	6	85	8	82
TOTAL DUSSELDORF			88	0	0	93	2	1	3	0	0	6	85	8	82
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	88	0	0	85	8	5	2	0	0	8	86	6	84
TOTAL HAMBURG			88	0	0	85	8	5	2	0	0	8	86	6	84
MUNICH	EASYJET AIRLINE COMPANY LTD	S	116	0	0	91	7	3	0	0	0	3	84	7	128
TOTAL MUNICH			116	0	0	91	7	3	0	0	0	3	84	7	128
NUREMBERG	AIR BERLIN	S	92	0	0	89	10	1	0	0	0	5	88	5	96
TOTAL NUREMBERG			92	0	0	89	10	1	0	0	0	5	88	5	96
TOTAL GERMANY			696	3	0	89	7	3	1	0	0	6	86	6	773
<b>GIBRALTAR</b>															
GIBRALTAR	EASYJET AIRLINE COMPANY LTD	S	59	0	0	80	5	10	2	3	0	17	88	11	59
TOTAL GIBRALTAR			59	0	0	80	5	10	2	3	0	17	88	11	59
TOTAL GIBRALTAR			59	0	0	80	5	10	2	3	0	17	88	11	59
<b>GREECE</b>															
ATHENS	AEGEAN AIRLINES	S	60	0	0	95	5	0	0	0	0	2	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	60	0	0	87	5	7	2	0	0	8	93	4	96
	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	0	35	50	20	2
	THOMSON AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	8	50	20	2
TOTAL ATHENS			126	0	0	90	5	4	1	0	0	6	91	4	102

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)										
CHANIA	EASYJET AIRLINE COMPANY LTD	S	2	0	0	100	0	0	0	0	0	0	100	0	2
<b>TOTAL CHANIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>2</b>
CORFU	EASYJET AIRLINE COMPANY LTD	S	16	0	1	75	6	6	6	6	0	31	100	0	6
<b>TOTAL CORFU</b>			<b>16</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>31</b>	<b>100</b>	<b>0</b>	<b>6</b>
HERAKLION	EASYJET AIRLINE COMPANY LTD	S	2	0	0	100	0	0	0	0	0	0	100	2	12
	THOMSON AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL HERAKLION</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>2</b>	<b>12</b>
KEFALLINIA	EASYJET AIRLINE COMPANY LTD	S	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL KEFALLINIA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
KOS	EASYJET AIRLINE COMPANY LTD	S	4	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL KOS</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
MIKONOS	EASYJET AIRLINE COMPANY LTD	S	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL MIKONOS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL PREVEZA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL RHODES</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>16</b>	<b>100</b>	<b>0</b>	<b>2</b>
SALONIKA	BRITISH AIRWAYS PLC	S	2	0	0	50	0	0	50	0	0	38	79	23	24
	EASYJET AIRLINE COMPANY LTD	S	34	0	0	100	0	0	0	0	0	1	88	15	34
<b>TOTAL SALONIKA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>18</b>	<b>59</b>
THIRA (SANTORINI)	EASYJET AIRLINE COMPANY LTD	S	4	0	0	50	25	25	0	0	0	17	0	0	0
<b>TOTAL THIRA (SANTORINI)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
ZAKINTHOS	EASYJET AIRLINE COMPANY LTD	S	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL ZAKINTHOS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GREECE</b>			<b>205</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>8</b>	<b>183</b>
<b>GRENADA</b>															
GRENADA	BRITISH AIRWAYS PLC	S	21	0	0	57	33	5	5	0	0	14	78	26	18
	VIRGIN ATLANTIC AIRWAYS LTD	S	10	0	0	10	30	50	10	0	0	36	63	34	8
<b>TOTAL GRENADA</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>32</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>70</b>	<b>27</b>	<b>30</b>
<b>TOTAL GRENADA</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>32</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>70</b>	<b>27</b>	<b>30</b>
<b>HUNGARY</b>															
BUDAPEST	EASYJET AIRLINE COMPANY LTD	S	60	0	0	83	8	5	3	0	0	9	93	2	46
<b>TOTAL BUDAPEST</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>13</b>	<b>159</b>
<b>TOTAL HUNGARY</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>13</b>	<b>159</b>
<b>ICELAND</b>															
KEFLAVIK	AVION EXPRESS	S	55	0	1	91	5	4	0	0	0	4	0	0	0
	ICELANDAIR	S	18	0	0	94	6	0	0	0	0	4	0	0	0
<b>TOTAL KEFLAVIK</b>			<b>73</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>29</b>	<b>32</b>	<b>49</b>
<b>TOTAL ICELAND</b>			<b>73</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>29</b>	<b>32</b>	<b>49</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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>INDIA</b>															
GOA	MONARCH AIRLINES	C	5	0	0	60	20	0	20	0	0	25	69	15	16
	THOMAS COOK AIRLINES LTD	C	7	0	0	14	14	14	57	0	0	92	43	55	7
	THOMSON AIRWAYS LTD	C	7	0	0	71	14	0	14	0	0	23	57	141	7
<b>TOTAL GOA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>16</b>	<b>5</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>60</b>	<b>53</b>	<b>30</b>
<b>TOTAL INDIA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>16</b>	<b>5</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>60</b>	<b>53</b>	<b>30</b>
<b>IRISH REPUBLIC</b>															
CORK	RYANAIR	S	60	0	0	95	0	3	2	0	0	4	90	6	60
<b>TOTAL CORK</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>6</b>	<b>120</b>
DUBLIN	AER LINGUS	S	344	0	0	96	2	1	1	0	0	3	88	6	338
	RYANAIR	S	266	0	0	94	2	3	0	0	0	3	92	4	264
<b>TOTAL DUBLIN</b>			<b>610</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>90</b>	<b>5</b>	<b>602</b>
IRELAND WEST(KNOCK)	AER LINGUS	S	60	0	0	97	0	0	3	0	0	3	78	11	54
<b>TOTAL IRELAND WEST(KNOCK)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>78</b>	<b>11</b>	<b>54</b>
SHANNON	RYANAIR	S	60	0	0	92	8	0	0	0	0	4	84	9	50
<b>TOTAL SHANNON</b>			<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>4</b>	<b>84</b>	<b>9</b>	<b>50</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>790</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>6</b>	<b>826</b>
<b>ITALY</b>															
BARI (PALESE)	BRITISH AIRWAYS PLC	S	2	0	0	100	0	0	0	0	0	9	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	18	0	0	94	0	6	0	0	0	5	0	0	0
<b>TOTAL BARI (PALESE)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
BOLOGNA	EASYJET AIRLINE COMPANY LTD	S	44	0	0	91	7	0	2	0	0	6	95	3	60
<b>TOTAL BOLOGNA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>8</b>	<b>178</b>
CATANIA (FONTANAROSSA)	BRITISH AIRWAYS PLC	S	6	0	0	100	0	0	0	0	0	6	67	14	18
	EASYJET AIRLINE COMPANY LTD	S	2	0	0	100	0	0	0	0	0	14	44	21	18
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>56</b>	<b>17</b>	<b>36</b>
FLORENCE	MERIDIANA AIR	S	60	0	0	97	3	0	0	0	0	2	87	8	77
<b>TOTAL FLORENCE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>8</b>	<b>77</b>
GENOA	BRITISH AIRWAYS PLC	S	60	0	0	87	10	3	0	0	0	7	69	19	59
<b>TOTAL GENOA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>67</b>	<b>20</b>	<b>61</b>
MILAN (LINATE)	EASYJET AIRLINE COMPANY LTD	S	114	0	0	90	9	1	0	0	0	4	83	9	120
<b>TOTAL MILAN (LINATE)</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>9</b>	<b>120</b>
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	244	0	0	90	8	2	0	0	0	4	89	8	212
	MONARCH AIRLINES	S	4	0	0	50	25	25	0	0	0	14	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>248</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>5</b>	<b>89</b>	<b>8</b>	<b>212</b>
NAPLES	BRITISH AIRWAYS PLC	S	94	0	0	81	11	2	4	2	0	14	69	16	70
	EASYJET AIRLINE COMPANY LTD	S	58	0	0	78	19	3	0	0	0	9	87	7	60
<b>TOTAL NAPLES</b>			<b>153</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>12</b>	<b>130</b>
OLBIA	EASYJET AIRLINE COMPANY LTD	S	4	0	0	100	0	0	0	0	0	2	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 OLBIA			4	0	0	100	0	0	0	0	0	2	0	0	0
PALERMO	EASYJET AIRLINE COMPANY LTD	S	32	0	0	91	3	3	3	0	0	8	77	8	26
TOTAL PALERMO			32	0	0	91	3	3	3	0	0	8	77	8	26
PISA	BRITISH AIRWAYS PLC	S	6	0	0	50	0	50	0	0	0	27	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	78	0	0	91	6	1	1	0	0	5	88	6	69
TOTAL PISA			84	0	0	88	6	5	1	0	0	7	88	6	69
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	62	0	0	65	18	13	3	2	0	19	77	11	60
	EASYJET AIRLINE COMPANY LTD	S	208	0	0	85	10	4	1	0	0	6	93	3	176
TOTAL ROME (FIUMICINO)			270	0	0	80	11	6	1	0	0	9	89	5	236
TURIN	BRITISH AIRWAYS PLC	S	86	0	0	74	19	7	0	0	0	9	80	11	66
	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	0	23	0	0	0
	TITAN AIRWAYS LTD	C	2	0	0	0	50	50	0	0	0	32	0	0	0
TOTAL TURIN			90	0	0	72	19	9	0	0	0	9	80	11	66
VENICE	BRITISH AIRWAYS PLC	S	180	0	0	79	14	4	3	0	0	10	84	8	129
	EASYJET AIRLINE COMPANY LTD	S	120	0	0	84	11	4	1	0	0	7	84	8	112
	MONARCH AIRLINES	S	32	0	0	66	13	19	3	0	0	14	0	0	0
TOTAL VENICE			332	1	0	80	13	5	2	0	0	9	84	9	243
VERONA VILLAFRANCA	BRITISH AIRWAYS PLC	S	60	0	0	88	10	2	0	0	0	5	90	8	60
	EASYJET AIRLINE COMPANY LTD	S	44	0	0	84	11	5	0	0	0	8	92	4	60
	MERIDIANA AIR	S	52	0	0	96	2	2	0	0	0	2	0	0	0
TOTAL VERONA VILLAFRANCA			156	0	0	90	8	3	0	0	0	5	91	6	120
TOTAL ITALY			1677	1	0	84	10	4	1	0	0	7	84	9	1574
JAMAICA															
KINGSTON	BRITISH AIRWAYS PLC	S	28	0	0	32	46	18	0	4	0	27	65	14	17
TOTAL KINGSTON			28	0	0	32	46	18	0	4	0	27	47	23	32
MONTEGO BAY	THOMSON AIRWAYS LTD	C	15	0	0	80	0	20	0	0	0	12	86	6	14
	VIRGIN ATLANTIC AIRWAYS LTD	S	22	0	0	27	36	18	18	0	0	40	39	32	18
TOTAL MONTEGO BAY			37	0	0	49	22	19	11	0	0	29	61	21	49
TOTAL JAMAICA			65	0	0	42	32	18	6	2	0	28	56	22	81
JORDAN															
AMMAN	EASYJET AIRLINE COMPANY LTD	S	18	0	0	78	17	6	0	0	0	11	100	3	26
TOTAL AMMAN			18	0	0	78	17	6	0	0	0	11	100	3	26
TOTAL JORDAN			18	0	0	78	17	6	0	0	0	11	100	3	26
KENYA															
MOMBASA	THOMSON AIRWAYS LTD	C	9	0	0	78	0	11	0	11	0	30	56	24	9
TOTAL MOMBASA			9	0	0	78	0	11	0	11	0	30	50	27	10
TOTAL KENYA			9	0	0	78	0	11	0	11	0	30	50	27	10
LATVIA															
RIGA	AIR BALTIC	S	70	0	0	60	16	23	1	0	0	17	73	12	60

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 RIGA			70	0	0	60	16	23	1	0	0	17	73	12	60
TOTAL LATVIA			70	0	0	60	16	23	1	0	0	17	73	12	60
<b>LIBYA</b>															
TRIPOLI	AFRIQYAH AIRWAYS	S	26	0	0	38	31	19	12	0	0	29	0	0	0
TOTAL TRIPOLI			26	0	0	38	31	19	12	0	0	29	0	0	0
TOTAL LIBYA			26	0	0	38	31	19	12	0	0	29	0	0	0
<b>LUXEMBOURG</b>															
LUXEMBOURG	EASYJET AIRLINE COMPANY LTD	S	36	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL LUXEMBOURG			36	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL LUXEMBOURG			36	0	0	100	0	0	0	0	0	0	0	0	0
<b>MALDIVE ISLANDS</b>															
MALE INTERNATIONAL	BRITISH AIRWAYS PLC	S	26	0	0	62	23	12	4	0	0	17	76	10	25
	THOMSON AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	6	100	5	8
TOTAL MALE INTERNATIONAL			34	0	0	68	18	12	3	0	0	14	82	8	33
TOTAL MALDIVE ISLANDS			34	0	0	68	18	12	3	0	0	14	82	8	33
<b>MALTA</b>															
MALTA	AIR MALTA	S	61	0	2	95	2	2	2	0	0	3	98	5	60
	EASYJET AIRLINE COMPANY LTD	S	64	0	0	97	2	2	0	0	0	3	88	4	60
	THOMSON AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	1	100	0	10
TOTAL MALTA			132	0	2	96	2	2	1	0	0	3	94	4	130
TOTAL MALTA			132	0	2	96	2	2	1	0	0	3	94	4	130
<b>MAURITIUS</b>															
MAURITIUS	BRITISH AIRWAYS PLC	S	25	0	0	84	8	0	4	4	0	16	96	5	25
TOTAL MAURITIUS			25	0	0	84	8	0	4	4	0	16	96	5	25
TOTAL MAURITIUS			25	0	0	84	8	0	4	4	0	16	96	5	25
<b>MEXICO</b>															
CANCUN	BRITISH AIRWAYS PLC	S	26	0	0	77	8	4	12	0	0	20	69	15	26
	THOMAS COOK AIRLINES LTD	C	17	0	0	41	6	12	18	24	0	75	75	10	8
	THOMSON AIRWAYS LTD	C	40	0	0	78	10	5	5	0	3	32	54	14	35
	VIRGIN ATLANTIC AIRWAYS LTD	S	16	0	0	69	6	19	6	0	0	16	0	0	0
TOTAL CANCUN			99	0	0	70	8	8	9	4	1	34	62	14	69
TOTAL MEXICO			99	0	0	70	8	8	9	4	1	34	62	14	69
<b>MOROCCO</b>															
AGADIR	EASYJET AIRLINE COMPANY LTD	S	16	0	0	100	0	0	0	0	0	2	83	7	18
	THOMSON AIRWAYS LTD	S	18	0	0	100	0	0	0	0	0	2	100	2	17
TOTAL AGADIR			34	0	0	100	0	0	0	0	0	2	91	5	35
CASABLANCA MOHAMED V	AIR ARABIA MAROC	S	10	0	0	70	0	10	0	20	0	59	0	0	0
TOTAL CASABLANCA MOHAMED V			10	0	0	70	0	10	0	20	0	59	0	0	0



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)											
MARRAKESH	BRITISH AIRWAYS PLC	S	60	0	0	78	15	5	2	0	0	9	73	11	26
	EASYJET AIRLINE COMPANY LTD	S	104	0	0	94	1	5	0	0	4	92	6	104	
	THOMSON AIRWAYS LTD	S	18	0	0	89	6	6	0	0	5	88	14	17	
<b>TOTAL MARRAKESH</b>			<b>182</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>8</b>	<b>147</b>	
TANGIERS (IBN BATUTA)	AIR ARABIA MAROC	S	13	1	0	92	0	8	0	0	3	0	0	0	
<b>TOTAL TANGIERS (IBN BATUTA)</b>			<b>13</b>	<b>1</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL MOROCCO</b>			<b>240</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>89</b>	<b>7</b>	<b>182</b>	
<b>NETHERLANDS</b>															
AMSTERDAM	BRITISH AIRWAYS PLC	S	216	0	0	83	9	5	3	0	8	76	16	224	
	EASYJET AIRLINE COMPANY LTD	S	252	0	0	83	11	3	3	0	10	71	18	248	
<b>TOTAL AMSTERDAM</b>			<b>468</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>17</b>	<b>474</b>	
<b>TOTAL NETHERLANDS</b>			<b>468</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>17</b>	<b>474</b>	
<b>NORWAY</b>															
ALESUND	NORWEGIAN AIR SHUTTLE	S	16	0	0	69	19	6	6	0	14	74	8	19	
<b>TOTAL ALESUND</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>14</b>	<b>75</b>	<b>8</b>	<b>20</b>	
BERGEN	JET2.COM LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	
	NORWEGIAN AIR SHUTTLE	S	96	0	0	83	9	7	0	0	7	86	7	92	
<b>TOTAL BERGEN</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>12</b>	<b>104</b>	
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	165	0	0	82	14	4	0	0	8	87	6	164	
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>165</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>6</b>	<b>164</b>	
SANDEFJORD(TORP)	NORWEGIAN AIR SHUTTLE	S	35	0	0	63	20	17	0	0	13	0	0	0	
<b>TOTAL SANDEFJORD(TORP)</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>20</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	
STAVANGER	NORWEGIAN AIR SHUTTLE	S	52	0	0	88	8	4	0	0	5	92	6	52	
<b>TOTAL STAVANGER</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>92</b>	<b>6</b>	<b>52</b>	
TRONDHEIM (VAERNES)	NORWEGIAN AIR SHUTTLE	S	26	0	0	88	8	4	0	0	6	73	10	26	
<b>TOTAL TRONDHEIM (VAERNES)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>73</b>	<b>10</b>	<b>26</b>	
<b>TOTAL NORWAY</b>			<b>393</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>10</b>	<b>422</b>	
<b>POLAND</b>															
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	60	0	0	83	7	5	3	2	14	90	5	60	
<b>TOTAL KRAKOW</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>14</b>	<b>90</b>	<b>5</b>	<b>62</b>	
<b>TOTAL POLAND</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>14</b>	<b>90</b>	<b>5</b>	<b>62</b>	
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	BRITISH AIRWAYS PLC	S	42	0	0	86	5	7	2	0	9	72	13	32	
	EASYJET AIRLINE COMPANY LTD	S	106	0	0	85	8	7	1	0	7	92	4	90	
	MONARCH AIRLINES	S	30	0	0	37	20	20	17	7	46	77	18	26	
	THOMSON AIRWAYS LTD	C	2	0	0	100	0	0	0	0	4	100	0	1	
<b>TOTAL FARO</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>14</b>	<b>85</b>	<b>8</b>	<b>149</b>	
LISBON	AIR PORTUGAL	S	62	0	0	77	11	10	2	0	10	86	10	56	
	EASYJET AIRLINE COMPANY LTD	S	60	0	0	90	8	2	0	0	5	90	5	58	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 LISBON</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>7</b>	114
<b>OPORTO (PORTUGAL)</b>	AIR PORTUGAL	S	108	0	0	86	5	4	5	1	0	10	91	5	106
	EASYJET AIRLINE COMPANY LTD	S	34	0	0	76	18	0	6	0	0	9	79	9	58
	MONARCH AIRLINES	C	2	0	0	0	0	100	0	0	0	46	0	0	0
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>6</b>	164
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>446</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>7</b>	427
<b>PORTUGAL(MADEIRA)</b>															
<b>FUNCHAL</b>	EASYJET AIRLINE COMPANY LTD	S	42	0	0	76	7	5	7	2	2	28	76	11	34
	MONARCH AIRLINES	S	24	0	0	83	13	4	0	0	0	7	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	75	0	0	13	13	0	59	100	2	16
<b>TOTAL FUNCHAL</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>4</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>24</b>	<b>84</b>	<b>8</b>	50
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>4</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>24</b>	<b>84</b>	<b>8</b>	50
<b>PUERTO RICO</b>															
<b>SAN JUAN (PUERTO RICO)</b>	BRITISH AIRWAYS PLC	S	9	0	0	44	22	0	11	22	0	69	82	23	17
<b>TOTAL SAN JUAN (PUERTO RICO)</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>22</b>	<b>0</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>69</b>	<b>82</b>	<b>23</b>	17
<b>TOTAL PUERTO RICO</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>22</b>	<b>0</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>69</b>	<b>82</b>	<b>23</b>	17
<b>REPUBLIC OF KOREA</b>															
<b>SEOUL (INCHEON)</b>	KOREAN AIR	S	26	0	0	85	8	8	0	0	0	6	0	0	0
<b>TOTAL SEOUL (INCHEON)</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>6</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL REPUBLIC OF KOREA</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>6</b>	<b>0</b>	<b>0</b>	0
<b>REPUBLIC OF MOLDOVA</b>															
<b>CHISINAU (KISHINEV)</b>	AIR MOLDOVA INTERNATIONAL	S	8	0	0	88	0	13	0	0	0	6	78	10	18
<b>TOTAL CHISINAU (KISHINEV)</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>78</b>	<b>10</b>	18
<b>TOTAL REPUBLIC OF MOLDOVA</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>78</b>	<b>10</b>	18
<b>SAINT KITTS AND NEVIS</b>															
<b>ST KITTS</b>	BRITISH AIRWAYS PLC	S	16	0	0	81	6	13	0	0	0	11	72	13	18
<b>TOTAL ST KITTS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>13</b>	18
<b>TOTAL SAINT KITTS AND NEVIS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>13</b>	18
<b>SAUDI ARABIA</b>															
<b>JEDDAH</b>	JET2.COM LTD	C	3	0	0	33	0	0	67	0	0	100	0	0	0
<b>TOTAL JEDDAH</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>0</b>	<b>171</b>	1
<b>MEDINA</b>	NOUVELAIR TUNISIE	C	2	0	0	0	0	50	50	0	0	61	0	0	0
<b>TOTAL MEDINA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>192</b>	1
<b>TOTAL SAUDI ARABIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>13</b>	<b>13</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>0</b>	<b>182</b>	2
<b>SPAIN</b>															
<b>ALICANTE</b>	EASYJET AIRLINE COMPANY LTD	S	102	0	0	85	12	3	0	0	0	6	90	6	121
	MONARCH AIRLINES	S	54	0	0	54	26	15	6	0	0	22	49	23	70
	THOMSON AIRWAYS LTD	C	21	0	0	90	10	0	0	0	0	3	96	10	26

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 ALICANTE</b>			<b>178</b>	<b>1</b>	<b>1</b>	<b>76</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>11</b>	259
ALMERIA	EASYJET AIRLINE COMPANY LTD	S	26	0	0	92	4	0	0	4	0	13	92	2	26
<b>TOTAL ALMERIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>92</b>	<b>2</b>	26
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	312	0	0	89	6	2	2	0	0	5	86	8	276
	MONARCH AIRLINES	S	72	0	0	85	4	4	7	0	0	12	91	8	94
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	2	100	0	1
<b>TOTAL BARCELONA</b>			<b>386</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>7</b>	<b>87</b>	<b>8</b>	371
IBIZA	BRITISH AIRWAYS PLC	S	4	0	1	100	0	0	0	0	0	2	0	0	0
<b>TOTAL IBIZA</b>			<b>4</b>	<b>1</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	0
MADRID	AIR EUROPA	S	118	0	0	93	6	1	0	0	0	3	67	16	104
	EASYJET AIRLINE COMPANY LTD	S	258	0	0	69	15	9	6	0	1	17	79	10	276
<b>TOTAL MADRID</b>			<b>376</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>77</b>	<b>11</b>	501
MAHON	EASYJET AIRLINE COMPANY LTD	S	4	0	0	100	0	0	0	0	0	0	0	0	0
	MONARCH AIRLINES	S	10	0	0	70	30	0	0	0	0	8	100	2	8
	THOMSON AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL MAHON</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>2</b>	8
MALAGA	BRITISH AIRWAYS PLC	S	92	0	1	76	11	7	5	1	0	15	50	21	60
	EASYJET AIRLINE COMPANY LTD	S	167	0	0	90	8	0	2	0	0	6	85	8	163
	MONARCH AIRLINES	S	46	0	0	57	24	4	9	4	2	35	68	26	50
	THOMSON AIRWAYS LTD	C	21	0	0	90	5	5	0	0	0	5	88	10	25
<b>TOTAL MALAGA</b>			<b>326</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>11</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>12</b>	358
MURCIA SAN JAVIER	EASYJET AIRLINE COMPANY LTD	S	52	0	0	92	8	0	0	0	0	4	88	4	42
<b>TOTAL MURCIA SAN JAVIER</b>			<b>52</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>4</b>	42
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	76	0	0	91	7	3	0	0	0	5	85	11	66
	MONARCH AIRLINES	S	24	0	0	58	17	17	8	0	0	24	50	56	16
	THOMSON AIRWAYS LTD	C	3	0	0	33	33	0	33	0	0	48	100	5	2
<b>TOTAL PALMA DE MALLORCA</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>20</b>	84
REUS	THOMSON AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL REUS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	0
SEVILLE	EASYJET AIRLINE COMPANY LTD	S	36	0	0	94	0	0	3	0	3	14	100	2	26
<b>TOTAL SEVILLE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>14</b>	<b>94</b>	<b>3</b>	52
VALENCIA	EASYJET AIRLINE COMPANY LTD	S	78	0	0	82	12	6	0	0	0	8	95	3	60
<b>TOTAL VALENCIA</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>95</b>	<b>3</b>	60
<b>TOTAL SPAIN</b>			<b>1583</b>	<b>2</b>	<b>3</b>	<b>83</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>10</b>	1761
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	EASYJET AIRLINE COMPANY LTD	S	46	0	0	70	9	15	7	0	0	17	89	7	44
	MONARCH AIRLINES	S	29	0	0	48	21	7	14	3	7	74	59	20	22
	THOMAS COOK AIRLINES LTD	C	19	0	0	79	16	5	0	0	0	7	71	10	17
	THOMSON AIRWAYS LTD	C	36	0	0	83	6	8	3	0	0	9	76	43	33
<b>TOTAL ARRECIFE</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>12</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>26</b>	<b>77</b>	<b>20</b>	116
FUERTEVENTURA	EASYJET AIRLINE COMPANY LTD	S	15	0	1	60	13	27	0	0	0	18	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)										
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	C	19	0	0	89	5	5	0	0	0	4	72	11	18
	THOMSON AIRWAYS LTD	C	16	0	0	69	19	0	13	0	0	15	78	7	18
<b>TOTAL FUERTEVENTURA</b>			<b>50</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>12</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>9</b>	<b>36</b>	
LAS PALMAS	EASYJET AIRLINE COMPANY LTD	S	34	0	0	74	15	3	3	6	0	24	97	4	34
	THOMAS COOK AIRLINES LTD	C	16	0	0	94	0	6	0	0	5	88	7	16	
	THOMSON AIRWAYS LTD	C	25	0	0	72	12	4	12	0	15	77	13	26	
<b>TOTAL LAS PALMAS</b>			<b>75</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>4</b>	<b>5</b>	<b>3</b>	<b>17</b>	<b>86</b>	<b>8</b>	<b>78</b>	
SANTA CRUZ DE LA PALMA	THOMSON AIRWAYS LTD	C	10	0	0	90	10	0	0	0	3	89	3	9	
<b>TOTAL SANTA CRUZ DE LA PALMA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>3</b>	<b>9</b>	
TENERIFE (SURREINA SOFIA)	EASYJET AIRLINE COMPANY LTD	S	96	0	0	86	8	2	3	0	6	90	7	106	
	MONARCH AIRLINES	S	62	0	2	44	15	15	16	6	66	63	17	52	
	THOMAS COOK AIRLINES LTD	C	28	0	0	68	11	11	4	7	34	67	13	36	
	THOMSON AIRWAYS LTD	C	70	0	0	80	10	9	1	0	9	81	8	64	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>256</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>11</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>25</b>	<b>79</b>	<b>10</b>	<b>258</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>521</b>	<b>0</b>	<b>3</b>	<b>73</b>	<b>11</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>22</b>	<b>79</b>	<b>12</b>	<b>497</b>
ST LUCIA															
ST LUCIA (HEWANORRA)	VIRGIN ATLANTIC AIRWAYS LTD	S	25	0	0	84	8	8	0	0	7	73	15	26	
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>15</b>	<b>26</b>	
<b>TOTAL ST LUCIA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>15</b>	<b>26</b>	
SWEDEN															
GOTEBORG	NORWEGIAN AIR SHUTTLE	S	36	0	0	94	0	6	0	0	3	0	0	0	
<b>TOTAL GOTEBORG</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>87</b>	<b>5</b>	<b>60</b>	
STOCKHOLM (ARLANDA)	NORWEGIAN AIR SHUTTLE	S	164	0	0	83	13	2	2	0	8	75	11	160	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>11</b>	<b>160</b>	
<b>TOTAL SWEDEN</b>			<b>200</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>8</b>	<b>280</b>	
SWITZERLAND															
BASLE MULHOUSE	EASYJET AIRLINE COMPANY LTD	S	86	0	0	93	7	0	0	0	3	95	2	76	
	EASYJET SWITZERLAND	S	50	0	0	88	4	6	0	2	10	92	3	52	
<b>TOTAL BASLE MULHOUSE</b>			<b>136</b>	<b>1</b>	<b>1</b>	<b>91</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>94</b>	<b>3</b>	<b>128</b>	
GENEVA	EASYJET AIRLINE COMPANY LTD	S	128	0	0	79	13	4	4	0	11	88	6	120	
	EASYJET SWITZERLAND	S	150	0	0	75	15	9	1	1	13	83	11	148	
<b>TOTAL GENEVA</b>			<b>278</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>9</b>	<b>268</b>	
ZURICH	EASYJET AIRLINE COMPANY LTD	S	90	0	0	76	14	8	2	0	12	86	10	90	
<b>TOTAL ZURICH</b>			<b>90</b>	<b>1</b>	<b>1</b>	<b>76</b>	<b>14</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>10</b>	<b>90</b>	
<b>TOTAL SWITZERLAND</b>			<b>504</b>	<b>2</b>	<b>2</b>	<b>80</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>7</b>	<b>486</b>	
TRINIDAD AND TOBAGO															
PORT OF SPAIN	BRITISH AIRWAYS PLC	S	43	0	0	67	9	12	9	2	27	73	13	60	
	CARIBBEAN AIRLINES	S	26	0	2	54	27	12	8	0	19	0	0	0	
<b>TOTAL PORT OF SPAIN</b>			<b>69</b>	<b>0</b>	<b>2</b>	<b>62</b>	<b>16</b>	<b>12</b>	<b>9</b>	<b>1</b>	<b>24</b>	<b>73</b>	<b>13</b>	<b>60</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)											
TOBAGO	BRITISH AIRWAYS PLC	S	8	0	0	75	13	13	0	0	0	8	82	6	17
	MONARCH AIRLINES	C	9	0	0	56	11	22	11	0	0	26	60	10	5
<b>TOTAL TOBAGO</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>12</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>77</b>	<b>7</b>	<b>22</b>
<b>TOTAL TRINIDAD AND TOBAGO</b>			<b>86</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>15</b>	<b>13</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>74</b>	<b>11</b>	<b>82</b>
<b>TUNISIA</b>															
ENFIDHA	THOMAS COOK AIRLINES LTD	C	17	0	0	88	6	6	0	0	0	3	94	3	17
	THOMSON AIRWAYS LTD	C	19	0	0	95	5	0	0	0	0	2	89	11	18
<b>TOTAL ENFIDHA</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>91</b>	<b>7</b>	<b>35</b>	
TUNIS	BRITISH AIRWAYS PLC	S	42	0	0	81	19	0	0	0	0	6	64	15	28
<b>TOTAL TUNIS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>64</b>	<b>15</b>	<b>28</b>	
<b>TOTAL TUNISIA</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>11</b>	<b>63</b>	
<b>TURKEY</b>															
ANTALYA	EASYJET AIRLINE COMPANY LTD	S	12	0	0	92	8	0	0	0	0	4	100	0	6
	MONARCH AIRLINES	S	4	1	0	50	0	0	50	0	0	51	0	0	0
	THOMAS COOK AIRLINES LTD	C	22	0	0	86	0	9	5	0	0	14	60	32	20
	THOMSON AIRWAYS LTD	C	18	0	0	89	0	0	11	0	0	11	67	12	9
<b>TOTAL ANTALYA</b>			<b>56</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>2</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>21</b>	<b>35</b>	
BODRUM (MILAS)	EASYJET AIRLINE COMPANY LTD	S	12	0	0	100	0	0	0	0	0	2	100	0	7
	MONARCH AIRLINES	S	4	0	0	75	25	0	0	0	0	8	0	0	0
	THOMAS COOK AIRLINES LTD	C	3	0	0	67	33	0	0	0	0	11	50	154	2
<b>TOTAL BODRUM (MILAS)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>29</b>	<b>11</b>	
DALAMAN	EASYJET AIRLINE COMPANY LTD	S	10	0	1	100	0	0	0	0	0	1	100	4	8
	MONARCH AIRLINES	S	10	0	1	70	0	10	20	0	0	40	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	2	100	7	5
	THOMSON AIRWAYS LTD	C	3	0	0	67	0	33	0	0	0	18	0	62	1
<b>TOTAL DALAMAN</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>0</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>19</b>	<b>93</b>	<b>9</b>	<b>14</b>	
ISTANBUL	THY TURK HAVA YOLLARI TURKIS	S	120	0	0	90	8	2	0	0	0	4	0	0	0
<b>TOTAL ISTANBUL</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	
IZMIR (ADNAM MENDERES)	EASYJET AIRLINE COMPANY LTD	S	3	0	1	67	33	0	0	0	0	9	100	0	4
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>5</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>100</b>	<b>0</b>	<b>4</b>	
<b>TOTAL TURKEY</b>			<b>235</b>	<b>1</b>	<b>3</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>19</b>	<b>64</b>	
<b>UKRAINE</b>															
DONETSK	DONBASSAERO	C	2	0	0	50	50	0	0	0	0	15	0	0	0
	UKRAINE INTERNATIONAL AIRLIN	C	2	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL DONETSK</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>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	
KIEV (BORISPOL)	AEROSVIT AIRLINES	S	2	0	0	0	0	100	0	0	0	41	74	19	42
	UKRAINE INTERNATIONAL AIRLIN	S	60	0	0	45	25	20	10	0	0	26	78	11	60
<b>TOTAL KIEV (BORISPOL)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>24</b>	<b>23</b>	<b>10</b>	<b>0</b>	<b>27</b>	<b>76</b>	<b>14</b>	<b>102</b>	
<b>TOTAL UKRAINE</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>24</b>	<b>21</b>	<b>9</b>	<b>0</b>	<b>25</b>	<b>76</b>	<b>14</b>	<b>102</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	180	0	0	78	13	4	4	0	0	11	84	8	180
TOTAL DUBAI			<b>180</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>8</b>	<b>180</b>
TOTAL UNITED ARAB EMIRATES			<b>180</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>8</b>	<b>180</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	112	0	0	78	14	6	2	0	0	9	86	6	94
TOTAL ABERDEEN			<b>112</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>6</b>	<b>256</b>
BELFAST CITY (GEORGE BEST)	AER LINGUS	S	180	0	0	99	1	0	0	0	0	1	0	0	0
	FLYBE LTD	S	224	0	0	92	6	2	0	0	0	4	83	8	240
TOTAL BELFAST CITY (GEORGE BEST)			<b>405</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>83</b>	<b>8</b>	<b>240</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	208	0	0	87	9	2	2	0	0	6	92	3	204
TOTAL BELFAST INTERNATIONAL			<b>209</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>92</b>	<b>3</b>	<b>204</b>
EDINBURGH	BRITISH AIRWAYS PLC	S	232	0	1	81	9	10	0	0	0	8	79	10	233
	EASYJET AIRLINE COMPANY LTD	S	234	0	0	83	10	5	2	0	0	7	86	7	198
TOTAL EDINBURGH			<b>466</b>	<b>3</b>	<b>1</b>	<b>82</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>9</b>	<b>431</b>
GLASGOW	BRITISH AIRWAYS PLC	S	237	0	0	80	14	3	4	0	0	9	87	7	230
	EASYJET AIRLINE COMPANY LTD	S	192	0	0	83	11	6	0	0	0	6	85	8	202
TOTAL GLASGOW			<b>429</b>	<b>2</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>7</b>	<b>432</b>
GUERNSEY	AURIGNY AIR SERVICES	S	290	1	18	81	7	5	7	0	0	13	93	3	336
	FLYBE LTD	S	214	0	0	86	7	5	2	0	0	8	89	6	248
TOTAL GUERNSEY			<b>504</b>	<b>1</b>	<b>18</b>	<b>83</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>91</b>	<b>4</b>	<b>584</b>
TOTAL HEATHROW			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>5</b>	<b>1</b>
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	54	0	0	72	26	2	0	0	0	9	75	11	76
	FLYBE LTD	S	120	0	0	93	4	3	0	0	0	3	83	9	162
TOTAL INVERNESS			<b>174</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>10</b>	<b>238</b>
ISLE OF MAN	EASYJET AIRLINE COMPANY LTD	S	38	0	0	100	0	0	0	0	0	1	0	0	0
	FLYBE LTD	S	218	0	0	94	4	2	1	0	0	4	90	8	218
TOTAL ISLE OF MAN			<b>257</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>8</b>	<b>218</b>
JERSEY	BRITISH AIRWAYS PLC	S	296	0	0	84	13	2	1	0	0	6	83	7	294
	FLYBE LTD	S	230	0	2	93	4	0	3	0	0	5	90	5	233
TOTAL JERSEY			<b>526</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>6</b>	<b>527</b>
LEEDS BRADFORD	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	4	0	0	0
TOTAL LEEDS BRADFORD			<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>
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL LIVERPOOL (JOHN LENNON)			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
MANCHESTER	BRITISH AIRWAYS PLC	S	199	0	0	88	6	6	1	0	0	6	85	7	232
TOTAL MANCHESTER			<b>200</b>	<b>2</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>7</b>	<b>232</b>
NEWCASTLE	FLYBE LTD	S	151	0	0	89	4	1	5	1	0	9	85	9	160
TOTAL NEWCASTLE			<b>151</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>9</b>	<b>161</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)										
NEWQUAY	FLYBE LTD	S	162	0	0	95	2	2	1	0	0	3	87	10	160
<b>TOTAL NEWQUAY</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>87</b>	<b>10</b>	<b>160</b>
<b>TOTAL UNITED KINGDOM</b>			<b>3602</b>	<b>8</b>	<b>21</b>	<b>87</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>7</b>	<b>3686</b>
<b>USA</b>															
CHARLOTTE	US AIRWAYS	S	48	0	0	94	0	0	6	0	0	9	91	3	57
<b>TOTAL CHARLOTTE</b>			<b>48</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>9</b>	<b>91</b>	<b>3</b>	<b>57</b>
LAS VEGAS	BRITISH AIRWAYS PLC	S	25	0	0	60	8	20	12	0	0	28	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	56	0	0	64	9	14	11	2	0	26	72	16	58
<b>TOTAL LAS VEGAS</b>			<b>81</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>9</b>	<b>16</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>72</b>	<b>16</b>	<b>58</b>
ORLANDO	BRITISH AIRWAYS PLC	S	60	0	0	75	18	2	2	3	0	16	86	7	58
	VIRGIN ATLANTIC AIRWAYS LTD	S	107	0	0	68	11	7	11	2	0	24	76	16	102
<b>TOTAL ORLANDO</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>5</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>80</b>	<b>13</b>	<b>160</b>
SANFORD	THOMAS COOK AIRLINES LTD	C	2	0	0	50	0	50	0	0	0	23	100	0	1
	THOMSON AIRWAYS LTD	C	11	0	0	82	18	0	0	0	0	5	83	6	12
<b>TOTAL SANFORD</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>26</b>	<b>85</b>	<b>6</b>	<b>13</b>
TAMPA	BRITISH AIRWAYS PLC	S	51	0	0	75	6	8	8	4	0	24	92	4	52
<b>TOTAL TAMPA</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>6</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>24</b>	<b>92</b>	<b>4</b>	<b>52</b>
<b>TOTAL USA</b>			<b>362</b>	<b>2</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>7</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>82</b>	<b>11</b>	<b>385</b>
<b>VIETNAM</b>															
HANOI	VIETNAM AIRLINES	S	18	0	0	56	28	6	11	0	0	22	0	0	0
<b>TOTAL HANOI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>28</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
HO CHI MINH CITY	VIETNAM AIRLINES	S	16	0	0	56	19	0	6	13	6	82	0	0	0
<b>TOTAL HO CHI MINH CITY</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>0</b>	<b>6</b>	<b>13</b>	<b>6</b>	<b>82</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL VIETNAM</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>24</b>	<b>3</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GATWICK</b>			<b>15894</b>	<b>24</b>	<b>43</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>9</b>	<b>16133</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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>CANADA</b>															
TORONTO	AIR TRANSAT	S	8	0	0	50	38	13	0	0	0	17	88	27	8
TOTAL TORONTO			8	0	0	50	38	13	0	0	0	17	88	27	8
TOTAL CANADA			8	0	0	50	38	13	0	0	0	17	88	27	8
<b>CAPE VERDE ISLANDS</b>															
BOA VISTA (RABIL)	THOMSON AIRWAYS LTD	S	8	0	0	75	0	13	13	0	0	19	88	10	8
TOTAL BOA VISTA (RABIL)			8	0	0	75	0	13	13	0	0	19	88	10	8
TOTAL CAPE VERDE ISLANDS			8	0	0	75	0	13	13	0	0	19	88	10	8
<b>CYPRUS</b>															
PAPHOS	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	1	80	12	10
TOTAL PAPHOS			9	0	0	100	0	0	0	0	0	1	75	12	16
TOTAL CYPRUS			9	0	0	100	0	0	0	0	0	1	72	12	18
<b>DENMARK</b>															
COPENHAGEN	BMI REGIONAL	S	52	0	0	92	8	0	0	0	0	3	81	10	52
TOTAL COPENHAGEN			52	0	0	92	8	0	0	0	0	3	81	10	52
ROSKILDE	DANISH AIR TRANSPORT	C	2	0	0	50	0	50	0	0	0	18	0	0	0
TOTAL ROSKILDE			2	0	0	50	0	50	0	0	0	18	0	0	0
TOTAL DENMARK			54	0	0	91	7	2	0	0	0	3	81	10	52
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	THOMSON AIRWAYS LTD	C	18	0	0	89	6	6	0	0	0	6	69	10	16
TOTAL SHARM EL SHEIKH (OPHIRA)			18	0	0	89	6	6	0	0	0	6	71	12	24
TOTAL EGYPT			18	0	0	89	6	6	0	0	0	6	71	12	24
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	36	0	0	97	3	0	0	0	0	2	100	1	40
	FLYBE LTD	S	59	0	1	100	0	0	0	0	0	2	84	10	31
TOTAL PARIS (CHARLES DE GAULLE)			95	0	1	99	1	0	0	0	0	2	93	5	71
TOTAL FRANCE			95	0	1	99	1	0	0	0	0	2	92	5	75
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	44	0	0	93	7	0	0	0	0	4	93	6	42
TOTAL BERLIN (SCHONEFELD)			44	0	0	93	7	0	0	0	0	4	93	6	42
TOTAL GERMANY			44	0	0	93	7	0	0	0	0	4	92	5	52
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	26	0	0	88	12	0	0	0	0	6	69	13	26
TOTAL KEFLAVIK			26	0	0	88	12	0	0	0	0	6	69	13	26
TOTAL ICELAND			26	0	0	88	12	0	0	0	0	6	69	13	26



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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>															
CORK	AER ARANN	S	38	0	0	68	13	8	11	0	0	20	75	31	32
<b>TOTAL CORK</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>13</b>	<b>8</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>75</b>	<b>31</b>	<b>32</b>
DONEGAL	LOGANAIR	S	34	0	0	97	0	3	0	0	0	2	96	3	23
<b>TOTAL DONEGAL</b>			<b>34</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>2</b>	<b>96</b>	<b>2</b>	<b>25</b>
DUBLIN	AER ARANN	S	226	0	0	88	3	7	3	0	0	7	91	6	230
	CITY JET	C	2	0	0	100	0	0	0	0	0	10	0	0	0
<b>TOTAL DUBLIN</b>			<b>228</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>3</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>6</b>	<b>230</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>300</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>4</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>9</b>	<b>287</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	JET2.COM LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL LUXEMBOURG</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL LUXEMBOURG</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MALTA</b>															
MALTA	THOMAS COOK AIRLINES LTD	C	3	0	0	100	0	0	0	0	0	0	60	13	5
<b>TOTAL MALTA</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>60</b>	<b>13</b>	<b>5</b>
<b>TOTAL MALTA</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>60</b>	<b>13</b>	<b>5</b>
<b>MEXICO</b>															
CANCUN	THOMSON AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL CANCUN</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>100</b>	<b>0</b>	<b>1</b>
<b>TOTAL MEXICO</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>100</b>	<b>0</b>	<b>1</b>
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	36	0	0	100	0	0	0	0	0	1	88	8	50
	KLM	S	112	0	0	88	4	4	4	0	0	10	85	8	174
	KLM CITYHOPPER	S	128	0	0	88	5	2	3	1	0	10	80	14	60
<b>TOTAL AMSTERDAM</b>			<b>276</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>10</b>	<b>284</b>
<b>TOTAL NETHERLANDS</b>			<b>276</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>10</b>	<b>284</b>
<b>NORWAY</b>															
STAVANGER	EASTERN AIRWAYS	S	26	0	0	81	8	12	0	0	0	8	54	13	24
<b>TOTAL STAVANGER</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>54</b>	<b>13</b>	<b>24</b>
<b>TOTAL NORWAY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>54</b>	<b>13</b>	<b>24</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	EASYJET AIRLINE COMPANY LTD	S	18	0	0	94	6	0	0	0	0	3	95	1	22
<b>TOTAL FARO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>95</b>	<b>1</b>	<b>22</b>
LISBON	JET2.COM LTD	C	10	0	0	80	20	0	0	0	0	8	0	0	0
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL LISBON</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)			30	0	0	90	10	0	0	0	0	5	95	1	22
PORTUGAL(MADEIRA)															
FUNCHAL	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	6	100	3	8
TOTAL FUNCHAL			8	0	0	88	13	0	0	0	0	6	100	3	8
TOTAL PORTUGAL(MADEIRA)			8	0	0	88	13	0	0	0	0	6	100	3	8
SPAIN															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	34	0	0	91	3	6	0	0	0	4	100	1	34
	JET2.COM LTD	S	16	0	0	88	6	0	6	0	0	12	75	13	20
	THOMAS COOK AIRLINES LTD	C	6	0	0	100	0	0	0	0	0	2	70	10	10
	THOMSON AIRWAYS LTD	C	16	0	0	100	0	0	0	0	0	4	100	2	18
TOTAL ALICANTE			72	0	0	93	3	3	1	0	0	5	90	5	82
BARCELONA	AIR EUROPA	C	2	0	0	50	0	50	0	0	0	23	0	0	0
TOTAL BARCELONA			2	0	0	50	0	50	0	0	0	23	0	0	0
MALAGA	EASYJET AIRLINE COMPANY LTD	S	42	0	0	98	0	2	0	0	0	3	96	4	50
TOTAL MALAGA			43	0	0	98	0	2	0	0	0	3	96	4	50
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	16	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL PALMA DE MALLORCA			16	0	0	100	0	0	0	0	0	2	0	0	0
ZARAGOZA	THOMAS COOK BELGIUM	C	2	2	0	50	50	0	0	0	0	8	0	0	0
TOTAL ZARAGOZA			2	2	0	50	50	0	0	0	0	8	0	0	0
TOTAL SPAIN			135	2	0	94	2	3	1	0	0	4	91	5	152
SPAIN(CANARY ISLANDS)															
ARRECIFE	JET2.COM LTD	S	18	0	0	72	17	0	6	0	6	72	0	0	0
	THOMAS COOK AIRLINES LTD	C	17	0	0	41	41	18	0	0	0	20	53	21	17
	THOMSON AIRWAYS LTD	C	10	0	0	70	10	20	0	0	0	13	75	162	8
TOTAL ARRECIFE			45	0	0	60	24	11	2	0	2	39	60	66	25
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	C	13	0	0	69	8	8	0	15	0	58	67	10	15
	THOMSON AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	1	90	4	10
TOTAL FUERTEVENTURA			20	0	0	80	5	5	0	10	0	38	76	8	25
LAS PALMAS	THOMAS COOK AIRLINES LTD	C	10	0	0	80	10	10	0	0	0	11	88	5	16
	THOMSON AIRWAYS LTD	C	8	0	0	38	13	50	0	0	0	23	88	4	8
TOTAL LAS PALMAS			18	0	0	61	11	28	0	0	0	16	88	5	24
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	22	0	0	73	18	5	5	0	0	14	82	9	22
	THOMAS COOK AIRLINES LTD	C	32	0	0	91	6	3	0	0	0	6	83	7	42
	THOMSON AIRWAYS LTD	C	26	0	0	81	12	8	0	0	0	6	92	6	26
TOTAL TENERIFE (SURREINA SOFIA)			80	0	0	83	11	5	1	0	0	8	86	7	90
TOTAL SPAIN(CANARY ISLANDS)			163	0	0	74	14	9	1	1	1	21	80	16	164
TUNISIA															
ENFIDHA	THOMAS COOK AIRLINES LTD	C	9	0	0	78	11	11	0	0	0	10	67	21	12
TOTAL ENFIDHA			9	0	0	78	11	11	0	0	0	10	67	21	12

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 TUNISIA			9	0	0	78	11	11	0	0	0	10	67	21	12
TURKEY															
ANTALYA	THOMAS COOK AIRLINES LTD	C	11	0	0	55	18	9	0	9	9	75	92	6	12
TOTAL ANTALYA			11	0	0	55	18	9	0	9	9	75	92	6	12
TOTAL TURKEY			11	0	0	55	18	9	0	9	9	75	92	6	13
UNITED ARAB EMIRATES															
DUBAI	EMIRATES	S	120	0	0	88	7	3	0	2	0	9	75	12	60
TOTAL DUBAI			120	0	0	88	7	3	0	2	0	9	75	12	60
TOTAL UNITED ARAB EMIRATES			120	0	0	88	7	3	0	2	0	9	75	12	60
UNITED KINGDOM															
BARRA	LOGANAIR	S	52	0	0	98	2	0	0	0	0	1	90	8	48
TOTAL BARRA			52	0	0	98	2	0	0	0	0	1	90	8	48
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	185	0	3	92	4	4	0	0	0	4	90	5	194
TOTAL BELFAST CITY (GEORGE BEST)			185	0	3	92	4	4	0	0	0	4	90	5	194
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	192	0	0	96	1	3	0	0	0	2	99	1	188
TOTAL BELFAST INTERNATIONAL			192	1	0	96	1	3	0	0	0	2	99	1	188
BENBECULA	LOGANAIR	S	78	0	0	85	3	3	9	1	0	17	90	10	82
TOTAL BENBECULA			78	0	0	85	3	3	9	1	0	17	90	10	82
BIRMINGHAM	FLYBE LTD	S	331	0	2	94	4	1	1	0	0	4	85	10	325
TOTAL BIRMINGHAM			331	1	2	94	4	1	1	0	0	4	85	10	325
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	182	0	0	92	4	3	1	0	0	4	94	2	164
TOTAL BRISTOL			182	0	0	92	4	3	1	0	0	4	94	2	166
CAMPBELTOWN	LOGANAIR	S	81	0	0	86	4	5	5	0	0	8	86	8	71
TOTAL CAMPBELTOWN			81	0	0	86	4	5	5	0	0	8	86	8	71
CARDIFF WALES	FLYBE LTD	S	18	0	0	94	6	0	0	0	0	4	80	42	54
TOTAL CARDIFF WALES			18	0	0	94	6	0	0	0	0	4	80	42	54
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	156	0	0	86	6	4	3	1	0	10	0	0	0
TOTAL EAST MIDLANDS INTERNATIONAL			156	0	0	86	6	4	3	1	0	10	89	4	112
EXETER	FLYBE LTD	S	46	0	0	91	2	2	4	0	0	8	88	11	51
TOTAL EXETER			46	0	0	91	2	2	4	0	0	8	88	11	51
GATWICK	BRITISH AIRWAYS PLC	S	237	0	0	82	12	2	4	0	0	9	88	7	230
	EASYJET AIRLINE COMPANY LTD	S	192	0	0	88	7	5	0	0	0	5	88	6	202
TOTAL GATWICK			429	0	0	85	10	3	2	0	0	7	88	7	432
HEATHROW	BRITISH AIRWAYS PLC	S	599	0	0	85	7	4	4	0	0	9	86	9	510
TOTAL HEATHROW			599	0	0	85	7	4	4	0	0	9	86	9	510
ISLAY	LOGANAIR	S	99	0	0	82	3	2	11	2	0	18	97	2	102
TOTAL ISLAY			99	0	0	82	3	2	11	2	0	18	97	2	102
ISLE OF MAN	LOGANAIR	S	36	0	0	94	0	0	6	0	0	8	84	13	31

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 ISLE OF MAN			36	0	0	94	0	0	6	0	0	8	84	13	31
JERSEY	EASYJET AIRLINE COMPANY LTD	S	16	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL JERSEY			16	0	0	100	0	0	0	0	0	0	0	0	0
KIRKWALL	LOGANAIR	S	60	0	0	75	7	5	10	3	0	23	95	3	58
TOTAL KIRKWALL			60	0	0	75	7	5	10	3	0	23	95	3	58
LEEDS BRADFORD	FLYBE LTD	S	18	0	0	89	0	11	0	0	0	9	0	0	0
	LOGANAIR	S	78	0	0	90	4	4	3	0	0	5	0	0	0
TOTAL LEEDS BRADFORD			96	0	0	90	3	5	2	0	0	6	87	8	87
LONDON CITY	BA CITYFLYER LTD	S	256	0	0	92	4	3	1	0	0	5	85	11	210
TOTAL LONDON CITY			256	0	0	92	4	3	1	0	0	5	85	11	210
LUTON	EASYJET AIRLINE COMPANY LTD	S	192	0	0	96	3	0	1	0	0	2	95	2	196
TOTAL LUTON			192	0	0	96	3	0	1	0	0	2	95	2	196
MANCHESTER	FLYBE LTD	S	131	0	1	92	2	2	3	1	0	6	81	11	125
TOTAL MANCHESTER			131	0	1	92	2	2	3	1	0	6	81	11	125
SOUTHAMPTON	FLYBE LTD	S	235	0	6	89	6	3	2	0	0	8	88	7	294
TOTAL SOUTHAMPTON			235	0	6	89	6	3	2	0	0	8	88	7	294
STANSTED	EASYJET AIRLINE COMPANY LTD	S	192	0	0	96	3	1	1	0	0	2	95	3	240
TOTAL STANSTED			192	0	0	96	3	1	1	0	0	2	95	3	240
STORNOWAY	LOGANAIR	S	192	0	0	82	8	5	5	0	0	10	89	9	162
TOTAL STORNOWAY			192	0	0	82	8	5	5	0	0	10	89	9	162
SUMBURGH	LOGANAIR	S	60	0	0	78	8	8	5	0	0	11	86	6	58
TOTAL SUMBURGH			60	0	0	78	8	8	5	0	0	11	86	6	58
TIREE	LOGANAIR	S	50	0	0	80	0	8	10	2	0	21	98	7	51
TOTAL TIREE			50	0	0	80	0	8	10	2	0	21	98	7	51
TOTAL UNITED KINGDOM			3964	3	12	89	5	3	3	0	0	7	89	7	3847
USA															
NEW YORK (NEWARK)	JET2.COM LTD	C	2	0	0	50	0	0	50	0	0	73	0	20	2
	UNITED AIRLINES	S	50	0	0	72	10	10	8	0	0	15	0	0	0
TOTAL NEW YORK (NEWARK)			52	0	0	71	10	10	10	0	0	18	71	11	52
SANFORD	THOMSON AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL SANFORD			3	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL USA			56	0	0	71	9	9	11	0	0	17	72	11	54
TOTAL GLASGOW			5369	5	13	88	5	3	2	0	0	8	88	8	5205

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)											
ALGERIA															
ALGIERS	AIR ALGERIE	S	36	0	0	69	11	8	11	0	0	19	47	27	34
TOTAL ALGIERS			36	0	0	69	11	8	11	0	0	19	73	14	94
TOTAL ALGERIA			36	0	0	69	11	8	11	0	0	19	73	14	94
ANGOLA															
LUANDA	BRITISH AIRWAYS PLC	S	18	0	0	78	6	17	0	0	0	12	71	8	17
TOTAL LUANDA			18	0	0	78	6	17	0	0	0	12	71	8	17
TOTAL ANGOLA			18	0	0	78	6	17	0	0	0	12	71	8	17
ARGENTINA															
BUENOS AIRES	BRITISH AIRWAYS PLC	S	60	0	0	87	8	2	0	0	3	33	85	16	60
TOTAL BUENOS AIRES			60	0	0	87	8	2	0	0	3	33	85	16	60
TOTAL ARGENTINA			60	0	0	87	8	2	0	0	3	33	85	16	60
AUSTRALIA															
MELBOURNE	QANTAS	S	60	0	0	75	8	8	7	2	0	17	81	17	112
TOTAL MELBOURNE			60	0	0	75	8	8	7	2	0	17	81	17	112
SYDNEY	BRITISH AIRWAYS PLC	S	59	0	1	85	8	3	3	0	0	9	80	10	119
	QANTAS	S	60	0	2	75	10	5	5	0	5	62	59	21	111
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	80	13	5	2	0	0	9	88	5	60
TOTAL SYDNEY			179	0	3	80	11	4	3	0	2	27	74	13	290
TOTAL AUSTRALIA			239	0	3	79	10	5	4	0	1	24	76	14	402
AUSTRIA															
VIENNA	AUSTRIAN ARROWS	S	239	0	0	79	13	5	3	0	0	10	0	0	0
	BRITISH AIRWAYS PLC	S	240	0	0	90	6	2	3	0	0	6	85	9	234
TOTAL VIENNA			479	0	0	84	10	3	3	0	0	8	78	13	533
TOTAL AUSTRIA			479	0	0	84	10	3	3	0	0	8	78	13	533
AZERBAIJAN															
BAKU (HEYDER ALIYEV INT'L)	AZERBAIJAN AIRLINES (AZAL)	S	60	0	0	93	3	0	3	0	0	6	92	4	26
	BRITISH AIRWAYS PLC	S	50	0	2	78	6	2	8	2	4	40	0	0	0
TOTAL BAKU (HEYDER ALIYEV INT'L)			110	0	2	86	5	1	5	1	2	22	92	4	26
TOTAL AZERBAIJAN			110	0	2	86	5	1	5	1	2	22	92	4	26
BAHRAIN															
BAHRAIN	GULF AIR	S	110	0	0	93	5	0	1	0	1	8	79	12	119
TOTAL BAHRAIN			110	0	0	93	5	0	1	0	1	8	79	12	119
TOTAL BAHRAIN			110	0	0	93	5	0	1	0	1	8	79	12	119
BANGLADESH															
DHAKHA	BIMAN BANGLADESH AIRLINES	S	18	0	6	0	0	0	89	11	0	130	26	41	34
TOTAL DHAKHA			18	0	6	0	0	0	89	11	0	130	26	41	34

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 BANGLADESH			18	0	6	0	0	0	89	11	0	130	26	41	34
<b>BELGIUM</b>															
BRUSSELS	BRITISH AIRWAYS PLC	S	344	0	0	86	6	4	3	0	0	8	82	10	315
	BRUSSELS AIRLINES	S	216	0	0	88	7	4	1	0	0	6	82	10	214
<b>TOTAL BRUSSELS</b>			<b>560</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>10</b>	<b>530</b>
<b>TOTAL BELGIUM</b>			<b>560</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>10</b>	<b>530</b>
<b>BRAZIL</b>															
RIO DE JANEIRO (GALEAO)	BRITISH AIRWAYS PLC	S	48	0	0	71	19	6	4	0	0	13	61	16	51
	TAM LINHAS AEREAS	S	24	2	2	83	4	13	0	0	0	7	81	7	32
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>			<b>72</b>	<b>2</b>	<b>2</b>	<b>75</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>13</b>	<b>83</b>
SAO PAULO (GUARULHOS)	BRITISH AIRWAYS PLC	S	60	1	0	82	8	5	5	0	0	11	63	19	60
	TAM LINHAS AEREAS	S	59	1	4	90	7	3	0	0	0	4	80	8	60
<b>TOTAL SAO PAULO (GUARULHOS)</b>			<b>119</b>	<b>2</b>	<b>4</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>72</b>	<b>14</b>	<b>120</b>
<b>TOTAL BRAZIL</b>			<b>191</b>	<b>4</b>	<b>6</b>	<b>82</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>70</b>	<b>13</b>	<b>203</b>
<b>BRUNEI</b>															
BANDAR SERI BEGAWAN	ROYAL BRUNEI AIRLINES	S	60	0	0	83	12	3	2	0	0	8	82	10	60
<b>TOTAL BANDAR SERI BEGAWAN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>10</b>	<b>60</b>
<b>TOTAL BRUNEI</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>10</b>	<b>60</b>
<b>BULGARIA</b>															
SOFIA	BRITISH AIRWAYS PLC	S	60	0	0	92	3	5	0	0	0	4	92	4	60
	BULGARIA AIR	S	38	0	0	68	24	8	0	0	0	12	80	6	40
<b>TOTAL SOFIA</b>			<b>98</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>87</b>	<b>5</b>	<b>100</b>
<b>TOTAL BULGARIA</b>			<b>98</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>87</b>	<b>5</b>	<b>100</b>
<b>CANADA</b>															
CALGARY	AIR CANADA	S	60	0	0	87	8	2	3	0	0	8	77	10	60
	BRITISH AIRWAYS PLC	S	50	0	0	74	10	8	4	0	4	63	82	8	60
<b>TOTAL CALGARY</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>33</b>	<b>79</b>	<b>9</b>	<b>120</b>
EDMONTON	AIR CANADA	S	26	0	0	73	4	19	4	0	0	16	74	14	27
<b>TOTAL EDMONTON</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>4</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>74</b>	<b>14</b>	<b>27</b>
HALIFAX INT	AIR CANADA	S	29	1	1	93	0	0	7	0	0	10	84	7	31
<b>TOTAL HALIFAX INT</b>			<b>29</b>	<b>1</b>	<b>1</b>	<b>93</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>7</b>	<b>31</b>
MONTREAL (DORVAL)	AIR CANADA	S	60	0	0	90	7	2	2	0	0	5	85	22	59
	BRITISH AIRWAYS PLC	S	60	0	0	73	18	8	0	0	0	9	73	15	60
<b>TOTAL MONTREAL (DORVAL)</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>18</b>	<b>119</b>
OTTAWA INTERNATIONAL	AIR CANADA	S	49	0	0	92	6	0	2	0	0	4	73	10	60
<b>TOTAL OTTAWA INTERNATIONAL</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>73</b>	<b>10</b>	<b>60</b>
TORONTO	AIR CANADA	S	231	0	1	77	14	6	3	0	0	10	78	11	226
	BRITISH AIRWAYS PLC	S	120	0	0	72	19	4	5	0	0	12	74	11	120

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 TORONTO</b>			<b>351</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>16</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>11</b>	<b>346</b>
VANCOUVER	AIR CANADA	S	61	0	0	85	8	3	3	0	0	9	67	14	60
	BRITISH AIRWAYS PLC	S	60	0	0	63	13	10	13	0	0	20	63	17	60
<b>TOTAL VANCOUVER</b>			<b>121</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>65</b>	<b>16</b>	<b>120</b>
<b>TOTAL CANADA</b>			<b>806</b>	<b>1</b>	<b>2</b>	<b>79</b>	<b>12</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>12</b>	<b>823</b>
<b>CAYMAN ISLANDS</b>															
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	34	0	0	71	9	15	6	0	0	17	66	34	35
<b>TOTAL GRAND CAYMAN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>9</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>66</b>	<b>34</b>	<b>35</b>
<b>TOTAL CAYMAN ISLANDS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>9</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>66</b>	<b>34</b>	<b>35</b>
<b>CHINA</b>															
BEIJING	AIR CHINA	S	60	0	0	68	25	7	0	0	10	77	44	60	
	BRITISH AIRWAYS PLC	S	51	0	0	67	20	8	2	2	26	54	31	52	
<b>TOTAL BEIJING</b>			<b>111</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>23</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>17</b>	<b>66</b>	<b>38</b>	<b>112</b>	
GUANGZHOU BAIYUN INTERNATIONAL	CHINA SOUTHERN	S	42	0	0	74	7	14	5	0	12	0	0	0	
<b>TOTAL GUANGZHOU BAIYUN INTERNATIONAL</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>7</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SHANGHAI (PU DONG)	BRITISH AIRWAYS PLC	S	52	0	0	73	13	10	4	0	11	74	14	50	
	CHINA EASTERN AIRLINES	S	34	0	0	76	12	9	3	0	11	79	8	34	
	VIRGIN ATLANTIC AIRWAYS LTD	S	54	0	0	91	2	6	2	0	5	86	31	59	
<b>TOTAL SHANGHAI (PU DONG)</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>19</b>	<b>143</b>	
<b>TOTAL CHINA</b>			<b>293</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>28</b>	<b>255</b>	
<b>CROATIA</b>															
ZAGREB	CROATIA AIRLINES	S	76	0	0	83	11	3	4	0	9	72	19	78	
<b>TOTAL ZAGREB</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>19</b>	<b>78</b>	
<b>TOTAL CROATIA</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>19</b>	<b>78</b>	
<b>CYPRUS</b>															
LARNACA	AEGEAN AIRLINES	S	42	0	0	67	21	5	5	0	36	71	13	59	
	BRITISH AIRWAYS PLC	S	60	0	0	72	13	7	5	3	22	78	22	60	
	CYPRUS AIRWAYS	S	118	0	0	69	17	12	2	0	12	63	20	92	
<b>TOTAL LARNACA</b>			<b>220</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>19</b>	<b>70</b>	<b>19</b>	<b>211</b>	
<b>TOTAL CYPRUS</b>			<b>220</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>19</b>	<b>70</b>	<b>19</b>	<b>211</b>	
<b>CZECH REPUBLIC</b>															
PRAGUE	BRITISH AIRWAYS PLC	S	260	0	0	85	9	5	1	0	6	82	12	238	
<b>TOTAL PRAGUE</b>			<b>260</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>12</b>	<b>238</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>260</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>12</b>	<b>238</b>	
<b>DENMARK</b>															
COPENHAGEN	BRITISH AIRWAYS PLC	S	342	0	0	89	5	3	3	0	7	88	8	302	
	SAS	S	332	1	0	87	8	4	1	0	6	82	13	330	
<b>TOTAL COPENHAGEN</b>			<b>674</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>11</b>	<b>632</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 DENMARK			674	1	0	88	6	4	2	0	0	6	85	11	632
EGYPT															
CAIRO	BRITISH AIRWAYS PLC	S	60	0	0	93	5	0	2	0	0	5	83	10	58
	EGYPT AIR	S	120	0	0	79	14	6	1	0	0	8	68	15	92
TOTAL CAIRO			180	0	0	84	11	4	1	0	0	7	74	13	210
LUXOR	EGYPT AIR	S	8	0	0	88	13	0	0	0	0	5	75	9	8
TOTAL LUXOR			8	0	0	88	13	0	0	0	0	5	75	9	8
TOTAL EGYPT			188	0	0	84	11	4	1	0	0	7	75	12	234
ETHIOPIA															
ADDIS ABABA	ETHIOPIAN AIRLINES	S	52	0	0	77	12	8	4	0	0	10	86	8	50
TOTAL ADDIS ABABA			52	0	0	77	12	8	4	0	0	10	69	16	75
TOTAL ETHIOPIA			52	0	0	77	12	8	4	0	0	10	69	16	75
FINLAND															
HELSINKI	BRITISH AIRWAYS PLC	S	120	0	0	82	10	8	0	0	0	8	84	12	118
	FINNAIR	S	240	0	0	86	9	4	1	0	0	6	84	12	240
TOTAL HELSINKI			360	0	0	85	9	6	1	0	0	7	84	12	358
TOTAL FINLAND			360	0	0	85	9	6	1	0	0	7	84	12	358
FRANCE															
LYON	BRITISH AIRWAYS PLC	S	194	0	0	81	10	7	2	0	0	8	87	7	180
TOTAL LYON			194	0	0	81	10	7	2	0	0	8	87	7	180
MARSEILLE	BRITISH AIRWAYS PLC	S	178	0	0	88	5	5	2	0	0	6	0	0	0
TOTAL MARSEILLE			178	0	0	88	5	5	2	0	0	6	0	0	0
NICE	BRITISH AIRWAYS PLC	S	300	0	0	87	7	5	2	0	0	7	83	10	294
TOTAL NICE			300	0	0	87	7	5	2	0	0	7	84	10	405
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	430	0	0	81	12	5	2	0	0	8	70	14	472
	BRITISH AIRWAYS PLC	S	411	0	0	82	10	5	2	0	0	8	78	13	440
TOTAL PARIS (CHARLES DE GAULLE)			841	0	0	82	11	5	2	0	0	8	74	14	912
PARIS (ORLY)	BRITISH AIRWAYS PLC	S	238	0	0	86	6	6	2	0	0	7	87	7	176
TOTAL PARIS (ORLY)			238	0	0	86	6	6	2	0	0	7	87	7	176
TOULOUSE (BLAGNAC)	BRITISH AIRWAYS PLC	S	180	0	0	86	8	4	1	0	0	6	86	9	180
TOTAL TOULOUSE (BLAGNAC)			180	0	0	86	8	4	1	0	0	6	86	9	180
TOTAL FRANCE			1931	0	0	84	9	5	2	0	0	7	80	11	1853
GEORGIA															
TBILISI	BRITISH AIRWAYS PLC	S	17	0	0	88	0	6	0	6	0	16	0	0	0
TOTAL TBILISI			17	0	0	88	0	6	0	6	0	16	71	22	35
TOTAL GEORGIA			17	0	0	88	0	6	0	6	0	16	71	22	35
GERMANY															



