

# Punctuality Statistics

Regulatory Policy Group



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

**Full and Summary Analysis**

**August 2013**

**Disclaimer**

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

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## FOREWORD

### 1 CONTENT

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

### 1.2 Coverage

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

### 2 ENQUIRIES

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

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

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

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

Tel: 020-7453-6258  
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 AUGUST 2013

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
INNSBRUCK	FLYBE LTD	C	10	0	0	90	0	0	0	0	10	144	88	5	8
<b>TOTAL INNSBRUCK</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>144</b>	<b>88</b>	<b>5</b>	<b>8</b>
SALZBURG	FLYBE LTD	C	20	0	0	95	5	0	0	0	0	2	63	24	8
<b>TOTAL SALZBURG</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>24</b>	<b>8</b>
<b>TOTAL AUSTRIA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>49</b>	<b>75</b>	<b>15</b>	<b>16</b>
<b>BELGIUM</b>															
BRUSSELS	BRUSSELS AIRLINES	S	158	0	0	84	8	4	3	0	0	8	87	7	162
<b>TOTAL BRUSSELS</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>7</b>	<b>162</b>
<b>TOTAL BELGIUM</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>7</b>	<b>162</b>
<b>BULGARIA</b>															
BURGAS	BH AIR	C	20	0	0	75	15	10	0	0	0	9	72	12	18
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	0	100	4	9
	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	5	88	5	8
<b>TOTAL BURGAS</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>8</b>	<b>35</b>
<b>TOTAL BULGARIA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>8</b>	<b>35</b>
<b>CANADA</b>															
TORONTO	AIR TRANSAT	S	8	0	0	50	0	38	13	0	0	25	80	9	10
<b>TOTAL TORONTO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>80</b>	<b>9</b>	<b>10</b>
<b>TOTAL CANADA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>80</b>	<b>9</b>	<b>10</b>
<b>CAPE VERDE ISLANDS</b>															
BOA VISTA (RABIL)	THOMSON AIRWAYS LTD	S	8	0	0	100	0	0	0	0	0	0	100	4	10
<b>TOTAL BOA VISTA (RABIL)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>4</b>	<b>10</b>
ILHA DO SAL C.VERDE	THOMSON AIRWAYS LTD	S	8	0	0	75	13	13	0	0	0	10	67	10	9
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>67</b>	<b>10</b>	<b>9</b>
<b>TOTAL CAPE VERDE ISLANDS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>7</b>	<b>19</b>
<b>CROATIA</b>															
DUBROVNIK	FLYBE LTD	S	2	0	0	100	0	0	0	0	0	0	88	8	8
	MONARCH AIRLINES	S	18	0	0	78	0	0	11	0	11	59	88	6	16
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	100	0	8
<b>TOTAL DUBROVNIK</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>39</b>	<b>91</b>	<b>5</b>	<b>32</b>
PULA	THOMSON AIRWAYS LTD	C	18	0	0	89	6	6	0	0	0	4	100	1	8
<b>TOTAL PULA</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>4</b>	<b>100</b>	<b>1</b>	<b>8</b>
SPLIT	MONARCH AIRLINES	S	26	0	0	92	8	0	0	0	0	3	0	0	0
<b>TOTAL SPLIT</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>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CROATIA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>17</b>	<b>93</b>	<b>4</b>	<b>40</b>
<b>CYPRUS</b>															

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2013

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
LARNACA	CYPRUS AIRWAYS	C	9	0	0	89	11	0	0	0	0	8	0	0	0
	MONARCH AIRLINES	S	44	0	1	93	2	5	0	0	0	2	73	17	45
	THOMAS COOK AIRLINES LTD	C	16	0	0	88	0	0	13	0	0	9	72	12	18
	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	1	80	9	10
<b>TOTAL LARNACA</b>			<b>78</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>70</b>	<b>15</b>	<b>81</b>
PAPHOS	MONARCH AIRLINES	S	26	0	0	77	8	15	0	0	0	10	69	13	26
	THOMSON AIRWAYS LTD	C	16	0	0	88	6	6	0	0	0	6	92	4	26
<b>TOTAL PAPHOS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>7</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>18</b>	<b>60</b>
<b>TOTAL CYPRUS</b>			<b>120</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>4</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>16</b>	<b>141</b>
<b>DENMARK</b>															
BILLUND	BMI REGIONAL	S	44	0	0	98	0	2	0	0	0	3	0	0	0
<b>TOTAL BILLUND</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
COPENHAGEN	SAS	S	76	0	0	96	4	0	0	0	0	2	94	4	72
<b>TOTAL COPENHAGEN</b>			<b>76</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>94</b>	<b>4</b>	<b>72</b>
<b>TOTAL DENMARK</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>94</b>	<b>4</b>	<b>72</b>
<b>EGYPT</b>															
HURGHADA	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	6	0	0	0
<b>TOTAL HURGHADA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
SHARM EL SHEIKH (OPHIRA)	MONARCH AIRLINES	S	27	0	0	81	19	0	0	0	0	6	0	0	0
	THOMAS COOK AIRLINES LTD	C	17	0	0	100	0	0	0	0	0	1	80	20	10
	THOMSON AIRWAYS LTD	C	18	0	0	83	11	6	0	0	0	6	88	8	26
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>62</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>86</b>	<b>11</b>	<b>36</b>
<b>TOTAL EGYPT</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>11</b>	<b>36</b>
<b>FRANCE</b>															
AVIGNON	FLYBE LTD	S	10	0	0	80	0	10	10	0	0	15	67	17	36
<b>TOTAL AVIGNON</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>15</b>	<b>67</b>	<b>17</b>	<b>36</b>
BERGERAC	FLYBE LTD	S	36	0	0	94	3	0	0	3	0	7	80	11	44
<b>TOTAL BERGERAC</b>			<b>36</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>7</b>	<b>80</b>	<b>11</b>	<b>44</b>
BORDEAUX	MONARCH AIRLINES	S	26	0	0	85	4	4	8	0	0	8	0	0	0
<b>TOTAL BORDEAUX</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
BREST	FLYBE LTD	S	28	0	0	79	7	0	14	0	0	19	62	21	26
<b>TOTAL BREST</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>62</b>	<b>21</b>	<b>26</b>
LA ROCHELLE	FLYBE LTD	S	18	0	0	94	6	0	0	0	0	2	54	37	26
<b>TOTAL LA ROCHELLE</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>54</b>	<b>37</b>	<b>26</b>
LYON	BMI REGIONAL	S	26	0	0	85	12	4	0	0	0	5	0	0	0
	FLYBE LTD	S	52	0	0	63	19	15	2	0	0	13	0	0	0
<b>TOTAL LYON</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
MONTPELLIER	RYANAIR	S	18	0	0	94	6	0	0	0	0	3	83	11	18
<b>TOTAL MONTPELLIER</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>83</b>	<b>11</b>	<b>18</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2013

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
NICE	MONARCH AIRLINES	S	62	0	0	90	3	2	2	0	3	17	71	36	52
<b>TOTAL NICE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>17</b>	<b>80</b>	<b>20</b>	<b>114</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	154	0	0	94	3	2	1	0	0	4	97	2	186
	FLYBE LTD	S	135	0	0	89	6	1	4	0	1	13	85	11	138
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>289</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>6</b>	<b>324</b>
PERPIGNAN	FLYBE LTD	S	9	0	0	22	33	22	22	0	0	41	62	18	26
	RYANAIR	S	28	0	0	79	0	18	0	4	0	15	0	0	0
<b>TOTAL PERPIGNAN</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>8</b>	<b>19</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>62</b>	<b>18</b>	<b>26</b>
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>5</b>	<b>2</b>
TOULOUSE (BLAGNAC)	BMI REGIONAL	S	44	0	0	91	7	0	2	0	0	4	0	0	0
<b>TOTAL TOULOUSE (BLAGNAC)</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>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FRANCE</b>			<b>648</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>12</b>	<b>616</b>
<b>GERMANY</b>															
BERLIN (TEGEL)	LUFTHANSA	S	46	0	0	91	4	4	0	0	0	4	83	9	60
<b>TOTAL BERLIN (TEGEL)</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>9</b>	<b>61</b>
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	140	0	0	94	4	2	0	0	0	5	95	4	162
	FLYBE LTD	S	96	0	0	92	4	4	0	0	0	4	91	6	108
<b>TOTAL DUSSELDORF</b>			<b>236</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>93</b>	<b>5</b>	<b>270</b>
FRANKFURT MAIN	EUROWINGS LUFTVERKEHRS	S	160	0	0	94	3	1	2	0	0	4	90	6	195
	LUFTHANSA	S	88	0	0	95	2	1	1	0	0	4	85	7	46
<b>TOTAL FRANKFURT MAIN</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>6</b>	<b>241</b>
HAMBURG	LUFTHANSA CITY LINE	S	52	0	0	100	0	0	0	0	0	2	93	5	100
<b>TOTAL HAMBURG</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>2</b>	<b>87</b>	<b>7</b>	<b>144</b>
HANOVER	AIR BERLIN	C	18	0	0	100	0	0	0	0	0	0	89	3	18
	FLYBE LTD	S	62	0	0	94	3	3	0	0	0	3	70	16	101
<b>TOTAL HANOVER</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>14</b>	<b>119</b>
MUNICH	AIR BERLIN	C	2	0	0	100	0	0	0	0	0	8	0	0	0
	LUFTHANSA CITY LINE	S	167	0	0	97	2	1	0	0	0	2	88	9	169
<b>TOTAL MUNICH</b>			<b>169</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>9</b>	<b>169</b>
PADERBORN	AIR BERLIN	C	8	0	0	88	13	0	0	0	0	6	63	10	8
<b>TOTAL PADERBORN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>63</b>	<b>10</b>	<b>8</b>
STUTTGART	FLYBE LTD	S	90	0	0	79	6	7	9	0	0	13	84	10	85
<b>TOTAL STUTTGART</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>6</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>84</b>	<b>10</b>	<b>85</b>
<b>TOTAL GERMANY</b>			<b>931</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>8</b>	<b>1098</b>
<b>GIBRALTAR</b>															
GIBRALTAR	MONARCH AIRLINES	S	26	0	0	88	0	4	4	4	0	18	0	0	0
<b>TOTAL GIBRALTAR</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GIBRALTAR</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2013

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
GREECE															
CHANIA	MONARCH AIRLINES	C	8	0	0	88	0	13	0	0	0	5	75	15	8
<b>TOTAL CHANIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>75</b>	<b>15</b>	<b>8</b>
CORFU	CYPRUS AIRWAYS	C	8	0	0	88	13	0	0	0	0	4	0	0	0
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	0	100	1	8
	THOMAS COOK AIRLINES LTD	C	18	0	0	100	0	0	0	0	0	0	94	7	17
	THOMSON AIRWAYS LTD	C	28	0	0	100	0	0	0	0	0	0	96	2	28
<b>TOTAL CORFU</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>21</b>	<b>61</b>	
HERAKLION	CYPRUS AIRWAYS	C	8	0	0	88	0	0	13	0	0	16	0	0	0
	MONARCH AIRLINES	S	18	0	0	78	11	11	0	0	0	8	78	44	18
	THOMAS COOK AIRLINES LTD	C	18	0	0	94	6	0	0	0	0	1	78	20	18
	THOMSON AIRWAYS LTD	C	18	0	0	100	0	0	0	0	0	0	100	2	18
<b>TOTAL HERAKLION</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>20</b>	<b>62</b>
KAVALA	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	100	1	8
<b>TOTAL KAVALA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>1</b>	<b>8</b>
KEFALLINIA	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	75	9	8
	THOMSON AIRWAYS LTD	C	10	0	0	90	0	10	0	0	0	6	90	4	10
<b>TOTAL KEFALLINIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>83</b>	<b>6</b>	<b>18</b>
KOS	THOMAS COOK AIRLINES LTD	C	18	0	0	100	0	0	0	0	0	0	100	1	18
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	100	1	10
<b>TOTAL KOS</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>100</b>	<b>1</b>	<b>28</b>
PREVEZA	FLYBE LTD	C	8	0	0	63	0	13	25	0	0	26	0	0	0
<b>TOTAL PREVEZA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>
RHODES	CYPRUS AIRWAYS	C	8	0	0	100	0	0	0	0	0	0	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	0	88	4	8
	THOMSON AIRWAYS LTD	C	26	0	0	96	4	0	0	0	0	1	100	2	28
<b>TOTAL RHODES</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>46</b>
SKIATHOS	CYPRUS AIRWAYS	C	7	1	0	86	0	14	0	0	0	9	0	0	0
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	0	100	0	10
<b>TOTAL SKIATHOS</b>			<b>17</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>4</b>	<b>100</b>	<b>0</b>	<b>10</b>
THIRA (SANTORINI)	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	88	4	8
<b>TOTAL THIRA (SANTORINI)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>8</b>
ZAKINTHOS	CYPRUS AIRWAYS	C	8	0	0	75	13	13	0	0	0	9	0	0	0
	MONARCH AIRLINES	C	10	0	0	80	0	10	10	0	0	14	70	19	10
	THOMAS COOK AIRLINES LTD	C	28	0	0	93	7	0	0	0	0	2	67	11	36
	THOMSON AIRWAYS LTD	C	18	0	0	94	6	0	0	0	0	2	50	17	18
<b>TOTAL ZAKINTHOS</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>60</b>	<b>19</b>	<b>70</b>
<b>TOTAL GREECE</b>			<b>325</b>	<b>1</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>83</b>	<b>14</b>	<b>319</b>
INDIA															
DELHI	AIR INDIA	S	36	0	0	78	8	3	11	0	0	14	0	0	0
<b>TOTAL DELHI</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>3</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL INDIA			36	0	0	78	8	3	11	0	0	14	0	0	0
IRISH REPUBLIC															
CORK	AER ARANN	S	124	0	0	87	4	6	2	0	0	7	84	13	148
TOTAL CORK			124	0	0	87	4	6	2	0	0	7	84	13	148
DUBLIN	AER ARANN	S	145	1	0	96	2	1	0	1	0	3	0	0	0
	AER LINGUS	S	166	0	1	96	2	0	1	0	0	3	96	3	178
	RYANAIR	S	178	0	0	90	6	3	0	1	0	5	91	4	178
TOTAL DUBLIN			489	1	1	94	3	2	0	0	0	4	93	3	356
IRELAND WEST(KNOCK)	AER ARANN	S	61	0	0	80	8	8	3	0	0	9	97	9	62
TOTAL IRELAND WEST(KNOCK)			61	0	0	80	8	8	3	0	0	9	97	9	62
SHANNON	AER ARANN	S	60	0	0	82	10	7	2	0	0	7	90	11	62
TOTAL SHANNON			60	0	0	82	10	7	2	0	0	7	90	11	62
WATERFORD	FLYBE LTD	S	34	0	0	74	9	3	15	0	0	18	66	26	32
TOTAL WATERFORD			34	0	0	74	9	3	15	0	0	18	66	26	32
TOTAL IRISH REPUBLIC			768	1	1	90	5	3	2	0	0	6	90	8	660
ITALY															
BERGAMO	RYANAIR	S	28	0	0	93	0	7	0	0	0	5	0	0	0
TOTAL BERGAMO			28	0	0	93	0	7	0	0	0	5	0	0	0
MILAN (MALPENSA)	FLYBE LTD	S	62	0	0	87	3	10	0	0	0	6	77	12	61
TOTAL MILAN (MALPENSA)			62	0	0	87	3	10	0	0	0	6	74	19	97
NAPLES	THOMSON AIRWAYS LTD	C	18	0	0	89	11	0	0	0	0	3	94	3	18
TOTAL NAPLES			18	0	0	89	11	0	0	0	0	3	94	3	18
ROME (FIUMICINO)	LIVINGSTON COMPAGNIA AEREA	C	2	0	0	100	0	0	0	0	0	3	0	0	0
	MISTRAL AIR	C	5	0	0	80	0	0	20	0	0	21	0	50	6
	MONARCH AIRLINES	S	62	0	0	71	11	11	6	0	0	15	63	15	62
TOTAL ROME (FIUMICINO)			69	0	0	72	10	10	7	0	0	15	64	19	106
TRIESTE (RONCHI DEI LEGIONARI)	RYANAIR	S	18	0	0	83	17	0	0	0	0	5	89	6	18
TOTAL TRIESTE (RONCHI DEI LEGIONARI)			18	0	0	83	17	0	0	0	0	5	89	6	18
VENICE	MONARCH AIRLINES	S	36	0	0	89	8	3	0	0	0	5	88	7	34
TOTAL VENICE			36	0	0	89	8	3	0	0	0	5	88	7	34
VERONA VILLAFRANCA	THOMSON AIRWAYS LTD	C	18	0	0	94	6	0	0	0	0	1	100	2	18
TOTAL VERONA VILLAFRANCA			18	0	0	94	6	0	0	0	0	1	100	2	18
TOTAL ITALY			249	0	0	84	7	6	2	0	0	8	76	15	291
JAMAICA															
MONTEGO BAY	THOMSON AIRWAYS LTD	C	10	0	0	80	20	0	0	0	0	5	80	7	10
TOTAL MONTEGO BAY			10	0	0	80	20	0	0	0	0	5	80	7	10
TOTAL JAMAICA			10	0	0	80	20	0	0	0	0	5	80	7	10

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>LITHUANIA</b>															
KAUNAS	RYANAIR	S	16	0	0	100	0	0	0	0	0	0	83	9	18
TOTAL KAUNAS			16	0	0	100	0	0	0	0	0	0	83	9	18
TOTAL LITHUANIA			16	0	0	100	0	0	0	0	0	0	83	9	18
<b>MALTA</b>															
MALTA	AIR MALTA	C	18	0	0	83	17	0	0	0	0	6	50	101	8
	RYANAIR	S	18	0	0	100	0	0	0	0	0	0	100	1	18
TOTAL MALTA			36	0	0	92	8	0	0	0	0	3	85	32	26
TOTAL MALTA			36	0	0	92	8	0	0	0	0	3	85	32	26
<b>MEXICO</b>															
CANCUN	THOMSON AIRWAYS LTD	C	9	0	0	89	0	11	0	0	0	8	100	5	9
TOTAL CANCUN			9	0	0	89	0	11	0	0	0	8	100	5	9
TOTAL MEXICO			9	0	0	89	0	11	0	0	0	8	100	5	9
<b>MOROCCO</b>															
MARRAKESH	THOMSON AIRWAYS LTD	S	10	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL MARRAKESH			10	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL MOROCCO			10	0	0	100	0	0	0	0	0	0	0	0	0
<b>NETHERLANDS</b>															
AMSTERDAM	FLYBE LTD	S	154	0	0	75	12	8	5	0	0	13	0	0	0
	KLM	S	186	0	0	95	3	1	1	0	0	3	89	5	248
	KLM CITYHOPPER	S	124	0	0	97	2	2	0	0	0	3	94	4	62
TOTAL AMSTERDAM			464	0	0	89	6	3	2	0	0	6	90	5	310
TOTAL NETHERLANDS			464	0	0	89	6	3	2	0	0	6	90	5	310
<b>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	32	0	0	66	6	6	9	13	0	45	79	18	34
TOTAL ISLAMABAD			32	0	0	66	6	6	9	13	0	45	79	18	34
TOTAL PAKISTAN			32	0	0	66	6	6	9	13	0	45	79	18	34
<b>POLAND</b>															
BYDGOSZCZ	RYANAIR	S	28	0	0	96	4	0	0	0	0	1	69	12	26
TOTAL BYDGOSZCZ			28	0	0	96	4	0	0	0	0	1	69	12	26
GDANSK	RYANAIR	S	18	0	0	100	0	0	0	0	0	0	100	1	16
TOTAL GDANSK			18	0	0	100	0	0	0	0	0	0	100	1	16
KATOWICE	RYANAIR	S	26	0	0	100	0	0	0	0	0	0	100	1	28
TOTAL KATOWICE			26	0	0	100	0	0	0	0	0	0	100	1	28
KRAKOW	RYANAIR	S	16	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL KRAKOW			16	0	0	100	0	0	0	0	0	0	0	0	0
RZESZOW	RYANAIR	S	16	0	0	100	0	0	0	0	0	0	94	3	18

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2013

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL RZESZOW			16	0	0	100	0	0	0	0	0	0	94	3	18
TOTAL POLAND			104	1	0	99	1	0	0	0	0	0	90	4	88
PORTUGAL(EXCLUDING MADEIRA)															
FARO	FLYBE LTD	C	10	0	0	90	10	0	0	0	0	2	88	3	8
	MONARCH AIRLINES	S	84	0	0	80	10	5	5	0	1	15	86	12	90
	RYANAIR	S	38	0	0	89	3	3	5	0	0	6	96	2	26
	THOMSON AIRWAYS LTD	C	18	0	0	78	11	0	11	0	0	15	94	3	18
TOTAL FARO			150	0	0	83	8	3	5	0	1	12	89	8	194
TOTAL PORTUGAL(EXCLUDING MADEIRA)			150	0	0	83	8	3	5	0	1	12	89	8	210
PORTUGAL(MADEIRA)															
FUNCHAL	MONARCH AIRLINES	S	18	0	0	83	6	0	0	11	0	27	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	100	3	8
TOTAL FUNCHAL			26	0	0	88	4	0	0	8	0	19	100	3	8
TOTAL PORTUGAL(MADEIRA)			26	0	0	88	4	0	0	8	0	19	100	3	8
SLOVAK REPUBLIC															
BRATISLAVA	RYANAIR	S	28	0	0	93	4	4	0	0	0	3	96	3	26
TOTAL BRATISLAVA			28	0	0	93	4	4	0	0	0	3	96	3	26
TOTAL SLOVAK REPUBLIC			28	0	0	93	4	4	0	0	0	3	96	3	26
SPAIN															
ALICANTE	MONARCH AIRLINES	S	86	0	0	87	2	6	2	1	1	16	83	15	86
	RYANAIR	S	88	0	0	98	2	0	0	0	0	1	87	6	62
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	0	0	0	0
	THOMSON AIRWAYS LTD	C	18	0	0	100	0	0	0	0	0	2	94	4	16
TOTAL ALICANTE			202	0	0	94	2	2	1	0	0	7	85	12	218
ALMERIA	FLYBE LTD	C	8	0	0	100	0	0	0	0	0	0	75	13	8
	MONARCH AIRLINES	S	18	0	0	78	11	0	11	0	0	21	83	5	18
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	0	0	0	10	0	24	0	0	0
TOTAL ALMERIA			36	0	0	86	6	0	6	3	0	17	81	7	26
BARCELONA	MONARCH AIRLINES	S	63	0	0	79	6	5	6	0	3	23	97	2	34
	RYANAIR	S	52	0	0	98	2	0	0	0	0	2	0	0	0
TOTAL BARCELONA			116	0	0	88	4	3	3	0	2	14	87	7	70
GIRONA	RYANAIR	S	17	0	1	94	6	0	0	0	0	3	89	5	36
	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	0	100	0	8
TOTAL GIRONA			26	0	1	96	4	0	0	0	0	2	91	4	44
IBIZA	MONARCH AIRLINES	S	53	0	0	94	4	2	0	0	0	3	79	22	53
	RYANAIR	S	26	0	0	96	0	4	0	0	0	4	100	2	26
	THOMAS COOK AIRLINES LTD	C	16	0	0	88	0	0	13	0	0	10	89	12	18
	THOMSON AIRWAYS LTD	C	37	0	0	97	3	0	0	0	0	1	97	3	35
TOTAL IBIZA			132	0	0	95	2	2	2	0	0	3	89	12	132
MAHON	FLYBE LTD	C	8	0	0	88	13	0	0	0	0	9	0	0	0
	MONARCH AIRLINES	S	36	0	0	67	11	11	6	6	0	26	84	6	37



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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
MAHON	THOMAS COOK AIRLINES LTD	C	18	0	0	94	6	0	0	0	0	2	100	1	22
	THOMSON AIRWAYS LTD	C	18	0	0	94	6	0	0	0	0	3	100	2	18
<b>TOTAL MAHON</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>92</b>	<b>4</b>	<b>77</b>
MALAGA	MONARCH AIRLINES	S	123	0	0	85	9	2	3	2	0	12	65	25	123
	RYANAIR	S	72	0	0	97	1	0	0	1	0	5	95	3	74
<b>TOTAL MALAGA</b>			<b>195</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>15</b>	<b>275</b>
MURCIA SAN JAVIER	RYANAIR	S	36	0	0	97	0	3	0	0	0	2	91	5	34
<b>TOTAL MURCIA SAN JAVIER</b>			<b>36</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>91</b>	<b>5</b>	<b>70</b>
PALMA DE MALLORCA	FLYBE LTD	C	8	0	0	88	13	0	0	0	0	4	0	0	0
	MONARCH AIRLINES	S	117	0	0	85	3	5	5	2	0	14	75	24	96
	RYANAIR	S	44	0	0	86	0	14	0	0	0	9	92	3	52
	THOMAS COOK AIRLINES LTD	C	36	0	0	89	8	0	3	0	0	5	94	4	32
	THOMSON AIRWAYS LTD	C	63	0	0	87	8	5	0	0	0	4	87	7	61
<b>TOTAL PALMA DE MALLORCA</b>			<b>268</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>12</b>	<b>305</b>
REUS	BA CITYFLYER LTD	C	3	0	0	100	0	0	0	0	0	0	0	0	0
	RYANAIR	S	26	0	1	88	12	0	0	0	0	4	86	5	28
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	1	90	3	10
	THOMSON AIRWAYS LTD	C	18	0	0	89	6	6	0	0	0	3	78	6	18
<b>TOTAL REUS</b>			<b>57</b>	<b>0</b>	<b>1</b>	<b>91</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>84</b>	<b>5</b>	<b>56</b>
<b>TOTAL SPAIN</b>			<b>1148</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>11</b>	<b>1273</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	MONARCH AIRLINES	S	36	0	0	89	6	6	0	0	0	6	79	12	34
	RYANAIR	S	34	0	0	100	0	0	0	0	0	0	89	4	28
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	0	10	0	0	0	6	70	8	10
	THOMSON AIRWAYS LTD	C	18	0	0	100	0	0	0	0	0	1	83	11	18
<b>TOTAL ARRECIFE</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>82</b>	<b>9</b>	<b>90</b>
FUERTEVENTURA	MONARCH AIRLINES	S	17	0	0	82	18	0	0	0	0	4	67	18	18
	RYANAIR	S	18	0	0	89	6	6	0	0	0	5	94	4	18
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	70	20	10
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL FUERTEVENTURA</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>78</b>	<b>13</b>	<b>46</b>
LAS PALMAS	MONARCH AIRLINES	S	28	0	0	86	7	7	0	0	0	6	62	15	26
	RYANAIR	S	16	0	0	100	0	0	0	0	0	0	100	1	18
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	13	0	0	0	7	88	3	8
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	100	3	8
<b>TOTAL LAS PALMAS</b>			<b>60</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>4</b>	<b>82</b>	<b>8</b>	<b>60</b>
TENERIFE (SURREINA SOFIA)	MONARCH AIRLINES	S	70	0	0	81	6	7	6	0	0	9	70	23	71
	RYANAIR	S	28	0	0	93	4	0	4	0	0	6	100	1	26
	THOMAS COOK AIRLINES LTD	C	18	0	0	94	0	6	0	0	0	2	86	16	28
	THOMSON AIRWAYS LTD	C	26	0	0	96	4	0	0	0	0	1	93	5	27
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>142</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>82</b>	<b>14</b>	<b>152</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>353</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>12</b>	<b>348</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>SWEDEN</b>															
GOTEBORG	BMI REGIONAL	S	44	0	0	98	2	0	0	0	0	1	0	0	0
<b>TOTAL GOTEBORG</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
STOCKHOLM (ARLANDA)	SAS	S	16	0	0	81	13	6	0	0	0	8	0	0	0
<b>TOTAL STOCKHOLM (ARLANDA)</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>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWEDEN</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>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SWITZERLAND</b>															
ZURICH	HELVETIC AIRWAYS	S	70	0	0	97	3	0	0	0	0	1	81	11	108
	SWISS AIRLINES	S	54	0	0	83	15	2	0	0	0	5	74	11	78
<b>TOTAL ZURICH</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>78</b>	<b>11</b>	<b>186</b>
<b>TOTAL SWITZERLAND</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>78</b>	<b>11</b>	<b>186</b>
<b>TUNISIA</b>															
ENFIDHA - HAMMAMET INTL	THOMAS COOK AIRLINES LTD	C	26	0	0	81	0	4	8	8	0	31	100	3	16
	THOMSON AIRWAYS LTD	C	17	1	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>43</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>19</b>	<b>100</b>	<b>3</b>	<b>16</b>
<b>TOTAL TUNISIA</b>			<b>43</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>19</b>	<b>91</b>	<b>4</b>	<b>34</b>
<b>TURKEY</b>															
ANTALYA	THOMAS COOK AIRLINES LTD	C	26	0	0	100	0	0	0	0	0	0	80	20	25
	THOMSON AIRWAYS LTD	C	18	0	0	89	11	0	0	0	0	4	71	10	17
<b>TOTAL ANTALYA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>16</b>	<b>42</b>
BODRUM (MILAS)	MONARCH AIRLINES	S	26	0	0	88	8	4	0	0	0	4	68	33	28
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	100	2	8
	THOMSON AIRWAYS LTD	C	18	0	0	94	6	0	0	0	0	2	94	3	18
<b>TOTAL BODRUM (MILAS)</b>			<b>52</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>3</b>	<b>81</b>	<b>19</b>	<b>54</b>
DALAMAN	FREEBIRD AIRLINES	C	18	0	0	94	6	0	0	0	0	1	0	0	0
	MONARCH AIRLINES	S	62	0	0	79	6	8	3	3	0	17	75	15	61
	THOMAS COOK AIRLINES LTD	C	37	0	0	95	0	0	5	0	0	7	84	8	51
	THOMSON AIRWAYS LTD	C	53	0	0	96	0	2	2	0	0	3	89	6	35
<b>TOTAL DALAMAN</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>11</b>	<b>147</b>
ISTANBUL	THY TURK HAVA YOLLARI TURKIS	S	88	0	0	97	1	2	0	0	0	2	71	14	62
<b>TOTAL ISTANBUL</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>14</b>	<b>62</b>
IZMIR (ADNAM MENDERES)	THOMAS COOK AIRLINES LTD	C	10	0	0	60	20	0	20	0	0	18	63	19	8
	THOMSON AIRWAYS LTD	C	10	0	0	80	20	0	0	0	0	4	100	0	8
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>10</b>	<b>16</b>
<b>TOTAL TURKEY</b>			<b>374</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>13</b>	<b>321</b>
<b>TURKMENISTAN</b>															
ASHKHABAD	TURKMENISTAN AIRLINES	S	34	0	0	94	3	3	0	0	0	2	78	9	36
<b>TOTAL ASHKHABAD</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>78</b>	<b>9</b>	<b>36</b>
<b>TOTAL TURKMENISTAN</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>78</b>	<b>9</b>	<b>36</b>