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)										
BERLIN (TEGEL)	BRITISH AIRWAYS PLC	S	332	0	0	85	7	4	4	0	0	8	85	8	294
	LUFTHANSA	S	192	0	0	76	14	8	2	0	0	10	57	23	42
<b>TOTAL BERLIN (TEGEL)</b>			<b>524</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>12</b>	<b>474</b>
COLOGNE BONN	GERMANWINGS	S	154	1	0	90	3	6	0	0	0	5	0	0	0
<b>TOTAL COLOGNE BONN</b>			<b>154</b>	<b>1</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>69</b>	<b>21</b>	<b>172</b>
DUSSELDORF	BRITISH AIRWAYS PLC	S	377	0	0	85	8	4	2	0	0	7	82	9	336
	LUFTHANSA	S	262	0	0	85	6	7	2	0	0	8	79	11	293
<b>TOTAL DUSSELDORF</b>			<b>639</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>10</b>	<b>629</b>
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	408	0	0	88	5	5	2	0	0	6	85	13	432
	LUFTHANSA	S	718	1	0	89	6	3	1	0	0	5	78	11	688
<b>TOTAL FRANKFURT MAIN</b>			<b>1126</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>12</b>	<b>1120</b>
HAMBURG	BRITISH AIRWAYS PLC	S	298	0	0	86	6	5	2	0	0	8	87	8	238
	LUFTHANSA	S	162	0	0	84	10	2	4	0	0	9	81	13	224
<b>TOTAL HAMBURG</b>			<b>460</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>10</b>	<b>462</b>
HANOVER	BRITISH AIRWAYS PLC	S	177	0	0	93	3	3	1	0	0	4	0	0	0
<b>TOTAL HANOVER</b>			<b>177</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>11</b>	<b>162</b>
MUNICH	BRITISH AIRWAYS PLC	S	396	0	0	85	8	5	2	0	0	7	84	10	355
	LUFTHANSA	S	476	0	0	84	8	5	3	0	0	8	65	19	470
<b>TOTAL MUNICH</b>			<b>872</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>15</b>	<b>825</b>
STUTTGART	BRITISH AIRWAYS PLC	S	120	0	0	93	3	3	2	0	0	5	88	10	116
	GERMANWINGS	S	154	0	0	90	5	2	3	0	0	4	0	0	0
<b>TOTAL STUTTGART</b>			<b>274</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>8</b>	<b>289</b>
<b>TOTAL GERMANY</b>			<b>4226</b>	<b>2</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>12</b>	<b>4191</b>
<b>GHANA</b>															
ACCRA	BRITISH AIRWAYS PLC	S	60	0	0	48	23	20	3	0	5	45	65	25	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	43	0	0	81	16	0	2	0	0	6	83	39	24
<b>TOTAL ACCRA</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>20</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>29</b>	<b>70</b>	<b>29</b>	<b>84</b>
<b>TOTAL GHANA</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>20</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>29</b>	<b>70</b>	<b>29</b>	<b>84</b>
<b>GIBRALTAR</b>															
GIBRALTAR	BRITISH AIRWAYS PLC	S	76	0	0	82	5	8	0	5	0	19	80	15	60
<b>TOTAL GIBRALTAR</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>19</b>	<b>80</b>	<b>15</b>	<b>60</b>
<b>TOTAL GIBRALTAR</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>19</b>	<b>80</b>	<b>15</b>	<b>60</b>
<b>GREECE</b>															
ATHENS	AEGEAN AIRLINES	S	102	0	0	95	3	2	0	0	0	3	82	10	203
	BRITISH AIRWAYS PLC	C	4	0	0	100	0	0	0	0	0	1	100	5	4
	BRITISH AIRWAYS PLC	S	162	0	0	67	18	9	6	0	0	15	78	15	180
<b>TOTAL ATHENS</b>			<b>268</b>	<b>0</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>80</b>	<b>13</b>	<b>387</b>
<b>TOTAL GREECE</b>			<b>269</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>13</b>	<b>387</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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>HONG KONG</b>															
HONG KONG (CHEK LAP KOK)	BRITISH AIRWAYS PLC	S	120	0	0	82	10	4	3	2	0	11	88	6	120
	CATHAY PACIFIC AIRWAYS	S	230	0	0	81	9	7	1	2	0	12	89	5	240
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>			<b>350</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>89</b>	<b>5</b>	<b>360</b>
<b>TOTAL HONG KONG</b>			<b>350</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>89</b>	<b>5</b>	<b>360</b>
<b>HUNGARY</b>															
BUDAPEST	BRITISH AIRWAYS PLC	S	180	0	0	92	6	2	0	0	0	4	87	9	175
<b>TOTAL BUDAPEST</b>			<b>180</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>87</b>	<b>9</b>	<b>175</b>
<b>TOTAL HUNGARY</b>			<b>180</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>87</b>	<b>9</b>	<b>175</b>
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	120	0	0	74	18	3	5	0	0	11	55	18	110
<b>TOTAL KEFLAVIK</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>18</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>55</b>	<b>18</b>	<b>110</b>
<b>TOTAL ICELAND</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>18</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>55</b>	<b>18</b>	<b>110</b>
<b>INDIA</b>															
BANGALORE (BENGALURU)	BRITISH AIRWAYS PLC	S	58	0	0	74	12	2	9	3	0	24	83	7	60
<b>TOTAL BANGALORE (BENGALURU)</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>2</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>83</b>	<b>7</b>	<b>60</b>
CHENNAI	BRITISH AIRWAYS PLC	S	41	0	0	83	17	0	0	0	0	6	79	23	43
<b>TOTAL CHENNAI</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>23</b>	<b>43</b>
DELHI	AIR INDIA	S	72	0	0	78	8	8	6	0	0	12	77	10	56
	BRITISH AIRWAYS PLC	S	120	0	0	63	16	14	6	2	0	23	62	20	120
	JET AIRWAYS	S	60	0	0	78	13	7	2	0	0	9	73	16	59
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	65	20	13	2	0	0	14	72	12	58
<b>TOTAL DELHI</b>			<b>312</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>74</b>	<b>13</b>	<b>353</b>
HYDERABAD ( RAJIV GHANDI )	BRITISH AIRWAYS PLC	S	42	0	0	69	12	12	7	0	0	17	86	13	44
<b>TOTAL HYDERABAD ( RAJIV GHANDI )</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>12</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>86</b>	<b>13</b>	<b>44</b>
MUMBAI	AIR INDIA	S	60	0	0	75	13	7	2	3	0	16	80	9	60
	BRITISH AIRWAYS PLC	S	118	0	0	71	17	8	3	0	0	12	87	7	120
	JET AIRWAYS	S	120	0	0	78	13	8	2	1	0	11	79	10	120
	VIRGIN ATLANTIC AIRWAYS LTD	S	59	0	0	56	20	17	5	2	0	24	0	0	0
<b>TOTAL MUMBAI</b>			<b>357</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>84</b>	<b>8</b>	<b>360</b>
<b>TOTAL INDIA</b>			<b>810</b>	<b>2</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>79</b>	<b>12</b>	<b>943</b>
<b>IRAN</b>															
TEHRAN IMAM KHOMEINI	IRAN AIR	S	26	0	0	88	12	0	0	0	0	4	46	39	26
<b>TOTAL TEHRAN IMAM KHOMEINI</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>62</b>	<b>22</b>	<b>86</b>
<b>TOTAL IRAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>62</b>	<b>22</b>	<b>86</b>
<b>IRISH REPUBLIC</b>															
CORK	AER LINGUS	S	238	0	0	90	4	4	2	0	0	5	80	14	238
<b>TOTAL CORK</b>			<b>238</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>80</b>	<b>14</b>	<b>238</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)										
DUBLIN	AER LINGUS	S	698	0	0	93	4	3	1	0	0	4	80	12	724
	BRITISH AIRWAYS PLC	S	399	0	0	75	13	9	4	0	0	12	0	0	0
<b>TOTAL DUBLIN</b>			<b>1097</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>79</b>	<b>12</b>	<b>964</b>
SHANNON	AER LINGUS	S	178	0	0	92	4	1	3	0	0	5	83	14	175
<b>TOTAL SHANNON</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>14</b>	<b>175</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>1513</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>13</b>	<b>1377</b>
ISRAEL															
TEL AVIV	BRITISH AIRWAYS PLC	S	162	0	0	55	19	20	6	1	0	22	92	4	120
	EL AL	S	93	0	0	86	6	5	2	0	0	7	68	15	92
<b>TOTAL TEL AVIV</b>			<b>255</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>82</b>	<b>9</b>	<b>212</b>
<b>TOTAL ISRAEL</b>			<b>255</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>82</b>	<b>9</b>	<b>212</b>
ITALY															
BOLOGNA	BRITISH AIRWAYS PLC	S	180	0	0	77	13	8	2	0	0	10	0	0	0
<b>TOTAL BOLOGNA</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
MILAN (LINATE)	ALITALIA (CAI)	S	276	0	0	87	8	5	0	0	0	5	81	13	258
	BRITISH AIRWAYS PLC	S	349	0	0	88	6	4	2	0	0	5	81	11	308
<b>TOTAL MILAN (LINATE)</b>			<b>625</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>12</b>	<b>566</b>
MILAN (MALPENSA)	BRITISH AIRWAYS PLC	S	162	0	0	96	1	3	0	0	0	3	90	8	164
<b>TOTAL MILAN (MALPENSA)</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>90</b>	<b>8</b>	<b>164</b>
PISA	BRITISH AIRWAYS PLC	S	58	0	0	84	7	5	3	0	0	7	87	15	54
<b>TOTAL PISA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>15</b>	<b>54</b>
ROME (FIUMICINO)	ALITALIA (CAI)	S	240	0	0	73	13	13	1	0	0	11	81	11	284
	BRITISH AIRWAYS PLC	S	322	0	0	75	13	9	3	0	0	12	79	12	304
	BRITISH AIRWAYS PLC	C	2	0	0	50	0	0	50	0	0	35	0	0	0
<b>TOTAL ROME (FIUMICINO)</b>			<b>564</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>11</b>	<b>588</b>
VENICE	BRITISH AIRWAYS PLC	S	60	0	0	90	8	2	0	0	0	4	86	6	58
<b>TOTAL VENICE</b>			<b>60</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>4</b>	<b>81</b>	<b>17</b>	<b>62</b>
<b>TOTAL ITALY</b>			<b>1649</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>12</b>	<b>1434</b>
JAPAN															
TOKYO (HANEDA)	BRITISH AIRWAYS PLC	S	42	0	0	83	10	5	2	0	0	9	68	26	38
<b>TOTAL TOKYO (HANEDA)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>26</b>	<b>38</b>
TOKYO (NARITA)	ALL NIPPON AIRWAYS	S	58	2	3	100	0	0	0	0	0	1	95	2	60
	BRITISH AIRWAYS PLC	S	57	1	1	88	5	5	2	0	0	7	83	11	60
	JAPAN AIRLINES	S	59	1	1	81	5	0	7	7	0	25	88	8	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	59	1	1	78	14	7	2	0	0	9	82	7	50
<b>TOTAL TOKYO (NARITA)</b>			<b>233</b>	<b>5</b>	<b>6</b>	<b>87</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>7</b>	<b>230</b>
<b>TOTAL JAPAN</b>			<b>275</b>	<b>5</b>	<b>6</b>	<b>86</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>10</b>	<b>268</b>
JORDAN															
AMMAN	BRITISH AIRWAYS PLC	S	52	0	0	75	17	8	0	0	0	9	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)										
AMMAN	ROYAL JORDANIAN	S	60	0	0	65	17	18	0	0	0	15	60	21	58
<b>TOTAL AMMAN</b>			<b>112</b>	<b>2</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>15</b>	<b>118</b>
<b>TOTAL JORDAN</b>			<b>112</b>	<b>2</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>15</b>	<b>118</b>
<b>KAZAKHSTAN</b>															
ALMATY	AIR ASTANA	S	16	0	0	44	19	0	25	13	0	68	89	2	18
	BRITISH AIRWAYS PLC	S	18	0	0	94	0	6	0	0	0	5	0	0	0
<b>TOTAL ALMATY</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>9</b>	<b>3</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>35</b>	<b>89</b>	<b>2</b>	<b>18</b>
<b>TOTAL KAZAKHSTAN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>9</b>	<b>3</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>35</b>	<b>89</b>	<b>2</b>	<b>18</b>
<b>KENYA</b>															
NAIROBI	BRITISH AIRWAYS PLC	S	60	0	0	85	8	7	0	0	0	7	80	12	60
	KENYA AIRWAYS	S	60	0	4	85	8	5	2	0	0	6	75	21	75
<b>TOTAL NAIROBI</b>			<b>120</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>15</b>	<b>178</b>
<b>TOTAL KENYA</b>			<b>120</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>15</b>	<b>178</b>
<b>KUWAIT</b>															
KUWAIT	BRITISH AIRWAYS PLC	S	58	0	0	74	10	7	7	2	0	16	84	8	58
	KUWAIT AIRWAYS	S	60	0	0	82	7	7	5	0	0	12	75	11	61
<b>TOTAL KUWAIT</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>9</b>	<b>119</b>
<b>TOTAL KUWAIT</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>9</b>	<b>119</b>
<b>LEBANON</b>															
BEIRUT	BRITISH AIRWAYS PLC	S	50	0	0	86	10	0	4	0	0	8	0	0	0
	MEA	S	60	0	0	80	10	8	2	0	0	10	60	20	58
<b>TOTAL BEIRUT</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>71</b>	<b>14</b>	<b>93</b>
<b>TOTAL LEBANON</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>71</b>	<b>14</b>	<b>93</b>
<b>LIBERIA</b>															
MONROVIA (ROBERTS)	BRITISH AIRWAYS PLC	S	25	0	0	64	8	16	8	4	0	24	0	0	0
<b>TOTAL MONROVIA (ROBERTS)</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>8</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL LIBERIA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>8</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>LIBYA</b>															
TRIPOLI	BRITISH AIRWAYS PLC	S	26	0	0	96	4	0	0	0	0	2	0	0	0
	LIBYAN ARAB AIRLINES	S	10	0	0	70	30	0	0	0	0	7	0	0	0
<b>TOTAL TRIPOLI</b>			<b>36</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>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL LIBYA</b>			<b>36</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>0</b>	<b>0</b>	<b>0</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	BRITISH AIRWAYS PLC	S	122	0	0	89	4	6	1	0	0	6	82	13	116
<b>TOTAL LUXEMBOURG</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>13</b>	<b>116</b>
<b>TOTAL LUXEMBOURG</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>13</b>	<b>116</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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>MALAYSIA</b>															
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-M	S	120	0	0	71	20	3	4	1	2	27	85	10	120
TOTAL KUALA LUMPUR (SEPANG)			120	0	0	71	20	3	4	1	2	27	85	10	120
TOTAL MALAYSIA			120	0	0	71	20	3	4	1	2	27	85	10	120
<b>MALTA</b>															
MALTA	AIR MALTA	S	120	0	0	82	13	3	1	0	1	12	79	16	120
TOTAL MALTA			120	0	0	82	13	3	1	0	1	12	79	16	120
TOTAL MALTA			120	0	0	82	13	3	1	0	1	12	79	16	120
<b>MAURITIUS</b>															
MAURITIUS	AIR MAURITIUS LTD	S	34	0	0	76	15	3	6	0	0	16	48	25	42
TOTAL MAURITIUS			34	0	0	76	15	3	6	0	0	16	48	25	42
TOTAL MAURITIUS			34	0	0	76	15	3	6	0	0	16	48	25	42
<b>MEXICO</b>															
MEXICO CITY	BRITISH AIRWAYS PLC	S	26	0	0	46	23	12	15	4	0	38	62	16	26
TOTAL MEXICO CITY			26	0	0	46	23	12	15	4	0	38	62	16	26
TOTAL MEXICO			26	0	0	46	23	12	15	4	0	38	62	16	26
<b>MOROCCO</b>															
AGADIR	BRITISH AIRWAYS PLC	S	16	0	0	88	6	6	0	0	0	5	0	0	0
TOTAL AGADIR			16	0	0	88	6	6	0	0	0	5	86	6	14
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	76	0	0	83	13	4	0	0	0	6	82	11	60
TOTAL CASABLANCA MOHAMED V			76	0	0	83	13	4	0	0	0	6	76	14	94
TOTAL MOROCCO			92	0	0	84	12	4	0	0	0	6	77	15	166
<b>NETHERLANDS</b>															
AMSTERDAM	BRITISH AIRWAYS PLC	S	455	0	1	81	9	5	4	1	0	11	74	17	447
	KLM	S	278	0	2	86	8	5	1	0	0	6	80	13	386
	KLM CITYHOPPER	S	400	0	0	93	3	3	1	0	0	3	80	16	272
TOTAL AMSTERDAM			1133	0	3	86	7	4	2	0	0	7	78	15	1105
TOTAL NETHERLANDS			1133	0	3	86	7	4	2	0	0	7	78	15	1105
<b>NEW ZEALAND</b>															
AUCKLAND INTERNATIONAL	AIR NEW ZEALAND LTD	S	102	0	5	89	7	3	1	0	0	5	90	8	102
TOTAL AUCKLAND INTERNATIONAL			102	0	5	89	7	3	1	0	0	5	90	8	102
TOTAL NEW ZEALAND			102	0	5	89	7	3	1	0	0	5	90	8	102
<b>NIGERIA</b>															
ABUJA	BRITISH AIRWAYS PLC	S	60	0	0	85	8	3	3	0	0	9	77	12	60
TOTAL ABUJA			60	0	0	85	8	3	3	0	0	9	77	12	60
LAGOS	ARIK AIR	S	62	0	0	55	21	16	6	2	0	25	77	16	60
	BRITISH AIRWAYS PLC	S	60	0	0	58	13	13	12	3	0	32	60	15	60

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)										
LAGOS	VIRGIN ATLANTIC AIRWAYS LTD	S	59	1	1	80	12	5	3	0	0	9	82	10	60
<b>TOTAL LAGOS</b>			<b>181</b>	<b>1</b>	<b>1</b>	<b>64</b>	<b>15</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>73</b>	<b>13</b>	<b>180</b>
<b>TOTAL NIGERIA</b>			<b>241</b>	<b>1</b>	<b>1</b>	<b>69</b>	<b>14</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>74</b>	<b>13</b>	<b>240</b>
<b>NORWAY</b>															
BERGEN	BRITISH AIRWAYS PLC	S	118	0	0	92	3	5	0	0	0	5	0	0	0
<b>TOTAL BERGEN</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>12</b>	<b>57</b>
OSLO (GARDERMOEN)	BRITISH AIRWAYS PLC	S	264	0	0	86	8	5	2	0	0	7	85	8	234
	SAS	S	290	0	0	83	8	6	2	0	0	8	79	15	290
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>554</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>12</b>	<b>524</b>
STAVANGER	BRITISH AIRWAYS PLC	S	118	0	0	87	8	2	3	0	0	6	0	0	0
	SAS	S	110	2	0	85	9	5	1	0	0	7	77	15	104
<b>TOTAL STAVANGER</b>			<b>228</b>	<b>2</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>13</b>	<b>164</b>
<b>TOTAL NORWAY</b>			<b>900</b>	<b>2</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>12</b>	<b>745</b>
<b>OMAN</b>															
MUSCAT	BRITISH AIRWAYS PLC	S	59	0	0	93	5	2	0	0	0	3	93	3	30
	OMAN AIR	S	60	0	0	83	15	0	2	0	0	7	95	4	60
<b>TOTAL MUSCAT</b>			<b>119</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>94</b>	<b>3</b>	<b>90</b>
<b>TOTAL OMAN</b>			<b>119</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>94</b>	<b>3</b>	<b>90</b>
<b>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	32	0	0	69	19	6	6	0	0	15	60	30	30
<b>TOTAL ISLAMABAD</b>			<b>32</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>15</b>	<b>60</b>	<b>30</b>	<b>30</b>
KARACHI	PAKISTAN INTL AIRLINES	S	30	0	0	50	10	17	13	10	0	46	50	47	14
<b>TOTAL KARACHI</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>10</b>	<b>17</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>46</b>	<b>50</b>	<b>47</b>	<b>14</b>
LAHORE	PAKISTAN INTL AIRLINES	S	22	0	0	64	18	9	5	5	0	29	73	9	26
<b>TOTAL LAHORE</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>9</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>29</b>	<b>73</b>	<b>9</b>	<b>26</b>
<b>TOTAL PAKISTAN</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>15</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>30</b>	<b>56</b>	<b>32</b>	<b>82</b>
<b>POLAND</b>															
WARSAW	BRITISH AIRWAYS PLC	S	120	0	0	88	7	5	1	0	0	6	93	6	113
	LOT-POLISH AIRLINES	S	170	0	0	85	11	4	1	0	0	6	79	16	162
<b>TOTAL WARSAW</b>			<b>290</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>85</b>	<b>12</b>	<b>275</b>
<b>TOTAL POLAND</b>			<b>290</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>85</b>	<b>12</b>	<b>275</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
LISBON	AIR PORTUGAL	S	320	0	0	72	12	8	7	1	0	16	67	24	298
	BRITISH AIRWAYS PLC	S	176	0	0	85	8	6	1	0	0	6	83	10	172
<b>TOTAL LISBON</b>			<b>496</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>19</b>	<b>470</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>496</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>19</b>	<b>470</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR PORTUGAL	S	55	0	0	96	2	2	0	0	0	3	95	4	55

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 FUNCHAL			55	0	0	96	2	2	0	0	0	3	95	4	55
TOTAL PORTUGAL(MADEIRA)			55	0	0	96	2	2	0	0	0	3	95	4	55
QATAR															
DOHA	BRITISH AIRWAYS PLC	S	60	0	0	83	13	3	0	0	0	6	90	6	60
	QATAR AIRWAYS	S	300	0	0	91	4	3	2	0	0	7	80	10	240
TOTAL DOHA			360	0	0	89	6	3	1	0	0	7	82	9	300
TOTAL QATAR			360	0	0	89	6	3	1	0	0	7	82	9	300
REPUBLIC OF KOREA															
SEOUL (INCHEON)	ASIANA AIRLINES	S	60	0	0	67	12	17	5	0	0	17	77	12	60
	KOREAN AIR	S	60	0	0	52	22	20	7	0	0	20	75	11	60
TOTAL SEOUL (INCHEON)			120	0	0	59	17	18	6	0	0	18	76	11	120
TOTAL REPUBLIC OF KOREA			120	0	0	59	17	18	6	0	0	18	76	11	120
REPUBLIC OF SERBIA															
BELGRADE	JATAIRWAYS	S	60	0	0	83	3	5	8	0	0	9	60	29	60
TOTAL BELGRADE			60	0	0	83	3	5	8	0	0	9	60	29	60
TOTAL REPUBLIC OF SERBIA			60	0	0	83	3	5	8	0	0	9	60	29	60
REPUBLIC OF SOUTH AFRICA															
CAPE TOWN	BRITISH AIRWAYS PLC	S	120	0	1	78	10	8	3	2	0	16	69	16	120
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	88	8	2	2	0	0	5	84	27	43
TOTAL CAPE TOWN			180	0	1	81	9	6	3	1	0	12	79	14	223
JOHANNESBURG	BRITISH AIRWAYS PLC	S	120	0	0	72	13	8	7	1	0	17	81	10	120
	SOUTH AFRICAN AIRWAYS	S	120	0	0	90	4	3	2	1	0	7	82	8	100
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	83	13	3	0	0	0	6	92	6	60
TOTAL JOHANNESBURG			300	0	0	81	9	5	3	1	0	11	84	8	280
TOTAL REPUBLIC OF SOUTH AFRICA			480	0	1	81	9	5	3	1	0	11	82	11	503
ROMANIA															
BUCHAREST (OTOPENI)	BRITISH AIRWAYS PLC	S	120	0	0	85	7	6	3	0	0	8	77	13	119
	TAROM	S	80	0	0	78	10	10	3	0	0	10	83	12	60
TOTAL BUCHAREST (OTOPENI)			200	0	0	82	8	8	3	0	0	9	79	13	179
TOTAL ROMANIA			200	0	0	82	8	8	3	0	0	9	79	13	179
RUSSIA															
MOSCOW (DOMODEDOVO)	BRITISH AIRWAYS PLC	S	178	0	0	76	12	8	3	0	0	11	90	4	178
	TRANSAERO AIRLINES	S	60	0	0	53	23	22	2	0	0	18	85	7	120
TOTAL MOSCOW (DOMODEDOVO)			238	0	0	71	15	12	3	0	0	13	88	5	418
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	154	0	0	84	8	4	3	1	0	11	89	5	151
TOTAL MOSCOW (SHEREMETYEVO)			154	0	0	84	8	4	3	1	0	11	89	5	151
MOSCOW (VNUKOVO)	TRANSAERO AIRLINES	S	60	0	0	77	15	8	0	0	0	10	0	0	0
TOTAL MOSCOW (VNUKOVO)			60	0	0	77	15	8	0	0	0	10	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)										
ST PETERSBURG	BRITISH AIRWAYS PLC	S	60	0	0	97	3	0	0	0	0	2	90	4	60
<b>TOTAL ST PETERSBURG</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>4</b>	<b>60</b>
<b>TOTAL RUSSIA</b>			<b>512</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>5</b>	<b>629</b>
<b>SAUDI ARABIA</b>															
JEDDAH	BRITISH AIRWAYS PLC	S	44	0	0	82	5	7	7	0	0	11	95	3	42
	SAUDI ARABIAN AIRLINES	S	62	0	0	73	16	10	2	0	0	12	73	11	67
<b>TOTAL JEDDAH</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>16</b>	<b>155</b>
RIYADH	BRITISH AIRWAYS PLC	S	59	1	0	71	15	10	3	0	0	13	88	10	58
	SAUDI ARABIAN AIRLINES	S	58	0	0	74	14	7	5	0	0	12	66	13	38
<b>TOTAL RIYADH</b>			<b>117</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>11</b>	<b>96</b>
<b>TOTAL SAUDI ARABIA</b>			<b>223</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>15</b>	<b>280</b>
<b>SINGAPORE</b>															
SINGAPORE	BRITISH AIRWAYS PLC	S	60	0	0	82	8	3	7	0	0	12	87	11	60
	SINGAPORE AIRLINES	S	240	0	0	87	10	3	1	0	0	6	87	11	178
<b>TOTAL SINGAPORE</b>			<b>300</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>11</b>	<b>238</b>
<b>TOTAL SINGAPORE</b>			<b>300</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>11</b>	<b>238</b>
<b>SPAIN</b>															
ALICANTE	BRITISH AIRWAYS PLC	S	26	0	0	58	23	15	4	0	0	17	0	0	0
<b>TOTAL ALICANTE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>23</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
BARCELONA	BRITISH AIRWAYS PLC	S	446	0	0	91	4	3	2	0	0	5	83	9	476
<b>TOTAL BARCELONA</b>			<b>446</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>9</b>	<b>476</b>
BILBAO	VUELING AIRLINES	S	114	0	0	95	2	2	2	0	0	3	86	12	118
<b>TOTAL BILBAO</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>12</b>	<b>118</b>
LA CORUNA	VUELING AIRLINES	S	58	0	0	93	5	2	0	0	0	3	87	14	60
<b>TOTAL LA CORUNA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>87</b>	<b>14</b>	<b>60</b>
MADRID	BRITISH AIRWAYS PLC	S	518	0	0	79	11	7	3	0	0	10	74	14	294
	IBERIA	S	230	0	0	87	7	6	1	0	0	5	67	20	470
<b>TOTAL MADRID</b>			<b>748</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>70</b>	<b>18</b>	<b>765</b>
<b>TOTAL SPAIN</b>			<b>1392</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>76</b>	<b>14</b>	<b>1421</b>
<b>SRI LANKA</b>															
COLOMBO	SRILANKAN AIRLINES	S	60	0	1	83	5	8	2	0	2	23	71	17	78
<b>TOTAL COLOMBO</b>			<b>60</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>5</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>23</b>	<b>70</b>	<b>18</b>	<b>79</b>
<b>TOTAL SRI LANKA</b>			<b>60</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>5</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>23</b>	<b>70</b>	<b>18</b>	<b>79</b>
<b>SWEDEN</b>															
GOTEBORG	BRITISH AIRWAYS PLC	S	120	0	0	91	3	5	2	0	0	6	91	4	118
	SAS	S	104	0	4	90	3	3	4	0	0	6	86	10	112
<b>TOTAL GOTEBORG</b>			<b>224</b>	<b>0</b>	<b>4</b>	<b>91</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>7</b>	<b>230</b>
<b>STOCKHOLM (ARLANDA)</b>	BRITISH AIRWAYS PLC	S	312	0	0	86	5	6	3	0	0	9	84	9	286



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

## Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)										
STOCKHOLM (ARLANDA)	SAS	S	327	0	0	91	4	4	1	0	0	5	83	11	320
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>639</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>10</b>	<b>606</b>
<b>TOTAL SWEDEN</b>			<b>863</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>9</b>	<b>836</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	BRITISH AIRWAYS PLC	S	180	0	0	89	4	3	4	0	0	6	94	5	172
<b>TOTAL BASLE MULHOUSE</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>6</b>	<b>334</b>
GENEVA	BRITISH AIRWAYS PLC	S	478	0	0	88	6	5	1	0	0	6	80	11	428
	SWISS AIRLINES	S	307	0	1	85	7	5	3	0	0	7	86	8	356
<b>TOTAL GENEVA</b>			<b>785</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>10</b>	<b>784</b>
ZURICH	BRITISH AIRWAYS PLC	S	330	0	0	85	8	7	1	0	0	7	85	10	318
	SWISS AIRLINES	S	416	0	0	88	6	4	1	0	0	6	80	11	410
<b>TOTAL ZURICH</b>			<b>746</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>10</b>	<b>728</b>
<b>TOTAL SWITZERLAND</b>			<b>1711</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>9</b>	<b>1846</b>
<b>TAIWAN</b>															
TAIPEI	EVA AIR	S	44	0	0	73	18	9	0	0	0	10	81	8	58
<b>TOTAL TAIPEI</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>10</b>	<b>74</b>
<b>TOTAL TAIWAN</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>10</b>	<b>74</b>
<b>TANZANIA</b>															
DAR-ES-SALAAM	BRITISH AIRWAYS PLC	S	26	0	0	77	8	4	8	4	0	24	84	10	25
<b>TOTAL DAR-ES-SALAAM</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>8</b>	<b>4</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>24</b>	<b>84</b>	<b>10</b>	<b>25</b>
<b>TOTAL TANZANIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>8</b>	<b>4</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>24</b>	<b>84</b>	<b>10</b>	<b>25</b>
<b>THAILAND</b>															
BANGKOK SUVARNABHUMI	BRITISH AIRWAYS PLC	S	60	0	0	70	13	5	5	0	7	75	0	0	0
	THAI AIRWAYS INTERNATIONAL	S	120	0	0	80	14	4	2	0	0	9	89	5	108
<b>TOTAL BANGKOK SUVARNABHUMI</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>31</b>	<b>89</b>	<b>5</b>	<b>108</b>
<b>TOTAL THAILAND</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>31</b>	<b>89</b>	<b>5</b>	<b>108</b>
<b>TUNISIA</b>															
TUNIS	TUNISAIR	S	42	0	0	38	14	21	26	0	0	38	7	55	42
<b>TOTAL TUNIS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>14</b>	<b>21</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>7</b>	<b>55</b>	<b>42</b>
<b>TOTAL TUNISIA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>14</b>	<b>21</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>7</b>	<b>55</b>	<b>42</b>
<b>TURKEY</b>															
ISTANBUL	BRITISH AIRWAYS PLC	S	176	0	0	85	8	4	3	0	0	8	77	14	140
	THY TURK HAVA YOLLARI TURKIS	S	256	0	0	80	11	6	3	0	0	9	81	11	256
<b>TOTAL ISTANBUL</b>			<b>432</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>12</b>	<b>396</b>
<b>TOTAL TURKEY</b>			<b>433</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>12</b>	<b>396</b>
<b>TURKMENISTAN</b>															
ASHKHABAD	TURKMENISTAN AIRLINES	S	16	0	0	75	19	6	0	0	0	12	56	160	18

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 ASHKHABAD			16	0	0	75	19	6	0	0	0	12	56	160	18
TOTAL TURKMENISTAN			16	0	0	75	19	6	0	0	0	12	56	160	18
TURKS AND CAICOS ISLANDS															
PROVIDENCIALES	BRITISH AIRWAYS PLC	S	8	0	0	50	13	13	25	0	0	28	13	35	8
TOTAL PROVIDENCIALES			8	0	0	50	13	13	25	0	0	28	13	35	8
TOTAL TURKS AND CAICOS ISLANDS			8	0	0	50	13	13	25	0	0	28	13	35	8
UGANDA															
ENTEBBE	BRITISH AIRWAYS PLC	S	26	0	0	69	15	15	0	0	0	13	71	14	42
TOTAL ENTEBBE			26	0	0	69	15	15	0	0	0	13	71	14	42
TOTAL UGANDA			26	0	0	69	15	15	0	0	0	13	71	14	42
UKRAINE															
KIEV (BORISPOL)	BRITISH AIRWAYS PLC	S	60	0	0	90	7	2	2	0	0	5	84	9	58
TOTAL KIEV (BORISPOL)			60	0	0	90	7	2	2	0	0	5	84	9	58
TOTAL UKRAINE			60	0	0	90	7	2	2	0	0	5	84	9	58
UNITED ARAB EMIRATES															
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	180	0	0	88	6	3	3	0	0	8	85	6	177
TOTAL ABU DHABI INTERNATIONAL			180	0	0	88	6	3	3	0	0	8	84	8	207
DUBAI	BRITISH AIRWAYS PLC	S	179	0	0	82	10	7	2	0	0	8	87	7	178
	EMIRATES	S	300	0	0	78	11	7	4	0	0	11	86	7	298
	VIRGIN ATLANTIC AIRWAYS LTD	S	58	0	0	88	7	2	3	0	0	7	83	8	58
TOTAL DUBAI			537	0	0	80	10	7	3	0	0	9	86	7	534
TOTAL UNITED ARAB EMIRATES			717	0	0	82	9	6	3	0	0	9	85	7	741
UNITED KINGDOM															
ABERDEEN	BRITISH AIRWAYS PLC	S	475	0	2	87	7	4	3	0	0	7	87	8	344
TOTAL ABERDEEN			475	0	2	87	7	4	3	0	0	7	86	8	670
BELFAST CITY (GEORGE BEST)	AER LINGUS	S	180	0	0	96	2	1	1	0	0	2	0	0	0
	BRITISH AIRWAYS PLC	S	326	0	0	80	9	8	3	0	0	10	0	0	0
TOTAL BELFAST CITY (GEORGE BEST)			506	0	0	86	6	6	2	0	0	7	80	11	334
EDINBURGH	BRITISH AIRWAYS PLC	S	651	0	0	85	7	5	3	0	0	8	84	10	496
TOTAL EDINBURGH			651	0	0	85	7	5	3	0	0	8	85	9	832
GLASGOW	BRITISH AIRWAYS PLC	S	599	0	0	84	8	4	4	0	0	8	88	9	510
TOTAL GLASGOW			599	0	0	84	8	4	4	0	0	8	88	9	510
MANCHESTER	BRITISH AIRWAYS PLC	S	532	0	0	82	8	7	2	0	0	9	84	9	450
TOTAL MANCHESTER			532	3	0	82	8	7	2	0	0	9	84	10	793
NEWCASTLE	BRITISH AIRWAYS PLC	S	330	0	0	86	6	4	3	0	0	8	87	10	344
TOTAL NEWCASTLE			330	2	0	86	6	4	3	0	0	8	87	10	344
TOTAL UNITED KINGDOM			3093	5	2	85	7	5	3	0	0	8	85	9	3661

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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>USA</b>															
ATLANTA	BRITISH AIRWAYS PLC	S	56	0	0	68	20	5	7	0	0	15	75	11	56
	DELTA AIRLINES	S	114	0	0	95	2	1	2	1	0	5	75	16	60
<b>TOTAL ATLANTA</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>13</b>	<b>116</b>
BALTIMORE	BRITISH AIRWAYS PLC	S	58	0	0	88	9	2	2	0	0	7	92	5	60
<b>TOTAL BALTIMORE</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>92</b>	<b>5</b>	<b>60</b>
BOSTON	AMERICAN AIRLINES	S	60	0	0	87	7	3	3	0	0	8	90	8	106
	BRITISH AIRWAYS PLC	S	168	0	1	82	8	5	5	0	0	11	90	7	172
	DELTA AIRLINES	S	54	0	0	89	6	2	2	2	0	10	78	9	58
	VIRGIN ATLANTIC AIRWAYS LTD	S	56	0	0	93	5	2	0	0	0	4	92	3	60
<b>TOTAL BOSTON</b>			<b>338</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>7</b>	<b>396</b>
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	174	0	0	73	11	10	3	1	2	25	78	11	175
	BRITISH AIRWAYS PLC	S	117	0	0	79	13	4	3	1	0	12	81	10	116
	UNITED AIRLINES	S	161	0	1	88	6	2	4	0	0	9	86	6	164
<b>TOTAL CHICAGO (O'HARE)</b>			<b>452</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>82</b>	<b>9</b>	<b>455</b>
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	118	1	0	58	16	14	9	3	0	26	73	19	118
	BRITISH AIRWAYS PLC	S	57	0	1	56	30	11	4	0	0	19	60	17	58
<b>TOTAL DALLAS/FORT WORTH</b>			<b>175</b>	<b>1</b>	<b>1</b>	<b>58</b>	<b>21</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>69</b>	<b>19</b>	<b>176</b>
DENVER INTERNATIONAL	BRITISH AIRWAYS PLC	S	51	0	0	57	18	12	12	2	0	25	88	7	58
<b>TOTAL DENVER INTERNATIONAL</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>18</b>	<b>12</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>88</b>	<b>7</b>	<b>58</b>
DETROIT	DELTA AIRLINES	S	56	0	0	91	5	0	2	0	2	13	95	3	60
<b>TOTAL DETROIT</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>13</b>	<b>95</b>	<b>3</b>	<b>60</b>
HOUSTON	BRITISH AIRWAYS PLC	S	108	0	0	69	14	12	4	1	0	18	76	12	102
	UNITED AIRLINES	S	112	0	0	80	10	5	4	0	0	10	0	0	0
<b>TOTAL HOUSTON</b>			<b>220</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>14</b>	<b>212</b>
LAS VEGAS	BRITISH AIRWAYS PLC	S	54	0	0	74	9	11	2	4	0	17	60	20	60
<b>TOTAL LAS VEGAS</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>9</b>	<b>11</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>60</b>	<b>20</b>	<b>60</b>
LOS ANGELES INTERNATIONAL	AMERICAN AIRLINES	S	60	0	0	75	18	5	2	0	0	10	75	9	60
	BRITISH AIRWAYS PLC	S	112	0	0	64	19	10	7	0	0	18	71	14	114
	UNITED AIRLINES	S	50	0	0	92	4	0	4	0	0	6	77	11	48
	VIRGIN ATLANTIC AIRWAYS LTD	S	90	0	0	80	7	9	4	0	0	11	81	12	102
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>312</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>76</b>	<b>12</b>	<b>324</b>
MIAMI INTERNATIONAL	AMERICAN AIRLINES	S	86	0	0	76	9	2	9	1	2	50	60	23	144
	BRITISH AIRWAYS PLC	S	174	0	1	72	19	4	5	1	0	15	72	18	120
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	83	7	5	5	0	0	10	77	13	60
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>320</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>14</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>69</b>	<b>19</b>	<b>382</b>
MINNEAPOLIS-ST PAUL	DELTA AIRLINES	S	54	0	0	89	6	2	4	0	0	6	91	3	58
<b>TOTAL MINNEAPOLIS-ST PAUL</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>91</b>	<b>3</b>	<b>58</b>
NEW YORK (JF KENNEDY)	AMERICAN AIRLINES	S	276	0	0	82	7	6	5	0	0	9	80	10	214
	BRITISH AIRWAYS PLC	S	386	0	1	75	11	9	2	2	1	18	78	12	400
	DELTA AIRLINES	S	172	0	4	84	5	6	3	1	0	11	91	5	175
	KUWAIT AIRWAYS	S	26	0	0	77	15	4	4	0	0	11	73	13	22

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)											
NEW YORK (JF KENNEDY)	VIRGIN ATLANTIC AIRWAYS LTD	S	218	0	2	81	8	5	5	1	1	15	80	9	174
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>1078</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>81</b>	<b>10</b>	<b>985</b>
NEW YORK (NEWARK)	BRITISH AIRWAYS PLC	S	156	0	0	78	12	6	3	2	0	15	72	11	172
	UNITED AIRLINES	S	262	1	1	87	7	2	3	0	0	8	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	114	0	0	85	7	4	3	0	2	15	85	9	118
<b>TOTAL NEW YORK (NEWARK)</b>			<b>532</b>	<b>1</b>	<b>1</b>	<b>84</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>13</b>	<b>556</b>
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	118	0	0	85	10	3	2	0	0	7	84	17	114
	US AIRWAYS	S	57	0	1	96	0	2	2	0	0	4	70	36	56
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>175</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>23</b>	<b>170</b>
PHOENIX	BRITISH AIRWAYS PLC	S	42	0	0	36	31	26	5	2	0	34	69	10	49
<b>TOTAL PHOENIX</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>31</b>	<b>26</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>69</b>	<b>10</b>	<b>49</b>
RALEIGH	AMERICAN AIRLINES	S	57	0	0	82	9	7	2	0	0	10	75	18	55
<b>TOTAL RALEIGH</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>18</b>	<b>55</b>
SAN DIEGO	BRITISH AIRWAYS PLC	S	54	0	0	61	22	11	4	0	2	40	84	7	58
<b>TOTAL SAN DIEGO</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>22</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>40</b>	<b>84</b>	<b>7</b>	<b>58</b>
SAN FRANCISCO	BRITISH AIRWAYS PLC	S	106	0	0	63	12	10	9	4	1	33	66	14	116
	UNITED AIRLINES	S	60	0	0	73	8	8	8	2	0	19	68	18	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	58	0	0	64	12	14	10	0	0	19	76	12	58
<b>TOTAL SAN FRANCISCO</b>			<b>224</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>11</b>	<b>11</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>69</b>	<b>15</b>	<b>234</b>
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	54	0	0	69	17	9	6	0	0	14	68	18	60
<b>TOTAL SEATTLE (TACOMA)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>18</b>	<b>60</b>
WASHINGTON (DULLES)	BRITISH AIRWAYS PLC	S	164	0	0	73	18	5	2	1	1	21	72	14	176
	UNITED AIRLINES	S	172	0	0	87	6	4	3	1	0	9	76	13	168
	VIRGIN ATLANTIC AIRWAYS LTD	S	58	0	0	90	9	2	0	0	0	4	88	7	60
<b>TOTAL WASHINGTON (DULLES)</b>			<b>394</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>12</b>	<b>404</b>
<b>TOTAL USA</b>			<b>4870</b>	<b>2</b>	<b>13</b>	<b>78</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>78</b>	<b>12</b>	<b>4928</b>
<b>UZBEKISTAN</b>															
TASHKENT	UZBEKISTAN AIRLINES	S	18	0	0	67	28	6	0	0	0	9	83	11	18
<b>TOTAL TASHKENT</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>28</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>11</b>	<b>18</b>
<b>TOTAL UZBEKISTAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>28</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>11</b>	<b>18</b>
<b>ZAMBIA</b>															
LUSAKA	BRITISH AIRWAYS PLC	S	25	0	0	72	12	0	16	0	0	23	79	12	24
<b>TOTAL LUSAKA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>79</b>	<b>12</b>	<b>24</b>
<b>TOTAL ZAMBIA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>79</b>	<b>12</b>	<b>24</b>
<b>TOTAL HEATHROW</b>			<b>37070</b>	<b>29</b>	<b>62</b>	<b>83</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>12</b>	<b>37725</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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	223	1	0	96	0	2	2	0	0	4	82	16	209
TOTAL ANTWERP			<b>223</b>	<b>1</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>16</b>	<b>209</b>
TOTAL BELGIUM			<b>223</b>	<b>1</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>16</b>	<b>209</b>
<b>DENMARK</b>															
BILLUND	SUN AIR OF SCANDINAVIA	S	86	0	0	77	13	6	5	0	0	14	62	17	68
TOTAL BILLUND			<b>86</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>62</b>	<b>17</b>	<b>68</b>
TOTAL DENMARK			<b>86</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>14</b>	<b>153</b>
<b>FRANCE</b>															
BRIVE-LA-GAILLARDE	CITY JET	S	18	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL BRIVE-LA-GAILLARDE			<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>
DEAUVILLE	VLM (BELGIUM)	S	18	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL DEAUVILLE			<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>
NANTES	VLM (BELGIUM)	S	59	0	0	90	3	2	5	0	0	8	84	12	91
TOTAL NANTES			<b>59</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>12</b>	<b>91</b>
NICE	BA CITYFLYER LTD	S	6	0	0	83	0	17	0	0	0	10	93	6	27
TOTAL NICE			<b>6</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>93</b>	<b>6</b>	<b>27</b>
PARIS (ORLY)	VLM (BELGIUM)	S	273	0	0	86	9	3	2	0	0	7	81	12	246
TOTAL PARIS (ORLY)			<b>273</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>12</b>	<b>246</b>
PAU	CITY JET	S	16	0	0	88	13	0	0	0	0	5	77	20	22
TOTAL PAU			<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>77</b>	<b>20</b>	<b>22</b>
TOTAL FRANCE			<b>390</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>12</b>	<b>386</b>
<b>GERMANY</b>															
FRANKFURT MAIN	BA CITYFLYER LTD	S	162	0	0	88	3	5	4	0	0	6	86	6	110
	LUFTHANSA CITY LINE	S	168	0	0	92	5	2	1	0	0	4	78	9	144
TOTAL FRANKFURT MAIN			<b>330</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>8</b>	<b>254</b>
MUNSTER-OSNABRUCK	VLM (BELGIUM)	S	57	0	0	96	0	0	2	2	0	5	0	0	0
TOTAL MUNSTER-OSNABRUCK			<b>57</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL GERMANY			<b>387</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>10</b>	<b>336</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	CITY JET	S	268	0	0	90	4	3	3	0	0	6	84	13	218
TOTAL DUBLIN			<b>268</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>13</b>	<b>218</b>
TOTAL IRISH REPUBLIC			<b>268</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>13</b>	<b>218</b>
<b>ITALY</b>															
FLORENCE	CITY JET	S	51	0	0	80	6	10	4	0	0	12	76	27	46
TOTAL FLORENCE			<b>51</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>6</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>27</b>	<b>46</b>
MILAN (LINATE)	ALITALIA (CAI)	S	88	0	0	97	0	2	1	0	0	3	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 MILAN (LINATE)			88	0	0	97	0	2	1	0	0	3	68	22	93
VENICE	BA CITYFLYER LTD	S	51	0	0	96	2	0	2	0	0	2	0	0	0
TOTAL VENICE			51	0	0	96	2	0	2	0	0	2	0	0	0
TOTAL ITALY			190	1	0	92	2	4	2	0	0	5	71	24	139
LUXEMBOURG															
LUXEMBOURG	CITY JET	S	44	0	0	95	0	5	0	0	0	3	70	60	10
	LUXAIR	S	198	0	0	93	3	2	2	0	0	5	80	9	186
	VLM (BELGIUM)	S	109	0	0	90	2	4	5	0	0	6	82	12	125
TOTAL LUXEMBOURG			351	0	0	92	2	3	3	0	0	5	80	12	321
TOTAL LUXEMBOURG			351	0	0	92	2	3	3	0	0	5	80	12	321
NETHERLANDS															
AMSTERDAM	BA CITYFLYER LTD	S	256	1	0	89	4	4	2	0	0	6	81	11	244
	CITY JET	S	359	1	0	86	6	6	3	0	0	8	75	20	358
TOTAL AMSTERDAM			615	2	0	87	5	5	2	0	0	7	77	16	602
EINDHOVEN	VLM (BELGIUM)	S	84	0	0	89	4	4	4	0	0	8	77	22	77
TOTAL EINDHOVEN			84	0	0	89	4	4	4	0	0	8	77	22	77
ROTTERDAM	VLM (BELGIUM)	S	390	0	0	92	5	2	2	1	0	5	88	11	332
TOTAL ROTTERDAM			390	0	0	92	5	2	2	1	0	5	88	11	332
TOTAL NETHERLANDS			1089	2	0	89	5	4	2	0	0	6	81	15	1011
PORTUGAL(EXCLUDING MADEIRA)															
FARO	BA CITYFLYER LTD	S	4	0	0	50	0	50	0	0	0	19	73	12	22
TOTAL FARO			4	0	0	50	0	50	0	0	0	19	73	12	22
TOTAL PORTUGAL(EXCLUDING MADEIRA)			4	0	0	50	0	50	0	0	0	19	73	12	22
SPAIN															
BARCELONA	BA CITYFLYER LTD	S	34	0	0	85	9	6	0	0	0	6	88	7	26
TOTAL BARCELONA			34	0	0	85	9	6	0	0	0	6	88	7	26
IBIZA	BA CITYFLYER LTD	S	19	0	0	95	0	0	0	5	0	13	0	0	0
TOTAL IBIZA			19	0	0	95	0	0	0	5	0	13	0	0	0
MADRID	BA CITYFLYER LTD	S	91	0	0	88	7	2	1	2	0	9	76	20	89
TOTAL MADRID			91	0	0	88	7	2	1	2	0	9	76	20	89
MALAGA	BA CITYFLYER LTD	S	31	0	0	68	16	10	6	0	0	18	45	30	29
TOTAL MALAGA			31	0	0	68	16	10	6	0	0	18	45	30	29
PALMA DE MALLORCA	BA CITYFLYER LTD	S	20	0	0	95	0	0	5	0	0	7	0	0	0
TOTAL PALMA DE MALLORCA			20	0	0	95	0	0	5	0	0	7	0	0	0
TOTAL SPAIN			195	0	0	86	7	4	2	2	0	10	72	20	144
SWEDEN															
STOCKHOLM (ARLANDA)	BA CITYFLYER LTD	S	94	3	0	84	7	2	3	3	0	13	76	14	88

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)			94	3	0	84	7	2	3	3	0	13	76	14	88
TOTAL SWEDEN			94	3	0	84	7	2	3	3	0	13	76	14	88
SWITZERLAND															
BASLE MULHOUSE	SWISS AIRLINES	S	92	0	0	87	7	5	1	0	0	7	0	0	0
TOTAL BASLE MULHOUSE			92	0	0	87	7	5	1	0	0	7	0	0	0
BERNE	SKY WORK AG	S	132	0	8	81	5	8	5	0	0	11	70	26	90
TOTAL BERNE			132	0	8	81	5	8	5	0	0	11	70	26	90
GENEVA	SWISS AIRLINES	S	254	0	0	92	2	4	3	0	0	5	94	3	250
TOTAL GENEVA			254	0	0	92	2	4	3	0	0	5	94	3	250
ZURICH	BA CITYFLYER LTD	S	183	1	0	90	3	5	2	0	0	6	88	8	179
	SWISS AIRLINES	S	344	0	1	91	2	4	2	0	0	6	91	5	318
TOTAL ZURICH			527	1	1	91	3	5	2	0	0	6	90	6	497
TOTAL SWITZERLAND			1005	1	9	89	3	5	3	0	0	7	89	7	837
UNITED KINGDOM															
ABERDEEN	BA CITYFLYER LTD	S	136	0	0	88	8	1	2	1	0	7	0	0	0
TOTAL ABERDEEN			136	0	0	88	8	1	2	1	0	7	0	0	0
DUNDEE	CITY JET	S	118	0	0	84	5	5	6	0	0	10	84	7	103
TOTAL DUNDEE			118	0	0	84	5	5	6	0	0	10	84	7	103
EDINBURGH	BA CITYFLYER LTD	S	388	1	0	90	5	3	2	1	0	7	84	10	363
	CITY JET	S	172	0	0	90	3	4	2	1	0	7	74	14	127
TOTAL EDINBURGH			560	1	0	90	5	3	2	1	0	7	81	11	490
GLASGOW	BA CITYFLYER LTD	S	256	1	0	92	4	2	1	0	0	5	87	9	204
TOTAL GLASGOW			256	1	0	92	4	2	1	0	0	5	87	9	204
ISLE OF MAN	BA CITYFLYER LTD	S	146	0	0	90	6	2	1	0	0	5	0	0	0
TOTAL ISLE OF MAN			146	0	0	90	6	2	1	0	0	5	67	27	141
JERSEY	BLUE ISLANDS LIMITED	S	92	0	0	92	0	3	4	0	0	7	79	9	86
TOTAL JERSEY			92	0	0	92	0	3	4	0	0	7	79	9	86
TOTAL UNITED KINGDOM			1308	20	0	90	5	3	2	0	0	6	80	12	1024
USA															
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS (BA) LTD	S	84	1	0	95	0	5	0	0	0	2	0	0	0
TOTAL NEW YORK (JF KENNEDY)			84	1	1	95	0	5	0	0	0	2	100	1	80
TOTAL USA			84	1	1	95	0	5	0	0	0	2	100	1	80
TOTAL LONDON CITY			5674	29	10	90	4	4	2	0	0	6	82	12	4968

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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>BULGARIA</b>															
BURGAS	WIZZ AIR	S	18	0	0	100	0	0	0	0	0	3	54	22	26
<b>TOTAL BURGAS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>54</b>	<b>22</b>	<b>26</b>
SOFIA	WIZZ AIR	S	60	0	0	87	3	7	3	0	0	8	70	13	60
<b>TOTAL SOFIA</b>			<b>60</b>	<b>2</b>	<b>0</b>	<b>87</b>	<b>3</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>70</b>	<b>13</b>	<b>60</b>
VARNA	WIZZ AIR	S	16	0	0	81	13	6	0	0	0	10	0	0	0
<b>TOTAL VARNA</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>
<b>TOTAL BULGARIA</b>			<b>94</b>	<b>2</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>65</b>	<b>16</b>	<b>86</b>
<b>CYPRUS</b>															
LARNACA	MONARCH AIRLINES	S	12	0	0	58	33	8	0	0	0	14	60	15	10
<b>TOTAL LARNACA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>33</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>60</b>	<b>15</b>	<b>10</b>
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	18	0	0	78	17	0	6	0	0	10	94	4	18
<b>TOTAL PAPHOS</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>16</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>24</b>	<b>28</b>
<b>TOTAL CYPRUS</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>23</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>22</b>	<b>38</b>
<b>CZECH REPUBLIC</b>															
BRNO (TURANY)	WIZZ AIR	S	26	0	0	100	0	0	0	0	0	1	88	11	26
<b>TOTAL BRNO (TURANY)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>11</b>	<b>26</b>
PRAGUE	WIZZ AIR	S	78	0	0	92	0	3	5	0	0	8	88	9	102
<b>TOTAL PRAGUE</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>9</b>	<b>102</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>9</b>	<b>128</b>
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	EASYJET AIRLINE COMPANY LTD	S	44	0	0	93	2	5	0	0	0	5	95	6	41
	THOMSON AIRWAYS LTD	C	18	0	0	89	6	6	0	0	0	4	75	7	8
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>92</b>	<b>6</b>	<b>49</b>
<b>TOTAL EGYPT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>92</b>	<b>6</b>	<b>49</b>
<b>ESTONIA</b>															
TALLIN	RYANAIR	S	26	0	0	92	8	0	0	0	0	3	71	14	28
<b>TOTAL TALLIN</b>			<b>26</b>	<b>2</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>71</b>	<b>14</b>	<b>28</b>
<b>TOTAL ESTONIA</b>			<b>26</b>	<b>2</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>71</b>	<b>14</b>	<b>28</b>
<b>FRANCE</b>															
BEZIERS	RYANAIR	S	18	0	0	72	17	11	0	0	0	12	100	1	18
<b>TOTAL BEZIERS</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>100</b>	<b>1</b>	<b>18</b>
BORDEAUX	EASYJET AIRLINE COMPANY LTD	S	30	0	0	97	0	3	0	0	0	3	79	22	24
<b>TOTAL BORDEAUX</b>			<b>30</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>79</b>	<b>22</b>	<b>24</b>
MONTPELLIER	LINXAIR	C	2	0	0	50	0	0	50	0	0	47	0	0	0
<b>TOTAL MONTPELLIER</b>			<b>2</b>	<b>2</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>0</b>
NICE	EASYJET AIRLINE COMPANY LTD	S	48	0	0	88	10	2	0	0	0	6	77	8	44



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 NICE			48	4	0	88	10	2	0	0	0	6	77	8	44
NIMES	RYANAIR	S	34	0	0	97	0	3	0	0	0	2	88	5	34
TOTAL NIMES			34	0	0	97	0	3	0	0	0	2	88	5	34
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	156	0	0	88	8	4	0	0	0	5	84	9	152
TOTAL PARIS (CHARLES DE GAULLE)			156	0	0	88	8	4	0	0	0	5	84	9	152
TOTAL FRANCE			288	10	0	89	7	4	0	0	0	5	84	9	276
GERMANY															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	96	0	0	91	8	1	0	0	0	4	96	3	96
TOTAL BERLIN (SCHONEFELD)			96	0	0	91	8	1	0	0	0	4	96	3	96
DORTMUND	EASYJET AIRLINE COMPANY LTD	S	102	0	0	91	6	3	0	0	0	3	92	5	120
TOTAL DORTMUND			103	0	0	91	6	3	0	0	0	4	91	5	122
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	44	0	0	91	7	0	0	2	0	10	79	7	42
TOTAL HAMBURG			44	0	0	91	7	0	0	2	0	10	79	7	42
MUNICH	MONARCH AIRLINES	S	26	0	0	69	8	12	12	0	0	19	0	0	0
TOTAL MUNICH			26	0	0	69	8	12	12	0	0	19	0	0	0
TOTAL GERMANY			269	3	0	89	7	3	1	0	0	6	91	4	260
GIBRALTAR															
GIBRALTAR	MONARCH AIRLINES	S	25	0	1	68	16	12	4	0	0	19	51	20	37
TOTAL GIBRALTAR			25	0	1	68	16	12	4	0	0	19	51	20	37
TOTAL GIBRALTAR			25	0	1	68	16	12	4	0	0	19	51	20	37
GREECE															
CORFU	EASYJET AIRLINE COMPANY LTD	S	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL CORFU			2	0	0	100	0	0	0	0	0	0	0	0	0
HERAKLION	EASYJET AIRLINE COMPANY LTD	S	2	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL HERAKLION			3	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL GREECE			6	0	0	100	0	0	0	0	0	1	0	0	0
HUNGARY															
BUDAPEST	EASYJET AIRLINE COMPANY LTD	S	34	0	0	94	6	0	0	0	0	2	94	3	36
	WIZZ AIR	S	180	0	1	86	7	5	1	1	0	8	51	20	180
TOTAL BUDAPEST			215	0	1	87	7	4	0	1	0	7	58	17	216
DEBRECEN	WIZZ AIR	S	26	0	0	50	19	23	8	0	0	29	0	0	0
TOTAL DEBRECEN			26	0	0	50	19	23	8	0	0	29	0	0	0
TOTAL HUNGARY			241	0	1	83	8	6	1	1	0	10	58	17	216
ICELAND															
KEFLAVIK	EASYJET AIRLINE COMPANY LTD	S	26	0	0	92	0	0	8	0	0	12	0	0	0
TOTAL KEFLAVIK			26	0	0	92	0	0	8	0	0	12	0	0	0
TOTAL ICELAND			26	0	0	92	0	0	8	0	0	12	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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	RYANAIR	S	152	0	0	94	4	2	0	0	0	3	84	10	168
<b>TOTAL DUBLIN</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>84</b>	<b>10</b>	<b>170</b>
IRELAND WEST(KNOCK)	RYANAIR	S	56	0	0	95	2	2	2	0	0	4	77	13	60
<b>TOTAL IRELAND WEST(KNOCK)</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>77</b>	<b>13</b>	<b>60</b>
KERRY COUNTY	RYANAIR	S	60	0	0	88	7	3	2	0	0	5	88	4	60
<b>TOTAL KERRY COUNTY</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>4</b>	<b>60</b>
WATERFORD	AER ARANN	S	36	0	0	86	6	3	6	0	0	12	69	25	32
<b>TOTAL WATERFORD</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>25</b>	<b>32</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>304</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>11</b>	<b>324</b>
<b>ISRAEL</b>															
TEL AVIV	EASYJET AIRLINE COMPANY LTD	S	78	0	0	60	24	14	1	0	0	16	65	14	60
	EL AL	S	17	0	0	94	6	0	0	0	0	5	70	33	10
<b>TOTAL TEL AVIV</b>			<b>95</b>	<b>2</b>	<b>0</b>	<b>66</b>	<b>21</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>66</b>	<b>16</b>	<b>70</b>
<b>TOTAL ISRAEL</b>			<b>95</b>	<b>2</b>	<b>0</b>	<b>66</b>	<b>21</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>66</b>	<b>16</b>	<b>70</b>
<b>ITALY</b>															
ALGHERO/SASSARI	RYANAIR	S	4	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL ALGHERO/SASSARI</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	70	0	0	94	4	0	1	0	0	4	99	2	76
<b>TOTAL MILAN (MALPENSA)</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>99</b>	<b>2</b>	<b>76</b>
PISA	EASYJET AIRLINE COMPANY LTD	S	6	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL PISA</b>			<b>6</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>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
ROME (FIUMICINO)	MONARCH AIRLINES	S	26	0	0	50	15	12	23	0	0	32	0	0	0
<b>TOTAL ROME (FIUMICINO)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>15</b>	<b>12</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>
TRAPANI	RYANAIR	S	4	0	0	50	25	25	0	0	0	15	0	0	0
<b>TOTAL TRAPANI</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ITALY</b>			<b>110</b>	<b>4</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>99</b>	<b>2</b>	<b>76</b>
<b>LATVIA</b>															
RIGA	WIZZ AIR	S	60	0	0	73	10	12	5	0	0	15	82	8	34
<b>TOTAL RIGA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>82</b>	<b>8</b>	<b>34</b>
<b>TOTAL LATVIA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>82</b>	<b>8</b>	<b>34</b>
<b>LITHUANIA</b>															
KAUNAS	RYANAIR	S	10	0	0	100	0	0	0	0	0	1	100	1	42
<b>TOTAL KAUNAS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>1</b>	<b>42</b>
VILNIUS	RYANAIR	S	34	0	0	91	6	0	3	0	0	6	0	0	0
	WIZZ AIR	S	60	0	0	93	3	0	3	0	0	6	67	14	42
<b>TOTAL VILNIUS</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>67</b>	<b>14</b>	<b>42</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 LITHUANIA			104	0	0	93	4	0	3	0	0	6	83	8	84
MACEDONIA															
SKOPJE	WIZZ AIR	S	26	0	0	58	19	15	8	0	0	18	50	18	20
TOTAL SKOPJE			26	0	0	58	19	15	8	0	0	18	50	18	20
TOTAL MACEDONIA			26	0	0	58	19	15	8	0	0	18	50	18	20
MALTA															
MALTA	RYANAIR	S	32	0	0	97	3	0	0	0	0	3	95	3	22
TOTAL MALTA			32	0	0	97	3	0	0	0	0	3	95	3	22
TOTAL MALTA			32	0	0	97	3	0	0	0	0	3	95	3	22
MOROCCO															
MARRAKESH	RYANAIR	S	4	0	0	75	25	0	0	0	0	5	88	6	26
TOTAL MARRAKESH			4	3	0	75	25	0	0	0	0	5	88	6	26
TOTAL MOROCCO			4	3	0	75	25	0	0	0	0	5	88	6	26
NETHERLANDS															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	200	0	0	90	5	3	3	0	0	6	83	12	178
TOTAL AMSTERDAM			200	0	0	90	5	3	3	0	0	6	83	12	178
TOTAL NETHERLANDS			200	0	0	90	5	3	3	0	0	6	83	12	178
POLAND															
GDANSK	WIZZ AIR	S	104	0	0	93	5	1	0	1	0	6	71	21	119
TOTAL GDANSK			104	0	0	93	5	1	0	1	0	6	71	21	119
KATOWICE	WIZZ AIR	S	104	0	0	88	10	2	0	1	0	7	78	9	120
TOTAL KATOWICE			104	0	0	88	10	2	0	1	0	7	78	9	120
KRAKOW	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL KRAKOW			2	0	0	100	0	0	0	0	0	3	0	0	0
LODZ LUBLINEK	WIZZ AIR	S	16	0	0	88	13	0	0	0	0	4	100	1	26
TOTAL LODZ LUBLINEK			16	0	0	88	13	0	0	0	0	4	100	1	26
MODLIN MASOVIA	WIZZ AIR	S	176	0	3	80	3	2	14	1	0	22	0	0	0
TOTAL MODLIN MASOVIA			176	0	3	80	3	2	14	1	0	22	0	0	0
POZNAN	WIZZ AIR	S	52	0	0	87	0	4	6	4	0	14	72	21	60
TOTAL POZNAN			52	0	0	87	0	4	6	4	0	14	72	21	60
RZESZOW	RYANAIR	S	26	0	0	92	4	0	0	4	0	11	96	4	26
TOTAL RZESZOW			26	0	0	92	4	0	0	4	0	11	96	4	26
WROCLAW	WIZZ AIR	S	44	0	0	86	2	2	7	2	0	15	79	15	42
TOTAL WROCLAW			44	0	0	86	2	2	7	2	0	15	79	15	42
TOTAL POLAND			524	1	4	86	5	2	6	2	0	13	78	15	569
PORTUGAL(EXCLUDING MADEIRA)															
FARO	EASYJET AIRLINE COMPANY LTD	S	26	0	0	85	15	0	0	0	0	6	92	4	26

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)										
FARO	MONARCH AIRLINES	S	6	0	0	33	33	17	17	0	0	35	0	0	0
<b>TOTAL FARO</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>18</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>93</b>	<b>3</b>	<b>27</b>
LISBON	EASYJET AIRLINE COMPANY LTD	S	46	0	0	70	15	11	4	0	0	14	58	15	52
<b>TOTAL LISBON</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>58</b>	<b>15</b>	<b>52</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>11</b>	<b>79</b>
<b>REPUBLIC OF SERBIA</b>															
BELGRADE	WIZZ AIR	S	26	0	0	92	8	0	0	0	0	3	62	15	26
<b>TOTAL BELGRADE</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>62</b>	<b>15</b>	<b>26</b>
<b>TOTAL REPUBLIC OF SERBIA</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>62</b>	<b>15</b>	<b>26</b>
<b>ROMANIA</b>															
BACAU	BLUE AIR TRANSPORT AERIAN	S	34	0	0	88	6	3	3	0	0	8	85	6	26
<b>TOTAL BACAU</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>6</b>	<b>26</b>
BUCHAREST (OTOPENI)	BLUE AIR TRANSPORT AERIAN	S	42	2	2	83	12	2	2	0	0	8	0	0	0
	WIZZ AIR	S	60	0	0	65	28	7	0	0	0	12	0	0	0
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>102</b>	<b>4</b>	<b>2</b>	<b>73</b>	<b>22</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
CLUJ NAPOCA	WIZZ AIR	S	48	0	2	79	4	4	0	8	4	47	29	35	38
<b>TOTAL CLUJ NAPOCA</b>			<b>48</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>47</b>	<b>29</b>	<b>35</b>	<b>38</b>
TIMISOARA	WIZZ AIR	S	26	0	0	81	8	4	8	0	0	11	81	8	26
<b>TOTAL TIMISOARA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>8</b>	<b>26</b>
TIRGU MURES	WIZZ AIR	S	28	0	0	79	14	0	0	7	0	21	58	16	26
<b>TOTAL TIRGU MURES</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>21</b>	<b>58</b>	<b>16</b>	<b>26</b>
<b>TOTAL ROMANIA</b>			<b>238</b>	<b>4</b>	<b>4</b>	<b>78</b>	<b>13</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>19</b>	<b>65</b>	<b>15</b>	<b>218</b>
<b>SLOVAK REPUBLIC</b>															
BRATISLAVA	RYANAIR	S	30	0	0	90	3	0	7	0	0	13	77	10	26
<b>TOTAL BRATISLAVA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>10</b>	<b>26</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>10</b>	<b>26</b>
<b>SLOVENIA</b>															
LJUBLJANA	WIZZ AIR	S	26	0	0	85	8	0	8	0	0	11	0	0	0
<b>TOTAL LJUBLJANA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SLOVENIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	32	0	0	78	16	6	0	0	0	7	96	2	24
	MONARCH AIRLINES	S	22	0	0	73	23	5	0	0	0	9	65	16	34
<b>TOTAL ALICANTE</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>10</b>	<b>70</b>
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	104	0	0	93	3	1	3	0	0	5	92	5	114
<b>TOTAL BARCELONA</b>			<b>104</b>	<b>1</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>92</b>	<b>5</b>	<b>114</b>
GIRONA	RYANAIR	S	12	0	0	92	8	0	0	0	0	3	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 GIRONA			12	0	0	92	8	0	0	0	0	3	0	0	0
MADRID	EASYJET AIRLINE COMPANY LTD	S	98	0	0	72	18	6	3	0	0	11	83	7	122
TOTAL MADRID			98	2	0	72	18	6	3	0	0	11	82	8	123
MAHON	MONARCH AIRLINES	S	4	0	0	50	0	0	0	0	50	206	0	0	0
TOTAL MAHON			5	0	0	60	0	0	0	0	40	165	0	0	0
MALAGA	EASYJET AIRLINE COMPANY LTD	S	42	0	0	86	7	5	2	0	0	7	80	8	46
	MONARCH AIRLINES	S	23	0	1	65	22	9	4	0	0	15	52	43	23
	THOMSON AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL MALAGA			67	0	1	79	12	6	3	0	0	10	71	20	69
MURCIA SAN JAVIER	RYANAIR	S	12	0	0	92	8	0	0	0	0	3	0	0	0
TOTAL MURCIA SAN JAVIER			12	0	0	92	8	0	0	0	0	3	0	0	0
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	12	0	0	100	0	0	0	0	0	0	100	0	10
	MONARCH AIRLINES	S	8	0	0	63	13	0	25	0	0	22	0	0	0
	THOMSON AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL PALMA DE MALLORCA			22	0	0	86	5	0	9	0	0	8	100	0	10
REUS	RYANAIR	S	8	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL REUS			8	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL SPAIN			383	5	1	82	11	4	3	0	1	10	83	9	387
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	MONARCH AIRLINES	S	16	0	0	63	25	6	6	0	0	16	0	60	4
	RYANAIR	S	18	0	0	67	17	11	6	0	0	12	88	6	16
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	4	100	5	8
TOTAL ARRECIFE			42	0	0	71	17	7	5	0	0	12	79	14	28
FUERTEVENTURA	RYANAIR	S	4	0	0	75	25	0	0	0	0	8	89	5	18
TOTAL FUERTEVENTURA			5	0	0	80	20	0	0	0	0	7	89	5	18
LAS PALMAS	RYANAIR	S	14	1	0	100	0	0	0	0	0	2	75	11	16
	THOMSON AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	10	100	1	9
TOTAL LAS PALMAS			22	2	0	91	5	5	0	0	0	5	84	7	25
TENERIFE (SURREINA SOFIA)	MONARCH AIRLINES	S	30	0	0	77	7	3	7	3	3	50	53	20	45
	RYANAIR	S	18	0	0	89	0	11	0	0	0	8	100	1	18
	THOMSON AIRWAYS LTD	C	18	0	0	94	6	0	0	0	0	2	83	12	18
TOTAL TENERIFE (SURREINA SOFIA)			66	0	0	85	5	5	3	2	2	26	71	14	82
TOTAL SPAIN(CANARY ISLANDS)			135	2	0	81	9	5	3	1	1	17	76	12	153
<b>SWITZERLAND</b>															
GENEVA	EASYJET AIRLINE COMPANY LTD	S	90	0	0	93	1	1	3	0	1	9	95	3	82
TOTAL GENEVA			90	3	0	93	1	1	3	0	1	9	95	3	82
ZURICH	EASYJET AIRLINE COMPANY LTD	S	44	0	0	100	0	0	0	0	0	1	97	2	60
TOTAL ZURICH			44	2	0	100	0	0	0	0	0	1	95	2	62
TOTAL SWITZERLAND			134	5	0	96	1	1	2	0	1	6	95	3	144

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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>TUNISIA</b>															
ENFIDHA	THOMSON AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	5	0	0	0
TOTAL ENFIDHA			3	0	0	100	0	0	0	0	0	5	0	0	0
TOTAL TUNISIA			3	0	0	100	0	0	0	0	0	5	0	0	0
<b>TURKEY</b>															
BODRUM (MILAS)	MONARCH AIRLINES	S	4	0	0	75	0	25	0	0	0	13	0	0	0
TOTAL BODRUM (MILAS)			5	0	0	80	0	20	0	0	0	10	0	0	0
DALAMAN	MONARCH AIRLINES	S	10	0	0	90	10	0	0	0	0	2	0	0	0
TOTAL DALAMAN			11	0	0	82	9	9	0	0	0	5	0	0	0
ISTANBUL (SABIHA GOKCEN)	EASYJET AIRLINE COMPANY LTD	S	40	0	0	95	0	0	5	0	0	6	65	15	46
TOTAL ISTANBUL (SABIHA GOKCEN)			40	0	0	95	0	0	5	0	0	6	66	14	47
TOTAL TURKEY			57	1	0	91	2	4	4	0	0	6	66	14	47
<b>UKRAINE</b>															
KIEV (ZHULYANY)	WIZZ AIR	S	26	0	0	81	12	0	0	8	0	29	81	11	26
TOTAL KIEV (ZHULYANY)			26	0	0	81	12	0	0	8	0	29	81	11	26
TOTAL UKRAINE			26	2	0	81	12	0	0	8	0	29	81	11	26
<b>UNITED KINGDOM</b>															
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	46	0	0	93	2	4	0	0	0	4	85	5	84
TOTAL ABERDEEN			46	0	0	93	2	4	0	0	0	4	85	5	84
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	164	0	0	95	4	1	1	0	0	3	94	3	164
TOTAL BELFAST INTERNATIONAL			164	0	0	95	4	1	1	0	0	3	94	3	164
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	192	0	0	97	2	1	0	0	0	2	90	8	188
TOTAL EDINBURGH			192	2	0	97	2	1	0	0	0	2	90	8	188
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	192	0	0	93	5	1	1	0	0	3	94	3	196
TOTAL GLASGOW			192	0	0	93	5	1	1	0	0	3	94	3	196
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	44	0	0	95	5	0	0	0	0	2	96	2	48
TOTAL INVERNESS			44	0	0	95	5	0	0	0	0	2	96	2	48
ISLE OF MAN	FLYBE LTD	S	34	0	0	94	0	6	0	0	0	3	93	2	28
TOTAL ISLE OF MAN			34	0	0	94	0	6	0	0	0	3	93	2	28
JERSEY	FLYBE LTD	S	23	0	3	96	0	0	0	4	0	13	96	2	26
TOTAL JERSEY			23	0	3	96	0	0	0	4	0	13	96	2	26
TOTAL UNITED KINGDOM			696	7	3	95	3	1	0	0	0	3	92	4	734
TOTAL LUTON			4466	92	14	87	7	3	2	0	0	9	81	10	4369

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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	THOMAS COOK AIRLINES LTD	C	5	0	0	80	20	0	0	0	0	6	65	10	17
	THOMSON AIRWAYS LTD	C	4	0	0	75	0	25	0	0	0	15	58	13	12
	VIRGIN ATLANTIC AIRWAYS LTD	S	8	0	0	75	13	13	0	0	0	13	67	19	9
<b>TOTAL BRIDGETOWN</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>63</b>	<b>13</b>	<b>38</b>
<b>TOTAL BARBADOS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>63</b>	<b>13</b>	<b>38</b>
<b>BELGIUM</b>															
ANTWERP	BMI REGIONAL	S	104	0	0	94	2	0	3	1	0	6	0	0	0
<b>TOTAL ANTWERP</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>91</b>	<b>7</b>	<b>86</b>
BRUSSELS	BRUSSELS AIRLINES	S	159	0	0	85	8	6	1	0	0	7	90	5	198
<b>TOTAL BRUSSELS</b>			<b>159</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>10</b>	<b>294</b>
CHARLEROI	RYANAIR	S	112	0	0	93	4	3	1	0	0	4	91	4	58
<b>TOTAL CHARLEROI</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>91</b>	<b>4</b>	<b>58</b>
<b>TOTAL BELGIUM</b>			<b>375</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>9</b>	<b>438</b>
<b>BULGARIA</b>															
SOFIA	EASYJET AIRLINE COMPANY LTD	S	16	0	0	100	0	0	0	0	0	1	100	1	16
<b>TOTAL SOFIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>1</b>	<b>16</b>
<b>TOTAL BULGARIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>1</b>	<b>16</b>
<b>CANADA</b>															
TORONTO	AIR TRANSAT	S	8	0	0	38	25	38	0	0	0	23	63	23	8
<b>TOTAL TORONTO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>63</b>	<b>23</b>	<b>8</b>
<b>TOTAL CANADA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>63</b>	<b>23</b>	<b>8</b>
<b>CAPE VERDE ISLANDS</b>															
BOA VISTA (RABIL)	THOMSON AIRWAYS LTD	S	18	0	0	78	11	6	6	0	0	12	56	17	16
<b>TOTAL BOA VISTA (RABIL)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>61</b>	<b>16</b>	<b>23</b>
ILHA DO SAL C.VERDE	THOMSON AIRWAYS LTD	S	9	0	1	56	11	11	0	0	22	142	30	23	10
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>9</b>	<b>0</b>	<b>1</b>	<b>56</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>142</b>	<b>30</b>	<b>23</b>	<b>10</b>
<b>TOTAL CAPE VERDE ISLANDS</b>			<b>27</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>55</b>	<b>52</b>	<b>18</b>	<b>33</b>
<b>CROATIA</b>															
DUBROVNIK	JET2.COM LTD	S	4	0	0	100	0	0	0	0	0	2	0	0	0
	MONARCH AIRLINES	S	4	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL DUBROVNIK</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CROATIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CUBA</b>															
CUNAGUA (CAYO COCO)	THOMAS COOK AIRLINES LTD	C	10	1	0	60	0	20	20	0	0	40	75	7	4
<b>TOTAL CUNAGUA (CAYO COCO)</b>			<b>10</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>75</b>	<b>7</b>	<b>4</b>
HOLGUIN (FRANK PAIS)	THOMAS COOK AIRLINES LTD	C	9	0	0	33	22	11	33	0	0	48	50	31	4

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)											
HOLGUIN (FRANK PAIS)	THOMSON AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	8	63	17	8
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>12</b>	<b>12</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>58</b>	<b>21</b>	<b>12</b>
VARADERO	THOMSON AIRWAYS LTD	C	9	0	0	44	33	11	11	0	0	19	56	30	9
<b>TOTAL VARADERO</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>33</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>56</b>	<b>30</b>	<b>9</b>
<b>TOTAL CUBA</b>			<b>36</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>14</b>	<b>14</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>60</b>	<b>22</b>	<b>25</b>
<b>CYPRUS</b>															
LARNACA	JET2.COM LTD	S	2	0	0	100	0	0	0	0	0	9	0	0	0
	MONARCH AIRLINES	S	24	0	1	42	29	0	29	0	0	38	78	10	18
	THOMSON AIRWAYS LTD	C	2	0	0	50	0	0	50	0	0	79	100	13	1
<b>TOTAL LARNACA</b>			<b>29</b>	<b>0</b>	<b>1</b>	<b>48</b>	<b>24</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>81</b>	<b>9</b>	<b>21</b>
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	46	0	0	96	2	0	2	0	0	5	93	9	42
	JET2.COM LTD	S	2	0	0	50	50	0	0	0	0	14	25	25	4
	MONARCH AIRLINES	S	2	0	0	0	0	100	0	0	0	42	0	0	0
	THOMAS COOK AIRLINES LTD	C	14	0	0	64	21	14	0	0	0	12	75	12	16
	THOMSON AIRWAYS LTD	C	24	0	0	54	21	13	13	0	0	25	88	17	32
<b>TOTAL PAPHOS</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>85</b>	<b>13</b>	<b>94</b>
<b>TOTAL CYPRUS</b>			<b>117</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>15</b>	<b>6</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>84</b>	<b>12</b>	<b>115</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	JET2.COM LTD	S	36	0	0	78	11	6	6	0	0	12	69	12	42
<b>TOTAL PRAGUE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>12</b>	<b>42</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>12</b>	<b>42</b>
<b>DENMARK</b>															
BILLUND	SUN AIR OF SCANDINAVIA	S	96	0	0	90	7	1	2	0	0	5	78	14	116
<b>TOTAL BILLUND</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>78</b>	<b>14</b>	<b>116</b>
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	60	0	0	87	7	5	2	0	0	6	95	2	42
	SAS	S	112	0	0	92	4	1	4	0	0	5	88	6	112
<b>TOTAL COPENHAGEN</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>5</b>	<b>154</b>
<b>TOTAL DENMARK</b>			<b>268</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>9</b>	<b>270</b>
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	THOMSON AIRWAYS LTD	C	8	0	0	75	13	0	13	0	0	16	63	12	8
<b>TOTAL PUERTO PLATA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>10</b>	<b>12</b>
PUNTA CANA	THOMSON AIRWAYS LTD	C	8	0	0	38	13	0	50	0	0	51	44	37	18
<b>TOTAL PUNTA CANA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>47</b>	<b>35</b>	<b>19</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>18</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>58</b>	<b>26</b>	<b>31</b>
<b>EGYPT</b>															
HURGHADA	MONARCH AIRLINES	C	10	0	0	50	20	0	30	0	0	32	50	29	2
	THOMAS COOK AIRLINES LTD	C	17	0	0	100	0	0	0	0	0	3	56	24	18
	THOMSON AIRWAYS LTD	C	10	0	0	70	20	0	10	0	0	17	88	7	8
<b>TOTAL HURGHADA</b>			<b>37</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>15</b>	<b>64</b>	<b>20</b>	<b>28</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)										
LUXOR	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	0	2	100	3	10
	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	11	90	10	10
<b>TOTAL LUXOR</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>95</b>	<b>7</b>	<b>20</b>
MARSA ALAM	THOMSON AIRWAYS LTD	C	7	0	0	57	14	14	14	0	0	23	0	0	0
<b>TOTAL MARSA ALAM</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>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
SHARM EL SHEIKH (OPHIRA)	EASYJET AIRLINE COMPANY LTD	S	26	0	0	81	4	8	0	4	4	33	77	11	26
	MONARCH AIRLINES	S	38	0	0	61	21	13	5	0	0	21	69	14	32
	THOMAS COOK AIRLINES LTD	C	26	0	0	96	4	0	0	0	0	4	58	27	24
	THOMSON AIRWAYS LTD	C	64	0	0	75	11	9	5	0	0	13	90	4	40
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>17</b>	<b>75</b>	<b>13</b>	<b>122</b>
TABA	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	60	37	10
<b>TOTAL TABA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>60</b>	<b>37</b>	<b>10</b>
<b>TOTAL EGYPT</b>			<b>221</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>15</b>	<b>180</b>
<b>ESTONIA</b>															
TALLIN	RYANAIR	S	4	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL TALLIN</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ESTONIA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FINLAND</b>															
ENONTEKIO	ENTER AIR	C	4	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL ENONTEKIO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
HELSINKI	FINNAIR	S	120	0	0	83	11	6	0	0	0	8	88	7	120
<b>TOTAL HELSINKI</b>			<b>120</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>88</b>	<b>7</b>	<b>120</b>
<b>TOTAL FINLAND</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>7</b>	<b>121</b>
<b>FRANCE</b>															
BEAUVAIS	RYANAIR	S	6	0	0	67	17	17	0	0	0	13	100	2	34
<b>TOTAL BEAUVAIS</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>100</b>	<b>2</b>	<b>34</b>
BEZIERS	RYANAIR	S	4	0	0	75	25	0	0	0	0	9	0	0	0
<b>TOTAL BEZIERS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
BIARRITZ	RYANAIR	S	2	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL BIARRITZ</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>
LYON	BMI REGIONAL	S	44	0	0	95	0	5	0	0	0	2	93	4	42
<b>TOTAL LYON</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>93</b>	<b>4</b>	<b>42</b>
NANTES	FLYBE LTD	S	26	0	0	85	8	8	0	0	0	7	74	12	34
<b>TOTAL NANTES</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>7</b>	<b>74</b>	<b>12</b>	<b>34</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	180	0	0	82	10	6	2	0	0	8	69	14	176
	FLYBE LTD	S	208	0	0	86	8	4	2	0	0	7	67	15	206
	JET2.COM LTD	S	8	1	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>396</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>68</b>	<b>15</b>	<b>382</b>
TOURS	RYANAIR	S	6	0	0	67	33	0	0	0	0	9	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 TOURS			6	0	0	67	33	0	0	0	0	9	0	0	0
TOTAL FRANCE			485	1	0	85	8	5	2	0	0	7	73	13	492
<b>GAMBIA</b>															
BANJUL	THOMAS COOK AIRLINES LTD	C	14	0	0	93	7	0	0	0	0	5	70	38	23
TOTAL BANJUL			14	0	0	93	7	0	0	0	0	5	70	38	23
TOTAL GAMBIA			14	0	0	93	7	0	0	0	0	5	70	38	23
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	44	0	0	98	2	0	0	0	0	1	88	6	34
TOTAL BERLIN (SCHONEFELD)			44	0	0	98	2	0	0	0	0	1	88	6	34
BERLIN (TEGEL)	LUFTHANSA	S	60	0	0	90	10	0	0	0	0	5	0	0	0
TOTAL BERLIN (TEGEL)			60	0	0	90	10	0	0	0	0	5	100	0	1
BREMEN	RYANAIR	S	26	0	0	88	8	4	0	0	0	4	88	5	24
TOTAL BREMEN			26	0	0	88	8	4	0	0	0	4	88	5	26
COLOGNE BONN	GERMANWINGS	S	44	0	0	86	9	5	0	0	0	5	81	11	42
TOTAL COLOGNE BONN			44	0	0	86	9	5	0	0	0	5	81	11	42
DUSSELDORF	FLYBE LTD	S	138	1	1	91	4	4	0	0	0	4	75	9	138
	LUFTHANSA CITY LINE	S	192	0	0	81	11	6	2	0	0	10	86	7	198
TOTAL DUSSELDORF			330	1	1	85	8	5	1	0	0	8	81	8	336
FRANKFURT MAIN	LUFTHANSA	S	240	0	0	86	10	4	0	0	0	7	74	12	236
TOTAL FRANKFURT MAIN			241	0	0	86	10	4	0	0	0	7	74	12	236
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	34	0	0	79	9	0	12	0	0	11	94	4	34
	LUFTHANSA CITY LINE	S	102	0	0	93	4	1	2	0	0	6	84	8	146
TOTAL HAMBURG			136	0	0	90	5	1	4	0	0	7	86	7	180
HANOVER	FLYBE LTD	S	52	0	0	90	4	0	6	0	0	8	67	17	52
TOTAL HANOVER			52	0	0	90	4	0	6	0	0	8	67	17	52
MEMMINGEN ALLGAU	RYANAIR	S	8	0	0	100	0	0	0	0	0	1	85	6	40
TOTAL MEMMINGEN ALLGAU			8	0	0	100	0	0	0	0	0	1	85	6	40
MUNICH	EASYJET AIRLINE COMPANY LTD	S	34	0	0	88	3	3	6	0	0	7	79	11	38
	LUFTHANSA	S	172	0	0	88	5	5	2	0	0	8	60	17	172
	MONARCH AIRLINES	C	2	0	0	50	50	0	0	0	0	16	0	0	0
	MONARCH AIRLINES	S	26	0	0	69	15	4	12	0	0	19	0	0	0
TOTAL MUNICH			234	0	0	85	6	5	3	0	0	9	64	16	212
STUTTGART	GERMANWINGS	S	44	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL STUTTGART			44	0	0	100	0	0	0	0	0	1	91	5	34
TOTAL GERMANY			1219	1	1	88	7	3	2	0	0	7	78	10	1219
<b>GIBRALTAR</b>															
GIBRALTAR	MONARCH AIRLINES	S	26	0	0	46	27	15	8	0	4	36	50	34	26
TOTAL GIBRALTAR			26	0	0	46	27	15	8	0	4	36	50	34	26

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 GIBRALTAR</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>27</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>36</b>	<b>50</b>	<b>34</b>	<b>26</b>
<b>GREECE</b>															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	26	0	0	85	4	12	0	0	0	8	96	2	26
	THOMSON AIRWAYS LTD	C	8	0	0	50	25	25	0	0	0	24	100	2	2
<b>TOTAL ATHENS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>9</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>93</b>	<b>3</b>	<b>29</b>
CORFU	EASYJET AIRLINE COMPANY LTD	S	2	0	0	100	0	0	0	0	0	2	100	0	1
<b>TOTAL CORFU</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>0</b>	<b>1</b>
HERAKLION	EASYJET AIRLINE COMPANY LTD	S	4	0	0	100	0	0	0	0	0	0	50	10	2
	THOMSON AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	10	0	0	0
<b>TOTAL HERAKLION</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>50</b>	<b>10</b>	<b>2</b>
RHODES	THOMSON AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL RHODES</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>
<b>TOTAL GREECE</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>91</b>	<b>3</b>	<b>32</b>
<b>HUNGARY</b>															
BUDAPEST	JET2.COM LTD	S	35	0	1	80	11	9	0	0	0	8	88	10	42
	RYANAIR	S	32	0	0	91	9	0	0	0	0	5	0	0	0
<b>TOTAL BUDAPEST</b>			<b>67</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>10</b>	<b>42</b>
<b>TOTAL HUNGARY</b>			<b>67</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>10</b>	<b>42</b>
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	26	0	0	100	0	0	0	0	0	2	88	7	16
<b>TOTAL KEFLAVIK</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>7</b>	<b>16</b>
<b>TOTAL ICELAND</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>7</b>	<b>16</b>
<b>INDIA</b>															
GOA	MONARCH AIRLINES	C	6	0	0	67	17	0	17	0	0	27	75	10	8
	THOMAS COOK AIRLINES LTD	C	16	0	0	38	13	13	38	0	0	44	59	26	17
	THOMSON AIRWAYS LTD	C	8	0	0	50	13	13	25	0	0	39	100	4	7
<b>TOTAL GOA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>13</b>	<b>10</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>72</b>	<b>17</b>	<b>32</b>
<b>TOTAL INDIA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>13</b>	<b>10</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>72</b>	<b>17</b>	<b>32</b>
<b>IRISH REPUBLIC</b>															
CORK	AER ARANN	S	118	1	0	91	3	2	5	0	0	9	79	18	120
<b>TOTAL CORK</b>			<b>118</b>	<b>1</b>	<b>0</b>	<b>91</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>18</b>	<b>120</b>
DUBLIN	AER LINGUS	S	224	0	0	87	8	4	1	0	0	6	87	6	221
	CITY JET	C	2	0	0	50	0	50	0	0	0	27	0	0	0
	RYANAIR	S	188	0	0	88	10	2	0	0	0	5	87	6	204
<b>TOTAL DUBLIN</b>			<b>414</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>6</b>	<b>425</b>
IRELAND WEST(KNOCK)	FLYBE LTD	S	34	0	0	94	3	3	0	0	0	2	56	26	34
<b>TOTAL IRELAND WEST(KNOCK)</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>2</b>	<b>56</b>	<b>26</b>	<b>34</b>
SHANNON	AER ARANN	S	110	0	0	94	4	1	2	0	0	5	78	12	112

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 SHANNON			110	0	0	94	4	1	2	0	0	5	78	12	112
WATERFORD	AER ARANN	S	34	0	0	76	0	0	24	0	0	25	75	19	32
TOTAL WATERFORD			34	0	0	76	0	0	24	0	0	25	75	19	32
TOTAL IRISH REPUBLIC			710	1	0	89	6	3	3	0	0	7	82	10	727
ISRAEL															
TEL AVIV	EASYJET AIRLINE COMPANY LTD	S	18	0	0	67	17	11	6	0	0	15	0	0	0
	JET2.COM LTD	S	18	0	0	28	22	22	28	0	0	47	25	36	16
TOTAL TEL AVIV			36	0	0	47	19	17	17	0	0	31	25	36	16
TOTAL ISRAEL			36	0	0	47	19	17	17	0	0	31	25	36	16
ITALY															
BERGAMO	RYANAIR	S	60	0	0	98	2	0	0	0	0	1	93	3	58
TOTAL BERGAMO			60	0	0	98	2	0	0	0	0	1	93	3	58
MILAN (MALPENSA)	FLYBE LTD	S	60	0	0	98	2	0	0	0	0	1	83	7	59
	MONARCH AIRLINES	S	5	0	1	60	20	20	0	0	0	16	0	0	0
TOTAL MILAN (MALPENSA)			65	0	1	95	3	2	0	0	0	2	83	7	59
PISA	JET2.COM LTD	S	6	0	0	83	17	0	0	0	0	9	0	0	0
TOTAL PISA			6	0	0	83	17	0	0	0	0	9	0	0	0
ROME (CIAMPINO)	RYANAIR	S	39	1	1	87	10	3	0	0	0	5	94	4	34
TOTAL ROME (CIAMPINO)			39	1	1	87	10	3	0	0	0	5	94	4	34
ROME (FIUMICINO)	JET2.COM LTD	C	2	0	0	50	0	0	50	0	0	68	0	0	0
	JET2.COM LTD	S	38	0	0	61	13	16	3	3	5	42	84	26	51
	THOMSON AIRWAYS LTD	C	4	0	0	50	0	25	25	0	0	29	50	27	2
TOTAL ROME (FIUMICINO)			44	0	0	59	11	16	7	2	5	42	83	26	53
VENICE	JET2.COM LTD	S	8	0	0	88	0	0	13	0	0	14	0	0	0
	MONARCH AIRLINES	S	26	0	0	92	8	0	0	0	0	5	0	0	0
TOTAL VENICE			34	0	0	91	6	0	3	0	0	8	33	178	3
VERONA VILLAFRANCA	MONARCH AIRLINES	S	2	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL VERONA VILLAFRANCA			2	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL ITALY			252	1	2	87	7	4	2	0	1	10	86	14	215
JAMAICA															
MONTEGO BAY	THOMSON AIRWAYS LTD	C	8	0	0	50	25	13	13	0	0	24	50	18	8
TOTAL MONTEGO BAY			8	0	0	50	25	13	13	0	0	24	50	18	8
TOTAL JAMAICA			8	0	0	50	25	13	13	0	0	24	50	18	8
LATVIA															
RIGA	RYANAIR	S	14	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL RIGA			14	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL LATVIA			14	0	0	100	0	0	0	0	0	1	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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>LIBYA</b>															
TRIPOLI	LIBYAN ARAB AIRLINES	S	26	0	0	58	19	8	8	8	0	35	0	0	0
TOTAL TRIPOLI			26	0	0	58	19	8	8	8	0	35	0	0	0
TOTAL LIBYA			26	0	0	58	19	8	8	8	0	35	0	0	0
<b>MALTA</b>															
MALTA	AIR MALTA	S	36	0	0	78	8	14	0	0	0	10	84	13	38
	EASYJET AIRLINE COMPANY LTD	S	34	0	0	97	3	0	0	0	0	1	83	10	24
	THOMAS COOK AIRLINES LTD	C	6	0	0	83	17	0	0	0	0	6	43	43	7
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	100	5	10
TOTAL MALTA			84	0	0	88	6	6	0	0	0	5	82	14	79
TOTAL MALTA			84	0	0	88	6	6	0	0	0	5	82	14	79
<b>MEXICO</b>															
CANCUN	THOMAS COOK AIRLINES LTD	C	16	0	0	44	6	13	31	6	0	55	67	19	12
	THOMSON AIRWAYS LTD	C	35	4	0	66	11	11	11	0	0	21	56	25	36
TOTAL CANCUN			51	4	0	59	10	12	18	2	0	32	58	23	48
TOTAL MEXICO			51	4	0	59	10	12	18	2	0	32	58	23	48
<b>MOROCCO</b>															
AGADIR	THOMSON AIRWAYS LTD	S	18	0	0	83	0	6	11	0	0	12	100	2	17
TOTAL AGADIR			18	0	0	83	0	6	11	0	0	12	100	2	17
MARRAKESH	EASYJET AIRLINE COMPANY LTD	S	22	0	0	82	14	5	0	0	0	8	78	6	18
	THOMSON AIRWAYS LTD	S	18	0	0	94	6	0	0	0	0	3	88	5	16
TOTAL MARRAKESH			40	0	0	88	10	3	0	0	0	6	82	5	34
TOTAL MOROCCO			58	0	0	86	7	3	3	0	0	8	88	4	51
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	98	0	0	84	4	7	5	0	0	10	73	19	94
	KLM	S	300	0	0	89	7	2	2	0	0	7	80	12	290
	TRANSAVIA	C	2	0	0	50	0	50	0	0	0	18	0	0	0
TOTAL AMSTERDAM			400	1	0	87	6	4	3	0	0	7	78	14	384
TOTAL NETHERLANDS			400	1	0	87	6	4	3	0	0	7	78	14	384
<b>NORWAY</b>															
BERGEN	JET2.COM LTD	C	4	0	0	75	25	0	0	0	0	6	0	0	0
	SAS	S	18	0	0	56	22	17	6	0	0	20	0	0	0
TOTAL BERGEN			22	0	0	59	23	14	5	0	0	17	0	38	2
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	34	0	0	50	32	15	3	0	0	18	85	7	26
	SAS	S	38	0	0	92	8	0	0	0	0	4	90	7	40
TOTAL OSLO (GARDERMOEN)			73	0	0	71	21	7	1	0	0	11	88	7	66
RYGGE	RYANAIR	S	34	0	0	94	3	3	0	0	0	3	94	3	32
TOTAL RYGGE			34	0	0	94	3	3	0	0	0	3	94	3	32
TOTAL NORWAY			129	0	0	75	16	7	2	0	0	10	88	6	100

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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	AIR BLUE	S	25	0	0	12	16	32	16	16	8	115	13	75	24
	PAKISTAN INTL AIRLINES	S	34	2	0	41	18	32	9	0	0	26	38	38	34
<b>TOTAL ISLAMABAD</b>			<b>59</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>17</b>	<b>32</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>63</b>	<b>28</b>	<b>53</b>	<b>58</b>
KARACHI	PAKISTAN INTL AIRLINES	S	8	0	0	75	13	13	0	0	0	16	45	39	11
<b>TOTAL KARACHI</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>16</b>	<b>45</b>	<b>39</b>	<b>11</b>
LAHORE	PAKISTAN INTL AIRLINES	S	14	0	0	50	29	21	0	0	0	17	60	17	20
<b>TOTAL LAHORE</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>29</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>60</b>	<b>17</b>	<b>20</b>
<b>TOTAL PAKISTAN</b>			<b>81</b>	<b>2</b>	<b>0</b>	<b>37</b>	<b>19</b>	<b>28</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>51</b>	<b>37</b>	<b>43</b>	<b>89</b>
<b>POLAND</b>															
GDANSK	RYANAIR	S	14	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL GDANSK</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
KATOWICE	RYANAIR	S	18	0	0	100	0	0	0	0	0	0	83	6	18
<b>TOTAL KATOWICE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>18</b>
MODLIN MASOVIA	RYANAIR	S	26	0	0	96	0	0	0	4	0	10	0	0	0
<b>TOTAL MODLIN MASOVIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
RZESZOW	RYANAIR	S	14	0	0	100	0	0	0	0	0	3	81	7	16
<b>TOTAL RZESZOW</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>81</b>	<b>7</b>	<b>16</b>
<b>TOTAL POLAND</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>99</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>81</b>	<b>7</b>	<b>36</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	JET2.COM LTD	S	8	0	0	75	25	0	0	0	0	8	0	0	0
	MONARCH AIRLINES	S	56	0	0	75	5	11	4	4	2	37	71	13	38
	RYANAIR	S	32	0	0	91	6	0	3	0	0	4	92	5	24
<b>TOTAL FARO</b>			<b>97</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>23</b>	<b>78</b>	<b>11</b>	<b>63</b>
LISBON	AIR PORTUGAL	S	56	0	0	38	36	16	11	0	0	27	55	16	42
<b>TOTAL LISBON</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>36</b>	<b>16</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>52</b>	<b>17</b>	<b>46</b>
OPORTO (PORTUGAL)	JET2.COM LTD	C	4	0	0	50	0	25	25	0	0	33	0	0	0
	MONARCH AIRLINES	C	3	0	0	67	33	0	0	0	0	7	0	0	0
	THOMAS COOK AIRLINES LTD	C	4	0	0	75	0	0	25	0	0	38	0	0	0
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>9</b>	<b>9</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>17</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>67</b>	<b>14</b>	<b>109</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	JET2.COM LTD	S	8	0	0	38	50	13	0	0	0	18	88	6	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	13	0	0	0	8	63	22	8
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	5	81	6	16
<b>TOTAL FUNCHAL</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>10</b>	<b>32</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>10</b>	<b>32</b>
<b>QATAR</b>															
DOHA	QATAR AIRWAYS	S	87	0	0	71	23	5	1	0	0	10	66	14	120

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 DOHA			87	0	0	71	23	5	1	0	0	10	66	14	120
TOTAL QATAR			87	0	0	71	23	5	1	0	0	10	66	14	120
SAUDI ARABIA															
JEDDAH	JET2.COM LTD	C	2	0	0	0	0	0	50	50	0	211	0	191	1
TOTAL JEDDAH			2	0	0	0	0	0	50	50	0	211	0	77	6
MEDINA	JET2.COM LTD	C	5	0	0	0	20	0	40	40	0	147	50	31	2
TOTAL MEDINA			5	0	0	0	20	0	40	40	0	147	50	31	2
TOTAL SAUDI ARABIA			7	0	0	0	14	0	43	43	0	165	13	66	8
SINGAPORE															
SINGAPORE	SINGAPORE AIRLINES	S	60	0	0	85	2	8	5	0	0	9	78	16	60
TOTAL SINGAPORE			60	0	0	85	2	8	5	0	0	9	78	16	60
TOTAL SINGAPORE			60	0	0	85	2	8	5	0	0	9	78	16	60
SPAIN															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	34	0	0	97	3	0	0	0	0	2	90	4	40
	JET2.COM LTD	S	26	0	0	85	15	0	0	0	0	5	64	26	28
	MONARCH AIRLINES	S	62	0	0	69	18	10	2	2	0	15	71	11	80
	RYANAIR	S	26	0	0	92	0	0	8	0	0	12	85	7	26
	THOMAS COOK AIRLINES LTD	C	19	0	0	95	5	0	0	0	0	4	67	12	24
	THOMSON AIRWAYS LTD	C	22	0	0	95	5	0	0	0	0	4	88	5	26
TOTAL ALICANTE			189	0	0	85	10	3	2	1	0	8	77	10	232
BARCELONA	JET2.COM LTD	S	8	0	0	100	0	0	0	0	0	3	0	0	0
	MONARCH AIRLINES	S	32	0	0	88	6	0	6	0	0	9	69	20	26
TOTAL BARCELONA			40	0	0	90	5	0	5	0	0	8	69	20	26
BILBAO	EASYJET AIRLINE COMPANY LTD	S	18	0	0	83	11	6	0	0	0	4	84	11	25
TOTAL BILBAO			18	0	0	83	11	6	0	0	0	4	84	11	25
GIRONA	RYANAIR	S	38	0	0	89	5	3	3	0	0	5	93	3	42
TOTAL GIRONA			38	0	0	89	5	3	3	0	0	5	93	3	42
IBIZA	JET2.COM LTD	S	4	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL IBIZA			5	0	0	100	0	0	0	0	0	2	0	0	0
MADRID	IBERIA	C	2	0	0	50	50	0	0	0	0	13	0	0	0
	RYANAIR	S	28	0	0	79	7	7	7	0	0	13	85	12	34
	SWIFTAIR	C	2	0	0	100	0	0	0	0	0	4	0	0	0
TOTAL MADRID			33	0	0	79	9	6	6	0	0	12	66	17	128
MAHON	MONARCH AIRLINES	S	6	0	0	100	0	0	0	0	0	0	0	0	0
	THOMSON AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL MAHON			8	0	0	100	0	0	0	0	0	0	0	0	0
MALAGA	EASYJET AIRLINE COMPANY LTD	S	32	0	0	100	0	0	0	0	0	1	92	3	36
	JET2.COM LTD	S	8	0	0	38	38	25	0	0	0	21	0	33	1
	MONARCH AIRLINES	S	54	0	2	72	11	6	7	0	4	37	66	11	62
	RYANAIR	S	34	0	0	91	3	0	6	0	0	11	96	2	24

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)											
MALAGA	THOMSON AIRWAYS LTD	C	27	0	0	100	0	0	0	0	0	2	100	2	25
<b>TOTAL MALAGA</b>			<b>155</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>6</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>82</b>	<b>6</b>	<b>156</b>
MURCIA SAN JAVIER	JET2.COM LTD	S	8	0	0	100	0	0	0	0	0	0	83	11	29
	RYANAIR	S	6	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>29</b>
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	2	0	0	100	0	0	0	0	0	0	94	3	18
	JET2.COM LTD	S	6	0	0	67	17	17	0	0	0	11	0	0	0
	MONARCH AIRLINES	S	26	0	0	58	8	19	15	0	0	31	83	8	12
	RYANAIR	S	18	0	0	94	6	0	0	0	0	3	0	0	0
	THOMSON AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>7</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>90</b>	<b>5</b>	<b>30</b>
REUS	RYANAIR	S	2	0	0	100	0	0	0	0	0	5	0	0	0
	THOMSON AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL REUS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
VALENCIA	RYANAIR	S	4	0	0	75	0	25	0	0	0	14	0	0	0
<b>TOTAL VALENCIA</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>14</b>	<b>75</b>	<b>8</b>	<b>8</b>
ZARAGOZA	THOMAS COOK BELGIUM	C	6	0	0	83	0	17	0	0	0	10	0	0	0
<b>TOTAL ZARAGOZA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN</b>			<b>569</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>10</b>	<b>678</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	JET2.COM LTD	S	14	0	0	64	7	7	21	0	0	26	93	6	14
	MONARCH AIRLINES	S	30	0	0	43	20	23	13	0	0	31	70	15	37
	THOMAS COOK AIRLINES LTD	C	37	1	0	65	22	5	3	5	0	27	85	12	40
	THOMSON AIRWAYS LTD	C	26	0	0	81	8	8	4	0	0	11	76	43	34
<b>TOTAL ARRECIFE</b>			<b>107</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>16</b>	<b>11</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>79</b>	<b>21</b>	<b>125</b>
FUERTEVENTURA	MONARCH AIRLINES	S	10	1	0	80	20	0	0	0	0	8	92	5	12
	THOMAS COOK AIRLINES LTD	C	31	0	0	84	3	10	3	0	0	9	86	7	28
	THOMSON AIRWAYS LTD	C	16	0	0	88	6	6	0	0	0	7	83	8	18
<b>TOTAL FUERTEVENTURA</b>			<b>57</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>7</b>	<b>58</b>
LAS PALMAS	JET2.COM LTD	S	3	0	0	0	0	67	33	0	0	65	0	0	0
	MONARCH AIRLINES	S	10	0	0	50	10	10	10	20	0	74	83	5	12
	THOMAS COOK AIRLINES LTD	C	31	0	0	77	6	3	13	0	0	20	64	10	25
	THOMSON AIRWAYS LTD	C	25	0	0	84	8	8	0	0	0	8	85	10	26
<b>TOTAL LAS PALMAS</b>			<b>69</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>7</b>	<b>9</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>76</b>	<b>9</b>	<b>63</b>
SANTA CRUZ DE LA PALMA	THOMSON AIRWAYS LTD	C	10	0	0	90	0	0	10	0	0	10	100	3	7
<b>TOTAL SANTA CRUZ DE LA PALMA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>100</b>	<b>3</b>	<b>7</b>
TENERIFE (SURREINA SOFIA)	EASYJET AIRLINE COMPANY LTD	S	41	1	1	88	5	5	2	0	0	5	88	9	42
	JET2.COM LTD	S	20	0	0	60	15	5	10	5	5	64	72	14	18
	MONARCH AIRLINES	S	75	0	0	60	19	15	5	1	0	22	64	15	75
	RYANAIR	S	34	0	0	74	15	9	3	0	0	11	79	10	34
	THOMAS COOK AIRLINES LTD	C	61	0	0	75	3	5	11	3	2	45	83	9	47
	THOMSON AIRWAYS LTD	C	71	0	0	80	10	0	10	0	0	16	65	24	77



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 TENERIFE (SURREINA SOFIA)			302	1	1	73	11	7	7	1	1	25	73	15	295
TOTAL SPAIN(CANARY ISLANDS)			545	4	1	72	11	8	7	1	0	23	77	14	548
<b>SWEDEN</b>															
GOTEBORG	SUN AIR OF SCANDINAVIA	S	92	0	0	87	10	3	0	0	0	5	0	0	0
TOTAL GOTEBORG			92	0	0	87	10	3	0	0	0	5	72	11	110
STOCKHOLM (ARLANDA)	NORWEGIAN AIR SHUTTLE	S	36	0	0	42	31	22	6	0	0	26	0	0	0
	SAS	S	96	0	0	90	6	2	2	0	0	7	83	9	96
TOTAL STOCKHOLM (ARLANDA)			133	1	0	77	13	8	3	0	0	12	82	11	97
TOTAL SWEDEN			225	1	0	81	12	6	2	0	0	9	77	11	207
<b>SWITZERLAND</b>															
BASLE MULHOUSE	EASYJET AIRLINE COMPANY LTD	S	34	0	0	97	0	3	0	0	0	1	0	0	0
TOTAL BASLE MULHOUSE			34	0	0	97	0	3	0	0	0	1	90	6	52
GENEVA	EASYJET AIRLINE COMPANY LTD	S	34	0	0	79	9	0	12	0	0	15	81	8	42
TOTAL GENEVA			34	0	0	79	9	0	12	0	0	15	81	8	42
ZURICH	HELVETIC AIRWAYS	S	54	0	0	70	24	6	0	0	0	11	87	6	30
	SWISS AIRLINES	S	124	0	0	84	11	2	2	0	0	9	77	8	150
TOTAL ZURICH			178	0	0	80	15	3	2	0	0	10	80	8	218
TOTAL SWITZERLAND			246	0	0	82	12	3	3	0	0	9	82	8	312
<b>TUNISIA</b>															
ENFIDHA	THOMAS COOK AIRLINES LTD	C	22	0	0	77	14	5	0	5	0	17	61	19	18
	THOMSON AIRWAYS LTD	C	18	0	0	83	6	11	0	0	0	8	100	2	10
TOTAL ENFIDHA			40	0	0	80	10	8	0	3	0	13	75	13	28
MONASTIR	TUNISAIR	S	8	0	0	25	25	25	25	0	0	53	50	22	8
TOTAL MONASTIR			8	0	0	25	25	25	25	0	0	53	63	15	16
TOTAL TUNISIA			48	0	0	71	13	10	4	2	0	20	71	13	45
<b>TURKEY</b>															
ANTALYA	MONARCH AIRLINES	S	4	0	0	75	0	25	0	0	0	8	0	0	0
	THOMAS COOK AIRLINES LTD	C	21	0	0	95	5	0	0	0	0	4	70	10	23
	THOMSON AIRWAYS LTD	C	10	0	0	70	10	10	10	0	0	23	67	16	9
TOTAL ANTALYA			35	0	0	86	6	6	3	0	0	10	75	9	40
BODRUM (MILAS)	MONARCH AIRLINES	S	4	0	0	75	25	0	0	0	0	9	0	0	0
	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	2	33	27	3
	THOMSON AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	7	100	0	1
TOTAL BODRUM (MILAS)			10	0	0	90	10	0	0	0	0	6	50	20	4
DALAMAN	EASYJET AIRLINE COMPANY LTD	S	4	0	0	100	0	0	0	0	0	0	0	0	0
	JET2.COM LTD	S	4	0	0	100	0	0	0	0	0	0	0	0	0
	MONARCH AIRLINES	S	11	0	0	82	9	9	0	0	0	6	0	0	0
	THOMAS COOK AIRLINES LTD	C	20	0	0	75	10	5	10	0	0	17	69	12	13
TOTAL DALAMAN			39	0	0	82	8	5	5	0	0	10	69	12	13

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)										
ISTANBUL	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	THY TURK HAVA YOLLARI TURKIS	S	86	0	0	86	12	2	0	0	0	6	85	7	60
	THY TURK HAVA YOLLARI TURKIS	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL ISTANBUL</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>7</b>	<b>60</b>
<b>TOTAL IZMIR (ADNAM MENDERES)</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>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TURKEY</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>9</b>	<b>117</b>
<b>UNITED ARAB EMIRATES</b>															
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	120	0	0	87	7	3	3	1	1	12	84	16	120
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>12</b>	<b>84</b>	<b>16</b>	<b>120</b>
DUBAI	EMIRATES	S	180	0	0	64	18	13	3	2	0	20	86	6	180
<b>TOTAL DUBAI</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>13</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>86</b>	<b>6</b>	<b>180</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>300</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>85</b>	<b>10</b>	<b>300</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BMI REGIONAL	S	147	0	0	90	4	3	3	0	0	6	89	6	206
	EASTERN AIRWAYS	C	10	0	0	40	30	30	0	0	0	20	58	14	12
	FLYBE LTD	S	248	0	0	87	8	3	3	0	0	7	77	15	154
<b>TOTAL ABERDEEN</b>			<b>405</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>10</b>	<b>372</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	329	1	3	91	4	4	1	0	0	6	79	13	346
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>329</b>	<b>1</b>	<b>3</b>	<b>91</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>13</b>	<b>346</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	148	0	0	91	3	3	2	1	0	8	93	4	120
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>148</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>93</b>	<b>4</b>	<b>120</b>
CARDIFF WALES	BMI REGIONAL	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL CARDIFF WALES</b>			<b>2</b>	<b>1</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
EDINBURGH	BMI REGIONAL	S	192	0	0	97	1	2	0	0	0	1	96	3	223
	FLYBE LTD	S	196	1	1	93	5	1	2	0	0	5	84	10	140
<b>TOTAL EDINBURGH</b>			<b>388</b>	<b>1</b>	<b>1</b>	<b>95</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>91</b>	<b>5</b>	<b>363</b>
EXETER	FLYBE LTD	S	122	0	0	81	14	3	2	0	0	10	75	14	89
<b>TOTAL EXETER</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>14</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>14</b>	<b>89</b>
FARNBOROUGH	BMI REGIONAL	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL FARNBOROUGH</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
GATWICK	BRITISH AIRWAYS PLC	S	199	0	0	86	8	5	1	0	0	6	86	6	232
<b>TOTAL GATWICK</b>			<b>200</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>6</b>	<b>233</b>
GLASGOW	FLYBE LTD	S	131	0	0	93	2	1	3	1	0	6	80	12	126
<b>TOTAL GLASGOW</b>			<b>131</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>12</b>	<b>126</b>
GUERNSEY	AURIGNY AIR SERVICES	S	102	0	5	88	6	3	3	0	0	7	92	4	120
<b>TOTAL GUERNSEY</b>			<b>102</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>92</b>	<b>4</b>	<b>120</b>
HEATHROW	BMI REGIONAL	C	3	0	0	67	0	33	0	0	0	17	0	0	0
	BRITISH AIRWAYS PLC	S	532	0	0	80	11	8	2	0	0	9	82	10	451
<b>TOTAL HEATHROW</b>			<b>535</b>	<b>1</b>	<b>1</b>	<b>80</b>	<b>11</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>11</b>	<b>795</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)										
INVERNESS	FLYBE LTD	S	104	0	0	85	8	4	3	1	0	10	75	18	104
<b>TOTAL INVERNESS</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>18</b>	<b>104</b>
ISLE OF MAN	FLYBE LTD	S	226	0	0	90	3	4	3	0	0	6	90	7	224
<b>TOTAL ISLE OF MAN</b>			<b>226</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>7</b>	<b>224</b>
JERSEY	BLUE ISLANDS LIMITED	S	60	0	0	83	7	2	8	0	0	13	82	10	60
	FLYBE LTD	S	59	0	1	88	7	2	3	0	0	6	85	12	54
<b>TOTAL JERSEY</b>			<b>119</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>7</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>11</b>	<b>114</b>
NEWQUAY	FLYBE LTD	S	34	0	0	88	6	6	0	0	0	5	75	10	32
<b>TOTAL NEWQUAY</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>75</b>	<b>10</b>	<b>32</b>
NORWICH	BMI REGIONAL	C	2	0	0	100	0	0	0	0	0	6	0	0	0
	EASTERN AIRWAYS	C	2	0	0	50	50	0	0	0	0	11	0	0	0
	FLYBE LTD	S	5	0	4	40	40	20	0	0	0	20	76	18	83
	LOGANAIR	S	131	0	0	84	9	3	3	1	0	12	0	0	0
<b>TOTAL NORWICH</b>			<b>140</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>11</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>18</b>	<b>83</b>
SOUTHAMPTON	FLYBE LTD	S	227	1	0	85	7	5	2	1	0	9	81	13	202
<b>TOTAL SOUTHAMPTON</b>			<b>227</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>13</b>	<b>202</b>
STANSTED	EASTERN AIRWAYS	C	2	0	0	0	100	0	0	0	0	25	0	0	0
<b>TOTAL STANSTED</b>			<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>3218</b>	<b>12</b>	<b>17</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>10</b>	<b>3325</b>
<b>USA</b>															
ATLANTA	DELTA AIRLINES	S	42	0	0	83	12	2	2	0	0	9	83	18	42
<b>TOTAL ATLANTA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>18</b>	<b>42</b>
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	58	0	0	81	7	5	3	3	0	19	88	5	42
<b>TOTAL CHICAGO (O'HARE)</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>88</b>	<b>5</b>	<b>42</b>
LAS VEGAS	THOMAS COOK AIRLINES LTD	C	5	0	0	80	20	0	0	0	0	10	67	57	3
	VIRGIN ATLANTIC AIRWAYS LTD	S	18	0	0	72	11	6	11	0	0	14	69	13	16
<b>TOTAL LAS VEGAS</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>20</b>	<b>19</b>
NEW YORK (JF KENNEDY)	AMERICAN AIRLINES	S	57	0	0	82	4	4	7	4	0	20	92	4	49
	PAKISTAN INTL AIRLINES	S	12	0	0	17	42	33	8	0	0	32	69	25	13
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>10</b>	<b>9</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>87</b>	<b>8</b>	<b>62</b>
NEW YORK (NEWARK)	UNITED AIRLINES	S	57	0	1	79	4	9	9	0	0	15	0	0	0
<b>TOTAL NEW YORK (NEWARK)</b>			<b>57</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>4</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>12</b>	<b>59</b>
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	83	0	1	73	12	8	6	0	0	13	87	8	85
<b>TOTAL ORLANDO</b>			<b>83</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>12</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>87</b>	<b>8</b>	<b>85</b>
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	56	0	0	88	4	4	5	0	0	10	78	11	58
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>11</b>	<b>58</b>
SANFORD	MONARCH AIRLINES	C	2	0	0	0	50	0	50	0	0	46	0	0	0
	THOMAS COOK AIRLINES LTD	C	9	0	0	78	11	0	11	0	0	21	75	15	4
	THOMSON AIRWAYS LTD	C	13	0	0	62	31	8	0	0	0	13	67	11	9
<b>TOTAL SANFORD</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>69</b>	<b>12</b>	<b>13</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)											Plan (8)
WASHINGTON (DULLES)	UNITED AIRLINES	S	37	0	1	76	8	16	0	0	0	10	0	0	0
TOTAL WASHINGTON (DULLES)			37	0	1	76	8	16	0	0	0	10	0	0	0
TOTAL USA			449	0	3	77	9	7	6	1	0	15	81	11	380
TOTAL MANCHESTER			11229	29	29	83	8	5	3	0	0	10	80	11	11226

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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>															
BRUSSELS	BRUSSELS AIRLINES	S	141	0	1	90	6	1	1	1	0	8	89	8	134
<b>TOTAL BRUSSELS</b>			<b>141</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>8</b>	<b>134</b>
OSTEND	JET2.COM LTD	C	4	0	0	75	0	25	0	0	0	14	0	0	0
<b>TOTAL OSTEND</b>			<b>4</b>	<b>2</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BELGIUM</b>			<b>145</b>	<b>2</b>	<b>1</b>	<b>90</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>8</b>	<b>134</b>
<b>CYPRUS</b>															
<b>TOTAL LARNACA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
PAPHOS	JET2.COM LTD	S	2	0	0	50	0	50	0	0	0	25	0	0	0
	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	2	90	16	10
<b>TOTAL PAPHOS</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>14</b>	<b>11</b>
<b>TOTAL CYPRUS</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>14</b>	<b>11</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	JET2.COM LTD	S	18	0	0	94	0	0	6	0	0	7	81	10	16
<b>TOTAL PRAGUE</b>			<b>18</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>7</b>	<b>81</b>	<b>10</b>	<b>16</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>18</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>7</b>	<b>81</b>	<b>10</b>	<b>16</b>
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	0	13	0	0	9	100	7	7
	THOMSON AIRWAYS LTD	C	18	0	0	94	0	6	0	0	0	6	94	3	16
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>96</b>	<b>4</b>	<b>23</b>
<b>TOTAL EGYPT</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>96</b>	<b>4</b>	<b>23</b>
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	BRIT AIR	S	160	0	0	83	11	5	2	0	0	8	76	11	161
	EASYJET AIRLINE COMPANY LTD	S	4	0	0	50	25	25	0	0	0	17	100	1	36
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>9</b>	<b>197</b>
<b>TOTAL FRANCE</b>			<b>164</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>9</b>	<b>199</b>
<b>GERMANY</b>															
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	52	0	0	98	2	0	0	0	0	4	94	3	102
<b>TOTAL DUSSELDORF</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>4</b>	<b>94</b>	<b>3</b>	<b>102</b>
<b>TOTAL GERMANY</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>4</b>	<b>94</b>	<b>3</b>	<b>102</b>
<b>IRISH REPUBLIC</b>															
CORK	JET2.COM LTD	S	18	0	0	100	0	0	0	0	0	5	75	14	16
<b>TOTAL CORK</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>5</b>	<b>75</b>	<b>14</b>	<b>16</b>
DUBLIN	RYANAIR	S	92	0	0	88	4	5	2	0	0	8	99	2	94
<b>TOTAL DUBLIN</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>99</b>	<b>2</b>	<b>94</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>95</b>	<b>4</b>	<b>110</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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>ITALY</b>															
ROME (FIUMICINO)	JET2.COM LTD	S	4	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL ROME (FIUMICINO)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
VENICE	JET2.COM LTD	S	6	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL VENICE</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>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ITALY</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>
<b>MALTA</b>															
MALTA	EASYJET AIRLINE COMPANY LTD	S	16	0	0	94	6	0	0	0	0	3	89	10	18
<b>TOTAL MALTA</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>89</b>	<b>10</b>	<b>18</b>
<b>TOTAL MALTA</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>89</b>	<b>10</b>	<b>18</b>
<b>NETHERLANDS</b>															
AMSTERDAM	KLM	S	224	0	0	93	3	4	0	0	0	4	88	6	160
	KLM CITYHOPPER	S	16	0	0	88	0	13	0	0	0	9	85	9	68
<b>TOTAL AMSTERDAM</b>			<b>240</b>	<b>3</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>7</b>	<b>228</b>
<b>TOTAL NETHERLANDS</b>			<b>240</b>	<b>3</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>7</b>	<b>228</b>
<b>NORWAY</b>															
BERGEN	FLYBE LTD	S	18	0	0	89	0	6	6	0	0	10	0	0	0
<b>TOTAL BERGEN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
STAVANGER	EASTERN AIRWAYS	S	38	0	1	87	5	5	3	0	0	8	97	1	39
	WIDEROE FLYVESELSKAP A/S	S	36	0	0	89	11	0	0	0	0	5	88	12	32
<b>TOTAL STAVANGER</b>			<b>74</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>93</b>	<b>6</b>	<b>71</b>
<b>TOTAL NORWAY</b>			<b>92</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>92</b>	<b>5</b>	<b>89</b>
<b>POLAND</b>															
KRAKOW	JET2.COM LTD	S	18	0	0	83	6	0	11	0	0	18	88	13	16
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL KRAKOW</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>88</b>	<b>13</b>	<b>16</b>
<b>TOTAL POLAND</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>88</b>	<b>13</b>	<b>16</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	EASYJET AIRLINE COMPANY LTD	S	22	0	0	86	5	9	0	0	0	6	91	3	22
	JET2.COM LTD	S	6	0	0	83	17	0	0	0	0	11	0	0	0
<b>TOTAL FARO</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>3</b>	<b>22</b>
OPORTO (PORTUGAL)	AIR NOSTRUM	C	2	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL OPORTO (PORTUGAL)</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>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>3</b>	<b>22</b>
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	42	0	0	98	2	0	0	0	0	1	100	1	44
	JET2.COM LTD	S	28	0	0	100	0	0	0	0	0	1	70	12	30
	THOMAS COOK AIRLINES LTD	C	5	0	0	80	20	0	0	0	0	7	100	2	5

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)											
ALICANTE	THOMSON AIRWAYS LTD	C	16	0	0	100	0	0	0	0	0	1	89	15	18
<b>TOTAL ALICANTE</b>			<b>91</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>7</b>	<b>97</b>
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	34	0	0	94	3	3	0	0	0	3	90	3	42
<b>TOTAL BARCELONA</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>90</b>	<b>3</b>	<b>42</b>
GIRONA	RYANAIR	S	6	0	0	83	17	0	0	0	0	10	0	0	0
<b>TOTAL GIRONA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
MALAGA	EASYJET AIRLINE COMPANY LTD	S	40	0	0	93	0	3	5	0	0	8	100	1	42
	JET2.COM LTD	S	7	0	0	71	0	14	14	0	0	16	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	3	100	5	8
<b>TOTAL MALAGA</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>2</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>100</b>	<b>1</b>	<b>50</b>
MURCIA SAN JAVIER	JET2.COM LTD	S	8	0	0	75	0	13	13	0	0	15	89	5	18
<b>TOTAL MURCIA SAN JAVIER</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>15</b>	<b>89</b>	<b>5</b>	<b>18</b>
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	2	0	0	100	0	0	0	0	0	0	0	0	0
	JET2.COM LTD	S	8	0	0	100	0	0	0	0	0	1	0	0	0
	THOMSON AIRWAYS LTD	C	3	0	0	67	0	0	33	0	0	25	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>13</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>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN</b>			<b>209</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>4</b>	<b>207</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	JET2.COM LTD	S	10	0	0	60	20	20	0	0	0	17	88	6	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	4	100	5	8
	THOMSON AIRWAYS LTD	C	10	0	0	70	0	20	10	0	0	18	100	1	8
<b>TOTAL ARRECIFE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>11</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>96</b>	<b>4</b>	<b>24</b>
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	13	0	0	13	176	90	3	10
<b>TOTAL FUERTEVENTURA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>176</b>	<b>90</b>	<b>3</b>	<b>10</b>
LAS PALMAS	JET2.COM LTD	S	2	0	0	50	0	0	50	0	0	36	0	0	0
	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	0	1	100	2	9
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	100	2	9
<b>TOTAL LAS PALMAS</b>			<b>17</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>5</b>	<b>100</b>	<b>2</b>	<b>18</b>
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	20	0	0	65	10	10	15	0	0	22	63	20	16
	THOMAS COOK AIRLINES LTD	C	24	0	0	88	4	4	4	0	0	8	92	59	26
	THOMSON AIRWAYS LTD	C	27	1	0	85	7	0	7	0	0	13	96	4	26
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>71</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>87</b>	<b>29</b>	<b>68</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>124</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>23</b>	<b>91</b>	<b>18</b>	<b>120</b>
<b>TUNISIA</b>															
ENFIDHA	THOMAS COOK AIRLINES LTD	C	9	0	0	89	0	0	0	11	0	28	88	6	8
	THOMSON AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL ENFIDHA</b>			<b>12</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>22</b>	<b>88</b>	<b>6</b>	<b>8</b>
<b>TOTAL TUNISIA</b>			<b>12</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>22</b>	<b>88</b>	<b>6</b>	<b>8</b>
<b>TURKEY</b>															
ANTALYA	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	0	0	49	1

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 ANTALYA			2	0	0	100	0	0	0	0	0	0	0	49	1
DALAMAN	JET2.COM LTD	S	4	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL DALAMAN			6	0	0	100	0	0	0	0	0	1	100	0	1
TOTAL TURKEY			9	0	0	89	0	0	11	0	0	17	50	25	2
UNITED ARAB EMIRATES															
DUBAI	EMIRATES	S	60	0	0	83	5	8	0	3	0	18	77	10	60
TOTAL DUBAI			60	0	0	83	5	8	0	3	0	18	77	10	60
TOTAL UNITED ARAB EMIRATES			60	0	0	83	5	8	0	3	0	18	77	10	60
UNITED KINGDOM															
ABERDEEN	EASTERN AIRWAYS	S	197	24	5	81	6	4	8	2	0	15	85	8	179
TOTAL ABERDEEN			197	24	5	81	6	4	8	2	0	15	85	8	179
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	86	0	0	83	0	5	13	0	0	17	83	9	86
TOTAL BELFAST CITY (GEORGE BEST)			86	0	0	83	0	5	13	0	0	17	83	9	86
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	148	0	0	93	3	3	0	0	0	2	99	1	144
TOTAL BELFAST INTERNATIONAL			148	0	0	93	3	3	0	0	0	2	99	1	144
BIRMINGHAM	EASTERN AIRWAYS	S	106	1	13	86	7	4	4	0	0	7	95	5	116
	EASTERN AIRWAYS	C	3	0	0	33	0	33	33	0	0	44	0	0	0
TOTAL BIRMINGHAM			110	2	13	84	6	5	5	0	0	9	95	5	116
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	140	0	0	91	4	4	2	0	0	5	99	1	136
TOTAL BRISTOL			140	0	0	91	4	4	2	0	0	5	99	1	136
CARDIFF WALES	EASTERN AIRWAYS	S	98	0	3	87	6	3	4	0	0	9	73	14	99
TOTAL CARDIFF WALES			98	1	3	87	6	3	4	0	0	9	73	14	99
EXETER	FLYBE LTD	S	60	0	0	92	5	3	0	0	0	5	88	10	42
TOTAL EXETER			60	0	0	92	5	3	0	0	0	5	88	10	42
GATWICK	FLYBE LTD	S	151	0	1	87	5	2	5	1	0	10	87	8	161
TOTAL GATWICK			151	0	1	87	5	2	5	1	0	10	87	8	162
HEATHROW	BRITISH AIRWAYS PLC	S	330	0	0	85	8	4	4	0	0	9	87	10	344
	EASTERN AIRWAYS	C	2	0	0	100	0	0	0	0	0	6	0	0	0
TOTAL HEATHROW			332	0	0	85	8	4	4	0	0	9	87	10	344
ISLE OF MAN	VANAIR EUROPE AS	S	25	3	0	80	8	8	4	0	0	9	88	30	16
TOTAL ISLE OF MAN			25	3	3	80	8	8	4	0	0	9	92	18	26
JERSEY	JET2.COM LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL JERSEY			2	0	0	100	0	0	0	0	0	0	100	2	6
LIVERPOOL (JOHN LENNON)	BMI REGIONAL	C	2	0	0	50	0	50	0	0	0	17	0	48	1
	EASTERN AIRWAYS	C	2	0	0	100	0	0	0	0	0	5	0	0	0
TOTAL LIVERPOOL (JOHN LENNON)			4	0	0	75	0	25	0	0	0	11	0	48	1
MANCHESTER	BMI REGIONAL	C	2	0	0	50	0	0	50	0	0	40	0	0	0
TOTAL MANCHESTER			2	0	0	50	0	0	50	0	0	40	0	0	0