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			Actual (7)	Plan (8)											
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	124	0	0	78	7	12	1	0	2	15	69	14	124
TOTAL DUBAI			<b>124</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>7</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>15</b>	<b>69</b>	<b>14</b>	<b>124</b>
TOTAL UNITED ARAB EMIRATES			<b>124</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>7</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>15</b>	<b>69</b>	<b>14</b>	<b>124</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	FLYBE LTD	S	152	0	0	85	9	3	3	0	0	7	70	16	155
TOTAL ABERDEEN			<b>152</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>16</b>	<b>155</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	284	0	2	79	12	6	2	0	0	10	83	10	342
TOTAL BELFAST CITY (GEORGE BEST)			<b>284</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>10</b>	<b>342</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	114	0	0	98	0	1	1	0	0	2	0	0	0
TOTAL BELFAST INTERNATIONAL			<b>114</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
CITY OF DERRY (EGLINTON)	RYANAIR	S	44	0	0	95	2	2	0	0	0	2	81	8	36
TOTAL CITY OF DERRY (EGLINTON)			<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>2</b>	<b>81</b>	<b>8</b>	<b>36</b>
EDINBURGH	FLYBE LTD	S	313	0	3	93	4	1	2	0	0	5	73	13	312
TOTAL EDINBURGH			<b>313</b>	<b>0</b>	<b>3</b>	<b>93</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>73</b>	<b>13</b>	<b>312</b>
GLASGOW	FLYBE LTD	S	270	0	2	91	4	3	1	0	0	5	86	8	312
TOTAL GLASGOW			<b>270</b>	<b>0</b>	<b>2</b>	<b>91</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>8</b>	<b>312</b>
GUERNSEY	FLYBE LTD	S	80	0	0	89	0	8	3	1	0	10	46	32	57
TOTAL GUERNSEY			<b>80</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>46</b>	<b>32</b>	<b>57</b>
INVERNESS	FLYBE LTD	S	62	0	0	87	6	6	0	0	0	5	66	17	61
TOTAL INVERNESS			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>66</b>	<b>17</b>	<b>61</b>
ISLE OF MAN	FLYBE LTD	S	100	0	2	83	6	0	10	1	0	14	75	11	106
TOTAL ISLE OF MAN			<b>100</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>6</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>11</b>	<b>106</b>
JERSEY	FLYBE LTD	S	82	0	0	85	10	1	2	1	0	9	58	31	101
TOTAL JERSEY			<b>82</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>58</b>	<b>31</b>	<b>101</b>
NEWCASTLE	EASTERN AIRWAYS	S	47	0	11	96	0	0	4	0	0	5	0	0	0
TOTAL NEWCASTLE			<b>47</b>	<b>0</b>	<b>11</b>	<b>96</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>0</b>	<b>1</b>
TOTAL UNITED KINGDOM			<b>1548</b>	<b>0</b>	<b>20</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>13</b>	<b>1578</b>
<b>USA</b>															
NEW YORK (NEWARK)	UNITED AIRLINES	S	62	0	0	85	3	3	8	0	0	10	66	37	62
TOTAL NEW YORK (NEWARK)			<b>62</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>3</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>66</b>	<b>37</b>	<b>62</b>
SANFORD	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	100	3	9
TOTAL SANFORD			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>3</b>	<b>9</b>
TOTAL USA			<b>70</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>3</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>70</b>	<b>32</b>	<b>71</b>
TOTAL BIRMINGHAM			<b>8378</b>	<b>4</b>	<b>24</b>	<b>89</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>11</b>	<b>8279</b>

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Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
INNSBRUCK	FLYBE LTD	C	10	0	0	70	10	0	10	10	0	43	63	32	8
<b>TOTAL INNSBRUCK</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>43</b>	<b>63</b>	<b>32</b>	<b>8</b>
VIENNA	NIKI	C	5	0	0	20	0	80	0	0	0	29	0	0	0
<b>TOTAL VIENNA</b>			<b>5</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>63</b>	<b>12</b>	<b>8</b>
<b>TOTAL AUSTRIA</b>			<b>15</b>	<b>0</b>	<b>1</b>	<b>53</b>	<b>7</b>	<b>27</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>39</b>	<b>63</b>	<b>22</b>	<b>16</b>
<b>BELARUS</b>															
MINSK INT'L	BELAVIA (BELARUSSIAN AIRLINES)	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL MINSK INT'L</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 BELARUS</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>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>BELGIUM</b>															
BRUSSELS	BMI REGIONAL	S	110	0	0	96	2	1	1	0	0	3	85	7	150
	BRUSSELS AIRLINES	S	105	0	0	83	10	5	2	0	0	10	0	0	0
<b>TOTAL BRUSSELS</b>			<b>215</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>7</b>	<b>85</b>	<b>7</b>	<b>150</b>
CHARLEROI	RYANAIR	S	34	0	0	91	9	0	0	0	0	3	92	3	36
<b>TOTAL CHARLEROI</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>3</b>	<b>92</b>	<b>3</b>	<b>36</b>
<b>TOTAL BELGIUM</b>			<b>249</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>6</b>	<b>186</b>
<b>BULGARIA</b>															
BURGAS	BH AIR	C	18	0	0	67	28	6	0	0	0	13	72	11	18
<b>TOTAL BURGAS</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>13</b>	<b>72</b>	<b>11</b>	<b>18</b>
<b>TOTAL BULGARIA</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>13</b>	<b>72</b>	<b>11</b>	<b>18</b>
<b>CANADA</b>															
TORONTO	AIR CANADA	S	26	0	0	85	8	4	4	0	0	10	0	0	0
<b>TOTAL TORONTO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CANADA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CROATIA</b>															
DUBROVNIK	EASYJET AIRLINE COMPANY LTD	S	18	0	0	100	0	0	0	0	0	0	0	0	0
	JET2.COM LTD	S	16	0	0	100	0	0	0	0	0	1	78	12	18
<b>TOTAL DUBROVNIK</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>18</b>
<b>TOTAL CROATIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>18</b>
<b>CYPRUS</b>															
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	18	0	0	89	11	0	0	0	0	5	100	2	18
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	6	100	2	8
<b>TOTAL PAPHOS</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>2</b>	<b>26</b>
<b>TOTAL CYPRUS</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>2</b>	<b>26</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	36	0	0	83	6	6	6	0	0	12	0	0	0

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			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
PRAGUE	JET2.COM LTD	S	36	0	0	72	25	3	0	0	0	10	58	16	36
<b>TOTAL PRAGUE</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>15</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>58</b>	<b>16</b>	<b>36</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>15</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>58</b>	<b>16</b>	<b>36</b>
<b>DENMARK</b>															
BILLUND	DANISH AIR TRANSPORT	C	8	0	0	100	0	0	0	0	0	1	100	0	5
	RYANAIR	S	28	0	0	93	7	0	0	0	0	4	81	5	26
<b>TOTAL BILLUND</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>84</b>	<b>4</b>	<b>31</b>	
COPENHAGEN	BMI REGIONAL	S	104	0	0	99	0	0	0	1	0	4	91	6	108
	EASYJET AIRLINE COMPANY LTD	S	35	0	0	86	0	11	3	0	0	10	0	0	0
	NORWEGIAN AIR SHUTTLE	S	44	0	0	82	16	2	0	0	0	7	81	9	36
<b>TOTAL COPENHAGEN</b>			<b>183</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>7</b>	<b>144</b>
<b>TOTAL DENMARK</b>			<b>219</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>6</b>	<b>175</b>
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	THOMSON AIRWAYS LTD	C	9	0	0	33	22	11	33	0	0	37	0	0	0
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>22</b>	<b>11</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL EGYPT</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>22</b>	<b>11</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FRANCE</b>															
BEAUVAIS	RYANAIR	S	34	0	0	97	0	3	0	0	0	2	94	3	36
<b>TOTAL BEAUVAIS</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>94</b>	<b>3</b>	<b>36</b>
BERGERAC	FLYBE LTD	S	10	0	0	80	0	20	0	0	0	9	79	15	14
<b>TOTAL BERGERAC</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>15</b>	<b>14</b>
BEZIERS	RYANAIR	S	16	0	0	81	13	6	0	0	0	5	0	0	0
<b>TOTAL BEZIERS</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>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
BORDEAUX	RYANAIR	S	28	0	0	93	0	7	0	0	0	5	81	6	26
<b>TOTAL BORDEAUX</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>6</b>	<b>26</b>
LA ROCHELLE	JET2.COM LTD	S	10	0	0	90	10	0	0	0	0	4	100	2	8
<b>TOTAL LA ROCHELLE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>100</b>	<b>2</b>	<b>8</b>
LYON	EASYJET AIRLINE COMPANY LTD	S	18	0	0	78	17	0	0	6	0	17	83	8	18
<b>TOTAL LYON</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>17</b>	<b>83</b>	<b>8</b>	<b>18</b>
MARSEILLE	RYANAIR	S	18	0	0	94	6	0	0	0	0	5	75	29	16
<b>TOTAL MARSEILLE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>75</b>	<b>29</b>	<b>16</b>
NICE	EASYJET AIRLINE COMPANY LTD	S	36	0	0	92	3	0	6	0	0	9	91	3	34
<b>TOTAL NICE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>91</b>	<b>3</b>	<b>34</b>
PARIS (CHARLES DE GAULLE)	CITY JET	S	246	1	0	80	14	4	1	0	0	9	90	5	244
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	89	5	0	3	3	0	16	97	9	62
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>308</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>92</b>	<b>6</b>	<b>306</b>
POITIERS	RYANAIR	S	18	0	0	100	0	0	0	0	0	1	100	2	14
<b>TOTAL POITIERS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>2</b>	<b>14</b>

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Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOULOUSE (BLAGNAC)	JET2.COM LTD	S	16	0	0	81	6	13	0	0	0	7	83	8	18
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>8</b>	<b>18</b>
<b>TOTAL FRANCE</b>			<b>513</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>6</b>	<b>490</b>
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	28	0	0	89	7	4	0	0	0	6	0	0	0
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
BREMEN	RYANAIR	S	18	0	0	89	11	0	0	0	0	4	90	5	20
<b>TOTAL BREMEN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>5</b>	<b>20</b>
COLOGNE BONN	GERMANWINGS	S	54	0	0	56	30	9	4	2	0	22	57	23	54
<b>TOTAL COLOGNE BONN</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>30</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>57</b>	<b>23</b>	<b>54</b>
FRANKFURT MAIN	LUFTHANSA	S	124	0	0	80	14	5	2	0	0	10	84	8	124
<b>TOTAL FRANKFURT MAIN</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>8</b>	<b>125</b>
HAHN	RYANAIR	S	32	0	0	84	13	3	0	0	0	7	92	5	26
<b>TOTAL HAHN</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>92</b>	<b>5</b>	<b>26</b>
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	36	0	0	75	6	11	6	0	3	22	0	0	0
<b>TOTAL HAMBURG</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>6</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
MEMMINGEN ALLGAU	RYANAIR	S	18	0	0	67	28	6	0	0	0	11	89	5	28
<b>TOTAL MEMMINGEN ALLGAU</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>11</b>	<b>89</b>	<b>5</b>	<b>28</b>
MUNICH	EASYJET AIRLINE COMPANY LTD	S	62	0	0	76	13	10	2	0	0	10	94	4	62
<b>TOTAL MUNICH</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>94</b>	<b>4</b>	<b>62</b>
NIEDERRHEIN	RYANAIR	S	36	0	0	94	6	0	0	0	0	2	95	3	44
<b>TOTAL NIEDERRHEIN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>95</b>	<b>3</b>	<b>44</b>
<b>TOTAL GERMANY</b>			<b>408</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>11</b>	<b>85</b>	<b>8</b>	<b>417</b>
<b>GREECE</b>															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	18	0	0	56	17	6	22	0	0	35	89	4	18
<b>TOTAL ATHENS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>17</b>	<b>6</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>89</b>	<b>4</b>	<b>18</b>
CORFU	RYANAIR	S	8	0	0	88	0	13	0	0	0	6	0	0	0
	THOMSON AIRWAYS LTD	C	10	0	0	60	20	0	0	20	0	73	80	7	10
<b>TOTAL CORFU</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>43</b>	<b>80</b>	<b>7</b>	<b>10</b>
<b>TOTAL GREECE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>6</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>39</b>	<b>89</b>	<b>5</b>	<b>38</b>
<b>GREENLAND</b>															
SONDRE STROMFJORD	ATLANTIC AIRWAYS	C	2	0	0	50	0	0	50	0	0	36	0	0	0
<b>TOTAL SONDRE STROMFJORD</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GREENLAND</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>HUNGARY</b>															
BUDAPEST	JET2.COM LTD	S	26	0	0	85	15	0	0	0	0	6	85	10	26
<b>TOTAL BUDAPEST</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>11</b>	<b>27</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2013

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 HUNGARY			26	0	0	85	15	0	0	0	0	6	81	11	27
ICELAND															
KEFLAVIK	EASYJET AIRLINE COMPANY LTD	S	18	0	0	72	11	17	0	0	0	12	0	0	0
TOTAL KEFLAVIK			18	0	0	72	11	17	0	0	0	12	100	3	12
TOTAL ICELAND			18	0	0	72	11	17	0	0	0	12	100	3	12
IRISH REPUBLIC															
CORK	AER ARANN	S	62	0	0	73	3	10	15	0	0	20	68	26	96
TOTAL CORK			62	0	0	73	3	10	15	0	0	20	68	26	96
DUBLIN	AER ARANN	S	334	0	0	89	8	3	0	0	0	5	80	9	186
	RYANAIR	S	158	0	0	92	5	3	0	0	0	4	93	4	160
TOTAL DUBLIN			492	0	0	90	7	3	0	0	0	5	86	7	400
IRELAND WEST(KNOCK)	FLYBE LTD	S	26	0	0	92	8	0	0	0	0	5	81	10	26
TOTAL IRELAND WEST(KNOCK)			26	0	0	92	8	0	0	0	0	5	81	10	26
SHANNON	AER ARANN	S	62	0	0	76	5	6	13	0	0	17	63	20	62
TOTAL SHANNON			62	0	0	76	5	6	13	0	0	17	63	20	62
TOTAL IRISH REPUBLIC			642	0	0	87	7	4	3	0	0	7	80	11	584
ITALY															
BOLOGNA	RYANAIR	S	18	0	0	83	11	6	0	0	0	10	0	0	0
TOTAL BOLOGNA			18	0	0	83	11	6	0	0	0	10	75	14	8
CAGLIARI (ELMAS)	RYANAIR	S	18	0	0	89	11	0	0	0	0	6	0	0	0
TOTAL CAGLIARI (ELMAS)			18	0	0	89	11	0	0	0	0	6	0	0	0
MILAN (MALPENSA)	ALITALIA (CAI)	C	9	0	0	56	11	22	11	0	0	22	75	9	8
	EASYJET AIRLINE COMPANY LTD	S	88	0	0	81	10	6	3	0	0	11	87	8	90
TOTAL MILAN (MALPENSA)			97	0	0	78	10	7	4	0	0	12	85	9	99
NAPLES	EASYJET AIRLINE COMPANY LTD	S	16	0	0	81	13	6	0	0	0	5	83	8	18
TOTAL NAPLES			16	0	0	81	13	6	0	0	0	5	83	8	18
OLBIA	JET2.COM LTD	S	9	0	1	44	11	33	11	0	0	26	13	42	8
TOTAL OLBIA			9	0	1	44	11	33	11	0	0	26	13	42	8
PISA	RYANAIR	S	28	0	0	82	14	4	0	0	0	8	89	15	44
TOTAL PISA			28	0	0	82	14	4	0	0	0	8	89	15	44
ROME (CIAMPINO)	RYANAIR	S	34	0	0	94	3	3	0	0	0	5	83	9	36
TOTAL ROME (CIAMPINO)			34	0	0	94	3	3	0	0	0	5	83	9	36
ROME (FIUMICINO)	ALITALIA (CAI)	C	3	0	0	33	33	33	0	0	0	26	100	0	1
TOTAL ROME (FIUMICINO)			3	0	0	33	33	33	0	0	0	26	100	0	1
VENICE	JET2.COM LTD	S	36	0	0	81	17	0	3	0	0	8	83	10	36
TOTAL VENICE			36	0	0	81	17	0	3	0	0	8	83	10	36
TOTAL ITALY			259	0	1	81	11	6	2	0	0	10	82	11	266

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			Actual (7)	Plan (8)											
<b>LITHUANIA</b>															
KAUNAS	RYANAIR	S	18	0	0	100	0	0	0	0	0	2	100	1	18
TOTAL KAUNAS			18	0	0	100	0	0	0	0	0	2	100	1	18
TOTAL LITHUANIA			18	0	0	100	0	0	0	0	0	2	100	1	18
<b>MALTA</b>															
MALTA	RYANAIR	S	28	0	0	86	7	7	0	0	0	8	94	7	16
TOTAL MALTA			28	0	0	86	7	7	0	0	0	8	94	7	16
TOTAL MALTA			28	0	0	86	7	7	0	0	0	8	94	7	16
<b>MEXICO</b>															
CANCUN	THOMSON AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	7	0	20	1
TOTAL CANCUN			2	0	0	100	0	0	0	0	0	7	0	20	1
TOTAL MEXICO			2	0	0	100	0	0	0	0	0	7	0	20	1
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	80	0	0	81	9	5	5	0	0	12	93	5	90
	KLM	S	270	0	0	83	11	6	0	0	0	8	90	6	200
	KLM CITYHOPPER	S	84	0	0	87	8	2	2	0	0	7	94	5	170
TOTAL AMSTERDAM			434	0	0	83	10	5	1	0	0	9	92	5	461
TOTAL NETHERLANDS			434	0	0	83	10	5	1	0	0	9	92	5	461
<b>NORWAY</b>															
BERGEN	NORWEGIAN AIR SHUTTLE	S	18	0	0	100	0	0	0	0	0	1	56	21	18
TOTAL BERGEN			18	0	0	100	0	0	0	0	0	1	56	21	18
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	48	0	0	81	19	0	0	0	0	8	72	20	46
TOTAL OSLO (GARDERMOEN)			48	0	0	81	19	0	0	0	0	8	72	20	46
SANDEFJORD(TORP)	RYANAIR	S	30	0	0	93	7	0	0	0	0	2	89	3	36
TOTAL SANDEFJORD(TORP)			30	0	0	93	7	0	0	0	0	2	89	3	36
TOTAL NORWAY			97	0	0	89	11	0	0	0	0	5	75	14	100
<b>POLAND</b>															
GDANSK	RYANAIR	S	18	0	0	94	6	0	0	0	0	4	89	5	18
TOTAL GDANSK			18	0	0	94	6	0	0	0	0	4	89	5	18
KATOWICE	RYANAIR	S	16	0	0	94	6	0	0	0	0	3	0	0	0
TOTAL KATOWICE			16	0	0	94	6	0	0	0	0	3	0	0	0
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	34	0	0	100	0	0	0	0	0	0	86	11	36
	RYANAIR	S	28	0	0	100	0	0	0	0	0	2	88	11	25
TOTAL KRAKOW			62	0	0	100	0	0	0	0	0	1	87	11	61
LODZ LUBLINEK	RYANAIR	S	18	0	0	78	22	0	0	0	0	9	89	7	18
TOTAL LODZ LUBLINEK			18	0	0	78	22	0	0	0	0	9	89	7	18
POZNAN	RYANAIR	S	18	0	0	100	0	0	0	0	0	2	100	3	18



CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
TOTAL POZNAN			18	0	0	100	0	0	0	0	0	2	100	3	18
SZCZECIN (GOLENOW)	RYANAIR	S	18	0	0	100	0	0	0	0	0	1	100	1	16
TOTAL SZCZECIN (GOLENOW)			18	0	0	100	0	0	0	0	0	1	100	1	16
TOTAL POLAND			150	0	0	96	4	0	0	0	0	3	91	7	131
PORTUGAL(EXCLUDING MADEIRA)															
FARO	BA CITYFLYER LTD	C	10	0	0	90	0	10	0	0	0	7	100	0	1
	JET2.COM LTD	S	36	0	0	86	14	0	0	0	0	5	88	6	34
	RYANAIR	S	34	0	0	88	12	0	0	0	0	4	85	7	26
TOTAL FARO			80	0	0	88	11	1	0	0	0	5	87	6	61
LISBON	EASYJET AIRLINE COMPANY LTD	S	26	0	0	69	8	8	8	8	0	36	100	1	26
TOTAL LISBON			26	0	0	69	8	8	8	8	0	36	100	1	26
TOTAL PORTUGAL(EXCLUDING MADEIRA)			106	0	0	83	10	3	2	2	0	12	91	5	87
SLOVAK REPUBLIC															
BRATISLAVA	RYANAIR	S	28	0	0	100	0	0	0	0	0	1	94	3	16
TOTAL BRATISLAVA			28	0	0	100	0	0	0	0	0	1	94	3	16
TOTAL SLOVAK REPUBLIC			28	0	0	100	0	0	0	0	0	1	94	3	16
SPAIN															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	18	0	0	89	11	0	0	0	0	4	67	35	18
	JET2.COM LTD	S	44	0	0	68	9	18	5	0	0	16	92	4	26
	RYANAIR	S	42	0	0	88	7	5	0	0	0	7	94	4	36
TOTAL ALICANTE			104	0	0	80	9	10	2	0	0	10	88	11	80
BARCELONA	RYANAIR	S	34	0	0	85	15	0	0	0	0	6	85	10	46
	VUELING AIRLINES	C	6	0	0	50	33	0	17	0	0	24	0	0	0
	VUELING AIRLINES	S	28	0	0	32	39	11	18	0	0	36	54	33	26
TOTAL BARCELONA			68	0	0	60	26	4	9	0	0	20	74	18	72
IBIZA	BA CITYFLYER LTD	C	10	0	0	90	10	0	0	0	0	7	100	2	8
	JET2.COM LTD	S	18	0	0	89	6	0	6	0	0	9	67	14	18
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	80	11	10
TOTAL IBIZA			36	0	0	92	6	0	3	0	0	7	78	10	36
MADRID	AIR EUROPA	C	14	0	0	57	14	21	7	0	0	21	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	89	6	5	0	0	0	6	77	8	88
	IBERIA	C	2	0	0	100	0	0	0	0	0	8	0	0	0
TOTAL MADRID			78	0	0	83	8	8	1	0	0	9	82	7	114
MAHON	FLYBE LTD	C	10	0	0	90	10	0	0	0	0	4	88	14	8
	JET2.COM LTD	S	10	0	0	100	0	0	0	0	0	1	78	8	9
TOTAL MAHON			20	0	0	95	5	0	0	0	0	2	82	10	17
MALAGA	JET2.COM LTD	S	36	0	0	72	22	6	0	0	0	9	61	13	36
	RYANAIR	S	54	0	0	91	9	0	0	0	0	5	86	6	44
TOTAL MALAGA			90	0	0	83	14	2	0	0	0	6	75	9	80
MURCIA SAN JAVIER	JET2.COM LTD	S	28	0	0	93	4	4	0	0	0	4	94	10	34