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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	BMI REGIONAL	C	2	0	0	50	50	0	0	0	0	16	0	0	0
	FLYBE LTD	S	156	0	0	86	4	4	6	0	0	11	91	7	154
TOTAL SOUTHAMPTON			158	0	0	85	5	4	6	0	0	11	91	7	154
TOTAL UNITED KINGDOM			1514	35	25	86	5	4	5	0	0	9	89	7	1496
TOTAL NEWCASTLE			2867	42	27	87	5	4	3	0	0	9	89	7	2862

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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	26	0	0	81	15	4	0	0	0	8	81	25	16
TOTAL TIRANA			26	0	0	81	15	4	0	0	0	8	81	25	16
TOTAL ALBANIA			26	0	0	81	15	4	0	0	0	8	81	25	16
<b>AUSTRIA</b>															
GRAZ	RYANAIR	S	6	0	0	100	0	0	0	0	0	2	92	4	26
TOTAL GRAZ			6	0	0	100	0	0	0	0	0	2	92	4	26
KLAGENFURT	RYANAIR	S	32	0	0	91	3	6	0	0	0	5	79	8	34
TOTAL KLAGENFURT			32	0	0	91	3	6	0	0	0	5	79	8	34
LINZ	RYANAIR	S	28	0	0	96	4	0	0	0	0	2	92	3	26
TOTAL LINZ			28	0	0	96	4	0	0	0	0	2	92	3	26
SALZBURG	RYANAIR	S	26	0	0	96	4	0	0	0	0	3	96	2	26
TOTAL SALZBURG			26	0	0	96	4	0	0	0	0	3	96	2	26
TOTAL AUSTRIA			92	0	0	95	3	2	0	0	0	3	89	5	112
<b>BULGARIA</b>															
PLOVDIV	RYANAIR	S	16	0	0	75	13	13	0	0	0	11	89	10	18
TOTAL PLOVDIV			16	0	0	75	13	13	0	0	0	11	89	10	18
TOTAL BULGARIA			16	0	0	75	13	13	0	0	0	11	89	10	18
<b>CROATIA</b>															
DUBROVNIK	EASYJET AIRLINE COMPANY LTD	S	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL DUBROVNIK			2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL CROATIA			2	0	0	100	0	0	0	0	0	0	0	0	0
<b>CYPRUS</b>															
PAPHOS	RYANAIR	S	28	0	0	43	21	25	11	0	0	24	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	7	90	9	10
TOTAL PAPHOS			36	0	0	53	19	19	8	0	0	21	90	9	10
TOTAL CYPRUS			37	0	0	54	19	19	8	0	0	20	90	9	10
<b>CZECH REPUBLIC</b>															
BRNO (TURANY)	RYANAIR	S	60	0	0	97	3	0	0	0	0	2	93	2	60
TOTAL BRNO (TURANY)			60	0	0	97	3	0	0	0	0	2	93	2	60
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	86	0	0	91	7	1	1	0	0	4	96	2	84
TOTAL PRAGUE			86	0	0	91	7	1	1	0	0	4	96	2	84
TOTAL CZECH REPUBLIC			146	0	0	93	5	1	1	0	0	3	95	2	144
<b>DENMARK</b>															
AARHUS (TIRSTRUP)	RYANAIR	S	34	0	0	97	3	0	0	0	0	2	91	9	34
TOTAL AARHUS (TIRSTRUP)			34	0	0	97	3	0	0	0	0	2	91	9	34
BILLUND	RYANAIR	S	134	0	0	89	8	2	0	1	0	7	98	3	136

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 BILLUND			134	6	4	89	8	2	0	1	0	7	98	3	136
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	96	0	0	92	3	5	0	0	0	4	99	1	146
TOTAL COPENHAGEN			96	0	0	92	3	5	0	0	0	4	99	1	146
TOTAL DENMARK			264	6	4	91	6	3	0	0	0	5	97	3	316
EGYPT															
SHARM EL SHEIKH (OPHIRA)	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	100	2	8
TOTAL SHARM EL SHEIKH (OPHIRA)			8	0	0	100	0	0	0	0	0	2	100	2	8
TOTAL EGYPT			8	0	0	100	0	0	0	0	0	2	100	2	8
FINLAND															
TAMPERE	RYANAIR	S	26	0	0	96	4	0	0	0	0	1	85	10	26
TOTAL TAMPERE			26	0	0	96	4	0	0	0	0	1	85	10	26
TURKU	RYANAIR	S	6	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL TURKU			6	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL FINLAND			32	0	0	97	3	0	0	0	0	1	85	10	26
FRANCE															
BERGERAC	RYANAIR	S	32	0	0	91	0	9	0	0	0	5	100	1	26
TOTAL BERGERAC			32	0	0	91	0	9	0	0	0	5	100	1	26
BIARRITZ	RYANAIR	S	24	0	0	92	8	0	0	0	0	2	100	1	18
TOTAL BIARRITZ			24	0	0	92	8	0	0	0	0	2	100	1	18
CARCASSONNE	RYANAIR	S	26	0	0	92	4	0	0	0	4	23	100	3	17
TOTAL CARCASSONNE			26	0	0	92	4	0	0	0	4	23	100	3	17
DINARD	RYANAIR	S	32	0	0	91	6	3	0	0	0	5	100	2	26
TOTAL DINARD			32	0	0	91	6	3	0	0	0	5	100	2	26
LA ROCHELLE	RYANAIR	S	26	0	0	100	0	0	0	0	0	3	100	1	26
TOTAL LA ROCHELLE			26	0	0	100	0	0	0	0	0	3	100	1	26
LIMOGES	RYANAIR	S	35	0	0	80	14	3	0	3	0	16	85	12	26
TOTAL LIMOGES			35	0	0	80	14	3	0	3	0	16	85	12	26
LYON	EASYJET AIRLINE COMPANY LTD	S	40	0	0	93	3	3	0	3	0	8	95	3	42
TOTAL LYON			40	0	0	93	3	3	0	3	0	8	95	3	42
MARSEILLE	RYANAIR	S	60	0	0	90	2	5	3	0	0	8	97	5	60
TOTAL MARSEILLE			60	0	0	90	2	5	3	0	0	8	97	5	60
NICE	EASYJET AIRLINE COMPANY LTD	S	28	0	0	86	11	4	0	0	0	7	91	4	34
TOTAL NICE			28	1	0	86	11	4	0	0	0	7	91	4	34
PERPIGNAN	RYANAIR	S	8	0	0	88	13	0	0	0	0	7	0	186	1
TOTAL PERPIGNAN			8	0	0	88	13	0	0	0	0	7	0	186	1
POITIERS	RYANAIR	S	18	0	0	78	17	0	6	0	0	16	92	2	26
TOTAL POITIERS			18	0	0	78	17	0	6	0	0	16	92	2	26

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)										
RODEZ	RYANAIR	S	6	0	0	100	0	0	0	0	0	2	81	10	16
<b>TOTAL RODEZ</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>2</b>	<b>81</b>	<b>10</b>	<b>16</b>
TARBES-LOURDES INTERNATIONAL	RYANAIR	S	16	0	0	94	6	0	0	0	0	4	100	2	18
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>100</b>	<b>2</b>	<b>18</b>
TOULON / HYERES	RYANAIR	S	4	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL TOULON / HYERES</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOURS	RYANAIR	S	19	0	0	89	5	0	0	5	0	21	96	2	26
<b>TOTAL TOURS</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>21</b>	<b>96</b>	<b>2</b>	<b>26</b>
<b>TOTAL FRANCE</b>			<b>374</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>9</b>	<b>95</b>	<b>4</b>	<b>362</b>
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	RYANAIR	S	66	0	0	95	2	2	2	0	0	4	95	3	60
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>95</b>	<b>3</b>	<b>60</b>
BREMEN	RYANAIR	S	116	0	0	86	9	4	0	0	0	7	88	5	112
<b>TOTAL BREMEN</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>5</b>	<b>112</b>
COLOGNE BONN	GERMANWINGS	S	132	0	1	94	5	0	2	0	0	4	78	14	148
<b>TOTAL COLOGNE BONN</b>			<b>132</b>	<b>0</b>	<b>1</b>	<b>94</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>14</b>	<b>148</b>
DUSSELDORF	AIR BERLIN	S	154	0	2	82	12	5	1	0	0	7	91	5	154
<b>TOTAL DUSSELDORF</b>			<b>154</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>5</b>	<b>154</b>
HAHN	RYANAIR	S	138	0	0	87	9	4	1	0	0	6	80	10	136
<b>TOTAL HAHN</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>10</b>	<b>136</b>
HANOVER	GERMANWINGS	S	104	0	0	86	11	3	1	0	0	5	83	8	104
<b>TOTAL HANOVER</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>8</b>	<b>106</b>
KARLSRUHE/BADEN BADEN	RYANAIR	S	60	0	0	75	8	10	0	7	0	21	92	4	59
<b>TOTAL KARLSRUHE/BADEN BADEN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>21</b>	<b>92</b>	<b>4</b>	<b>59</b>
LEIPZIG	RYANAIR	S	34	0	0	94	0	6	0	0	0	3	95	2	40
<b>TOTAL LEIPZIG</b>			<b>34</b>	<b>1</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>95</b>	<b>2</b>	<b>40</b>
MEMMINGEN ALLGAU	RYANAIR	S	52	0	0	77	10	13	0	0	0	11	93	9	60
<b>TOTAL MEMMINGEN ALLGAU</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>93</b>	<b>9</b>	<b>60</b>
MUNICH	EASYJET AIRLINE COMPANY LTD	S	86	0	0	91	5	3	1	0	0	4	82	8	84
	MONARCH AIRLINES	C	3	0	0	100	0	0	0	0	0	6	0	41	1
<b>TOTAL MUNICH</b>			<b>89</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>81</b>	<b>9</b>	<b>85</b>
NIEDERRHEIN	RYANAIR	S	71	0	0	93	6	1	0	0	0	3	84	15	89
<b>TOTAL NIEDERRHEIN</b>			<b>71</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>3</b>	<b>84</b>	<b>15</b>	<b>89</b>
STUTTGART	GERMANWINGS	S	68	0	0	93	1	3	3	0	0	7	91	5	104
<b>TOTAL STUTTGART</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>5</b>	<b>104</b>
<b>TOTAL GERMANY</b>			<b>1084</b>	<b>3</b>	<b>3</b>	<b>88</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>8</b>	<b>1153</b>
<b>GREECE</b>															
CHANIA	RYANAIR	S	4	0	0	100	0	0	0	0	0	10	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 CHANIA			4	0	0	100	0	0	0	0	0	10	0	0	0
CORFU	RYANAIR	S	4	0	0	50	25	25	0	0	0	18	88	6	16
TOTAL CORFU			4	0	0	50	25	25	0	0	0	18	88	6	16
RHODES	THOMSON AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL RHODES			2	0	0	100	0	0	0	0	0	0	0	0	0
SALONIKA	RYANAIR	S	26	0	0	77	23	0	0	0	0	8	88	12	26
TOTAL SALONIKA			26	0	0	77	23	0	0	0	0	8	89	11	27
TOTAL GREECE			37	0	0	78	19	3	0	0	0	9	88	10	43
HUNGARY															
BUDAPEST	RYANAIR	S	168	0	1	85	8	6	1	0	0	7	0	0	0
TOTAL BUDAPEST			168	0	1	85	8	6	1	0	0	7	0	0	0
TOTAL HUNGARY			168	0	1	85	8	6	1	0	0	7	0	0	0
IRISH REPUBLIC															
CORK	RYANAIR	S	124	0	0	89	6	4	0	1	0	7	78	15	119
TOTAL CORK			124	0	0	89	6	4	0	1	0	7	78	15	119
DUBLIN	RYANAIR	S	388	0	0	86	10	4	1	0	0	7	86	8	390
TOTAL DUBLIN			388	1	0	86	10	4	1	0	0	7	86	8	390
IRELAND WEST(KNOCK)	RYANAIR	S	60	0	0	92	3	5	0	0	0	5	93	3	58
TOTAL IRELAND WEST(KNOCK)			60	0	0	92	3	5	0	0	0	5	93	3	58
KERRY COUNTY	RYANAIR	S	54	0	0	94	6	0	0	0	0	2	82	12	34
TOTAL KERRY COUNTY			54	0	0	94	6	0	0	0	0	2	82	12	34
SHANNON	RYANAIR	S	106	0	0	95	3	2	0	0	0	4	91	6	96
TOTAL SHANNON			106	0	0	95	3	2	0	0	0	4	91	6	96
TOTAL IRISH REPUBLIC			732	1	0	89	7	3	0	0	0	6	86	9	697
ITALY															
ALGHERO/SASSARI	RYANAIR	S	26	0	0	73	12	15	0	0	0	11	81	8	26
TOTAL ALGHERO/SASSARI			26	0	0	73	12	15	0	0	0	11	81	8	26
ANCONA	RYANAIR	S	42	0	0	88	5	7	0	0	0	8	86	12	35
TOTAL ANCONA			42	0	0	88	5	7	0	0	0	8	86	12	35
BARI (PALESE)	RYANAIR	S	36	0	0	94	3	3	0	0	0	4	79	8	34
TOTAL BARI (PALESE)			36	0	0	94	3	3	0	0	0	4	77	11	35
BERGAMO	RYANAIR	S	180	0	0	84	11	4	0	0	0	8	87	8	180
TOTAL BERGAMO			180	0	0	84	11	4	0	0	0	8	87	8	180
BOLOGNA	RYANAIR	S	60	0	0	87	12	2	0	0	0	5	92	4	60
TOTAL BOLOGNA			60	0	0	87	12	2	0	0	0	5	92	4	60
BRINDISI	RYANAIR	S	20	0	0	90	10	0	0	0	0	7	100	4	18
TOTAL BRINDISI			20	0	0	90	10	0	0	0	0	7	100	4	18

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)
CAGLIARI (ELMAS)	EASYJET AIRLINE COMPANY LTD	S	28	0	0	89	11	0	0	0	0	5	85	8	26
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>8</b>	<b>26</b>
GENOA	RYANAIR	S	24	0	0	75	17	4	0	4	0	21	92	5	26
<b>TOTAL GENOA</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>21</b>	<b>92</b>	<b>5</b>	<b>26</b>
LAMETIA-TERME	RYANAIR	S	26	0	0	92	8	0	0	0	0	4	76	10	34
<b>TOTAL LAMETIA-TERME</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>4</b>	<b>76</b>	<b>10</b>	<b>34</b>
NAPLES	EASYJET AIRLINE COMPANY LTD	S	52	0	0	90	8	2	0	0	0	5	90	5	60
<b>TOTAL NAPLES</b>			<b>52</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>5</b>	<b>90</b>	<b>5</b>	<b>60</b>
PALERMO	RYANAIR	S	32	0	0	91	6	0	3	0	0	9	88	5	25
<b>TOTAL PALERMO</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>5</b>	<b>25</b>
PARMA	RYANAIR	S	26	0	0	92	8	0	0	0	0	3	81	8	26
<b>TOTAL PARMA</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>81</b>	<b>8</b>	<b>26</b>
PERUGIA	RYANAIR	S	30	0	0	93	0	3	0	3	0	13	88	15	25
<b>TOTAL PERUGIA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>15</b>	<b>25</b>
PESCARA	RYANAIR	S	34	0	0	91	9	0	0	0	0	6	100	0	34
<b>TOTAL PESCARA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>0</b>	<b>34</b>
PISA	RYANAIR	S	112	0	0	79	13	5	1	2	0	14	81	14	68
<b>TOTAL PISA</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>81</b>	<b>14</b>	<b>68</b>
ROME (CIAMPINO)	RYANAIR	S	180	0	0	84	8	6	2	0	0	8	87	6	188
<b>TOTAL ROME (CIAMPINO)</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>6</b>	<b>188</b>
ROME (FIUMICINO)	FLYBE LTD	C	2	0	0	0	0	100	0	0	0	35	0	0	0
<b>TOTAL ROME (FIUMICINO)</b>			<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>
TREVISO	RYANAIR	S	105	0	2	84	14	0	2	0	0	8	0	0	0
<b>TOTAL TREVISO</b>			<b>105</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>14</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
TRIESTE (RONCHI DEI LEGIONARI)	RYANAIR	S	40	0	0	88	13	0	0	0	0	3	79	10	34
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>10</b>	<b>34</b>
TURIN	RYANAIR	S	60	0	0	98	2	0	0	0	0	3	92	10	60
<b>TOTAL TURIN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>92</b>	<b>10</b>	<b>60</b>
<b>TOTAL ITALY</b>			<b>1115</b>	<b>3</b>	<b>2</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>9</b>	<b>1116</b>
LATVIA															
RIGA	RYANAIR	S	112	0	0	91	5	2	2	0	0	6	93	3	120
<b>TOTAL RIGA</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>93</b>	<b>3</b>	<b>120</b>
<b>TOTAL LATVIA</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>93</b>	<b>3</b>	<b>120</b>
LITHUANIA															
KAUNAS	RYANAIR	S	60	0	0	100	0	0	0	0	0	1	92	6	59
<b>TOTAL KAUNAS</b>			<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>92</b>	<b>6</b>	<b>59</b>
VILNIUS	RYANAIR	S	60	0	0	85	8	7	0	0	0	6	84	11	61

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 VILNIUS			60	0	0	85	8	7	0	0	0	6	84	11	61
TOTAL LITHUANIA			120	0	0	93	4	3	0	0	0	4	88	9	120
MALTA															
MALTA	RYANAIR	S	7	0	0	71	14	0	14	0	0	16	0	0	0
TOTAL MALTA			7	1	1	71	14	0	14	0	0	16	0	0	0
TOTAL MALTA			7	1	1	71	14	0	14	0	0	16	0	0	0
MOROCCO															
MARRAKESH	RYANAIR	S	4	0	0	75	0	25	0	0	0	17	81	7	16
TOTAL MARRAKESH			4	1	0	75	0	25	0	0	0	17	81	7	16
TOTAL MOROCCO			4	1	0	75	0	25	0	0	0	17	91	6	32
NETHERLANDS															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	172	0	0	91	4	3	2	0	0	6	86	10	214
TOTAL AMSTERDAM			172	3	0	91	4	3	2	0	0	6	86	10	214
EINDHOVEN	RYANAIR	S	121	0	0	91	6	2	1	1	0	7	93	6	131
TOTAL EINDHOVEN			121	0	0	91	6	2	1	1	0	7	93	6	131
TOTAL NETHERLANDS			293	3	0	91	5	2	2	0	0	6	89	8	345
NORWAY															
HAUGESUND	RYANAIR	S	28	0	0	96	4	0	0	0	0	4	85	5	26
TOTAL HAUGESUND			28	0	0	96	4	0	0	0	0	4	85	5	26
RYGGE	RYANAIR	S	168	0	0	95	1	3	0	1	0	4	97	1	120
TOTAL RYGGE			168	0	0	95	1	3	0	1	0	4	97	1	120
SANDEFJORD(TORP)	RYANAIR	S	60	0	0	95	3	0	2	0	0	3	97	4	59
TOTAL SANDEFJORD(TORP)			60	0	0	95	3	0	2	0	0	3	97	4	59
TOTAL NORWAY			256	0	0	95	2	2	0	0	0	4	95	2	205
POLAND															
BYDGOSZCZ	RYANAIR	S	40	0	0	93	8	0	0	0	0	3	97	12	35
TOTAL BYDGOSZCZ			40	0	0	93	8	0	0	0	0	3	97	12	35
GDANSK	RYANAIR	S	60	0	0	90	8	2	0	0	0	5	92	5	59
TOTAL GDANSK			60	0	0	90	8	2	0	0	0	5	92	5	59
KATOWICE	RYANAIR	S	62	0	0	95	2	0	2	2	0	8	95	7	63
TOTAL KATOWICE			62	0	0	95	2	0	2	2	0	8	95	7	63
KRAKOW	RYANAIR	S	117	0	1	90	1	3	3	3	0	15	92	6	116
TOTAL KRAKOW			117	0	1	90	1	3	3	3	0	15	92	6	116
LODZ LUBLINEK	RYANAIR	S	44	0	3	95	2	2	0	0	0	3	95	15	42
TOTAL LODZ LUBLINEK			44	0	3	95	2	2	0	0	0	3	95	15	42
MODLIN MASOVIA	RYANAIR	S	182	1	0	89	3	2	2	3	1	18	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 MODLIN MASOVIA</b>			<b>182</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>18</b>	<b>0</b>	<b>0</b>	0
POZNAN	RYANAIR	S	60	0	0	88	3	7	2	0	0	8	80	10	60
<b>TOTAL POZNAN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>3</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>10</b>	60
RZESZOW	RYANAIR	S	40	0	0	98	3	0	0	0	0	2	91	5	34
<b>TOTAL RZESZOW</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>91</b>	<b>5</b>	34
SZCZECIN (GOLENOW)	RYANAIR	S	26	0	0	85	8	4	0	0	4	21	100	0	26
<b>TOTAL SZCZECIN (GOLENOW)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>21</b>	<b>100</b>	<b>0</b>	26
WROCLAW	RYANAIR	S	64	0	0	84	13	3	0	0	0	9	84	12	61
<b>TOTAL WROCLAW</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>12</b>	61
<b>TOTAL POLAND</b>			<b>695</b>	<b>1</b>	<b>4</b>	<b>90</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>91</b>	<b>8</b>	496
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	RYANAIR	S	40	0	0	80	15	5	0	0	0	6	64	13	28
<b>TOTAL FARO</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>15</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>5</b>	86
OPORTO (PORTUGAL)	RYANAIR	S	104	0	0	86	6	4	5	0	0	10	77	10	99
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>10</b>	99
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>145</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>8</b>	185
<b>SLOVAK REPUBLIC</b>															
BRATISLAVA	RYANAIR	S	100	0	0	97	0	2	0	1	0	6	83	7	93
<b>TOTAL BRATISLAVA</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>7</b>	93
<b>TOTAL SLOVAK REPUBLIC</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>7</b>	93
<b>SLOVENIA</b>															
LJUBLJANA	EASYJET AIRLINE COMPANY LTD	S	38	0	0	92	3	0	5	0	0	8	93	4	44
<b>TOTAL LJUBLJANA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>93</b>	<b>4</b>	44
MARIBOR	ADRIA AIRWAYS	C	2	0	0	50	0	50	0	0	0	26	0	0	0
<b>TOTAL MARIBOR</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL SLOVENIA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>93</b>	<b>4</b>	44
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	39	0	0	87	5	3	5	0	0	7	95	3	60
	RYANAIR	S	66	0	2	97	3	0	0	0	0	2	78	26	54
<b>TOTAL ALICANTE</b>			<b>105</b>	<b>0</b>	<b>2</b>	<b>93</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>14</b>	114
ALMERIA	RYANAIR	S	6	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL ALMERIA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	0
ASTURIAS	EASYJET AIRLINE COMPANY LTD	S	32	0	0	94	0	6	0	0	0	4	92	3	26
<b>TOTAL ASTURIAS</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>3</b>	26
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	43	0	0	98	0	2	0	0	0	1	97	2	62
	RYANAIR	S	121	0	0	95	4	0	0	0	1	5	0	0	0
<b>TOTAL BARCELONA</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>97</b>	<b>2</b>	62



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)										
BILBAO	EASYJET AIRLINE COMPANY LTD	S	48	0	0	88	2	2	6	0	2	15	97	2	58
<b>TOTAL BILBAO</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>2</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>15</b>	<b>97</b>	<b>2</b>	<b>58</b>
GIRONA	RYANAIR	S	12	0	0	83	8	8	0	0	0	9	0	0	0
<b>TOTAL GIRONA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
IBIZA	EASYJET AIRLINE COMPANY LTD	S	6	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL IBIZA</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>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
JEREZ	RYANAIR	S	6	0	0	100	0	0	0	0	0	6	0	0	0
<b>TOTAL JEREZ</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>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
MADRID	RYANAIR	S	112	0	0	70	13	11	7	0	0	16	75	12	120
<b>TOTAL MADRID</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>12</b>	<b>121</b>
MALAGA	EASYJET AIRLINE COMPANY LTD	S	32	0	0	91	9	0	0	0	0	3	96	1	54
	RYANAIR	S	76	0	0	80	16	4	0	0	0	7	100	3	54
<b>TOTAL MALAGA</b>			<b>108</b>	<b>3</b>	<b>0</b>	<b>83</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>98</b>	<b>2</b>	<b>108</b>
MURCIA SAN JAVIER	RYANAIR	S	38	0	0	89	11	0	0	0	0	4	100	0	26
<b>TOTAL MURCIA SAN JAVIER</b>			<b>38</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>100</b>	<b>0</b>	<b>26</b>
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	30	0	0	93	0	7	0	0	0	5	100	1	34
	RYANAIR	S	34	0	0	100	0	0	0	0	0	2	81	6	16
	THOMSON AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>66</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>94</b>	<b>3</b>	<b>50</b>
REUS	RYANAIR	S	22	0	0	91	9	0	0	0	0	3	0	0	0
<b>TOTAL REUS</b>			<b>22</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>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
SANTANDER	RYANAIR	S	40	0	0	98	0	3	0	0	0	2	82	8	34
<b>TOTAL SANTANDER</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>8</b>	<b>34</b>
SANTIAGO DE COMPOSTELA (SPAIN)	RYANAIR	S	28	0	0	96	0	0	4	0	0	4	69	11	26
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>28</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>69</b>	<b>11</b>	<b>26</b>
SEVILLE	RYANAIR	S	40	0	0	83	8	10	0	0	0	10	70	17	33
<b>TOTAL SEVILLE</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>69</b>	<b>17</b>	<b>35</b>
VALENCIA	RYANAIR	S	38	0	0	92	8	0	0	0	0	4	88	17	34
<b>TOTAL VALENCIA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>17</b>	<b>34</b>
VALLADOLID	RYANAIR	S	18	0	0	94	6	0	0	0	0	2	88	4	26
<b>TOTAL VALLADOLID</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>88</b>	<b>4</b>	<b>26</b>
ZARAGOZA	RYANAIR	S	35	0	0	83	11	0	6	0	0	10	79	9	34
	STAR1 AIRLINES	C	8	1	0	88	13	0	0	0	0	2	0	0	0
<b>TOTAL ZARAGOZA</b>			<b>43</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>12</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>9</b>	<b>34</b>
<b>TOTAL SPAIN</b>			<b>934</b>	<b>4</b>	<b>2</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>8</b>	<b>754</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	RYANAIR	S	30	0	0	80	10	10	0	0	0	9	81	14	26
	THOMAS COOK AIRLINES LTD	C	7	0	0	57	29	14	0	0	0	14	86	6	7
	THOMSON AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	4	75	127	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 ARRECIFE			47	0	0	79	13	9	0	0	0	9	80	35	41
FUERTEVENTURA	RYANAIR	S	18	0	0	78	6	17	0	0	9	61	19	18	
	THOMSON AIRWAYS LTD	C	7	0	0	71	0	14	14	0	18	86	4	7	
TOTAL FUERTEVENTURA			26	1	0	77	4	15	4	0	11	73	10	49	
LAS PALMAS	RYANAIR	S	19	1	1	74	16	5	5	0	12	78	10	18	
	THOMAS COOK AIRLINES LTD	C	4	0	0	50	50	0	0	0	15	100	1	6	
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	1	100	1	9	
TOTAL LAS PALMAS			31	1	1	77	16	3	3	0	9	88	6	33	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	39	1	1	77	18	3	3	0	11	62	13	34	
	THOMAS COOK AIRLINES LTD	C	13	0	0	69	15	8	8	0	13	80	8	10	
	THOMSON AIRWAYS LTD	C	18	0	0	94	6	0	0	0	3	100	2	18	
TOTAL TENERIFE (SURREINA SOFIA)			70	2	2	80	14	3	3	0	10	76	9	62	
TOTAL SPAIN(CANARY ISLANDS)			174	4	3	79	13	6	2	0	10	78	15	185	
SWEDEN															
GOTEBORG (SAVE)	RYANAIR	S	120	0	0	91	6	1	2	1	6	95	3	119	
TOTAL GOTEBORG (SAVE)			120	0	0	91	6	1	2	1	6	95	3	119	
MALMO	RYANAIR	S	40	0	0	90	8	3	0	0	5	97	2	59	
TOTAL MALMO			40	0	0	90	8	3	0	0	5	97	2	59	
STOCKHOLM (SKAVSTA)	RYANAIR	S	120	0	0	78	14	8	0	0	8	85	8	120	
TOTAL STOCKHOLM (SKAVSTA)			120	0	0	78	14	8	0	0	8	85	8	120	
VASTERAS	RYANAIR	S	38	0	0	95	5	0	0	0	5	91	3	34	
TOTAL VASTERAS			38	0	0	95	5	0	0	0	5	91	3	34	
TOTAL SWEDEN			318	0	0	86	9	3	1	0	6	91	5	332	
TUNISIA															
ENFIDHA	THOMAS COOK AIRLINES LTD	C	5	0	0	60	0	0	40	0	49	60	12	5	
TOTAL ENFIDHA			5	0	0	60	0	0	40	0	49	60	12	5	
TOTAL TUNISIA			5	0	0	60	0	0	40	0	49	60	12	5	
TURKEY															
ANTALYA	THOMAS COOK AIRLINES LTD	C	4	0	0	75	0	0	25	0	26	100	0	4	
TOTAL ANTALYA			5	0	0	80	0	0	20	0	21	100	1	12	
BODRUM (MILAS)	EASYJET AIRLINE COMPANY LTD	S	4	0	0	100	0	0	0	0	1	100	0	2	
TOTAL BODRUM (MILAS)			4	0	0	100	0	0	0	0	1	100	0	2	
DALAMAN	EASYJET AIRLINE COMPANY LTD	S	4	0	0	100	0	0	0	0	0	0	0	0	
	THOMAS COOK AIRLINES LTD	C	3	0	0	100	0	0	0	0	4	100	0	1	
TOTAL DALAMAN			9	1	0	100	0	0	0	0	1	100	0	1	
ISTANBUL	ATLASJET INTERNATIONAL	C	54	0	0	94	4	0	2	0	5	0	0	0	
TOTAL ISTANBUL			54	0	0	94	4	0	2	0	5	0	0	0	
ISTANBUL (SABIHA GOKCEN)	PEGASUS AIRLINES	S	121	0	0	81	12	7	0	0	9	92	5	85	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2012

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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 ISTANBUL (SABIHA GOKCEN)			121	0	0	81	12	7	0	0	0	9	92	5	85
IZMIR (ADNAM MENDERES)	PEGASUS AIRLINES	S	18	0	0	89	11	0	0	0	0	3	94	2	16
TOTAL IZMIR (ADNAM MENDERES)			18	0	0	89	11	0	0	0	0	3	94	2	16
TOTAL TURKEY			211	1	0	86	9	4	1	0	0	7	93	4	116
UNITED KINGDOM															
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	225	1	0	96	2	1	0	0	0	2	94	4	248
TOTAL BELFAST INTERNATIONAL			225	1	0	96	2	1	0	0	0	2	94	4	248
CITY OF DERRY (EGLINTON)	RYANAIR	S	78	0	0	99	1	0	0	0	0	3	92	4	76
TOTAL CITY OF DERRY (EGLINTON)			78	0	0	99	1	0	0	0	0	3	92	4	76
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	224	0	0	88	8	3	0	0	0	5	98	1	264
TOTAL EDINBURGH			224	2	0	88	8	3	0	0	0	5	98	1	264
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	192	0	0	95	4	1	1	0	0	3	95	3	240
TOTAL GLASGOW			192	0	0	95	4	1	1	0	0	3	95	3	240
GUERNSEY	AURIGNY AIR SERVICES	S	44	0	4	80	7	7	7	0	0	12	96	2	52
TOTAL GUERNSEY			44	0	4	80	7	7	7	0	0	12	96	2	52
JERSEY	AURIGNY AIR SERVICES	S	3	0	0	67	0	0	33	0	0	22	0	0	0
TOTAL JERSEY			3	0	0	67	0	0	33	0	0	22	0	0	0
TOTAL UNITED KINGDOM			766	13	6	93	4	2	1	0	0	4	95	3	978
TOTAL STANSTED			8313	64	42	89	7	3	1	0	0	7	89	7	8079

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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																		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	13	0	0	85	8	8	0	0	0	7	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	13	0	0	85	0	15	0	0	0	7	0	0	0	
<b>TOTAL AALBORG</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	
AARHUS (TIRSTRUP)																		
	STANSTED	RYANAIR	S	A	17	0	0	100	0	0	0	0	0	2	88	13	17	
	STANSTED	RYANAIR	S	D	17	0	0	94	6	0	0	0	0	3	94	6	17	
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>91</b>	<b>9</b>	<b>9</b>		
ABERDEEN																		
	LONDON CITY	BA CITYFLYER LTD	S	A	68	0	0	88	7	0	3	1	0	8	0	0	0	
	LONDON CITY	BA CITYFLYER LTD	S	D	68	0	0	87	9	3	1	0	0	6	0	0	0	
	MANCHESTER	BMI REGIONAL	S	A	74	0	0	89	4	4	3	0	0	6	89	6	105	
	MANCHESTER	BMI REGIONAL	S	D	73	0	0	92	4	1	3	0	0	6	89	5	101	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	237	0	2	85	8	4	4	0	0	10	84	9	172	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	238	0	0	88	5	5	1	0	0	5	89	7	172	
	MANCHESTER	EASTERN AIRWAYS	C	A	5	0	0	20	20	60	0	0	0	32	50	15	6	
	MANCHESTER	EASTERN AIRWAYS	C	D	5	0	0	60	40	0	0	0	0	8	67	13	6	
	NEWCASTLE	EASTERN AIRWAYS	S	A	86	24	0	79	7	5	9	0	0	14	72	14	87	
	NEWCASTLE	EASTERN AIRWAYS	S	D	111	0	5	83	5	3	7	3	0	16	97	2	92	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	56	0	0	75	14	9	2	0	0	9	89	6	47	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	80	14	4	2	0	0	8	83	6	47	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	91	0	9	0	0	0	6	90	4	42	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	96	4	0	0	0	0	3	79	6	42	
	BIRMINGHAM	FLYBE LTD	S	A	82	0	0	88	6	2	4	0	0	8	86	6	77	
	BIRMINGHAM	FLYBE LTD	S	D	82	0	0	68	20	6	6	0	0	16	87	9	78	
	MANCHESTER	FLYBE LTD	S	A	124	0	0	90	4	3	2	0	0	6	74	18	76	
	MANCHESTER	FLYBE LTD	S	D	124	0	0	83	11	2	3	0	0	8	81	12	78	
<b>TOTAL ABERDEEN</b>					<b>1535</b>	<b>27</b>	<b>9</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>8</b>	<b>8</b>	
ABU DHABI - BATEEN																		
ABU DHABI INTERNATIONAL																		
	HEATHROW	ETIHAD AIRWAYS	S	A	90	0	0	84	9	3	3	0	0	9	93	3	88	
	HEATHROW	ETIHAD AIRWAYS	S	D	90	0	0	91	3	3	2	0	0	6	78	10	89	
	MANCHESTER	ETIHAD AIRWAYS	S	A	60	0	0	90	3	3	2	0	2	11	88	18	60	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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	83	10	2	3	2	0	13	80	14	60
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>300</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>11</b>	<b>11</b>
ABUJA	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	83	13	3	0	0	0	7	73	9	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	87	3	3	7	0	0	11	80	16	30
<b>TOTAL ABUJA</b>					<b>60</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>12</b>	<b>12</b>
ACCRA	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	67	13	13	0	0	7	45	90	19	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	30	33	27	7	0	3	45	40	32	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	21	0	0	76	19	0	5	0	0	9	83	71	12
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	22	0	0	86	14	0	0	0	0	4	83	8	12
<b>TOTAL ACCRA</b>					<b>103</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>20</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>29</b>	<b>70</b>	<b>29</b>	<b>29</b>
ADDIS ABABA	HEATHROW	ETHIOPIAN AIRLINES	S	A	26	0	0	69	12	12	8	0	0	14	92	3	25
	HEATHROW	ETHIOPIAN AIRLINES	S	D	26	0	0	85	12	4	0	0	0	5	80	13	25
<b>TOTAL ADDIS ABABA</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>69</b>	<b>16</b>	<b>16</b>
AGADIR	HEATHROW	BRITISH AIRWAYS PLC	S	A	8	0	0	88	0	13	0	0	0	8	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	8	0	0	88	13	0	0	0	0	2	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	100	0	0	0	0	0	0	89	4	9
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	100	0	0	0	0	0	4	78	11	9
	GATWICK	THOMSON AIRWAYS LTD	S	A	9	0	0	100	0	0	0	0	0	0	100	1	9
	GATWICK	THOMSON AIRWAYS LTD	S	D	9	0	0	100	0	0	0	0	0	4	100	4	8
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	9	0	0	89	0	0	11	0	0	9	100	1	9
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	9	0	0	78	0	11	11	0	0	15	100	3	8
<b>TOTAL AGADIR</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>92</b>	<b>4</b>	<b>4</b>
AL AIN																	
ALESUND	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	8	0	0	75	13	13	0	0	0	13	67	9	9
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	8	0	0	63	25	0	13	0	0	15	80	7	10
<b>TOTAL ALESUND</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>14</b>	<b>75</b>	<b>8</b>	<b>8</b>
ALGHERO/SASSARI																	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					NOV 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		
ALGHERO/SASSARI	LUTON	RYANAIR	S	A	2	0	0	100	0	0	0	0	0	0	0	0	0	0
	LUTON	RYANAIR	S	D	2	0	0	100	0	0	0	0	0	2	0	0	0	0
	STANSTED	RYANAIR	S	A	13	0	0	69	15	15	0	0	0	10	77	9	13	13
	STANSTED	RYANAIR	S	D	13	0	0	77	8	15	0	0	0	11	85	8	13	13
<b>TOTAL ALGHERO/SASSARI</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>8</b>	<b>8</b>	<b>8</b>
ALGIERS	HEATHROW	AIR ALGERIE	S	A	18	0	0	67	11	6	17	0	0	21	41	24	17	17
	HEATHROW	AIR ALGERIE	S	D	18	0	0	72	11	11	6	0	0	16	53	30	17	17
	GATWICK	BRITISH AIRWAYS PLC	S	A	21	0	0	71	10	19	0	0	0	15	0	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	21	0	0	76	24	0	0	0	0	8	0	0	0	0
<b>TOTAL ALGIERS</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>14</b>	<b>14</b>	<b>14</b>
ALICANTE	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	31	38	23	8	0	0	25	0	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	85	8	8	0	0	0	8	0	0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	100	0	0	0	0	0	2	100	1	1	1
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	100	0	0	0	0	0	1	100	0	1	1
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	51	0	0	82	14	4	0	0	0	6	87	7	61	61
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	51	0	0	88	10	2	0	0	0	5	93	4	60	60
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	94	0	6	0	0	0	3	100	0	17	17
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	88	6	6	0	0	0	4	100	1	17	17
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	16	0	0	81	19	0	0	0	0	4	92	3	12	12
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	16	0	0	75	13	13	0	0	0	9	100	1	12	12
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	94	6	0	0	0	0	2	85	4	20	20
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	100	0	0	0	0	0	1	95	3	20	20
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	100	0	0	0	0	0	0	100	0	22	22
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	95	5	0	0	0	0	2	100	1	22	22
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	19	0	0	84	5	5	5	0	0	8	97	2	30	30
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	20	0	0	90	5	0	5	0	0	7	93	3	30	30
	EDINBURGH	JET2.COM LTD	S	A	8	0	0	100	0	0	0	0	0	1	0	0	0	0
	EDINBURGH	JET2.COM LTD	S	D	8	0	0	100	0	0	0	0	0	1	0	0	0	0
	GLASGOW	JET2.COM LTD	S	A	8	0	0	88	0	0	13	0	0	17	50	23	10	10
	GLASGOW	JET2.COM LTD	S	D	8	0	0	88	13	0	0	0	0	8	100	3	10	10
	MANCHESTER	JET2.COM LTD	S	A	13	0	0	85	15	0	0	0	0	5	50	33	14	14

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 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
ALICANTE																		
	MANCHESTER	JET2.COM LTD	S	D	13	0	0	85	15	0	0	0	0	5	79	19	14	
	NEWCASTLE	JET2.COM LTD	S	A	14	0	0	100	0	0	0	0	0	1	40	20	15	
	NEWCASTLE	JET2.COM LTD	S	D	14	0	0	100	0	0	0	0	0	2	100	4	15	
	BIRMINGHAM	MONARCH AIRLINES	S	A	18	0	0	100	0	0	0	0	0	2	92	4	24	
	BIRMINGHAM	MONARCH AIRLINES	S	D	18	0	0	94	0	6	0	0	0	9	92	7	24	
	GATWICK	MONARCH AIRLINES	S	A	27	0	0	26	37	30	7	0	0	32	20	34	35	
	GATWICK	MONARCH AIRLINES	S	D	27	0	0	81	15	0	4	0	0	11	77	11	35	
	LUTON	MONARCH AIRLINES	S	A	11	0	0	45	45	9	0	0	0	15	41	23	17	
	LUTON	MONARCH AIRLINES	S	D	11	0	0	100	0	0	0	0	0	2	88	9	17	
	MANCHESTER	MONARCH AIRLINES	S	A	31	0	0	55	23	16	3	3	0	23	55	16	40	
	MANCHESTER	MONARCH AIRLINES	S	D	31	0	0	84	13	3	0	0	0	7	88	6	40	
	BIRMINGHAM	RYANAIR	S	A	17	0	0	100	0	0	0	0	0	0	94	5	17	
	BIRMINGHAM	RYANAIR	S	D	17	0	0	100	0	0	0	0	0	2	100	1	17	
	EDINBURGH	RYANAIR	S	A	9	0	0	89	11	0	0	0	0	6	91	4	11	
	EDINBURGH	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	5	100	3	11	
	MANCHESTER	RYANAIR	S	A	13	0	0	92	0	0	8	0	0	10	92	5	13	
	MANCHESTER	RYANAIR	S	D	13	0	0	92	0	0	8	0	0	13	77	8	13	
	STANSTED	RYANAIR	S	A	33	0	1	100	0	0	0	0	0	1	74	44	27	
	STANSTED	RYANAIR	S	D	33	0	1	94	6	0	0	0	0	3	81	8	27	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	0	50	14	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	2	100	0	3	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	0	40	13	5	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	4	100	6	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	10	0	0	100	0	0	0	0	0	3	67	14	12	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	11	0	0	0	0	4	67	10	12	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	3	0	0	67	33	0	0	0	0	8	100	0	3	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	5	100	5	2	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	8	0	0	75	13	13	0	0	0	10	100	4	9	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	8	0	0	75	13	13	0	0	0	8	100	3	9	
	GATWICK	THOMSON AIRWAYS LTD	C	A	11	0	0	91	9	0	0	0	0	2	92	19	13	
	GATWICK	THOMSON AIRWAYS LTD	C	D	10	0	0	90	10	0	0	0	0	4	100	1	13	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	2	100	2	9	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	5	100	2	9	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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																		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	11	0	0	91	9	0	0	0	0	5	77	8	13	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	11	0	0	100	0	0	0	0	0	3	100	3	13	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	1	78	27	9	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	1	100	2	9	
<b>TOTAL ALICANTE</b>					<b>856</b>	<b>1</b>	<b>3</b>	<b>87</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>10</b>	<b>10</b>	
ALMATY																		
	HEATHROW	AIR ASTANA	S	A	8	0	0	38	25	0	25	13	0	61	100	1	9	
	HEATHROW	AIR ASTANA	S	D	8	0	0	50	13	0	25	13	0	75	78	4	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	100	0	0	0	0	0	1	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	89	0	11	0	0	0	9	0	0	0	
<b>TOTAL ALMATY</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>9</b>	<b>3</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>35</b>	<b>89</b>	<b>2</b>	<b>2</b>	
ALMERIA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	92	0	0	0	8	0	24	92	2	13	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	92	8	0	0	0	0	2	92	3	13	
	STANSTED	RYANAIR	S	A	3	0	0	100	0	0	0	0	0	4	0	0	0	
	STANSTED	RYANAIR	S	D	3	0	0	100	0	0	0	0	0	3	0	0	0	
<b>TOTAL ALMERIA</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>92</b>	<b>2</b>	<b>2</b>	
AMMAN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	69	19	12	0	0	0	11	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	81	15	4	0	0	0	7	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	89	11	0	0	0	0	6	100	1	13	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	67	22	11	0	0	0	15	100	4	13	
	HEATHROW	ROYAL JORDANIAN	S	A	30	0	0	60	20	20	0	0	0	16	66	19	29	
	HEATHROW	ROYAL JORDANIAN	S	D	30	0	0	70	13	17	0	0	0	13	55	23	29	
<b>TOTAL AMMAN</b>					<b>130</b>	<b>2</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>13</b>	<b>13</b>	
AMRITSAR																		
AMSTERDAM																		
	LONDON CITY	BA CITYFLYER LTD	S	A	128	0	0	88	5	5	2	1	0	7	81	11	121	
	LONDON CITY	BA CITYFLYER LTD	S	D	128	1	0	91	4	3	2	0	0	5	80	10	123	
	GATWICK	BRITISH AIRWAYS PLC	S	A	108	0	0	80	8	8	4	0	0	10	74	18	112	
	GATWICK	BRITISH AIRWAYS PLC	S	D	108	0	0	87	9	2	2	0	0	7	78	14	112	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	227	0	1	80	8	7	5	1	0	13	72	22	224	



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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 2011					
					228	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
AMSTERDAM																		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	228	0	0	82	11	4	3	0	0	9	77	13	223	
	LONDON CITY	CITY JET	S	A	180	0	0	88	6	3	2	0	0	6	81	16	179	
	LONDON CITY	CITY JET	S	D	179	1	0	83	6	8	3	1	0	10	68	24	179	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	39	0	0	85	8	0	8	0	0	9	74	22	42	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	39	0	0	92	5	3	0	0	0	3	81	15	42	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	126	0	0	79	13	4	5	0	0	12	65	22	124	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	126	0	0	87	10	2	2	0	0	7	77	14	124	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	100	0	0	0	0	0	1	84	7	25	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	100	0	0	0	0	0	2	92	9	25	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	100	0	0	90	5	0	5	0	0	7	82	13	89	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	100	0	0	89	5	5	1	0	0	5	83	12	89	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	49	0	0	82	4	8	6	0	0	11	77	19	47	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	49	0	0	86	4	6	4	0	0	8	70	18	47	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	86	0	0	93	2	1	3	0	0	6	83	12	106	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	86	0	0	88	6	5	1	0	0	6	89	8	108	
	BIRMINGHAM	FLYBE LTD	S	A	67	0	0	76	7	12	4	0	0	14	0	0	0	
	BIRMINGHAM	FLYBE LTD	S	D	67	0	0	81	9	10	0	0	0	10	0	0	0	
	BIRMINGHAM	KLM	S	A	87	0	0	95	3	0	1	0	0	3	88	7	89	
	BIRMINGHAM	KLM	S	D	87	0	0	89	8	1	2	0	0	7	80	13	89	
	EDINBURGH	KLM	S	A	84	0	0	93	6	1	0	0	0	3	85	8	88	
	EDINBURGH	KLM	S	D	84	0	0	92	8	0	0	0	0	5	82	15	88	
	GLASGOW	KLM	S	A	56	0	0	91	4	2	4	0	0	8	92	4	87	
	GLASGOW	KLM	S	D	56	0	0	86	4	5	5	0	0	12	78	13	87	
	HEATHROW	KLM	S	A	139	0	1	87	8	4	1	0	0	6	83	9	193	
	HEATHROW	KLM	S	D	139	0	1	86	8	6	1	0	0	6	77	17	193	
	MANCHESTER	KLM	S	A	150	0	0	90	7	1	2	0	0	5	82	8	145	
	MANCHESTER	KLM	S	D	150	0	0	87	7	3	1	1	0	8	77	16	145	
	NEWCASTLE	KLM	S	A	112	0	0	96	1	3	0	0	0	2	94	3	80	
	NEWCASTLE	KLM	S	D	112	0	0	90	4	4	1	0	0	6	83	10	80	
	BIRMINGHAM	KLM CITYHOPPER	S	A	59	2	0	95	3	0	2	0	0	3	85	7	55	
	BIRMINGHAM	KLM CITYHOPPER	S	D	59	0	0	92	3	3	0	2	0	8	74	14	54	
	EDINBURGH	KLM CITYHOPPER	S	A	66	0	0	88	8	3	2	0	0	6	83	10	58	
	EDINBURGH	KLM CITYHOPPER	S	D	66	0	0	83	9	3	5	0	0	10	78	13	58	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)												
AMSTERDAM																		
	GLASGOW	KLM CITYHOPPER	S	A	64	0	0	94	3	0	3	0	0	4	93	7	30	
	GLASGOW	KLM CITYHOPPER	S	D	64	0	0	83	8	5	3	2	0	15	67	21	30	
	HEATHROW	KLM CITYHOPPER	S	A	200	0	0	89	6	4	2	0	0	5	76	18	136	
	HEATHROW	KLM CITYHOPPER	S	D	200	0	0	98	1	1	1	0	0	1	84	14	136	
	NEWCASTLE	KLM CITYHOPPER	S	A	8	0	0	88	0	13	0	0	0	11	85	7	34	
	NEWCASTLE	KLM CITYHOPPER	S	D	8	0	0	88	0	13	0	0	0	6	85	10	34	
<b>TOTAL AMSTERDAM</b>					<b>4309</b>	<b>12</b>	<b>3</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>14</b>	<b>14</b>	
ANCONA																		
	STANSTED	RYANAIR	S	A	21	0	0	86	5	10	0	0	0	8	78	20	18	
	STANSTED	RYANAIR	S	D	21	0	0	90	5	5	0	0	0	7	94	3	17	
<b>TOTAL ANCONA</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>12</b>	<b>12</b>	
ANTALYA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	6	0	0	83	17	0	0	0	0	6	100	0	3	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	6	0	0	100	0	0	0	0	0	2	100	0	3	
	GATWICK	MONARCH AIRLINES	S	A	2	1	0	50	0	0	50	0	0	54	0	0	0	
	GATWICK	MONARCH AIRLINES	S	D	2	0	0	50	0	0	50	0	0	49	0	0	0	
	MANCHESTER	MONARCH AIRLINES	S	A	2	0	0	50	0	50	0	0	0	17	0	0	0	
	MANCHESTER	MONARCH AIRLINES	S	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	67	7	3	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	15	0	0	87	0	7	7	0	0	15	55	40	11	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	7	0	0	86	0	14	0	0	0	11	67	22	9	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	0	0	20	0	71	83	6	6	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	6	0	0	50	17	17	0	0	17	78	100	6	6	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	12	0	0	92	8	0	0	0	0	4	75	9	12	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	0	3	64	10	11	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	49	1	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	3	0	0	67	0	0	33	0	0	31	100	0	2	
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	89	0	0	11	0	0	13	60	13	5	
	GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	89	0	0	11	0	0	10	75	10	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	60	20	0	20	0	0	35	80	17	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	11	50	15	4	
<b>TOTAL ANTALYA</b>					<b>113</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>4</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>18</b>	<b>77</b>	<b>12</b>	<b>12</b>	
ANTIGUA																		

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)												
ANTIGUA																		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	13	0	0	62	0	23	15	0	0	28	58	18	12	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	0	69	0	15	8	8	0	36	69	23	13	
<b>TOTAL ANTIGUA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>0</b>	<b>19</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>32</b>	<b>71</b>	<b>17</b>	<b>17</b>	
ANTWERP																		
	MANCHESTER	BMI REGIONAL	S	A	52	0	0	94	0	0	4	2	0	9	0	0	0	
	MANCHESTER	BMI REGIONAL	S	D	52	0	0	94	4	0	2	0	0	2	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	A	112	0	0	95	1	2	3	0	0	5	79	21	105	
	LONDON CITY	VLM (BELGIUM)	S	D	111	1	0	97	0	2	1	0	0	3	86	10	104	
<b>TOTAL ANTWERP</b>					<b>327</b>	<b>1</b>	<b>0</b>	<b>95</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>13</b>	<b>13</b>	
AQABA																		
ARRECIFE																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	65	9	13	13	0	0	19	86	8	22	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	74	9	17	0	0	0	15	91	5	22	
	GLASGOW	JET2.COM LTD	S	A	9	0	0	78	11	0	0	0	11	125	0	0	0	
	GLASGOW	JET2.COM LTD	S	D	9	0	0	67	22	0	11	0	0	19	0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	7	0	0	57	14	0	29	0	0	28	86	6	7	
	MANCHESTER	JET2.COM LTD	S	D	7	0	0	71	0	14	14	0	0	25	100	5	7	
	NEWCASTLE	JET2.COM LTD	S	A	5	0	0	60	20	20	0	0	0	13	100	1	4	
	NEWCASTLE	JET2.COM LTD	S	D	5	0	0	60	20	20	0	0	0	21	75	12	4	
	BIRMINGHAM	MONARCH AIRLINES	S	A	10	0	0	50	0	20	30	0	0	40	88	7	8	
	BIRMINGHAM	MONARCH AIRLINES	S	D	10	0	0	50	30	10	10	0	0	24	88	12	8	
	GATWICK	MONARCH AIRLINES	S	A	15	0	0	27	33	13	20	0	7	76	36	30	11	
	GATWICK	MONARCH AIRLINES	S	D	14	0	0	71	7	0	7	7	7	72	82	9	11	
	LUTON	MONARCH AIRLINES	S	A	8	0	0	63	25	13	0	0	0	15	0	54	2	
	LUTON	MONARCH AIRLINES	S	D	8	0	0	63	25	0	13	0	0	17	0	65	2	
	MANCHESTER	MONARCH AIRLINES	S	A	15	0	0	33	13	33	20	0	0	40	63	18	19	
	MANCHESTER	MONARCH AIRLINES	S	D	15	0	0	53	27	13	7	0	0	22	78	12	18	
	BIRMINGHAM	RYANAIR	S	A	10	0	0	70	10	10	10	0	0	14	100	1	13	
	BIRMINGHAM	RYANAIR	S	D	10	0	0	50	30	10	10	0	0	23	85	6	13	
	EDINBURGH	RYANAIR	S	A	5	0	0	40	20	40	0	0	0	24	67	13	9	
	EDINBURGH	RYANAIR	S	D	5	0	0	40	40	20	0	0	0	21	67	11	9	
	LUTON	RYANAIR	S	A	9	0	0	89	11	0	0	0	0	5	88	4	8	
	LUTON	RYANAIR	S	D	9	0	0	44	22	22	11	0	0	20	88	9	8	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							NOV 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
ARRECIFE	STANSTED	RYANAIR	S	A	15	0	0	73	7	20	0	0	0	12	77	18	13
	STANSTED	RYANAIR	S	D	15	0	0	87	13	0	0	0	6	85	11	13	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	13	0	0	0	4	80	10	10	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	1	100	3	10	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	11	0	0	82	9	9	0	0	6	78	7	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	25	0	0	0	7	63	14	8	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	0	0	50	25	25	0	0	21	33	32	9	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	9	0	0	33	56	11	0	0	20	75	8	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	19	1	0	63	21	5	5	5	28	90	14	20	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	18	0	0	67	22	6	0	6	25	80	10	20	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	4	100	4	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	4	100	6	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	17	75	8	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	33	0	0	0	10	100	3	3	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	78	0	22	0	0	11	100	0	8	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	3	100	2	8	
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	6	100	0	3	
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	75	18	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	18	0	0	83	0	11	6	0	10	75	42	16	
	GATWICK	THOMSON AIRWAYS LTD	C	D	18	0	0	83	11	6	0	0	7	76	45	17	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	9	75	156	4	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	60	20	20	0	0	16	75	168	4	
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	4	100	7	4	
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	5	100	3	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	13	0	0	62	15	15	8	0	17	76	42	17	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	13	0	0	100	0	0	0	0	4	76	44	17	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	60	0	20	20	0	26	100	0	4	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	11	100	2	4	
	STANSTED	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	1	75	123	4	
	STANSTED	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	7	75	131	4	
<b>TOTAL ARRECIFE</b>					<b>489</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>80</b>	<b>20</b>	<b>20</b>

ARUBA

ASHKHABAD

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)												
ASHKHABAD																		
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	A	17	0	0	82	6	6	6	0	0	12	69	65	16	
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	D	17	0	0	71	18	6	6	0	0	17	56	60	16	
	HEATHROW	TURKMENISTAN AIRLINES	S	A	8	0	0	63	25	13	0	0	0	16	44	179	9	
	HEATHROW	TURKMENISTAN AIRLINES	S	D	8	0	0	88	13	0	0	0	0	8	67	141	9	
<b>TOTAL ASHKHABAD</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>60</b>	<b>97</b>	<b>97</b>	
ASTURIAS																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	16	0	0	94	0	6	0	0	0	4	92	3	13	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	16	0	0	94	0	6	0	0	0	4	92	2	13	
<b>TOTAL ASTURIAS</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>3</b>	<b>3</b>	
ATHENS																		
	GATWICK	AEGEAN AIRLINES	S	A	30	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	AEGEAN AIRLINES	S	D	30	0	0	90	10	0	0	0	0	4	0	0	0	
	HEATHROW	AEGEAN AIRLINES	S	A	51	0	0	94	4	2	0	0	0	4	90	7	101	
	HEATHROW	AEGEAN AIRLINES	S	D	51	0	0	96	2	2	0	0	0	3	75	14	102	
	HEATHROW	BRITISH AIRWAYS PLC	C	A	2	0	0	100	0	0	0	0	0	0	100	3	2	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	81	0	0	68	19	10	4	0	0	13	79	19	90	
	HEATHROW	BRITISH AIRWAYS PLC	C	D	2	0	0	100	0	0	0	0	0	1	100	8	2	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	81	0	0	67	17	9	7	0	0	17	77	11	90	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	100	0	0	0	0	0	1	100	0	11	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	100	0	0	0	0	0	3	100	2	12	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	87	3	10	0	0	0	7	96	1	48	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	87	7	3	3	0	0	8	90	6	48	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	85	0	15	0	0	0	9	100	2	13	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	85	8	8	0	0	0	7	92	2	13	
	GATWICK	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	7	0	31	1	
	GATWICK	THOMSON AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	9	100	8	1	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	50	0	50	0	0	0	30	100	0	1	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	17	100	4	1	
<b>TOTAL ATHENS</b>					<b>446</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>10</b>	<b>10</b>	
ATLANTA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	61	25	7	7	0	0	16	71	12	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	75	14	4	7	0	0	14	79	9	28	
	HEATHROW	DELTA AIRLINES	S	A	57	0	0	91	2	2	4	2	0	10	73	21	30	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE						NOV 2011			
					MATCHED			16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
ATLANTA	HEATHROW	DELTA AIRLINES	S	D	57	0	0	98	2	0	0	0	0	1	77	12	30
	MANCHESTER	DELTA AIRLINES	S	A	21	0	0	76	19	0	5	0	0	10	86	16	21
	MANCHESTER	DELTA AIRLINES	S	D	21	0	0	90	5	5	0	0	0	7	81	20	21
<b>TOTAL ATLANTA</b>					<b>212</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>15</b>	<b>15</b>
AUCKLAND INTERNATIONAL	HEATHROW	AIR NEW ZEALAND LTD	S	A	51	0	5	82	12	4	2	0	0	6	94	6	51
	HEATHROW	AIR NEW ZEALAND LTD	S	D	51	0	0	96	2	2	0	0	0	4	86	10	51
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>102</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>8</b>	<b>8</b>

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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	17	0	0	94	0	6	0	0	0	6	92	3	13
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	17	0	0	82	12	0	6	0	0	11	77	8	13
<b>TOTAL BACAU</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>6</b>	<b>6</b>
BAHRAIN	HEATHROW	GULF AIR	S	A	55	0	0	93	7	0	0	0	3	80	14	60	
	HEATHROW	GULF AIR	S	D	55	0	0	93	4	0	2	0	2	13	78	10	59
<b>TOTAL BAHRAIN</b>					<b>110</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>79</b>	<b>12</b>	<b>12</b>
BAKU (HEYDER ALIYEV INT'L)	HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	A	30	0	0	97	3	0	0	0	3	100	1	13	
	HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	D	30	0	0	90	3	0	7	0	10	85	8	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	25	0	1	76	8	0	8	0	8	56	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	25	0	1	80	4	4	8	4	0	25	0	0	
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>					<b>110</b>	<b>2</b>	<b>2</b>	<b>86</b>	<b>5</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>22</b>	<b>92</b>	<b>4</b>	<b>4</b>
BALTIMORE	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	90	10	0	0	0	5	93	5	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	86	7	3	3	0	8	90	5	30	
<b>TOTAL BALTIMORE</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>92</b>	<b>5</b>	<b>5</b>	
BANDAR SERI BEGAWAN	HEATHROW	ROYAL BRUNEI AIRLINES	S	A	30	0	0	73	17	7	3	0	12	87	7	30	
	HEATHROW	ROYAL BRUNEI AIRLINES	S	D	30	0	0	93	7	0	0	0	4	77	13	30	
<b>TOTAL BANDAR SERI BEGAWAN</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>10</b>	<b>10</b>	
BANGALORE (BENGALURU)	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	83	3	0	10	3	22	90	5	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	66	21	3	7	3	0	25	77	10	30
<b>TOTAL BANGALORE (BENGALURU)</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>2</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>83</b>	<b>7</b>	<b>7</b>
BANGKOK SUVARNABHUMI	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	83	0	3	7	0	7	59	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	57	27	7	3	0	7	91	0	0	
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	A	60	0	0	72	18	7	3	0	14	89	5	54	
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	D	60	0	0	88	10	2	0	0	4	89	6	54	
<b>TOTAL BANGKOK SUVARNABHUMI</b>					<b>180</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>31</b>	<b>89</b>	<b>5</b>	<b>5</b>
BANJUL																	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)												
BANJUL																		
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	89	0	11	0	0	0	5	89	4	9	
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	78	22	0	0	0	0	7	67	15	9	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	0	75	9	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	8	60	12	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	10	0	0	90	0	10	0	0	0	9	87	14	15	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	13	0	0	62	31	0	8	0	0	17	85	10	20	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	6	0	0	100	0	0	0	0	0	3	80	34	10	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	13	0	0	0	0	7	62	41	13	
<b>TOTAL BANJUL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>18</b>	<b>18</b>	
BARCELONA																		
	LONDON CITY	BA CITYFLYER LTD	S	A	17	0	0	94	0	6	0	0	0	3	92	6	13	
	LONDON CITY	BA CITYFLYER LTD	S	D	17	0	0	76	18	6	0	0	0	9	85	8	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	223	0	0	88	6	4	2	0	0	6	82	10	238	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	223	0	0	93	3	3	1	0	0	5	84	8	238	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	156	0	0	94	3	1	1	0	0	3	86	8	138	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	156	0	0	85	10	3	3	0	0	8	86	7	138	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	52	0	0	92	2	2	4	0	0	5	91	5	57	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	52	0	0	94	4	0	2	0	0	5	93	4	57	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	94	6	0	0	0	0	2	95	2	21	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	94	0	6	0	0	0	4	86	4	21	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	100	0	0	0	0	0	0	97	2	31	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	95	0	5	0	0	0	2	97	3	31	
	MANCHESTER	JET2.COM LTD	S	A	4	0	0	100	0	0	0	0	0	6	0	0	0	
	MANCHESTER	JET2.COM LTD	S	D	4	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	MONARCH AIRLINES	S	A	36	0	0	83	6	6	6	0	0	11	91	8	47	
	GATWICK	MONARCH AIRLINES	S	D	36	0	0	86	3	3	8	0	0	13	91	7	47	
	MANCHESTER	MONARCH AIRLINES	S	A	16	0	0	88	6	0	6	0	0	9	62	24	13	
	MANCHESTER	MONARCH AIRLINES	S	D	16	0	0	88	6	0	6	0	0	10	77	17	13	
	BIRMINGHAM	RYANAIR	S	A	14	0	0	79	21	0	0	0	0	10	0	0	0	
	BIRMINGHAM	RYANAIR	S	D	14	0	0	86	14	0	0	0	0	7	0	0	0	
	EDINBURGH	RYANAIR	S	A	14	1	0	79	21	0	0	0	0	6	59	14	17	
	EDINBURGH	RYANAIR	S	D	14	0	0	100	0	0	0	0	0	5	94	4	17	
	STANSTED	RYANAIR	S	A	61	0	0	97	2	0	0	0	2	8	0	0	0	



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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)											
BARCELONA	STANSTED	RYANAIR		S D	60	0	0	93	7	0	0	0	0	3	0	0	0
<b>TOTAL BARCELONA</b>					<b>1266</b>	<b>2</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>8</b>	<b>8</b>
BARI (PALESE)	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	9	0	0	89	0	11	0	0	0	9	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	9	0	0	100	0	0	0	0	0	1	0	0	0
	STANSTED	RYANAIR		S A	18	0	0	100	0	0	0	0	0	1	88	6	17
	STANSTED	RYANAIR		S D	18	0	0	89	6	6	0	0	0	6	71	10	17
<b>TOTAL BARI (PALESE)</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>77</b>	<b>11</b>	<b>11</b>
BARRA	GLASGOW	LOGANAIR		S A	26	0	0	96	4	0	0	0	0	2	96	4	23
	GLASGOW	LOGANAIR		S D	26	0	0	100	0	0	0	0	0	1	84	11	25
<b>TOTAL BARRA</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>90</b>	<b>8</b>	<b>8</b>
BASLE MULHOUSE	HEATHROW	BRITISH AIRWAYS PLC		S A	90	0	0	88	6	3	3	0	0	6	93	6	86
	HEATHROW	BRITISH AIRWAYS PLC		S D	90	0	0	90	2	3	4	0	0	6	95	4	86
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	43	0	0	91	9	0	0	0	0	3	95	2	38
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	43	0	0	95	5	0	0	0	0	3	95	3	38
	MANCHESTER	EASYJET AIRLINE COMPANY LTD		S A	17	0	0	94	0	6	0	0	0	2	0	0	0
	MANCHESTER	EASYJET AIRLINE COMPANY LTD		S D	17	0	0	100	0	0	0	0	0	1	0	0	0
	EDINBURGH	EASYJET SWITZERLAND		S A	13	0	0	100	0	0	0	0	0	1	92	20	13
	EDINBURGH	EASYJET SWITZERLAND		S D	13	0	0	92	8	0	0	0	0	6	85	22	13
	GATWICK	EASYJET SWITZERLAND		S A	25	0	0	92	0	4	0	4	0	12	92	2	26
	GATWICK	EASYJET SWITZERLAND		S D	25	0	0	84	8	8	0	0	0	9	92	4	26
	LONDON CITY	SWISS AIRLINES		S A	45	0	0	89	7	4	0	0	0	4	0	0	0
	LONDON CITY	SWISS AIRLINES		S D	47	0	0	85	6	6	2	0	0	9	0	0	0
<b>TOTAL BASLE MULHOUSE</b>					<b>468</b>	<b>2</b>	<b>2</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>91</b>	<b>6</b>	<b>6</b>
BEAUVAIS	EDINBURGH	RYANAIR		S A	13	0	0	100	0	0	0	0	0	1	59	22	17
	EDINBURGH	RYANAIR		S D	13	0	0	100	0	0	0	0	0	4	76	10	17
	MANCHESTER	RYANAIR		S A	3	0	0	67	0	33	0	0	0	18	100	1	17
	MANCHESTER	RYANAIR		S D	3	0	0	67	33	0	0	0	0	7	100	3	17
<b>TOTAL BEAUVAIS</b>					<b>32</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>84</b>	<b>9</b>	<b>9</b>

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)												
BEIJING																		
	GATWICK	AIR CHINA	S	A	13	0	0	8	31	46	15	0	0	40	0	0	0	
	GATWICK	AIR CHINA	S	D	13	0	0	69	15	8	8	0	0	14	0	0	0	
	HEATHROW	AIR CHINA	S	A	30	0	0	53	33	13	0	0	0	16	70	46	30	
	HEATHROW	AIR CHINA	S	D	30	0	0	83	17	0	0	0	0	4	83	43	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	62	19	15	0	4	0	28	46	35	26	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	25	0	0	72	20	0	4	0	4	24	62	26	26	
<b>TOTAL BEIJING</b>					<b>137</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>23</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>66</b>	<b>38</b>	<b>38</b>	
BEIRUT																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	25	0	0	88	12	0	0	0	0	5	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	25	0	0	84	8	0	8	0	0	11	0	0	0	
	HEATHROW	MEA	S	A	30	0	0	73	13	10	3	0	0	13	59	16	29	
	HEATHROW	MEA	S	D	30	0	0	87	7	7	0	0	0	7	62	23	29	
<b>TOTAL BEIRUT</b>					<b>110</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>71</b>	<b>14</b>	<b>14</b>	
BELFAST CITY (GEORGE BE																		
	GATWICK	AER LINGUS	S	A	90	0	0	99	1	0	0	0	0	1	0	0	0	
	GATWICK	AER LINGUS	S	D	90	0	0	99	1	0	0	0	0	1	0	0	0	
	HEATHROW	AER LINGUS	S	A	90	0	0	92	3	2	2	0	0	4	0	0	0	
	HEATHROW	AER LINGUS	S	D	90	0	0	99	1	0	0	0	0	0	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	163	0	0	71	12	12	4	1	0	16	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	163	0	0	89	5	5	1	0	0	5	0	0	0	
	BIRMINGHAM	FLYBE LTD	S	A	175	1	1	98	1	1	0	0	0	1	88	6	138	
	BIRMINGHAM	FLYBE LTD	S	D	176	0	0	94	3	3	0	0	0	4	81	9	138	
	EDINBURGH	FLYBE LTD	S	A	97	0	0	96	2	1	1	0	0	2	96	3	92	
	EDINBURGH	FLYBE LTD	S	D	97	0	0	97	1	1	1	0	0	4	97	2	92	
	GATWICK	FLYBE LTD	S	A	112	0	0	91	6	3	0	0	0	3	83	8	120	
	GATWICK	FLYBE LTD	S	D	112	0	0	92	6	2	0	0	0	4	82	9	120	
	GLASGOW	FLYBE LTD	S	A	92	0	2	93	3	3	0	0	0	3	90	5	97	
	GLASGOW	FLYBE LTD	S	D	93	0	1	91	4	4	0	0	0	4	91	6	97	
	MANCHESTER	FLYBE LTD	S	A	163	1	3	93	2	4	1	0	0	5	78	13	173	
	MANCHESTER	FLYBE LTD	S	D	166	0	0	90	6	3	1	0	0	6	79	13	173	
	NEWCASTLE	FLYBE LTD	S	A	43	0	0	84	0	5	12	0	0	14	86	6	43	
	NEWCASTLE	FLYBE LTD	S	D	43	0	0	81	0	5	14	0	0	19	79	12	43	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>					<b>2056</b>	<b>2</b>	<b>7</b>	<b>92</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>8</b>	<b>8</b>	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							NOV 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
BELFAST INTERNATIONAL																		
	BIRMINGHAM	EASYJET AIRLINE COMPANY LTD	S	A	52	0	0	98	2	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	EASYJET AIRLINE COMPANY LTD	S	D	52	0	0	96	2	0	2	0	0	4	0	0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	95	0	0	96	4	0	0	0	0	1	99	1	80	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	95	0	0	97	1	2	0	0	0	2	99	2	80	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	104	0	0	89	9	0	2	0	0	5	93	3	102	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	104	0	0	85	10	4	2	0	0	7	91	3	102	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	96	0	0	97	1	2	0	0	0	2	100	0	94	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	96	0	0	96	1	3	0	0	0	2	99	1	94	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	82	0	0	94	5	0	1	0	0	2	94	3	82	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	82	0	0	96	2	1	0	0	0	3	94	3	82	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	74	0	0	91	3	4	1	1	0	8	93	4	60	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	74	0	0	91	3	3	3	1	0	8	92	4	60	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	74	0	0	96	1	3	0	0	0	2	99	0	72	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	74	0	0	91	5	4	0	0	0	3	99	1	72	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	113	1	0	96	2	1	1	0	0	2	94	6	124	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	112	0	0	96	3	2	0	0	0	2	95	3	124	
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>1380</b>	<b>2</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>95</b>	<b>3</b>	<b>3</b>	
BELGRADE																		
	HEATHROW	JATAIRWAYS	S	A	30	0	0	87	3	0	10	0	0	9	63	24	30	
	HEATHROW	JATAIRWAYS	S	D	30	0	0	80	3	10	7	0	0	10	57	34	30	
	LUTON	WIZZ AIR	S	A	13	0	0	100	0	0	0	0	0	0	92	5	13	
	LUTON	WIZZ AIR	S	D	13	0	0	85	15	0	0	0	0	6	31	25	13	
<b>TOTAL BELGRADE</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>60</b>	<b>25</b>	<b>25</b>	
BENBECULA																		
	GLASGOW	LOGANAIR	S	A	39	0	0	85	3	3	10	0	0	16	93	11	41	
	GLASGOW	LOGANAIR	S	D	39	0	0	85	3	3	8	3	0	18	88	8	41	
<b>TOTAL BENBECULA</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>3</b>	<b>3</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>90</b>	<b>10</b>	<b>10</b>	
BERGAMO																		
	BIRMINGHAM	RYANAIR	S	A	9	1	1	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	RYANAIR	S	D	10	0	0	100	0	0	0	0	0	2	0	0	0	
	MANCHESTER	RYANAIR	S	A	30	0	0	100	0	0	0	0	0	1	93	2	29	
	MANCHESTER	RYANAIR	S	D	30	0	0	97	3	0	0	0	0	2	93	5	29	
	STANSTED	RYANAIR	S	A	90	0	0	79	16	6	0	0	0	9	79	11	90	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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 D	90	0	0	90	7	3	0	0	0	6	94	5	90	
<b>TOTAL BERGAMO</b>					<b>259</b>	<b>1</b>	<b>1</b>	<b>89</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>6</b>	<b>6</b>	
BERGEN																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	59	0	0	85	7	8	0	0	0	9	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC		S D	59	0	0	98	0	2	0	0	0	2	0	0	0	
	NEWCASTLE	FLYBE LTD		S A	9	0	0	89	0	11	0	0	0	8	0	0	0	
	NEWCASTLE	FLYBE LTD		S D	9	0	0	89	0	0	11	0	0	12	0	0	0	
	MANCHESTER	JET2.COM LTD		C A	2	0	0	50	50	0	0	0	0	11	0	0	0	
	MANCHESTER	JET2.COM LTD		C D	2	0	0	100	0	0	0	0	0	2	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE		S A	48	0	0	85	6	8	0	0	0	7	85	8	46	
	GATWICK	NORWEGIAN AIR SHUTTLE		S D	48	0	0	81	13	6	0	0	0	7	87	6	46	
	MANCHESTER	SAS		S A	9	0	0	44	22	22	11	0	0	25	0	0	0	
	MANCHESTER	SAS		S D	9	0	0	67	22	11	0	0	0	15	0	0	0	
<b>TOTAL BERGEN</b>					<b>256</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>12</b>	<b>12</b>	
BERGERAC																		
	STANSTED	RYANAIR		S A	16	0	0	88	0	13	0	0	0	6	100	2	13	
	STANSTED	RYANAIR		S D	16	0	0	94	0	6	0	0	0	5	100	0	13	
<b>TOTAL BERGERAC</b>					<b>32</b>	<b>1</b>	<b>0</b>	<b>91</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>1</b>	<b>1</b>	
BERLIN (SCHONEFELD)																		
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	108	0	0	85	9	4	1	1	0	8	94	3	86	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	108	0	0	87	6	6	1	0	0	7	92	4	86	
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S A	22	0	0	95	5	0	0	0	0	2	95	4	21	
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S D	22	0	0	91	9	0	0	0	0	6	90	8	21	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	48	0	0	94	4	2	0	0	0	3	98	1	48	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	48	0	0	88	13	0	0	0	0	4	94	4	48	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD		S A	22	0	0	95	5	0	0	0	0	1	94	4	17	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD		S D	22	0	0	100	0	0	0	0	0	1	82	8	17	
	STANSTED	RYANAIR		S A	33	0	0	94	3	0	3	0	0	4	90	4	30	
	STANSTED	RYANAIR		S D	33	0	0	97	0	3	0	0	0	4	100	2	30	
<b>TOTAL BERLIN (SCHONEFELD)</b>					<b>466</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>94</b>	<b>4</b>	<b>4</b>	
BERLIN (TEGEL)																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	166	0	0	84	6	5	5	0	0	10	84	9	147	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2011		
					166	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
BERLIN (TEGEL)	HEATHROW	BRITISH AIRWAYS PLC	S	D	166	0	0	86	7	4	3	0	0	7	86	7	147
	BIRMINGHAM	LUFTHANSA	S	A	30	0	0	93	7	0	0	0	0	2	0	0	0
	BIRMINGHAM	LUFTHANSA	S	D	30	0	0	90	10	0	0	0	0	3	0	0	0
	HEATHROW	LUFTHANSA	S	A	96	0	0	73	17	7	3	0	0	11	62	23	21
	HEATHROW	LUFTHANSA	S	D	96	0	0	78	11	9	1	0	0	9	52	23	21
	MANCHESTER	LUFTHANSA	S	A	30	0	0	90	10	0	0	0	0	6	0	0	0
	MANCHESTER	LUFTHANSA	S	D	30	0	0	90	10	0	0	0	0	4	0	0	0
<b>TOTAL BERLIN (TEGEL)</b>					<b>644</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>12</b>	<b>12</b>
BERMUDA	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	100	0	0	0	0	0	0	95	1	21
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	100	0	0	0	0	0	3	95	3	22
<b>TOTAL BERMUDA</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>95</b>	<b>2</b>	<b>2</b>
BERNE	LONDON CITY	SKY WORK AG	S	A	66	0	4	82	5	8	6	0	0	11	73	24	45
	LONDON CITY	SKY WORK AG	S	D	66	0	4	80	6	9	5	0	0	11	67	27	45
<b>TOTAL BERNE</b>					<b>132</b>	<b>3</b>	<b>13</b>	<b>81</b>	<b>5</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>26</b>	<b>26</b>
BEZIERS	LUTON	RYANAIR	S	A	9	0	0	78	11	11	0	0	0	11	100	0	9
	LUTON	RYANAIR	S	D	9	0	0	67	22	11	0	0	0	13	100	3	9
	MANCHESTER	RYANAIR	S	A	2	0	0	50	50	0	0	0	0	15	0	0	0
	MANCHESTER	RYANAIR	S	D	2	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL BEZIERS</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>100</b>	<b>1</b>	<b>1</b>
BIARRITZ	STANSTED	RYANAIR	S	A	12	0	0	92	8	0	0	0	0	3	100	1	9
	STANSTED	RYANAIR	S	D	12	0	0	92	8	0	0	0	0	2	100	1	9
<b>TOTAL BIARRITZ</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>2</b>	<b>100</b>	<b>1</b>	<b>1</b>
BILBAO	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	89	11	0	0	0	0	2	83	10	12
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	78	11	11	0	0	0	6	85	12	13
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	24	0	0	83	0	4	8	0	4	26	97	1	29
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	24	0	0	92	4	0	4	0	0	4	97	2	29
	HEATHROW	VUELING AIRLINES	S	A	57	0	0	93	2	4	2	0	0	4	86	13	59

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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	57	0	0	96	2	0	2	0	0	3	86	11	59	
<b>TOTAL BILBAO</b>					<b>180</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>89</b>	<b>9</b>	<b>9</b>	
BILLUND																		
	STANSTED	RYANAIR		S A	67	0	0	91	6	1	0	1	0	8	99	3	68	
	STANSTED	RYANAIR		S D	67	0	0	87	10	3	0	0	0	6	97	3	68	
	LONDON CITY	SUN AIR OF SCANDINAVIA		S A	43	0	0	84	7	5	5	0	0	13	71	16	34	
	LONDON CITY	SUN AIR OF SCANDINAVIA		S D	43	0	0	70	19	7	5	0	0	16	53	18	34	
	MANCHESTER	SUN AIR OF SCANDINAVIA		S A	48	0	0	83	15	0	2	0	0	7	74	16	58	
	MANCHESTER	SUN AIR OF SCANDINAVIA		S D	48	0	0	96	0	2	2	0	0	4	81	11	58	
<b>TOTAL BILLUND</b>					<b>316</b>	<b>6</b>	<b>4</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>10</b>	<b>10</b>	
BIRMINGHAM																		
	NEWCASTLE	EASTERN AIRWAYS		S A	54	1	9	89	6	2	4	0	0	6	95	4	60	
	NEWCASTLE	EASTERN AIRWAYS		S D	52	0	4	83	8	6	4	0	0	9	95	6	56	
	NEWCASTLE	EASTERN AIRWAYS		C D	2	0	0	0	0	50	50	0	0	64	0	0	0	
	EDINBURGH	FLYBE LTD		S A	166	0	1	97	2	0	1	0	0	1	92	5	173	
	EDINBURGH	FLYBE LTD		S D	167	0	0	96	3	1	1	0	0	4	90	7	174	
	GLASGOW	FLYBE LTD		S A	166	0	1	97	2	0	1	0	0	1	88	8	163	
	GLASGOW	FLYBE LTD		S D	165	0	1	91	6	2	1	0	0	6	82	12	162	
<b>TOTAL BIRMINGHAM</b>					<b>776</b>	<b>9</b>	<b>16</b>	<b>94</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>7</b>	<b>7</b>	
BISHKEK (FRUNZE)																		
BLACKPOOL																		
BOA VISTA (RABIL)																		
	BIRMINGHAM	THOMSON AIRWAYS LTD		S A	4	0	0	100	0	0	0	0	0	2	100	0	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD		S D	4	0	0	100	0	0	0	0	0	4	80	10	5	
	GATWICK	THOMSON AIRWAYS LTD		S A	9	0	0	56	0	22	22	0	0	34	0	28	5	
	GATWICK	THOMSON AIRWAYS LTD		S D	9	0	0	89	11	0	0	0	0	6	80	13	5	
	GLASGOW	THOMSON AIRWAYS LTD		S A	4	0	0	75	0	25	0	0	0	13	100	5	4	
	GLASGOW	THOMSON AIRWAYS LTD		S D	4	0	0	75	0	0	25	0	0	25	75	16	4	
	MANCHESTER	THOMSON AIRWAYS LTD		S A	9	0	0	78	0	11	11	0	0	16	63	19	8	
	MANCHESTER	THOMSON AIRWAYS LTD		S D	9	0	0	78	22	0	0	0	0	8	50	15	8	
<b>TOTAL BOA VISTA (RABIL)</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>6</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>66</b>	<b>14</b>	<b>14</b>	
BODO																		

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)												
BODRUM (MILAS)																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	6	0	0	100	0	0	0	0	0	2	100	0	4	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	6	0	0	100	0	0	0	0	0	2	100	0	3	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	100	0	0	0	0	0	0	100	0	1	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	100	0	0	0	0	0	1	100	0	1	
	GATWICK	MONARCH AIRLINES	S	A	2	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	MONARCH AIRLINES	S	D	2	0	0	50	50	0	0	0	0	15	0	0	0	
	LUTON	MONARCH AIRLINES	S	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	LUTON	MONARCH AIRLINES	S	D	2	0	0	50	0	50	0	0	0	26	0	0	0	
	MANCHESTER	MONARCH AIRLINES	S	A	2	0	0	100	0	0	0	0	0	8	0	0	0	
	MANCHESTER	MONARCH AIRLINES	S	D	2	0	0	50	50	0	0	0	0	11	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	50	0	0	0	0	10	50	154	2	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	2	50	23	2	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	7	100	0	1	
<b>TOTAL BODRUM (MILAS)</b>					<b>43</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>9</b>	<b>84</b>	<b>21</b>	<b>21</b>	
BOLOGNA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	63	22	11	3	0	0	15	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	91	3	6	0	0	0	5	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	91	5	0	5	0	0	6	97	2	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	91	9	0	0	0	0	6	93	4	30	
	STANSTED	RYANAIR	S	A	30	0	0	80	17	3	0	0	0	7	87	5	30	
	STANSTED	RYANAIR	S	D	30	0	0	93	7	0	0	0	0	3	97	3	30	
<b>TOTAL BOLOGNA</b>					<b>284</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>7</b>	<b>7</b>	
BORDEAUX																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	60	0	0	92	3	3	2	0	0	6	93	4	59	
	GATWICK	BRITISH AIRWAYS PLC	S	D	60	0	0	90	7	2	2	0	0	5	95	4	60	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	100	0	0	0	0	0	0	96	2	23	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	100	0	0	0	0	0	2	96	3	23	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	15	0	0	93	0	7	0	0	0	3	83	34	12	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	15	0	0	100	0	0	0	0	0	2	75	9	12	
<b>TOTAL BORDEAUX</b>					<b>194</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>93</b>	<b>6</b>	<b>6</b>	
BOSTON																		
	HEATHROW	AMERICAN AIRLINES	S	A	30	0	0	87	7	3	3	0	0	10	96	7	53	
	HEATHROW	AMERICAN AIRLINES	S	D	30	0	0	87	7	3	3	0	0	7	83	9	53	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)												
BOSTON																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	84	0	1	85	6	4	6	0	0	10	95	5	86	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	84	0	0	79	10	7	5	0	0	12	84	10	86	
	HEATHROW	DELTA AIRLINES	S	A	27	0	0	96	4	0	0	0	0	2	83	8	29	
	HEATHROW	DELTA AIRLINES	S	D	27	0	0	81	7	4	4	4	0	18	72	10	29	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	28	0	0	93	7	0	0	0	0	4	97	1	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	28	0	0	93	4	4	0	0	0	3	87	5	30	
<b>TOTAL BOSTON</b>					<b>338</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>7</b>	<b>7</b>	
BOURNEMOUTH																		
BRATISLAVA																		
	BIRMINGHAM	RYANAIR	S	A	9	0	0	78	11	11	0	0	0	8	100	3	13	
	BIRMINGHAM	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	1	100	3	13	
	LUTON	RYANAIR	S	A	15	0	0	93	0	0	7	0	0	11	69	13	13	
	LUTON	RYANAIR	S	D	15	0	0	87	7	0	7	0	0	15	85	8	13	
	STANSTED	RYANAIR	S	A	50	0	0	96	0	2	0	2	0	8	74	9	46	
	STANSTED	RYANAIR	S	D	50	0	0	98	0	2	0	0	0	3	91	5	47	
<b>TOTAL BRATISLAVA</b>					<b>148</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>6</b>	<b>6</b>	
BREMEN																		
	MANCHESTER	RYANAIR	S	A	13	0	0	85	8	8	0	0	0	6	100	1	12	
	MANCHESTER	RYANAIR	S	D	13	0	0	92	8	0	0	0	0	2	75	9	12	
	STANSTED	RYANAIR	S	A	58	0	0	90	9	2	0	0	0	5	93	4	56	
	STANSTED	RYANAIR	S	D	58	0	0	83	10	7	0	0	0	8	84	7	56	
<b>TOTAL BREMEN</b>					<b>142</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>5</b>	<b>5</b>	
BRIDGETOWN																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	40	0	1	68	15	10	5	3	0	19	93	2	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	40	0	1	78	13	3	5	3	0	18	90	6	30	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	50	0	0	0	0	12	88	2	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	1	44	18	9	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	2	0	0	0	0	0	100	0	0	121	60	16	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	3	0	0	67	0	0	33	0	0	37	25	37	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	25	25	50	0	0	0	34	67	14	9	
	GATWICK	THOMSON AIRWAYS LTD	C	D	3	0	0	67	33	0	0	0	0	12	67	20	9	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	12	38	19	8	



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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							NOV 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)												
BRIDGETOWN																		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	2	0	0	50	0	50	0	0	0	18	100	2	4	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	23	0	0	70	22	0	9	0	0	16	80	17	25	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	24	0	0	67	8	17	8	0	0	22	71	21	24	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	4	0	0	75	25	0	0	0	0	7	60	28	5	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	4	0	0	75	0	25	0	0	0	18	75	8	4	
<b>TOTAL BRIDGETOWN</b>					<b>157</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>14</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>76</b>	<b>14</b>	<b>14</b>	
BRINDISI																		
	STANSTED	RYANAIR	S	A	10	0	0	80	20	0	0	0	0	5	100	2	9	
	STANSTED	RYANAIR	S	D	10	0	0	100	0	0	0	0	0	8	100	5	9	
<b>TOTAL BRINDISI</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>4</b>	<b>4</b>	
BRISTOL																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	96	0	0	95	3	1	1	0	0	2	96	2	94	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	96	0	0	94	2	3	1	0	0	4	94	3	94	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	91	0	0	92	4	2	1	0	0	3	98	1	82	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	91	0	0	91	3	4	1	0	0	4	90	3	82	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	70	0	0	93	6	0	1	0	0	4	99	1	68	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	70	0	0	89	1	7	3	0	0	7	99	1	68	
<b>TOTAL BRISTOL</b>					<b>514</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>95</b>	<b>2</b>	<b>2</b>	
BRIVE-LA-GAILLARDE																		
	LONDON CITY	CITY JET	S	A	9	0	0	100	0	0	0	0	0	2	0	0	0	
	LONDON CITY	CITY JET	S	D	9	0	0	100	0	0	0	0	0	0	0	0	0	
<b>TOTAL BRIVE-LA-GAILLARDE</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>	
BRNO (TURANY)																		
	STANSTED	RYANAIR	S	A	30	0	0	97	3	0	0	0	0	2	90	2	30	
	STANSTED	RYANAIR	S	D	30	0	0	97	3	0	0	0	0	2	97	2	30	
	LUTON	WIZZ AIR	S	A	13	0	0	100	0	0	0	0	0	0	85	14	13	
	LUTON	WIZZ AIR	S	D	13	0	0	100	0	0	0	0	0	2	92	8	13	
<b>TOTAL BRNO (TURANY)</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>5</b>	<b>5</b>	
BRUSSELS																		
	EDINBURGH	BMI REGIONAL	S	A	76	0	0	99	0	1	0	0	0	0	95	4	73	
	EDINBURGH	BMI REGIONAL	S	D	76	0	0	96	1	3	0	0	0	2	85	9	74	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	172	0	0	86	5	5	4	0	0	10	81	11	157	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)											
BRUSSELS																	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	172	0	0	87	7	3	3	0	0	7	82	10	158
	BIRMINGHAM	BRUSSELS AIRLINES	S	A	113	0	0	91	4	3	2	0	0	4	95	4	110
	BIRMINGHAM	BRUSSELS AIRLINES	S	D	113	0	0	91	6	3	0	0	0	4	91	5	110
	EDINBURGH	BRUSSELS AIRLINES	S	A	26	0	0	100	0	0	0	0	0	0	0	0	0
	EDINBURGH	BRUSSELS AIRLINES	S	D	26	0	0	96	4	0	0	0	0	2	0	0	0
	HEATHROW	BRUSSELS AIRLINES	S	A	108	0	0	85	7	6	1	0	0	7	85	9	107
	HEATHROW	BRUSSELS AIRLINES	S	D	108	0	0	90	7	1	2	0	0	5	79	12	107
	MANCHESTER	BRUSSELS AIRLINES	S	A	80	0	0	89	8	4	0	0	0	5	92	4	99
	MANCHESTER	BRUSSELS AIRLINES	S	D	79	0	0	81	9	9	1	0	0	9	89	6	99
	NEWCASTLE	BRUSSELS AIRLINES	S	A	70	0	1	97	0	0	1	1	0	8	93	6	67
	NEWCASTLE	BRUSSELS AIRLINES	S	D	71	0	0	83	13	3	1	0	0	9	85	10	67
<b>TOTAL BRUSSELS</b>					<b>1291</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>6</b>	<b>85</b>	<b>9</b>	<b>9</b>
BUCHAREST (BANEASA)																	
BUCHAREST (OTOPENI)																	
	LUTON	BLUE AIR TRANSPORT AERIAN	S	A	21	1	1	86	10	0	5	0	0	7	0	0	0
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	21	1	1	81	14	5	0	0	0	10	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	90	5	2	3	0	0	6	81	12	59
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	80	8	10	2	0	0	10	73	14	60
	HEATHROW	TAROM	S	A	40	0	0	78	10	10	3	0	0	10	83	12	30
	HEATHROW	TAROM	S	D	40	0	0	78	10	10	3	0	0	10	83	12	30
	LUTON	WIZZ AIR	S	A	30	0	0	80	20	0	0	0	0	8	0	0	0
	LUTON	WIZZ AIR	S	D	30	0	0	50	37	13	0	0	0	16	0	0	0
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>302</b>	<b>4</b>	<b>2</b>	<b>79</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>13</b>	<b>13</b>
BUDAPEST																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	88	9	3	0	0	0	5	85	11	87
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	96	3	1	0	0	0	3	89	8	88
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	83	7	3	7	0	0	12	91	3	23
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	83	10	7	0	0	0	6	96	1	23
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	94	6	0	0	0	0	2	94	4	18
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	94	6	0	0	0	0	3	94	3	18
	EDINBURGH	JET2.COM LTD	S	A	9	0	0	22	67	11	0	0	0	22	50	15	8
	EDINBURGH	JET2.COM LTD	S	D	9	0	0	100	0	0	0	0	0	7	88	9	8
	MANCHESTER	JET2.COM LTD	S	A	17	0	1	82	12	6	0	0	0	6	90	10	21

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)											
BUDAPEST	MANCHESTER	JET2.COM LTD	S	D	18	0	0	78	11	11	0	0	0	11	86	10	21
	BIRMINGHAM	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	4	0	0	0
	BIRMINGHAM	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	4	0	0	0
	MANCHESTER	RYANAIR	S	A	16	0	0	94	6	0	0	0	0	5	0	0	0
	MANCHESTER	RYANAIR	S	D	16	0	0	88	13	0	0	0	0	5	0	0	0
	STANSTED	RYANAIR	S	A	84	0	1	87	6	6	1	0	0	6	0	0	0
	STANSTED	RYANAIR	S	D	84	0	0	82	11	6	1	0	0	8	0	0	0
	LUTON	WIZZ AIR	S	A	90	0	0	93	3	2	0	1	0	6	67	14	90
	LUTON	WIZZ AIR	S	D	90	0	1	79	11	8	1	1	0	11	34	26	90
<b>TOTAL BUDAPEST</b>					<b>724</b>	<b>0</b>	<b>3</b>	<b>87</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>13</b>	<b>13</b>
Buenos Aires	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	93	0	3	0	0	3	26	80	28	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	80	17	0	0	0	3	41	90	5	30
<b>TOTAL BUENOS AIRES</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>33</b>	<b>85</b>	<b>16</b>	<b>16</b>
BURGAS	LUTON	WIZZ AIR	S	A	9	0	0	100	0	0	0	0	0	0	62	17	13
	LUTON	WIZZ AIR	S	D	9	0	0	100	0	0	0	0	0	7	46	27	13
<b>TOTAL BURGAS</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>54</b>	<b>22</b>	<b>22</b>
BYDGOSZCZ	BIRMINGHAM	RYANAIR	S	A	12	0	1	100	0	0	0	0	0	1	85	6	13
	BIRMINGHAM	RYANAIR	S	D	13	0	1	92	0	0	8	0	0	16	100	3	13
	STANSTED	RYANAIR	S	A	20	0	0	95	5	0	0	0	0	3	94	23	18
	STANSTED	RYANAIR	S	D	20	0	0	90	10	0	0	0	0	4	100	2	17
<b>TOTAL BYDGOSZCZ</b>					<b>65</b>	<b>0</b>	<b>2</b>	<b>94</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>95</b>	<b>9</b>	<b>9</b>

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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	14	0	0	86	14	0	0	0	0	5	77	10	13	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	93	7	0	0	0	0	4	92	6	13	
<b>TOTAL CAGLIARI (ELMAS)</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>8</b>	<b>8</b>	
CAIRO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	100	0	0	0	0	0	1	93	3	29	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	87	10	0	3	0	0	9	72	16	29	
	HEATHROW	EGYPT AIR	S	A	60	0	0	80	15	3	2	0	0	8	78	10	46	
	HEATHROW	EGYPT AIR	S	D	60	0	0	78	13	8	0	0	0	8	59	19	46	
<b>TOTAL CAIRO</b>					<b>180</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>13</b>	<b>13</b>	
CALGARY																		
	HEATHROW	AIR CANADA	S	A	30	0	0	77	13	3	7	0	0	14	70	12	30	
	HEATHROW	AIR CANADA	S	D	30	0	0	97	3	0	0	0	0	3	83	9	30	
	GATWICK	AIR TRANSAT	S	A	4	0	0	50	0	25	25	0	0	45	50	19	4	
	GATWICK	AIR TRANSAT	S	D	4	0	0	50	25	0	25	0	0	43	60	24	5	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	25	0	0	68	16	8	4	0	4	59	80	8	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	25	0	0	80	4	8	4	0	4	68	83	9	30	
<b>TOTAL CALGARY</b>					<b>118</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>34</b>	<b>78</b>	<b>10</b>	<b>10</b>	
CAMPBELTOWN																		
	GLASGOW	LOGANAIR	S	A	40	0	0	88	3	5	5	0	0	7	86	7	35	
	GLASGOW	LOGANAIR	S	D	41	0	0	85	5	5	5	0	0	8	86	10	36	
<b>TOTAL CAMPBELTOWN</b>					<b>81</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>4</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>8</b>	<b>8</b>	
CANCUN																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	77	0	8	15	0	0	23	62	18	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	77	15	0	8	0	0	18	77	13	13	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	44	11	22	0	22	0	59	75	12	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	38	0	0	38	25	0	94	75	8	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	50	0	13	38	0	0	52	86	5	7	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	38	13	13	25	13	0	58	40	39	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	12	75	10	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	23	50	17	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	21	0	0	76	10	5	5	0	5	50	41	19	17	
	GATWICK	THOMSON AIRWAYS LTD	C	D	19	0	0	79	11	5	5	0	0	12	67	10	18	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					NOV 2011					
					MATCHED			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)													
CANCUN																		
	GLASGOW	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	6	0	0	0	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	18	0	0	61	17	6	17	0	0	23	56	23	18	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	17	4	0	71	6	18	6	0	0	19	56	26	18	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	0	0	75	0	25	0	0	0	10	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	0	63	13	13	13	0	0	23	0	0	0	
<b>TOTAL CANCUN</b>					<b>161</b>	<b>4</b>	<b>0</b>	<b>67</b>	<b>8</b>	<b>9</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>32</b>	<b>61</b>	<b>17</b>	<b>17</b>	
CANNES																		
CAPE TOWN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	1	88	5	7	0	0	0	6	70	16	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	67	15	8	7	3	0	25	68	15	60	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	97	3	0	0	0	0	1	90	12	21	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	80	13	3	3	0	0	9	77	42	22	
<b>TOTAL CAPE TOWN</b>					<b>180</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>14</b>	<b>14</b>	
CARACAS																		
CARCASSONNE																		
	STANSTED	RYANAIR	S	A	13	0	0	85	8	0	0	0	8	43	100	4	8	
	STANSTED	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	3	100	2	9	
<b>TOTAL CARCASSONNE</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>23</b>	<b>100</b>	<b>3</b>	<b>3</b>	
CARDIFF WALES																		
	BIRMINGHAM	EASTERN AIRWAYS	S	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	NEWCASTLE	EASTERN AIRWAYS	S	A	47	0	2	94	0	2	4	0	0	7	50	25	48	
	NEWCASTLE	EASTERN AIRWAYS	S	D	51	0	1	80	12	4	4	0	0	12	94	4	51	
	EDINBURGH	FLYBE LTD	S	A	72	0	1	97	1	0	1	0	0	2	92	4	63	
	EDINBURGH	FLYBE LTD	S	D	72	0	1	94	4	0	1	0	0	5	92	6	63	
	GLASGOW	FLYBE LTD	S	A	9	0	0	100	0	0	0	0	0	0	76	69	29	
	GLASGOW	FLYBE LTD	S	D	9	0	0	89	11	0	0	0	0	7	84	12	25	
<b>TOTAL CARDIFF WALES</b>					<b>267</b>	<b>2</b>	<b>6</b>	<b>92</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>15</b>	<b>15</b>	
CASABLANCA MOHAMED V																		
	GATWICK	AIR ARABIA MAROC	S	A	5	0	0	60	0	20	0	20	0	64	0	0	0	
	GATWICK	AIR ARABIA MAROC	S	D	5	0	0	80	0	0	0	20	0	55	0	0	0	
	HEATHROW	ROYAL AIR MAROC	S	A	38	0	0	76	18	5	0	0	0	8	87	9	30	
	HEATHROW	ROYAL AIR MAROC	S	D	38	0	0	89	8	3	0	0	0	4	77	13	30	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					NOV 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)
CASABLANCA MOHAMED V					<b>86</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>14</b>	<b>14</b>
CATANIA (FONTANAROSSA)																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	3	0	0	100	0	0	0	0	0	9	78	13	9
	GATWICK	BRITISH AIRWAYS PLC	S	D	3	0	0	100	0	0	0	0	0	3	56	14	9
<b>TOTAL CATANIA (FONTANAROSSA)</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>56</b>	<b>17</b>	<b>17</b>
CHANIA																	
	STANSTED	RYANAIR	S	A	2	0	0	100	0	0	0	0	0	15	0	0	0
	STANSTED	RYANAIR	S	D	2	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL CHANIA</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>6</b>	<b>100</b>	<b>0</b>	<b>0</b>
CHARLEROI																	
	EDINBURGH	RYANAIR	S	A	14	0	0	93	7	0	0	0	0	1	100	1	17
	EDINBURGH	RYANAIR	S	D	14	0	0	100	0	0	0	0	0	4	100	4	17
	MANCHESTER	RYANAIR	S	A	56	0	0	93	4	4	0	0	0	3	93	3	29
	MANCHESTER	RYANAIR	S	D	56	0	0	93	4	2	2	0	0	4	90	5	29
<b>TOTAL CHARLEROI</b>					<b>140</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>95</b>	<b>3</b>	<b>3</b>
CHARLOTTE																	
	GATWICK	US AIRWAYS	S	A	24	0	0	96	0	0	4	0	0	4	97	1	29
	GATWICK	US AIRWAYS	S	D	24	0	0	92	0	0	8	0	0	13	86	5	28
<b>TOTAL CHARLOTTE</b>					<b>48</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>9</b>	<b>91</b>	<b>3</b>	<b>3</b>
CHENNAI																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	20	0	0	90	10	0	0	0	0	4	82	14	22
	HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	0	76	24	0	0	0	0	9	76	33	21
<b>TOTAL CHENNAI</b>					<b>41</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>23</b>	<b>23</b>
CHICAGO (O'HARE)																	
	HEATHROW	AMERICAN AIRLINES	S	A	87	0	0	68	11	13	3	0	5	38	77	11	88
	HEATHROW	AMERICAN AIRLINES	S	D	87	0	0	78	11	7	2	1	0	12	78	10	87
	MANCHESTER	AMERICAN AIRLINES	S	A	29	0	0	76	3	7	7	7	0	33	81	8	21
	MANCHESTER	AMERICAN AIRLINES	S	D	29	0	0	86	10	3	0	0	0	6	95	2	21
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	0	80	14	3	2	2	0	12	81	7	58
	HEATHROW	BRITISH AIRWAYS PLC	S	D	58	0	0	78	12	5	5	0	0	13	81	12	58
	HEATHROW	UNITED AIRLINES	S	A	81	0	0	84	7	2	6	0	0	11	91	3	82
	HEATHROW	UNITED AIRLINES	S	D	80	0	1	91	4	3	3	0	0	6	80	8	82

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)																		
<b>TOTAL CHICAGO (O'HARE)</b>					<b>510</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>16</b>	<b>82</b>	<b>8</b>	<b>8</b>	
CHISINAU (KISHINEV)																		
	GATWICK	AIR MOLDOVA INTERNATIONAL	S	A	4	0	0	75	0	25	0	0	0	11	67	14	9	
	GATWICK	AIR MOLDOVA INTERNATIONAL	S	D	4	0	0	100	0	0	0	0	0	0	89	7	9	
<b>TOTAL CHISINAU (KISHINEV)</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>78</b>	<b>10</b>	<b>10</b>	
CITY OF DERRY (EGLINTON)																		
	BIRMINGHAM	RYANAIR	S	A	17	0	0	94	0	6	0	0	0	2	100	1	17	
	BIRMINGHAM	RYANAIR	S	D	17	0	0	100	0	0	0	0	0	1	94	4	17	
	STANSTED	RYANAIR	S	A	39	0	0	100	0	0	0	0	0	3	89	5	38	
	STANSTED	RYANAIR	S	D	39	0	0	97	3	0	0	0	0	3	95	3	38	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>					<b>112</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>94</b>	<b>3</b>	<b>3</b>	
CLUJ NAPOCA																		
	LUTON	WIZZ AIR	S	A	23	0	1	87	4	0	0	4	4	38	47	20	19	
	LUTON	WIZZ AIR	S	D	25	0	1	72	4	8	0	12	4	55	11	50	19	
<b>TOTAL CLUJ NAPOCA</b>					<b>48</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>47</b>	<b>29</b>	<b>35</b>	<b>35</b>	
COLOGNE BONN																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	48	0	0	90	6	4	0	0	0	4	88	5	42	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	48	0	0	94	6	0	0	0	0	3	79	6	42	
	HEATHROW	GERMANWINGS	S	A	77	1	0	88	5	6	0	0	0	5	0	0	0	
	HEATHROW	GERMANWINGS	S	D	77	0	0	92	1	6	0	0	0	5	0	0	0	
	MANCHESTER	GERMANWINGS	S	A	22	0	0	86	9	5	0	0	0	7	76	11	21	
	MANCHESTER	GERMANWINGS	S	D	22	0	0	86	9	5	0	0	0	4	86	11	21	
	STANSTED	GERMANWINGS	S	A	66	0	1	95	3	0	2	0	0	4	84	12	74	
	STANSTED	GERMANWINGS	S	D	66	0	0	92	6	0	2	0	0	4	73	16	74	
<b>TOTAL COLOGNE BONN</b>					<b>426</b>	<b>1</b>	<b>1</b>	<b>91</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>77</b>	<b>14</b>	<b>14</b>	
COLOMBO																		
	HEATHROW	SRILANKAN AIRLINES	S	A	30	0	1	90	3	7	0	0	0	3	79	15	39	
	HEATHROW	SRILANKAN AIRLINES	S	D	30	0	0	77	7	10	3	0	3	43	62	20	39	
<b>TOTAL COLOMBO</b>					<b>60</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>5</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>23</b>	<b>70</b>	<b>18</b>	<b>18</b>	
COPENHAGEN																		
	EDINBURGH	BMI REGIONAL	S	A	52	0	0	98	0	2	0	0	0	1	90	8	50	
	EDINBURGH	BMI REGIONAL	S	D	52	0	0	96	2	2	0	0	0	2	85	13	52	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)										
COPENHAGEN	GLASGOW	BMI REGIONAL	S	A	26	0	0	100	0	0	0	0	0	1	85	8	26
	GLASGOW	BMI REGIONAL	S	D	26	0	0	85	15	0	0	0	0	5	77	12	26
	HEATHROW	BRITISH AIRWAYS PLC	S	A	171	0	0	88	5	4	3	0	0	7	88	9	151
	HEATHROW	BRITISH AIRWAYS PLC	S	D	171	0	0	90	4	2	3	1	0	7	88	7	151
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	74	0	0	99	1	0	0	0	0	2	96	2	51
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	74	0	0	99	1	0	0	0	0	2	90	4	51
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	90	7	0	3	0	0	6	95	2	21
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	83	7	10	0	0	0	6	95	2	21
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	48	0	0	90	4	6	0	0	0	4	100	1	73
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	48	0	0	94	2	4	0	0	0	3	97	2	73
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	13	0	0	92	0	8	0	0	0	6	75	8	8
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	13	0	0	92	0	8	0	0	0	8	63	13	8
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	82	0	0	89	6	4	1	0	0	8	85	7	78
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	82	0	0	85	11	2	1	0	0	6	86	7	78
	BIRMINGHAM	SAS	S	A	48	0	0	96	4	0	0	0	0	3	90	5	51
	BIRMINGHAM	SAS	S	D	48	0	0	98	2	0	0	0	0	3	80	7	50
	HEATHROW	SAS	S	A	166	1	0	79	12	8	1	0	0	9	76	15	165
	HEATHROW	SAS	S	D	166	0	0	95	3	1	1	0	0	2	88	11	165
	MANCHESTER	SAS	S	A	56	0	0	91	4	2	4	0	0	6	91	7	56
	MANCHESTER	SAS	S	D	56	0	0	93	4	0	4	0	0	4	86	6	56
<b>TOTAL COPENHAGEN</b>					<b>1532</b>	<b>1</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>8</b>	<b>8</b>
CORFU	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	8	0	1	63	0	13	13	13	0	56	100	0	3
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	88	13	0	0	0	0	6	100	0	3
	STANSTED	RYANAIR	S	A	2	0	0	0	50	50	0	0	0	33	88	4	8
	STANSTED	RYANAIR	S	D	2	0	0	100	0	0	0	0	0	4	88	9	8
<b>TOTAL CORFU</b>					<b>24</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>24</b>	<b>92</b>	<b>4</b>	<b>4</b>
CORK	BIRMINGHAM	AER ARANN	S	A	57	2	0	96	0	4	0	0	0	2	95	3	60
	BIRMINGHAM	AER ARANN	S	D	57	2	0	95	0	5	0	0	0	4	90	11	60
	EDINBURGH	AER ARANN	S	A	27	3	0	85	7	4	4	0	0	9	70	20	30
	EDINBURGH	AER ARANN	S	D	30	0	0	80	3	7	10	0	0	18	76	14	29
	GLASGOW	AER ARANN	S	A	19	0	0	68	11	11	11	0	0	21	75	32	16



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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					NOV 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
CORK	GLASGOW	AER ARANN	S	D	19	0	0	68	16	5	11	0	0	19	75	31	16
	MANCHESTER	AER ARANN	S	A	59	1	0	92	2	2	5	0	0	9	82	16	60
	MANCHESTER	AER ARANN	S	D	59	0	0	90	3	2	5	0	0	10	77	21	60
	HEATHROW	AER LINGUS	S	A	119	0	0	88	5	4	3	0	0	7	79	14	119
	HEATHROW	AER LINGUS	S	D	119	0	0	92	3	4	1	0	0	3	82	13	119
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	100	0	0	0	0	0	7	75	14	8
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	100	0	0	0	0	0	3	75	15	8
	GATWICK	RYANAIR	S	A	30	0	0	97	0	3	0	0	0	2	90	6	30
	GATWICK	RYANAIR	S	D	30	0	0	93	0	3	3	0	0	6	90	6	30
	STANSTED	RYANAIR	S	A	62	0	0	90	5	3	0	2	0	8	78	19	59
	STANSTED	RYANAIR	S	D	62	0	0	87	8	5	0	0	0	6	78	11	60
<b>TOTAL CORK</b>					<b>767</b>	<b>8</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>13</b>	<b>13</b>
CUNAGUA (CAYO COCO)	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	100	1	2
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	5	100	6	2
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	1	0	50	0	25	25	0	0	40	100	0	2
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	6	0	0	67	0	17	17	0	0	39	50	14	2
<b>TOTAL CUNAGUA (CAYO COCO)</b>					<b>14</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>88</b>	<b>5</b>	<b>5</b>

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)												
DALAMAN																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	5	0	1	100	0	0	0	0	0	1	100	7	4	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	5	0	0	100	0	0	0	0	0	2	100	0	4	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	JET2.COM LTD	S	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	NEWCASTLE	JET2.COM LTD	S	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	NEWCASTLE	JET2.COM LTD	S	D	2	0	0	100	0	0	0	0	2	0	0	0	0	
	GATWICK	MONARCH AIRLINES	S	A	6	0	0	67	0	17	17	0	0	36	0	0	0	
	GATWICK	MONARCH AIRLINES	S	D	4	0	1	75	0	0	25	0	0	46	0	0	0	
	LUTON	MONARCH AIRLINES	S	A	5	0	0	100	0	0	0	0	0	0	0	0	0	
	LUTON	MONARCH AIRLINES	S	D	5	0	0	80	20	0	0	0	0	4	0	0	0	
	MANCHESTER	MONARCH AIRLINES	S	A	6	0	0	83	17	0	0	0	0	4	0	0	0	
	MANCHESTER	MONARCH AIRLINES	S	D	5	0	0	80	0	20	0	0	0	9	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	3	0	0	67	0	0	33	0	0	27	100	2	2	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	7	0	0	100	0	0	0	0	0	2	100	3	3	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	3	100	13	2	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	14	0	0	71	14	7	7	0	0	18	75	9	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	6	0	0	83	0	0	17	0	0	14	60	16	5	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	4	100	0	1	
	GATWICK	THOMSON AIRWAYS LTD	C	A	3	0	0	67	0	33	0	0	0	18	0	62	1	
<b>TOTAL DALAMAN</b>					<b>102</b>	<b>1</b>	<b>2</b>	<b>85</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>84</b>	<b>9</b>	<b>9</b>	
DALLAS/FORT WORTH																		
	HEATHROW	AMERICAN AIRLINES	S	A	59	0	0	49	17	15	14	5	0	37	73	23	59	
	HEATHROW	AMERICAN AIRLINES	S	D	59	1	0	68	15	12	5	0	0	15	73	16	59	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	1	57	29	7	7	0	0	22	62	18	29	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	55	31	14	0	0	0	16	59	15	29	
<b>TOTAL DALLAS/FORT WORTH</b>					<b>175</b>	<b>1</b>	<b>1</b>	<b>58</b>	<b>21</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>69</b>	<b>19</b>	<b>19</b>	
DAMASCUS																		
DAMMAM																		
DAR-ES-SALAAM																		

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)												
DAR-ES-SALAAM																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	85	0	0	8	8	0	34	69	18	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	69	15	8	8	0	14	100	1	12		
<b>TOTAL DAR-ES-SALAAM</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>8</b>	<b>4</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>24</b>	<b>84</b>	<b>10</b>	<b>10</b>	
DEAUVILLE																		
	LONDON CITY	VLM (BELGIUM)	S	A	9	0	0	100	0	0	0	0	0	0	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	D	9	0	0	100	0	0	0	0	0	0	0	0	0	
<b>TOTAL DEAUVILLE</b>					<b>18</b>	<b>1</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
DEBRECEN																		
	LUTON	WIZZ AIR	S	A	13	0	0	54	15	23	8	0	28	0	0	0		
	LUTON	WIZZ AIR	S	D	13	0	0	46	23	23	8	0	30	0	0	0		
<b>TOTAL DEBRECEN</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>19</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>		
DELHI																		
	HEATHROW	AIR INDIA	S	A	36	0	0	69	11	14	6	0	16	64	16	28		
	HEATHROW	AIR INDIA	S	D	36	0	0	86	6	3	6	0	7	89	3	28		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	70	17	7	5	2	19	68	17	60		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	55	15	22	7	2	26	55	24	60		
	HEATHROW	JET AIRWAYS	S	A	30	0	0	67	20	10	3	0	13	59	16	29		
	HEATHROW	JET AIRWAYS	S	D	30	0	0	90	7	3	0	0	5	87	15	30		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	67	17	13	3	0	14	62	17	29		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	63	23	13	0	0	14	83	7	29		
<b>TOTAL DELHI</b>					<b>312</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>74</b>	<b>13</b>	<b>13</b>	
DENVER INTERNATIONAL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	54	23	12	12	0	23	93	6	29		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	25	0	0	60	12	12	12	4	28	83	8	29		
<b>TOTAL DENVER INTERNATIONAL</b>					<b>51</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>18</b>	<b>12</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>88</b>	<b>7</b>	<b>7</b>	
DETROIT																		
	HEATHROW	DELTA AIRLINES	S	A	28	0	0	89	7	0	0	0	4	22	97	2	30	
	HEATHROW	DELTA AIRLINES	S	D	28	0	0	93	4	0	4	0	5	93	4	30		
<b>TOTAL DETROIT</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>13</b>	<b>95</b>	<b>3</b>	<b>3</b>	
DHAKHA																		
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	A	9	0	3	0	0	0	89	11	0	127	41	27	17	
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	9	0	3	0	0	0	89	11	0	133	12	55	17	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)											
DHAKHA																	
<b>TOTAL DHAKHA</b>					<b>18</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>130</b>	<b>22</b>	<b>50</b>	<b>50</b>
DINARD																	
	STANSTED	RYANAIR	S	A	16	0	0	81	13	6	0	0	0	8	100	2	13
	STANSTED	RYANAIR	S	D	16	0	0	100	0	0	0	0	0	3	100	2	13
<b>TOTAL DINARD</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>2</b>	<b>2</b>
DOHA																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	97	3	0	0	0	0	1	97	1	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	70	23	7	0	0	0	10	83	12	30
	HEATHROW	QATAR AIRWAYS	S	A	150	0	0	91	3	3	2	0	0	6	77	10	120
	HEATHROW	QATAR AIRWAYS	S	D	150	0	0	90	5	3	1	1	0	8	83	10	120
	MANCHESTER	QATAR AIRWAYS	S	A	43	0	0	84	12	5	0	0	0	5	72	11	60
	MANCHESTER	QATAR AIRWAYS	S	D	44	0	0	59	34	5	2	0	0	14	60	17	60
<b>TOTAL DOHA</b>					<b>447</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>10</b>	<b>10</b>
DONCASTER SHEFFIELD																	
DONEGAL																	
	GLASGOW	LOGANAIR	S	A	17	0	0	100	0	0	0	0	0	0	91	3	11
	GLASGOW	LOGANAIR	S	D	17	0	0	94	0	6	0	0	0	4	100	3	12
<b>TOTAL DONEGAL</b>					<b>34</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>2</b>	<b>96</b>	<b>2</b>	<b>2</b>
DONETSK																	
<b>TOTAL DONETSK</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>
DORTMUND																	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	51	0	0	94	6	0	0	0	0	1	97	4	60
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	51	0	0	88	6	6	0	0	0	6	87	5	60
<b>TOTAL DORTMUND</b>					<b>103</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>91</b>	<b>5</b>	<b>5</b>
DRESDEN																	
DUBAI																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	82	9	7	2	0	0	8	91	6	89
	HEATHROW	BRITISH AIRWAYS PLC	S	D	89	0	0	81	11	7	1	0	0	8	83	8	89
	BIRMINGHAM	EMIRATES	S	A	60	0	0	68	23	5	3	0	0	13	83	9	60
	BIRMINGHAM	EMIRATES	S	D	59	0	1	63	25	8	3	0	0	16	65	15	60
	GATWICK	EMIRATES	S	A	90	0	0	77	14	6	3	0	0	11	88	6	90
	GATWICK	EMIRATES	S	D	90	0	0	80	12	3	4	0	0	11	80	10	90

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						NOV 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)										
DUBAI																		
	GLASGOW	EMIRATES	S	A	60	0	0	90	5	3	0	2	0	8	87	7	30	
	GLASGOW	EMIRATES	S	D	60	0	0	87	8	3	0	2	0	11	63	17	30	
	HEATHROW	EMIRATES	S	A	150	0	0	73	13	9	5	0	0	13	87	6	149	
	HEATHROW	EMIRATES	S	D	150	0	0	83	9	6	2	0	0	8	85	9	149	
	MANCHESTER	EMIRATES	S	A	90	0	0	73	14	9	2	1	0	15	92	3	90	
	MANCHESTER	EMIRATES	S	D	90	0	0	56	21	18	3	2	0	24	80	9	90	
	NEWCASTLE	EMIRATES	S	A	30	0	0	87	3	7	0	3	0	16	90	6	30	
	NEWCASTLE	EMIRATES	S	D	30	0	0	80	7	10	0	3	0	21	63	14	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	29	0	0	83	10	0	7	0	0	8	86	6	29	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	29	0	0	93	3	3	0	0	0	6	79	10	29	
<b>TOTAL DUBAI</b>					<b>1196</b>	<b>2</b>	<b>1</b>	<b>77</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>8</b>	<b>8</b>	
DUBLIN																		
	EDINBURGH	AER ARANN	S	A	102	0	0	91	3	4	1	0	1	8	85	12	86	
	EDINBURGH	AER ARANN	S	D	102	0	0	86	9	4	0	0	1	9	86	12	86	
	GLASGOW	AER ARANN	S	A	113	0	0	88	4	5	3	0	0	6	90	5	115	
	GLASGOW	AER ARANN	S	D	113	0	0	87	3	8	3	0	0	8	91	7	115	
	BIRMINGHAM	AER LINGUS	S	A	94	0	0	96	2	2	0	0	0	2	95	3	94	
	BIRMINGHAM	AER LINGUS	S	D	94	0	0	94	4	2	0	0	0	3	95	3	94	
	GATWICK	AER LINGUS	S	A	172	0	0	97	2	1	1	0	0	2	86	6	169	
	GATWICK	AER LINGUS	S	D	172	0	0	95	3	1	2	0	0	3	90	5	169	
	HEATHROW	AER LINGUS	S	A	349	0	0	88	6	5	1	0	0	5	80	12	363	
	HEATHROW	AER LINGUS	S	D	349	0	0	97	1	1	1	0	0	2	81	12	361	
	MANCHESTER	AER LINGUS	S	A	112	0	0	86	9	4	1	0	0	6	86	7	111	
	MANCHESTER	AER LINGUS	S	D	112	0	0	88	6	4	1	0	0	5	87	5	110	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	200	0	0	64	18	14	5	0	0	16	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	199	0	0	86	7	5	3	0	0	7	0	0	0	
	LONDON CITY	CITY JET	S	A	134	0	0	90	4	2	3	1	0	7	83	13	109	
	LONDON CITY	CITY JET	S	D	134	0	0	90	4	4	2	0	0	6	84	12	109	
	BIRMINGHAM	RYANAIR	S	A	78	1	0	94	4	3	0	0	0	3	98	2	86	
	BIRMINGHAM	RYANAIR	S	D	79	0	1	90	4	4	3	0	0	9	94	4	86	
	EDINBURGH	RYANAIR	S	A	64	0	0	88	11	0	0	2	0	8	92	3	74	
	EDINBURGH	RYANAIR	S	D	64	0	0	92	6	2	0	0	0	4	81	6	74	
	GATWICK	RYANAIR	S	A	133	0	0	95	2	3	1	0	0	3	93	3	132	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE							NOV 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)											
DUBLIN																	
	GATWICK	RYANAIR	S	D	133	0	0	94	3	3	0	0	0	3	91	4	132
	LUTON	RYANAIR	S	A	76	0	0	89	8	3	0	0	0	5	80	11	84
	LUTON	RYANAIR	S	D	76	0	0	99	0	1	0	0	0	2	88	9	84
	MANCHESTER	RYANAIR	S	A	94	0	0	85	12	3	0	0	0	7	89	6	102
	MANCHESTER	RYANAIR	S	D	94	0	0	91	7	1	0	0	0	4	85	7	102
	NEWCASTLE	RYANAIR	S	A	46	0	0	89	4	4	2	0	0	7	100	2	47
	NEWCASTLE	RYANAIR	S	D	46	0	0	87	4	7	2	0	0	8	98	3	47
	STANSTED	RYANAIR	S	A	194	0	0	84	12	4	1	0	0	9	83	10	196
	STANSTED	RYANAIR	S	D	194	0	0	89	7	3	1	0	0	6	89	6	194
<b>TOTAL DUBLIN</b>					<b>3926</b>	<b>3</b>	<b>1</b>	<b>89</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>8</b>	<b>8</b>
DUBROVNIK																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	93	7	0	0	0	0	4	89	6	9
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	93	0	7	0	0	0	5	100	1	9
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	100	0	0	0	0	0	4	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	JET2.COM LTD	S	A	2	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	JET2.COM LTD	S	D	2	0	0	100	0	0	0	0	0	4	0	0	0
	MANCHESTER	MONARCH AIRLINES	S	A	2	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	MONARCH AIRLINES	S	D	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL DUBROVNIK</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>94</b>	<b>3</b>	<b>3</b>
DUNDEE																	
	LONDON CITY	CITY JET	S	A	59	0	0	78	7	7	8	0	0	14	82	9	51
	LONDON CITY	CITY JET	S	D	59	0	0	90	3	3	3	0	0	6	87	5	52
	BIRMINGHAM	LOGANAIR	S	A	38	0	0	89	3	0	8	0	0	7	95	5	43
	BIRMINGHAM	LOGANAIR	S	D	38	0	0	87	3	3	8	0	0	9	93	10	43
<b>TOTAL DUNDEE</b>					<b>194</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>4</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>89</b>	<b>7</b>	<b>7</b>
DURHAM TEES VALLEY																	
DUSSELDORF																	
	STANSTED	AIR BERLIN	S	A	77	0	1	83	9	6	1	0	0	8	94	5	77
	STANSTED	AIR BERLIN	S	D	77	0	1	81	16	3	1	0	0	7	88	5	77
	HEATHROW	BRITISH AIRWAYS PLC	S	A	188	0	0	85	7	4	4	0	0	8	84	9	168
	HEATHROW	BRITISH AIRWAYS PLC	S	D	189	0	0	85	10	4	1	0	0	6	81	9	168

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					NOV 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)
DUSSELDORF	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	44	0	0	89	5	0	7	0	0	9	80	10	41
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	44	0	0	98	0	2	0	0	0	3	90	6	41
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	76	0	0	91	9	0	0	0	0	5	92	2	76
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	76	0	0	91	8	1	0	0	0	6	89	6	76
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	A	26	0	0	100	0	0	0	0	0	3	100	1	51
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	D	26	0	0	96	4	0	0	0	0	6	88	5	51
	BIRMINGHAM	FLYBE LTD	S	A	95	1	1	93	4	2	1	0	0	4	94	2	95
	BIRMINGHAM	FLYBE LTD	S	D	95	1	0	78	15	5	2	0	0	10	86	7	96
	MANCHESTER	FLYBE LTD	S	A	69	0	0	90	4	6	0	0	0	4	78	9	69
	MANCHESTER	FLYBE LTD	S	D	69	1	1	93	4	3	0	0	0	4	71	10	69
	HEATHROW	LUFTHANSA	S	A	131	0	0	82	8	7	2	0	0	9	80	11	147
	HEATHROW	LUFTHANSA	S	D	131	0	0	87	4	8	2	0	0	7	78	11	146
	MANCHESTER	LUFTHANSA CITY LINE	S	A	96	0	0	79	14	5	2	0	0	11	88	6	99
	MANCHESTER	LUFTHANSA CITY LINE	S	D	96	0	0	82	9	6	2	0	0	9	84	8	99
<b>TOTAL DUSSELDORF</b>					<b>1605</b>	<b>3</b>	<b>4</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>7</b>	<b>7</b>

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					NOV 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 INTERNATIONAL																		
	EDINBURGH	FLYBE LTD	S	A	78	0	0	94	0	4	1	1	0	8	0	0	0	
	EDINBURGH	FLYBE LTD	S	D	78	0	0	94	3	3	1	0	0	4	0	0	0	
	GLASGOW	FLYBE LTD	S	A	78	0	0	85	8	4	3	1	0	10	0	0	0	
	GLASGOW	FLYBE LTD	S	D	78	0	0	87	5	4	4	0	0	9	0	0	0	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>					<b>312</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>3</b>	<b>3</b>	
EDINBURGH																		
	LONDON CITY	BA CITYFLYER LTD	S	A	194	0	0	89	6	2	2	1	0	8	78	14	180	
	LONDON CITY	BA CITYFLYER LTD	S	D	194	1	0	90	5	4	1	0	0	5	89	6	183	
	MANCHESTER	BMI REGIONAL	S	A	96	0	0	97	0	3	0	0	0	2	96	3	111	
	MANCHESTER	BMI REGIONAL	S	D	96	0	0	98	1	1	0	0	0	1	95	2	112	
	GATWICK	BRITISH AIRWAYS PLC	S	A	116	0	1	79	7	14	0	0	0	10	73	11	116	
	GATWICK	BRITISH AIRWAYS PLC	S	D	116	0	0	82	12	6	0	0	0	7	85	8	117	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	325	0	0	86	5	6	3	0	0	8	81	12	248	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	326	0	0	85	8	4	3	0	0	8	88	7	248	
	LONDON CITY	CITY JET	S	A	86	0	0	90	3	3	2	1	0	8	71	17	63	
	LONDON CITY	CITY JET	S	D	86	0	0	91	2	5	2	0	0	5	77	11	64	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	117	0	0	85	7	7	1	0	0	7	84	9	99	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	117	0	0	81	13	3	3	0	0	8	88	6	99	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	96	0	0	99	1	0	0	0	0	1	94	9	94	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	96	0	0	96	2	2	0	0	0	2	86	7	94	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	112	0	0	87	9	4	0	1	0	6	98	1	132	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	112	0	0	90	7	3	0	0	0	3	98	2	132	
	BIRMINGHAM	FLYBE LTD	S	A	166	0	1	97	2	0	1	0	0	1	95	3	174	
	BIRMINGHAM	FLYBE LTD	S	D	166	0	1	93	5	1	1	0	0	6	89	6	174	
	MANCHESTER	FLYBE LTD	S	A	98	1	1	93	5	1	1	0	0	3	87	7	71	
	MANCHESTER	FLYBE LTD	S	D	98	0	0	93	5	0	2	0	0	6	81	13	69	
<b>TOTAL EDINBURGH</b>					<b>2813</b>	<b>10</b>	<b>4</b>	<b>89</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>8</b>	<b>8</b>	
EDMONTON																		
	HEATHROW	AIR CANADA	S	A	13	0	0	46	8	38	8	0	0	31	62	19	13	
	HEATHROW	AIR CANADA	S	D	13	0	0	100	0	0	0	0	0	1	86	9	14	
<b>TOTAL EDMONTON</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>4</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>74</b>	<b>14</b>	<b>14</b>	
EINDHOVEN																		
	STANSTED	RYANAIR	S	A	60	0	0	88	5	3	2	2	0	11	89	9	63	



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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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	D	61	0	0	93	7	0	0	0	0	3	97	3	68
	LONDON CITY	VLM (BELGIUM)	S	A	42	0	0	93	0	5	2	0	0	7	79	19	38
	LONDON CITY	VLM (BELGIUM)	S	D	42	0	0	86	7	2	5	0	0	9	74	25	39
<b>TOTAL EINDHOVEN</b>					<b>205</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>12</b>	<b>12</b>
ENFIDHA	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	6	0	0	100	0	0	0	0	0	2	80	5	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	80	4	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	11	0	0	0	4	100	1	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	13	0	0	0	0	3	88	4	8
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	0	11	67	19	6
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	10	67	23	6
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	77	15	8	0	0	0	8	56	21	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	11	0	0	11	0	31	67	17	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	0	20	0	47	75	9	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	5	100	3	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	3	0	0	67	0	0	33	0	0	42	67	10	3
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	0	0	50	0	0	61	50	15	2
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	0	0	0
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	A	10	0	0	90	10	0	0	0	0	2	89	9	9
	GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	3	89	13	9
	LUTON	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	8	0	0	0
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	9	0	0	78	11	11	0	0	0	6	100	2	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	9	0	0	89	0	11	0	0	0	9	100	1	5
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL ENFIDHA</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>10</b>	<b>10</b>
ENONTEKIO	GATWICK	ENTER AIR	C	A	2	0	0	0	50	50	0	0	0	41	0	0	0
	GATWICK	ENTER AIR	C	D	2	0	0	50	0	0	50	0	0	71	0	0	0
	MANCHESTER	ENTER AIR	C	A	2	0	0	100	0	0	0	0	0	5	0	0	0
	MANCHESTER	ENTER AIR	C	D	2	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL ENONTEKIO</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>
ENTEBBE																	

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)											
ENTEBBE	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	85	0	15	0	0	0	13	76	12	21
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	54	31	15	0	0	0	14	67	17	21
<b>TOTAL ENTEBBE</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>14</b>	<b>14</b>
EXETER	EDINBURGH	FLYBE LTD	S	A	26	0	1	96	4	0	0	0	0	2	92	3	38
	EDINBURGH	FLYBE LTD	S	D	26	0	1	100	0	0	0	0	0	2	82	8	38
	GLASGOW	FLYBE LTD	S	A	23	0	0	91	0	4	4	0	0	8	88	17	25
	GLASGOW	FLYBE LTD	S	D	23	0	0	91	4	0	4	0	0	8	88	5	26
	MANCHESTER	FLYBE LTD	S	A	61	0	0	85	13	0	2	0	0	8	80	8	45
	MANCHESTER	FLYBE LTD	S	D	61	0	0	77	15	7	2	0	0	12	70	20	44
	NEWCASTLE	FLYBE LTD	S	A	30	0	0	90	7	3	0	0	0	3	86	9	21
	NEWCASTLE	FLYBE LTD	S	D	30	0	0	93	3	3	0	0	0	7	90	11	21
<b>TOTAL EXETER</b>					<b>280</b>	<b>1</b>	<b>2</b>	<b>88</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>10</b>	<b>10</b>