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL MURCIA SAN JAVIER</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>10</b>	<b>34</b>
<b>PALMA DE MALLORCA</b>	BA CITYFLYER LTD	C	8	0	0	100	0	0	0	0	0	4	75	9	8
	EASYJET AIRLINE COMPANY LTD	S	26	0	0	85	12	0	0	0	4	39	92	3	26
	JET2.COM LTD	S	44	0	0	89	5	7	0	0	0	7	64	21	42
	JETAIRFLY	C	10	0	0	100	0	0	0	0	0	5	0	0	0
	RYANAIR	S	44	0	0	86	9	5	0	0	0	7	88	5	34
	THOMSON AIRWAYS LTD	C	29	0	0	66	14	14	7	0	0	17	71	29	21
<b>TOTAL PALMA DE MALLORCA</b>			<b>161</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>78</b>	<b>14</b>	<b>131</b>
<b>REUS</b>	FLYBE LTD	C	6	0	0	67	17	17	0	0	0	16	100	3	8
<b>TOTAL REUS</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>16</b>	<b>100</b>	<b>3</b>	<b>8</b>
<b>SANTANDER</b>	RYANAIR	S	18	0	0	94	6	0	0	0	0	4	0	0	0
<b>TOTAL SANTANDER</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN</b>			<b>609</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>11</b>	<b>80</b>	<b>11</b>	<b>572</b>
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	RYANAIR	S	16	0	0	94	6	0	0	0	0	4	100	3	18
	THOMSON AIRWAYS LTD	C	10	0	0	70	30	0	0	0	0	10	90	4	10
<b>TOTAL ARRECIFE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>96</b>	<b>4</b>	<b>28</b>
<b>FUERTEVENTURA</b>	RYANAIR	S	10	0	0	100	0	0	0	0	0	2	100	4	8
<b>TOTAL FUERTEVENTURA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>4</b>	<b>8</b>
<b>LAS PALMAS</b>	RYANAIR	S	18	0	0	100	0	0	0	0	0	3	94	3	18
<b>TOTAL LAS PALMAS</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>85</b>	<b>16</b>	<b>26</b>
<b>TENERIFE (SURREINA SOFIA)</b>	EASYJET AIRLINE COMPANY LTD	S	26	0	0	85	4	4	8	0	0	15	89	13	18
	RYANAIR	S	28	0	0	96	4	0	0	0	0	4	92	3	26
	THOMSON AIRWAYS LTD	C	10	0	0	60	0	10	30	0	0	37	78	7	9
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>3</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>89</b>	<b>7</b>	<b>53</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>8</b>	<b>115</b>
<b>SWEDEN</b>															
<b>GOTEBORG (SAVE)</b>	RYANAIR	S	26	0	0	100	0	0	0	0	0	1	93	5	28
<b>TOTAL GOTEBORG (SAVE)</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>93</b>	<b>5</b>	<b>28</b>
<b>MALMO</b>	MALMO AVIATION	C	4	0	0	50	50	0	0	0	0	19	50	25	4
<b>TOTAL MALMO</b>			<b>4</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>19</b>	<b>50</b>	<b>25</b>	<b>4</b>
<b>STOCKHOLM (ARLANDA)</b>	NORWEGIAN AIR SHUTTLE	S	26	0	0	100	0	0	0	0	0	3	85	5	26
	SAS	S	18	0	0	78	6	11	0	0	6	34	83	14	18
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>15</b>	<b>82</b>	<b>9</b>	<b>45</b>
<b>STOCKHOLM (SKAVSTA)</b>	RYANAIR	S	34	0	0	85	12	3	0	0	0	6	94	4	36
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>94</b>	<b>4</b>	<b>36</b>
<b>TOTAL SWEDEN</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>88</b>	<b>7</b>	<b>113</b>
<b>SWITZERLAND</b>															
<b>BASLE MULHOUSE</b>	EASYJET AIRLINE COMPANY LTD	S	44	0	0	89	7	5	0	0	0	6	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 BASLE MULHOUSE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>6</b>	<b>36</b>
<b>GENEVA</b>	EASYJET AIRLINE COMPANY LTD	S	90	0	0	93	2	1	2	1	0	11	89	8	88
	EASYJET SWITZERLAND	S	8	0	0	75	13	0	0	0	13	48	80	10	10
<b>TOTAL GENEVA</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>14</b>	<b>88</b>	<b>8</b>	<b>98</b>
<b>ZURICH</b>	BA CITYFLYER LTD	C	7	0	0	100	0	0	0	0	0	4	0	0	0
	BMI REGIONAL	S	60	0	0	95	3	0	0	2	0	10	82	25	62
<b>TOTAL ZURICH</b>			<b>67</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>29</b>	<b>64</b>
<b>TOTAL SWITZERLAND</b>			<b>209</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>14</b>	<b>198</b>
<b>TUNISIA</b>															
<b>ENFIDHA - HAMMAMET INTL</b>	THOMSON AIRWAYS LTD	C	8	0	0	75	0	25	0	0	0	12	0	0	0
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>8</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>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TUNISIA</b>			<b>8</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>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TURKEY</b>															
<b>ANTALYA</b>	FREEBIRD AIRLINES	C	3	0	0	33	33	33	0	0	0	24	0	0	0
<b>TOTAL ANTALYA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>40</b>	<b>1</b>
<b>DALAMAN</b>	EASYJET AIRLINE COMPANY LTD	S	18	0	0	83	17	0	0	0	0	6	75	8	16
	THOMSON AIRWAYS LTD	C	16	1	0	100	0	0	0	0	0	4	89	5	18
<b>TOTAL DALAMAN</b>			<b>34</b>	<b>1</b>	<b>0</b>	<b>91</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>7</b>	<b>37</b>
<b>ISTANBUL</b>	THY TURK HAVA YOLLARI TURKIS	S	62	0	0	92	6	2	0	0	0	3	76	8	34
<b>TOTAL ISTANBUL</b>			<b>62</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>3</b>	<b>76</b>	<b>8</b>	<b>34</b>
<b>TOTAL TURKEY</b>			<b>99</b>	<b>1</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>8</b>	<b>72</b>
<b>UNITED KINGDOM</b>															
<b>BELFAST CITY (GEORGE BEST)</b>	FLYBE LTD	S	252	0	2	84	8	4	4	0	0	11	87	9	252
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>252</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>9</b>	<b>252</b>
<b>BELFAST INTERNATIONAL</b>	EASYJET AIRLINE COMPANY LTD	S	170	0	0	94	2	1	2	0	1	7	94	3	170
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>94</b>	<b>3</b>	<b>170</b>
<b>BIRMINGHAM</b>	FLYBE LTD	S	313	0	3	89	8	2	1	0	0	6	76	13	312
<b>TOTAL BIRMINGHAM</b>			<b>313</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>13</b>	<b>312</b>
<b>BRISTOL</b>	EASYJET AIRLINE COMPANY LTD	S	194	0	0	94	4	2	1	0	0	3	93	5	189
<b>TOTAL BRISTOL</b>			<b>194</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>93</b>	<b>5</b>	<b>189</b>
<b>CARDIFF WALES</b>	FLYBE LTD	S	140	0	0	91	4	2	1	1	0	9	83	14	144
<b>TOTAL CARDIFF WALES</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>14</b>	<b>144</b>
<b>EAST MIDLANDS INTERNATIONAL</b>	FLYBE LTD	S	156	0	0	90	8	1	0	0	0	5	0	0	0
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>EXETER</b>	FLYBE LTD	S	62	0	0	81	13	3	3	0	0	11	74	15	70
<b>TOTAL EXETER</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>15</b>	<b>70</b>
<b>GATWICK</b>	BRITISH AIRWAYS PLC	S	229	0	0	76	12	5	7	0	0	15	71	12	248
	EASYJET AIRLINE COMPANY LTD	S	228	0	0	67	12	14	6	1	0	20	78	13	232

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL GATWICK			457	0	0	71	12	10	6	1	0	17	74	12	480
HEATHROW	BRITISH AIRWAYS PLC	S	694	0	0	73	15	8	4	0	0	13	75	11	972
	VIRGIN ATLANTIC AIRWAYS LTD	S	372	0	0	98	2	0	0	0	0	2	0	0	0
TOTAL HEATHROW			1066	0	0	82	10	5	3	0	0	9	75	11	972
JERSEY	FLYBE LTD	S	36	0	0	72	19	3	3	3	0	19	74	12	34
TOTAL JERSEY			36	0	0	72	19	3	3	3	0	19	74	12	34
KIRKWALL	LOGANAIR	S	177	0	0	83	3	6	7	1	0	14	96	3	179
TOTAL KIRKWALL			177	0	0	83	3	6	7	1	0	14	96	3	179
LONDON CITY	BA CITYFLYER LTD	S	326	0	0	92	3	3	2	0	0	5	92	5	343
	CITY JET	S	142	0	0	87	8	4	1	0	0	6	81	14	93
TOTAL LONDON CITY			468	0	0	90	4	3	2	0	0	5	89	7	436
LUTON	EASYJET AIRLINE COMPANY LTD	S	186	0	0	86	6	5	1	1	0	10	93	5	179
TOTAL LUTON			186	0	0	86	6	5	1	1	0	10	93	5	179
MANCHESTER	BMI REGIONAL	S	136	0	0	95	3	1	1	0	0	3	97	4	178
	FLYBE LTD	S	156	0	0	91	4	3	1	1	0	7	71	19	178
TOTAL MANCHESTER			292	0	0	93	4	2	1	0	0	5	84	11	356
NEWQUAY	FLYBE LTD	S	18	0	0	78	11	11	0	0	0	8	88	8	34
TOTAL NEWQUAY			18	0	0	78	11	11	0	0	0	8	88	8	34
NORWICH	FLYBE LTD	S	52	0	0	87	12	0	2	0	0	6	94	6	97
TOTAL NORWICH			52	0	0	87	12	0	2	0	0	6	94	6	97
OXFORD (KIDLINGTON)	MINOAN AIR	S	8	0	10	75	0	13	13	0	0	14	0	0	0
TOTAL OXFORD (KIDLINGTON)			8	0	10	75	0	13	13	0	0	14	0	0	0
SOUTHAMPTON	FLYBE LTD	S	245	0	1	84	8	7	1	0	0	9	68	13	294
TOTAL SOUTHAMPTON			245	0	1	84	8	7	1	0	0	9	68	13	294
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	52	0	0	88	0	8	4	0	0	9	0	0	0
TOTAL SOUTHEND			52	0	0	88	0	8	4	0	0	9	0	0	0
STANSTED	EASYJET AIRLINE COMPANY LTD	S	192	0	0	92	5	2	1	0	0	4	96	5	206
TOTAL STANSTED			192	0	0	92	5	2	1	0	0	4	96	5	206
STORNOWAY	LOGANAIR	S	96	0	0	94	3	1	2	0	0	4	88	6	108
TOTAL STORNOWAY			96	0	0	94	3	1	2	0	0	4	88	6	108
SUMBURGH	LOGANAIR	S	162	3	0	84	6	6	5	0	0	11	89	7	156
TOTAL SUMBURGH			162	3	0	84	6	6	5	0	0	11	89	7	156
WICK JOHN O GROATS	LOGANAIR	S	52	0	0	92	2	2	4	0	0	9	98	2	42
TOTAL WICK JOHN O GROATS			52	0	0	92	2	2	4	0	0	9	98	2	42
TOTAL UNITED KINGDOM			4847	6	16	85	7	4	3	0	0	9	83	9	4770
USA															
NEW YORK (NEWARK)	UNITED AIRLINES	S	120	0	0	80	4	7	8	2	0	16	52	45	114
TOTAL NEW YORK (NEWARK)			120	0	0	80	4	7	8	2	0	16	52	45	114

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		CHARTER/ SCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
SANFORD	THOMSON AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	5	0	17	1
TOTAL SANFORD			2	0	0	100	0	0	0	0	0	5	0	17	1
TOTAL USA			122	0	0	80	4	7	7	2	0	16	51	45	115
TOTAL EDINBURGH			9562	8	18	85	8	4	2	0	0	9	83	9	9134

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ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2013

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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	23	1	2	48	26	9	17	0	0	29	67	28	43
TOTAL TIRANA			23	1	2	48	26	9	17	0	0	29	67	28	43
TOTAL ALBANIA			23	1	2	48	26	9	17	0	0	29	67	28	43
<b>ALGERIA</b>															
ALGIERS	BRITISH AIRWAYS PLC	S	62	0	0	47	13	26	13	2	0	32	73	11	62
TOTAL ALGIERS			62	0	0	47	13	26	13	2	0	32	71	11	63
HASSI MESSAOUD	MONARCH AIRLINES	C	10	0	0	40	10	40	10	0	0	30	75	14	28
TOTAL HASSI MESSAOUD			10	0	0	40	10	40	10	0	0	30	75	14	28
TOTAL ALGERIA			72	0	0	46	13	28	13	1	0	32	73	12	91
<b>ANTIGUA AND BARBUDA</b>															
ANTIGUA	VIRGIN ATLANTIC AIRWAYS LTD	S	17	0	0	59	29	6	6	0	0	16	78	18	27
TOTAL ANTIGUA			17	0	0	59	29	6	6	0	0	16	78	18	27
TOTAL ANTIGUA AND BARBUDA			17	0	0	59	29	6	6	0	0	16	78	18	27
<b>AUSTRIA</b>															
INNSBRUCK	EASYJET AIRLINE COMPANY LTD	S	28	0	0	82	11	7	0	0	0	8	71	15	28
	FLYBE LTD	C	10	0	0	60	10	20	10	0	0	28	0	0	0
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	3	88	7	8
TOTAL INNSBRUCK			48	0	0	81	8	8	2	0	0	11	75	13	36
SALZBURG	BRITISH AIRWAYS PLC	S	44	0	0	64	30	7	0	0	0	13	64	21	36
	THOMSON AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	4	88	5	8
TOTAL SALZBURG			54	0	0	69	26	6	0	0	0	11	68	18	44
VIENNA	EASYJET AIRLINE COMPANY LTD	S	96	0	0	85	7	3	4	0	0	11	80	14	98
TOTAL VIENNA			96	0	0	85	7	3	4	0	0	11	80	14	98
TOTAL AUSTRIA			198	0	0	80	13	5	3	0	0	11	76	15	178
<b>BARBADOS</b>															
BRIDGETOWN	BRITISH AIRWAYS PLC	S	62	0	0	77	10	5	8	0	0	14	74	17	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	92	5	0	3	0	0	7	77	13	52
TOTAL BRIDGETOWN			124	0	0	85	7	2	6	0	0	10	75	15	114
TOTAL BARBADOS			124	0	0	85	7	2	6	0	0	10	75	15	114
<b>BELARUS</b>															
MINSK INT'L	BELAVIA (BELARUSSIAN AIRLINES)	S	34	0	0	26	44	21	9	0	0	27	50	20	36
TOTAL MINSK INT'L			34	0	0	26	44	21	9	0	0	27	50	20	36
TOTAL BELARUS			34	0	0	26	44	21	9	0	0	27	50	20	36
<b>BERMUDA</b>															
BERMUDA	BRITISH AIRWAYS PLC	S	62	0	0	74	6	8	5	3	3	33	77	25	60
TOTAL BERMUDA			62	0	0	74	6	8	5	3	3	33	77	25	60

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2013

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 BERMUDA			62	0	0	74	6	8	5	3	3	33	77	25	60
<b>BULGARIA</b>															
BURGAS	BH AIR	C	16	0	0	38	44	19	0	0	0	19	31	19	16
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	13	13	0	0	16	88	4	8
	THOMSON AIRWAYS LTD	C	18	0	0	56	6	17	22	0	0	33	76	19	17
<b>TOTAL BURGAS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>19</b>	<b>17</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>61</b>	<b>16</b>	<b>41</b>
SOFIA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	92	5	3	0	0	0	6	81	7	62
<b>TOTAL SOFIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>7</b>	<b>62</b>
VARNA	BULGARIA AIR	S	10	0	0	50	40	10	0	0	0	17	80	7	10
<b>TOTAL VARNA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>40</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>80</b>	<b>7</b>	<b>10</b>
<b>TOTAL BULGARIA</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>10</b>	<b>113</b>
<b>CANADA</b>															
CALGARY	AIR TRANSAT	S	28	0	0	93	7	0	0	0	0	3	81	13	27
<b>TOTAL CALGARY</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>81</b>	<b>13</b>	<b>27</b>
EDMONTON	AIR TRANSAT	S	8	0	0	63	38	0	0	0	0	8	75	8	8
<b>TOTAL EDMONTON</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>8</b>	<b>8</b>
HALIFAX INT	AIR TRANSAT	S	9	0	0	100	0	0	0	0	0	0	70	24	10
<b>TOTAL HALIFAX INT</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>24</b>	<b>10</b>
MONTREAL (DORVAL)	AIR TRANSAT	S	8	0	0	88	13	0	0	0	0	6	100	2	8
<b>TOTAL MONTREAL (DORVAL)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>2</b>	<b>8</b>
OTTAWA INTERNATIONAL	AIR TRANSAT	S	8	0	0	100	0	0	0	0	0	1	78	13	9
<b>TOTAL OTTAWA INTERNATIONAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>13</b>	<b>9</b>
TORONTO	AIR TRANSAT	S	90	0	0	80	14	2	3	0	0	9	59	18	92
<b>TOTAL TORONTO</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>14</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>60</b>	<b>30</b>	<b>148</b>
VANCOUVER	AIR TRANSAT	S	47	0	0	77	4	9	11	0	0	16	83	9	46
<b>TOTAL VANCOUVER</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>4</b>	<b>9</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>83</b>	<b>9</b>	<b>46</b>
<b>TOTAL CANADA</b>			<b>198</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>22</b>	<b>256</b>
<b>CAPE VERDE ISLANDS</b>															
BOA VISTA (RABIL)	THOMSON AIRWAYS LTD	S	18	0	0	56	22	17	6	0	0	20	72	19	18
<b>TOTAL BOA VISTA (RABIL)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>72</b>	<b>19</b>	<b>18</b>
ILHA DO SAL C.VERDE	THOMSON AIRWAYS LTD	S	10	0	0	70	10	0	0	10	10	75	72	39	18
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>75</b>	<b>72</b>	<b>39</b>	<b>18</b>
<b>TOTAL CAPE VERDE ISLANDS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>18</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>39</b>	<b>72</b>	<b>29</b>	<b>36</b>
<b>CHINA</b>															
BEIJING	AIR CHINA	S	34	0	0	88	12	0	0	0	0	6	74	11	38
<b>TOTAL BEIJING</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>11</b>	<b>38</b>
<b>TOTAL CHINA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>11</b>	<b>38</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2013

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
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			Actual (7)	Plan (8)											
<b>CROATIA</b>															
DUBROVNIK	BRITISH AIRWAYS PLC	S	62	0	0	63	23	13	2	0	0	15	85	8	62
	EASYJET AIRLINE COMPANY LTD	S	72	0	0	88	4	6	3	0	0	9	80	12	86
	MONARCH AIRLINES	S	26	0	0	69	15	15	0	0	0	13	83	15	24
	NORWEGIAN AIR SHUTTLE	S	10	0	0	70	30	0	0	0	0	10	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	75	8	8
<b>TOTAL DUBROVNIK</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>11</b>	<b>180</b>
PULA	THOMSON AIRWAYS LTD	C	18	0	0	94	6	0	0	0	0	3	100	1	18
<b>TOTAL PULA</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>100</b>	<b>1</b>	<b>18</b>
<b>SPLIT</b>															
	CROATIA AIRLINES	S	18	0	0	78	17	6	0	0	0	9	56	14	18
	EASYJET AIRLINE COMPANY LTD	S	134	0	0	78	13	4	4	0	0	10	79	11	123
	NORWEGIAN AIR SHUTTLE	S	10	0	0	80	0	20	0	0	0	10	0	0	0
<b>TOTAL SPLIT</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>11</b>	<b>141</b>
ZAGREB	EASYJET AIRLINE COMPANY LTD	S	52	0	0	79	8	8	6	0	0	13	89	5	54
<b>TOTAL ZAGREB</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>8</b>	<b>90</b>
<b>TOTAL CROATIA</b>			<b>410</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>10</b>	<b>429</b>
<b>CUBA</b>															
CUNAGUA (CAYO COCO)	THOMAS COOK AIRLINES LTD	C	4	0	0	50	0	25	25	0	0	37	50	40	4
<b>TOTAL CUNAGUA (CAYO COCO)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>50</b>	<b>40</b>	<b>4</b>
HAVANA	VIRGIN ATLANTIC AIRWAYS LTD	S	18	0	0	67	17	17	0	0	0	14	28	51	18
<b>TOTAL HAVANA</b>			<b>18</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>14</b>	<b>28</b>	<b>51</b>	<b>18</b>
HOLGUIN (FRANK PAIS)	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	0	0	13	13	88	70	25	10
	THOMSON AIRWAYS LTD	C	10	0	0	30	20	40	10	0	0	35	88	6	8
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>11</b>	<b>22</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>59</b>	<b>78</b>	<b>16</b>	<b>18</b>
VARADERO	THOMAS COOK AIRLINES LTD	C	6	0	0	67	33	0	0	0	0	9	67	11	6
<b>TOTAL VARADERO</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>67</b>	<b>11</b>	<b>6</b>
<b>TOTAL CUBA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>15</b>	<b>17</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>33</b>	<b>54</b>	<b>31</b>	<b>46</b>
<b>CYPRUS</b>															
LARNACA	BRITISH AIRWAYS PLC	S	26	0	0	77	15	8	0	0	0	9	0	0	0
	CYPRUS AIRWAYS	C	4	0	0	25	50	25	0	0	0	21	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	53	0	0	60	19	17	4	0	0	19	77	9	53
	MONARCH AIRLINES	S	26	0	0	65	8	15	12	0	0	23	50	22	28
	THOMAS COOK AIRLINES LTD	C	16	0	0	56	31	0	6	6	0	32	54	96	28
	THOMSON AIRWAYS LTD	C	32	0	0	78	22	0	0	0	0	9	86	6	36
	TRAVEL SERVICE AIRLINES	C	6	0	0	0	50	33	17	0	0	35	0	0	0
<b>TOTAL LARNACA</b>			<b>163</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>20</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>67</b>	<b>31</b>	<b>162</b>
<b>PAPHOS</b>															
	BRITISH AIRWAYS PLC	S	35	1	1	74	9	11	6	0	0	14	85	10	34
	EASYJET AIRLINE COMPANY LTD	S	124	0	0	78	15	3	4	0	0	12	80	14	122
	MONARCH AIRLINES	S	26	0	0	62	12	15	12	0	0	19	67	17	27
	THOMAS COOK AIRLINES LTD	C	18	0	0	72	11	6	0	11	0	35	66	23	32
	THOMSON AIRWAYS LTD	C	49	1	0	78	14	6	2	0	0	9	79	10	43



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			Actual (7)	Plan (8)											
TOTAL PAPHOS			252	2	1	75	13	6	4	1	0	14	77	14	258
TOTAL CYPRUS			415	2	1	71	16	8	4	1	0	15	73	21	420
CZECH REPUBLIC															
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	62	0	0	84	6	6	2	2	0	13	60	19	62
TOTAL PRAGUE			62	2	0	84	6	6	2	2	0	13	60	19	62
TOTAL CZECH REPUBLIC			62	2	0	84	6	6	2	2	0	13	60	19	62
DENMARK															
AALBORG	NORWEGIAN AIR SHUTTLE	S	26	0	0	42	38	12	8	0	0	29	92	9	26
TOTAL AALBORG			26	0	0	42	38	12	8	0	0	29	92	9	26
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	204	0	0	77	11	6	5	0	0	11	81	10	116
	NORWEGIAN AIR SHUTTLE	S	166	0	0	84	13	1	2	0	0	8	75	12	170
TOTAL COPENHAGEN			370	0	0	81	12	4	4	0	0	10	78	11	286
TOTAL DENMARK			396	0	0	78	14	4	4	0	0	11	79	11	312
DOMINICAN REPUBLIC															
PUERTO PLATA	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	4	80	13	10
TOTAL PUERTO PLATA			8	0	0	100	0	0	0	0	0	4	71	43	14
PUNTA CANA	BRITISH AIRWAYS PLC	S	17	0	0	65	0	18	18	0	0	28	72	27	18
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	25	0	0	0	0	6	75	58	8
	THOMSON AIRWAYS LTD	C	18	0	0	72	11	17	0	0	0	10	100	1	18
TOTAL PUNTA CANA			43	0	0	70	9	14	7	0	0	17	84	22	44
SAMANA (EL CATEY)	THOMSON AIRWAYS LTD	C	10	0	0	80	10	10	0	0	0	9	0	0	0
TOTAL SAMANA (EL CATEY)			10	0	0	80	10	10	0	0	0	9	0	0	0
TOTAL DOMINICAN REPUBLIC			61	0	0	75	8	11	5	0	0	14	81	27	58
EGYPT															
HURGHADA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	72	17	11	0	0	0	9	78	19	18
	MONARCH AIRLINES	C	10	0	0	60	0	30	10	0	0	24	80	10	10
	THOMAS COOK AIRLINES LTD	C	20	0	0	40	5	15	10	20	10	134	78	8	18
	THOMSON AIRWAYS LTD	C	18	0	0	67	11	17	6	0	0	16	100	5	9
TOTAL HURGHADA			66	0	0	59	9	17	6	6	3	51	82	12	55
MARSA ALAM	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	3	100	0	10
TOTAL MARSA ALAM			9	0	0	100	0	0	0	0	0	3	100	0	10
SHARM EL SHEIKH (OPHIRA)	EASYJET AIRLINE COMPANY LTD	S	28	0	0	86	11	4	0	0	0	7	79	10	34
	MONARCH AIRLINES	S	36	0	0	72	17	11	0	0	0	12	77	15	26
	THOMAS COOK AIRLINES LTD	C	18	0	0	44	11	39	6	0	0	22	50	46	18
	THOMSON AIRWAYS LTD	C	63	0	0	86	5	8	2	0	0	9	75	12	53
TOTAL SHARM EL SHEIKH (OPHIRA)			145	0	0	77	10	12	1	0	0	11	73	17	131
TABA	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	1	75	14	8
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	100	4	8
TOTAL TABA			16	0	0	100	0	0	0	0	0	1	88	9	16

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			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL EGYPT			236	0	0	75	8	12	3	2	1	21	78	14	222
ESTONIA															
TALLIN	EASYJET AIRLINE COMPANY LTD	S	34	0	0	85	3	0	12	0	0	11	0	0	0
TOTAL TALLIN			34	0	0	85	3	0	12	0	0	11	72	21	32
TOTAL ESTONIA			34	0	0	85	3	0	12	0	0	11	72	21	32
FAROE ISLANDS															
VAGAR	ATLANTIC AIRWAYS	S	18	0	0	61	11	6	11	11	0	46	72	13	18
TOTAL VAGAR			18	0	0	61	11	6	11	11	0	46	72	13	18
TOTAL FAROE ISLANDS			18	0	0	61	11	6	11	11	0	46	72	13	18
FINLAND															
HELSINKI	NORWEGIAN AIR SHUTTLE	S	114	0	0	74	12	7	4	2	1	21	82	15	56
TOTAL HELSINKI			114	0	0	74	12	7	4	2	1	21	82	15	56
TOTAL FINLAND			114	0	0	74	12	7	4	2	1	21	82	15	56
FRANCE															
AJACCIO	EASYJET AIRLINE COMPANY LTD	S	8	0	0	88	13	0	0	0	0	3	63	13	8
TOTAL AJACCIO			8	0	0	88	13	0	0	0	0	3	63	13	8
BASTIA	EASYJET AIRLINE COMPANY LTD	S	16	0	0	81	0	13	0	6	0	18	88	34	16
TOTAL BASTIA			16	0	0	81	0	13	0	6	0	18	88	34	16
BERGERAC	FLYBE LTD	S	10	0	0	60	30	10	0	0	0	13	38	30	8
TOTAL BERGERAC			10	0	0	60	30	10	0	0	0	13	38	30	8
BIARRITZ	EASYJET AIRLINE COMPANY LTD	S	62	0	0	87	3	3	6	0	0	10	83	7	69
TOTAL BIARRITZ			62	0	0	87	3	3	6	0	0	10	83	7	69
BORDEAUX	BRITISH AIRWAYS PLC	S	98	0	0	64	15	15	5	0	0	19	70	12	104
	EASYJET AIRLINE COMPANY LTD	S	108	0	0	74	11	13	2	0	0	11	89	5	106
TOTAL BORDEAUX			206	0	0	69	13	14	3	0	0	14	80	8	210
LA ROCHELLE	EASYJET AIRLINE COMPANY LTD	S	44	0	0	73	14	5	9	0	0	20	59	17	71
TOTAL LA ROCHELLE			44	0	0	73	14	5	9	0	0	20	59	17	71
LYON	EASYJET AIRLINE COMPANY LTD	S	114	0	0	75	12	9	4	1	0	16	84	13	116
TOTAL LYON			114	0	0	75	12	9	4	1	0	16	84	13	116
MARSEILLE	EASYJET AIRLINE COMPANY LTD	S	124	0	0	79	13	3	5	0	0	12	87	8	123
TOTAL MARSEILLE			124	1	1	79	13	3	5	0	0	12	72	14	307
MONTPELLIER	EASYJET AIRLINE COMPANY LTD	S	122	0	2	87	7	4	2	0	0	6	78	10	120
TOTAL MONTPELLIER			122	0	2	87	7	4	2	0	0	6	78	10	120
NANTES	EASYJET AIRLINE COMPANY LTD	S	62	0	0	92	3	5	0	0	0	4	93	3	60
TOTAL NANTES			62	0	0	92	3	5	0	0	0	4	87	8	169
NICE	BRITISH AIRWAYS PLC	S	178	0	0	69	16	10	6	0	0	15	79	12	186
	EASYJET AIRLINE COMPANY LTD	S	310	1	0	67	14	12	7	0	0	17	71	16	292
	NORWEGIAN AIR SHUTTLE	S	34	0	0	85	6	3	0	6	0	19	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2013

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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			522	1	0	69	14	11	6	0	0	16	74	15	480
TOULOUSE (BLAGNAC)	EASYJET AIRLINE COMPANY LTD	S	220	0	0	84	9	6	1	0	0	7	82	10	214
TOTAL TOULOUSE (BLAGNAC)			220	0	0	84	9	6	1	0	0	7	82	10	214
TOTAL FRANCE			1510	2	3	76	12	8	4	0	0	13	77	12	1788
<b>GAMBIA</b>															
BANJUL	GAMBIA BIRD	S	17	0	0	76	0	0	18	0	6	102	0	0	0
	MONARCH AIRLINES	C	8	0	0	75	13	13	0	0	0	9	75	12	8
TOTAL BANJUL			25	0	0	76	4	4	12	0	4	72	75	12	8
TOTAL GAMBIA			25	0	0	76	4	4	12	0	4	72	75	12	8
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	176	0	0	76	11	9	3	1	1	15	82	9	138
TOTAL BERLIN (SCHONEFELD)			176	0	0	76	11	9	3	1	1	15	82	9	138
COLOGNE BONN	EASYJET AIRLINE COMPANY LTD	S	114	0	0	76	17	4	4	0	0	11	89	8	108
TOTAL COLOGNE BONN			114	0	0	76	17	4	4	0	0	11	89	8	108
DUSSELDORF	EASYJET AIRLINE COMPANY LTD	S	78	0	0	88	6	3	3	0	0	9	89	5	56
TOTAL DUSSELDORF			78	0	0	88	6	3	3	0	0	9	89	5	56
FRANKFURT MAIN	LUFTHANSA	S	62	1	1	82	11	2	2	3	0	15	74	11	122
TOTAL FRANKFURT MAIN			62	1	1	82	11	2	2	3	0	15	74	11	122
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	62	0	0	73	13	11	3	0	0	14	65	16	66
TOTAL HAMBURG			62	0	0	73	13	11	3	0	0	14	65	16	66
MUNICH	AIR BERLIN	C	2	0	0	100	0	0	0	0	0	3	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	114	0	0	80	16	4	1	0	0	7	78	10	120
TOTAL MUNICH			116	0	0	80	16	3	1	0	0	7	78	10	120
TOTAL GERMANY			609	1	1	79	13	5	2	0	0	12	80	10	718
<b>GIBRALTAR</b>															
GIBRALTAR	EASYJET AIRLINE COMPANY LTD	S	97	0	0	73	13	13	0	0	0	12	93	5	98
TOTAL GIBRALTAR			97	1	1	73	13	13	0	0	0	12	93	5	98
TOTAL GIBRALTAR			97	1	1	73	13	13	0	0	0	12	93	5	98
<b>GREECE</b>															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	62	0	0	84	6	0	10	0	0	13	89	5	90
TOTAL ATHENS			62	0	0	84	6	0	10	0	0	13	88	6	92
CHANIA	EASYJET AIRLINE COMPANY LTD	S	34	0	0	91	9	0	0	0	0	4	65	20	34
	GERMANIA FLUGGESELLSCHAFT	C	8	0	0	100	0	0	0	0	0	2	0	0	0
	MONARCH AIRLINES	C	8	0	0	75	0	0	0	25	0	58	88	5	8
	THOMSON AIRWAYS LTD	C	18	0	0	61	11	11	17	0	0	29	100	2	8
TOTAL CHANIA			68	0	0	82	7	3	4	3	0	17	78	13	58
CORFU	EASYJET AIRLINE COMPANY LTD	S	124	0	0	90	3	2	5	0	0	9	90	5	124
	GERMANIA FLUGGESELLSCHAFT	C	8	0	0	88	13	0	0	0	0	4	0	0	0
	MONARCH AIRLINES	C	24	0	0	67	4	17	4	0	8	60	72	12	25

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2013

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
CORFU	THOMAS COOK AIRLINES LTD	C	18	0	0	89	0	11	0	0	0	7	65	16	34
	THOMSON AIRWAYS LTD	C	54	0	0	80	9	7	4	0	0	13	77	13	53
	TRAVEL SERVICE AIRLINES	C	12	0	0	75	25	0	0	0	0	6	0	0	0
<b>TOTAL CORFU</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>79</b>	<b>14</b>	<b>276</b>
HERAKLION	EASYJET AIRLINE COMPANY LTD	S	124	0	0	88	6	1	3	2	0	13	80	11	123
	HERMES AIRLINES	C	4	0	0	50	0	50	0	0	0	30	0	0	0
	MISTRAL AIR	C	4	0	0	50	25	25	0	0	0	17	0	0	0
	MONARCH AIRLINES	S	24	0	0	92	4	4	0	0	0	4	64	20	25
	THOMAS COOK AIRLINES LTD	C	43	0	0	74	12	2	9	0	2	26	67	40	33
	THOMSON AIRWAYS LTD	C	36	0	0	75	3	8	14	0	0	20	84	8	43
	TRAVEL SERVICE AIRLINES	C	18	0	0	78	11	11	0	0	0	9	0	0	0
<b>TOTAL HERAKLION</b>			<b>253</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>78</b>	<b>17</b>	<b>250</b>
KALAMATA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	83	6	6	6	0	0	9	0	0	0
	GERMANIA FLUGGESELLSCHAFT	C	8	0	0	100	0	0	0	0	0	1	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	2	25	71	8
<b>TOTAL KALAMATA</b>			<b>34</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>47</b>	<b>63</b>	<b>32</b>
KAVALA	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	100	0	8
<b>TOTAL KAVALA</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>100</b>	<b>0</b>	<b>8</b>
KEFALLINIA	EASYJET AIRLINE COMPANY LTD	S	44	0	0	86	5	2	7	0	0	9	83	11	24
	GERMANIA FLUGGESELLSCHAFT	C	10	0	0	100	0	0	0	0	0	1	0	0	0
	MONARCH AIRLINES	C	18	0	0	67	17	6	11	0	0	15	93	4	15
	THOMAS COOK AIRLINES LTD	C	18	0	0	89	6	6	0	0	0	5	61	46	18
	THOMSON AIRWAYS LTD	C	34	0	0	88	9	3	0	0	0	5	91	5	34
<b>TOTAL KEFALLINIA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>18</b>	<b>107</b>
KOS	EASYJET AIRLINE COMPANY LTD	S	36	0	0	81	6	14	0	0	0	9	83	16	36
	GERMANIA FLUGGESELLSCHAFT	C	8	0	0	88	13	0	0	0	0	3	0	0	0
	THOMAS COOK AIRLINES LTD	C	18	0	0	83	17	0	0	0	0	4	70	26	20
	THOMSON AIRWAYS LTD	C	44	0	0	84	11	5	0	0	0	6	81	9	36
<b>TOTAL KOS</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>71</b>	<b>19</b>	<b>126</b>
LEMNOS	GERMANIA FLUGGESELLSCHAFT	C	5	0	0	100	0	0	0	0	0	1	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	0	0	20	0	20	135	63	13	8
<b>TOTAL LEMNOS</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>91</b>	<b>77</b>	<b>10</b>	<b>13</b>
MIKONOS	EASYJET AIRLINE COMPANY LTD	S	62	0	0	66	15	13	3	3	0	22	57	18	54
<b>TOTAL MIKONOS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>15</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>58</b>	<b>17</b>	<b>64</b>
MYTILINI	MONARCH AIRLINES	C	10	0	0	70	10	20	0	0	0	14	13	66	8
<b>TOTAL MYTILINI</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>13</b>	<b>66</b>	<b>8</b>
PREVEZA	GERMANIA FLUGGESELLSCHAFT	C	18	0	0	89	6	6	0	0	0	5	0	0	0
	MONARCH AIRLINES	C	24	0	0	50	25	13	8	4	0	29	69	41	16
	THOMAS COOK AIRLINES LTD	C	8	0	0	38	38	0	25	0	0	48	70	61	10
	THOMSON AIRWAYS LTD	C	16	0	0	100	0	0	0	0	0	2	100	4	16
<b>TOTAL PREVEZA</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>81</b>	<b>28</b>	<b>68</b>
RHODES	BLUE AIR TRANSPORT AERIAN	C	2	0	0	0	50	50	0	0	0	37	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	82	5	6	6	0	0	13	75	12	52
	MISTRAL AIR	C	5	0	0	20	40	20	20	0	0	42	0	0	0

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
RHODES	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	2	80	11	10
	THOMAS COOK AIRLINES LTD	C	24	0	0	58	13	25	0	4	0	25	44	38	18
	THOMSON AIRWAYS LTD	C	43	1	0	91	5	5	0	0	0	6	78	7	46
	TRAVEL SERVICE AIRLINES	C	18	0	0	78	17	0	6	0	0	11	0	0	0
<b>TOTAL RHODES</b>			<b>162</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>9</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>19</b>	<b>154</b>
SALONIKA	BRITISH AIRWAYS PLC	S	36	0	0	53	19	17	11	0	0	26	83	8	36
	EASYJET AIRLINE COMPANY LTD	S	52	0	0	94	4	0	2	0	0	3	87	7	46
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	88	5	8
<b>TOTAL SALONIKA</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>84</b>	<b>8</b>	<b>98</b>
SAMOS	GERMANIA FLUGGESELLSCHAFT	C	5	0	0	100	0	0	0	0	0	0	0	0	0
	THOMSON AIRWAYS LTD	C	10	0	0	80	10	10	0	0	0	6	80	9	10
<b>TOTAL SAMOS</b>			<b>15</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>4</b>	<b>87</b>	<b>6</b>	<b>15</b>
SKIATHOS	GERMANIA FLUGGESELLSCHAFT	C	7	0	0	100	0	0	0	0	0	1	0	0	0
	MISTRAL AIR	C	2	0	0	50	0	0	50	0	0	56	0	0	0
	MONARCH AIRLINES	C	5	0	0	80	0	0	20	0	0	17	60	10	5
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	6	83	7	18
	THOMSON AIRWAYS LTD	C	18	0	0	89	6	6	0	0	0	7	83	10	18
	TRAVEL SERVICE AIRLINES	C	6	0	0	83	17	0	0	0	0	10	0	0	0
<b>TOTAL SKIATHOS</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>10</b>	<b>56</b>
THIRA (SANTORINI)	EASYJET AIRLINE COMPANY LTD	S	52	0	0	81	10	10	0	0	0	9	85	14	52
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	100	0	8
<b>TOTAL THIRA (SANTORINI)</b>			<b>60</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>8</b>	<b>87</b>	<b>12</b>	<b>70</b>
VOLOS	GERMANIA FLUGGESELLSCHAFT	C	5	0	0	60	20	20	0	0	0	13	0	0	0
	MONARCH AIRLINES	C	5	0	0	80	0	0	20	0	0	28	80	8	5
<b>TOTAL VOLOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>80</b>	<b>17</b>	<b>10</b>
ZAKINTHOS	EASYJET AIRLINE COMPANY LTD	S	44	0	0	84	9	2	5	0	0	8	76	16	46
	MISTRAL AIR	C	4	0	0	25	50	25	0	0	0	29	0	0	0
	MONARCH AIRLINES	C	20	0	0	80	20	0	0	0	0	6	43	32	21
	THOMAS COOK AIRLINES LTD	C	46	0	0	59	26	13	2	0	0	15	61	21	36
	THOMSON AIRWAYS LTD	C	50	0	0	98	2	0	0	0	0	2	76	8	51
	TRAVEL SERVICE AIRLINES	C	18	0	0	50	33	11	6	0	0	18	0	0	0
<b>TOTAL ZAKINTHOS</b>			<b>182</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>16</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>67</b>	<b>22</b>	<b>180</b>
<b>TOTAL GREECE</b>			<b>1619</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>17</b>	<b>1685</b>
<b>GRENADA</b>															
GRENADA	BRITISH AIRWAYS PLC	S	8	0	0	38	25	13	25	0	0	36	83	10	18
	VIRGIN ATLANTIC AIRWAYS LTD	S	8	0	0	75	25	0	0	0	0	9	40	30	10
<b>TOTAL GRENADA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>25</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>68</b>	<b>17</b>	<b>28</b>
<b>TOTAL GRENADA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>25</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>68</b>	<b>17</b>	<b>28</b>
<b>HUNGARY</b>															
BUDAPEST	EASYJET AIRLINE COMPANY LTD	S	52	0	0	77	13	10	0	0	0	10	72	10	54
<b>TOTAL BUDAPEST</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>10</b>	<b>54</b>
<b>TOTAL HUNGARY</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>10</b>	<b>54</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2013

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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>ICELAND</b>															
KEFLAVIK	AIR VIA BULGARIAN AIRWAYS	S	107	0	0	88	6	3	3	1	0	9	0	0	0
	AVION EXPRESS	S	5	0	0	20	20	20	20	20	0	84	0	0	0
	ICELANDAIR	S	26	0	0	88	8	4	0	0	0	5	0	0	0
<b>TOTAL KEFLAVIK</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>94</b>	<b>5</b>	<b>54</b>
<b>TOTAL ICELAND</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>94</b>	<b>5</b>	<b>54</b>
<b>IRAQ</b>															
BAGHDAD (GECA)	IRAQI AIRWAYS	S	18	0	0	89	6	6	0	0	0	6	0	0	0
<b>TOTAL BAGHDAD (GECA)</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>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
SULAYMANIYAH INT	IRAQI AIRWAYS	S	12	0	0	83	8	8	0	0	0	7	0	0	0
<b>TOTAL SULAYMANIYAH INT</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>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL IRAQ</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>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>IRISH REPUBLIC</b>															
CORK	RYANAIR	S	62	0	0	87	8	5	0	0	0	6	86	9	70
<b>TOTAL CORK</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>7</b>	<b>124</b>
DUBLIN	AER LINGUS	S	406	0	0	77	10	7	6	0	0	12	72	13	332
	RYANAIR	S	274	0	0	84	12	3	1	0	0	7	90	6	274
<b>TOTAL DUBLIN</b>			<b>680</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>10</b>	<b>606</b>
IRELAND WEST(KNOCK)	AER LINGUS	S	62	0	0	76	13	10	2	0	0	10	69	12	62
<b>TOTAL IRELAND WEST(KNOCK)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>69</b>	<b>12</b>	<b>62</b>
SHANNON	RYANAIR	S	62	0	0	84	8	5	3	0	0	9	61	18	62
<b>TOTAL SHANNON</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>61</b>	<b>18</b>	<b>62</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>866</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>10</b>	<b>854</b>
<b>ISLE OF CURACAO NETH.ANTILLES</b>															
ARUBA	THOMSON AIRWAYS LTD	C	10	0	0	50	10	0	30	10	0	53	88	4	8
<b>TOTAL ARUBA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>10</b>	<b>0</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>53</b>	<b>88</b>	<b>4</b>	<b>8</b>
<b>TOTAL ISLE OF CURACAO NETH.ANTILLES</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>10</b>	<b>0</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>53</b>	<b>88</b>	<b>4</b>	<b>8</b>
<b>ITALY</b>															
ALGHERO/SASSARI	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	1	100	3	8
<b>TOTAL ALGHERO/SASSARI</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>3</b>	<b>8</b>
BARI (PALESE)	BRITISH AIRWAYS PLC	S	26	0	0	58	31	4	8	0	0	19	23	31	26
	EASYJET AIRLINE COMPANY LTD	S	36	0	0	94	6	0	0	0	0	3	85	8	26
<b>TOTAL BARI (PALESE)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>16</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>54</b>	<b>19</b>	<b>52</b>
BOLOGNA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	87	8	2	3	0	0	6	92	6	62
<b>TOTAL BOLOGNA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>73</b>	<b>14</b>	<b>234</b>
CATANIA (FONTANAROSSA)	BRITISH AIRWAYS PLC	S	62	0	0	66	18	3	10	3	0	26	56	20	62
	EASYJET AIRLINE COMPANY LTD	S	52	0	0	73	15	12	0	0	0	11	59	17	34
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	5	100	4	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2013

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 CATANIA (FONTANAROSSA)</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>61</b>	<b>18</b>	104
GENOA	BRITISH AIRWAYS PLC	S	62	0	0	74	8	11	6	0	0	17	69	15	62
<b>TOTAL GENOA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>8</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>69</b>	<b>15</b>	62
MILAN (LINATE)	EASYJET AIRLINE COMPANY LTD	S	62	0	0	84	16	0	0	0	0	6	86	7	90
<b>TOTAL MILAN (LINATE)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>7</b>	90
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	282	0	0	81	7	7	3	2	0	15	79	12	277
<b>TOTAL MILAN (MALPENSA)</b>			<b>282</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>7</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>15</b>	375
NAPLES	BRITISH AIRWAYS PLC	S	123	1	1	70	11	10	9	1	0	20	61	17	186
	EASYJET AIRLINE COMPANY LTD	S	72	0	0	74	10	17	0	0	0	11	82	8	66
	THOMAS COOK AIRLINES LTD	C	10	0	0	50	20	10	20	0	0	26	60	30	10
	THOMSON AIRWAYS LTD	C	28	0	0	61	11	18	11	0	0	24	68	28	28
<b>TOTAL NAPLES</b>			<b>233</b>	<b>1</b>	<b>1</b>	<b>69</b>	<b>11</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>67</b>	<b>17</b>	290
OLBIA	EASYJET AIRLINE COMPANY LTD	S	90	0	0	68	21	10	1	0	0	12	77	20	79
	MERIDIANA AIR	S	10	0	0	70	20	10	0	0	0	10	50	25	8
<b>TOTAL OLBIA</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>21</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>20</b>	87
PALERMO	EASYJET AIRLINE COMPANY LTD	S	62	0	0	81	8	8	3	0	0	10	77	11	62
<b>TOTAL PALERMO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>11</b>	62
PISA	BRITISH AIRWAYS PLC	S	124	0	0	73	11	12	4	0	0	14	48	21	124
	EASYJET AIRLINE COMPANY LTD	S	132	0	0	79	14	4	4	0	0	11	79	10	125
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	1	100	2	8
<b>TOTAL PISA</b>			<b>266</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>65</b>	<b>15</b>	257
ROME (FIUMICINO)	ALITALIA (CAI)	C	8	0	0	50	25	13	13	0	0	21	0	0	0
	BRITISH AIRWAYS PLC	S	124	0	0	55	18	21	6	0	0	21	50	29	88
	CORSAIR	C	2	0	0	0	0	0	100	0	0	68	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	176	0	0	80	10	5	6	0	0	12	68	16	178
<b>TOTAL ROME (FIUMICINO)</b>			<b>311</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>13</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>62</b>	<b>20</b>	266
TURIN	BRITISH AIRWAYS PLC	S	52	0	0	54	25	19	2	0	0	20	59	16	54
<b>TOTAL TURIN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>25</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>59</b>	<b>16</b>	54
VENICE	BRITISH AIRWAYS PLC	S	186	0	0	64	17	13	5	1	0	20	63	19	185
	EASYJET AIRLINE COMPANY LTD	S	186	0	0	77	16	4	4	0	0	12	79	14	185
	MONARCH AIRLINES	S	46	0	0	70	13	7	11	0	0	20	70	14	44
	THOMSON AIRWAYS LTD	C	10	0	0	80	10	10	0	0	0	9	70	16	10
<b>TOTAL VENICE</b>			<b>428</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>71</b>	<b>16</b>	424
VERONA VILLAFRANCA	AIR DOLOMITI	C	10	0	0	70	10	0	20	0	0	28	0	0	0
	BRITISH AIRWAYS PLC	S	124	0	0	66	19	9	6	0	0	17	76	14	124
	EASYJET AIRLINE COMPANY LTD	S	72	0	0	82	7	8	3	0	0	9	83	9	70
	MONARCH AIRLINES	S	26	0	0	77	23	0	0	0	0	10	0	0	0
	THOMSON AIRWAYS LTD	C	18	0	0	78	11	11	0	0	0	10	73	10	26
<b>TOTAL VERONA VILLAFRANCA</b>			<b>250</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>12</b>	220
<b>TOTAL ITALY</b>			<b>2366</b>	<b>1</b>	<b>1</b>	<b>73</b>	<b>13</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>15</b>	2717
JAMAICA															
KINGSTON	BRITISH AIRWAYS PLC	S	27	0	0	52	19	19	11	0	0	29	54	33	28

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			MATCHED	Actual (7)											Plan (8)
TOTAL KINGSTON			27	0	0	52	19	19	11	0	0	29	54	33	28
MONTEGO BAY	THOMSON AIRWAYS LTD	C	18	0	0	67	28	6	0	0	0	10	56	13	9
	VIRGIN ATLANTIC AIRWAYS LTD	S	27	0	0	52	26	19	4	0	0	19	11	59	18
TOTAL MONTEGO BAY			45	0	0	58	27	13	2	0	0	15	32	39	31
TOTAL JAMAICA			72	0	0	56	24	15	6	0	0	21	42	36	59
JORDAN															
AMMAN	EASYJET AIRLINE COMPANY LTD	S	26	0	0	31	19	50	0	0	0	28	54	18	26
TOTAL AMMAN			26	0	0	31	19	50	0	0	0	28	54	18	26
TOTAL JORDAN			26	0	0	31	19	50	0	0	0	28	54	18	26
KENYA															
MOMBASA	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	3	88	4	8
TOTAL MOMBASA			9	0	0	100	0	0	0	0	0	3	88	4	8
TOTAL KENYA			9	0	0	100	0	0	0	0	0	3	88	4	8
KOSOVO															
PRISTINA	GERMANIA FLUGGESELLSCHAFT	S	18	0	1	89	6	6	0	0	0	5	0	0	0
TOTAL PRISTINA			18	0	1	89	6	6	0	0	0	5	60	27	20
TOTAL KOSOVO			18	0	1	89	6	6	0	0	0	5	60	27	20
LATVIA															
RIGA	AIR BALTIC	S	80	0	0	78	14	6	3	0	0	12	63	15	62
TOTAL RIGA			80	0	0	78	14	6	3	0	0	12	63	15	62
TOTAL LATVIA			80	0	0	78	14	6	3	0	0	12	63	15	62
LIBYA															
TRIPOLI	AFRIQIYAH AIRWAYS	S	38	0	16	26	21	16	37	0	0	44	4	122	26
TOTAL TRIPOLI			38	0	16	26	21	16	37	0	0	44	4	122	26
TOTAL LIBYA			38	0	16	26	21	16	37	0	0	44	4	122	26
LITHUANIA															
KAUNAS	RYANAIR	S	43	0	1	98	0	0	0	2	0	8	83	7	46
TOTAL KAUNAS			43	0	1	98	0	0	0	2	0	8	83	7	46
TOTAL LITHUANIA			43	0	1	98	0	0	0	2	0	8	83	7	46
LUXEMBOURG															
LUXEMBOURG	EASYJET AIRLINE COMPANY LTD	S	52	0	0	96	4	0	0	0	0	3	0	0	0
TOTAL LUXEMBOURG			52	0	0	96	4	0	0	0	0	3	0	0	0
TOTAL LUXEMBOURG			52	0	0	96	4	0	0	0	0	3	0	0	0
MALDIVE ISLANDS															
MALE INTERNATIONAL	THOMSON AIRWAYS LTD	C	8	0	0	25	38	38	0	0	0	24	100	2	8
TOTAL MALE INTERNATIONAL			8	0	0	25	38	38	0	0	0	24	94	5	35



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			Actual (7)	Plan (8)											
TOTAL MALDIVE ISLANDS			8	0	0	25	38	38	0	0	0	24	94	5	35
MALTA															
MALTA	AIR MALTA	S	62	0	0	79	10	11	0	0	0	11	92	5	62
	EASYJET AIRLINE COMPANY LTD	S	89	0	0	80	9	6	6	0	0	12	88	7	88
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	0	11	50	29	8
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	75	15	8
TOTAL MALTA			167	0	0	80	9	8	3	0	0	11	86	8	168
TOTAL MALTA			167	0	0	80	9	8	3	0	0	11	86	8	168
MAURITIUS															
MAURITIUS	BRITISH AIRWAYS PLC	S	27	0	0	70	7	15	4	4	0	24	92	5	26
TOTAL MAURITIUS			27	0	0	70	7	15	4	4	0	24	92	5	26
TOTAL MAURITIUS			27	0	0	70	7	15	4	4	0	24	92	5	26
MEXICO															
CANCUN	BRITISH AIRWAYS PLC	S	26	0	0	73	12	4	12	0	0	21	89	6	27
	THOMAS COOK AIRLINES LTD	C	24	0	0	83	0	4	13	0	0	19	88	28	17
	THOMSON AIRWAYS LTD	C	45	0	0	73	9	9	4	2	2	51	73	10	45
	VIRGIN ATLANTIC AIRWAYS LTD	S	27	0	0	81	11	7	0	0	0	9	53	26	17
TOTAL CANCUN			122	0	0	77	8	7	7	1	1	29	76	14	106
TOTAL MEXICO			122	0	0	77	8	7	7	1	1	29	76	14	106
MOROCCO															
AGADIR	EASYJET AIRLINE COMPANY LTD	S	18	0	0	78	22	0	0	0	0	8	53	23	15
	THOMSON AIRWAYS LTD	S	18	0	0	94	0	6	0	0	0	3	94	4	18
TOTAL AGADIR			36	0	0	86	11	3	0	0	0	5	76	12	33
CASABLANCA MOHAMED V	AIR ARABIA MAROC	S	20	0	26	75	0	10	15	0	0	18	0	0	0
	ROYAL AIR MAROC	S	28	0	0	36	21	29	14	0	0	39	0	0	0
TOTAL CASABLANCA MOHAMED V			48	0	26	52	13	21	15	0	0	30	0	0	0
MARRAKESH	BRITISH AIRWAYS PLC	S	44	0	0	34	18	27	20	0	0	37	64	19	25
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	89	10	2	0	0	0	4	92	8	62
	THOMSON AIRWAYS LTD	S	18	0	0	100	0	0	0	0	0	1	100	1	18
TOTAL MARRAKESH			124	0	0	71	11	10	7	0	0	15	87	10	105
TANGIERS (IBN BATUTA)	AIR ARABIA MAROC	S	20	0	18	75	5	10	10	0	0	18	0	0	0
TOTAL TANGIERS (IBN BATUTA)			20	0	18	75	5	10	10	0	0	18	0	0	0
TOTAL MOROCCO			228	0	44	70	11	11	8	0	0	17	84	10	138
NETHERLANDS															
AMSTERDAM	BRITISH AIRWAYS PLC	S	196	0	0	64	22	9	5	0	0	17	76	12	225
	EASYJET AIRLINE COMPANY LTD	S	307	1	1	76	13	7	3	1	0	14	71	14	278
TOTAL AMSTERDAM			503	1	1	71	17	8	4	0	0	15	73	13	503
TOTAL NETHERLANDS			503	1	1	71	17	8	4	0	0	15	73	13	503

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2013

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>NORWAY</b>															
ALESUND	NORWEGIAN AIR SHUTTLE	S	18	0	0	56	22	11	6	6	0	31	94	3	16
<b>TOTAL ALESUND</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>31</b>	<b>94</b>	<b>3</b>	<b>16</b>
BERGEN	EASYJET AIRLINE COMPANY LTD	S	61	0	1	84	7	7	3	0	0	10	0	0	0
	NORWEGIAN AIR SHUTTLE	S	102	0	0	80	8	7	4	1	0	12	94	2	98
<b>TOTAL BERGEN</b>			<b>163</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>7</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>94</b>	<b>2</b>	<b>98</b>
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	202	0	0	84	8	4	3	0	0	8	89	6	170
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>202</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>6</b>	<b>170</b>
SANDEFJORD(TORP)	NORWEGIAN AIR SHUTTLE	S	52	0	0	79	6	12	4	0	0	15	0	0	0
<b>TOTAL SANDEFJORD(TORP)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>6</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
STAVANGER	NORWEGIAN AIR SHUTTLE	S	48	0	0	94	6	0	0	0	0	3	90	4	50
<b>TOTAL STAVANGER</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>90</b>	<b>4</b>	<b>50</b>
TROMSOE	NORWEGIAN AIR SHUTTLE	S	18	0	0	72	6	22	0	0	0	14	0	0	0
<b>TOTAL TROMSOE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>6</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
TRONDHEIM (VAERNES)	NORWEGIAN AIR SHUTTLE	S	44	0	0	91	5	2	2	0	0	6	81	9	26
<b>TOTAL TRONDHEIM (VAERNES)</b>			<b>44</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>81</b>	<b>9</b>	<b>26</b>
<b>TOTAL NORWAY</b>			<b>545</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>90</b>	<b>5</b>	<b>422</b>
<b>POLAND</b>															
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	62	0	0	84	11	5	0	0	0	6	79	11	62
<b>TOTAL KRAKOW</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>11</b>	<b>62</b>
<b>TOTAL POLAND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>11</b>	<b>62</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
AZORES PONTA DELGADA	SATA	S	10	0	0	20	70	10	0	0	0	20	75	8	8
<b>TOTAL AZORES PONTA DELGADA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>70</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>75</b>	<b>8</b>	<b>8</b>
FARO	BRITISH AIRWAYS PLC	S	80	0	0	81	16	0	3	0	0	10	57	19	69
	EASYJET AIRLINE COMPANY LTD	S	320	0	0	72	18	6	4	0	0	13	83	8	319
	MONARCH AIRLINES	S	116	0	0	56	16	14	9	4	1	38	68	18	114
	NORWEGIAN AIR SHUTTLE	S	10	0	0	100	0	0	0	0	0	1	0	0	0
	THOMAS COOK AIRLINES LTD	C	20	0	0	95	5	0	0	0	0	3	62	50	26
	THOMSON AIRWAYS LTD	C	18	0	0	89	6	6	0	0	0	6	86	7	28
<b>TOTAL FARO</b>			<b>564</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>76</b>	<b>15</b>	<b>564</b>
LISBON	AIR PORTUGAL	S	44	0	0	41	14	30	16	0	0	37	70	12	44
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	90	2	6	2	0	0	7	66	20	62
<b>TOTAL LISBON</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>7</b>	<b>16</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>68</b>	<b>17</b>	<b>106</b>
OPORTO (PORTUGAL)	AIR PORTUGAL	S	123	0	0	54	21	13	11	1	0	24	76	10	124
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	50	21	21	6	2	0	27	44	27	62
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>185</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>21</b>	<b>16</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>65</b>	<b>16</b>	<b>186</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>865</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>72</b>	<b>15</b>	<b>865</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2013