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)												
FARNBOROUGH																		
<b>TOTAL FARNBOROUGH</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>
FARO																		
	LONDON CITY	BA CITYFLYER LTD	S	A	2	0	0	50	0	50	0	0	0	16	92	6	12	
	LONDON CITY	BA CITYFLYER LTD	S	D	2	0	0	50	0	50	0	0	0	21	50	19	10	
	GATWICK	BRITISH AIRWAYS PLC	S	A	21	0	0	81	5	10	5	0	0	11	75	14	16	
	GATWICK	BRITISH AIRWAYS PLC	S	D	21	0	0	90	5	5	0	0	0	7	69	13	16	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	53	0	0	81	8	9	2	0	0	8	93	4	45	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	53	0	0	89	8	4	0	0	0	5	91	4	45	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	89	11	0	0	0	0	2	100	0	11	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	100	0	0	0	0	0	4	91	2	11	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	92	8	0	0	0	0	3	100	0	13	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	77	23	0	0	0	0	9	85	7	13	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	11	0	0	91	0	9	0	0	0	5	100	0	11	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	11	0	0	82	9	9	0	0	0	8	82	5	11	
	MANCHESTER	JET2.COM LTD	S	A	4	0	0	75	25	0	0	0	0	8	0	0	0	
	MANCHESTER	JET2.COM LTD	S	D	4	0	0	75	25	0	0	0	0	7	0	0	0	
	NEWCASTLE	JET2.COM LTD	S	A	3	0	0	67	33	0	0	0	0	13	0	0	0	
	NEWCASTLE	JET2.COM LTD	S	D	3	0	0	100	0	0	0	0	0	8	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	S	A	11	0	0	64	27	0	9	0	0	19	75	25	12	
	BIRMINGHAM	MONARCH AIRLINES	S	D	11	0	0	64	18	18	0	0	0	15	83	14	12	
	GATWICK	MONARCH AIRLINES	S	A	15	0	0	27	27	20	20	7	0	52	54	32	13	
	GATWICK	MONARCH AIRLINES	S	D	15	0	0	47	13	20	13	7	0	40	100	4	13	
	LUTON	MONARCH AIRLINES	S	A	3	0	0	33	33	0	33	0	0	50	0	0	0	
	LUTON	MONARCH AIRLINES	S	D	3	0	0	33	33	33	0	0	0	20	0	0	0	
	MANCHESTER	MONARCH AIRLINES	S	A	28	0	0	75	7	11	4	4	0	24	74	13	19	
	MANCHESTER	MONARCH AIRLINES	S	D	28	0	0	75	4	11	4	4	4	49	68	13	19	
	BIRMINGHAM	RYANAIR	S	A	10	1	0	100	0	0	0	0	0	1	89	5	9	
	BIRMINGHAM	RYANAIR	S	D	11	0	1	91	9	0	0	0	0	5	89	11	9	
	EDINBURGH	RYANAIR	S	A	10	0	0	90	10	0	0	0	0	3	86	9	7	
	EDINBURGH	RYANAIR	S	D	10	0	0	90	0	10	0	0	0	8	100	4	7	
	MANCHESTER	RYANAIR	S	A	16	0	0	94	6	0	0	0	0	2	100	2	12	
	MANCHESTER	RYANAIR	S	D	16	0	0	88	6	0	6	0	0	7	83	9	12	
	STANSTED	RYANAIR	S	A	20	0	0	85	15	0	0	0	0	4	71	7	14	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							NOV 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)												
FARO																		
	STANSTED	RYANAIR	S	D	20	0	0	75	15	10	0	0	0	9	57	18	14	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	2	0	0	50	0	0	50	0	0	37	100	3	1	
	GATWICK	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	4	100	0	1	
<b>TOTAL FARO</b>					<b>466</b>	<b>1</b>	<b>1</b>	<b>79</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>85</b>	<b>8</b>	<b>8</b>	
FEZ																		
FLORENCE																		
	LONDON CITY	CITY JET	S	A	25	0	0	88	0	8	4	0	0	11	74	26	23	
	LONDON CITY	CITY JET	S	D	26	0	0	73	12	12	4	0	0	14	78	28	23	
	GATWICK	MERIDIANA AIR	S	A	30	0	0	100	0	0	0	0	0	1	90	7	39	
	GATWICK	MERIDIANA AIR	S	D	30	0	0	93	7	0	0	0	0	3	84	9	38	
<b>TOTAL FLORENCE</b>					<b>111</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>15</b>	<b>15</b>	
FRANKFURT MAIN																		
	LONDON CITY	BA CITYFLYER LTD	S	A	81	0	0	88	2	5	5	0	0	6	87	6	54	
	LONDON CITY	BA CITYFLYER LTD	S	D	81	0	0	88	4	5	4	0	0	6	86	6	56	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	204	0	0	87	5	5	3	0	0	6	82	18	216	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	204	0	0	88	5	5	1	0	0	5	88	7	216	
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	54	0	0	91	7	2	0	0	0	4	0	0	0	
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	54	0	0	89	6	6	0	0	0	5	0	0	0	
	BIRMINGHAM	LUFTHANSA	S	A	66	0	0	95	5	0	0	0	0	3	91	4	119	
	BIRMINGHAM	LUFTHANSA	S	D	66	0	0	89	8	3	0	0	0	5	90	5	119	
	EDINBURGH	LUFTHANSA	S	A	30	0	0	97	3	0	0	0	0	3	80	10	30	
	EDINBURGH	LUFTHANSA	S	D	30	0	0	93	7	0	0	0	0	5	77	13	30	
	HEATHROW	LUFTHANSA	S	A	359	0	0	88	8	3	2	0	0	6	78	10	344	
	HEATHROW	LUFTHANSA	S	D	359	1	0	91	5	3	1	0	0	5	77	12	344	
	MANCHESTER	LUFTHANSA	S	A	120	0	0	81	13	7	0	0	0	9	75	12	118	
	MANCHESTER	LUFTHANSA	S	D	120	0	0	91	7	2	1	0	0	4	73	13	118	
	LONDON CITY	LUFTHANSA CITY LINE	S	A	84	0	0	93	4	2	1	0	0	4	82	8	72	
	LONDON CITY	LUFTHANSA CITY LINE	S	D	84	0	0	90	6	2	1	0	0	4	75	10	72	
<b>TOTAL FRANKFURT MAIN</b>					<b>1997</b>	<b>7</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>10</b>	<b>10</b>	
FREETOWN																		
FUERTEVENTURA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	7	0	1	29	14	57	0	0	0	31	0	0	0	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	88	13	0	0	0	0	6	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	S	A	4	0	0	100	0	0	0	0	0	3	0	73	2
	BIRMINGHAM	MONARCH AIRLINES	S	D	4	0	0	100	0	0	0	0	0	2	100	3	2
	MANCHESTER	MONARCH AIRLINES	S	A	5	1	0	60	40	0	0	0	0	13	100	2	6
	MANCHESTER	MONARCH AIRLINES	S	D	5	0	0	100	0	0	0	0	0	3	83	8	6
	BIRMINGHAM	RYANAIR	S	A	7	1	0	86	0	0	14	0	0	10	100	4	8
	BIRMINGHAM	RYANAIR	S	D	7	0	0	71	14	14	0	0	0	13	100	2	8
	LUTON	RYANAIR	S	A	2	0	0	50	50	0	0	0	0	14	89	5	9
	LUTON	RYANAIR	S	D	2	0	0	100	0	0	0	0	0	2	89	6	9
	STANSTED	RYANAIR	S	A	9	0	0	78	0	22	0	0	0	9	56	21	9
	STANSTED	RYANAIR	S	D	9	0	0	78	11	11	0	0	0	8	67	16	9
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	11	0	11	0	0	15	100	5	9
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	13	0	13	0	0	19	100	2	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	10	0	0	90	0	10	0	0	0	5	80	11	10
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	11	0	0	0	0	2	63	10	8
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	6	0	0	50	17	17	0	17	0	64	57	13	7
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	7	0	0	86	0	0	0	14	0	52	75	9	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	17	0	0	82	6	12	0	0	0	6	86	6	14
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	14	0	0	86	0	7	7	0	0	12	86	8	14
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	0	0	25	342	100	1	5
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	10	80	5	5
	GATWICK	THOMSON AIRWAYS LTD	C	A	8	0	0	63	25	0	13	0	0	14	78	7	9
	GATWICK	THOMSON AIRWAYS LTD	C	D	8	0	0	75	13	0	13	0	0	16	78	6	9
	GLASGOW	THOMSON AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	0	80	4	5
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	3	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	8	0	0	88	0	13	0	0	0	9	78	11	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	8	0	0	88	13	0	0	0	0	5	89	6	9
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	50	0	25	25	0	0	32	75	6	4
	STANSTED	THOMSON AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	0	100	2	3
<b>TOTAL FUERTEVENTURA</b>					<b>207</b>	<b>3</b>	<b>1</b>	<b>79</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>83</b>	<b>8</b>	<b>8</b>
FUNCHAL	HEATHROW	AIR PORTUGAL	S	A	28	0	0	93	4	4	0	0	0	4	93	7	27
	HEATHROW	AIR PORTUGAL	S	D	27	0	0	100	0	0	0	0	0	1	96	2	28

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							NOV 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)											
FUNCHAL	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	67	14	0	10	5	5	45	71	15	17
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	86	0	10	5	0	0	10	82	8	17
	MANCHESTER	JET2.COM LTD	S	A	4	0	0	25	75	0	0	0	0	17	100	1	4
	MANCHESTER	JET2.COM LTD	S	D	4	0	0	50	25	25	0	0	0	18	75	11	4
	BIRMINGHAM	MONARCH AIRLINES	S	A	9	0	0	78	22	0	0	0	0	8	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	S	D	9	0	0	89	11	0	0	0	0	6	0	0	0
	GATWICK	MONARCH AIRLINES	S	A	12	0	0	67	25	8	0	0	0	12	0	0	0
	GATWICK	MONARCH AIRLINES	S	D	12	0	0	100	0	0	0	0	0	2	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	2	75	24	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	14	50	20	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	0	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	5	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	50	0	0	25	25	0	115	100	0	8
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	4	8
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	10	100	3	4
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	3	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	100	4	8
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	8	63	8	8
<b>TOTAL FUNCHAL</b>					<b>187</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>13</b>	<b>88</b>	<b>6</b>	<b>6</b>

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)											
GATWICK																	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	116	0	0	84	10	6	0	0	0	7	78	11	117
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	116	0	0	84	7	9	0	0	0	7	79	9	116
	GLASGOW	BRITISH AIRWAYS PLC	S	A	119	0	0	79	15	3	3	0	0	10	89	7	115
	GLASGOW	BRITISH AIRWAYS PLC	S	D	118	0	0	85	9	2	4	0	0	8	87	7	115
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	100	0	0	79	13	7	1	0	0	9	89	6	116
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	99	0	0	93	3	3	1	0	0	4	84	7	116
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	117	0	0	82	13	4	1	0	0	8	85	6	99
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	117	0	0	79	13	7	1	0	0	8	85	6	99
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	96	0	0	89	7	4	0	0	0	5	90	5	101
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	96	0	0	88	7	5	0	0	0	5	86	6	101
	NEWCASTLE	FLYBE LTD	S	A	75	0	1	91	1	1	5	1	0	10	86	10	80
	NEWCASTLE	FLYBE LTD	S	D	76	0	0	84	9	3	4	0	0	10	88	6	81
<b>TOTAL GATWICK</b>					<b>1246</b>	<b>12</b>	<b>1</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>7</b>	<b>7</b>
GDANSK																	
	BIRMINGHAM	RYANAIR	S	A	2	0	0	100	0	0	0	0	0	0	78	32	9
	BIRMINGHAM	RYANAIR	S	D	2	0	0	100	0	0	0	0	0	3	78	9	9
	EDINBURGH	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	2	89	54	9
	EDINBURGH	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	4	89	5	9
	MANCHESTER	RYANAIR	S	A	7	0	0	100	0	0	0	0	0	1	0	0	0
	MANCHESTER	RYANAIR	S	D	7	0	0	100	0	0	0	0	0	0	0	0	0
	STANSTED	RYANAIR	S	A	30	0	0	87	13	0	0	0	0	6	90	7	29
	STANSTED	RYANAIR	S	D	30	0	0	93	3	3	0	0	0	4	93	3	30
	LUTON	WIZZ AIR	S	A	52	0	0	94	2	2	0	2	0	8	81	17	59
	LUTON	WIZZ AIR	S	D	52	0	0	92	8	0	0	0	0	3	62	25	60
<b>TOTAL GDANSK</b>					<b>198</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>17</b>	<b>17</b>
GENEVA																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	239	0	0	87	4	8	1	0	0	7	80	12	214
	HEATHROW	BRITISH AIRWAYS PLC	S	D	239	0	0	88	8	3	1	0	0	6	80	11	214
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	88	0	6	6	0	0	7	88	4	17
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	94	0	6	0	0	0	4	88	5	17
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	64	0	0	78	14	5	3	0	0	12	88	6	60
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	64	0	0	80	13	3	5	0	0	10	87	5	60
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	45	0	0	91	2	0	4	0	2	13	95	2	41

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)											
GENEVA	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	45	0	0	96	0	2	2	0	0	5	95	4	41
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	82	6	0	12	0	0	13	81	8	21
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	76	12	0	12	0	0	17	81	8	21
	GATWICK	EASYJET SWITZERLAND	S	A	75	0	0	81	11	7	0	1	0	12	80	14	74
	GATWICK	EASYJET SWITZERLAND	S	D	75	0	0	68	20	11	1	0	0	13	86	8	74
	HEATHROW	SWISS AIRLINES	S	A	154	0	0	84	6	6	3	0	0	8	88	8	178
	HEATHROW	SWISS AIRLINES	S	D	153	0	1	86	7	5	2	0	0	5	84	8	178
	LONDON CITY	SWISS AIRLINES	S	A	127	0	0	93	1	4	2	0	0	5	96	2	125
	LONDON CITY	SWISS AIRLINES	S	D	127	0	0	91	2	4	3	0	0	6	91	3	125
<b>TOTAL GENEVA</b>					<b>1475</b>	<b>4</b>	<b>2</b>	<b>86</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>8</b>	<b>8</b>
GENOA	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	83	13	3	0	0	0	6	69	19	29
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	90	7	3	0	0	0	7	70	19	30
	STANSTED	RYANAIR	S	A	12	0	0	67	17	8	0	8	0	36	92	4	13
	STANSTED	RYANAIR	S	D	12	0	0	83	17	0	0	0	0	6	92	7	13
<b>TOTAL GENOA</b>					<b>84</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>16</b>	<b>16</b>
GIBRALTAR	HEATHROW	BRITISH AIRWAYS PLC	S	A	38	0	0	74	8	8	0	11	0	31	83	17	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	38	0	0	89	3	8	0	0	0	6	77	13	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	29	0	0	72	7	14	0	7	0	27	83	19	29
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	87	3	7	3	0	0	8	93	4	30
	LUTON	MONARCH AIRLINES	S	A	12	0	1	67	17	17	0	0	0	17	17	32	18
	LUTON	MONARCH AIRLINES	S	D	13	0	0	69	15	8	8	0	0	20	84	8	19
	MANCHESTER	MONARCH AIRLINES	S	A	13	0	0	23	31	31	8	0	8	58	0	65	13
	MANCHESTER	MONARCH AIRLINES	S	D	13	0	0	69	23	0	8	0	0	15	100	4	13
<b>TOTAL GIBRALTAR</b>					<b>186</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>10</b>	<b>10</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>21</b>	<b>73</b>	<b>18</b>	<b>18</b>
GIRONA	BIRMINGHAM	RYANAIR	S	A	3	0	0	100	0	0	0	0	0	1	100	1	8
	BIRMINGHAM	RYANAIR	S	D	3	0	0	100	0	0	0	0	0	2	100	2	8
	LUTON	RYANAIR	S	A	6	0	0	100	0	0	0	0	0	3	0	0	0
	LUTON	RYANAIR	S	D	6	0	0	83	17	0	0	0	0	3	0	0	0
	MANCHESTER	RYANAIR	S	A	19	0	0	95	5	0	0	0	0	2	95	2	21
	MANCHESTER	RYANAIR	S	D	19	0	0	84	5	5	5	0	0	8	90	4	21



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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)												
GIRONA																		
	NEWCASTLE	RYANAIR	S	A	3	0	0	100	0	0	0	0	0	6	0	0	0	
	NEWCASTLE	RYANAIR	S	D	3	0	0	67	33	0	0	0	0	13	0	0	0	
	STANSTED	RYANAIR	S	A	6	0	0	67	17	17	0	0	0	16	0	0	0	
	STANSTED	RYANAIR	S	D	6	0	0	100	0	0	0	0	0	3	0	0	0	
<b>TOTAL GIRONA</b>					<b>74</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>95</b>	<b>3</b>	<b>3</b>	
GLASGOW																		
	LONDON CITY	BA CITYFLYER LTD	S	A	127	1	0	95	3	0	1	1	0	4	85	13	99	
	LONDON CITY	BA CITYFLYER LTD	S	D	129	0	0	89	5	4	2	0	0	6	89	7	105	
	GATWICK	BRITISH AIRWAYS PLC	S	A	118	0	0	81	11	3	4	0	0	10	84	8	115	
	GATWICK	BRITISH AIRWAYS PLC	S	D	119	0	0	78	17	2	3	0	0	8	90	6	115	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	299	0	0	84	7	5	4	0	0	9	88	10	255	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	300	0	0	85	9	2	4	0	0	8	88	8	255	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	96	0	0	84	10	5	0	0	0	6	82	8	101	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	96	0	0	81	11	7	0	0	0	7	87	7	101	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	96	0	0	95	4	1	0	0	0	2	97	2	98	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	96	0	0	92	6	1	1	0	0	4	91	4	98	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	96	0	0	92	6	1	1	0	0	4	94	3	120	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	96	0	0	98	1	1	0	0	0	2	96	2	120	
	BIRMINGHAM	FLYBE LTD	S	A	166	0	1	98	1	1	1	0	0	1	90	7	162	
	BIRMINGHAM	FLYBE LTD	S	D	166	0	1	92	7	1	1	0	0	5	87	9	163	
	MANCHESTER	FLYBE LTD	S	A	65	0	0	95	2	2	2	0	0	4	84	10	63	
	MANCHESTER	FLYBE LTD	S	D	66	0	0	91	3	0	5	2	0	9	76	14	63	
<b>TOTAL GLASGOW</b>					<b>2131</b>	<b>4</b>	<b>2</b>	<b>89</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>7</b>	<b>7</b>	
GOA																		
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	50	0	0	50	0	0	46	75	15	8	
	GATWICK	MONARCH AIRLINES	C	D	3	0	0	67	33	0	0	0	0	11	63	15	8	
	MANCHESTER	MONARCH AIRLINES	C	A	2	0	0	50	50	0	0	0	0	17	50	16	4	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	32	100	4	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	0	0	33	0	67	0	0	101	67	53	3	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	0	25	50	0	0	86	25	56	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	7	0	0	29	14	14	43	0	0	50	88	8	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	44	11	11	33	0	0	40	33	42	9	
	GATWICK	THOMSON AIRWAYS LTD	C	A	3	0	0	33	33	0	33	0	0	45	33	169	3	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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																		
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	6	75	120	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	50	25	0	25	0	0	41	100	1	3	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	50	0	25	25	0	0	38	100	6	4	
<b>TOTAL GOA</b>					<b>49</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>14</b>	<b>8</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>66</b>	<b>35</b>	<b>35</b>	
GOTEBORG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	90	2	7	2	0	0	6	86	6	59	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	92	3	3	2	0	0	5	95	2	59	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	18	0	0	94	0	6	0	0	0	3	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	18	0	0	94	0	6	0	0	0	3	0	0	0	
	HEATHROW	SAS	S	A	52	0	2	88	4	2	6	0	0	8	84	11	56	
	HEATHROW	SAS	S	D	52	0	2	92	2	4	2	0	0	4	88	9	56	
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	A	46	0	0	78	17	4	0	0	0	7	0	0	0	
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	D	46	0	0	96	2	2	0	0	0	3	0	0	0	
<b>TOTAL GOTEBORG</b>					<b>352</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>7</b>	<b>7</b>	
GOTEBORG (SAVE)																		
	EDINBURGH	RYANAIR	S	A	2	0	0	100	0	0	0	0	0	0	100	0	13	
	EDINBURGH	RYANAIR	S	D	2	0	0	100	0	0	0	0	0	3	100	0	13	
	STANSTED	RYANAIR	S	A	60	0	0	90	7	0	2	2	0	7	95	2	59	
	STANSTED	RYANAIR	S	D	60	0	0	92	5	2	2	0	0	5	95	4	60	
<b>TOTAL GOTEBORG (SAVE)</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>96</b>	<b>2</b>	<b>2</b>	
GRAND CAYMAN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	82	0	18	0	0	0	10	71	44	17	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	59	18	12	12	0	0	24	61	25	18	
<b>TOTAL GRAND CAYMAN</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>9</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>66</b>	<b>34</b>	<b>34</b>	
GRAZ																		
	STANSTED	RYANAIR	S	A	3	0	0	100	0	0	0	0	0	0	92	5	13	
	STANSTED	RYANAIR	S	D	3	0	0	100	0	0	0	0	0	5	92	3	13	
<b>TOTAL GRAZ</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>2</b>	<b>92</b>	<b>4</b>	<b>4</b>	
GRENADA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	56	44	0	0	0	0	11	89	23	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	58	25	8	8	0	0	17	67	29	9	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	5	0	0	0	20	80	0	0	0	40	50	38	4	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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	VIRGIN ATLANTIC AIRWAYS LTD	S	D	5	0	0	20	40	20	20	0	0	33	75	31	4
<b>TOTAL GRENADA</b>					<b>31</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>32</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>70</b>	<b>27</b>	<b>27</b>
GRENOBLE																	
GUANGZHOU BAIYUN INTER	HEATHROW	CHINA SOUTHERN	S	A	21	0	0	48	14	29	10	0	0	23	0	0	0
	HEATHROW	CHINA SOUTHERN	S	D	21	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL GUANGZHOU BAIYUN INTERNATIONAL</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>7</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
GUERNSEY	GATWICK	AURIGNY AIR SERVICES	S	A	145	1	6	81	7	5	7	1	0	15	93	2	168
	GATWICK	AURIGNY AIR SERVICES	S	D	145	0	12	81	7	5	8	0	0	12	93	3	168
	MANCHESTER	AURIGNY AIR SERVICES	S	A	51	0	2	88	6	4	2	0	0	7	92	3	60
	MANCHESTER	AURIGNY AIR SERVICES	S	D	51	0	3	88	6	2	4	0	0	7	92	4	60
	STANSTED	AURIGNY AIR SERVICES	S	A	23	0	2	74	13	4	9	0	0	14	92	3	26
	STANSTED	AURIGNY AIR SERVICES	S	D	21	0	2	86	0	10	5	0	0	9	100	1	26
	BIRMINGHAM	FLYBE LTD	S	A	25	0	0	72	12	8	8	0	0	16	85	7	27
	BIRMINGHAM	FLYBE LTD	S	D	27	0	0	59	30	4	7	0	0	17	96	3	26
	GATWICK	FLYBE LTD	S	A	107	0	0	84	9	5	2	0	0	8	87	6	124
	GATWICK	FLYBE LTD	S	D	107	0	0	87	5	6	3	0	0	8	90	6	124
<b>TOTAL GUERNSEY</b>					<b>702</b>	<b>1</b>	<b>27</b>	<b>82</b>	<b>8</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>92</b>	<b>4</b>	<b>4</b>

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE						NOV 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		
HAHN																		
	EDINBURGH	RYANAIR	S	A	3	0	0	100	0	0	0	0	0	0	69	9	13	
	EDINBURGH	RYANAIR	S	D	3	0	0	100	0	0	0	0	0	0	77	9	13	
	STANSTED	RYANAIR	S	A	69	0	0	88	7	4	0	0	0	4	84	8	68	
	STANSTED	RYANAIR	S	D	69	0	0	86	10	3	1	0	0	8	76	12	68	
<b>TOTAL HAHN</b>					<b>144</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>9</b>	<b>9</b>	
HALIFAX INT																		
	HEATHROW	AIR CANADA	S	A	14	1	1	86	0	0	14	0	0	18	81	7	16	
	HEATHROW	AIR CANADA	S	D	15	0	0	100	0	0	0	0	0	2	87	6	15	
<b>TOTAL HALIFAX INT</b>					<b>29</b>	<b>1</b>	<b>1</b>	<b>93</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>7</b>	<b>7</b>	
HAMBURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	149	0	0	83	8	7	2	0	0	8	87	8	119	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	149	0	0	89	5	4	3	0	0	7	87	7	119	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	44	0	0	84	7	7	2	0	0	8	86	6	42	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	44	0	0	86	9	2	2	0	0	7	86	7	42	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	86	9	0	0	5	0	17	76	9	21	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	95	5	0	0	0	0	2	81	6	21	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	71	12	0	18	0	0	15	94	3	17	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	88	6	0	6	0	0	7	94	4	17	
	HEATHROW	LUFTHANSA	S	A	81	0	0	79	16	1	4	0	0	9	82	12	112	
	HEATHROW	LUFTHANSA	S	D	81	0	0	89	4	4	4	0	0	8	79	13	112	
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	26	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	26	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	51	0	0	96	2	0	2	0	0	7	85	8	73	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	51	0	0	90	6	2	2	0	0	5	82	7	73	
<b>TOTAL HAMBURG</b>					<b>780</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>9</b>	<b>9</b>	
HANOI																		
	GATWICK	VIETNAM AIRLINES	S	A	9	0	0	78	11	0	11	0	0	22	0	0	0	
	GATWICK	VIETNAM AIRLINES	S	D	9	0	0	33	44	11	11	0	0	22	0	0	0	
<b>TOTAL HANOI</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>28</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	
HANOVER																		
	BIRMINGHAM	AIR BERLIN	C	A	8	0	0	75	13	0	13	0	0	11	100	0	9	
	BIRMINGHAM	AIR BERLIN	C	D	8	0	0	38	25	0	38	0	0	33	78	6	9	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)												
HANOVER																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	88	0	0	90	6	5	0	0	0	5	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	89	0	0	96	1	2	1	0	0	3	0	0	0	
	BIRMINGHAM	FLYBE LTD	S	A	30	1	0	97	0	0	3	0	0	5	92	4	39	
	BIRMINGHAM	FLYBE LTD	S	D	30	0	0	80	13	3	3	0	0	14	77	12	39	
	MANCHESTER	FLYBE LTD	S	A	26	0	0	92	0	0	8	0	0	9	81	11	26	
	MANCHESTER	FLYBE LTD	S	D	26	0	0	88	8	0	4	0	0	7	54	23	26	
	STANSTED	GERMANWINGS	S	A	52	0	0	87	10	2	2	0	0	5	83	8	52	
	STANSTED	GERMANWINGS	S	D	52	0	0	85	12	4	0	0	0	6	83	9	52	
<b>TOTAL HANOVER</b>					<b>409</b>	<b>1</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>82</b>	<b>10</b>	<b>10</b>	
HARARE																		
HASSI MESSAOUD																		
	GATWICK	MONARCH AIRLINES	C	A	13	0	0	77	15	8	0	0	0	10	92	5	13	
	GATWICK	MONARCH AIRLINES	C	D	13	0	0	100	0	0	0	0	0	2	92	2	13	
<b>TOTAL HASSI MESSAOUD</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>4</b>	<b>4</b>	
HAUGESUND																		
	STANSTED	RYANAIR	S	A	14	0	0	100	0	0	0	0	0	3	85	5	13	
	STANSTED	RYANAIR	S	D	14	0	0	93	7	0	0	0	0	4	85	4	13	
<b>TOTAL HAUGESUND</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>5</b>	<b>5</b>	
HAVANA																		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	13	0	0	62	15	15	8	0	0	26	92	3	12	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	0	38	15	23	23	0	0	36	85	11	13	
<b>TOTAL HAVANA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>15</b>	<b>19</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>82</b>	<b>8</b>	<b>8</b>	
HEATHROW																		
	MANCHESTER	BMI REGIONAL	C	D	2	0	0	100	0	0	0	0	0	2	0	0	0	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	326	0	0	81	11	5	3	0	0	9	83	9	248	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	325	0	0	86	6	6	3	0	0	8	83	12	248	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	300	0	0	82	10	4	4	0	0	9	85	9	255	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	299	0	0	88	4	4	3	0	0	8	87	10	255	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	266	0	0	76	14	9	1	0	0	11	79	11	225	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	266	0	0	84	8	6	3	0	0	8	85	10	226	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	165	0	0	86	7	4	3	0	0	8	89	6	172	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	165	0	0	83	8	4	4	0	0	10	85	13	172	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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																	
<b>TOTAL HEATHROW</b>					<b>2119</b>	<b>1</b>	<b>1</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>10</b>	<b>10</b>
HELSINKI																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	75	12	13	0	0	0	11	81	13	59
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	88	8	3	0	0	0	5	86	11	59
	HEATHROW	FINNAIR	S	A	120	0	0	83	10	7	1	0	0	8	83	12	120
	HEATHROW	FINNAIR	S	D	120	0	0	90	8	2	1	0	0	4	85	12	120
	MANCHESTER	FINNAIR	S	A	60	0	0	75	17	8	0	0	0	11	88	7	60
	MANCHESTER	FINNAIR	S	D	60	0	0	92	5	3	0	0	0	5	87	7	60
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	30	0	0	77	3	17	3	0	0	13	77	9	30
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	30	0	0	77	7	17	0	0	0	10	70	11	30
<b>TOTAL HELSINKI</b>					<b>540</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>11</b>	<b>11</b>
HERAKLION																	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	100	0	0	0	0	0	0	0	16	1
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	100	0	0	0	0	0	0	100	4	1
	GATWICK	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	1	0	0	0
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	10	0	0	0
<b>TOTAL HERAKLION</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>93</b>	<b>3</b>	<b>3</b>
HO CHI MINH CITY																	
	GATWICK	VIETNAM AIRLINES	S	A	8	0	0	63	13	0	13	0	13	78	0	0	0
	GATWICK	VIETNAM AIRLINES	S	D	8	0	0	50	25	0	0	25	0	85	0	0	0
<b>TOTAL HO CHI MINH CITY</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>0</b>	<b>6</b>	<b>13</b>	<b>6</b>	<b>82</b>	<b>0</b>	<b>0</b>	<b>0</b>
HOLGUIN (FRANK PAIS)																	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	0	0	0	100	0	0	107	50	8	2
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	0	0	0	100	0	0	124	100	6	2
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	0	40	0	0	38	50	18	2
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	0	50	25	25	0	0	60	50	44	2
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	5	80	8	5
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	19	75	10	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	13	50	20	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	75	14	4
<b>TOTAL HOLGUIN (FRANK PAIS)</b>					<b>29</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>10</b>	<b>7</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>68</b>	<b>15</b>	<b>15</b>
HONG KONG (CHEK LAP KOK)																	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2011			
					60	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
HONG KONG (CHEK LAP KOK)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	92	7	0	2	0	0	3	98	0	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	72	13	8	3	3	0	18	78	11	60	
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	115	0	0	72	15	10	3	1	0	13	93	3	120	
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	115	0	0	90	3	4	0	3	0	11	85	7	120	
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>					<b>350</b>	<b>2</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>89</b>	<b>5</b>	<b>5</b>	
HOUSTON																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	54	0	0	70	11	13	4	2	0	19	71	15	51	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	54	0	0	69	17	11	4	0	0	16	82	8	51	
	HEATHROW	UNITED AIRLINES	S	A	56	0	0	82	9	4	5	0	0	10	0	0	0	
	HEATHROW	UNITED AIRLINES	S	D	56	0	0	79	11	7	4	0	0	9	0	0	0	
<b>TOTAL HOUSTON</b>					<b>220</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>14</b>	<b>14</b>	
HURGHADA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	100	0	0	0	0	0	0	100	2	12	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	92	8	0	0	0	0	6	100	3	12	
	GATWICK	MONARCH AIRLINES	C	A	6	0	0	50	33	0	17	0	0	26	0	39	1	
	GATWICK	MONARCH AIRLINES	C	D	6	0	0	83	0	17	0	0	0	8	100	1	1	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	20	20	0	60	0	0	55	0	45	1	
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	9	100	13	1	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	1	78	9	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	0	5	78	9	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	2	44	26	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	0	4	67	23	9	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	3	1	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	8	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	11	25	14	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	60	40	0	0	0	0	13	75	12	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	60	20	0	20	0	0	26	75	11	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	9	100	3	4	
<b>TOTAL HURGHADA</b>					<b>110</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>11</b>	<b>11</b>	
HYDERABAD ( RAJIV GHANDI)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	0	81	5	14	0	0	0	7	95	6	22	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	0	57	19	10	14	0	0	27	77	21	22	
<b>TOTAL HYDERABAD ( RAJIV GHANDI )</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>12</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>86</b>	<b>13</b>	<b>13</b>	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					NOV 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		
IBIZA																		
	LONDON CITY	BA CITYFLYER LTD	S	A	10	0	0	90	0	0	0	10	0	24	0	0	0	
	LONDON CITY	BA CITYFLYER LTD	S	D	9	0	0	100	0	0	0	0	0	2	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	2	0	1	100	0	0	0	0	0	4	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	3	0	0	100	0	0	0	0	0	0	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	3	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	JET2.COM LTD	S	D	2	0	0	100	0	0	0	0	0	4	0	0	0	
<b>TOTAL IBIZA</b>					<b>38</b>	<b>1</b>	<b>1</b>	<b>97</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ILHA DO SAL C.VERDE																		
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	0	80	19	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	1	100	3	5	
	GATWICK	THOMSON AIRWAYS LTD	S	A	5	1	1	20	40	0	20	0	20	243	50	27	8	
	GATWICK	THOMSON AIRWAYS LTD	S	D	6	0	0	67	0	17	17	0	0	28	75	10	8	
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	5	0	0	40	20	20	0	0	20	157	40	27	5	
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	4	0	1	75	0	0	0	0	25	124	20	20	5	
<b>TOTAL ILHA DO SAL C.VERDE</b>					<b>28</b>	<b>1</b>	<b>2</b>	<b>64</b>	<b>11</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>11</b>	<b>95</b>	<b>61</b>	<b>18</b>	<b>18</b>	
INNSBRUCK																		
<b>TOTAL INNSBRUCK</b>					<b>2</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>65</b>	<b>0</b>	<b>0</b>	<b>0</b>	
INVERNESS																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	27	0	0	81	15	4	0	0	0	7	71	12	38	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	27	0	0	63	37	0	0	0	0	10	79	9	38	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	100	0	0	0	0	0	2	96	2	24	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	91	9	0	0	0	0	3	96	2	24	
	BIRMINGHAM	FLYBE LTD	S	A	26	0	0	85	12	0	4	0	0	5	80	8	25	
	BIRMINGHAM	FLYBE LTD	S	D	26	0	0	81	15	0	4	0	0	10	85	9	26	
	GATWICK	FLYBE LTD	S	A	60	0	0	95	3	2	0	0	0	3	85	10	81	
	GATWICK	FLYBE LTD	S	D	60	0	0	92	5	3	0	0	0	4	81	9	81	
	MANCHESTER	FLYBE LTD	S	A	52	0	0	85	8	2	4	2	0	12	81	18	52	
	MANCHESTER	FLYBE LTD	S	D	52	0	0	85	8	6	2	0	0	8	69	19	52	
<b>TOTAL INVERNESS</b>					<b>374</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>11</b>	<b>11</b>	
IRELAND WEST(KNOCK)																		



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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						NOV 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)										
IRELAND WEST(KNOCK)																		
	BIRMINGHAM	AER ARANN	S	A	25	0	0	96	0	0	4	0	0	7	0	0	0	
	BIRMINGHAM	AER ARANN	S	D	25	0	0	88	8	0	4	0	0	6	0	0	0	
	GATWICK	AER LINGUS	S	A	30	0	0	97	0	0	3	0	0	3	74	11	27	
	GATWICK	AER LINGUS	S	D	30	0	0	97	0	0	3	0	0	3	81	10	27	
	EDINBURGH	FLYBE LTD	S	A	13	0	0	100	0	0	0	0	0	0	100	0	13	
	EDINBURGH	FLYBE LTD	S	D	13	0	0	100	0	0	0	0	0	3	100	2	13	
	MANCHESTER	FLYBE LTD	S	A	17	0	0	94	0	6	0	0	0	2	59	29	17	
	MANCHESTER	FLYBE LTD	S	D	17	0	0	94	6	0	0	0	0	1	53	23	17	
	LUTON	RYANAIR	S	A	28	0	0	93	4	4	0	0	0	4	77	11	30	
	LUTON	RYANAIR	S	D	28	0	0	96	0	0	4	0	0	5	77	14	30	
	STANSTED	RYANAIR	S	A	30	0	0	93	0	7	0	0	0	5	93	4	28	
	STANSTED	RYANAIR	S	D	30	0	0	90	7	3	0	0	0	4	93	2	30	
<b>TOTAL IRELAND WEST(KNOCK)</b>					<b>286</b>	<b>1</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>81</b>	<b>11</b>	<b>11</b>	
ISLAMABAD																		
	MANCHESTER	AIR BLUE	S	A	13	0	0	23	23	23	8	15	8	101	8	74	12	
	MANCHESTER	AIR BLUE	S	D	12	0	0	0	8	42	25	17	8	129	17	76	12	
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	A	13	0	0	38	8	31	23	0	0	36	69	14	13	
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	D	13	0	0	77	8	15	0	0	0	9	85	11	13	
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	16	0	0	50	25	13	13	0	0	26	53	45	17	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	16	0	0	88	13	0	0	0	0	5	69	10	13	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	17	1	0	29	35	29	6	0	0	26	47	36	17	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	17	1	0	53	0	35	12	0	0	25	29	39	17	
<b>TOTAL ISLAMABAD</b>					<b>117</b>	<b>4</b>	<b>0</b>	<b>46</b>	<b>15</b>	<b>23</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>41</b>	<b>47</b>	<b>38</b>	<b>38</b>	
ISLAY																		
	GLASGOW	LOGANAIR	S	A	50	0	0	80	2	2	14	2	0	20	94	2	51	
	GLASGOW	LOGANAIR	S	D	49	0	0	84	4	2	8	2	0	17	100	3	51	
<b>TOTAL ISLAY</b>					<b>99</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>3</b>	<b>2</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>97</b>	<b>2</b>	<b>2</b>	
ISLE OF MAN																		
	LONDON CITY	BA CITYFLYER LTD	S	A	73	0	0	95	3	1	1	0	0	4	0	0	0	
	LONDON CITY	BA CITYFLYER LTD	S	D	73	0	0	86	10	3	1	0	0	6	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	19	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	19	0	0	100	0	0	0	0	0	2	0	0	0	
	BIRMINGHAM	FLYBE LTD	S	A	47	0	1	87	4	6	2	0	0	7	96	5	48	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE					NOV 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)												
ISLE OF MAN																		
	BIRMINGHAM	FLYBE LTD	S	D	48	0	0	83	10	6	0	0	0	9	88	10	48	
	GATWICK	FLYBE LTD	S	A	109	0	0	94	3	2	1	0	0	4	89	9	109	
	GATWICK	FLYBE LTD	S	D	109	0	0	93	5	2	1	0	0	4	91	6	109	
	LUTON	FLYBE LTD	S	A	17	0	0	94	0	6	0	0	0	3	93	2	14	
	LUTON	FLYBE LTD	S	D	17	0	0	94	0	6	0	0	0	4	93	2	14	
	MANCHESTER	FLYBE LTD	S	A	113	0	0	90	4	2	4	0	0	6	89	6	112	
	MANCHESTER	FLYBE LTD	S	D	113	0	0	90	2	5	2	1	0	7	90	7	112	
	EDINBURGH	LOGANAIR	S	A	25	0	0	80	0	4	16	0	0	19	80	14	20	
	EDINBURGH	LOGANAIR	S	D	26	0	0	88	0	4	8	0	0	10	76	14	21	
	GLASGOW	LOGANAIR	S	A	17	0	0	94	0	0	6	0	0	9	87	12	15	
	GLASGOW	LOGANAIR	S	D	19	0	0	95	0	0	5	0	0	7	81	14	16	
	NEWCASTLE	VANAIR EUROPE AS	S	A	12	2	0	75	8	8	8	0	0	11	88	31	8	
	NEWCASTLE	VANAIR EUROPE AS	S	D	13	1	0	85	8	8	0	0	0	7	88	28	8	
<b>TOTAL ISLE OF MAN</b>					<b>870</b>	<b>3</b>	<b>4</b>	<b>91</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>11</b>	<b>11</b>	
ISTANBUL																		
	STANSTED	ATLASJET INTERNATIONAL	C	A	27	0	0	93	7	0	0	0	0	4	0	0	0	
	STANSTED	ATLASJET INTERNATIONAL	C	D	27	0	0	96	0	0	4	0	0	5	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	88	0	0	89	6	3	2	0	0	6	83	12	70	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	88	0	0	81	10	5	5	0	0	10	71	16	70	
	BIRMINGHAM	THY TURK HAVA YOLLARI TURKISH	S	A	30	0	0	90	7	3	0	0	0	5	80	8	20	
	BIRMINGHAM	THY TURK HAVA YOLLARI TURKISH	S	D	30	0	0	97	3	0	0	0	0	3	85	9	20	
	EDINBURGH	THY TURK HAVA YOLLARI TURKISH	S	A	17	0	0	82	18	0	0	0	0	7	0	0	0	
	EDINBURGH	THY TURK HAVA YOLLARI TURKISH	S	D	17	0	0	88	12	0	0	0	0	5	0	0	0	
	GATWICK	THY TURK HAVA YOLLARI TURKISH	S	A	60	0	0	88	12	0	0	0	0	4	0	0	0	
	GATWICK	THY TURK HAVA YOLLARI TURKISH	S	D	60	0	0	92	5	3	0	0	0	4	0	0	0	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	128	0	0	75	16	6	3	0	0	11	82	11	128	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	128	0	0	86	6	5	2	0	0	6	80	11	128	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)											
ISTANBUL	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	A	43	0	0	86	9	5	0	0	0	6	90	6	30
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	D	43	0	0	86	14	0	0	0	0	5	80	8	30
<b>TOTAL ISTANBUL</b>					<b>790</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>11</b>	<b>11</b>
ISTANBUL (SABIHA GOKCEN)	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	20	0	0	95	0	0	5	0	0	4	65	14	23
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	20	0	0	95	0	0	5	0	0	8	65	15	23
	STANSTED	PEGASUS AIRLINES	S	A	61	0	0	75	16	8	0	0	0	10	95	4	42
	STANSTED	PEGASUS AIRLINES	S	D	60	0	0	87	8	5	0	0	0	7	88	7	43
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>					<b>161</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>8</b>	<b>83</b>	<b>9</b>	<b>9</b>
IZMIR (ADNAM MENDERES)	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	50	50	0	0	0	0	9	100	0	2
	STANSTED	PEGASUS AIRLINES	S	A	9	0	0	89	11	0	0	0	0	2	100	1	8
	STANSTED	PEGASUS AIRLINES	S	D	9	0	0	89	11	0	0	0	0	3	88	4	8
<b>TOTAL IZMIR (ADNAM MENDERES)</b>					<b>25</b>	<b>1</b>	<b>1</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>95</b>	<b>2</b>	<b>2</b>

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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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	BRITISH AIRWAYS PLC	S	A	22	0	0	77	5	9	9	0	0	14	100	1	21	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	86	5	5	5	0	0	8	90	6	21	
	GATWICK	JET2.COM LTD	C	A	3	0	0	33	0	0	67	0	0	100	0	0	0	
	MANCHESTER	JET2.COM LTD	C	A	2	0	0	0	0	0	50	50	0	211	0	191	1	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	32	0	0	66	19	13	3	0	0	17	70	12	37	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	30	0	0	80	13	7	0	0	0	6	77	10	30	
<b>TOTAL JEDDAH</b>					<b>112</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>11</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>70</b>	<b>20</b>	<b>20</b>	
JERBA																		
JEREZ	STANSTED	RYANAIR	S	A	3	0	0	100	0	0	0	0	0	7	0	0	0	
	STANSTED	RYANAIR	S	D	3	0	0	100	0	0	0	0	0	4	0	0	0	
<b>TOTAL JEREZ</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>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	
JERSEY	STANSTED	AURIGNY AIR SERVICES	S	D	2	0	0	50	0	0	50	0	0	33	0	0	0	
	LONDON CITY	BLUE ISLANDS LIMITED	S	A	46	0	0	93	0	2	4	0	0	6	81	8	43	
	LONDON CITY	BLUE ISLANDS LIMITED	S	D	46	0	0	91	0	4	4	0	0	7	77	10	43	
	MANCHESTER	BLUE ISLANDS LIMITED	S	A	30	0	0	80	10	3	7	0	0	13	80	12	30	
	MANCHESTER	BLUE ISLANDS LIMITED	S	D	30	0	0	87	3	0	10	0	0	13	83	8	30	
	GATWICK	BRITISH AIRWAYS PLC	S	A	148	0	0	80	16	4	1	0	0	9	80	9	147	
	GATWICK	BRITISH AIRWAYS PLC	S	D	148	0	0	89	9	1	1	0	0	4	87	5	147	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	100	0	0	0	0	0	0	0	0	0	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	FLYBE LTD	S	A	28	0	0	89	0	4	7	0	0	10	92	9	26	
	BIRMINGHAM	FLYBE LTD	S	D	26	0	0	81	4	12	4	0	0	13	88	7	26	
	GATWICK	FLYBE LTD	S	A	115	0	0	96	3	0	2	0	0	3	91	4	116	
	GATWICK	FLYBE LTD	S	D	115	0	2	90	6	1	3	0	0	7	88	5	117	
	LUTON	FLYBE LTD	S	A	12	0	1	100	0	0	0	0	0	1	100	2	13	
	LUTON	FLYBE LTD	S	D	11	0	2	91	0	0	0	9	0	27	92	2	13	
	MANCHESTER	FLYBE LTD	S	A	29	0	1	93	3	0	3	0	0	6	96	3	27	
	MANCHESTER	FLYBE LTD	S	D	30	0	0	83	10	3	3	0	0	7	74	22	27	
<b>TOTAL JERSEY</b>					<b>835</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>7</b>	<b>7</b>	

JODHPUR

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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE							NOV 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)											
JOHANNESBURG	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	87	3	5	5	0	0	9	93	4	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	57	22	12	8	2	0	25	68	16	60
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	60	0	0	82	7	7	3	2	0	12	82	6	50
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	60	0	0	98	2	0	0	0	0	2	82	9	50
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	90	10	0	0	0	0	4	87	8	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	77	17	7	0	0	0	8	97	5	30
<b>TOTAL JOHANNESBURG</b>					<b>300</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>8</b>	<b>8</b>

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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	13	0	0	31	0	23	31	15	0	74	67	28	3
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	17	0	0	65	18	12	0	6	0	25	45	52	11
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	8	0	0	75	13	13	0	0	0	16	45	39	11
<b>TOTAL KARACHI</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>11</b>	<b>16</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>40</b>	<b>48</b>	<b>44</b>	<b>44</b>
KARLSRUHE/BADEN BADEN	STANSTED	RYANAIR	S	A	30	0	0	73	7	7	0	13	0	33	97	4	29
	STANSTED	RYANAIR	S	D	30	0	0	77	10	13	0	0	0	9	87	5	30
<b>TOTAL KARLSRUHE/BADEN BADEN</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>21</b>	<b>92</b>	<b>4</b>	<b>4</b>
KATOWICE	BIRMINGHAM	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	89	4	9	9
	BIRMINGHAM	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	1	89	6	9
	MANCHESTER	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	78	6	9	9
	MANCHESTER	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	1	89	6	9
	STANSTED	RYANAIR	S	A	32	0	0	91	3	0	3	3	0	13	91	12	33
	STANSTED	RYANAIR	S	D	30	0	0	100	0	0	0	0	0	3	100	1	30
	LUTON	WIZZ AIR	S	A	52	0	0	96	4	0	0	0	0	1	93	2	60
	LUTON	WIZZ AIR	S	D	52	0	0	79	15	4	0	2	0	13	62	16	60
<b>TOTAL KATOWICE</b>					<b>200</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>8</b>	<b>8</b>
KAUNAS	LUTON	RYANAIR	S	A	5	0	0	100	0	0	0	0	0	100	1	21	21
	LUTON	RYANAIR	S	D	5	0	0	100	0	0	0	0	0	2	100	1	21
	STANSTED	RYANAIR	S	A	30	0	0	100	0	0	0	0	0	90	6	29	29
	STANSTED	RYANAIR	S	D	30	0	0	100	0	0	0	0	0	2	93	6	30
<b>TOTAL KAUNAS</b>					<b>72</b>	<b>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>4</b>	<b>4</b>
KEFALLINIA					<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
KEFLAVIK	GATWICK	AVION EXPRESS	S	A	29	0	0	93	3	3	0	0	0	4	0	0	0
	GATWICK	AVION EXPRESS	S	D	26	0	1	88	8	4	0	0	0	4	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	92	0	0	8	0	0	11	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	92	0	0	8	0	0	14	0	0	0
	GATWICK	ICELANDAIR	S	A	9	0	0	89	11	0	0	0	0	4	0	0	0

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							NOV 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)												
KEFLAVIK																		
	GATWICK	ICELANDAIR	S	D	9	0	0	100	0	0	0	0	0	4	0	0	0	
	GLASGOW	ICELANDAIR	S	A	13	0	0	77	23	0	0	0	0	8	46	22	13	
	GLASGOW	ICELANDAIR	S	D	13	0	0	100	0	0	0	0	0	4	92	3	13	
	HEATHROW	ICELANDAIR	S	A	60	0	0	72	20	3	5	0	0	11	53	17	55	
	HEATHROW	ICELANDAIR	S	D	60	0	0	77	17	2	5	0	0	11	56	19	55	
	MANCHESTER	ICELANDAIR	S	A	13	0	0	100	0	0	0	0	0	2	88	8	8	
	MANCHESTER	ICELANDAIR	S	D	13	0	0	100	0	0	0	0	0	2	88	5	8	
<b>TOTAL KEFLAVIK</b>					<b>271</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>11</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>53</b>	<b>20</b>	<b>20</b>	
KERRY COUNTY																		
	LUTON	RYANAIR	S	A	30	0	0	90	3	7	0	0	0	4	93	2	30	
	LUTON	RYANAIR	S	D	30	0	0	87	10	0	3	0	0	5	83	6	30	
	STANSTED	RYANAIR	S	A	27	0	0	93	7	0	0	0	0	2	82	11	17	
	STANSTED	RYANAIR	S	D	27	0	0	96	4	0	0	0	0	2	82	12	17	
<b>TOTAL KERRY COUNTY</b>					<b>114</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>87</b>	<b>7</b>	<b>7</b>	
KHARTOUM																		
KIEV (BORISPOL)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	87	7	3	3	0	0	7	83	10	29	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	93	7	0	0	0	0	3	86	7	29	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	30	0	0	47	27	20	7	0	0	24	73	13	30	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	30	0	0	43	23	20	13	0	0	28	83	9	30	
<b>TOTAL KIEV (BORISPOL)</b>					<b>122</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>12</b>	<b>12</b>	
KIEV (ZHULYANY)																		
	LUTON	WIZZ AIR	S	A	13	0	0	77	15	0	0	8	0	28	77	15	13	
	LUTON	WIZZ AIR	S	D	13	0	0	85	8	0	0	8	0	30	85	7	13	
<b>TOTAL KIEV (ZHULYANY)</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>29</b>	<b>75</b>	<b>13</b>	<b>13</b>	
KINGSTON																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	43	50	0	0	7	0	26	89	11	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	21	43	36	0	0	0	27	38	17	8	
<b>TOTAL KINGSTON</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>46</b>	<b>18</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>27</b>	<b>47</b>	<b>23</b>	<b>23</b>	
KIRKWALL																		
	EDINBURGH	LOGANAIR	S	A	67	0	0	79	4	9	4	3	0	16	89	6	57	

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)												
KIRKWALL																		
	EDINBURGH	LOGANAIR	S	D	67	0	0	84	4	4	7	0	0	13	86	13	57	
	GLASGOW	LOGANAIR	S	A	30	0	0	80	7	3	7	3	0	15	93	3	29	
	GLASGOW	LOGANAIR	S	D	30	0	0	70	7	7	13	3	0	30	97	3	29	
<b>TOTAL KIRKWALL</b>					<b>194</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>90</b>	<b>7</b>	<b>7</b>	
KITTLA																		
<b>TOTAL KITTLA</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>33</b>	<b>12</b>	<b>12</b>	
KLAGENFURT																		
	STANSTED	RYANAIR	S	A	16	0	0	94	0	6	0	0	0	5	65	14	17	
	STANSTED	RYANAIR	S	D	16	0	0	88	6	6	0	0	0	6	94	3	17	
<b>TOTAL KLAGENFURT</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>8</b>	<b>8</b>	
KOS																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	100	0	0	0	0	0	2	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	100	0	0	0	0	0	5	0	0	0	
<b>TOTAL KOS</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>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	
KRAKOW																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	85	15	0	0	0	0	5	75	5	12	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	85	8	8	0	0	0	6	83	7	12	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	77	10	3	7	3	0	22	93	4	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	90	3	7	0	0	0	6	87	5	30	
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	78	11	0	11	0	0	17	75	25	8	
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	89	0	0	11	0	0	19	100	2	8	
	BIRMINGHAM	RYANAIR	S	A	8	0	0	63	25	0	13	0	0	18	0	0	0	
	BIRMINGHAM	RYANAIR	S	D	7	0	0	100	0	0	0	0	0	3	0	0	0	
	EDINBURGH	RYANAIR	S	A	13	0	0	92	0	0	0	8	0	17	69	10	13	
	EDINBURGH	RYANAIR	S	D	13	0	0	92	8	0	0	0	0	3	85	5	13	
	STANSTED	RYANAIR	S	A	57	0	1	84	0	4	5	7	0	25	91	7	56	
	STANSTED	RYANAIR	S	D	60	0	0	95	2	2	2	0	0	5	93	6	60	
<b>TOTAL KRAKOW</b>					<b>266</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>7</b>	<b>7</b>	
KUALA LUMPUR (SEPANG)																		
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	60	0	0	65	22	5	7	0	2	30	85	12	60	
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	D	60	0	0	77	18	0	2	2	2	25	85	8	60	



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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					NOV 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)									
KUALA LUMPUR (SEPANG)																		
<b>TOTAL KUALA LUMPUR (SEPANG)</b>																		
					<b>120</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>20</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>27</b>	<b>77</b>	<b>13</b>	<b>13</b>	
KUWAIT																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	90	3	0	7	0	0	8	97	3	29	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	59	17	14	7	3	0	24	72	12	29	
	HEATHROW	KUWAIT AIRWAYS	S	A	30	0	0	93	0	7	0	0	0	3	88	7	32	
	HEATHROW	KUWAIT AIRWAYS	S	D	30	0	0	70	13	7	10	0	0	21	62	15	29	
<b>TOTAL KUWAIT</b>					<b>118</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>9</b>	<b>9</b>	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					NOV 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	
LA CORUNA	HEATHROW	VUELING AIRLINES	S	A	29	0	0	86	10	3	0	0	0	5	90	12	30
	HEATHROW	VUELING AIRLINES	S	D	29	0	0	100	0	0	0	0	0	0	83	15	30
<b>TOTAL LA CORUNA</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>87</b>	<b>14</b>	<b>14</b>
LA ROCHELLE	STANSTED	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	3	100	1	13
	STANSTED	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	2	100	1	13
<b>TOTAL LA ROCHELLE</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100</b>	<b>1</b>	<b>1</b>
LA ROMANA																	
LAGOS	HEATHROW	ARIK AIR	S	A	31	0	0	55	23	16	3	3	0	23	70	16	30
	HEATHROW	ARIK AIR	S	D	31	0	0	55	19	16	10	0	0	27	83	15	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	97	0	0	3	0	0	7	93	2	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	20	27	27	20	7	0	57	27	28	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	29	1	1	93	7	0	0	0	0	2	93	9	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	67	17	10	7	0	0	16	70	10	30
<b>TOTAL LAGOS</b>					<b>181</b>	<b>2</b>	<b>1</b>	<b>64</b>	<b>15</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>73</b>	<b>13</b>	<b>13</b>
LAHORE	HEATHROW	PAKISTAN INTL AIRLINES	S	A	13	0	0	62	15	15	0	8	0	31	54	13	13
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	9	0	0	67	22	0	11	0	0	26	92	4	13
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	9	0	0	44	33	22	0	0	0	18	45	22	11
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	5	0	0	60	20	20	0	0	0	17	78	12	9
<b>TOTAL LAHORE</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>22</b>	<b>14</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>67</b>	<b>12</b>	<b>12</b>
LAMETIA-TERME	STANSTED	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	1	71	13	17
	STANSTED	RYANAIR	S	D	13	0	0	85	15	0	0	0	0	6	82	7	17
<b>TOTAL LAMETIA-TERME</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>76</b>	<b>10</b>	<b>10</b>
LARNACA	HEATHROW	AEGEAN AIRLINES	S	A	21	0	0	62	24	10	5	0	0	14	83	8	30
	HEATHROW	AEGEAN AIRLINES	S	D	21	0	0	71	19	0	5	0	5	57	59	20	29
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	67	17	7	7	3	0	20	87	28	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	77	10	7	3	3	0	23	70	17	30
	HEATHROW	CYPRUS AIRWAYS	S	A	59	0	0	58	25	17	0	0	0	14	67	17	46

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							NOV 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
LARNACA	HEATHROW	CYPRUS AIRWAYS	S	D	59	0	0	81	8	7	3	0	0	9	59	24	46
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	86	5	5	5	0	0	8	90	8	21
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	81	14	5	0	0	0	9	90	4	21
	BIRMINGHAM	MONARCH AIRLINES	S	A	8	0	0	100	0	0	0	0	0	1	90	3	10
	BIRMINGHAM	MONARCH AIRLINES	S	D	8	0	0	75	13	13	0	0	0	11	90	6	10
	LUTON	MONARCH AIRLINES	S	A	6	0	0	50	33	17	0	0	0	17	40	20	5
	LUTON	MONARCH AIRLINES	S	D	6	0	0	67	33	0	0	0	0	11	80	10	5
	MANCHESTER	MONARCH AIRLINES	S	A	12	0	1	42	25	0	33	0	0	39	78	10	9
	MANCHESTER	MONARCH AIRLINES	S	D	12	0	0	42	33	0	25	0	0	38	78	10	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	0	67	33	0	0	0	0	7	100	0	1
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	0	100	1	1
	GATWICK	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	2	0	0	0
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	2	0	0	50	0	0	50	0	0	79	100	13	1
<b>TOTAL LARNACA</b>					<b>334</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>17</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>74</b>	<b>15</b>	<b>15</b>
LAS PALMAS	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	71	12	6	6	6	0	27	94	3	17
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	76	18	0	0	6	0	20	100	4	17
	MANCHESTER	JET2.COM LTD	S	A	2	0	0	0	0	50	50	0	0	69	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	S	A	5	0	0	100	0	0	0	0	0	1	100	7	7
	BIRMINGHAM	MONARCH AIRLINES	S	D	5	0	0	100	0	0	0	0	0	8	100	2	7
	MANCHESTER	MONARCH AIRLINES	S	A	5	0	0	60	0	20	0	20	0	70	67	8	6
	MANCHESTER	MONARCH AIRLINES	S	D	5	0	0	40	20	0	20	20	0	77	100	2	6
	BIRMINGHAM	RYANAIR	S	A	4	0	0	75	0	25	0	0	0	10	89	5	9
	BIRMINGHAM	RYANAIR	S	D	4	0	0	75	0	0	25	0	0	30	100	3	9
	EDINBURGH	RYANAIR	S	A	4	0	0	100	0	0	0	0	0	0	75	7	4
	EDINBURGH	RYANAIR	S	D	4	0	0	100	0	0	0	0	0	3	100	0	4
	LUTON	RYANAIR	S	A	7	1	0	100	0	0	0	0	0	0	75	8	8
	LUTON	RYANAIR	S	D	7	0	0	100	0	0	0	0	0	3	75	15	8
	STANSTED	RYANAIR	S	A	9	1	1	67	22	0	11	0	0	14	67	12	9
	STANSTED	RYANAIR	S	D	10	0	0	80	10	10	0	0	0	9	89	9	9
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	0	50	0	0	37	100	1	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	0	13	0	0	0	5	75	10	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	100	0	0	0	0	0	5	100	4	8

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							NOV 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
LAS PALMAS	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	8	88	3	8
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	0	13	88	7	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	15	0	0	87	0	0	13	0	0	16	77	6	13
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	16	0	0	69	13	6	13	0	0	24	50	15	12
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	2	5
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	0	100	3	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	50	0	0	0	0	16	100	2	3
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	50	0	0	0	0	14	100	0	3
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	0	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	8	75	6	4
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	4	50	23	4
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	2	50	20	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	13	0	0	69	8	8	15	0	0	17	62	19	13
	GATWICK	THOMSON AIRWAYS LTD	C	D	12	0	0	75	17	0	8	0	0	12	92	7	13
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	0	25	75	0	0	0	35	75	7	4
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	11	100	2	4
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	12	100	1	5
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	9	100	1	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	13	0	0	85	8	8	0	0	0	7	85	12	13
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	12	0	0	83	8	8	0	0	0	10	85	8	13
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	3	5
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	2	4
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	100	0	5
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	2	4
<b>TOTAL LAS PALMAS</b>					<b>274</b>	<b>4</b>	<b>1</b>	<b>79</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>85</b>	<b>7</b>	<b>7</b>
LAS VEGAS	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	54	8	23	15	0	0	33	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	67	8	17	8	0	0	23	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	0	70	7	19	0	4	0	17	47	26	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	0	78	11	4	4	4	0	17	73	15	30
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	0	0	67	33	0	0	0	0	11	50	86	2
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	8	100	0	1
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	28	0	0	61	11	14	14	0	0	25	76	17	29

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)											
LAS VEGAS	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	28	0	0	68	7	14	7	4	0	28	69	14	29
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	56	22	11	11	0	0	18	50	18	8
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	89	0	0	11	0	0	9	88	7	8
<b>TOTAL LAS VEGAS</b>					<b>159</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>9</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>67</b>	<b>18</b>	<b>18</b>
LEEDS BRADFORD	GLASGOW	FLYBE LTD	S	D	18	0	0	89	0	11	0	0	0	9	0	0	0
	GLASGOW	LOGANAIR	S	A	48	0	0	92	4	2	2	0	0	3	0	0	0
	GLASGOW	LOGANAIR	S	D	30	0	0	87	3	7	3	0	0	7	0	0	0
<b>TOTAL LEEDS BRADFORD</b>					<b>98</b>	<b>1</b>	<b>1</b>	<b>90</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>8</b>	<b>8</b>
LEIPZIG	STANSTED	RYANAIR	S	A	17	0	0	94	0	6	0	0	0	3	95	2	20
	STANSTED	RYANAIR	S	D	17	0	0	94	0	6	0	0	0	3	95	2	20
<b>TOTAL LEIPZIG</b>					<b>34</b>	<b>1</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>95</b>	<b>2</b>	<b>2</b>
LIEGE																	
LIMOGES	STANSTED	RYANAIR	S	A	18	0	0	78	11	6	0	6	0	25	85	10	13
	STANSTED	RYANAIR	S	D	17	0	0	82	18	0	0	0	0	6	85	14	13
<b>TOTAL LIMOGES</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>85</b>	<b>12</b>	<b>12</b>
LINZ	STANSTED	RYANAIR	S	A	14	0	0	100	0	0	0	0	0	1	85	4	13
	STANSTED	RYANAIR	S	D	14	0	0	93	7	0	0	0	0	2	100	2	13
<b>TOTAL LINZ</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>3</b>	<b>3</b>
LISBON	GATWICK	AIR PORTUGAL	S	A	31	0	0	74	13	13	0	0	0	11	86	10	28
	GATWICK	AIR PORTUGAL	S	D	31	0	0	81	10	6	3	0	0	10	86	9	28
	HEATHROW	AIR PORTUGAL	S	A	159	0	0	70	11	11	6	1	0	17	68	22	149
	HEATHROW	AIR PORTUGAL	S	D	161	0	0	73	13	6	7	1	0	16	66	26	149
	MANCHESTER	AIR PORTUGAL	S	A	28	0	0	39	36	18	7	0	0	24	48	17	21
	MANCHESTER	AIR PORTUGAL	S	D	28	0	0	36	36	14	14	0	0	29	62	15	21
	HEATHROW	BRITISH AIRWAYS PLC	S	A	88	0	0	84	13	3	0	0	0	5	78	13	86
	HEATHROW	BRITISH AIRWAYS PLC	S	D	88	0	0	86	3	8	2	0	0	7	87	7	86
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	93	3	3	0	0	0	4	90	5	29