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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>															
<b>FUNCHAL</b>	AIR PORTUGAL	S	62	0	0	74	16	5	3	2	0	16	84	9	62
	EASYJET AIRLINE COMPANY LTD	S	46	0	0	83	9	7	2	0	0	9	79	13	34
	MONARCH AIRLINES	S	26	0	0	62	8	19	4	8	0	30	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	7	100	4	8
<b>TOTAL FUNCHAL</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>84</b>	<b>10</b>	<b>111</b>
<b>PORTO SANTO</b>	THOMSON AIRWAYS LTD	C	8	0	0	63	0	0	38	0	0	31	88	4	8
<b>TOTAL PORTO SANTO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>88</b>	<b>4</b>	<b>8</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>84</b>	<b>9</b>	<b>119</b>
<b>REPUBLIC OF MONTENEGRO</b>															
<b>PODGORICA</b>	MONTENEGRO AIRLINES	S	10	0	0	90	0	10	0	0	0	9	83	11	12
<b>TOTAL PODGORICA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>11</b>	<b>12</b>
<b>TIVAT</b>	MONTENEGRO AIRLINES	S	16	0	0	50	31	6	0	13	0	41	72	16	18
<b>TOTAL TIVAT</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>31</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>41</b>	<b>72</b>	<b>16</b>	<b>18</b>
<b>TOTAL REPUBLIC OF MONTENEGRO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>28</b>	<b>77</b>	<b>14</b>	<b>30</b>
<b>REPUBLIC OF SERBIA</b>															
<b>BELGRADE</b>	JATAIRWAYS	S	18	0	0	72	6	11	11	0	0	24	54	25	28
<b>TOTAL BELGRADE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>6</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>54</b>	<b>25</b>	<b>28</b>
<b>TOTAL REPUBLIC OF SERBIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>6</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>54</b>	<b>25</b>	<b>28</b>
<b>RUSSIA</b>															
<b>MOSCOW (DOMODEDOVO)</b>	EASYJET AIRLINE COMPANY LTD	S	124	0	0	73	13	10	3	1	0	15	0	0	0
<b>TOTAL MOSCOW (DOMODEDOVO)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL RUSSIA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>54</b>	<b>16</b>	<b>52</b>
<b>SAINT KITTS AND NEVIS</b>															
<b>ST KITTS</b>	BRITISH AIRWAYS PLC	S	17	0	0	59	18	6	18	0	0	28	71	17	17
<b>TOTAL ST KITTS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>18</b>	<b>6</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>71</b>	<b>17</b>	<b>17</b>
<b>TOTAL SAINT KITTS AND NEVIS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>18</b>	<b>6</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>71</b>	<b>17</b>	<b>17</b>
<b>SLOVENIA</b>															
<b>LJUBLJANA</b>	ADRIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL LJUBLJANA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SLOVENIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SPAIN</b>															
<b>ALICANTE</b>	BRITISH AIRWAYS PLC	S	187	0	0	73	16	10	1	0	0	11	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	275	0	1	79	13	4	5	0	0	12	75	12	266
	MONARCH AIRLINES	S	109	0	0	53	22	14	11	0	0	23	59	24	104
	NORWEGIAN AIR SHUTTLE	S	10	0	0	30	50	20	0	0	0	21	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	6	100	2	8
	THOMSON AIRWAYS LTD	C	18	0	0	78	22	0	0	0	0	7	88	5	26

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL ALICANTE</b>			<b>607</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>15</b>	405
<b>ALMERIA</b>	EASYJET AIRLINE COMPANY LTD	S	62	0	0	95	3	2	0	0	0	3	94	6	52
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	10	10	0	0	0	9	70	25	10
<b>TOTAL ALMERIA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>9</b>	62
<b>BARCELONA</b>	BRITISH AIRWAYS PLC	S	186	0	0	60	23	10	6	1	0	20	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	372	0	0	81	9	6	3	0	0	9	78	12	370
	MONARCH AIRLINES	S	88	0	0	83	9	3	5	0	0	12	84	15	98
	NORWEGIAN AIR SHUTTLE	S	26	0	0	46	27	19	0	8	0	32	0	0	0
	VUELING AIRLINES	S	124	0	0	31	40	25	5	0	0	26	0	0	0
<b>TOTAL BARCELONA</b>			<b>796</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>18</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>79</b>	<b>13</b>	468
<b>GIRONA</b>	THOMSON AIRWAYS LTD	C	18	0	0	78	17	6	0	0	0	7	88	4	16
<b>TOTAL GIRONA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>4</b>	16
<b>IBIZA</b>	BRITISH AIRWAYS PLC	S	88	0	1	75	5	14	7	0	0	16	56	25	62
	EASYJET AIRLINE COMPANY LTD	S	185	1	1	85	6	4	4	0	0	9	82	9	186
	MONARCH AIRLINES	S	53	0	0	75	9	8	8	0	0	13	84	24	43
	NORWEGIAN AIR SHUTTLE	S	9	0	0	78	22	0	0	0	0	7	0	0	0
	THOMAS COOK AIRLINES LTD	C	25	1	0	72	4	24	0	0	0	12	64	14	28
	THOMSON AIRWAYS LTD	C	56	0	0	86	7	7	0	0	0	7	91	9	45
<b>TOTAL IBIZA</b>			<b>416</b>	<b>2</b>	<b>2</b>	<b>81</b>	<b>7</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>14</b>	364
<b>JEREZ</b>	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL JEREZ</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	0
<b>MADRID</b>	AIR EUROPA	S	124	0	0	84	11	4	1	0	0	8	85	9	124
	EASYJET AIRLINE COMPANY LTD	S	220	0	0	81	11	2	5	0	0	11	76	14	227
<b>TOTAL MADRID</b>			<b>345</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>12</b>	353
<b>MAHON</b>	AER LINGUS	C	10	0	0	90	10	0	0	0	0	3	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	116	0	0	87	9	3	1	0	0	6	82	8	114
	MONARCH AIRLINES	S	36	0	0	75	11	6	8	0	0	18	72	9	36
	THOMAS COOK AIRLINES LTD	C	29	0	0	66	7	10	17	0	0	28	75	27	20
	THOMSON AIRWAYS LTD	C	72	0	0	79	13	3	6	0	0	9	83	31	64
<b>TOTAL MAHON</b>			<b>264</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>16</b>	234
<b>MALAGA</b>	BRITISH AIRWAYS PLC	S	302	0	0	71	17	8	5	0	0	14	62	18	238
	EASYJET AIRLINE COMPANY LTD	S	363	0	1	79	12	5	4	0	0	11	80	11	367
	MONARCH AIRLINES	S	132	1	1	64	14	14	5	3	0	25	57	34	115
	NORWEGIAN AIR SHUTTLE	S	26	0	0	85	4	4	8	0	0	10	0	0	0
	SUNEXPRESS	C	2	0	0	0	100	0	0	0	0	22	0	0	0
	THOMSON AIRWAYS LTD	C	36	0	0	97	3	0	0	0	0	4	89	6	36
<b>TOTAL MALAGA</b>			<b>861</b>	<b>1</b>	<b>2</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>17</b>	756
<b>MURCIA SAN JAVIER</b>	EASYJET AIRLINE COMPANY LTD	S	108	0	1	82	12	5	1	0	0	7	80	9	106
<b>TOTAL MURCIA SAN JAVIER</b>			<b>108</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>9</b>	106
<b>PALMA DE MALLORCA</b>	EASYJET AIRLINE COMPANY LTD	S	321	0	0	78	8	7	5	1	0	15	76	14	315
	MONARCH AIRLINES	S	151	1	4	54	21	15	8	2	1	28	58	29	105
	NORWEGIAN AIR SHUTTLE	S	8	0	0	38	25	38	0	0	0	22	0	0	0
	THOMAS COOK AIRLINES LTD	C	81	0	0	62	16	11	7	2	1	35	78	14	58
	THOMSON AIRWAYS LTD	C	169	1	0	82	9	7	3	0	0	10	81	7	155

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ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2013

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 PALMA DE MALLORCA</b>			<b>731</b>	<b>2</b>	<b>4</b>	<b>72</b>	<b>12</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>74</b>	<b>15</b>	639
REUS	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	0	25	0	0	30	75	8	8
	THOMSON AIRWAYS LTD	C	28	0	0	89	11	0	0	0	0	5	92	5	26
<b>TOTAL REUS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>5</b>	34
SANTANDER	SAMAIR	C	2	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL SANTANDER</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	0
SANTIAGO DE COMPOSTELA (SPAIN)	EASYJET AIRLINE COMPANY LTD	S	28	0	0	89	7	0	4	0	0	11	0	0	0
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	0
SEVILLE	EASYJET AIRLINE COMPANY LTD	S	38	0	0	89	11	0	0	0	0	7	89	9	36
	RYANAIR	S	28	0	0	89	7	4	0	0	0	4	85	5	26
<b>TOTAL SEVILLE</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>7</b>	62
VALENCIA	EASYJET AIRLINE COMPANY LTD	S	124	0	0	88	5	4	2	1	0	8	77	12	124
<b>TOTAL VALENCIA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>12</b>	124
<b>TOTAL SPAIN</b>			<b>4484</b>	<b>5</b>	<b>10</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>14</b>	3623
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	BRITISH AIRWAYS PLC	S	18	0	0	33	28	28	11	0	0	26	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	35	0	0	83	11	6	0	0	0	9	84	8	31
	MONARCH AIRLINES	S	64	0	0	42	31	19	8	0	0	24	67	20	54
	THOMAS COOK AIRLINES LTD	C	18	0	0	78	17	6	0	0	0	7	54	48	26
	THOMSON AIRWAYS LTD	C	44	0	0	89	5	2	2	0	2	36	92	4	38
	TRAVEL SERVICE AIRLINES	C	16	0	0	56	13	31	0	0	0	18	0	0	0
<b>TOTAL ARRECIFE</b>			<b>195</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>22</b>	<b>74</b>	<b>18</b>	149
FUERTEVENTURA	EASYJET AIRLINE COMPANY LTD	S	17	0	0	82	18	0	0	0	0	8	83	11	18
	MONARCH AIRLINES	C	9	0	0	89	0	11	0	0	0	5	0	0	0
	THOMAS COOK AIRLINES LTD	C	17	0	0	65	6	12	12	0	6	65	78	20	18
	THOMSON AIRWAYS LTD	C	26	1	0	85	8	4	4	0	0	9	83	8	18
<b>TOTAL FUERTEVENTURA</b>			<b>69</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>22</b>	<b>81</b>	<b>13</b>	54
LAS PALMAS	EASYJET AIRLINE COMPANY LTD	S	36	0	0	75	17	8	0	0	0	9	81	14	36
	NORWEGIAN AIR SHUTTLE	S	18	0	0	94	6	0	0	0	0	2	0	0	0
	THOMAS COOK AIRLINES LTD	C	22	0	0	73	5	9	14	0	0	22	77	21	22
	THOMSON AIRWAYS LTD	C	37	0	0	81	8	11	0	0	0	9	62	13	34
<b>TOTAL LAS PALMAS</b>			<b>113</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>15</b>	92
SANTA CRUZ DE LA PALMA	THOMSON AIRWAYS LTD	C	10	0	0	70	30	0	0	0	0	9	90	7	10
<b>TOTAL SANTA CRUZ DE LA PALMA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>7</b>	10
TENERIFE (SURREINA SOFIA)	BRITISH AIRWAYS PLC	S	44	0	0	25	32	16	23	2	2	54	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	72	0	0	83	8	6	3	0	0	9	87	5	71
	MONARCH AIRLINES	S	72	0	2	71	11	7	7	1	3	46	60	15	81
	ORBEST	C	8	0	0	88	13	0	0	0	0	6	0	0	0
	THOMAS COOK AIRLINES LTD	C	43	0	0	63	7	9	12	7	2	48	44	40	32
	THOMSON AIRWAYS LTD	C	54	0	0	72	19	4	6	0	0	13	83	6	54
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>293</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>14</b>	<b>8</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>31</b>	<b>71</b>	<b>13</b>	239
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>680</b>	<b>1</b>	<b>2</b>	<b>69</b>	<b>14</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>74</b>	<b>15</b>	544

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ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2013

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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>SRI LANKA</b>															
COLOMBO	BRITISH AIRWAYS PLC	S	27	0	0	74	19	0	4	4	0	21	0	0	0
TOTAL COLOMBO			27	0	0	74	19	0	4	4	0	21	0	0	0
TOTAL SRI LANKA			27	0	0	74	19	0	4	4	0	21	0	0	0
<b>ST LUCIA</b>															
ST LUCIA (HEWANORRA)	VIRGIN ATLANTIC AIRWAYS LTD	S	10	0	0	50	10	40	0	0	0	25	69	11	26
TOTAL ST LUCIA (HEWANORRA)			10	0	0	50	10	40	0	0	0	25	69	11	26
TOTAL ST LUCIA			10	0	0	50	10	40	0	0	0	25	69	11	26
<b>SWEDEN</b>															
GOTEBORG	NORWEGIAN AIR SHUTTLE	S	52	0	0	90	6	0	4	0	0	6	100	0	54
TOTAL GOTEBORG			52	0	0	90	6	0	4	0	0	6	100	0	54
STOCKHOLM (ARLANDA)	NORWEGIAN AIR SHUTTLE	S	262	1	1	92	7	0	1	0	0	5	85	8	170
TOTAL STOCKHOLM (ARLANDA)			262	1	1	92	7	0	1	0	0	5	85	8	170
TOTAL SWEDEN			314	1	1	92	7	0	1	0	0	5	88	7	286
<b>SWITZERLAND</b>															
BASLE MULHOUSE	EASYJET AIRLINE COMPANY LTD	S	62	0	0	76	11	6	6	0	0	12	78	9	54
	EASYJET SWITZERLAND	S	62	0	0	77	13	6	0	3	0	20	90	10	62
TOTAL BASLE MULHOUSE			124	0	0	77	12	6	3	2	0	16	84	10	116
GENEVA	AER LINGUS	C	8	0	0	100	0	0	0	0	0	5	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	104	0	0	74	11	9	5	2	0	17	73	16	74
	EASYJET SWITZERLAND	S	204	0	0	84	10	3	2	0	0	10	80	13	204
TOTAL GENEVA			316	0	0	81	10	5	3	1	0	12	78	17	286
ZURICH	EASYJET AIRLINE COMPANY LTD	S	114	0	0	83	9	4	4	0	0	11	66	15	116
TOTAL ZURICH			114	0	0	83	9	4	4	0	0	11	66	15	116
TOTAL SWITZERLAND			554	0	0	81	10	5	3	1	0	13	77	15	518
<b>TRINIDAD AND TOBAGO</b>															
PORT OF SPAIN	BRITISH AIRWAYS PLC	S	44	0	0	70	16	11	2	0	0	13	80	9	54
	CARIBBEAN AIRLINES	S	26	0	0	46	35	12	8	0	0	21	22	163	18
TOTAL PORT OF SPAIN			70	0	0	61	23	11	4	0	0	16	65	48	72
TOBAGO	BRITISH AIRWAYS PLC	S	10	0	0	60	20	10	10	0	0	14	67	41	9
	MONARCH AIRLINES	C	9	0	0	44	11	44	0	0	0	27	40	83	10
TOTAL TOBAGO			19	0	0	53	16	26	5	0	0	20	53	63	19
TOTAL TRINIDAD AND TOBAGO			89	0	0	60	21	15	4	0	0	17	63	51	91
<b>TUNISIA</b>															
ENFIDHA - HAMMAMET INTL	CROATIA AIRLINES	C	10	0	0	20	10	40	30	0	0	41	0	0	0
	MONARCH AIRLINES	C	10	0	0	50	0	10	40	0	0	47	0	0	0
	NOUVELAIR TUNISIE	C	11	0	0	64	0	0	36	0	0	36	0	0	0
	THOMAS COOK AIRLINES LTD	C	50	1	0	66	16	8	4	6	0	32	70	36	57
	THOMSON AIRWAYS LTD	C	32	0	0	81	9	3	0	6	0	21	85	11	46

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
ENFIDHA - HAMMAMET INTL	TUNISAIR	C	10	0	0	10	40	20	30	0	0	46	25	26	8
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>123</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>13</b>	<b>10</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>33</b>	<b>73</b>	<b>25</b>	<b>111</b>
JERBA	THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	0	3	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	5	100	1	10
<b>TOTAL JERBA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>6</b>	<b>18</b>
TUNIS	BRITISH AIRWAYS PLC	S	28	0	0	32	32	21	14	0	0	32	75	15	44
<b>TOTAL TUNIS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>32</b>	<b>21</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>75</b>	<b>15</b>	<b>44</b>
<b>TOTAL TUNISIA</b>			<b>168</b>	<b>1</b>	<b>0</b>	<b>59</b>	<b>15</b>	<b>11</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>30</b>	<b>75</b>	<b>20</b>	<b>173</b>
<b>TURKEY</b>															
ANTALYA	EASYJET AIRLINE COMPANY LTD	S	55	0	0	85	5	2	7	0	0	11	85	5	54
	FREEBIRD AIRLINES	C	8	0	0	75	25	0	0	0	0	7	100	4	8
	MONARCH AIRLINES	S	26	0	0	73	8	12	8	0	0	14	36	29	28
	ONUR AIR	C	2	0	0	50	50	0	0	0	0	9	100	12	2
	PEGASUS AIRLINES	C	18	0	0	72	17	6	6	0	0	14	0	0	0
	THOMAS COOK AIRLINES LTD	C	82	0	0	70	7	10	6	5	2	37	82	12	108
	THOMSON AIRWAYS LTD	C	46	0	0	83	9	0	9	0	0	11	93	16	45
<b>TOTAL ANTALYA</b>			<b>238</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>9</b>	<b>5</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>20</b>	<b>80</b>	<b>13</b>	<b>245</b>
BODRUM (MILAS)	EASYJET AIRLINE COMPANY LTD	S	53	0	0	87	9	4	0	0	0	7	75	20	52
	FREEBIRD AIRLINES	C	8	0	0	100	0	0	0	0	0	4	0	0	0
	MONARCH AIRLINES	S	26	0	0	46	12	31	12	0	0	26	65	20	26
	PEGASUS AIRLINES	S	8	0	0	100	0	0	0	0	0	3	100	2	8
	PEGASUS AIRLINES	C	10	0	0	100	0	0	0	0	0	4	0	0	0
	THOMAS COOK AIRLINES LTD	C	35	0	0	77	3	9	9	3	0	24	88	49	42
	THOMSON AIRWAYS LTD	C	44	0	0	77	11	9	2	0	0	11	82	10	44
<b>TOTAL BODRUM (MILAS)</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>23</b>	<b>172</b>
DALAMAN	EASYJET AIRLINE COMPANY LTD	S	54	0	0	67	22	9	2	0	0	12	76	16	54
	FREEBIRD AIRLINES	C	33	0	0	79	12	9	0	0	0	9	60	22	20
	MONARCH AIRLINES	S	125	0	0	70	12	14	4	0	0	14	67	22	113
	MONARCH AIRLINES	C	18	0	0	56	22	6	6	0	11	68	50	36	8
	ONUR AIR	C	36	0	0	56	22	11	11	0	0	22	43	30	23
	PEGASUS AIRLINES	S	8	0	0	63	13	25	0	0	0	15	75	10	8
	THOMAS COOK AIRLINES LTD	C	144	1	0	69	5	3	17	3	1	41	78	26	127
	THOMSON AIRWAYS LTD	C	81	0	0	88	10	1	0	1	0	9	87	21	77
<b>TOTAL DALAMAN</b>			<b>499</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>74</b>	<b>22</b>	<b>438</b>
ISTANBUL	THY TURK HAVA YOLLARI TURKIS	S	124	0	0	85	10	3	2	0	0	8	79	12	124
	THY TURK HAVA YOLLARI TURKIS	C	2	0	0	0	50	0	50	0	0	52	0	0	0
<b>TOTAL ISTANBUL</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>12</b>	<b>124</b>
ISTANBUL (SABIHA GOKCEN)	THY TURK HAVA YOLLARI TURKIS	S	62	0	0	68	26	5	2	0	0	11	0	0	0
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>26</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
IZMIR (ADNAM MENDERES)	EASYJET AIRLINE COMPANY LTD	S	36	0	0	92	6	3	0	0	0	4	94	5	16
	SUNEXPRESS	C	10	0	0	90	10	0	0	0	0	5	0	0	0
	THOMAS COOK AIRLINES LTD	C	20	0	0	60	10	20	5	5	0	25	67	66	18
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	2	63	15	8
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>33</b>	<b>42</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2013

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 TURKEY</b>			<b>1185</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>18</b>	<b>77</b>	<b>19</b>	<b>1021</b>
<b>UKRAINE</b>															
KIEV (BORISPOL)	UKRAINE INTERNATIONAL AIRLIN	S	123	0	1	53	20	22	6	0	0	22	28	33	80
<b>TOTAL KIEV (BORISPOL)</b>			<b>123</b>	<b>0</b>	<b>1</b>	<b>53</b>	<b>20</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>35</b>	<b>34</b>	<b>124</b>
<b>TOTAL UKRAINE</b>			<b>123</b>	<b>0</b>	<b>1</b>	<b>53</b>	<b>20</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>35</b>	<b>34</b>	<b>124</b>
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	186	0	0	82	11	4	2	0	0	10	79	8	186
<b>TOTAL DUBAI</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>8</b>	<b>186</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>8</b>	<b>186</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	96	0	0	83	7	3	6	0	0	11	75	11	97
<b>TOTAL ABERDEEN</b>			<b>96</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>12</b>	<b>257</b>
BELFAST CITY (GEORGE BEST)	AER LINGUS	S	174	0	0	88	7	2	3	0	0	6	0	0	0
	FLYBE LTD	S	228	0	0	76	18	4	1	0	0	10	84	9	278
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>402</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>9</b>	<b>278</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	272	0	0	90	4	1	4	0	0	8	84	9	232
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>272</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>9</b>	<b>232</b>
EDINBURGH	BRITISH AIRWAYS PLC	S	229	0	0	78	11	4	7	0	0	14	72	13	248
	EASYJET AIRLINE COMPANY LTD	S	228	0	0	71	12	11	5	1	0	19	78	13	232
<b>TOTAL EDINBURGH</b>			<b>457</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>13</b>	<b>480</b>
GLASGOW	BRITISH AIRWAYS PLC	S	217	0	0	75	12	6	6	1	0	15	74	11	234
	EASYJET AIRLINE COMPANY LTD	S	158	0	0	81	10	7	2	0	0	9	78	10	161
<b>TOTAL GLASGOW</b>			<b>375</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>11</b>	<b>395</b>
GUERNSEY	AURIGNY AIR SERVICES	S	334	0	2	73	11	7	8	1	0	18	71	15	338
	FLYBE LTD	S	296	0	2	81	11	4	4	0	0	10	86	8	294
<b>TOTAL GUERNSEY</b>			<b>630</b>	<b>0</b>	<b>4</b>	<b>77</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>12</b>	<b>632</b>
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	98	0	0	66	21	5	7	0	0	18	67	16	108
	FLYBE LTD	S	166	0	0	89	4	3	4	0	0	8	84	6	160
<b>TOTAL INVERNESS</b>			<b>264</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>10</b>	<b>268</b>
ISLE OF MAN	EASYJET AIRLINE COMPANY LTD	S	60	0	1	83	13	3	0	0	0	7	0	0	0
	FLYBE LTD	S	228	0	2	86	5	5	4	0	0	8	86	7	232
<b>TOTAL ISLE OF MAN</b>			<b>288</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>7</b>	<b>232</b>
JERSEY	BRITISH AIRWAYS PLC	S	292	0	0	74	17	5	3	0	0	13	67	15	303
	FLYBE LTD	S	264	0	0	86	10	2	2	1	0	9	88	8	300
<b>TOTAL JERSEY</b>			<b>556</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>14</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>12</b>	<b>603</b>
NEWCASTLE	EASTERN AIRWAYS	C	2	0	0	100	0	0	0	0	0	4	0	0	0
	FLYBE LTD	S	145	0	0	83	7	6	3	1	0	12	76	12	160
<b>TOTAL NEWCASTLE</b>			<b>148</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>12</b>	<b>161</b>
NEWQUAY	FLYBE LTD	S	176	0	0	89	7	2	2	0	0	7	85	7	186



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2013

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 NEWQUAY			176	0	0	89	7	2	2	0	0	7	85	7	186
TOTAL UNITED KINGDOM			3667	3	7	80	10	5	4	0	0	11	78	11	3902
<b>USA</b>															
LAS VEGAS	BRITISH AIRWAYS PLC	S	27	0	0	74	0	11	15	0	0	23	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	76	11	8	2	3	0	18	40	40	62
TOTAL LAS VEGAS			89	0	0	75	8	9	6	2	0	19	40	40	62
ORLANDO	BRITISH AIRWAYS PLC	S	89	0	0	63	10	13	11	2	0	30	69	17	88
	VIRGIN ATLANTIC AIRWAYS LTD	S	134	0	0	84	9	5	1	0	0	8	61	27	132
TOTAL ORLANDO			223	0	0	76	9	9	5	1	0	17	65	23	220
SANFORD	MONARCH AIRLINES	C	17	0	0	76	24	0	0	0	0	7	52	69	27
	THOMAS COOK AIRLINES LTD	S	24	0	0	63	13	4	13	8	0	37	0	0	0
	THOMSON AIRWAYS LTD	C	18	0	0	78	6	6	11	0	0	18	100	2	18
TOTAL SANFORD			59	0	0	71	14	3	8	3	0	22	74	36	54
TAMPA	BRITISH AIRWAYS PLC	S	62	0	0	68	10	10	11	2	0	22	84	41	62
TOTAL TAMPA			62	0	0	68	10	10	11	2	0	22	84	41	62
TOTAL USA			434	0	0	74	10	8	7	2	0	19	65	32	460
<b>VIETNAM</b>															
HANOI	VIETNAM AIRLINES	S	18	0	0	61	11	17	6	0	6	99	72	12	18
TOTAL HANOI			18	0	0	61	11	17	6	0	6	99	72	12	18
HO CHI MINH CITY	VIETNAM AIRLINES	S	18	0	0	72	17	6	6	0	0	15	76	9	17
TOTAL HO CHI MINH CITY			18	0	0	72	17	6	6	0	0	15	76	9	17
TOTAL VIETNAM			36	0	0	67	14	11	6	0	3	57	74	11	35
TOTAL GATWICK			25201	25	94	76	12	7	4	0	0	14	76	14	24588

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2013

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
GRAZ	NIKI	C	2	0	0	50	0	50	0	0	0	22	100	3	2
<b>TOTAL GRAZ</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>22</b>	<b>100</b>	<b>3</b>	<b>2</b>
LINZ	NIKI	C	2	0	0	50	0	50	0	0	0	31	0	0	0
<b>TOTAL LINZ</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>31</b>	<b>0</b>	<b>0</b>	<b>0</b>
SALZBURG	FLYBE LTD	C	10	0	0	80	20	0	0	0	0	10	75	11	8
<b>TOTAL SALZBURG</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>10</b>	<b>75</b>	<b>11</b>	<b>8</b>
VIENNA	NIKI	C	6	0	0	17	50	17	17	0	0	35	100	2	4
<b>TOTAL VIENNA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>50</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>100</b>	<b>2</b>	<b>4</b>
<b>TOTAL AUSTRIA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>25</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>86</b>	<b>8</b>	<b>14</b>
<b>BULGARIA</b>															
BURGAS	BH AIR	C	8	0	0	75	25	0	0	0	0	10	88	7	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	10	0	0	0	20	324	22	115	9
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	100	1	8
<b>TOTAL BURGAS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>127</b>	<b>68</b>	<b>44</b>	<b>25</b>
<b>TOTAL BULGARIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>127</b>	<b>68</b>	<b>44</b>	<b>25</b>
<b>CANADA</b>															
CALGARY	AIR TRANSAT	S	8	0	0	100	0	0	0	0	0	0	70	8	10
<b>TOTAL CALGARY</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>8</b>	<b>10</b>
TORONTO	AIR TRANSAT	S	44	0	0	89	5	5	2	0	0	7	78	9	54
<b>TOTAL TORONTO</b>			<b>44</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>74</b>	<b>15</b>	<b>72</b>
VANCOUVER	AIR TRANSAT	S	8	0	0	88	13	0	0	0	0	6	60	12	10
<b>TOTAL VANCOUVER</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>60</b>	<b>12</b>	<b>10</b>
<b>TOTAL CANADA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>72</b>	<b>14</b>	<b>92</b>
<b>CROATIA</b>															
PULA	JET2.COM LTD	S	8	0	0	75	13	0	13	0	0	15	0	0	0
<b>TOTAL PULA</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>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CROATIA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>87</b>	<b>1</b>
<b>CYPRUS</b>															
LARNACA	THOMAS COOK AIRLINES LTD	C	17	0	0	71	6	18	6	0	0	20	93	4	28
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	88	6	8
<b>TOTAL LARNACA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>4</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>92</b>	<b>4</b>	<b>36</b>
PAPHOS	JET2.COM LTD	S	16	0	0	69	0	19	0	13	0	41	78	6	18
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	90	5	10
<b>TOTAL PAPHOS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>27</b>	<b>83</b>	<b>5</b>	<b>29</b>
<b>TOTAL CYPRUS</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>2</b>	<b>12</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>20</b>	<b>88</b>	<b>5</b>	<b>65</b>
<b>DENMARK</b>															
COPENHAGEN	BMI REGIONAL	S	59	1	0	97	2	0	2	0	0	4	84	16	62

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			Actual (7)	Plan (8)											
TOTAL COPENHAGEN			59	2	0	97	2	0	2	0	0	4	84	16	62
TOTAL DENMARK			59	2	0	97	2	0	2	0	0	4	84	16	62
EGYPT															
SHARM EL SHEIKH (OPHIRA)	THOMAS COOK AIRLINES LTD	C	9	0	0	67	22	0	11	0	0	14	88	9	8
	THOMSON AIRWAYS LTD	C	18	0	0	83	11	6	0	0	0	8	78	88	18
TOTAL SHARM EL SHEIKH (OPHIRA)			27	0	0	78	15	4	4	0	0	10	81	64	26
TOTAL EGYPT			27	0	0	78	15	4	4	0	0	10	81	64	26
FRANCE															
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	62	0	0	89	10	0	2	0	0	6	78	13	54
	FLYBE LTD	S	61	0	0	85	3	7	5	0	0	11	77	21	61
TOTAL PARIS (CHARLES DE GAULLE)			123	0	0	87	7	3	3	0	0	8	77	17	115
TOTAL FRANCE			123	0	0	87	7	3	3	0	0	8	77	18	132
GERMANY															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	44	0	0	89	7	2	2	0	0	8	85	5	62
TOTAL BERLIN (SCHONEFELD)			44	0	0	89	7	2	2	0	0	8	85	5	62
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	62	0	0	87	10	0	3	0	0	8	0	0	0
TOTAL DUSSELDORF			62	0	0	87	10	0	3	0	0	8	100	0	1
TOTAL GERMANY			106	0	0	88	8	1	3	0	0	8	86	5	63
GREECE															
CORFU	THOMAS COOK AIRLINES LTD	C	8	0	0	63	25	13	0	0	0	9	44	18	9
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	0	80	22	10
TOTAL CORFU			18	0	0	83	11	6	0	0	0	4	63	20	19
HERAKLION	AEGEAN AIRLINES	C	2	0	0	100	0	0	0	0	0	1	0	0	0
	JET2.COM LTD	S	18	0	0	83	6	0	11	0	0	12	67	10	9
	THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	0	0	84	6	19
	THOMSON AIRWAYS LTD	C	8	0	0	75	0	25	0	0	0	11	78	9	9
TOTAL HERAKLION			37	0	0	86	3	5	5	0	0	8	78	8	37
KOS	THOMAS COOK AIRLINES LTD	C	10	0	0	80	10	10	0	0	0	9	70	13	10
TOTAL KOS			10	0	0	80	10	10	0	0	0	9	70	13	10
RHODES	JET2.COM LTD	S	9	0	0	78	22	0	0	0	0	6	70	49	10
	THOMAS COOK AIRLINES LTD	C	2	0	0	0	0	0	50	50	0	182	100	3	10
	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	2	88	5	8
TOTAL RHODES			20	0	0	80	10	0	5	5	0	22	86	20	28
ZAKINTHOS	THOMAS COOK AIRLINES LTD	C	18	0	0	72	17	11	0	0	0	10	56	21	18
TOTAL ZAKINTHOS			18	0	0	72	17	11	0	0	0	10	54	21	26
TOTAL GREECE			103	0	0	82	9	6	3	1	0	10	71	16	122
ICELAND															
KEFLAVIK	ICELANDAIR	S	36	0	0	64	11	8	17	0	0	28	92	6	26

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2013

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 KEFLAVIK			36	0	0	64	11	8	17	0	0	28	92	6	26
TOTAL ICELAND			36	0	0	64	11	8	17	0	0	28	92	6	26
IRISH REPUBLIC															
CORK	AER ARANN	S	42	0	0	74	17	2	7	0	0	13	70	30	46
TOTAL CORK			42	0	0	74	17	2	7	0	0	13	70	30	46
DONEGAL	LOGANAIR	S	54	0	0	89	6	4	0	2	0	8	85	5	54
TOTAL DONEGAL			54	0	0	89	6	4	0	2	0	8	85	5	54
DUBLIN	AER ARANN	S	272	0	0	87	11	0	1	0	0	7	90	5	262
	VLM (BELGIUM)	C	2	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL DUBLIN			274	0	0	87	11	0	1	0	0	7	90	5	262
SHANNON	FLYBE LTD	S	26	0	0	85	12	4	0	0	0	6	0	0	0
TOTAL SHANNON			26	0	0	85	12	4	0	0	0	6	0	0	0
TOTAL IRISH REPUBLIC			396	0	0	86	11	1	2	0	0	8	87	8	362
ITALY															
NAPLES	THOMSON AIRWAYS LTD	C	10	0	0	40	10	10	40	0	0	58	70	47	10
TOTAL NAPLES			10	0	0	40	10	10	40	0	0	58	70	47	10
ROME (FIUMICINO)	JET2.COM LTD	S	26	0	0	58	12	23	8	0	0	21	46	38	26
TOTAL ROME (FIUMICINO)			26	0	0	58	12	23	8	0	0	21	46	38	26
VENICE	BA CITYFLYER LTD	C	8	0	0	88	13	0	0	0	0	5	75	7	8
TOTAL VENICE			8	0	0	88	13	0	0	0	0	5	88	6	16
VERONA VILLAFRANCA	THOMSON AIRWAYS LTD	C	18	0	0	100	0	0	0	0	0	1	78	37	18
TOTAL VERONA VILLAFRANCA			18	0	0	100	0	0	0	0	0	1	78	37	18
TOTAL ITALY			62	0	0	71	8	11	10	0	0	19	67	32	70
MALTA															
MALTA	AIR MALTA	C	8	0	0	38	38	25	0	0	0	22	0	0	0
TOTAL MALTA			8	0	0	38	38	25	0	0	0	22	100	0	8
TOTAL MALTA			8	0	0	38	38	25	0	0	0	22	100	0	8
MEXICO															
CANCUN	THOMSON AIRWAYS LTD	C	10	0	0	80	20	0	0	0	0	6	100	2	8
TOTAL CANCUN			11	0	0	82	18	0	0	0	0	6	91	14	11
TOTAL MEXICO			11	0	0	82	18	0	0	0	0	6	91	14	11
NETHERLANDS															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	44	0	0	91	5	5	0	0	0	4	95	3	44
	KLM	S	130	0	0	96	2	2	1	0	0	5	87	10	62
	KLM CITYHOPPER	S	180	0	0	96	2	1	1	0	0	4	88	7	244
TOTAL AMSTERDAM			354	0	0	95	2	2	1	0	0	4	89	7	351
TOTAL NETHERLANDS			354	0	0	95	2	2	1	0	0	4	89	7	351

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			Actual (7)	Plan (8)											
<b>NORWAY</b>															
STAVANGER	EASTERN AIRWAYS	S	7	0	1	43	29	14	14	0	0	24	85	13	27
<b>TOTAL STAVANGER</b>			<b>8</b>	<b>0</b>	<b>1</b>	<b>38</b>	<b>25</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>85</b>	<b>13</b>	<b>27</b>
<b>TOTAL NORWAY</b>			<b>8</b>	<b>0</b>	<b>1</b>	<b>38</b>	<b>25</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>85</b>	<b>13</b>	<b>27</b>
<b>POLAND</b>															
GDANSK	WIZZ AIR	S	18	0	0	72	17	6	6	0	0	14	0	0	0
<b>TOTAL GDANSK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
WARSAW	WIZZ AIR	S	16	0	0	69	13	13	6	0	0	17	0	0	0
<b>TOTAL WARSAW</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL POLAND</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	BA CITYFLYER LTD	C	10	0	0	90	10	0	0	0	0	3	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	28	0	0	96	4	0	0	0	0	2	81	7	26
	JET2.COM LTD	S	36	0	0	89	3	3	3	3	0	12	91	5	34
	THOMSON AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	7	90	3	10
<b>TOTAL FARO</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>5</b>	<b>70</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>5</b>	<b>70</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	THOMAS COOK AIRLINES LTD	C	8	0	0	75	25	0	0	0	0	7	63	10	8
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>63</b>	<b>10</b>	<b>8</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>63</b>	<b>10</b>	<b>8</b>
<b>SPAIN</b>															
ALICANTE	BA CITYFLYER LTD	C	20	0	0	75	20	0	5	0	0	15	100	3	8
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	92	3	2	3	0	0	7	92	10	62
	JET2.COM LTD	S	54	0	0	89	4	2	6	0	0	8	81	9	36
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	0	10	10	0	0	15	75	9	8
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	100	1	8
<b>TOTAL ALICANTE</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>9</b>	<b>122</b>
BARCELONA	BA CITYFLYER LTD	C	8	0	0	75	13	13	0	0	0	9	100	2	8
	JET2.COM LTD	S	26	0	0	54	27	12	0	8	0	31	42	32	26
<b>TOTAL BARCELONA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>24</b>	<b>12</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>26</b>	<b>56</b>	<b>25</b>	<b>34</b>
IBIZA	BA CITYFLYER LTD	C	8	0	0	100	0	0	0	0	0	0	100	4	8
	EASYJET AIRLINE COMPANY LTD	S	18	0	0	78	17	6	0	0	0	7	75	18	16
	JET2.COM LTD	S	34	0	0	65	24	6	6	0	0	14	44	38	18
	THOMAS COOK AIRLINES LTD	C	18	0	0	78	11	0	11	0	0	22	89	4	18
	THOMSON AIRWAYS LTD	C	18	0	0	72	11	17	0	0	0	11	89	6	18
<b>TOTAL IBIZA</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>15</b>	<b>78</b>
MADRID	AIR NOSTRUM	C	8	0	0	88	0	13	0	0	0	7	0	0	0
<b>TOTAL MADRID</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>8</b>	<b>18</b>
MAHON	FLYBE LTD	C	10	0	0	70	30	0	0	0	0	11	0	0	0

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			Actual (7)	Plan (8)											
MAHON	JET2.COM LTD	S	10	0	0	90	10	0	0	0	0	3	0	0	0
	THOMSON AIRWAYS LTD	C	10	0	0	80	20	0	0	0	0	5	70	40	10
<b>TOTAL MAHON</b>			<b>31</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>70</b>	<b>26</b>	<b>20</b>
MALAGA	BA CITYFLYER LTD	C	10	0	0	80	20	0	0	0	0	4	100	1	16
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	97	2	2	0	0	0	2	95	3	61
	JET2.COM LTD	S	36	0	0	75	11	3	11	0	0	22	69	23	36
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	2	70	36	10
<b>TOTAL MALAGA</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>11</b>	<b>123</b>
MURCIA SAN JAVIER	JET2.COM LTD	S	18	0	0	94	0	0	0	6	0	16	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
PALMA DE MALLORCA	BA CITYFLYER LTD	C	47	0	0	77	6	6	11	0	0	14	77	14	30
	EASYJET AIRLINE COMPANY LTD	S	18	0	0	83	11	0	6	0	0	10	94	2	18
	JET2.COM LTD	S	72	0	0	81	13	6	1	0	0	9	94	4	52
	JETAIRFLY	C	10	0	0	40	10	30	20	0	0	29	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	0	10	10	10	0	40	75	15	16
	THOMSON AIRWAYS LTD	C	38	0	0	95	3	3	0	0	0	3	74	45	39
<b>TOTAL PALMA DE MALLORCA</b>			<b>195</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>84</b>	<b>17</b>	<b>155</b>
REUS	BA CITYFLYER LTD	C	5	0	0	80	20	0	0	0	0	6	88	6	8
	FLYBE LTD	C	18	0	0	78	17	6	0	0	0	6	0	0	0
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	6	100	2	8
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	88	9	8
<b>TOTAL REUS</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>92</b>	<b>6</b>	<b>24</b>
VALENCIA	AIR NOSTRUM	C	8	0	0	50	0	25	25	0	0	34	0	0	0
<b>TOTAL VALENCIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>25</b>	<b>75</b>	<b>4</b>
<b>TOTAL SPAIN</b>			<b>695</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>14</b>	<b>578</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	JET2.COM LTD	S	18	0	0	89	11	0	0	0	0	5	100	2	10
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	1	72	15	18
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	1	90	19	10
<b>TOTAL ARRECIFE</b>			<b>39</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>84</b>	<b>13</b>	<b>38</b>
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	C	9	0	0	89	0	11	0	0	0	9	75	14	8
<b>TOTAL FUERTEVENTURA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>14</b>	<b>8</b>
LAS PALMAS	JET2.COM LTD	S	9	0	0	67	22	11	0	0	0	15	0	0	0
	THOMAS COOK AIRLINES LTD	C	6	0	0	67	17	17	0	0	0	16	50	53	6
	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	3	100	4	8
<b>TOTAL LAS PALMAS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>25</b>	<b>14</b>
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	35	0	0	83	11	6	0	0	0	8	84	6	25
	THOMAS COOK AIRLINES LTD	C	20	0	0	75	5	10	5	0	5	49	64	45	22
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	2	78	41	9
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>20</b>	<b>75</b>	<b>27</b>	<b>56</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>137</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>78</b>	<b>21</b>	<b>116</b>

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			Actual (7)	Plan (8)											
<b>SWEDEN</b>															
GOTEBORG	MALMO AVIATION	C	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL GOTEBORG			2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL SWEDEN			2	0	0	100	0	0	0	0	0	0	50	35	6
<b>SWITZERLAND</b>															
ZURICH	HELVETIC AIRWAYS	C	2	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL ZURICH			2	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL SWITZERLAND			2	1	0	100	0	0	0	0	0	1	0	0	0
<b>TUNISIA</b>															
ENFIDHA - HAMMAMET INTL	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	13	0	0	0	7	50	27	10
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL ENFIDHA - HAMMAMET INTL			16	0	0	94	0	6	0	0	0	5	50	27	10
TOTAL TUNISIA			16	0	0	94	0	6	0	0	0	5	50	27	10
<b>TURKEY</b>															
ANTALYA	PEGASUS AIRLINES	C	2	0	0	50	50	0	0	0	0	12	100	0	1
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	56	24	9
TOTAL ANTALYA			12	0	0	83	8	8	0	0	0	7	67	18	27
BODRUM (MILAS)	JET2.COM LTD	S	18	0	0	61	28	6	6	0	0	15	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	25	0	0	0	10	78	7	9
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	8	89	7	9
TOTAL BODRUM (MILAS)			34	0	0	71	18	9	3	0	0	12	83	7	18
DALAMAN	JET2.COM LTD	S	37	0	0	81	5	14	0	0	0	9	67	13	27
	ONUR AIR	C	8	0	0	63	25	13	0	0	0	14	20	42	5
	THOMAS COOK AIRLINES LTD	C	28	0	0	86	7	0	7	0	0	12	45	75	29
	THOMSON AIRWAYS LTD	C	19	0	0	95	0	0	5	0	0	5	83	11	18
TOTAL DALAMAN			92	0	0	84	7	7	3	0	0	10	59	37	79
TOTAL TURKEY			138	0	0	80	9	7	3	0	0	10	65	28	124
<b>UKRAINE</b>															
KIEV (ZHULYANY)	KHORS AIRCOMPANY	C	2	0	0	0	0	100	0	0	0	45	0	0	0
TOTAL KIEV (ZHULYANY)			2	0	0	0	0	100	0	0	0	45	0	0	0
TOTAL UKRAINE			3	0	0	0	33	67	0	0	0	39	0	0	0
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	124	0	0	73	19	5	3	0	0	12	80	8	124
TOTAL DUBAI			124	0	0	73	19	5	3	0	0	12	80	8	124
TOTAL UNITED ARAB EMIRATES			124	0	0	73	19	5	3	0	0	12	80	8	124
<b>UNITED KINGDOM</b>															
BARRA	LOGANAIR	S	95	1	0	75	3	7	14	1	0	22	85	8	106
TOTAL BARRA			95	1	0	75	3	7	14	1	0	22	85	8	106

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2013

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	251	0	3	79	3	10	8	0	0	14	86	7	241
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>251</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>3</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>86</b>	<b>7</b>	<b>241</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	202	0	0	97	1	0	2	0	0	3	93	5	214
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>202</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>93</b>	<b>5</b>	<b>214</b>
BENBECULA	LOGANAIR	S	106	0	1	86	5	4	6	0	0	10	86	9	117
<b>TOTAL BENBECULA</b>			<b>106</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>5</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>9</b>	<b>117</b>
BIRMINGHAM	FLYBE LTD	S	270	0	2	87	7	4	2	0	0	7	84	9	313
<b>TOTAL BIRMINGHAM</b>			<b>270</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>9</b>	<b>313</b>
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	168	0	0	96	3	0	1	0	0	3	90	6	162
<b>TOTAL BRISTOL</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>90</b>	<b>6</b>	<b>162</b>
CAMPBELTOWN	LOGANAIR	S	90	0	0	92	3	2	2	0	0	4	92	7	91
<b>TOTAL CAMPBELTOWN</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>7</b>	<b>91</b>
CARDIFF WALES	FLYBE LTD	S	36	0	0	89	6	0	6	0	0	7	95	4	19
<b>TOTAL CARDIFF WALES</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>95</b>	<b>4</b>	<b>19</b>
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	154	0	2	85	6	5	4	0	0	9	0	0	0
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>154</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
EXETER	FLYBE LTD	S	44	0	0	82	16	2	0	0	0	8	74	19	46
<b>TOTAL EXETER</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>19</b>	<b>46</b>
GATWICK	BRITISH AIRWAYS PLC	S	217	0	0	74	14	6	5	1	0	15	74	10	234
	EASYJET AIRLINE COMPANY LTD	S	158	0	0	83	11	4	2	0	0	7	80	8	162
<b>TOTAL GATWICK</b>			<b>375</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>10</b>	<b>396</b>
GUERNSEY	BLUE ISLANDS LIMITED	C	10	0	0	50	50	0	0	0	0	15	0	0	0
<b>TOTAL GUERNSEY</b>			<b>10</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>
HEATHROW	BRITISH AIRWAYS PLC	S	525	0	0	78	12	8	2	0	0	11	80	10	535
<b>TOTAL HEATHROW</b>			<b>525</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>10</b>	<b>535</b>
ISLAY	LOGANAIR	S	110	2	0	86	5	2	4	1	2	15	92	4	117
<b>TOTAL ISLAY</b>			<b>110</b>	<b>2</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>15</b>	<b>92</b>	<b>4</b>	<b>117</b>
JERSEY	EASYJET AIRLINE COMPANY LTD	S	28	0	0	100	0	0	0	0	0	2	96	3	26
	FLYBE LTD	S	10	0	0	80	0	0	10	10	0	42	38	28	8
<b>TOTAL JERSEY</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>8</b>	<b>34</b>
KIRKWALL	LOGANAIR	S	63	0	0	76	8	6	8	2	0	18	84	13	62
<b>TOTAL KIRKWALL</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>8</b>	<b>6</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>84</b>	<b>13</b>	<b>62</b>
LEEDS BRADFORD	LOGANAIR	S	68	0	0	84	6	4	6	0	0	13	86	12	74
<b>TOTAL LEEDS BRADFORD</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>86</b>	<b>12</b>	<b>74</b>
LONDON CITY	BA CITYFLYER LTD	S	205	0	0	92	3	2	2	0	0	4	97	2	242
<b>TOTAL LONDON CITY</b>			<b>205</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>97</b>	<b>2</b>	<b>242</b>
LUTON	EASYJET AIRLINE COMPANY LTD	S	184	0	0	91	4	3	2	1	0	6	93	6	180
<b>TOTAL LUTON</b>			<b>184</b>	<b>1</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>93</b>	<b>6</b>	<b>180</b>
MANCHESTER	FLYBE LTD	S	106	0	0	83	9	4	3	1	0	11	79	12	100



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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL MANCHESTER</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>12</b>	<b>100</b>
NEWQUAY	LOGANAIR	S	18	0	0	72	22	6	0	0	0	11	67	16	18
<b>TOTAL NEWQUAY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>67</b>	<b>16</b>	<b>18</b>
SOUTHAMPTON	FLYBE LTD	S	230	0	0	87	7	4	1	0	0	7	89	6	296
<b>TOTAL SOUTHAMPTON</b>			<b>230</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>6</b>	<b>296</b>
STANSTED	EASYJET AIRLINE COMPANY LTD	S	194	0	0	92	6	1	1	0	0	4	96	5	188
<b>TOTAL STANSTED</b>			<b>194</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>96</b>	<b>5</b>	<b>188</b>
STORNOWAY	LOGANAIR	S	212	0	0	84	9	4	3	0	0	8	89	7	219
<b>TOTAL STORNOWAY</b>			<b>212</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>7</b>	<b>219</b>
SUMBURGH	LOGANAIR	S	61	0	0	84	3	5	8	0	0	15	69	23	61
<b>TOTAL SUMBURGH</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>3</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>23</b>	<b>61</b>
TIREE	LOGANAIR	S	60	0	0	67	13	8	8	3	0	25	85	14	62
<b>TOTAL TIREE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>13</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>85</b>	<b>14</b>	<b>62</b>
<b>TOTAL UNITED KINGDOM</b>			<b>3875</b>	<b>5</b>	<b>8</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>8</b>	<b>3956</b>
<b>USA</b>															
NEW YORK (NEWARK)	UNITED AIRLINES	S	62	0	0	81	6	11	2	0	0	9	55	39	60
<b>TOTAL NEW YORK (NEWARK)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>56</b>	<b>38</b>	<b>62</b>
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	17	0	0	94	6	0	0	0	0	4	81	9	16
<b>TOTAL ORLANDO</b>			<b>17</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>81</b>	<b>9</b>	<b>16</b>
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	61	1	1	92	7	0	2	0	0	4	77	16	62
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>61</b>	<b>1</b>	<b>1</b>	<b>92</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>77</b>	<b>16</b>	<b>62</b>
SANFORD	THOMAS COOK AIRLINES LTD	S	3	0	0	33	0	0	33	33	0	109	0	0	0
	THOMSON AIRWAYS LTD	C	9	0	0	78	0	22	0	0	0	13	100	3	8
<b>TOTAL SANFORD</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>17</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>37</b>	<b>79</b>	<b>109</b>	<b>14</b>
<b>TOTAL USA</b>			<b>152</b>	<b>2</b>	<b>1</b>	<b>86</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>32</b>	<b>154</b>
<b>TOTAL GLASGOW</b>			<b>6731</b>	<b>11</b>	<b>10</b>	<b>84</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>11</b>	<b>6615</b>

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>ALGERIA</b>															
ALGIERS	AIR ALGERIE	S	44	0	0	16	7	27	50	0	0	62	62	30	42
<b>TOTAL ALGIERS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>7</b>	<b>27</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>62</b>	<b>30</b>	<b>42</b>
<b>TOTAL ALGERIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>7</b>	<b>27</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>62</b>	<b>30</b>	<b>42</b>
<b>ANGOLA</b>															
LUANDA	BRITISH AIRWAYS PLC	S	18	0	0	61	17	6	17	0	0	19	78	12	18
<b>TOTAL LUANDA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>17</b>	<b>6</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>78</b>	<b>12</b>	<b>18</b>
<b>TOTAL ANGOLA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>17</b>	<b>6</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>78</b>	<b>12</b>	<b>18</b>
<b>ARGENTINA</b>															
BUENOS AIRES	BRITISH AIRWAYS PLC	S	62	0	0	84	13	2	2	0	0	7	84	8	62
<b>TOTAL BUENOS AIRES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>8</b>	<b>62</b>
<b>TOTAL ARGENTINA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>8</b>	<b>62</b>
<b>AUSTRALIA</b>															
MELBOURNE	QANTAS	S	62	0	0	65	23	6	6	0	0	18	85	13	62
<b>TOTAL MELBOURNE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>23</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>85</b>	<b>13</b>	<b>62</b>
SYDNEY	BRITISH AIRWAYS PLC	S	62	0	0	85	2	5	6	0	2	26	81	9	62
	QANTAS	S	62	0	0	66	11	11	10	0	2	26	77	31	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	1	85	8	3	3	0	0	8	85	7	62
<b>TOTAL SYDNEY</b>			<b>186</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>7</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>81</b>	<b>16</b>	<b>186</b>
<b>TOTAL AUSTRALIA</b>			<b>248</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>82</b>	<b>15</b>	<b>248</b>
<b>AUSTRIA</b>															
VIENNA	BRITISH AIRWAYS PLC	S	303	0	0	91	7	2	0	0	0	4	93	5	308
	TYROLEAN AIRWAYS	S	186	0	0	88	9	1	2	0	0	6	81	9	246
<b>TOTAL VIENNA</b>			<b>489</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>7</b>	<b>554</b>
<b>TOTAL AUSTRIA</b>			<b>489</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>7</b>	<b>554</b>
<b>AZERBAIJAN</b>															
BAKU (HEYDER ALIYEV INT'L)	AZERBAIJAN AIRLINES (AZAL)	S	44	0	0	80	16	5	0	0	0	7	69	28	26
	BRITISH AIRWAYS PLC	S	60	0	0	57	25	12	7	0	0	17	0	0	0
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>21</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>28</b>	<b>26</b>
<b>TOTAL AZERBAIJAN</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>21</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>28</b>	<b>26</b>
<b>BAHRAIN</b>															
BAHRAIN	GULF AIR	S	124	0	0	90	8	2	0	0	0	6	84	8	124
<b>TOTAL BAHRAIN</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>8</b>	<b>124</b>
<b>TOTAL BAHRAIN</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>8</b>	<b>124</b>
<b>BANGLADESH</b>															
DHAKHA	BIMAN BANGLADESH AIRLINES	S	26	0	0	65	4	12	15	4	0	28	63	25	24
<b>TOTAL DHAKHA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>4</b>	<b>12</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>28</b>	<b>63</b>	<b>25</b>	<b>24</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2013