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2011				
					30	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
LISBON																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	87	13	0	0	0	0	6	90	6	29	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	74	13	4	9	0	0	14	69	13	26	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	65	17	17	0	0	0	13	46	17	26	
	GLASGOW	JET2.COM LTD	C	A	5	0	0	80	20	0	0	0	0	7	0	0	0	
	GLASGOW	JET2.COM LTD	C	D	5	0	0	80	20	0	0	0	0	10	0	0	0	
<b>TOTAL LISBON</b>					<b>734</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>16</b>	<b>16</b>	
LIVERPOOL (JOHN LENNON)																		
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>					<b>6</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>48</b>	<b>48</b>	
LJUBLJANA																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	19	0	0	89	5	0	5	0	0	9	86	5	22	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	19	0	0	95	0	0	5	0	0	8	100	2	22	
	LUTON	WIZZ AIR	S	A	13	0	0	85	8	0	8	0	0	10	0	0	0	
	LUTON	WIZZ AIR	S	D	13	0	0	85	8	0	8	0	0	12	0	0	0	
<b>TOTAL LJUBLJANA</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>93</b>	<b>4</b>	<b>4</b>	
LODZ LUBLINEK																		
	STANSTED	RYANAIR	S	A	21	0	2	90	5	5	0	0	0	4	90	29	21	
	STANSTED	RYANAIR	S	D	23	0	1	100	0	0	0	0	0	2	100	1	21	
	LUTON	WIZZ AIR	S	A	8	0	0	88	13	0	0	0	0	4	100	0	13	
	LUTON	WIZZ AIR	S	D	8	0	0	88	13	0	0	0	0	5	100	1	13	
<b>TOTAL LODZ LUBLINEK</b>					<b>60</b>	<b>0</b>	<b>3</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>98</b>	<b>8</b>	<b>8</b>	
LONDON CITY																		
	EDINBURGH	BA CITYFLYER LTD	S	A	194	0	0	90	6	3	1	0	0	5	89	6	183	
	EDINBURGH	BA CITYFLYER LTD	S	D	198	0	0	86	4	5	3	2	1	13	81	14	189	
	GLASGOW	BA CITYFLYER LTD	S	A	129	0	0	89	5	5	1	0	0	6	90	6	105	
	GLASGOW	BA CITYFLYER LTD	S	D	127	0	0	94	3	1	1	1	0	5	81	16	105	
	EDINBURGH	CITY JET	S	A	87	0	0	87	5	6	2	0	0	7	75	12	64	
	EDINBURGH	CITY JET	S	D	86	1	0	92	2	3	1	1	0	7	72	16	65	
<b>TOTAL LONDON CITY</b>					<b>821</b>	<b>1</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>11</b>	<b>11</b>	
LOS ANGELES INTERNATION																		
	HEATHROW	AMERICAN AIRLINES	S	A	30	0	0	73	13	10	3	0	0	11	73	9	30	
	HEATHROW	AMERICAN AIRLINES	S	D	30	0	0	77	23	0	0	0	0	8	77	10	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	68	16	11	5	0	0	16	81	10	57	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)												
LOS ANGELES INTERNATIONAL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	61	21	9	9	0	0	20	61	18	57	
	HEATHROW	UNITED AIRLINES	S	A	25	0	0	92	4	0	4	0	0	6	83	5	24	
	HEATHROW	UNITED AIRLINES	S	D	25	0	0	92	4	0	4	0	0	7	71	17	24	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	45	0	0	91	2	7	0	0	0	4	92	12	51	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	45	0	0	69	11	11	9	0	0	18	71	12	51	
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>312</b>	<b>1</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>76</b>	<b>12</b>	<b>12</b>	
LUANDA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	89	0	11	0	0	0	6	88	6	8	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	67	11	22	0	0	0	17	56	10	9	
<b>TOTAL LUANDA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>6</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>8</b>	<b>8</b>	
LUSAKA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	12	0	0	58	25	0	17	0	0	29	82	9	11	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	85	0	0	15	0	0	18	77	14	13	
<b>TOTAL LUSAKA</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>79</b>	<b>12</b>	<b>12</b>	
LUTON																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	96	0	0	98	1	1	0	0	0	1	87	6	94	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	96	0	0	99	1	0	0	0	0	2	91	10	94	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	96	0	0	97	2	0	1	0	0	2	93	3	98	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	96	0	0	96	4	0	0	0	0	2	97	2	98	
<b>TOTAL LUTON</b>					<b>384</b>	<b>2</b>	<b>0</b>	<b>97</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>5</b>	<b>5</b>	
LUXEMBOURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	0	84	7	8	2	0	0	8	76	15	58	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	0	95	2	3	0	0	0	4	88	11	58	
	LONDON CITY	CITY JET	S	A	22	0	0	91	0	9	0	0	0	6	100	1	5	
	LONDON CITY	CITY JET	S	D	22	0	0	100	0	0	0	0	0	1	40	119	5	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	100	0	0	0	0	0	0	0	0	0	
	LONDON CITY	LUXAIR	S	A	99	0	0	94	2	2	2	0	0	4	80	9	93	
	LONDON CITY	LUXAIR	S	D	99	0	0	92	4	2	2	0	0	5	81	8	93	
	LONDON CITY	VLM (BELGIUM)	S	A	55	0	0	93	2	4	2	0	0	4	87	11	62	
	LONDON CITY	VLM (BELGIUM)	S	D	54	0	0	87	2	4	7	0	0	9	76	14	63	
<b>TOTAL LUXEMBOURG</b>					<b>511</b>	<b>9</b>	<b>7</b>	<b>92</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>12</b>	<b>12</b>	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					NOV 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		
LUXOR																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	7	1	1	100	0	0	0	0	0	0	100	1	9	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	100	0	0	0	0	0	3	100	3	9	
	HEATHROW	EGYPT AIR	S	A	4	0	0	75	25	0	0	0	0	9	75	13	4	
	HEATHROW	EGYPT AIR	S	D	4	0	0	100	0	0	0	0	0	0	75	5	4	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	75	4	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	3	100	6	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	4	100	2	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	4	5	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	80	9	5	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	14	60	12	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	8	80	13	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	15	100	7	5	
<b>TOTAL LUXOR</b>					<b>54</b>	<b>1</b>	<b>1</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>6</b>	<b>6</b>	
LYON																		
	MANCHESTER	BMI REGIONAL	S	A	22	0	0	95	0	5	0	0	0	2	95	3	21	
	MANCHESTER	BMI REGIONAL	S	D	22	0	0	95	0	5	0	0	0	2	90	6	21	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	97	0	0	81	10	7	1	0	0	7	91	6	90	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	97	0	0	81	10	6	2	0	0	9	82	8	90	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	100	0	0	0	0	0	1	100	0	9	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	88	13	0	0	0	0	3	100	1	9	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	48	0	0	92	4	0	4	0	0	5	91	13	47	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	48	0	0	83	13	0	4	0	0	9	91	5	47	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	20	0	0	85	5	5	0	5	0	15	95	3	21	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	20	0	0	100	0	0	0	0	0	2	95	2	21	
<b>TOTAL LYON</b>					<b>390</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>91</b>	<b>6</b>	<b>6</b>	



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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							NOV 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)											
MADRID	GATWICK	AIR EUROPA	S	A	59	0	0	90	10	0	0	0	0	5	65	15	52
	GATWICK	AIR EUROPA	S	D	59	0	0	97	2	2	0	0	0	2	69	17	52
	LONDON CITY	BA CITYFLYER LTD	S	A	45	0	0	96	0	2	0	2	0	6	82	12	44
	LONDON CITY	BA CITYFLYER LTD	S	D	46	0	0	80	13	2	2	2	0	11	71	28	45
	HEATHROW	BRITISH AIRWAYS PLC	S	A	144	0	0	76	10	8	6	0	0	13	72	15	147
	HEATHROW	BRITISH AIRWAYS PLC	S	D	374	0	0	80	11	6	2	0	0	9	76	13	147
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	27	0	0	52	15	26	7	0	0	21	76	8	25
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	27	0	0	41	19	26	15	0	0	28	60	18	25
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	129	0	0	62	18	13	5	0	2	22	77	13	138
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	129	0	0	77	12	5	6	0	0	12	82	8	138
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	49	0	0	63	22	8	6	0	0	17	79	8	61
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	49	0	0	82	14	4	0	0	0	6	87	6	61
	HEATHROW	IBERIA	S	A	230	0	0	87	7	6	1	0	0	5	64	19	235
	MANCHESTER	RYANAIR	S	A	14	0	0	79	7	7	7	0	0	12	94	9	17
	MANCHESTER	RYANAIR	S	D	14	0	0	79	7	7	7	0	0	14	76	14	17
	STANSTED	RYANAIR	S	A	56	0	0	75	9	9	7	0	0	12	82	10	60
	STANSTED	RYANAIR	S	D	56	0	0	64	16	13	7	0	0	19	68	15	60
<b>TOTAL MADRID</b>					<b>1512</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>11</b>	<b>73</b>	<b>15</b>	<b>15</b>
MAHON	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	MONARCH AIRLINES	S	A	5	0	0	60	40	0	0	0	0	8	100	2	4
	GATWICK	MONARCH AIRLINES	S	D	5	0	0	80	20	0	0	0	0	8	100	2	4
	LUTON	MONARCH AIRLINES	S	A	2	0	0	50	0	0	0	0	50	199	0	0	0
	LUTON	MONARCH AIRLINES	S	D	2	0	0	50	0	0	0	0	50	214	0	0	0
	MANCHESTER	MONARCH AIRLINES	S	A	3	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	MONARCH AIRLINES	S	D	3	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	3	0	0	0
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL MAHON</b>					<b>31</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>29</b>	<b>100</b>	<b>2</b>	<b>2</b>
MALAGA	LONDON CITY	BA CITYFLYER LTD	S	A	15	0	0	67	13	13	7	0	0	19	40	37	15
	LONDON CITY	BA CITYFLYER LTD	S	D	16	0	0	69	19	6	6	0	0	17	50	23	14

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 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)												
MALAGA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	46	0	1	70	9	13	7	2	0	20	30	26	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	46	0	0	83	13	0	4	0	0	10	70	16	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	84	0	0	92	6	0	2	0	0	6	90	9	82	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	83	0	0	89	10	0	1	0	0	6	80	8	81	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	100	0	0	0	0	0	2	96	5	25	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	95	0	5	0	0	0	3	96	2	25	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	90	0	5	5	0	0	7	87	6	23	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	81	14	5	0	0	0	7	74	10	23	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	16	0	0	100	0	0	0	0	0	1	89	4	18	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	16	0	0	100	0	0	0	0	0	1	94	3	18	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	20	0	0	90	0	5	5	0	0	10	100	1	21	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	20	0	0	95	0	0	5	0	0	6	100	1	21	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	16	0	0	81	19	0	0	0	0	5	96	1	27	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	16	0	0	100	0	0	0	0	0	2	96	2	27	
	MANCHESTER	JET2.COM LTD	S	A	4	0	0	25	25	50	0	0	0	27	0	0	0	
	MANCHESTER	JET2.COM LTD	S	D	4	0	0	50	50	0	0	0	0	16	0	33	1	
	NEWCASTLE	JET2.COM LTD	S	A	4	0	0	75	0	0	25	0	0	17	0	0	0	
	NEWCASTLE	JET2.COM LTD	S	D	3	0	0	67	0	33	0	0	0	14	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	S	A	17	0	0	76	18	6	0	0	0	7	100	0	17	
	BIRMINGHAM	MONARCH AIRLINES	S	D	17	0	0	82	6	6	6	0	0	16	100	1	17	
	GATWICK	MONARCH AIRLINES	S	A	23	0	0	35	39	9	9	4	4	49	48	46	25	
	GATWICK	MONARCH AIRLINES	S	D	23	0	0	78	9	0	9	4	0	20	88	6	25	
	LUTON	MONARCH AIRLINES	S	A	12	0	1	50	25	17	8	0	0	23	50	59	12	
	LUTON	MONARCH AIRLINES	S	D	11	0	0	82	18	0	0	0	0	7	55	26	11	
	MANCHESTER	MONARCH AIRLINES	S	A	27	0	1	63	15	11	7	0	4	42	39	18	31	
	MANCHESTER	MONARCH AIRLINES	S	D	27	0	1	81	7	0	7	0	4	33	94	5	31	
	BIRMINGHAM	RYANAIR	S	A	16	0	0	88	6	0	0	6	0	19	100	3	11	
	BIRMINGHAM	RYANAIR	S	D	16	0	0	88	13	0	0	0	0	6	100	2	11	
	EDINBURGH	RYANAIR	S	A	11	0	0	100	0	0	0	0	0	2	100	4	11	
	EDINBURGH	RYANAIR	S	D	11	0	0	100	0	0	0	0	0	5	100	1	11	
	MANCHESTER	RYANAIR	S	A	17	0	0	94	0	0	6	0	0	10	100	0	12	
	MANCHESTER	RYANAIR	S	D	17	0	0	88	6	0	6	0	0	12	92	3	12	
	STANSTED	RYANAIR	S	A	38	0	0	74	21	5	0	0	0	9	100	3	27	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					NOV 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	
MALAGA	STANSTED	RYANAIR	S	D	38	0	0	87	11	3	0	0	0	5	100	2	27
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	75	4	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	75	9	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	11	0	0	91	9	0	0	0	0	4	85	12	13
	GATWICK	THOMSON AIRWAYS LTD	C	D	10	0	0	90	0	10	0	0	0	6	92	8	12
	LUTON	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	14	0	0	100	0	0	0	0	0	2	100	2	13
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	13	0	0	100	0	0	0	0	0	2	100	1	12
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	4	100	6	4
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	3	4
<b>TOTAL MALAGA</b>					<b>881</b>	<b>3</b>	<b>4</b>	<b>84</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>9</b>	<b>9</b>
MALE INTERNATIONAL	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	62	23	8	8	0	0	20	83	5	12
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	62	23	15	0	0	0	13	69	14	13
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	3	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	12	100	7	4
<b>TOTAL MALE INTERNATIONAL</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>86</b>	<b>8</b>	<b>8</b>
MALMO	STANSTED	RYANAIR	S	A	20	0	0	90	5	5	0	0	0	5	97	2	29
	STANSTED	RYANAIR	S	D	20	0	0	90	10	0	0	0	0	5	97	2	30
<b>TOTAL MALMO</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>97</b>	<b>2</b>	<b>2</b>
MALTA	GATWICK	AIR MALTA	S	A	31	0	1	97	0	0	3	0	0	2	100	0	30
	GATWICK	AIR MALTA	S	D	30	0	1	93	3	3	0	0	0	4	97	9	30
	HEATHROW	AIR MALTA	S	A	60	0	0	87	10	3	0	0	0	5	92	9	60
	HEATHROW	AIR MALTA	S	D	60	0	0	77	17	3	2	0	2	19	67	22	60
	MANCHESTER	AIR MALTA	S	A	18	0	0	89	6	6	0	0	0	6	95	7	19
	MANCHESTER	AIR MALTA	S	D	18	0	0	67	11	22	0	0	0	13	74	18	19
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	32	0	0	100	0	0	0	0	0	1	90	2	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	32	0	0	94	3	3	0	0	0	4	87	7	30
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	94	6	0	0	0	0	1	75	15	12
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	100	0	0	0	0	0	1	92	5	12
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	100	0	0	0	0	0	1	78	17	9

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)													
MALTA																			
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	88	13	0	0	0	0	6	100	4	9		
	BIRMINGHAM	RYANAIR	S	A	9	0	0	78	11	0	11	0	0	21	88	13	8		
	BIRMINGHAM	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	7	88	4	8		
	EDINBURGH	RYANAIR	S	A	5	0	0	80	20	0	0	0	0	4	88	2	8		
	EDINBURGH	RYANAIR	S	D	5	0	0	100	0	0	0	0	0	4	100	1	8		
	LUTON	RYANAIR	S	A	16	0	0	100	0	0	0	0	0	1	91	2	11		
	LUTON	RYANAIR	S	D	16	0	0	94	6	0	0	0	0	5	100	4	11		
	STANSTED	RYANAIR	S	A	3	0	0	100	0	0	0	0	0	6	0	0	0		
	STANSTED	RYANAIR	S	D	4	0	0	50	25	0	25	0	0	23	0	0	0		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	67	12	3		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	5	50	37	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	8	33	51	3		
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	0	5		
	GATWICK	THOMSON AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	0	100	0	5		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	4	5		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	6	5		
<b>TOTAL MALTA</b>					<b>422</b>	<b>1</b>	<b>3</b>	<b>90</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>10</b>	<b>10</b>		
MANCHESTER																			
	EDINBURGH	BMI REGIONAL	S	A	96	0	0	97	2	1	0	0	0	1	93	3	112		
	EDINBURGH	BMI REGIONAL	S	D	96	0	0	97	1	2	0	0	0	2	95	2	111		
	GATWICK	BRITISH AIRWAYS PLC	S	A	99	0	0	85	8	6	1	0	0	8	76	10	116		
	GATWICK	BRITISH AIRWAYS PLC	S	D	100	0	0	91	4	5	0	0	0	5	95	3	116		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	266	0	0	79	9	8	4	0	0	11	80	11	225		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	266	0	0	85	8	6	1	0	0	7	87	7	225		
	EDINBURGH	FLYBE LTD	S	A	98	0	2	95	3	0	2	0	0	5	78	14	69		
	EDINBURGH	FLYBE LTD	S	D	99	0	1	93	4	2	1	0	0	4	89	6	70		
	GLASGOW	FLYBE LTD	S	A	66	0	0	91	3	0	5	2	0	8	78	13	63		
	GLASGOW	FLYBE LTD	S	D	65	0	1	94	2	3	2	0	0	4	84	8	62		
<b>TOTAL MANCHESTER</b>					<b>1254</b>	<b>10</b>	<b>4</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>8</b>	<b>8</b>		
MANSTON (KENT INT)																			
MARIBOR																			
<b>TOTAL MARIBOR</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>		

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)												
MARRAKESH	EDINBURGH	ADRIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0	0
	EDINBURGH	ADRIA AIRWAYS	C	D	2	0	0	50	50	0	0	0	0	12	0	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	73	17	7	3	0	0	10	85	10	13	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	83	13	3	0	0	0	8	62	11	13	13
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	52	0	0	96	0	4	0	0	0	2	92	7	52	52
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	52	0	0	92	2	6	0	0	0	7	92	5	52	52
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	11	0	0	82	18	0	0	0	0	8	67	7	9	9
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	11	0	0	82	9	9	0	0	0	8	89	4	9	9
	LUTON	RYANAIR	S	A	2	0	0	100	0	0	0	0	0	0	92	4	13	13
	LUTON	RYANAIR	S	D	2	0	0	50	50	0	0	0	0	11	85	9	13	13
	STANSTED	RYANAIR	S	A	2	0	0	50	0	50	0	0	0	30	63	13	8	8
	STANSTED	RYANAIR	S	D	2	0	0	100	0	0	0	0	0	5	100	2	8	8
	GATWICK	THOMSON AIRWAYS LTD	S	A	9	0	0	78	11	11	0	0	0	10	89	12	9	9
	GATWICK	THOMSON AIRWAYS LTD	S	D	9	0	0	100	0	0	0	0	0	1	88	16	8	8
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	9	0	0	100	0	0	0	0	0	2	100	0	8	8
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	9	0	0	89	11	0	0	0	0	4	75	10	8	8
<b>TOTAL MARRAKESH</b>					<b>236</b>	<b>4</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>9</b>	<b>9</b>	<b>9</b>
MARSA ALAM	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	4	100	0	4	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	9	100	1	4	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	3	0	0	67	0	33	0	0	0	21	0	0	0	0
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	25	0	0	0	0
<b>TOTAL MARSA ALAM</b>					<b>15</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>20</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>100</b>	<b>1</b>	<b>1</b>	<b>1</b>
MARSEILLE	HEATHROW	BRITISH AIRWAYS PLC	S	A	89	0	0	91	1	7	1	0	0	5	0	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	89	0	0	84	9	3	3	0	0	7	0	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	27	0	0	96	0	0	4	0	0	4	87	6	30	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	27	0	0	96	0	0	4	0	0	5	93	4	30	30
	STANSTED	RYANAIR	S	A	30	0	0	83	3	10	3	0	0	13	93	8	30	30
	STANSTED	RYANAIR	S	D	30	0	0	97	0	0	3	0	0	4	100	2	30	30
<b>TOTAL MARSEILLE</b>					<b>292</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>7</b>	<b>7</b>	<b>7</b>
MAURITIUS	HEATHROW	AIR MAURITIUS LTD	S	A	17	0	0	82	6	6	6	0	0	16	52	22	21	21

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)												
MAURITIUS																		
	HEATHROW	AIR MAURITIUS LTD	S	D	17	0	0	71	24	0	6	0	0	16	43	28	21	
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	0	92	8	0	0	0	3	92	7	13		
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	77	8	0	8	8	0	29	100	3	12	
<b>TOTAL MAURITIUS</b>					<b>59</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>66</b>	<b>17</b>	<b>17</b>	
MEDINA																		
	MANCHESTER	JET2.COM LTD	C	A	5	0	0	0	20	0	40	40	0	147	50	31	2	
	GATWICK	NOUVELAIR TUNISIE	C	A	2	0	0	0	0	50	50	0	0	61	0	0	0	
<b>TOTAL MEDINA</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>22</b>	<b>11</b>	<b>33</b>	<b>22</b>	<b>0</b>	<b>97</b>	<b>33</b>	<b>84</b>	<b>84</b>	
MELBOURNE																		
	HEATHROW	QANTAS	S	A	30	0	0	60	13	13	10	3	0	28	73	29	56	
	HEATHROW	QANTAS	S	D	30	0	0	90	3	3	3	0	0	6	89	4	56	
<b>TOTAL MELBOURNE</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>81</b>	<b>17</b>	<b>17</b>	
MEMMINGEN ALLGAU																		
	EDINBURGH	RYANAIR	S	A	2	0	0	50	50	0	0	0	0	14	0	0	0	
	EDINBURGH	RYANAIR	S	D	2	0	0	50	0	50	0	0	0	18	0	0	0	
	MANCHESTER	RYANAIR	S	A	4	0	0	100	0	0	0	0	0	80	8	20		
	MANCHESTER	RYANAIR	S	D	4	0	0	100	0	0	0	0	2	90	4	20		
	STANSTED	RYANAIR	S	A	26	0	0	69	12	19	0	0	0	13	90	14	30	
	STANSTED	RYANAIR	S	D	26	0	0	85	8	8	0	0	0	8	97	3	30	
<b>TOTAL MEMMINGEN ALLGAU</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>9</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>90</b>	<b>8</b>	<b>8</b>	
MEXICO CITY																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	46	23	15	15	0	0	32	62	12	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	46	23	8	15	8	0	43	62	19	13	
<b>TOTAL MEXICO CITY</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>23</b>	<b>12</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>38</b>	<b>62</b>	<b>16</b>	<b>16</b>	
MIAMI INTERNATIONAL																		
	HEATHROW	AMERICAN AIRLINES	S	A	43	0	0	72	5	2	16	2	2	61	56	28	72	
	HEATHROW	AMERICAN AIRLINES	S	D	43	0	0	79	14	2	2	0	2	39	65	18	72	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	87	0	1	77	14	6	3	0	0	12	68	18	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	87	0	0	67	24	2	6	1	0	19	75	18	60	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	97	0	0	3	0	0	3	97	1	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	70	13	10	7	0	0	17	57	24	30	
<b>TOTAL MIAMI INTERNATIONAL</b>					<b>320</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>14</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>69</b>	<b>19</b>	<b>19</b>	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE						NOV 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	
MIKONOS																	
<b>TOTAL MIKONOS</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
MILAN (LINATE)																	
	HEATHROW	ALITALIA (CAI)	S	A	138	0	0	85	9	6	0	0	0	5	88	10	129
	HEATHROW	ALITALIA (CAI)	S	D	138	0	0	89	6	5	0	0	0	4	74	17	129
	LONDON CITY	ALITALIA (CAI)	S	A	44	0	0	98	0	2	0	0	0	2	0	0	0
	LONDON CITY	ALITALIA (CAI)	S	D	44	0	0	95	0	2	2	0	0	4	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	174	0	0	89	5	3	3	0	0	6	80	13	154
	HEATHROW	BRITISH AIRWAYS PLC	S	D	175	0	0	87	7	4	1	0	0	5	82	9	154
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	57	0	0	86	14	0	0	0	0	5	78	14	60
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	57	0	0	95	4	2	0	0	0	4	88	5	60
<b>TOTAL MILAN (LINATE)</b>					<b>827</b>	<b>2</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>80</b>	<b>13</b>	<b>13</b>
MILAN (MALPENSA)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	81	0	0	95	1	4	0	0	0	3	93	7	82
	HEATHROW	BRITISH AIRWAYS PLC	S	D	81	0	0	96	1	2	0	0	0	2	87	9	82
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	95	0	5	0	0	0	3	100	1	17
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	86	10	5	0	0	0	7	94	4	17
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	122	0	0	93	6	1	0	0	0	3	88	8	106
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	122	0	0	87	11	2	0	0	0	5	91	8	106
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	35	0	0	91	6	0	3	0	0	5	100	1	38
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	35	0	0	97	3	0	0	0	0	3	97	3	38
	BIRMINGHAM	FLYBE LTD	S	A	28	0	0	96	4	0	0	0	0	1	90	12	20
	BIRMINGHAM	FLYBE LTD	S	D	28	0	0	89	7	4	0	0	0	5	81	19	21
	MANCHESTER	FLYBE LTD	S	A	30	0	0	97	3	0	0	0	0	1	79	6	29
	MANCHESTER	FLYBE LTD	S	D	30	0	0	100	0	0	0	0	0	1	87	9	30
	GATWICK	MONARCH AIRLINES	S	A	2	0	0	50	0	50	0	0	0	17	0	0	0
	GATWICK	MONARCH AIRLINES	S	D	2	0	0	50	50	0	0	0	0	12	0	0	0
	MANCHESTER	MONARCH AIRLINES	S	A	2	0	1	50	0	50	0	0	0	30	0	0	0
	MANCHESTER	MONARCH AIRLINES	S	D	3	0	0	67	33	0	0	0	0	6	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>					<b>645</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>7</b>	<b>7</b>
MINNEAPOLIS-ST PAUL																	
	HEATHROW	DELTA AIRLINES	S	A	27	0	0	93	4	4	0	0	0	3	93	2	29
	HEATHROW	DELTA AIRLINES	S	D	27	0	0	85	7	0	7	0	0	9	90	4	29
<b>TOTAL MINNEAPOLIS-ST PAUL</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>91</b>	<b>3</b>	<b>3</b>

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)												
MINSK INT'L																		
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	A	13	0	0	46	23	23	8	0	0	25	69	13	13	
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	D	13	0	0	69	23	8	0	0	0	11	92	5	13	
<b>TOTAL MINSK INT'L</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>23</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>81</b>	<b>9</b>	<b>9</b>	
MODLIN MASOVIA																		
	MANCHESTER	RYANAIR	S	A	13	0	0	92	0	0	0	8	0	20	0	0	0	
	MANCHESTER	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	0	0	0	0	
	STANSTED	RYANAIR	S	A	92	1	0	86	1	2	2	7	2	31	0	0	0	
	STANSTED	RYANAIR	S	D	90	0	0	92	4	2	1	0	0	4	0	0	0	
	LUTON	WIZZ AIR	S	A	88	0	1	83	1	2	13	1	0	20	0	0	0	
	LUTON	WIZZ AIR	S	D	88	0	2	77	6	1	15	1	0	23	0	0	0	
<b>TOTAL MODLIN MASOVIA</b>					<b>384</b>	<b>2</b>	<b>3</b>	<b>85</b>	<b>3</b>	<b>2</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	
MOMBASA																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	40	36	5	
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	60	0	20	0	20	0	53	75	9	4	
<b>TOTAL MOMBASA</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>30</b>	<b>50</b>	<b>27</b>	<b>27</b>	
MONASTIR																		
	MANCHESTER	TUNISAIR	S	A	4	0	0	25	25	25	25	0	0	56	50	20	4	
	MANCHESTER	TUNISAIR	S	D	4	0	0	25	25	25	25	0	0	51	50	24	4	
<b>TOTAL MONASTIR</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>48</b>	<b>63</b>	<b>15</b>	<b>15</b>	
MONROVIA (ROBERTS)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	46	8	31	15	0	0	28	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	12	0	0	83	8	0	0	8	0	20	0	0	0	
<b>TOTAL MONROVIA (ROBERTS)</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>8</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	
MONTEGO BAY																		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	4	100	1	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	7	0	0	100	0	0	0	0	0	4	100	3	7	
	GATWICK	THOMSON AIRWAYS LTD	C	D	8	0	0	63	0	38	0	0	0	20	71	9	7	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	50	25	0	25	0	0	27	50	15	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	22	50	21	4	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	11	0	0	55	27	9	9	0	0	28	67	21	9	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	11	0	0	0	45	27	27	0	0	51	11	43	9	



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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)										
MONTEGO BAY																	
<b>TOTAL MONTEGO BAY</b>					<b>47</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>21</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>65</b>	<b>18</b>	<b>18</b>
MONTPELLIER																	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	15	0	0	93	7	0	0	0	0	3	84	11	19
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	15	0	0	100	0	0	0	0	0	2	89	3	19
<b>TOTAL MONTPELLIER</b>					<b>32</b>	<b>2</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>7</b>	<b>7</b>
MONTREAL (DORVAL)																	
	HEATHROW	AIR CANADA	S	A	30	0	0	87	10	3	0	0	0	6	90	30	30
	HEATHROW	AIR CANADA	S	D	30	0	0	93	3	0	3	0	0	5	79	14	29
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	70	17	13	0	0	0	10	70	22	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	77	20	3	0	0	0	8	77	7	30
<b>TOTAL MONTREAL (DORVAL)</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>18</b>	<b>18</b>
MOSCOW (DOMODEDOVO)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	89	0	0	69	15	13	3	0	0	15	94	2	89
	HEATHROW	BRITISH AIRWAYS PLC	S	D	89	0	0	84	9	3	3	0	0	8	87	5	89
	HEATHROW	TRANSAERO AIRLINES	S	A	30	0	0	47	33	17	3	0	0	19	92	4	60
	HEATHROW	TRANSAERO AIRLINES	S	D	30	0	0	60	13	27	0	0	0	16	78	10	60
<b>TOTAL MOSCOW (DOMODEDOVO)</b>					<b>238</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>5</b>	<b>5</b>
MOSCOW (SHEREMETYEVO)																	
	HEATHROW	AEROFLOT	S	A	77	0	0	81	8	6	4	1	0	13	88	5	76
	HEATHROW	AEROFLOT	S	D	77	0	0	87	8	1	3	1	0	9	91	6	75
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>					<b>154</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>89</b>	<b>5</b>	<b>5</b>
MOSCOW (VNUKOVO)																	
	HEATHROW	TRANSAERO AIRLINES	S	A	30	0	0	80	13	7	0	0	0	11	0	0	0
	HEATHROW	TRANSAERO AIRLINES	S	D	30	0	0	73	17	10	0	0	0	10	0	0	0
<b>TOTAL MOSCOW (VNUKOVO)</b>					<b>60</b>	<b>15</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
MUMBAI																	
	HEATHROW	AIR INDIA	S	A	30	0	0	77	13	3	3	3	0	15	93	3	30
	HEATHROW	AIR INDIA	S	D	30	0	0	73	13	10	0	3	0	16	67	14	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	0	81	10	8	0	0	0	6	92	4	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	0	61	24	8	7	0	0	17	82	9	60
	HEATHROW	JET AIRWAYS	S	A	60	0	0	65	20	13	2	0	0	14	77	12	60
	HEATHROW	JET AIRWAYS	S	D	60	0	0	90	5	2	2	2	0	9	82	9	60

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)											
MUMBAI	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	29	0	0	48	17	28	3	3	0	30	0	0	0
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	63	23	7	7	0	0	18	0	0	0
<b>TOTAL MUMBAI</b>					<b>357</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>84</b>	<b>8</b>	<b>8</b>
MUNICH	HEATHROW	BRITISH AIRWAYS PLC	S	A	198	0	0	85	7	6	2	0	0	7	81	11	177
	HEATHROW	BRITISH AIRWAYS PLC	S	D	198	0	0	85	9	4	3	0	0	7	86	8	178
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	100	0	0	0	0	0	0	88	17	17
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	100	0	0	0	0	0	2	71	24	17
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	58	0	0	91	3	5	0	0	0	4	80	9	64
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	58	0	0	90	10	0	0	0	0	3	89	4	64
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	88	0	6	6	0	0	8	79	13	19
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	88	6	0	6	0	0	6	79	9	19
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	43	0	0	88	2	7	2	0	0	5	81	10	42
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	43	0	0	93	7	0	0	0	0	3	83	7	42
	HEATHROW	LUFTHANSA	S	A	238	0	0	81	10	6	3	0	0	9	68	17	235
	HEATHROW	LUFTHANSA	S	D	238	0	0	87	6	4	3	0	0	7	62	21	235
	MANCHESTER	LUFTHANSA	S	A	86	0	0	90	2	7	1	0	0	8	67	14	86
	MANCHESTER	LUFTHANSA	S	D	86	0	0	86	8	3	2	0	0	7	53	20	86
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	82	0	0	90	5	4	1	0	0	5	63	19	80
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	82	0	0	85	9	5	1	0	0	9	46	28	80
	BIRMINGHAM	MONARCH AIRLINES	S	A	13	0	1	85	0	15	0	0	0	8	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	S	D	14	0	0	86	7	0	7	0	0	7	0	0	0
	LUTON	MONARCH AIRLINES	S	A	13	0	0	62	8	8	23	0	0	26	0	0	0
	LUTON	MONARCH AIRLINES	S	D	13	0	0	77	8	15	0	0	0	11	0	0	0
	MANCHESTER	MONARCH AIRLINES	S	A	13	0	0	54	31	8	8	0	0	23	0	0	0
	MANCHESTER	MONARCH AIRLINES	S	D	13	0	0	85	0	0	15	0	0	16	0	0	0
	STANSTED	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	7	0	41	1
<b>TOTAL MUNICH</b>					<b>1564</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>71</b>	<b>15</b>	<b>15</b>
MUNSTER-OSNABRUCK	LONDON CITY	VLM (BELGIUM)	S	A	28	0	0	96	0	0	4	0	0	3	0	0	0
	LONDON CITY	VLM (BELGIUM)	S	D	29	0	0	97	0	0	0	3	0	8	0	0	0
<b>TOTAL MUNSTER-OSNABRUCK</b>					<b>61</b>	<b>3</b>	<b>0</b>	<b>97</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>

MURCIA SAN JAVIER

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					NOV 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
MURCIA SAN JAVIER	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	92	8	0	0	0	0	3	90	3	21
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	92	8	0	0	0	0	4	86	5	21
	MANCHESTER	JET2.COM LTD	S	A	4	0	0	100	0	0	0	0	0	0	73	17	15
	MANCHESTER	JET2.COM LTD	S	D	4	0	0	100	0	0	0	0	0	0	93	4	14
	NEWCASTLE	JET2.COM LTD	S	A	4	0	0	75	0	25	0	0	0	13	78	7	9
	NEWCASTLE	JET2.COM LTD	S	D	4	0	0	75	0	0	25	0	0	18	100	3	9
	BIRMINGHAM	RYANAIR	S	A	4	0	0	100	0	0	0	0	0	2	0	0	0
	BIRMINGHAM	RYANAIR	S	D	4	0	0	100	0	0	0	0	0	4	0	0	0
	LUTON	RYANAIR	S	A	6	0	0	100	0	0	0	0	0	3	0	0	0
	LUTON	RYANAIR	S	D	6	0	0	83	17	0	0	0	0	4	0	0	0
	MANCHESTER	RYANAIR	S	A	3	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	RYANAIR	S	D	3	0	0	100	0	0	0	0	0	2	0	0	0
	STANSTED	RYANAIR	S	A	19	0	0	95	5	0	0	0	0	2	100	0	13
	STANSTED	RYANAIR	S	D	19	0	0	84	16	0	0	0	0	5	100	1	13
<b>TOTAL MURCIA SAN JAVIER</b>					<b>132</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>6</b>	<b>6</b>
MUSCAT	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	100	0	0	0	0	0	0	93	3	29
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	87	10	3	0	0	0	6	100	6	1
	HEATHROW	OMAN AIR	S	A	30	0	0	67	30	0	3	0	0	12	97	5	30
	HEATHROW	OMAN AIR	S	D	30	0	0	100	0	0	0	0	0	1	93	3	30
<b>TOTAL MUSCAT</b>					<b>119</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>94</b>	<b>3</b>	<b>3</b>

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					NOV 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)												
NAIROBI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	87	3	10	0	0	0	8	83	12	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	83	13	3	0	0	0	7	77	12	30	
	HEATHROW	KENYA AIRWAYS	S	A	30	0	2	73	13	10	3	0	0	11	65	36	37	
	HEATHROW	KENYA AIRWAYS	S	D	30	0	2	97	3	0	0	0	0	2	84	6	38	
<b>TOTAL NAIROBI</b>					<b>120</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>15</b>	<b>15</b>	
NANTES																		
	MANCHESTER	FLYBE LTD	S	A	13	0	0	77	15	8	0	0	0	10	71	13	17	
	MANCHESTER	FLYBE LTD	S	D	13	0	0	92	0	8	0	0	0	4	76	11	17	
	LONDON CITY	VLM (BELGIUM)	S	A	30	0	0	90	3	0	7	0	0	11	78	11	45	
	LONDON CITY	VLM (BELGIUM)	S	D	29	0	0	90	3	3	3	0	0	6	89	13	46	
<b>TOTAL NANTES</b>					<b>85</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>13</b>	<b>13</b>	
NAPLES																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	47	0	0	79	11	2	6	2	0	15	66	22	35	
	GATWICK	BRITISH AIRWAYS PLC	S	D	47	0	0	83	11	2	2	2	0	12	71	10	35	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	29	0	0	69	24	7	0	0	0	10	83	8	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	29	0	0	86	14	0	0	0	0	7	90	6	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	85	12	4	0	0	0	7	80	7	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	96	4	0	0	0	0	2	100	3	30	
<b>TOTAL NAPLES</b>					<b>207</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>10</b>	<b>10</b>	
NDJAMENA																		
NEW YORK (JF KENNEDY)																		
	HEATHROW	AMERICAN AIRLINES	S	A	136	0	0	73	8	13	7	0	0	13	85	9	107	
	HEATHROW	AMERICAN AIRLINES	S	D	140	0	0	91	6	0	3	0	0	6	76	12	107	
	MANCHESTER	AMERICAN AIRLINES	S	A	28	0	0	82	7	0	7	4	0	18	96	3	25	
	MANCHESTER	AMERICAN AIRLINES	S	D	29	0	0	83	0	7	7	3	0	23	88	5	24	
	LONDON CITY	BRITISH AIRWAYS (BA) LTD	S	A	40	1	0	90	0	10	0	0	0	5	0	0	0	
	LONDON CITY	BRITISH AIRWAYS (BA) LTD	S	D	44	0	0	100	0	0	0	0	0	0	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	191	0	1	77	7	11	2	3	1	19	82	9	200	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	195	0	0	74	15	7	3	1	1	17	75	15	200	
	HEATHROW	DELTA AIRLINES	S	A	86	0	2	74	8	9	6	2	0	18	93	4	87	
	HEATHROW	DELTA AIRLINES	S	D	86	0	2	93	2	3	1	0	0	4	89	7	88	
	HEATHROW	KUWAIT AIRWAYS	S	A	13	0	0	77	15	0	8	0	0	13	89	3	9	

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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 (JF KENNEDY)																		
	HEATHROW	KUWAIT AIRWAYS	S	D	13	0	0	77	15	8	0	0	0	9	62	20	13	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	12	0	0	17	42	33	8	0	0	32	69	25	13	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	110	0	1	82	6	6	3	1	2	17	86	5	87	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	108	0	1	81	9	3	6	1	0	13	74	13	87	
<b>TOTAL NEW YORK (JF KENNEDY)</b>					<b>1231</b>	<b>4</b>	<b>8</b>	<b>80</b>	<b>8</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>9</b>	<b>9</b>	
NEW YORK (NEWARK)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	77	0	0	78	12	5	3	3	0	17	66	12	86	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	79	0	0	78	11	6	3	1	0	12	78	10	86	
	BIRMINGHAM	UNITED AIRLINES	S	A	24	0	0	92	4	0	0	0	4	22	0	0	0	
	BIRMINGHAM	UNITED AIRLINES	S	D	24	0	0	92	0	0	4	0	4	24	0	0	0	
	EDINBURGH	UNITED AIRLINES	S	A	28	0	0	89	7	0	4	0	0	5	0	0	0	
	EDINBURGH	UNITED AIRLINES	S	D	28	0	0	86	7	4	4	0	0	8	0	0	0	
	GLASGOW	UNITED AIRLINES	S	A	25	0	0	68	12	12	8	0	0	16	0	0	0	
	GLASGOW	UNITED AIRLINES	S	D	25	0	0	76	8	8	8	0	0	14	0	0	0	
	HEATHROW	UNITED AIRLINES	S	A	131	0	0	86	8	2	4	0	0	9	0	0	0	
	HEATHROW	UNITED AIRLINES	S	D	131	1	1	88	7	2	3	1	0	8	0	0	0	
	MANCHESTER	UNITED AIRLINES	S	A	29	0	0	72	7	10	10	0	0	17	0	0	0	
	MANCHESTER	UNITED AIRLINES	S	D	28	0	1	86	0	7	7	0	0	13	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	57	0	0	88	7	2	2	0	2	13	90	7	59	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	57	0	0	82	7	5	4	0	2	16	80	11	59	
<b>TOTAL NEW YORK (NEWARK)</b>					<b>746</b>	<b>1</b>	<b>2</b>	<b>84</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>13</b>	<b>76</b>	<b>14</b>	<b>14</b>	
NEWCASTLE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	165	0	0	84	8	4	4	0	0	10	84	14	172	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	165	0	0	89	5	4	2	0	0	7	90	6	172	
	BIRMINGHAM	EASTERN AIRWAYS	S	A	52	0	8	88	2	6	4	0	0	8	95	5	56	
	BIRMINGHAM	EASTERN AIRWAYS	S	D	55	0	5	85	7	4	4	0	0	7	95	4	60	
	GATWICK	FLYBE LTD	S	A	76	0	0	91	4	1	4	0	0	6	86	6	80	
	GATWICK	FLYBE LTD	S	D	75	0	0	88	4	1	5	1	0	12	84	12	80	
<b>TOTAL NEWCASTLE</b>					<b>589</b>	<b>5</b>	<b>13</b>	<b>87</b>	<b>5</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>9</b>	<b>9</b>	
NEWQUAY																		
	GATWICK	FLYBE LTD	S	A	81	0	0	96	1	1	1	0	0	3	86	9	80	
	GATWICK	FLYBE LTD	S	D	81	0	0	94	2	2	1	0	0	4	88	11	80	
	MANCHESTER	FLYBE LTD	S	A	17	0	0	94	0	6	0	0	0	2	81	7	16	

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)											
NEWQUAY	MANCHESTER	FLYBE LTD		S D	17	0	0	82	12	6	0	0	0	8	69	13	16
<b>TOTAL NEWQUAY</b>					<b>196</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>10</b>	<b>10</b>
NICE	LONDON CITY	BA CITYFLYER LTD		S A	3	0	0	67	0	33	0	0	0	16	85	9	13
	LONDON CITY	BA CITYFLYER LTD		S D	3	0	0	100	0	0	0	0	0	4	100	3	14
	GATWICK	BRITISH AIRWAYS PLC		S A	63	0	0	95	5	0	0	0	0	1	0	0	0
	GATWICK	BRITISH AIRWAYS PLC		S D	64	0	0	92	8	0	0	0	0	3	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC		S A	150	0	0	87	6	5	2	0	0	7	81	11	147
	HEATHROW	BRITISH AIRWAYS PLC		S D	150	0	0	87	7	5	1	0	0	6	86	8	147
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	53	0	0	74	25	0	2	0	0	9	80	7	60
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	53	0	0	83	15	0	2	0	0	6	88	6	60
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	24	0	0	75	21	4	0	0	0	10	68	12	22
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	24	0	0	100	0	0	0	0	0	2	86	4	22
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	14	0	0	71	21	7	0	0	0	11	82	7	17
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	14	0	0	100	0	0	0	0	0	2	100	0	17
<b>TOTAL NICE</b>					<b>615</b>	<b>5</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>8</b>	<b>8</b>
NIEDERRHEIN	EDINBURGH	RYANAIR		S A	13	0	0	100	0	0	0	0	0	0	88	5	17
	EDINBURGH	RYANAIR		S D	13	0	0	100	0	0	0	0	0	3	88	6	17
	STANSTED	RYANAIR		S A	36	0	0	97	3	0	0	0	0	2	85	24	47
	STANSTED	RYANAIR		S D	35	0	0	89	9	3	0	0	0	5	83	5	42
<b>TOTAL NIEDERRHEIN</b>					<b>97</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>85</b>	<b>12</b>	<b>12</b>
NIMES	LUTON	RYANAIR		S A	17	0	0	94	0	6	0	0	0	2	88	4	17
	LUTON	RYANAIR		S D	17	0	0	100	0	0	0	0	0	2	88	6	17
<b>TOTAL NIMES</b>					<b>34</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>2</b>	<b>88</b>	<b>5</b>	<b>5</b>
NORWICH	EDINBURGH	FLYBE LTD		S A	30	0	0	87	3	3	7	0	0	11	82	19	50
	EDINBURGH	FLYBE LTD		S D	30	0	0	90	0	3	7	0	0	9	86	20	50
	MANCHESTER	FLYBE LTD		S A	2	0	3	50	50	0	0	0	0	17	76	17	41
	MANCHESTER	FLYBE LTD		S D	3	0	1	33	33	33	0	0	0	22	76	20	42
	MANCHESTER	LOGANAIR		S A	65	0	0	85	8	5	3	0	0	12	0	0	0

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						NOV 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)										
NORWICH																		
	MANCHESTER	LOGANAIR	S	D	66	0	0	83	11	2	3	2	0	13	0	0	0	
<b>TOTAL NORWICH</b>					<b>200</b>	<b>3</b>	<b>4</b>	<b>84</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>19</b>	<b>19</b>	
NUREMBERG																		
	GATWICK	AIR BERLIN	S	A	46	0	0	89	11	0	0	0	0	6	85	6	48	
	GATWICK	AIR BERLIN	S	D	46	0	0	89	9	2	0	0	0	5	90	4	48	
<b>TOTAL NUREMBERG</b>					<b>92</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>5</b>	<b>5</b>	

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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 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	2	0	0	100	0	0	0	0	0	4	0	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	100	0	0	0	0	0	0	0	0	0	0
<b>TOTAL OLBIA</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Oporto (PORTUGAL)																		
	GATWICK	AIR PORTUGAL	S	A	54	0	0	87	4	4	4	2	0	11	91	5	53	
	GATWICK	AIR PORTUGAL	S	D	54	0	0	85	6	4	6	0	0	10	91	4	53	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	82	12	0	6	0	0	9	76	11	29	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	71	24	0	6	0	0	10	83	7	29	
	MANCHESTER	JET2.COM LTD	C	A	2	0	0	0	0	50	50	0	0	63	0	0	0	
	MANCHESTER	JET2.COM LTD	C	D	2	0	0	100	0	0	0	0	0	3	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	0	0	100	0	0	0	46	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	A	2	0	0	50	50	0	0	0	0	11	0	0	0	
	STANSTED	RYANAIR	S	A	52	0	0	87	6	4	4	0	0	10	76	10	49	
	STANSTED	RYANAIR	S	D	52	0	0	85	6	4	6	0	0	11	78	9	50	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	0	50	0	0	74	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	2	0	0	0	
<b>TOTAL OPORTO (PORTUGAL)</b>					<b>261</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>8</b>	<b>8</b>	
ORLANDO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	70	20	3	3	3	0	17	90	6	29	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	80	17	0	0	3	0	15	83	9	29	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	54	0	0	74	6	7	11	2	0	22	73	15	51	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	53	0	0	62	17	8	11	2	0	27	80	17	51	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	42	0	1	64	17	12	7	0	0	16	93	5	42	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	41	0	0	83	7	5	5	0	0	10	81	12	43	
<b>TOTAL ORLANDO</b>					<b>251</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>13</b>	<b>6</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>82</b>	<b>11</b>	<b>11</b>	
OSLO (GARDERMOEN)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	132	0	0	83	9	5	2	0	0	8	82	10	117	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	132	0	0	88	7	4	2	0	0	6	89	6	117	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	13	0	0	62	15	8	15	0	0	27	100	6	13	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	13	0	0	69	8	0	23	0	0	28	77	11	13	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	83	0	0	81	16	4	0	0	0	8	89	5	82	



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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					NOV 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
OSLO (GARDERMOEN)																		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	82	0	0	84	12	4	0	0	0	8	85	8	82	
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	17	0	0	53	35	12	0	0	0	16	92	4	13	
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	D	17	0	0	47	29	18	6	0	0	20	77	11	13	
	HEATHROW	SAS	S	A	145	0	0	78	10	8	3	0	0	11	75	17	145	
	HEATHROW	SAS	S	D	145	0	0	89	6	4	1	0	0	5	82	14	145	
	MANCHESTER	SAS	S	A	19	0	0	89	11	0	0	0	0	5	90	7	20	
	MANCHESTER	SAS	S	D	19	0	0	95	5	0	0	0	0	2	90	7	20	
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>818</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>10</b>	<b>10</b>	
OSTEND																		
	NEWCASTLE	JET2.COM LTD	C	A	2	0	0	50	0	50	0	0	0	27	0	0	0	
	NEWCASTLE	JET2.COM LTD	C	D	2	0	0	100	0	0	0	0	0	1	0	0	0	
<b>TOTAL OSTEND</b>					<b>4</b>	<b>2</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>50</b>	<b>10</b>	<b>10</b>	
OTTAWA INTERNATIONAL																		
	HEATHROW	AIR CANADA	S	A	24	0	0	92	8	0	0	0	0	3	90	4	30	
	HEATHROW	AIR CANADA	S	D	25	0	0	92	4	0	4	0	0	5	57	17	30	
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>49</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>73</b>	<b>10</b>	<b>10</b>	
OUAGADOUGOU																		
OUARZAZATE																		

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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	4	0	0	100	0	0	0	0	0	2	100	2	4	
	BIRMINGHAM	AIR BERLIN	C	D	4	0	0	100	0	0	0	0	0	6	100	4	4	
<b>TOTAL PADERBORN</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>100</b>	<b>3</b>	<b>3</b>	
PALERMO																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	16	0	0	81	6	6	6	0	0	13	69	11	13	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	16	0	0	100	0	0	0	0	0	3	85	5	13	
	STANSTED	RYANAIR	S	A	16	0	0	81	13	0	6	0	0	16	75	9	12	
	STANSTED	RYANAIR	S	D	16	0	0	100	0	0	0	0	0	2	100	1	13	
<b>TOTAL PALERMO</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>6</b>	<b>6</b>	
PALMA DE MALLORCA																		
	LONDON CITY	BA CITYFLYER LTD	S	A	10	0	0	90	0	0	10	0	0	13	0	0	0	
	LONDON CITY	BA CITYFLYER LTD	S	D	10	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	38	0	0	92	3	5	0	0	0	5	82	15	33	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	38	0	0	89	11	0	0	0	0	5	88	7	33	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	100	0	0	0	0	0	3	0	0	0	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	100	0	0	0	0	0	1	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	6	0	0	100	0	0	0	0	0	0	100	0	5	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	6	0	0	100	0	0	0	0	0	0	100	0	5	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	15	0	0	93	0	7	0	0	0	4	100	2	17	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	15	0	0	93	0	7	0	0	0	5	100	1	17	
	MANCHESTER	JET2.COM LTD	S	A	3	0	0	67	33	0	0	0	0	10	0	0	0	
	MANCHESTER	JET2.COM LTD	S	D	3	0	0	67	0	33	0	0	0	12	0	0	0	
	NEWCASTLE	JET2.COM LTD	S	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	NEWCASTLE	JET2.COM LTD	S	D	4	0	0	100	0	0	0	0	0	3	0	0	0	
	GATWICK	MONARCH AIRLINES	S	A	12	0	0	42	33	8	17	0	0	33	25	70	8	
	GATWICK	MONARCH AIRLINES	S	D	12	0	0	75	0	25	0	0	0	15	75	42	8	
	LUTON	MONARCH AIRLINES	S	A	4	0	0	50	25	0	25	0	0	20	0	0	0	
	LUTON	MONARCH AIRLINES	S	D	4	0	0	75	0	0	25	0	0	24	0	0	0	
	MANCHESTER	MONARCH AIRLINES	S	A	13	0	0	38	15	23	23	0	0	40	67	14	6	
	MANCHESTER	MONARCH AIRLINES	S	D	13	0	0	77	0	15	8	0	0	22	100	1	6	
	BIRMINGHAM	RYANAIR	S	A	11	0	0	100	0	0	0	0	0	1	0	0	0	
	BIRMINGHAM	RYANAIR	S	D	11	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	RYANAIR	S	A	9	0	0	89	11	0	0	0	0	7	0	0	0	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					NOV 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		
PALMA DE MALLORCA																		
	MANCHESTER	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	0	0	0	0	0
	STANSTED	RYANAIR	S	A	17	0	0	100	0	0	0	0	0	1	63	8	8	
	STANSTED	RYANAIR	S	D	17	0	0	100	0	0	0	0	0	3	100	5	8	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	A	3	0	0	33	33	0	33	0	0	48	100	0	1	
	LUTON	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	4	0	0	0	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	3	0	0	67	0	0	33	0	0	25	0	0	0	
	STANSTED	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
<b>TOTAL PALMA DE MALLORCA</b>					<b>319</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>11</b>	<b>11</b>	
PAPHOS																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	3	0	0	33	33	0	33	0	0	50	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	3	0	0	67	33	0	0	0	0	9	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	100	0	0	0	0	0	0	100	1	9	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	75	25	0	0	0	0	7	100	2	9	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	34	0	1	94	3	3	0	0	0	3	91	9	34	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	34	0	0	97	3	0	0	0	0	3	91	6	34	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	78	22	0	0	0	0	5	100	4	9	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	78	11	0	11	0	0	14	89	5	9	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	96	0	0	4	0	0	7	90	12	21	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	96	4	0	0	0	0	3	95	5	21	
	GATWICK	MONARCH AIRLINES	S	A	3	0	0	100	0	0	0	0	0	4	0	0	0	
	GATWICK	MONARCH AIRLINES	S	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	STANSTED	RYANAIR	S	A	14	0	0	7	36	43	14	0	0	37	0	0	0	
	STANSTED	RYANAIR	S	D	14	0	0	79	7	7	7	0	0	12	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	7	0	0	100	0	0	0	0	0	5	86	8	7	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	10	71	13	7	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	25	0	0	0	0	7	88	6	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	6	0	0	50	17	33	0	0	0	19	63	17	8	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	3	78	12	9	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	8	0	0	88	0	13	0	0	0	8	78	12	9	
	GATWICK	THOMSON AIRWAYS LTD	C	A	13	0	0	100	0	0	0	0	0	0	78	13	18	
	GATWICK	THOMSON AIRWAYS LTD	C	D	11	0	0	91	9	0	0	0	0	6	81	9	16	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	80	19	5
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	80	4	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	12	0	0	75	8	8	8	0	0	17	88	18	16
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	12	0	0	33	33	17	17	0	0	34	88	16	16
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	1	80	27	5
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	4	5
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	7	80	18	5
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	8	100	0	5
<b>TOTAL PAPHOS</b>					<b>311</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>11</b>	<b>11</b>
PARIS (CHARLES DE GAULLE)	BIRMINGHAM	AIR FRANCE	S	A	87	0	0	84	11	5	0	0	0	7	94	3	89
	BIRMINGHAM	AIR FRANCE	S	D	87	0	0	92	5	3	0	0	0	4	97	2	89
	HEATHROW	AIR FRANCE	S	A	215	0	0	75	15	7	3	0	0	11	69	16	236
	HEATHROW	AIR FRANCE	S	D	215	0	0	87	8	4	0	0	0	5	72	13	236
	MANCHESTER	AIR FRANCE	S	A	90	0	0	76	16	7	2	0	0	11	59	18	88
	MANCHESTER	AIR FRANCE	S	D	90	0	0	89	4	4	2	0	0	6	80	11	88
	NEWCASTLE	BRIT AIR	S	A	80	0	0	84	11	4	1	0	0	5	86	6	81
	NEWCASTLE	BRIT AIR	S	D	80	0	0	81	10	6	3	0	0	10	66	15	80
	HEATHROW	BRITISH AIRWAYS PLC	S	A	205	0	0	80	11	6	3	0	0	9	78	13	220
	HEATHROW	BRITISH AIRWAYS PLC	S	D	206	0	0	84	10	4	2	0	0	8	78	13	220
	EDINBURGH	CITY JET	S	A	90	0	0	96	4	0	0	0	0	1	99	2	90
	EDINBURGH	CITY JET	S	D	90	0	0	87	8	2	3	0	0	9	78	11	88
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	19	0	0	95	5	0	0	0	0	2	100	3	17
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	19	0	0	95	0	5	0	0	0	3	100	1	17
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	100	0	0	0	0	0	1	100	1	20
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	94	6	0	0	0	0	2	100	1	20
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	78	0	0	86	9	5	0	0	0	6	84	10	76
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	78	0	0	91	6	3	0	0	0	5	83	8	76
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	50	50	0	0	0	0	14	100	0	18
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	50	0	50	0	0	0	20	100	3	18
	BIRMINGHAM	FLYBE LTD	S	A	78	0	0	96	4	0	0	0	0	1	88	6	78
	BIRMINGHAM	FLYBE LTD	S	D	78	0	0	92	5	1	1	0	0	9	82	8	78
	GLASGOW	FLYBE LTD	S	A	29	0	1	100	0	0	0	0	0	1	77	14	13

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					NOV 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		
PARIS (CHARLES DE GAULLE)																		
	GLASGOW	FLYBE LTD	S	D	30	0	0	100	0	0	0	0	0	3	89	7	18	
	MANCHESTER	FLYBE LTD	S	A	104	0	0	90	8	0	2	0	0	4	70	15	102	
	MANCHESTER	FLYBE LTD	S	D	104	0	0	82	8	9	2	0	0	11	63	15	104	
	MANCHESTER	JET2.COM LTD	S	A	4	1	0	100	0	0	0	0	0	6	0	0	0	
	MANCHESTER	JET2.COM LTD	S	D	4	0	0	100	0	0	0	0	0	3	0	0	0	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>2200</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>7</b>	<b>79</b>	<b>11</b>	<b>11</b>	
PARIS (LE BOURGET)																		
PARIS (ORLY)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	119	0	0	83	8	7	3	0	0	9	85	9	88	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	119	0	0	88	4	6	2	0	0	6	89	5	88	
	LONDON CITY	VLM (BELGIUM)	S	A	135	0	0	84	10	3	2	0	0	6	84	11	123	
	LONDON CITY	VLM (BELGIUM)	S	D	138	0	0	87	7	3	2	1	0	8	78	13	123	
<b>TOTAL PARIS (ORLY)</b>					<b>511</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>83</b>	<b>10</b>	<b>10</b>	
PARMA																		
	STANSTED	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	2	69	11	13	
	STANSTED	RYANAIR	S	D	13	0	0	85	15	0	0	0	0	3	92	6	13	
<b>TOTAL PARMA</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>81</b>	<b>8</b>	<b>8</b>	
PAU																		
	LONDON CITY	CITY JET	S	A	8	0	0	100	0	0	0	0	0	1	80	21	10	
	LONDON CITY	CITY JET	S	D	8	0	0	75	25	0	0	0	0	8	75	19	12	
<b>TOTAL PAU</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>77</b>	<b>20</b>	<b>20</b>	
PERPIGNAN																		
	STANSTED	RYANAIR	S	A	4	0	0	75	25	0	0	0	0	7	0	186	1	
	STANSTED	RYANAIR	S	D	4	0	0	100	0	0	0	0	0	6	0	0	0	
<b>TOTAL PERPIGNAN</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>7</b>	<b>0</b>	<b>186</b>	<b>186</b>	
PERUGIA																		
	STANSTED	RYANAIR	S	A	15	0	0	87	0	7	0	7	0	22	83	26	12	
	STANSTED	RYANAIR	S	D	15	0	0	100	0	0	0	0	0	4	92	4	13	
<b>TOTAL PERUGIA</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>15</b>	<b>15</b>	
PESCARA																		
	STANSTED	RYANAIR	S	A	17	0	0	94	6	0	0	0	0	6	100	0	17	
	STANSTED	RYANAIR	S	D	17	0	0	88	12	0	0	0	0	7	100	1	17	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)											
PESCARA																	
<b>TOTAL PESCARA</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>0</b>	<b>0</b>
PESHAWAR																	
PHILADELPHIA INTERNATIONAL																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	0	92	7	2	0	0	0	4	89	13	57
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	0	78	14	5	3	0	0	10	79	21	57
	HEATHROW	US AIRWAYS	S	A	29	0	0	97	0	3	0	0	0	3	71	30	28
	HEATHROW	US AIRWAYS	S	D	28	0	1	96	0	0	4	0	0	6	68	42	28
	MANCHESTER	US AIRWAYS	S	A	28	0	0	93	0	0	7	0	0	10	83	9	29
	MANCHESTER	US AIRWAYS	S	D	28	0	0	82	7	7	4	0	0	10	72	13	29
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>231</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>20</b>	<b>20</b>
PHOENIX																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	0	33	29	29	5	5	0	41	80	7	25
	HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	0	38	33	24	5	0	0	28	58	13	24
<b>TOTAL PHOENIX</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>31</b>	<b>26</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>69</b>	<b>10</b>	<b>10</b>
PISA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	3	0	0	33	0	67	0	0	0	37	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	3	0	0	67	0	33	0	0	0	17	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	83	10	3	3	0	0	8	85	15	27
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	86	3	7	3	0	0	7	89	14	27
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	39	0	0	85	13	0	3	0	0	7	82	8	34
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	39	0	0	97	0	3	0	0	0	3	94	5	35
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	3	0	0	100	0	0	0	0	0	0	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	3	0	0	100	0	0	0	0	0	4	0	0	0
	MANCHESTER	JET2.COM LTD	S	A	3	0	0	100	0	0	0	0	0	11	0	0	0
	MANCHESTER	JET2.COM LTD	S	D	3	0	0	67	33	0	0	0	0	7	0	0	0
	STANSTED	RYANAIR	S	A	56	0	0	80	9	5	2	4	0	19	79	16	34
	STANSTED	RYANAIR	S	D	56	0	0	77	18	5	0	0	0	9	82	11	34
<b>TOTAL PISA</b>					<b>266</b>	<b>2</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>11</b>	<b>11</b>
PLOVDIV																	
	STANSTED	RYANAIR	S	A	8	0	0	75	13	13	0	0	0	10	89	9	9
	STANSTED	RYANAIR	S	D	8	0	0	75	13	13	0	0	0	12	89	11	9
<b>TOTAL PLOVDIV</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>89</b>	<b>10</b>	<b>10</b>

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						NOV 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)											
POITIERS	STANSTED	RYANAIR	S	A	9	0	0	78	11	0	11	0	0	24	92	1	13
	STANSTED	RYANAIR	S	D	9	0	0	78	22	0	0	0	8	92	2	13	
<b>TOTAL POITIERS</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>17</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>92</b>	<b>2</b>	<b>2</b>
PORT OF SPAIN	GATWICK	BRITISH AIRWAYS PLC	S	A	21	0	0	62	10	14	10	5	0	32	83	9	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	73	9	9	9	0	0	21	63	17	30
	GATWICK	CARIBBEAN AIRLINES	S	A	13	0	1	69	23	8	0	0	0	12	0	0	0
	GATWICK	CARIBBEAN AIRLINES	S	D	13	0	1	38	31	15	15	0	0	27	0	0	0
<b>TOTAL PORT OF SPAIN</b>					<b>69</b>	<b>0</b>	<b>2</b>	<b>62</b>	<b>16</b>	<b>12</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>73</b>	<b>13</b>	<b>13</b>
POZNAN	STANSTED	RYANAIR	S	A	30	0	0	83	3	10	3	0	0	9	77	12	30
	STANSTED	RYANAIR	S	D	30	0	0	93	3	3	0	0	0	7	83	7	30
	LUTON	WIZZ AIR	S	A	26	0	0	88	0	0	8	4	0	13	90	21	30
	LUTON	WIZZ AIR	S	D	26	0	0	85	0	8	4	4	0	14	53	20	30
<b>TOTAL POZNAN</b>					<b>112</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>2</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>14</b>	<b>14</b>
PRAGUE	HEATHROW	BRITISH AIRWAYS PLC	S	A	130	0	0	84	10	5	1	0	0	7	80	14	119
	HEATHROW	BRITISH AIRWAYS PLC	S	D	130	0	0	87	8	5	1	0	0	6	83	10	119
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	52	0	0	87	8	6	0	0	0	4	96	3	52
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	52	0	0	75	15	8	2	0	0	10	94	4	52
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	43	0	0	91	7	0	2	0	0	6	98	1	42
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	43	0	0	91	7	2	0	0	0	3	95	2	42
	EDINBURGH	JET2.COM LTD	S	A	11	0	0	91	9	0	0	0	0	4	78	36	9
	EDINBURGH	JET2.COM LTD	S	D	11	0	0	100	0	0	0	0	0	3	67	43	9
	MANCHESTER	JET2.COM LTD	S	A	18	0	0	78	11	6	6	0	0	12	52	16	21
	MANCHESTER	JET2.COM LTD	S	D	18	0	0	78	11	6	6	0	0	11	86	8	21
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	89	0	0	11	0	0	12	88	7	8
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	100	0	0	0	0	0	2	75	13	8
	LUTON	WIZZ AIR	S	A	39	0	0	95	0	0	5	0	0	6	94	6	51
	LUTON	WIZZ AIR	S	D	39	0	0	90	0	5	5	0	0	10	82	12	51
<b>TOTAL PRAGUE</b>					<b>604</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>86</b>	<b>9</b>	<b>9</b>
PRAIA																	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)													
PRAIA																			
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	50	50	0	0	0	0	13	0	0	0	0	0
<b>TOTAL PRAIA</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>0</b>	<b>0</b>
PREVEZA																			
<b>TOTAL PREVEZA</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
PRISTINA																			
PROVIDENCIALES																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	75	0	25	0	0	0	13	0	39	4		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	4	0	0	25	25	0	50	0	0	43	25	30	4		
<b>TOTAL PROVIDENCIALES</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>13</b>	<b>35</b>	<b>35</b>		
PUERTO PLATA																			
	GATWICK	THOMSON AIRWAYS LTD	C	A	6	0	0	83	0	0	0	0	17	143	80	7	5		
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	40	40	20	0	0	0	19	67	10	3		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	10	100	1	4		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	23	25	24	4		
<b>TOTAL PUERTO PLATA</b>					<b>19</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>57</b>	<b>76</b>	<b>9</b>	<b>9</b>		
PUNTA CANA																			
	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	79	14	7	0	0	0	11	75	12	8		
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	44	22	33	0	0	0	20	50	11	8		
	GATWICK	THOMSON AIRWAYS LTD	C	A	6	0	0	100	0	0	0	0	0	3	100	0	4		
	GATWICK	THOMSON AIRWAYS LTD	C	D	6	0	0	100	0	0	0	0	0	3	80	5	5		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	25	25	0	50	0	0	52	33	42	9		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	50	0	0	50	0	0	49	56	33	9		
<b>TOTAL PUNTA CANA</b>					<b>43</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>12</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>67</b>	<b>17</b>	<b>17</b>		