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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			26	0	0	65	4	12	15	4	0	28	63	25	24
<b>BELGIUM</b>															
BRUSSELS	BRITISH AIRWAYS PLC	S	403	0	0	82	13	4	0	0	0	9	84	8	346
	BRUSSELS AIRLINES	S	176	0	0	79	14	5	2	0	0	9	88	6	248
<b>TOTAL BRUSSELS</b>			<b>579</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>7</b>	<b>594</b>
<b>TOTAL BELGIUM</b>			<b>579</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>7</b>	<b>594</b>
<b>BRAZIL</b>															
RIO DE JANEIRO (GALEAO)	BRITISH AIRWAYS PLC	S	62	0	0	68	13	18	2	0	0	14	83	10	53
	TAM LINHAS AEREAS	S	26	0	0	81	8	12	0	0	0	10	75	9	28
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>10</b>	<b>81</b>
SAO PAULO (GUARULHOS)	BRITISH AIRWAYS PLC	S	62	0	0	74	16	5	0	0	5	58	87	39	62
	TAM LINHAS AEREAS	S	62	0	0	74	16	6	3	0	0	10	82	7	62
<b>TOTAL SAO PAULO (GUARULHOS)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>34</b>	<b>85</b>	<b>23</b>	<b>124</b>
<b>TOTAL BRAZIL</b>			<b>212</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>83</b>	<b>18</b>	<b>205</b>
<b>BRUNEI</b>															
BANDAR SERI BEGAWAN	ROYAL BRUNEI AIRLINES	S	61	1	0	95	0	3	0	0	2	10	74	19	62
<b>TOTAL BANDAR SERI BEGAWAN</b>			<b>61</b>	<b>1</b>	<b>0</b>	<b>95</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>10</b>	<b>74</b>	<b>19</b>	<b>62</b>
<b>TOTAL BRUNEI</b>			<b>61</b>	<b>1</b>	<b>0</b>	<b>95</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>10</b>	<b>74</b>	<b>19</b>	<b>62</b>
<b>BULGARIA</b>															
SOFIA	BRITISH AIRWAYS PLC	S	62	0	0	95	3	2	0	0	0	3	97	2	62
	BULGARIA AIR	S	62	0	0	61	21	18	0	0	0	14	48	18	62
<b>TOTAL SOFIA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>10</b>	<b>124</b>
<b>TOTAL BULGARIA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>10</b>	<b>124</b>
<b>CANADA</b>															
CALGARY	AIR CANADA	S	62	0	0	81	15	5	0	0	0	7	53	20	62
	BRITISH AIRWAYS PLC	S	62	0	0	92	6	2	0	0	0	4	68	35	62
<b>TOTAL CALGARY</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>60</b>	<b>28</b>	<b>124</b>
EDMONTON	AIR CANADA	S	62	0	0	81	13	5	0	2	0	10	74	34	61
<b>TOTAL EDMONTON</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>34</b>	<b>61</b>
HALIFAX INT	AIR CANADA	S	62	0	0	79	13	6	2	0	0	7	69	38	61
<b>TOTAL HALIFAX INT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>69</b>	<b>38</b>	<b>61</b>
MONTREAL (DORVAL)	AIR CANADA	S	62	0	0	76	19	5	0	0	0	8	71	16	62
	BRITISH AIRWAYS PLC	S	62	0	0	66	19	6	8	0	0	17	65	14	62
<b>TOTAL MONTREAL (DORVAL)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>19</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>15</b>	<b>124</b>
OTTAWA INTERNATIONAL	AIR CANADA	S	62	0	0	85	8	6	0	0	0	6	61	40	62
<b>TOTAL OTTAWA INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>61</b>	<b>40</b>	<b>62</b>
ST JOHNS	AIR CANADA	S	62	0	0	97	2	0	2	0	0	3	70	31	60
<b>TOTAL ST JOHNS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>70</b>	<b>31</b>	<b>60</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 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)
TORONTO	AIR CANADA	S	308	0	2	76	14	6	3	2	0	14	46	47	308
	BRITISH AIRWAYS PLC	S	144	0	0	56	17	13	11	2	0	27	59	18	124
<b>TOTAL TORONTO</b>			<b>452</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>15</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>50</b>	<b>39</b>	<b>432</b>
VANCOUVER	AIR CANADA	S	62	0	0	71	21	6	2	0	0	12	50	22	62
	BRITISH AIRWAYS PLC	S	106	0	0	65	13	16	6	0	0	18	76	14	105
	VIRGIN ATLANTIC AIRWAYS LTD	S	36	0	0	72	17	11	0	0	0	10	94	5	35
<b>TOTAL VANCOUVER</b>			<b>204</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>15</b>	<b>202</b>
<b>TOTAL CANADA</b>			<b>1152</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>61</b>	<b>30</b>	<b>1126</b>
CAYMAN ISLANDS															
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	36	0	0	72	14	3	8	3	0	20	83	9	36
<b>TOTAL GRAND CAYMAN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>3</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>83</b>	<b>9</b>	<b>36</b>
<b>TOTAL CAYMAN ISLANDS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>3</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>83</b>	<b>9</b>	<b>36</b>
CHINA															
BEIJING	AIR CHINA	S	62	0	0	53	15	18	13	2	0	30	79	8	62
	BRITISH AIRWAYS PLC	S	61	1	1	43	20	13	16	7	2	66	60	32	62
<b>TOTAL BEIJING</b>			<b>123</b>	<b>1</b>	<b>1</b>	<b>48</b>	<b>17</b>	<b>15</b>	<b>15</b>	<b>4</b>	<b>1</b>	<b>47</b>	<b>69</b>	<b>20</b>	<b>124</b>
GUANGZHOU BAIYUN INTERNATIONAL	CHINA SOUTHERN	S	62	0	0	90	6	2	2	0	0	6	75	13	28
<b>TOTAL GUANGZHOU BAIYUN INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>13</b>	<b>28</b>
SHANGHAI (PU DONG)	BRITISH AIRWAYS PLC	S	62	0	0	68	16	6	6	3	0	21	66	15	53
	CHINA EASTERN AIRLINES	S	36	0	0	69	17	8	3	3	0	18	88	4	34
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	81	13	6	0	0	0	7	82	15	62
<b>TOTAL SHANGHAI (PU DONG)</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>78</b>	<b>12</b>	<b>149</b>
<b>TOTAL CHINA</b>			<b>345</b>	<b>1</b>	<b>1</b>	<b>67</b>	<b>14</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>74</b>	<b>16</b>	<b>301</b>
CROATIA															
SPLIT	CROATIA AIRLINES	S	10	0	0	50	30	20	0	0	0	19	50	14	8
<b>TOTAL SPLIT</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>30</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>50</b>	<b>14</b>	<b>8</b>
ZAGREB	BRITISH AIRWAYS PLC	S	62	0	0	81	11	8	0	0	0	7	0	0	0
	CROATIA AIRLINES	S	70	0	0	73	16	9	3	0	0	14	60	18	72
<b>TOTAL ZAGREB</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>60</b>	<b>18</b>	<b>72</b>
<b>TOTAL CROATIA</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>59</b>	<b>17</b>	<b>80</b>
CYPRUS															
LARNACA	BRITISH AIRWAYS PLC	S	62	0	0	84	13	2	2	0	0	9	77	17	62
	CYPRUS AIRWAYS	S	124	0	0	85	9	4	2	0	0	6	67	12	124
<b>TOTAL LARNACA</b>			<b>186</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>74</b>	<b>12</b>	<b>248</b>
<b>TOTAL CYPRUS</b>			<b>186</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>74</b>	<b>12</b>	<b>248</b>
CZECH REPUBLIC															
PRAGUE	BRITISH AIRWAYS PLC	S	291	0	0	86	8	5	2	0	0	7	90	6	310
<b>TOTAL PRAGUE</b>			<b>291</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>90</b>	<b>6</b>	<b>310</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>291</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>90</b>	<b>6</b>	<b>310</b>

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>DENMARK</b>															
COPENHAGEN	BRITISH AIRWAYS PLC	S	354	0	0	81	10	7	3	0	0	9	89	6	356
	SAS	S	264	0	0	86	10	3	0	0	0	5	91	4	301
<b>TOTAL COPENHAGEN</b>			<b>618</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>8</b>	<b>90</b>	<b>5</b>	<b>657</b>
<b>TOTAL DENMARK</b>			<b>618</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>8</b>	<b>90</b>	<b>5</b>	<b>657</b>
<b>EGYPT</b>															
CAIRO	BRITISH AIRWAYS PLC	S	56	4	6	63	20	4	2	0	13	85	82	9	56
	EGYPT AIR	S	124	0	0	50	23	16	10	0	0	23	50	20	98
<b>TOTAL CAIRO</b>			<b>180</b>	<b>4</b>	<b>6</b>	<b>54</b>	<b>22</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>43</b>	<b>63</b>	<b>15</b>	<b>216</b>
LUXOR	EGYPT AIR	S	8	0	0	88	0	13	0	0	0	10	88	6	8
<b>TOTAL LUXOR</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>10</b>	<b>88</b>	<b>6</b>	<b>8</b>
<b>TOTAL EGYPT</b>			<b>188</b>	<b>4</b>	<b>6</b>	<b>55</b>	<b>21</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>4</b>	<b>41</b>	<b>68</b>	<b>14</b>	<b>250</b>
<b>ETHIOPIA</b>															
ADDIS ABABA	ETHIOPIAN AIRLINES	S	54	0	0	69	13	15	2	2	0	18	78	13	54
<b>TOTAL ADDIS ABABA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>15</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>78</b>	<b>13</b>	<b>54</b>
<b>TOTAL ETHIOPIA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>15</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>78</b>	<b>13</b>	<b>54</b>
<b>FINLAND</b>															
HELSINKI	BRITISH AIRWAYS PLC	S	124	0	0	81	11	5	3	0	0	10	77	9	124
	FINNAIR	S	247	0	0	93	5	2	0	0	0	4	90	4	248
<b>TOTAL HELSINKI</b>			<b>371</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>85</b>	<b>6</b>	<b>372</b>
<b>TOTAL FINLAND</b>			<b>371</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>85</b>	<b>6</b>	<b>372</b>
<b>FRANCE</b>															
BASTIA	BRITISH AIRWAYS PLC	C	10	0	0	90	10	0	0	0	0	2	100	0	8
<b>TOTAL BASTIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>0</b>	<b>8</b>
FIGARI	BRITISH AIRWAYS PLC	C	8	0	0	63	13	25	0	0	0	20	0	0	0
<b>TOTAL FIGARI</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
LYON	BRITISH AIRWAYS PLC	S	238	0	0	84	9	4	3	0	0	10	81	9	186
<b>TOTAL LYON</b>			<b>238</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>9</b>	<b>186</b>
MARSEILLE	BRITISH AIRWAYS PLC	S	185	0	0	79	13	8	1	0	0	8	0	0	0
<b>TOTAL MARSEILLE</b>			<b>185</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
NICE	BRITISH AIRWAYS PLC	S	434	0	0	80	10	8	3	0	0	10	83	10	558
<b>TOTAL NICE</b>			<b>434</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>10</b>	<b>558</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	433	0	0	84	12	3	1	0	0	7	85	7	434
	BRITISH AIRWAYS PLC	S	403	0	0	81	10	6	3	0	0	10	89	6	410
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>836</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>6</b>	<b>844</b>
PARIS (ORLY)	BRITISH AIRWAYS PLC	S	248	0	0	82	10	4	4	0	0	9	89	7	248
<b>TOTAL PARIS (ORLY)</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>89</b>	<b>7</b>	<b>248</b>
TOULOUSE (BLAGNAC)	BRITISH AIRWAYS PLC	S	186	0	0	83	8	4	4	0	1	11	94	4	186

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL TOULOUSE (BLAGNAC)			186	0	0	83	8	4	4	0	1	11	94	4	186
TOTAL FRANCE			2145	0	0	82	10	5	3	0	0	9	86	7	2030
GERMANY															
BERLIN (TEGEL)	BRITISH AIRWAYS PLC	S	404	0	0	86	8	4	2	0	0	7	84	7	345
	LUFTHANSA	S	170	0	0	87	8	5	0	0	0	5	85	8	186
TOTAL BERLIN (TEGEL)			574	0	0	86	8	5	2	0	0	6	84	8	531
COLOGNE BONN	GERMANWINGS	S	156	0	0	85	7	5	3	0	0	8	91	4	174
TOTAL COLOGNE BONN			156	0	0	85	7	5	3	0	0	8	91	4	174
DUSSELDORF	BRITISH AIRWAYS PLC	S	293	0	0	86	7	6	1	0	0	7	92	4	330
	LUFTHANSA	S	256	0	0	90	9	1	0	0	0	9	90	7	277
TOTAL DUSSELDORF			549	0	0	88	8	4	0	0	0	8	91	6	607
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	343	0	0	78	14	6	3	0	0	11	81	10	385
	LUFTHANSA	S	739	0	1	82	14	3	1	0	0	8	81	9	735
TOTAL FRANKFURT MAIN			1082	0	1	80	14	4	2	0	0	9	81	9	1120
HAMBURG	BRITISH AIRWAYS PLC	S	309	0	0	87	5	6	1	1	0	9	92	5	273
	LUFTHANSA	S	176	0	0	91	5	3	2	0	0	5	92	5	184
TOTAL HAMBURG			485	0	0	89	5	5	1	0	0	8	92	5	457
HANOVER	BRITISH AIRWAYS PLC	S	186	0	0	92	5	2	1	0	0	5	91	5	169
TOTAL HANOVER			186	0	0	92	5	2	1	0	0	5	91	5	169
MUNICH	BRITISH AIRWAYS PLC	S	354	0	0	88	7	4	2	0	0	7	86	7	294
	LUFTHANSA	S	482	0	0	93	5	1	0	0	0	4	90	5	496
TOTAL MUNICH			836	0	0	91	6	2	1	0	0	5	88	6	790
STUTTART	BRITISH AIRWAYS PLC	S	124	0	0	85	12	2	0	0	0	6	90	6	124
	GERMANWINGS	S	158	0	0	87	5	5	3	0	0	8	85	8	179
TOTAL STUTTART			282	0	0	87	8	4	1	0	0	7	87	7	303
TOTAL GERMANY			4150	0	1	86	9	4	1	0	0	7	87	7	4151
GHANA															
ACCRA	BRITISH AIRWAYS PLC	S	63	0	0	51	27	16	6	0	0	19	60	16	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	44	0	0	57	36	5	2	0	0	15	77	14	44
TOTAL ACCRA			107	0	0	53	31	11	5	0	0	17	67	15	106
TOTAL GHANA			107	0	0	53	31	11	5	0	0	17	67	15	106
GIBRALTAR															
GIBRALTAR	BRITISH AIRWAYS PLC	S	80	0	0	89	5	3	3	1	0	10	92	16	62
TOTAL GIBRALTAR			80	0	0	89	5	3	3	1	0	10	92	16	62
TOTAL GIBRALTAR			80	0	0	89	5	3	3	1	0	10	92	16	62
GREECE															
ATHENS	AEGEAN AIRLINES	S	186	0	0	91	7	2	0	0	0	4	83	7	248
	BRITISH AIRWAYS PLC	S	240	0	0	90	5	3	2	0	0	6	91	7	256
TOTAL ATHENS			426	0	0	90	6	3	1	0	0	5	87	7	504

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			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
KOS	BRITISH AIRWAYS PLC	C	18	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL KOS</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>
LEMNOS	BRITISH AIRWAYS PLC	C	8	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL LEMNOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
RHODES	BRITISH AIRWAYS PLC	C	20	0	0	90	10	0	0	0	0	2	75	8	16
<b>TOTAL RHODES</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>2</b>	<b>75</b>	<b>8</b>	<b>16</b>
SALONIKA	BRITISH AIRWAYS PLC	C	10	0	0	90	10	0	0	0	0	3	0	0	0
<b>TOTAL SALONIKA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GREECE</b>			<b>482</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>7</b>	<b>520</b>
<b>HONG KONG</b>															
HONG KONG (CHEK LAP KOK)	BRITISH AIRWAYS PLC	S	120	0	0	68	13	10	3	0	7	75	83	10	151
	CATHAY PACIFIC AIRWAYS	S	310	0	0	71	13	12	5	0	15	80	10	230	
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>			<b>430</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>32</b>	<b>81</b>	<b>10</b>	<b>381</b>
<b>TOTAL HONG KONG</b>			<b>430</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>32</b>	<b>81</b>	<b>10</b>	<b>381</b>
<b>HUNGARY</b>															
BUDAPEST	BRITISH AIRWAYS PLC	S	186	0	0	75	10	9	4	1	0	16	75	12	186
<b>TOTAL BUDAPEST</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>10</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>12</b>	<b>186</b>
<b>TOTAL HUNGARY</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>10</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>12</b>	<b>186</b>
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	124	0	0	87	6	6	1	0	0	7	76	10	124
<b>TOTAL KEFLAVIK</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>10</b>	<b>124</b>
<b>TOTAL ICELAND</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>10</b>	<b>124</b>
<b>INDIA</b>															
BANGALORE (BENGALURU)	BRITISH AIRWAYS PLC	S	62	0	0	79	10	10	2	0	0	9	87	19	62
<b>TOTAL BANGALORE (BENGALURU)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>19</b>	<b>62</b>
CHENNAI	BRITISH AIRWAYS PLC	S	45	0	0	73	9	11	7	0	0	16	93	4	42
<b>TOTAL CHENNAI</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>9</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>93</b>	<b>4</b>	<b>42</b>
DELHI	AIR INDIA	S	124	0	0	93	6	1	0	0	0	3	0	0	0
	BRITISH AIRWAYS PLC	S	124	0	0	81	7	6	4	0	1	15	81	9	124
	JET AIRWAYS	S	62	0	0	84	16	0	0	0	0	5	90	5	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	89	8	3	0	0	0	4	87	5	62
<b>TOTAL DELHI</b>			<b>372</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>7</b>	<b>248</b>
HYDERABAD ( RAJIV GHANDI )	BRITISH AIRWAYS PLC	S	54	0	0	67	13	11	6	4	0	26	77	6	44
<b>TOTAL HYDERABAD ( RAJIV GHANDI )</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>13</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>26</b>	<b>77</b>	<b>6</b>	<b>44</b>
<b>MUMBAI</b>															
	AIR INDIA	S	62	0	0	85	5	5	5	0	10	85	8	26	
	BRITISH AIRWAYS PLC	S	124	0	0	77	13	2	2	3	2	32	84	26	124
	JET AIRWAYS	S	124	0	0	83	15	2	0	0	0	6	93	4	124
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	89	8	2	2	0	0	5	0	0	0
<b>TOTAL MUMBAI</b>			<b>372</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>15</b>	<b>88</b>	<b>14</b>	<b>274</b>

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				Actual (7)	Plan (8)										
<b>TOTAL INDIA</b>			<b>905</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>10</b>	<b>757</b>
<b>IRAN</b>															
TEHRAN IMAM KHOMEINI	IRAN AIR	S	26	0	0	50	35	15	0	0	0	16	77	11	26
<b>TOTAL TEHRAN IMAM KHOMEINI</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>35</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>14</b>	<b>88</b>
<b>TOTAL IRAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>35</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>14</b>	<b>88</b>
<b>IRISH REPUBLIC</b>															
CORK	AER LINGUS	S	247	0	0	95	4	0	0	0	0	5	90	6	247
<b>TOTAL CORK</b>			<b>247</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>6</b>	<b>247</b>
DUBLIN	AER LINGUS	S	782	0	0	91	5	4	1	0	0	5	87	7	789
	BRITISH AIRWAYS PLC	S	477	0	0	78	14	5	3	0	0	10	77	10	330
<b>TOTAL DUBLIN</b>			<b>1259</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>8</b>	<b>1119</b>
SHANNON	AER LINGUS	S	186	0	0	85	4	3	5	3	0	15	80	11	186
<b>TOTAL SHANNON</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>3</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>11</b>	<b>186</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>1692</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>8</b>	<b>1552</b>
<b>ISRAEL</b>															
TEL AVIV	BRITISH AIRWAYS PLC	S	176	1	0	80	13	7	1	1	0	10	79	11	124
	EL AL	S	94	0	0	83	13	2	1	1	0	10	69	31	97
<b>TOTAL TEL AVIV</b>			<b>270</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>19</b>	<b>221</b>
<b>TOTAL ISRAEL</b>			<b>270</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>19</b>	<b>221</b>
<b>ITALY</b>															
BOLOGNA	BRITISH AIRWAYS PLC	S	186	0	0	69	18	10	3	0	0	14	82	8	62
<b>TOTAL BOLOGNA</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>8</b>	<b>62</b>
CAGLIARI (ELMAS)	BRITISH AIRWAYS PLC	C	30	0	0	87	10	3	0	0	0	7	71	18	24
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>71</b>	<b>18</b>	<b>24</b>
FLORENCE	VUELING AIRLINES	S	62	0	0	81	8	5	3	3	0	18	0	0	0
<b>TOTAL FLORENCE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
MILAN (LINATE)	ALITALIA (CAI)	S	231	0	0	92	5	3	0	0	0	4	85	7	292
	BRITISH AIRWAYS PLC	S	382	0	0	82	9	7	2	0	0	9	83	8	326
<b>TOTAL MILAN (LINATE)</b>			<b>613</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>7</b>	<b>618</b>
MILAN (MALPENSA)	BRITISH AIRWAYS PLC	S	175	0	0	77	13	9	2	0	0	11	87	8	178
<b>TOTAL MILAN (MALPENSA)</b>			<b>175</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>8</b>	<b>178</b>
OLBIA	BRITISH AIRWAYS PLC	C	10	0	0	70	10	10	10	0	0	16	88	4	8
<b>TOTAL OLBIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>88</b>	<b>4</b>	<b>8</b>
PISA	BRITISH AIRWAYS PLC	S	72	0	0	83	7	7	3	0	0	8	89	6	70
<b>TOTAL PISA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>6</b>	<b>70</b>
ROME (FIUMICINO)	ALITALIA (CAI)	S	186	0	0	78	11	8	3	0	0	10	67	14	249
	BRITISH AIRWAYS PLC	S	432	0	0	69	15	11	5	0	0	15	79	11	434
<b>TOTAL ROME (FIUMICINO)</b>			<b>618</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>12</b>	<b>683</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2013

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
VENICE	BRITISH AIRWAYS PLC	S	96	0	0	88	7	4	1	0	0	6	77	11	94
<b>TOTAL VENICE</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>11</b>	<b>94</b>
<b>TOTAL ITALY</b>			<b>1862</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>10</b>	<b>1737</b>
<b>JAPAN</b>															
TOKYO (HANEDA)	BRITISH AIRWAYS PLC	S	45	0	0	82	11	7	0	0	0	7	91	6	43
<b>TOTAL TOKYO (HANEDA)</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>6</b>	<b>43</b>
TOKYO (NARITA)	ALL NIPPON AIRWAYS	S	62	0	0	87	6	6	0	0	0	5	85	7	62
	BRITISH AIRWAYS PLC	S	62	0	0	66	8	13	10	3	0	29	76	12	62
	JAPAN AIRLINES	S	62	0	0	94	6	0	0	0	0	3	89	6	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	87	6	5	2	0	0	7	79	11	62
<b>TOTAL TOKYO (NARITA)</b>			<b>249</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>9</b>	<b>248</b>
<b>TOTAL JAPAN</b>			<b>294</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>9</b>	<b>291</b>
<b>JORDAN</b>															
AMMAN	BRITISH AIRWAYS PLC	S	97	0	0	77	13	5	4	0	0	12	84	8	89
	ROYAL JORDANIAN	S	62	0	0	73	24	3	0	0	0	9	74	12	62
<b>TOTAL AMMAN</b>			<b>159</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>18</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>10</b>	<b>151</b>
<b>TOTAL JORDAN</b>			<b>159</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>18</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>10</b>	<b>151</b>
<b>KAZAKHSTAN</b>															
ALMATY	AIR ASTANA	S	18	0	0	44	28	22	6	0	0	20	73	21	15
	BRITISH AIRWAYS PLC	S	27	0	0	63	19	19	0	0	0	15	0	0	0
<b>TOTAL ALMATY</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>73</b>	<b>21</b>	<b>15</b>
<b>TOTAL KAZAKHSTAN</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>73</b>	<b>21</b>	<b>15</b>
<b>KENYA</b>															
NAIROBI	BRITISH AIRWAYS PLC	S	66	0	0	71	17	11	2	0	0	12	79	11	62
	KENYA AIRWAYS	S	62	0	0	71	15	10	5	0	0	14	93	5	76
<b>TOTAL NAIROBI</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>84</b>	<b>10</b>	<b>183</b>
<b>TOTAL KENYA</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>84</b>	<b>10</b>	<b>183</b>
<b>KUWAIT</b>															
KUWAIT	BRITISH AIRWAYS PLC	S	62	0	0	76	18	6	0	0	0	9	90	6	62
	KUWAIT AIRWAYS	S	62	0	0	45	27	15	13	0	0	26	59	37	68
<b>TOTAL KUWAIT</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>23</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>74</b>	<b>22</b>	<b>130</b>
<b>TOTAL KUWAIT</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>23</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>74</b>	<b>22</b>	<b>130</b>
<b>LEBANON</b>															
BEIRUT	BRITISH AIRWAYS PLC	S	88	0	0	83	11	2	2	1	0	11	87	8	62
	MEA	S	64	0	0	86	13	2	0	0	0	7	89	9	62
<b>TOTAL BEIRUT</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>8</b>	<b>124</b>
<b>TOTAL LEBANON</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>8</b>	<b>124</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2013

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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>LIBERIA</b>															
MONROVIA (ROBERTS)	BRITISH AIRWAYS PLC	S	26	0	0	96	0	4	0	0	0	4	0	0	0
TOTAL MONROVIA (ROBERTS)			26	0	0	96	0	4	0	0	0	4	0	0	0
TOTAL LIBERIA			26	0	0	96	0	4	0	0	0	4	0	0	0
<b>LIBYA</b>															
TRIPOLI	BRITISH AIRWAYS PLC	S	26	0	0	73	19	8	0	0	0	10	96	3	26
	LIBYAN ARAB AIRLINES	S	18	0	0	6	39	33	22	0	0	43	0	0	0
TOTAL TRIPOLI			44	0	0	45	27	18	9	0	0	24	96	3	26
TOTAL LIBYA			44	0	0	45	27	18	9	0	0	24	96	3	26
<b>LUXEMBOURG</b>															
LUXEMBOURG	BRITISH AIRWAYS PLC	S	124	0	0	85	6	5	3	0	0	10	89	9	108
TOTAL LUXEMBOURG			124	0	0	85	6	5	3	0	0	10	89	9	108
TOTAL LUXEMBOURG			124	0	0	85	6	5	3	0	0	10	89	9	108
<b>MALAYSIA</b>															
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-M	S	124	0	0	60	19	10	10	1	0	22	83	7	123
TOTAL KUALA LUMPUR (SEPANG)			124	0	0	60	19	10	10	1	0	22	83	7	123
TOTAL MALAYSIA			124	0	0	60	19	10	10	1	0	22	83	7	123
<b>MALTA</b>															
MALTA	AIR MALTA	S	134	0	0	91	8	1	0	0	0	4	88	6	134
TOTAL MALTA			134	0	0	91	8	1	0	0	0	4	88	6	134
TOTAL MALTA			134	0	0	91	8	1	0	0	0	4	88	6	134
<b>MAURITIUS</b>															
MAURITIUS	AIR MAURITIUS LTD	S	36	0	0	100	0	0	0	0	0	1	94	4	36
TOTAL MAURITIUS			36	0	0	100	0	0	0	0	0	1	94	4	36
TOTAL MAURITIUS			36	0	0	100	0	0	0	0	0	1	94	4	36
<b>MEXICO</b>															
MEXICO CITY	AEROMEXICO	S	28	0	0	86	11	0	4	0	0	7	0	0	0
	BRITISH AIRWAYS PLC	S	44	0	0	57	7	18	18	0	0	30	69	21	35
TOTAL MEXICO CITY			72	0	0	68	8	11	13	0	0	21	69	21	35
TOTAL MEXICO			72	0	0	68	8	11	13	0	0	21	69	21	35
<b>MOROCCO</b>															
AGADIR	BRITISH AIRWAYS PLC	S	18	0	0	94	6	0	0	0	0	2	81	11	16
TOTAL AGADIR			18	0	0	94	6	0	0	0	0	2	81	11	16
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	62	0	0	50	24	18	8	0	0	22	82	8	62
TOTAL CASABLANCA MOHAMED V			62	0	0	50	24	18	8	0	0	22	72	12	96
TANGIERS (IBN BATUTA)	ROYAL AIR MAROC	S	18	0	0	17	33	22	28	0	0	42	69	21	16

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2013

		Reporting Airport: HEATHROW (Full Analysis)											AUG 2012		
		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										
ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL TANGIERS (IBN BATUTA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>33</b>	<b>22</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>69</b>	<b>21</b>	<b>16</b>
<b>TOTAL MOROCCO</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>22</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>69</b>	<b>16</b>	<b>172</b>
<b>NETHERLANDS</b>															
<b>AMSTERDAM</b>	BRITISH AIRWAYS PLC	S	439	0	0	79	11	8	2	0	0	9	83	9	477
	KLM	S	392	0	0	93	5	2	1	0	0	4	94	4	478
	KLM CITYHOPPER	S	271	0	0	93	6	0	1	0	0	4	90	5	194
<b>TOTAL AMSTERDAM</b>			<b>1102</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>6</b>	<b>1149</b>
<b>ROTTERDAM</b>	BRITISH AIRWAYS PLC	S	168	0	0	85	7	5	3	0	0	9	0	0	0
<b>TOTAL ROTTERDAM</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NETHERLANDS</b>			<b>1270</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>6</b>	<b>1149</b>
<b>NEW ZEALAND</b>															
<b>AUCKLAND INTERNATIONAL</b>	AIR NEW ZEALAND LTD	S	62	0	0	85	15	0	0	0	0	5	84	6	111
<b>TOTAL AUCKLAND INTERNATIONAL</b>			<b>62</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>5</b>	<b>84</b>	<b>6</b>	<b>111</b>
<b>TOTAL NEW ZEALAND</b>			<b>62</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>5</b>	<b>84</b>	<b>6</b>	<b>111</b>
<b>NIGERIA</b>															
<b>ABUJA</b>	BRITISH AIRWAYS PLC	S	61	0	0	80	10	8	2	0	0	11	79	13	62
<b>TOTAL ABUJA</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>13</b>	<b>62</b>
<b>LAGOS</b>	ARIK AIR	S	64	0	1	64	20	11	3	2	0	19	70	18	61
	BRITISH AIRWAYS PLC	S	62	0	0	52	24	19	5	0	0	19	65	32	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	74	16	10	0	0	0	9	94	4	62
<b>TOTAL LAGOS</b>			<b>188</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>20</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>18</b>	<b>185</b>
<b>TOTAL NIGERIA</b>			<b>249</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>18</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>17</b>	<b>247</b>
<b>NORWAY</b>															
<b>BERGEN</b>	BRITISH AIRWAYS PLC	S	122	0	0	83	10	7	1	0	0	8	82	6	62
<b>TOTAL BERGEN</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>6</b>	<b>62</b>
<b>OSLO (GARDERMOEN)</b>	BRITISH AIRWAYS PLC	S	276	0	0	83	8	6	3	0	0	8	84	8	245
	SAS	S	212	0	0	94	3	2	0	0	0	4	92	4	238
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>488</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>6</b>	<b>483</b>
<b>STAVANGER</b>	BRITISH AIRWAYS PLC	S	122	0	0	88	5	7	0	1	0	6	89	4	62
	SAS	S	114	0	0	95	4	1	0	0	0	2	97	2	100
<b>TOTAL STAVANGER</b>			<b>236</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>94</b>	<b>3</b>	<b>162</b>
<b>TOTAL NORWAY</b>			<b>846</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>5</b>	<b>707</b>
<b>OMAN</b>															
<b>MUSCAT</b>	BRITISH AIRWAYS PLC	S	62	0	0	76	10	10	3	2	0	14	92	5	62
	OMAN AIR	S	62	0	0	81	10	5	5	0	0	12	94	3	62
<b>TOTAL MUSCAT</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>93</b>	<b>4</b>	<b>124</b>
<b>TOTAL OMAN</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>93</b>	<b>4</b>	<b>124</b>