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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)											
RALEIGH	HEATHROW	AMERICAN AIRLINES	S	A	28	0	0	68	14	14	4	0	0	16	74	14	27
	HEATHROW	AMERICAN AIRLINES	S	D	29	0	0	97	3	0	0	0	0	3	75	22	28
<b>TOTAL RALEIGH</b>					<b>57</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>18</b>	<b>18</b>
RENNES																	
REUS	BIRMINGHAM	RYANAIR	S	A	2	0	0	100	0	0	0	0	0	5	0	0	0
	BIRMINGHAM	RYANAIR	S	D	2	0	0	100	0	0	0	0	0	1	0	0	0
	LUTON	RYANAIR	S	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	LUTON	RYANAIR	S	D	4	0	0	100	0	0	0	0	0	4	0	0	0
	STANSTED	RYANAIR	S	A	11	0	0	82	18	0	0	0	0	4	0	0	0
	STANSTED	RYANAIR	S	D	11	0	0	100	0	0	0	0	0	2	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL REUS</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
RHODES	MANCHESTER	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0
	STANSTED	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL RHODES</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>100</b>	<b>0</b>	<b>0</b>
RIGA	GATWICK	AIR BALTIC	S	A	35	0	0	77	14	9	0	0	0	12	67	13	30
	GATWICK	AIR BALTIC	S	D	35	0	0	43	17	37	3	0	0	23	80	12	30
	MANCHESTER	RYANAIR	S	A	7	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	RYANAIR	S	D	7	0	0	100	0	0	0	0	0	1	0	0	0
	STANSTED	RYANAIR	S	A	56	0	0	88	9	2	2	0	0	7	88	5	60
	STANSTED	RYANAIR	S	D	56	0	0	95	2	2	2	0	0	6	98	1	60
	LUTON	WIZZ AIR	S	A	30	0	0	77	10	10	3	0	0	11	88	5	17
	LUTON	WIZZ AIR	S	D	30	0	0	70	10	13	7	0	0	18	76	10	17
<b>TOTAL RIGA</b>					<b>256</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>6</b>	<b>6</b>
RIMINI																	
RIO DE JANEIRO (GALEAO)	HEATHROW	BRITISH AIRWAYS PLC	S	A	24	0	0	79	21	0	0	0	0	8	68	14	25
	HEATHROW	BRITISH AIRWAYS PLC	S	D	24	0	0	63	17	13	8	0	0	17	54	17	26

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2011			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
RIO DE JANEIRO (GALEAO)																		
	HEATHROW	TAM LINHAS AEREAS	S	A	11	2	2	73	0	27	0	0	0	11	69	9	16	
	HEATHROW	TAM LINHAS AEREAS	S	D	13	0	0	92	8	0	0	0	3	94	5	16		
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>					<b>72</b>	<b>2</b>	<b>2</b>	<b>75</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>13</b>	<b>13</b>	
RIYADH																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	1	0	83	0	14	3	0	10	83	14	29		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	60	30	7	3	0	16	93	5	29		
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	28	0	0	54	25	11	11	0	20	64	14	14		
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	30	0	0	93	3	3	0	0	4	67	13	24		
<b>TOTAL RIYADH</b>					<b>117</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>11</b>	<b>11</b>	
RODEZ																		
	STANSTED	RYANAIR	S	A	3	0	0	100	0	0	0	0	0	75	12	8		
	STANSTED	RYANAIR	S	D	3	0	0	100	0	0	0	0	3	88	9	8		
<b>TOTAL RODEZ</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>10</b>	<b>10</b>		
ROME (CIAMPINO)																		
	EDINBURGH	RYANAIR	S	A	2	0	0	100	0	0	0	0	2	43	17	7		
	EDINBURGH	RYANAIR	S	D	2	0	0	100	0	0	0	0	5	100	3	8		
	MANCHESTER	RYANAIR	S	A	19	1	1	95	5	0	0	0	3	100	1	17		
	MANCHESTER	RYANAIR	S	D	20	0	0	80	15	5	0	0	8	88	7	17		
	STANSTED	RYANAIR	S	A	90	0	0	80	9	9	2	0	10	83	7	94		
	STANSTED	RYANAIR	S	D	90	0	0	89	7	2	2	0	7	90	5	94		
<b>TOTAL ROME (CIAMPINO)</b>					<b>223</b>	<b>2</b>	<b>1</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>6</b>	<b>6</b>		
ROME (FIUMICINO)																		
	HEATHROW	ALITALIA (CAI)	S	A	120	0	0	77	13	9	1	0	8	85	10	142		
	HEATHROW	ALITALIA (CAI)	S	D	120	0	0	69	13	16	2	0	13	77	13	142		
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	42	23	26	6	3	31	67	15	30		
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	87	13	0	0	0	7	87	7	30		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	161	0	0	68	15	11	6	1	15	76	13	152		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	161	0	0	81	11	7	1	0	8	82	10	152		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	104	0	0	81	11	8	1	0	8	90	4	88		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	104	0	0	89	9	1	1	0	5	97	2	88		
	MANCHESTER	JET2.COM LTD	S	A	19	0	0	26	26	26	5	5	11	80	76	40	25	
	MANCHESTER	JET2.COM LTD	S	D	19	0	0	95	0	5	0	0	5	92	14	26		

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					NOV 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		
ROME (FIUMICINO)																		
	NEWCASTLE	JET2.COM LTD	S	A	2	0	0	100	0	0	0	0	0	4	0	0	0	0
	NEWCASTLE	JET2.COM LTD	S	D	2	0	0	100	0	0	0	0	0	7	0	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	S	A	16	0	0	50	19	19	13	0	0	26	0	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	S	D	16	0	0	94	6	0	0	0	0	3	0	0	0	0
	LUTON	MONARCH AIRLINES	S	A	13	0	0	38	15	15	31	0	0	45	0	0	0	0
	LUTON	MONARCH AIRLINES	S	D	13	0	0	62	15	8	15	0	0	19	0	0	0	0
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	2	0	0	0	0	50	50	0	0	54	0	44	1	1
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	4	100	10	1	1
<b>TOTAL ROME (FIUMICINO)</b>					<b>943</b>	<b>2</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>11</b>	<b>11</b>	<b>11</b>
ROSKILDE																		
<b>TOTAL ROSKILDE</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>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
ROTTERDAM																		
	LONDON CITY	VLM (BELGIUM)	S	A	196	0	0	93	4	2	1	1	0	6	90	10	167	167
	LONDON CITY	VLM (BELGIUM)	S	D	194	0	0	90	6	2	2	0	0	4	85	12	165	165
<b>TOTAL ROTTERDAM</b>					<b>392</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>11</b>	<b>11</b>	<b>11</b>
ROVANIEMI																		
<b>TOTAL ROVANIEMI</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
RYGGE																		
	MANCHESTER	RYANAIR	S	A	17	0	0	94	0	6	0	0	0	4	94	4	16	16
	MANCHESTER	RYANAIR	S	D	17	0	0	94	6	0	0	0	0	2	94	3	16	16
	STANSTED	RYANAIR	S	A	84	0	0	96	0	2	0	1	0	6	97	1	60	60
	STANSTED	RYANAIR	S	D	84	0	0	94	2	4	0	0	0	3	97	2	60	60
<b>TOTAL RYGGE</b>					<b>202</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>6</b>	<b>6</b>	<b>6</b>
RZESZOW																		
	BIRMINGHAM	RYANAIR	S	A	10	0	1	100	0	0	0	0	0	100	2	8	8	8
	BIRMINGHAM	RYANAIR	S	D	11	0	0	91	9	0	0	0	0	4	100	2	8	8
	LUTON	RYANAIR	S	A	13	0	0	92	0	0	0	8	0	19	92	5	13	13
	LUTON	RYANAIR	S	D	13	0	0	92	8	0	0	0	0	2	100	3	13	13
	MANCHESTER	RYANAIR	S	A	7	0	0	100	0	0	0	0	0	1	88	6	8	8
	MANCHESTER	RYANAIR	S	D	7	0	0	100	0	0	0	0	0	4	75	8	8	8
	STANSTED	RYANAIR	S	A	20	0	0	95	5	0	0	0	0	1	88	6	17	17
	STANSTED	RYANAIR	S	D	20	0	0	100	0	0	0	0	0	2	94	4	17	17

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)											
RZESZOW																	
<b>TOTAL RZESZOW</b>					101	0	1	96	3	0	0	1	0	4	92	5	5

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							NOV 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)												
SALONIKA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	100	0	0	0	0	0	1	94	27	17	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	100	0	0	0	0	0	1	82	4	17	
	STANSTED	RYANAIR	S	A	13	0	0	77	23	0	0	0	0	10	85	16	13	
	STANSTED	RYANAIR	S	D	13	0	0	77	23	0	0	0	0	7	92	7	13	
<b>TOTAL SALONIKA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>16</b>	<b>16</b>	
SALZBURG																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	26	0	0	100	0	0	0	0	0	0	95	10	21	
	GATWICK	BRITISH AIRWAYS PLC	S	D	26	0	0	100	0	0	0	0	0	1	86	13	21	
	STANSTED	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	1	100	1	13	
	STANSTED	RYANAIR	S	D	13	0	0	92	8	0	0	0	0	5	92	4	13	
<b>TOTAL SALZBURG</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>99</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>93</b>	<b>8</b>	<b>8</b>	
SAMANA (EL CATEY)																		
SAN DIEGO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	0	48	30	15	4	0	4	65	79	7	29	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	0	74	15	7	4	0	0	15	90	6	29	
<b>TOTAL SAN DIEGO</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>22</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>40</b>	<b>84</b>	<b>7</b>	<b>7</b>	
SAN FRANCISCO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	53	0	0	60	19	8	8	4	2	33	74	10	58	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	53	0	0	66	6	13	11	4	0	33	59	19	58	
	HEATHROW	UNITED AIRLINES	S	A	30	0	0	73	10	10	7	0	0	14	77	15	30	
	HEATHROW	UNITED AIRLINES	S	D	30	0	0	73	7	7	10	3	0	24	60	21	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	29	0	0	72	10	14	3	0	0	13	93	3	29	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	29	0	0	55	14	14	17	0	0	24	59	21	29	
<b>TOTAL SAN FRANCISCO</b>					<b>224</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>11</b>	<b>11</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>69</b>	<b>15</b>	<b>15</b>	
SAN JOSE COST RICA																		
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	0	50	0	50	0	0	69	0	0	0	
<b>TOTAL SAN JOSE COST RICA</b>					<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>100</b>	<b>0</b>	<b>0</b>	
SAN JUAN (PUERTO RICO)																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	50	25	0	0	25	0	66	89	20	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	5	0	0	40	20	0	20	20	0	72	75	26	8	
<b>TOTAL SAN JUAN (PUERTO RICO)</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>22</b>	<b>0</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>69</b>	<b>82</b>	<b>23</b>	<b>23</b>	
SANDEFJORD(TORP)																		

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)												
SANDEFJORD(TORP)																		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	17	0	0	59	24	18	0	0	0	15	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	18	0	0	67	17	17	0	0	0	12	0	0	0	
	EDINBURGH	RYANAIR	S	A	17	0	0	100	0	0	0	0	0	100	2	20		
	EDINBURGH	RYANAIR	S	D	17	0	0	100	0	0	0	0	1	100	2	21		
	STANSTED	RYANAIR	S	A	30	0	0	97	0	0	3	0	4	97	4	29		
	STANSTED	RYANAIR	S	D	30	0	0	93	7	0	0	0	2	97	3	30		
<b>TOTAL SANDEFJORD(TORP)</b>					<b>129</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>98</b>	<b>3</b>	<b>3</b>		
SANFORD																		
	MANCHESTER	MONARCH AIRLINES	C	A	2	0	0	0	50	0	50	0	0	46	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	50	0	0	23	100	0	1		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	11	0	11	0	21	75	15	4		
	GATWICK	THOMSON AIRWAYS LTD	C	A	7	0	0	86	14	0	0	0	3	100	2	7		
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	10	60	12	5		
	GLASGOW	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	7	0	0	71	29	0	0	0	10	80	5	5		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	6	0	0	50	33	17	0	0	18	50	18	4		
<b>TOTAL SANFORD</b>					<b>41</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>20</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>20</b>	<b>78</b>	<b>9</b>	<b>9</b>		
SANTA CRUZ DE LA PALMA																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	100	0	5		
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	5	75	7	4		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	16	100	2	3		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	4	100	4	4		
<b>TOTAL SANTA CRUZ DE LA PALMA</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>94</b>	<b>3</b>	<b>3</b>		
SANTANDER																		
	STANSTED	RYANAIR	S	A	20	0	0	100	0	0	0	0	1	76	12	17		
	STANSTED	RYANAIR	S	D	20	0	0	95	0	5	0	0	4	88	4	17		
<b>TOTAL SANTANDER</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>8</b>	<b>8</b>		
SANTIAGO DE COMPOSTELA																		
	STANSTED	RYANAIR	S	A	14	0	0	93	0	0	7	0	6	54	16	13		
	STANSTED	RYANAIR	S	D	14	0	0	100	0	0	0	0	1	85	6	13		
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>69</b>	<b>11</b>	<b>11</b>		
SAO PAULO (GUARULHOS)																		

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							NOV 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)												
SAO PAULO (GUARULHOS)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	90	10	0	0	0	0	3	50	23	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	1	0	73	7	10	10	0	0	19	77	15	30	
	HEATHROW	TAM LINHAS AEREAS	S	A	29	1	4	90	7	3	0	0	0	4	73	9	30	
	HEATHROW	TAM LINHAS AEREAS	S	D	30	0	0	90	7	3	0	0	0	5	87	6	30	
<b>TOTAL SAO PAULO (GUARULHOS)</b>					<b>119</b>	<b>2</b>	<b>4</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>72</b>	<b>14</b>	<b>14</b>	
SEATTLE (TACOMA)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	0	70	15	11	4	0	0	13	67	19	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	0	67	19	7	7	0	0	14	70	18	30	
<b>TOTAL SEATTLE (TACOMA)</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>18</b>	<b>18</b>	
SEOUL (INCHEON)																		
	HEATHROW	ASIANA AIRLINES	S	A	30	0	0	37	20	33	10	0	0	31	67	15	30	
	HEATHROW	ASIANA AIRLINES	S	D	30	0	0	97	3	0	0	0	0	3	87	8	30	
	GATWICK	KOREAN AIR	S	A	13	0	0	69	15	15	0	0	0	11	0	0	0	
	GATWICK	KOREAN AIR	S	D	13	0	0	100	0	0	0	0	0	0	0	0	0	
	HEATHROW	KOREAN AIR	S	A	30	0	0	17	30	40	13	0	0	36	63	17	30	
	HEATHROW	KOREAN AIR	S	D	30	0	0	87	13	0	0	0	0	4	87	5	30	
<b>TOTAL SEOUL (INCHEON)</b>					<b>146</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>15</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>11</b>	<b>11</b>	
SEOUL (KIMPO)																		
SEVILLE																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	89	0	0	6	0	6	27	100	1	13	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	100	0	0	0	0	0	1	100	3	13	
	STANSTED	RYANAIR	S	A	20	0	0	75	10	15	0	0	0	13	56	28	16	
	STANSTED	RYANAIR	S	D	20	0	0	90	5	5	0	0	0	7	82	7	17	
<b>TOTAL SEVILLE</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>83</b>	<b>9</b>	<b>9</b>	
SEYCHELLES																		
SHANGHAI (PU DONG)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	50	27	19	4	0	0	18	60	18	25	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	96	0	0	4	0	0	4	88	9	25	
	HEATHROW	CHINA EASTERN AIRLINES	S	A	17	0	0	59	18	18	6	0	0	18	71	10	17	
	HEATHROW	CHINA EASTERN AIRLINES	S	D	17	0	0	94	6	0	0	0	0	4	88	5	17	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	27	0	0	85	0	11	4	0	0	9	87	51	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	27	0	0	96	4	0	0	0	0	1	86	11	29	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)											
SHANGHAI (PU DONG)																	
<b>TOTAL SHANGHAI (PU DONG)</b>					<b>140</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>19</b>	<b>19</b>
SHANNON																	
	BIRMINGHAM	AER ARANN	S	A	30	0	0	90	3	3	0	3	0	11	90	6	30
	BIRMINGHAM	AER ARANN	S	D	30	0	0	93	3	0	3	0	0	7	90	7	30
	EDINBURGH	AER ARANN	S	A	26	0	0	77	8	4	12	0	0	20	76	14	25
	EDINBURGH	AER ARANN	S	D	26	0	0	92	0	4	4	0	0	8	72	13	25
	MANCHESTER	AER ARANN	S	A	55	0	0	93	4	2	2	0	0	5	79	11	56
	MANCHESTER	AER ARANN	S	D	55	0	0	95	4	0	2	0	0	4	77	12	56
	HEATHROW	AER LINGUS	S	A	89	0	0	89	7	1	3	0	0	6	83	15	88
	HEATHROW	AER LINGUS	S	D	89	0	0	94	2	0	3	0	0	4	83	13	87
	GATWICK	RYANAIR	S	A	30	0	0	93	7	0	0	0	0	4	84	10	25
	GATWICK	RYANAIR	S	D	30	0	0	90	10	0	0	0	0	3	84	8	25
	STANSTED	RYANAIR	S	A	53	0	0	96	2	2	0	0	0	4	94	5	48
	STANSTED	RYANAIR	S	D	53	0	0	94	4	2	0	0	0	4	88	7	48
<b>TOTAL SHANNON</b>					<b>566</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>83</b>	<b>11</b>	<b>11</b>
SHARM EL SHEIKH (OPHIRA)																	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	39	0	0	92	3	3	3	0	0	5	92	6	37
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	39	0	0	85	10	3	3	0	0	7	94	5	36
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	91	5	5	0	0	0	4	95	5	20
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	95	0	5	0	0	0	6	95	6	21
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	69	8	15	0	0	8	42	77	13	13
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	92	0	0	0	8	0	25	77	10	13
	BIRMINGHAM	MONARCH AIRLINES	S	A	9	0	0	44	0	33	11	0	11	171	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	S	D	9	0	0	78	11	11	0	0	0	10	0	0	0
	GATWICK	MONARCH AIRLINES	S	A	17	0	0	65	12	24	0	0	0	14	75	10	12
	GATWICK	MONARCH AIRLINES	S	D	17	0	0	82	12	0	6	0	0	10	75	9	12
	MANCHESTER	MONARCH AIRLINES	S	A	19	0	0	58	16	21	5	0	0	22	69	14	16
	MANCHESTER	MONARCH AIRLINES	S	D	19	0	0	63	26	5	5	0	0	20	69	14	16
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	1	50	17	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	1	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	14	0	0	86	14	0	0	0	0	6	75	7	12
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	13	0	0	77	15	8	0	0	0	10	92	3	12
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	92	8	0	0	0	0	3	58	25	12



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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					NOV 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		
SHARM EL SHEIKH (OPHIRA)																		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	100	0	0	0	0	0	4	58	29	12	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	17	100	5	3	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	1	100	9	4		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	14	0	0	86	14	0	0	0	4	100	0	12		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	14	0	0	93	7	0	0	0	4	100	4	12		
	GATWICK	THOMSON AIRWAYS LTD	C	A	30	0	0	63	23	13	0	0	13	57	14	21		
	GATWICK	THOMSON AIRWAYS LTD	C	D	29	0	0	90	7	3	0	0	6	70	10	20		
	GLASGOW	THOMSON AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	3	75	8	8		
	GLASGOW	THOMSON AIRWAYS LTD	C	D	9	0	0	89	0	11	0	0	8	63	13	8		
	LUTON	THOMSON AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	3	75	6	4		
	LUTON	THOMSON AIRWAYS LTD	C	D	9	0	0	89	0	11	0	0	5	75	7	4		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	33	0	0	67	12	15	6	0	16	90	4	20		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	31	0	0	84	10	3	3	0	10	90	5	20		
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	3	88	2	8		
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	9	0	0	89	0	11	0	0	10	100	4	8		
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	2	100	1	4		
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	2	100	2	4		
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>					<b>520</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>9</b>	<b>9</b>	
SIALKOT																		
SINGAPORE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	93	3	3	0	0	4	100	1	30		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	70	13	3	13	0	20	73	21	30		
	HEATHROW	SINGAPORE AIRLINES	S	A	120	0	0	82	14	3	1	0	7	88	9	89		
	HEATHROW	SINGAPORE AIRLINES	S	D	120	0	0	93	5	2	1	0	4	85	13	89		
	MANCHESTER	SINGAPORE AIRLINES	S	A	30	0	0	87	3	3	7	0	9	87	10	30		
	MANCHESTER	SINGAPORE AIRLINES	S	D	30	0	0	83	0	13	3	0	10	70	22	30		
<b>TOTAL SINGAPORE</b>					<b>360</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>12</b>	<b>12</b>		
SKOPJE																		
	LUTON	WIZZ AIR	S	A	13	0	0	77	15	0	8	0	13	30	24	10		
	LUTON	WIZZ AIR	S	D	13	0	0	38	23	31	8	0	24	70	13	10		
<b>TOTAL SKOPJE</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>19</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>18</b>	<b>50</b>	<b>18</b>	<b>18</b>		
SOFIA																		

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)												
SOFIA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	90	3	7	0	0	0	5	90	6	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	93	3	3	0	0	0	3	93	3	30	
	HEATHROW	BULGARIA AIR	S	A	19	0	0	74	16	11	0	0	0	13	80	7	20	
	HEATHROW	BULGARIA AIR	S	D	19	0	0	63	32	5	0	0	0	11	80	6	20	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	94	6	0	0	0	0	2	87	6	23	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	89	6	6	0	0	0	6	91	3	23	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	100	0	0	0	0	0	0	100	0	8	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	100	0	0	0	0	0	3	100	1	8	
	LUTON	WIZZ AIR	S	A	30	0	0	97	3	0	0	0	0	1	90	3	30	
	LUTON	WIZZ AIR	S	D	30	0	0	77	3	13	7	0	0	16	50	22	30	
<b>TOTAL SOFIA</b>					<b>210</b>	<b>2</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>7</b>	<b>7</b>	
SONDRE STROMFJORD																		
SOUTHAMPTON																		
	EDINBURGH	FLYBE LTD	S	A	154	0	3	92	4	1	3	0	0	6	86	8	154	
	EDINBURGH	FLYBE LTD	S	D	155	0	2	90	5	2	3	0	0	8	88	11	155	
	GLASGOW	FLYBE LTD	S	A	117	0	3	89	6	3	3	0	0	7	90	5	147	
	GLASGOW	FLYBE LTD	S	D	118	0	3	88	7	3	2	0	0	9	86	9	147	
	MANCHESTER	FLYBE LTD	S	A	113	0	0	84	8	4	2	2	0	11	85	11	101	
	MANCHESTER	FLYBE LTD	S	D	114	1	0	86	6	5	3	0	0	7	77	14	101	
	NEWCASTLE	FLYBE LTD	S	A	78	0	0	87	1	5	6	0	0	10	88	10	77	
	NEWCASTLE	FLYBE LTD	S	D	78	0	0	85	8	3	5	0	0	12	94	4	77	
<b>TOTAL SOUTHAMPTON</b>					<b>929</b>	<b>2</b>	<b>11</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>9</b>	<b>9</b>	
SOUTHEND																		
ST KITTS																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	88	0	13	0	0	0	7	78	10	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	75	13	13	0	0	0	15	67	16	9	
<b>TOTAL ST KITTS</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>13</b>	<b>13</b>	
ST LUCIA (HEWANORRA)																		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	12	0	0	83	8	8	0	0	0	5	85	6	13	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	0	85	8	8	0	0	0	9	62	23	13	
<b>TOTAL ST LUCIA (HEWANORRA)</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>15</b>	<b>15</b>	
ST PETERSBURG																		

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2011				
					30	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
ST PETERSBURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	97	3	0	0	0	0	3	90	3	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	97	3	0	0	0	0	2	90	4	30	
<b>TOTAL ST PETERSBURG</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>7</b>	<b>7</b>	
STANSTED																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	112	0	0	94	4	3	0	0	0	3	95	3	132	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	112	0	0	85	9	5	0	1	0	7	99	1	132	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	96	0	0	97	2	1	0	0	0	2	96	2	120	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	96	0	0	95	3	1	1	0	0	3	93	3	120	
<b>TOTAL STANSTED</b>					<b>418</b>	<b>6</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>96</b>	<b>2</b>	<b>2</b>	
STAVANGER																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	0	81	12	3	3	0	0	9	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	0	93	5	0	2	0	0	4	0	0	0	
	GLASGOW	EASTERN AIRWAYS	S	A	13	0	0	77	8	15	0	0	0	8	50	14	12	
	GLASGOW	EASTERN AIRWAYS	S	D	13	0	0	85	8	8	0	0	0	8	58	12	12	
	NEWCASTLE	EASTERN AIRWAYS	S	A	21	0	1	100	0	0	0	0	0	1	100	0	21	
	NEWCASTLE	EASTERN AIRWAYS	S	D	17	0	0	71	12	12	6	0	0	16	94	2	18	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	26	0	0	88	8	4	0	0	0	7	92	6	26	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	26	0	0	88	8	4	0	0	0	4	92	6	26	
	HEATHROW	SAS	S	A	55	1	0	75	16	9	0	0	0	11	67	19	52	
	HEATHROW	SAS	S	D	55	1	0	96	2	0	2	0	0	3	87	12	52	
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S	S	A	18	0	0	89	11	0	0	0	0	4	88	11	16	
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S	S	D	18	0	0	89	11	0	0	0	0	6	88	13	16	
<b>TOTAL STAVANGER</b>					<b>380</b>	<b>2</b>	<b>1</b>	<b>87</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>10</b>	<b>10</b>	
STOCKHOLM (ARLANDA)																		
	LONDON CITY	BA CITYFLYER LTD	S	A	47	2	0	87	6	2	2	2	0	10	82	10	44	
	LONDON CITY	BA CITYFLYER LTD	S	D	47	1	0	81	9	2	4	4	0	17	70	18	44	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	156	0	0	83	6	6	4	0	0	11	86	11	143	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	156	0	0	88	4	5	2	0	0	7	82	8	143	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	82	0	0	82	15	1	2	0	0	8	76	11	80	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	82	0	0	84	11	4	1	0	0	7	74	12	80	
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	18	0	0	44	39	11	6	0	0	25	0	0	0	
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	D	18	0	0	39	22	33	6	0	0	27	0	0	0	
	BIRMINGHAM	SAS	S	A	26	0	0	100	0	0	0	0	0	2	0	0	0	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							NOV 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)											
STOCKHOLM (ARLANDA)																	
	BIRMINGHAM	SAS	S	D	26	0	0	100	0	0	0	0	0	3	0	0	0
	HEATHROW	SAS	S	A	163	0	0	87	6	6	1	0	0	7	81	12	160
	HEATHROW	SAS	S	D	164	0	0	95	2	2	1	0	0	2	86	11	160
	MANCHESTER	SAS	S	A	48	0	0	83	13	2	2	0	0	9	81	9	48
	MANCHESTER	SAS	S	D	48	0	0	96	0	2	2	0	0	4	85	9	48
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>1082</b>	<b>5</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>11</b>	<b>11</b>
STOCKHOLM (SKAVSTA)																	
	EDINBURGH	RYANAIR	S	A	13	0	0	85	8	8	0	0	0	6	94	5	17
	EDINBURGH	RYANAIR	S	D	13	0	0	92	0	0	8	0	0	6	82	8	17
	STANSTED	RYANAIR	S	A	60	0	0	87	10	3	0	0	0	5	88	10	60
	STANSTED	RYANAIR	S	D	60	0	0	70	18	12	0	0	0	10	82	6	60
<b>TOTAL STOCKHOLM (SKAVSTA)</b>					<b>146</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>7</b>	<b>7</b>
STORNOWAY																	
	EDINBURGH	LOGANAIR	S	A	48	0	0	75	4	8	13	0	0	19	78	18	49
	EDINBURGH	LOGANAIR	S	D	47	0	0	79	0	2	19	0	0	25	84	11	51
	GLASGOW	LOGANAIR	S	A	96	0	0	82	8	5	4	0	0	9	84	13	81
	GLASGOW	LOGANAIR	S	D	96	0	0	81	8	5	5	0	0	11	94	5	81
<b>TOTAL STORNOWAY</b>					<b>287</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>6</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>86</b>	<b>11</b>	<b>11</b>
STUTT GART																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	92	3	3	2	0	0	5	90	12	58
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	95	2	2	2	0	0	5	86	7	58
	BIRMINGHAM	FLYBE LTD	S	A	40	0	0	95	0	3	0	0	3	21	93	4	44
	BIRMINGHAM	FLYBE LTD	S	D	40	0	0	90	3	3	5	0	0	7	80	11	46
	HEATHROW	GERMANWINGS	S	A	77	0	0	92	5	0	3	0	0	4	0	0	0
	HEATHROW	GERMANWINGS	S	D	77	0	0	88	5	4	3	0	0	4	0	0	0
	MANCHESTER	GERMANWINGS	S	A	22	0	0	100	0	0	0	0	0	2	0	0	0
	MANCHESTER	GERMANWINGS	S	D	22	0	0	100	0	0	0	0	0	0	0	0	0
	STANSTED	GERMANWINGS	S	A	34	0	0	94	0	3	3	0	0	6	90	6	52
	STANSTED	GERMANWINGS	S	D	34	0	0	91	3	3	3	0	0	7	92	4	52
<b>TOTAL STUTT GART</b>					<b>466</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>7</b>	<b>7</b>
SUMBURGH																	
	EDINBURGH	LOGANAIR	S	A	57	0	0	89	2	4	5	0	0	7	78	17	55

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)												
SUMBURGH																		
	EDINBURGH	LOGANAIR	S	D	56	0	0	79	5	5	7	4	0	21	76	16	55	
	GLASGOW	LOGANAIR	S	A	30	0	0	80	7	7	7	0	0	11	79	9	29	
	GLASGOW	LOGANAIR	S	D	30	0	0	77	10	10	3	0	0	11	93	3	29	
<b>TOTAL SUMBURGH</b>					<b>173</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>5</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>13</b>	<b>13</b>	
SYDNEY																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	97	0	0	3	0	0	4	88	6	59	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	1	72	17	7	3	0	0	14	72	14	60	
	HEATHROW	QANTAS	S	A	30	0	2	57	20	7	7	0	10	115	44	30	55	
	HEATHROW	QANTAS	S	D	30	0	0	93	0	3	3	0	0	9	75	12	56	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	80	17	3	0	0	0	10	90	5	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	80	10	7	3	0	0	9	87	6	30	
<b>TOTAL SYDNEY</b>					<b>179</b>	<b>0</b>	<b>3</b>	<b>80</b>	<b>11</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>27</b>	<b>74</b>	<b>13</b>	<b>13</b>	
SZCZECIN (GOLENOW)																		
	STANSTED	RYANAIR	S	A	13	0	0	85	0	8	0	0	8	36	100	0	13	
	STANSTED	RYANAIR	S	D	13	0	0	85	15	0	0	0	0	6	100	0	13	
<b>TOTAL SZCZECIN (GOLENOW)</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>21</b>	<b>100</b>	<b>0</b>	<b>0</b>	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	80	294	5	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	40	17	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	60	58	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	7	60	17	5	
<b>TOTAL TABA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>66</b>	<b>68</b>	<b>68</b>	
TAIPEI																		
	HEATHROW	EVA AIR	S	A	22	0	0	68	23	9	0	0	0	11	76	9	29	
	HEATHROW	EVA AIR	S	D	22	0	0	77	14	9	0	0	0	9	86	7	29	
<b>TOTAL TAIPEI</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>10</b>	<b>10</b>	
TALLIN																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	53	24	24	0	0	0	18	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	76	12	12	0	0	0	11	0	0	0	
	LUTON	RYANAIR	S	A	13	0	0	92	8	0	0	0	0	3	57	17	14	
	LUTON	RYANAIR	S	D	13	0	0	92	8	0	0	0	0	4	86	10	14	
	MANCHESTER	RYANAIR	S	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	RYANAIR	S	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
<b>TOTAL TALLIN</b>					<b>64</b>	<b>2</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>7</b>	<b>7</b>	
TAMANRASSET																		
TAMPA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	26	0	0	73	12	8	4	4	0	19	88	5	26	
	GATWICK	BRITISH AIRWAYS PLC	S	D	25	0	0	76	0	8	12	4	0	28	96	3	26	
<b>TOTAL TAMPA</b>					<b>51</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>6</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>24</b>	<b>92</b>	<b>4</b>	<b>4</b>	
TAMPERE																		
	STANSTED	RYANAIR	S	A	13	0	0	92	8	0	0	0	0	2	77	12	13	
	STANSTED	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	1	92	9	13	
<b>TOTAL TAMPERE</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>85</b>	<b>10</b>	<b>10</b>	
TANGIERS (IBN BATUTA)																		
	GATWICK	AIR ARABIA MAROC	S	A	6	1	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	AIR ARABIA MAROC	S	D	7	0	0	86	0	14	0	0	0	6	0	0	0	
<b>TOTAL TANGIERS (IBN BATUTA)</b>					<b>13</b>	<b>1</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>78</b>	<b>28</b>	<b>28</b>	
TARBES-LOURDES INTERNA																		
	STANSTED	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	2	100	1	9	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)											
TARBES-LOURDES INTERNA	STANSTED	RYANAIR	S	D	8	0	0	88	13	0	0	0	0	7	100	3	9
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>100</b>	<b>2</b>	<b>2</b>
TASHKENT	HEATHROW	UZBEKISTAN AIRLINES	S	A	9	0	0	89	11	0	0	0	3	100	4	9	
	HEATHROW	UZBEKISTAN AIRLINES	S	D	9	0	0	44	44	11	0	0	15	67	19	9	
<b>TOTAL TASHKENT</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>28</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>11</b>	<b>11</b>	
TBILISI	HEATHROW	BRITISH AIRWAYS PLC	S	A	8	0	0	88	0	0	0	13	0	25	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	89	0	11	0	0	8	0	0	0	
<b>TOTAL TBILISI</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>16</b>	<b>71</b>	<b>22</b>	<b>22</b>
TEHRAN IMAM KHOMEINI	HEATHROW	IRAN AIR	S	A	13	0	0	77	23	0	0	0	5	38	32	13	
	HEATHROW	IRAN AIR	S	D	13	0	0	100	0	0	0	0	3	54	46	13	
<b>TOTAL TEHRAN IMAM KHOMEINI</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>62</b>	<b>22</b>	<b>22</b>	
TEL AVIV	HEATHROW	BRITISH AIRWAYS PLC	S	A	81	0	0	51	15	25	9	1	0	26	97	5	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	81	0	0	59	22	16	2	0	0	18	87	4	60
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	39	0	0	64	18	15	3	0	0	14	53	14	30
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	39	0	0	56	31	13	0	0	0	18	77	13	30
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	56	22	11	11	0	0	18	0	0	0
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	78	11	11	0	0	0	11	0	0	0
	HEATHROW	EL AL	S	A	47	0	0	85	6	9	0	0	0	6	78	11	46
	HEATHROW	EL AL	S	D	46	0	0	87	7	2	4	0	0	7	59	19	46
	LUTON	EL AL	S	A	8	0	0	100	0	0	0	0	0	5	80	7	5
	LUTON	EL AL	S	D	9	0	0	89	11	0	0	0	0	6	60	59	5
	MANCHESTER	JET2.COM LTD	S	A	9	0	0	11	22	33	33	0	0	58	25	44	8
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	44	22	11	22	0	0	36	25	29	8
<b>TOTAL TEL AVIV</b>					<b>386</b>	<b>2</b>	<b>0</b>	<b>65</b>	<b>16</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>12</b>	<b>12</b>
TENERIFE (SURREINA SOFIA)	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	89	0	11	0	0	0	4	100	0	8
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	78	11	11	0	0	0	15	100	1	8
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	48	0	0	90	2	4	4	0	0	6	87	9	53

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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
TENERIFE (SURREINA SOFIA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	48	0	0	83	15	0	2	0	0	7	92	5	53	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	20	1	1	90	0	10	0	0	0	4	86	11	21	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	86	10	0	5	0	0	7	90	6	21	
	GLASGOW	JET2.COM LTD	S	A	11	0	0	73	9	9	9	0	0	20	73	12	11	
	GLASGOW	JET2.COM LTD	S	D	11	0	0	73	27	0	0	0	0	9	91	5	11	
	MANCHESTER	JET2.COM LTD	S	A	10	0	0	60	10	0	10	10	10	107	67	13	9	
	MANCHESTER	JET2.COM LTD	S	D	10	0	0	60	20	10	10	0	0	22	78	15	9	
	NEWCASTLE	JET2.COM LTD	S	A	10	0	0	60	10	10	20	0	0	24	63	24	8	
	NEWCASTLE	JET2.COM LTD	S	D	10	0	0	70	10	10	10	0	0	20	63	15	8	
	BIRMINGHAM	MONARCH AIRLINES	S	A	25	0	0	64	16	16	4	0	0	13	81	6	32	
	BIRMINGHAM	MONARCH AIRLINES	S	D	25	0	0	56	32	8	4	0	0	17	84	8	32	
	GATWICK	MONARCH AIRLINES	S	A	31	0	2	29	16	23	19	6	6	75	42	24	26	
	GATWICK	MONARCH AIRLINES	S	D	31	0	0	58	13	6	13	6	3	57	85	10	26	
	LUTON	MONARCH AIRLINES	S	A	15	0	0	87	0	0	7	0	7	69	55	18	22	
	LUTON	MONARCH AIRLINES	S	D	15	0	0	67	13	7	7	7	0	31	52	22	23	
	MANCHESTER	MONARCH AIRLINES	S	A	37	0	0	35	32	22	8	3	0	32	42	23	38	
	MANCHESTER	MONARCH AIRLINES	S	D	38	0	0	84	5	8	3	0	0	12	86	6	37	
	BIRMINGHAM	RYANAIR	S	A	10	0	0	100	0	0	0	0	0	3	100	0	13	
	BIRMINGHAM	RYANAIR	S	D	10	0	0	70	30	0	0	0	0	7	100	4	13	
	EDINBURGH	RYANAIR	S	A	9	0	0	78	0	11	11	0	0	14	92	8	13	
	EDINBURGH	RYANAIR	S	D	9	0	0	89	0	0	11	0	0	12	100	2	13	
	LUTON	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	4	100	0	9	
	LUTON	RYANAIR	S	D	9	0	0	78	0	22	0	0	0	12	100	2	9	
	MANCHESTER	RYANAIR	S	A	17	0	0	82	12	6	0	0	0	7	88	7	17	
	MANCHESTER	RYANAIR	S	D	17	0	0	65	18	12	6	0	0	15	71	13	17	
	STANSTED	RYANAIR	S	A	19	1	1	84	11	0	5	0	0	12	59	15	17	
	STANSTED	RYANAIR	S	D	20	0	0	70	25	5	0	0	0	11	65	11	17	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	12	0	0	92	0	8	0	0	0	6	90	8	10	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	0	13	0	0	0	7	88	7	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	15	0	0	73	7	7	7	7	0	32	58	13	19	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	13	0	0	62	15	15	0	8	0	36	76	12	17	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	15	0	0	93	7	0	0	0	0	5	76	7	21	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	17	0	0	88	6	6	0	0	0	7	90	8	21	



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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							NOV 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)													
TENERIFE (SURREINA SOFIA)																			
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	33	0	0	73	3	6	12	3	3	58	79	11	24		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	28	0	0	79	4	4	11	4	0	30	87	7	23		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	13	0	0	85	8	8	0	0	0	6	85	115	13		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	11	0	0	91	0	0	9	0	0	10	100	3	13		
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	7	0	0	71	29	0	0	0	0	7	83	9	6		
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	6	0	0	67	0	17	17	0	0	20	75	6	4		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	13	0	0	85	8	8	0	0	0	6	94	3	17		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	13	0	0	69	15	15	0	0	0	10	82	10	17		
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	8	0	0	88	13	0	0	0	0	6	75	10	4		
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	9	0	0	78	11	0	11	0	0	15	100	5	4		
	GATWICK	THOMSON AIRWAYS LTD	C	A	35	0	0	80	11	6	3	0	0	10	78	8	32		
	GATWICK	THOMSON AIRWAYS LTD	C	D	35	0	0	80	9	11	0	0	0	8	84	8	32		
	GLASGOW	THOMSON AIRWAYS LTD	C	A	13	0	0	85	15	0	0	0	0	5	92	6	13		
	GLASGOW	THOMSON AIRWAYS LTD	C	D	13	0	0	77	8	15	0	0	0	8	92	6	13		
	LUTON	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	2	89	9	9		
	LUTON	THOMSON AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	3	78	14	9		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	36	0	0	78	8	0	14	0	0	19	68	27	38		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	35	0	0	83	11	0	6	0	0	13	62	20	39		
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	13	1	0	77	15	0	8	0	0	12	92	4	13		
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	14	0	0	93	0	0	7	0	0	13	100	4	13		
	STANSTED	THOMSON AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	4	100	2	9		
	STANSTED	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	2	100	2	9		
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>1014</b>	<b>4</b>	<b>5</b>	<b>76</b>	<b>11</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>80</b>	<b>12</b>	<b>12</b>		
TETERBORO																			
THIRA (SANTORINI)																			
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	50	0	50	0	0	0	20	0	0	0		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	50	50	0	0	0	0	15	0	0	0		
<b>TOTAL THIRA (SANTORINI)</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>		
TIMISOARA																			
	LUTON	WIZZ AIR	S	A	13	0	0	92	0	0	8	0	0	8	92	4	13		
	LUTON	WIZZ AIR	S	D	13	0	0	69	15	8	8	0	0	15	69	12	13		
<b>TOTAL TIMISOARA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>8</b>	<b>8</b>		

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)												
TIRANA																		
	STANSTED	BELLE AIR	S	A	13	0	0	77	23	0	0	0	0	7	88	24	8	
	STANSTED	BELLE AIR	S	D	13	0	0	85	8	8	0	0	0	8	75	27	8	
	GATWICK	BRITISH AIRWAYS PLC	S	A	15	0	0	100	0	0	0	0	1	81	8	21		
	GATWICK	BRITISH AIRWAYS PLC	S	D	15	0	0	93	7	0	0	0	2	71	15	21		
<b>TOTAL TIRANA</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>15</b>	<b>15</b>	
TIREE																		
	GLASGOW	LOGANAIR	S	A	25	0	0	80	0	12	8	0	0	19	96	12	26	
	GLASGOW	LOGANAIR	S	D	25	0	0	80	0	4	12	4	0	24	100	2	25	
<b>TOTAL TIREE</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>8</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>98</b>	<b>7</b>	<b>7</b>	
TIRGU MURES																		
	LUTON	WIZZ AIR	S	A	15	0	0	87	0	0	0	13	0	30	92	5	13	
	LUTON	WIZZ AIR	S	D	13	0	0	69	31	0	0	0	0	11	23	28	13	
<b>TOTAL TIRGU MURES</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>21</b>	<b>58</b>	<b>16</b>	<b>16</b>	
TOBAGO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	75	25	0	0	0	0	7	100	2	8	
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	75	0	25	0	0	0	10	67	11	9	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	20	20	40	20	0	0	42	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	7	60	10	5	
<b>TOTAL TOBAGO</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>12</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>77</b>	<b>7</b>	<b>7</b>	
TOKYO (HANEDA)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	0	90	0	5	5	0	0	11	65	30	20	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	0	76	19	5	0	0	0	8	72	21	18	
<b>TOTAL TOKYO (HANEDA)</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>26</b>	<b>26</b>	
TOKYO (NARITA)																		
	HEATHROW	ALL NIPPON AIRWAYS	S	A	28	2	3	100	0	0	0	0	0	2	93	2	30	
	HEATHROW	ALL NIPPON AIRWAYS	S	D	30	0	0	100	0	0	0	0	0	0	97	2	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	1	1	89	7	4	0	0	0	4	90	6	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	86	3	7	3	0	0	10	77	15	30	
	HEATHROW	JAPAN AIRLINES	S	A	29	1	1	79	7	0	0	14	0	34	90	10	30	
	HEATHROW	JAPAN AIRLINES	S	D	30	0	0	83	3	0	13	0	0	16	87	7	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	29	1	1	72	17	10	0	0	0	10	80	7	25	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	83	10	3	3	0	0	8	84	7	25	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)												
TOKYO (NARITA)																		
<b>TOTAL TOKYO (NARITA)</b>					<b>233</b>	<b>5</b>	<b>6</b>	<b>87</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>7</b>	<b>7</b>	
TORONTO																		
	HEATHROW	AIR CANADA	S	A	116	0	0	71	18	8	3	0	0	12	81	11	113	
	HEATHROW	AIR CANADA	S	D	115	0	1	84	10	3	2	1	0	9	76	12	113	
	GATWICK	AIR TRANSAT	S	A	18	0	0	83	6	11	0	0	0	8	92	5	24	
	GATWICK	AIR TRANSAT	S	D	18	0	0	72	6	6	17	0	0	26	67	12	24	
	GLASGOW	AIR TRANSAT	S	A	4	0	0	75	25	0	0	0	0	8	100	3	4	
	GLASGOW	AIR TRANSAT	S	D	4	0	0	25	50	25	0	0	0	26	75	50	4	
	MANCHESTER	AIR TRANSAT	S	A	4	0	0	50	50	0	0	0	0	16	75	8	4	
	MANCHESTER	AIR TRANSAT	S	D	4	0	0	25	0	75	0	0	0	31	50	38	4	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	77	20	2	2	0	0	8	77	10	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	67	18	7	8	0	0	16	72	12	60	
<b>TOTAL TORONTO</b>					<b>403</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>15</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>11</b>	<b>11</b>	
TORREJON DE ARDOZ																		
TOULON / HYERES																		
	STANSTED	RYANAIR	S	A	2	0	0	100	0	0	0	0	0	2	0	0	0	
	STANSTED	RYANAIR	S	D	2	0	0	100	0	0	0	0	0	3	0	0	0	
<b>TOTAL TOULON / HYERES</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TOULOUSE (BLAGNAC)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	87	6	6	2	0	0	6	87	10	90	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	86	11	3	0	0	0	5	86	9	90	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	71	0	0	85	10	4	1	0	0	7	78	8	68	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	71	0	0	85	13	1	1	0	0	7	88	6	68	
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>322</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>6</b>	<b>85</b>	<b>8</b>	<b>8</b>	
TOURS																		
	MANCHESTER	RYANAIR	S	A	3	0	0	100	0	0	0	0	0	4	0	0	0	
	MANCHESTER	RYANAIR	S	D	3	0	0	33	67	0	0	0	0	13	0	0	0	
	STANSTED	RYANAIR	S	A	9	0	0	89	0	0	0	11	0	39	92	2	13	
	STANSTED	RYANAIR	S	D	10	0	0	90	10	0	0	0	0	4	100	2	13	
<b>TOTAL TOURS</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>18</b>	<b>96</b>	<b>2</b>	<b>2</b>	
TRAPANI																		
	LUTON	RYANAIR	S	A	2	0	0	50	50	0	0	0	0	15	0	0	0	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						NOV 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)												
TRAPANI	LUTON	RYANAIR		S D	2	0	0	50	0	50	0	0	0	16	0	0	0	
<b>TOTAL TRAPANI</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TREVISO	STANSTED	RYANAIR		S A	52	0	2	79	17	0	4	0	0	11	0	0	0	
	STANSTED	RYANAIR		S D	53	0	0	89	11	0	0	0	0	4	0	0	0	
<b>TOTAL TREVISO</b>					<b>105</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>14</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TRIESTE (RONCHI DEI LEGIO)	BIRMINGHAM	RYANAIR		S A	2	0	0	100	0	0	0	0	0	5	0	0	0	
	BIRMINGHAM	RYANAIR		S D	2	0	0	100	0	0	0	0	0	6	0	0	0	
	STANSTED	RYANAIR		S A	20	0	0	90	10	0	0	0	0	2	76	13	17	
	STANSTED	RYANAIR		S D	20	0	0	85	15	0	0	0	0	4	82	7	17	
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>					<b>44</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>3</b>	<b>79</b>	<b>10</b>	<b>10</b>	
TRIPOLI	GATWICK	AFRIQIYAH AIRWAYS		S A	13	0	0	8	46	31	15	0	0	41	0	0	0	
	GATWICK	AFRIQIYAH AIRWAYS		S D	13	0	0	69	15	8	8	0	0	17	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC		S A	13	0	0	100	0	0	0	0	0	1	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC		S D	13	0	0	92	8	0	0	0	0	3	0	0	0	
	HEATHROW	LIBYAN ARAB AIRLINES		S A	5	0	0	60	40	0	0	0	0	8	0	0	0	
	HEATHROW	LIBYAN ARAB AIRLINES		S D	5	0	0	80	20	0	0	0	0	7	0	0	0	
	MANCHESTER	LIBYAN ARAB AIRLINES		S A	13	0	0	69	8	15	0	8	0	30	0	0	0	
	MANCHESTER	LIBYAN ARAB AIRLINES		S D	13	0	0	46	31	0	15	8	0	40	0	0	0	
<b>TOTAL TRIPOLI</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TROMSOE																		
TRONDHEIM (VAERNES)	GATWICK	NORWEGIAN AIR SHUTTLE		S A	13	0	0	85	15	0	0	0	0	5	77	10	13	
	GATWICK	NORWEGIAN AIR SHUTTLE		S D	13	0	0	92	0	8	0	0	0	6	69	9	13	
<b>TOTAL TRONDHEIM (VAERNES)</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>73</b>	<b>10</b>	<b>10</b>	
TRUJILLO																		
TUNIS	GATWICK	BRITISH AIRWAYS PLC		S A	21	0	0	86	14	0	0	0	0	5	57	17	14	
	GATWICK	BRITISH AIRWAYS PLC		S D	21	0	0	76	24	0	0	0	0	7	71	13	14	
	HEATHROW	TUNISAIR		S A	21	0	0	33	19	19	29	0	0	40	5	52	21	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					NOV 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)											
TUNIS	HEATHROW	TUNISAIR	S	D	21	0	0	43	10	24	24	0	0	35	10	58	21
<b>TOTAL TUNIS</b>					<b>84</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>17</b>	<b>11</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>30</b>	<b>39</b>	<b>39</b>
TURIN	GATWICK	BRITISH AIRWAYS PLC	S	A	43	0	0	74	19	7	0	0	0	8	79	12	33
	GATWICK	BRITISH AIRWAYS PLC	S	D	43	0	0	74	19	7	0	0	0	9	82	9	33
	STANSTED	RYANAIR	S	A	30	0	0	97	3	0	0	0	0	3	87	18	30
	STANSTED	RYANAIR	S	D	30	0	0	100	0	0	0	0	0	2	97	2	30
<b>TOTAL TURIN</b>					<b>150</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>7</b>	<b>86</b>	<b>10</b>	<b>10</b>
TURKU	STANSTED	RYANAIR	S	A	3	0	0	100	0	0	0	0	0	2	0	0	0
	STANSTED	RYANAIR	S	D	3	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL TURKU</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>0</b>	<b>0</b>	<b>0</b>

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

Origin / Destinations: U

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

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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)												
VALENCIA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	39	0	0	79	15	5	0	0	0	8	93	4	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	39	0	0	85	8	8	0	0	0	8	97	2	30	
	MANCHESTER	RYANAIR	S	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	RYANAIR	S	D	2	0	0	50	0	50	0	0	0	29	0	0	0	
	STANSTED	RYANAIR	S	A	19	0	0	95	5	0	0	0	0	3	88	28	17	
	STANSTED	RYANAIR	S	D	19	0	0	89	11	0	0	0	0	4	88	7	17	
<b>TOTAL VALENCIA</b>					<b>120</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>8</b>	<b>8</b>	
VALLADOLID																		
	STANSTED	RYANAIR	S	A	9	0	0	89	11	0	0	0	0	2	77	7	13	
	STANSTED	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	2	100	2	13	
<b>TOTAL VALLADOLID</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>88</b>	<b>4</b>	<b>4</b>	
VANCOUVER																		
	HEATHROW	AIR CANADA	S	A	30	0	0	83	7	3	7	0	0	14	50	22	30	
	HEATHROW	AIR CANADA	S	D	31	0	0	87	10	3	0	0	0	4	83	6	30	
	GATWICK	AIR TRANSAT	S	A	4	0	0	50	25	0	25	0	0	35	60	19	5	
	GATWICK	AIR TRANSAT	S	D	4	0	0	25	25	25	25	0	0	55	0	27	4	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	67	13	10	10	0	0	16	63	15	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	60	13	10	17	0	0	25	63	20	30	
<b>TOTAL VANCOUVER</b>					<b>129</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>63</b>	<b>16</b>	<b>16</b>	
VARADERO																		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	20	60	20	0	0	0	19	75	18	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	19	40	40	5	
<b>TOTAL VARADERO</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>33</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>56</b>	<b>30</b>	<b>30</b>	
VARNA																		
	LUTON	WIZZ AIR	S	A	8	0	0	75	25	0	0	0	0	6	0	0	0	
	LUTON	WIZZ AIR	S	D	8	0	0	88	0	13	0	0	0	13	0	0	0	
<b>TOTAL VARNA</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>	
VASTERAS																		
	STANSTED	RYANAIR	S	A	19	0	0	89	11	0	0	0	0	7	82	6	17	
	STANSTED	RYANAIR	S	D	19	0	0	100	0	0	0	0	0	3	100	1	17	
<b>TOTAL VASTERAS</b>					<b>38</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>91</b>	<b>3</b>	<b>3</b>	
VENICE																		

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					NOV 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	
VENICE	LONDON CITY	BA CITYFLYER LTD	S	A	25	0	0	96	4	0	0	0	0	1	0	0	0
	LONDON CITY	BA CITYFLYER LTD	S	D	26	0	0	96	0	0	4	0	0	3	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	90	0	0	74	18	4	3	0	0	10	88	8	64
	GATWICK	BRITISH AIRWAYS PLC	S	D	90	0	0	83	10	3	3	0	0	9	82	9	65
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	83	13	3	0	0	0	5	86	8	29
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	97	3	0	0	0	0	2	86	3	29
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	85	12	2	2	0	0	6	91	6	56
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	83	10	7	0	0	0	7	77	9	56
	MANCHESTER	JET2.COM LTD	S	A	4	0	0	75	0	0	25	0	0	27	0	0	0
	MANCHESTER	JET2.COM LTD	S	D	4	0	0	100	0	0	0	0	0	2	0	0	0
	NEWCASTLE	JET2.COM LTD	S	A	3	0	0	100	0	0	0	0	0	0	0	0	0
	NEWCASTLE	JET2.COM LTD	S	D	3	0	0	100	0	0	0	0	0	3	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	S	A	15	0	0	93	7	0	0	0	0	3	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	S	D	15	0	0	100	0	0	0	0	0	1	0	0	0
	GATWICK	MONARCH AIRLINES	S	A	16	0	0	56	19	25	0	0	0	16	0	0	0
	GATWICK	MONARCH AIRLINES	S	D	16	0	0	75	6	13	6	0	0	11	0	0	0
	MANCHESTER	MONARCH AIRLINES	S	A	13	0	0	85	15	0	0	0	0	10	0	0	0
	MANCHESTER	MONARCH AIRLINES	S	D	13	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL VENICE</b>					<b>513</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>16</b>	<b>16</b>
VERONA VILAFRANCA	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	90	7	3	0	0	0	5	90	7	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	87	13	0	0	0	0	5	90	8	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	86	14	0	0	0	0	7	87	7	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	82	9	9	0	0	0	10	97	1	30
	GATWICK	MERIDIANA AIR	S	A	26	0	0	92	4	4	0	0	0	4	0	0	0
	GATWICK	MERIDIANA AIR	S	D	26	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL VERONA VILAFRANCA</b>					<b>158</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>6</b>	<b>6</b>
VIENNA	HEATHROW	AUSTRIAN ARROWS	S	A	120	0	0	76	17	4	3	0	0	11	0	0	0
	HEATHROW	AUSTRIAN ARROWS	S	D	119	0	0	82	10	5	3	0	0	9	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	120	0	0	87	7	3	4	0	0	8	86	9	117
	HEATHROW	BRITISH AIRWAYS PLC	S	D	120	0	0	93	5	1	2	0	0	4	85	9	117
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	67	23	7	3	0	0	11	77	18	30



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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)											
VIENNA	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	90	7	0	3	0	0	7	80	10	30
<b>TOTAL VIENNA</b>					<b>540</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>16</b>	<b>16</b>
VILNIUS	LUTON	RYANAIR	S	A	17	0	0	82	12	0	6	0	0	10	0	0	0
	LUTON	RYANAIR	S	D	17	0	0	100	0	0	0	0	0	1	0	0	0
	STANSTED	RYANAIR	S	A	30	0	0	83	10	7	0	0	0	6	71	19	31
	STANSTED	RYANAIR	S	D	30	0	0	87	7	7	0	0	0	6	97	4	30
	LUTON	WIZZ AIR	S	A	30	0	0	97	0	0	3	0	0	4	95	2	21
	LUTON	WIZZ AIR	S	D	30	0	0	90	7	0	3	0	0	8	38	25	21
<b>TOTAL VILNIUS</b>					<b>154</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>12</b>	<b>12</b>

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

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2011			
					60	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	83	10	7	0	0	0	7	93	8	56
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	92	3	3	2	0	0	4	93	4	57
	HEATHROW	LOT-POLISH AIRLINES	S	A	85	0	0	80	15	4	1	0	0	8	78	18	81
	HEATHROW	LOT-POLISH AIRLINES	S	D	85	0	0	89	6	4	1	0	0	4	80	13	81
<b>TOTAL WARSAW</b>					<b>290</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>6</b>	<b>82</b>	<b>13</b>	<b>13</b>
WASHINGTON (DULLES)	HEATHROW	BRITISH AIRWAYS PLC	S	A	82	0	0	71	22	4	2	0	1	27	75	13	88
	HEATHROW	BRITISH AIRWAYS PLC	S	D	82	0	0	74	15	7	2	1	0	14	69	16	88
	HEATHROW	UNITED AIRLINES	S	A	86	0	0	81	10	2	5	1	0	13	76	15	84
	HEATHROW	UNITED AIRLINES	S	D	86	0	0	92	1	6	1	0	0	5	75	10	84
	MANCHESTER	UNITED AIRLINES	S	A	18	0	1	56	11	33	0	0	0	19	0	0	0
	MANCHESTER	UNITED AIRLINES	S	D	19	0	0	95	5	0	0	0	0	2	0	0	0
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	29	0	0	83	14	3	0	0	0	6	100	1	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	29	0	0	97	3	0	0	0	0	3	77	12	30
<b>TOTAL WASHINGTON (DULLES)</b>					<b>431</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>12</b>	<b>12</b>
WATERFORD	LUTON	AER ARANN	S	A	18	0	0	89	6	0	6	0	0	10	69	24	16
	LUTON	AER ARANN	S	D	18	0	0	83	6	6	6	0	0	13	69	26	16
	MANCHESTER	AER ARANN	S	A	17	0	0	76	0	0	24	0	0	25	75	21	16
	MANCHESTER	AER ARANN	S	D	17	0	0	76	0	0	24	0	0	25	75	17	16
	BIRMINGHAM	FLYBE LTD	S	A	15	0	0	67	0	20	13	0	0	20	0	0	0
	BIRMINGHAM	FLYBE LTD	S	D	15	0	0	60	7	7	27	0	0	33	0	0	0
<b>TOTAL WATERFORD</b>					<b>100</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>3</b>	<b>5</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>73</b>	<b>20</b>	<b>20</b>
WICK	EDINBURGH	LOGANAIR	S	A	25	0	0	84	4	8	4	0	0	12	80	11	25
	EDINBURGH	LOGANAIR	S	D	25	0	0	72	12	8	0	8	0	28	77	19	26
<b>TOTAL WICK</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>20</b>	<b>78</b>	<b>15</b>	<b>15</b>
WROCLAW	STANSTED	RYANAIR	S	A	32	0	0	91	9	0	0	0	0	7	84	18	31
	STANSTED	RYANAIR	S	D	32	0	0	78	16	6	0	0	0	10	83	6	30
	LUTON	WIZZ AIR	S	A	22	0	0	91	0	5	5	0	0	7	95	2	21
	LUTON	WIZZ AIR	S	D	22	0	0	82	5	0	9	5	0	23	62	28	21

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

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 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>					108	0	0	85	8	3	3	1	0	11	82	13	13

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							NOV 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
ZAGREB																		
	GATWICK	CROATIA AIRLINES	S	A	8	0	0	75	25	0	0	0	0	9	80	15	10	
	GATWICK	CROATIA AIRLINES	S	D	8	0	0	75	25	0	0	0	0	8	67	33	9	
	HEATHROW	CROATIA AIRLINES	S	A	38	0	0	84	11	0	5	0	0	9	74	17	39	
	HEATHROW	CROATIA AIRLINES	S	D	38	0	0	82	11	5	3	0	0	8	69	21	39	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	89	11	0	0	0	0	3	86	8	21	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	94	0	6	0	0	0	5	86	9	21	
<b>TOTAL ZAGREB</b>					<b>128</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>16</b>	<b>16</b>	
ZAKINTHOS																		
<b>TOTAL ZAKINTHOS</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>	<b>0</b>
ZARAGOZA																		
	STANSTED	RYANAIR	S	A	17	0	0	76	18	0	6	0	0	11	71	14	17	
	STANSTED	RYANAIR	S	D	18	0	0	89	6	0	6	0	0	9	88	4	17	
	STANSTED	STAR1 AIRLINES	C	A	4	1	0	75	25	0	0	0	0	5	0	0	0	
	STANSTED	STAR1 AIRLINES	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	THOMAS COOK BELGIUM	C	A	3	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	THOMAS COOK BELGIUM	C	D	3	0	0	67	0	33	0	0	0	20	0	0	0	
<b>TOTAL ZARAGOZA</b>					<b>51</b>	<b>3</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>9</b>	<b>9</b>	
ZURICH																		
	LONDON CITY	BA CITYFLYER LTD	S	A	91	1	0	89	3	7	1	0	0	7	89	11	88	
	LONDON CITY	BA CITYFLYER LTD	S	D	92	0	0	91	3	3	2	0	0	6	88	5	91	
	EDINBURGH	BMI REGIONAL	S	A	13	0	0	100	0	0	0	0	0	1	82	6	11	
	EDINBURGH	BMI REGIONAL	S	D	13	0	0	100	0	0	0	0	0	0	91	6	11	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	165	0	0	84	7	8	1	0	0	8	87	9	159	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	165	0	0	85	9	5	0	0	0	6	82	10	159	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	45	0	0	73	16	9	2	0	0	12	87	10	45	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	45	0	0	78	13	7	2	0	0	11	84	11	45	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	100	0	0	0	0	0	0	97	1	30	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	100	0	0	0	0	0	2	97	3	30	
	BIRMINGHAM	HELVETIC AIRWAYS	S	A	48	0	0	94	2	4	0	0	0	4	94	2	86	
	BIRMINGHAM	HELVETIC AIRWAYS	S	D	48	0	0	92	6	0	2	0	0	7	93	4	86	
	MANCHESTER	HELVETIC AIRWAYS	S	A	27	0	0	70	22	7	0	0	0	12	87	5	15	
	MANCHESTER	HELVETIC AIRWAYS	S	D	27	0	0	70	26	4	0	0	0	10	87	7	15	
	BIRMINGHAM	SWISS AIRLINES	S	A	12	0	0	83	17	0	0	0	0	9	75	11	4	

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE							NOV 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)												
ZURICH																		
	BIRMINGHAM	SWISS AIRLINES	S	D	12	0	0	92	8	0	0	0	0	6	50	16	4	
	HEATHROW	SWISS AIRLINES	S	A	208	0	0	88	7	4	2	0	0	6	82	10	205	
	HEATHROW	SWISS AIRLINES	S	D	208	0	0	89	6	4	1	0	0	5	77	11	205	
	LONDON CITY	SWISS AIRLINES	S	A	174	0	0	92	2	4	2	0	0	6	94	3	159	
	LONDON CITY	SWISS AIRLINES	S	D	170	0	1	90	3	5	2	0	0	6	88	6	159	
	MANCHESTER	SWISS AIRLINES	S	A	62	0	0	89	6	2	3	0	0	8	83	7	75	
	MANCHESTER	SWISS AIRLINES	S	D	62	0	0	79	16	3	2	0	0	9	72	10	75	
<b>TOTAL ZURICH</b>					<b>1731</b>	<b>9</b>	<b>4</b>	<b>88</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>8</b>	<b>8</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2012

Reporting Airport: BIRMINGHAM (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)	303	1	0	86	5	4	5	0	0	9	87	6	345
SCHEDULED FLIGHTS(ALL ROUTES)	5661	21	28	89	6	3	2	0	0	7	88	8	5553
AIRPORT TOTAL	5964	22	28	89	6	3	2	0	0	7	88	8	5898

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2012

Reporting Airport: EDINBURGH (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)	36	3	0	83	11	0	6	0	0	11	65	30	65
SCHEDULED FLIGHTS(ALL ROUTES)	6853	6	13	90	5	3	2	0	0	6	87	8	7141
AIRPORT TOTAL	6889	9	13	90	5	3	2	0	0	6	87	8	7206

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2012

Reporting Airport: GATWICK (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)	912	0	0	78	10	7	4	1	0	16	76	16	911
SCHEDULED FLIGHTS(ALL ROUTES)	14982	24	43	84	9	4	2	0	0	9	84	9	15222
AIRPORT TOTAL	15894	24	43	84	9	5	2	0	0	9	84	9	16133



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2012

Reporting Airport: GLASGOW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)	235	4	0	79	10	8	1	1	0	15	79	14	268
SCHEDULED FLIGHTS(ALL ROUTES)	5134	1	13	89	5	3	3	0	0	7	88	8	4937
AIRPORT TOTAL	5369	5	13	88	5	3	2	0	0	8	88	8	5205

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2012

Reporting Airport: HEATHROW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)	8	9	0	75	0	0	25	0	0	27	28	58	29
SCHEDULED FLIGHTS(ALL ROUTES)	37062	20	62	83	9	5	3	0	0	10	80	12	37696
AIRPORT TOTAL	37070	29	62	83	9	5	3	0	0	10	80	12	37725

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2012

Reporting Airport: LONDON CITY (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)	5674	29	10	90	4	4	2	0	0	6	82	12	4968
AIRPORT TOTAL	5674	29	10	90	4	4	2	0	0	6	82	12	4968

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2012

Reporting Airport: LUTON (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)	77	87	0	91	4	4	1	0	0	6	78	14	90
SCHEDULED FLIGHTS(ALL ROUTES)	4389	5	14	87	7	3	2	0	0	9	81	10	4279
AIRPORT TOTAL	4466	92	14	87	7	3	2	0	0	9	81	10	4369

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2012

Reporting Airport: MANCHESTER (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)	1006	14	0	75	10	6	8	1	0	19	73	17	1000
SCHEDULED FLIGHTS(ALL ROUTES)	10223	15	29	84	8	5	3	0	0	10	80	11	10226
AIRPORT TOTAL	11229	29	29	83	8	5	3	0	0	10	80	11	11226

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2012

Reporting Airport: NEWCASTLE (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)	208	11	0	86	4	4	4	0	0	16	94	14	175
SCHEDULED FLIGHTS(ALL ROUTES)	2659	31	27	88	5	4	3	0	0	8	88	7	2687
AIRPORT TOTAL	2867	42	27	87	5	4	3	0	0	9	89	7	2862

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2012

Reporting Airport: STANSTED (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 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)	177	22	0	86	7	3	4	0	0	8	88	14	115
SCHEDULED FLIGHTS(ALL ROUTES)	8136	42	42	89	7	3	1	0	0	7	89	7	7964
AIRPORT TOTAL	8313	64	42	89	7	3	1	0	0	7	89	7	8079