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	34	0	1	56	9	18	18	0	0	30	65	20	34
<b>TOTAL ISLAMABAD</b>			<b>34</b>	<b>0</b>	<b>1</b>	<b>56</b>	<b>9</b>	<b>18</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>65</b>	<b>20</b>	<b>34</b>
KARACHI	PAKISTAN INTL AIRLINES	S	24	0	0	67	4	8	21	0	0	29	91	6	23
<b>TOTAL KARACHI</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>4</b>	<b>8</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>91</b>	<b>6</b>	<b>23</b>
LAHORE	PAKISTAN INTL AIRLINES	S	30	0	0	50	23	20	7	0	0	21	73	33	26
<b>TOTAL LAHORE</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>23</b>	<b>20</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>73</b>	<b>33</b>	<b>26</b>
<b>TOTAL PAKISTAN</b>			<b>88</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>13</b>	<b>16</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>75</b>	<b>19</b>	<b>88</b>
<b>POLAND</b>															
WARSAW	BRITISH AIRWAYS PLC	S	124	0	0	84	12	1	3	0	0	8	90	5	124
	LOT-POLISH AIRLINES	S	176	0	0	74	14	7	5	0	0	13	75	14	178
<b>TOTAL WARSAW</b>			<b>300</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>10</b>	<b>302</b>
<b>TOTAL POLAND</b>			<b>300</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>10</b>	<b>302</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
LISBON	AIR PORTUGAL	S	390	0	0	61	13	14	11	1	0	23	61	20	386
	BRITISH AIRWAYS PLC	S	186	0	0	74	15	9	3	0	0	12	92	4	183
<b>TOTAL LISBON</b>			<b>576</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>14</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>71</b>	<b>15</b>	<b>569</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>576</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>14</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>71</b>	<b>15</b>	<b>569</b>
<b>QATAR</b>															
DOHA	BRITISH AIRWAYS PLC	S	62	0	0	81	13	3	3	0	0	9	81	11	62
	QATAR AIRWAYS	S	310	0	0	87	7	5	0	0	0	6	87	11	308
<b>TOTAL DOHA</b>			<b>372</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>11</b>	<b>370</b>
<b>TOTAL QATAR</b>			<b>372</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>11</b>	<b>370</b>
<b>REPUBLIC OF KOREA</b>															
SEOUL (INCHEON)	ASIANA AIRLINES	S	62	0	0	73	16	10	2	0	0	12	47	26	62
	BRITISH AIRWAYS PLC	S	54	0	0	80	6	7	7	0	0	13	0	0	0
	KOREAN AIR	S	62	0	0	87	10	3	0	0	0	6	39	37	62
<b>TOTAL SEOUL (INCHEON)</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>43</b>	<b>32</b>	<b>124</b>
<b>TOTAL REPUBLIC OF KOREA</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>43</b>	<b>32</b>	<b>124</b>
<b>REPUBLIC OF SERBIA</b>															
BELGRADE	JATAIRWAYS	S	80	0	0	89	3	4	5	0	0	9	55	31	78
<b>TOTAL BELGRADE</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>55</b>	<b>31</b>	<b>78</b>
<b>TOTAL REPUBLIC OF SERBIA</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>55</b>	<b>31</b>	<b>78</b>
<b>REPUBLIC OF SOUTH AFRICA</b>															
CAPE TOWN	BRITISH AIRWAYS PLC	S	62	0	0	66	16	8	5	3	2	38	76	12	62
<b>TOTAL CAPE TOWN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>38</b>	<b>83</b>	<b>9</b>	<b>92</b>
JOHANNESBURG	BRITISH AIRWAYS PLC	S	151	0	0	83	6	5	6	0	0	11	80	28	150
	SOUTH AFRICAN AIRWAYS	S	124	0	0	83	7	9	1	0	0	8	90	15	124

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
JOHANNESBURG	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	92	3	3	2	0	0	4	85	35	62
<b>TOTAL JOHANNESBURG</b>			<b>337</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>25</b>	<b>336</b>
<b>TOTAL REPUBLIC OF SOUTH AFRICA</b>			<b>399</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>84</b>	<b>21</b>	<b>428</b>
<b>ROMANIA</b>															
BUCHAREST (OTOPENI)	BRITISH AIRWAYS PLC	S	124	0	0	85	11	4	0	0	0	7	91	4	124
	TAROM	S	107	0	0	86	7	2	6	0	0	9	88	7	124
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>231</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>6</b>	<b>248</b>
IASI	TAROM	S	17	0	0	71	24	6	0	0	0	10	0	0	0
<b>TOTAL IASI</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>24</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 ROMANIA</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>6</b>	<b>248</b>
<b>RUSSIA</b>															
MOSCOW (DOMODEDOVO)	BRITISH AIRWAYS PLC	S	185	1	0	82	9	4	3	1	1	15	88	7	184
<b>TOTAL MOSCOW (DOMODEDOVO)</b>			<b>185</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>15</b>	<b>81</b>	<b>10</b>	<b>431</b>
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	188	0	0	84	11	4	1	0	1	11	79	8	182
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>79</b>	<b>8</b>	<b>182</b>
MOSCOW (VNUKOVO)	TRANSAERO AIRLINES	S	123	0	0	88	7	5	1	0	0	6	0	0	0
<b>TOTAL MOSCOW (VNUKOVO)</b>			<b>123</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
ST PETERSBURG	BRITISH AIRWAYS PLC	S	62	0	0	84	5	10	2	0	0	8	90	3	62
<b>TOTAL ST PETERSBURG</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>3</b>	<b>62</b>
<b>TOTAL RUSSIA</b>			<b>558</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>9</b>	<b>675</b>
<b>SAUDI ARABIA</b>															
JEDDAH	BRITISH AIRWAYS PLC	S	62	0	0	87	8	3	2	0	0	6	89	7	44
	SAUDI ARABIAN AIRLINES	S	62	0	0	79	19	2	0	0	0	7	97	3	62
<b>TOTAL JEDDAH</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>13</b>	<b>127</b>
RIYADH	BRITISH AIRWAYS PLC	S	62	0	2	68	8	11	10	2	2	30	66	14	58
	SAUDI ARABIAN AIRLINES	S	62	0	0	90	6	2	2	0	0	6	84	5	49
<b>TOTAL RIYADH</b>			<b>124</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>7</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>18</b>	<b>73</b>	<b>13</b>	<b>123</b>
<b>TOTAL SAUDI ARABIA</b>			<b>248</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>14</b>	<b>271</b>
<b>SINGAPORE</b>															
SINGAPORE	BRITISH AIRWAYS PLC	S	62	0	0	73	11	13	3	0	0	12	77	44	62
	SINGAPORE AIRLINES	S	248	0	0	85	11	3	1	0	0	7	87	5	186
<b>TOTAL SINGAPORE</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>15</b>	<b>248</b>
<b>TOTAL SINGAPORE</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>15</b>	<b>248</b>
<b>SPAIN</b>															
ALICANTE	BRITISH AIRWAYS PLC	S	18	0	0	67	17	17	0	0	0	11	0	0	0
<b>TOTAL ALICANTE</b>			<b>18</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>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
BARCELONA	BRITISH AIRWAYS PLC	S	476	0	0	79	13	6	2	0	0	11	85	8	522
<b>TOTAL BARCELONA</b>			<b>476</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>8</b>	<b>522</b>

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 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)
BILBAO	VUELING AIRLINES	S	62	0	0	97	0	0	3	0	0	5	88	10	92
<b>TOTAL BILBAO</b>			<b>62</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>5</b>	<b>88</b>	<b>10</b>	<b>92</b>
IBIZA	BRITISH AIRWAYS PLC	S	18	0	0	44	33	17	6	0	0	22	0	0	0
<b>TOTAL IBIZA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>33</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
LA CORUNA	VUELING AIRLINES	S	62	0	0	87	8	3	2	0	0	7	85	7	62
<b>TOTAL LA CORUNA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>7</b>	<b>62</b>
MADRID	BRITISH AIRWAYS PLC	S	308	0	0	74	14	8	4	0	0	12	78	12	556
	IBERIA	S	495	2	0	87	10	2	0	0	0	6	85	7	248
<b>TOTAL MADRID</b>			<b>803</b>	<b>2</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>80</b>	<b>11</b>	<b>804</b>
PALMA DE MALLORCA	BRITISH AIRWAYS PLC	S	18	0	0	72	17	11	0	0	0	10	0	0	0
	VUELING AIRLINES	S	62	0	0	73	18	10	0	0	0	10	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN</b>			<b>1519</b>	<b>2</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>10</b>	<b>1506</b>
SRI LANKA															
COLOMBO	SRILANKAN AIRLINES	S	106	0	0	72	9	6	11	2	0	25	75	25	102
<b>TOTAL COLOMBO</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>9</b>	<b>6</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>75</b>	<b>25</b>	<b>102</b>
<b>TOTAL SRI LANKA</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>9</b>	<b>6</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>75</b>	<b>25</b>	<b>102</b>
SWEDEN															
GOTEBORG	BRITISH AIRWAYS PLC	S	124	0	0	82	12	2	3	0	0	8	86	7	124
	SAS	S	64	0	0	91	5	2	3	0	0	5	97	3	98
<b>TOTAL GOTEBORG</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>5</b>	<b>222</b>
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS PLC	S	342	0	0	82	11	4	2	0	0	8	83	8	278
	SAS	S	208	0	0	88	8	3	1	0	0	5	89	6	262
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>550</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>7</b>	<b>540</b>
<b>TOTAL SWEDEN</b>			<b>738</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>87</b>	<b>6</b>	<b>762</b>
SWITZERLAND															
BASLE MULHOUSE	BRITISH AIRWAYS PLC	S	185	0	0	84	11	3	2	0	0	7	90	6	348
<b>TOTAL BASLE MULHOUSE</b>			<b>185</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>7</b>	<b>90</b>	<b>6</b>	<b>348</b>
GENEVA	BRITISH AIRWAYS PLC	S	504	0	0	82	10	6	2	0	0	9	84	8	502
	SWISS AIRLINES	S	296	0	0	88	6	5	2	0	0	6	92	5	369
<b>TOTAL GENEVA</b>			<b>800</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>7</b>	<b>871</b>
ZURICH	BRITISH AIRWAYS PLC	S	362	0	0	75	18	6	1	0	0	10	83	8	364
	SWISS AIRLINES	S	434	0	0	85	12	2	0	0	0	6	84	9	429
<b>TOTAL ZURICH</b>			<b>796</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>15</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>8</b>	<b>797</b>
<b>TOTAL SWITZERLAND</b>			<b>1781</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>7</b>	<b>2016</b>
TAIWAN															
TAIPEI	EVA AIR	S	62	0	0	94	5	2	0	0	0	3	94	4	54
<b>TOTAL TAIPEI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>94</b>	<b>4</b>	<b>54</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2013

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 TAIWAN			62	0	0	94	5	2	0	0	0	3	94	4	54
THAILAND															
BANGKOK SUVARNABHUMI	BRITISH AIRWAYS PLC	S	62	0	0	82	10	6	2	0	0	9	82	9	62
	THAI AIRWAYS INTERNATIONAL	S	124	0	1	84	9	6	1	0	0	7	94	3	124
TOTAL BANGKOK SUVARNABHUMI			186	0	1	83	9	6	1	0	0	8	90	5	186
TOTAL THAILAND			186	0	1	83	9	6	1	0	0	8	90	5	186
TUNISIA															
TUNIS	TUNISAIR	S	46	0	0	13	11	33	39	4	0	69	11	48	44
TOTAL TUNIS			46	0	0	13	11	33	39	4	0	69	11	48	44
TOTAL TUNISIA			46	0	0	13	11	33	39	4	0	69	11	48	44
TURKEY															
BODRUM (MILAS)	BRITISH AIRWAYS PLC	C	10	0	0	100	0	0	0	0	0	1	50	16	8
TOTAL BODRUM (MILAS)			10	0	0	100	0	0	0	0	0	1	50	16	8
ISTANBUL	BRITISH AIRWAYS PLC	S	186	0	0	83	9	5	3	0	0	11	87	7	186
	THY TURK HAVA YOLLARI TURKIS	S	276	0	0	79	12	5	4	1	0	14	83	8	271
TOTAL ISTANBUL			462	0	0	80	10	5	3	0	0	13	85	8	457
TOTAL TURKEY			472	0	0	81	10	5	3	0	0	12	84	8	465
TURKMENISTAN															
ASHKHABAD	TURKMENISTAN AIRLINES	S	18	0	0	89	11	0	0	0	0	3	63	29	16
TOTAL ASHKHABAD			18	0	0	89	11	0	0	0	0	3	63	29	16
TOTAL TURKMENISTAN			18	0	0	89	11	0	0	0	0	3	63	29	16
TURKS AND CAICOS ISLANDS															
PROVIDENCIALES	BRITISH AIRWAYS PLC	S	8	0	0	100	0	0	0	0	0	1	75	8	8
TOTAL PROVIDENCIALES			8	0	0	100	0	0	0	0	0	1	75	8	8
TOTAL TURKS AND CAICOS ISLANDS			8	0	0	100	0	0	0	0	0	1	75	8	8
UGANDA															
ENTEbbe	BRITISH AIRWAYS PLC	S	26	0	1	65	12	8	15	0	0	24	77	14	43
TOTAL ENTEBBE			26	0	1	65	12	8	15	0	0	24	77	14	43
TOTAL UGANDA			26	0	1	65	12	8	15	0	0	24	77	14	43
UKRAINE															
KIEV (BORISPOL)	BRITISH AIRWAYS PLC	S	106	0	0	93	6	1	0	0	0	4	83	6	108
TOTAL KIEV (BORISPOL)			106	0	0	93	6	1	0	0	0	4	83	6	108
TOTAL UKRAINE			106	0	0	93	6	1	0	0	0	4	83	6	108
UNITED ARAB EMIRATES															
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	186	0	0	57	22	13	8	1	0	21	90	4	186
TOTAL ABU DHABI INTERNATIONAL			186	0	0	57	22	13	8	1	0	21	90	4	186
DUBAI	BRITISH AIRWAYS PLC	S	116	0	0	78	16	4	3	0	0	11	71	16	124

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			Actual (7)	Plan (8)											
DUBAI	EMIRATES	S	310	0	0	68	18	10	4	0	0	13	69	15	310
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	81	13	3	3	0	0	12	84	8	62
<b>TOTAL DUBAI</b>			<b>488</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>14</b>	<b>496</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>674</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>11</b>	<b>682</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS PLC	S	485	0	0	83	11	2	4	0	0	8	88	7	747
	VIRGIN ATLANTIC AIRWAYS LTD	S	186	0	0	94	2	3	2	0	0	4	0	0	0
<b>TOTAL ABERDEEN</b>			<b>671</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>7</b>	<b>747</b>
BELFAST CITY (GEORGE BEST)	AER LINGUS	S	186	0	0	94	2	3	1	0	0	3	0	0	0
	BRITISH AIRWAYS PLC	S	364	0	0	80	10	6	3	1	0	11	84	8	376
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>550</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>8</b>	<b>376</b>
EDINBURGH	BRITISH AIRWAYS PLC	S	694	0	0	80	10	7	4	0	0	11	78	10	972
	VIRGIN ATLANTIC AIRWAYS LTD	S	372	0	0	97	2	1	0	0	0	2	0	0	0
<b>TOTAL EDINBURGH</b>			<b>1066</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>10</b>	<b>972</b>
GLASGOW	BRITISH AIRWAYS PLC	S	525	0	0	83	8	7	2	0	0	9	81	10	535
<b>TOTAL GLASGOW</b>			<b>525</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>10</b>	<b>535</b>
LEEDS BRADFORD	BRITISH AIRWAYS PLC	S	174	0	0	86	9	5	1	0	0	7	0	0	0
<b>TOTAL LEEDS BRADFORD</b>			<b>174</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
MANCHESTER	BRITISH AIRWAYS PLC	S	590	0	0	82	10	6	2	0	0	8	87	7	893
	VIRGIN ATLANTIC AIRWAYS LTD	S	248	0	0	94	5	1	0	0	0	2	0	0	0
<b>TOTAL MANCHESTER</b>			<b>838</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>7</b>	<b>893</b>
NEWCASTLE	BRITISH AIRWAYS PLC	S	344	0	0	84	10	4	1	0	0	7	84	8	338
<b>TOTAL NEWCASTLE</b>			<b>344</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>8</b>	<b>338</b>
<b>TOTAL UNITED KINGDOM</b>			<b>4168</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>8</b>	<b>4047</b>
<b>USA</b>															
ATLANTA	BRITISH AIRWAYS PLC	S	62	0	0	60	24	10	6	0	0	21	65	17	62
	DELTA AIRLINES	S	186	0	0	90	5	2	3	0	0	6	79	14	159
<b>TOTAL ATLANTA</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>14</b>	<b>221</b>
BALTIMORE	BRITISH AIRWAYS PLC	S	59	0	0	71	8	7	12	0	2	38	68	18	62
<b>TOTAL BALTIMORE</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>8</b>	<b>7</b>	<b>12</b>	<b>0</b>	<b>2</b>	<b>38</b>	<b>68</b>	<b>18</b>	<b>62</b>
BOSTON	BRITISH AIRWAYS PLC	S	246	0	0	80	13	4	2	0	0	10	81	14	186
	DELTA AIRLINES	S	62	0	0	84	8	6	2	0	0	7	69	37	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	95	2	2	2	0	0	6	82	6	60
<b>TOTAL BOSTON</b>			<b>370</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>14</b>	<b>493</b>
CHARLOTTE	US AIRWAYS	S	62	0	0	74	11	11	3	0	0	12	0	0	0
<b>TOTAL CHARLOTTE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	243	0	0	68	16	10	5	1	0	19	74	20	247
	BRITISH AIRWAYS PLC	S	124	0	0	64	23	8	3	2	0	19	74	11	124
	UNITED AIRLINES	S	186	0	0	77	12	8	2	0	1	14	68	20	179
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	92	2	6	0	0	0	4	90	4	62



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<b>TOTAL CHICAGO (O'HARE)</b>			<b>615</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>74</b>	<b>16</b>	612
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	186	0	0	68	18	11	3	0	0	14	63	25	232
	BRITISH AIRWAYS PLC	S	62	0	1	65	21	10	3	2	0	16	68	29	62
<b>TOTAL DALLAS/FORT WORTH</b>			<b>248</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>19</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>64</b>	<b>26</b>	294
DENVER INTERNATIONAL	BRITISH AIRWAYS PLC	S	62	0	0	50	23	18	8	2	0	23	69	20	62
<b>TOTAL DENVER INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>23</b>	<b>18</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>69</b>	<b>20</b>	62
DETROIT	DELTA AIRLINES	S	62	0	0	89	10	0	0	2	0	8	97	3	89
<b>TOTAL DETROIT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>97</b>	<b>3</b>	89
HOUSTON	BRITISH AIRWAYS PLC	S	124	0	0	72	15	5	3	2	3	30	76	12	124
	UNITED AIRLINES	S	184	0	0	70	9	13	7	2	0	20	67	16	122
<b>TOTAL HOUSTON</b>			<b>308</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>12</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>24</b>	<b>72</b>	<b>14</b>	246
LAS VEGAS	BRITISH AIRWAYS PLC	S	62	0	0	61	21	16	2	0	0	15	44	22	62
<b>TOTAL LAS VEGAS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>21</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>44</b>	<b>22</b>	62
LOS ANGELES INTERNATIONAL	AMERICAN AIRLINES	S	62	0	0	79	18	2	2	0	0	8	81	9	62
	BRITISH AIRWAYS PLC	S	186	0	0	61	16	14	6	2	2	38	61	18	186
	UNITED AIRLINES	S	60	0	0	82	8	3	3	3	0	16	66	18	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	124	0	0	81	9	3	6	0	0	13	69	22	124
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>432</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>67</b>	<b>18</b>	434
MIAMI INTERNATIONAL	AMERICAN AIRLINES	S	122	0	0	78	13	5	2	2	0	14	75	19	60
	BRITISH AIRWAYS PLC	S	124	0	0	60	19	11	7	2	1	30	64	26	180
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	87	3	2	8	0	0	11	71	17	62
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>308</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>68</b>	<b>23</b>	302
MINNEAPOLIS-ST PAUL	DELTA AIRLINES	S	62	0	0	95	5	0	0	0	0	2	89	7	62
<b>TOTAL MINNEAPOLIS-ST PAUL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>7</b>	62
NEW YORK (JF KENNEDY)	AMERICAN AIRLINES	S	248	0	1	74	17	6	3	1	0	12	76	15	307
	BRITISH AIRWAYS PLC	S	468	0	0	66	18	11	5	0	0	17	64	18	457
	DELTA AIRLINES	S	185	0	1	88	5	4	4	0	0	9	73	15	184
	KUWAIT AIRWAYS	S	27	0	0	37	19	33	11	0	0	28	44	47	27
	VIRGIN ATLANTIC AIRWAYS LTD	S	248	1	0	83	8	6	4	0	0	12	86	6	186
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>1176</b>	<b>1</b>	<b>2</b>	<b>74</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>16</b>	1161
NEW YORK (NEWARK)	BRITISH AIRWAYS PLC	S	124	0	0	73	17	8	1	1	0	12	73	12	161
	UNITED AIRLINES	S	309	0	0	82	10	6	2	1	0	10	65	26	305
	VIRGIN ATLANTIC AIRWAYS LTD	S	124	0	1	77	10	5	7	1	0	16	81	11	124
<b>TOTAL NEW YORK (NEWARK)</b>			<b>557</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>19</b>	590
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	123	0	0	77	11	7	5	0	0	12	79	11	124
	US AIRWAYS	S	62	0	0	81	5	11	3	0	0	10	71	21	62
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>185</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>9</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>14</b>	186
PHOENIX	BRITISH AIRWAYS PLC	S	62	0	0	50	21	19	8	2	0	27	48	28	52
<b>TOTAL PHOENIX</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>21</b>	<b>19</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>48</b>	<b>28</b>	52
RALEIGH	AMERICAN AIRLINES	S	62	0	0	94	2	5	0	0	0	5	87	6	62
<b>TOTAL RALEIGH</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>6</b>	62

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			Actual (7)	Plan (8)											
SAN DIEGO	BRITISH AIRWAYS PLC	S	62	0	0	63	16	15	6	0	0	21	68	14	62
<b>TOTAL SAN DIEGO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>16</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>68</b>	<b>14</b>	<b>62</b>
SAN FRANCISCO	BRITISH AIRWAYS PLC	S	124	0	0	64	20	10	4	2	0	20	66	22	124
	UNITED AIRLINES	S	124	0	1	69	10	12	6	2	1	25	65	26	124
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	81	8	5	6	0	0	12	85	9	89
<b>TOTAL SAN FRANCISCO</b>			<b>310</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>14</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>71</b>	<b>20</b>	<b>337</b>
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	62	0	0	61	18	10	10	2	0	26	55	17	62
<b>TOTAL SEATTLE (TACOMA)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>18</b>	<b>10</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>55</b>	<b>17</b>	<b>62</b>
WASHINGTON (DULLES)	BRITISH AIRWAYS PLC	S	161	0	0	75	12	8	5	0	1	21	76	11	186
	UNITED AIRLINES	S	248	0	0	92	3	4	1	0	0	6	65	23	240
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	92	5	3	0	0	0	3	90	5	62
<b>TOTAL WASHINGTON (DULLES)</b>			<b>471</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>16</b>	<b>488</b>
<b>TOTAL USA</b>			<b>5845</b>	<b>1</b>	<b>5</b>	<b>75</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>17</b>	<b>5939</b>
<b>UZBEKISTAN</b>															
TASHKENT	UZBEKISTAN AIRLINES	S	18	0	0	89	6	6	0	0	0	7	56	18	18
<b>TOTAL TASHKENT</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>7</b>	<b>56</b>	<b>18</b>	<b>18</b>
<b>TOTAL UZBEKISTAN</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>7</b>	<b>56</b>	<b>18</b>	<b>18</b>
<b>ZAMBIA</b>															
LUSAKA	BRITISH AIRWAYS PLC	S	27	0	0	85	7	0	7	0	0	11	70	23	27
<b>TOTAL LUSAKA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>23</b>	<b>27</b>
<b>TOTAL ZAMBIA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>23</b>	<b>27</b>
<b>TOTAL HEATHROW</b>			<b>41201</b>	<b>11</b>	<b>22</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>11</b>	<b>40864</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2013

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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	186	0	0	96	1	3	1	0	0	2	94	3	192
TOTAL ANTWERP			<b>186</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>94</b>	<b>3</b>	<b>192</b>
TOTAL BELGIUM			<b>186</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>94</b>	<b>3</b>	<b>192</b>
<b>DENMARK</b>															
BILLUND	SUN AIR OF SCANDINAVIA	S	18	0	0	89	0	0	11	0	0	9	94	4	68
TOTAL BILLUND			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>94</b>	<b>4</b>	<b>68</b>
TOTAL DENMARK			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>94</b>	<b>4</b>	<b>68</b>
<b>FRANCE</b>															
ANGERS- MARCE	BA CITYFLYER LTD	S	18	0	0	100	0	0	0	0	0	1	92	5	26
TOTAL ANGERS- MARCE			<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>92</b>	<b>5</b>	<b>26</b>
AVIGNON	CITY JET	S	9	0	0	100	0	0	0	0	0	0	89	8	19
TOTAL AVIGNON			<b>9</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>19</b>
BREST	VLM (BELGIUM)	S	36	0	0	97	3	0	0	0	0	2	100	1	36
TOTAL BREST			<b>36</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>1</b>	<b>36</b>
BRIVE-LA-GAILLARDE	CITY JET	S	36	0	0	92	6	3	0	0	0	6	82	17	44
TOTAL BRIVE-LA-GAILLARDE			<b>36</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>17</b>	<b>44</b>
DEAUVILLE	CITY JET	S	6	0	0	67	0	0	33	0	0	23	0	0	0
	VLM (BELGIUM)	S	32	0	0	91	9	0	0	0	0	3	88	4	42
TOTAL DEAUVILLE			<b>38</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>4</b>	<b>42</b>
NANTES	VLM (BELGIUM)	S	62	0	0	98	2	0	0	0	0	2	94	3	62
TOTAL NANTES			<b>62</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>94</b>	<b>3</b>	<b>62</b>
NICE	BA CITYFLYER LTD	S	60	0	0	88	7	3	2	0	0	5	96	1	53
TOTAL NICE			<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>96</b>	<b>1</b>	<b>53</b>
PARIS (ORLY)	VLM (BELGIUM)	S	167	0	0	83	10	6	1	0	0	7	97	1	188
TOTAL PARIS (ORLY)			<b>167</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>97</b>	<b>1</b>	<b>188</b>
PAU	CITY JET	S	28	0	0	82	7	11	0	0	0	7	96	4	27
TOTAL PAU			<b>28</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>96</b>	<b>4</b>	<b>27</b>
QUIMPER	BA CITYFLYER LTD	S	18	0	0	67	6	22	6	0	0	20	56	13	18
TOTAL QUIMPER			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>6</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>56</b>	<b>13</b>	<b>18</b>
TOULON / HYERES	CITY JET	S	26	0	0	73	15	12	0	0	0	9	94	2	35
TOTAL TOULON / HYERES			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>94</b>	<b>2</b>	<b>35</b>
TOTAL FRANCE			<b>498</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>93</b>	<b>4</b>	<b>550</b>
<b>GERMANY</b>															
DRESDEN	CITY JET	S	52	0	0	96	0	4	0	0	0	3	0	0	0
TOTAL DRESDEN			<b>52</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
FRANKFURT MAIN	BA CITYFLYER LTD	S	135	0	0	99	1	0	0	0	0	1	92	4	186
	LUFTHANSA CITY LINE	S	172	1	0	91	3	2	3	0	0	5	93	5	181

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2013

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 FRANKFURT MAIN			307	1	0	94	3	1	2	0	0	3	92	4	367
MUNSTER-OSNABRUCK	VLM (BELGIUM)	S	61	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL MUNSTER-OSNABRUCK			61	0	0	100	0	0	0	0	0	0	0	0	0
NUREMBERG	CITY JET	S	96	0	0	99	1	0	0	0	0	1	0	0	0
TOTAL NUREMBERG			96	0	0	99	1	0	0	0	0	1	0	0	0
PADERBORN	VLM (BELGIUM)	S	52	0	0	94	2	4	0	0	0	3	0	0	0
TOTAL PADERBORN			52	0	0	94	2	4	0	0	0	3	0	0	0
TOTAL GERMANY			568	1	0	96	2	1	1	0	0	2	93	4	445
IRISH REPUBLIC															
DUBLIN	CITY JET	S	249	0	0	91	4	4	2	0	0	4	90	5	228
TOTAL DUBLIN			249	0	0	91	4	4	2	0	0	4	90	5	228
TOTAL IRISH REPUBLIC			249	0	0	91	4	4	2	0	0	4	90	5	228
ITALY															
FLORENCE	CITY JET	S	53	0	0	87	4	8	2	0	0	7	84	13	51
TOTAL FLORENCE			53	0	0	87	4	8	2	0	0	7	84	13	51
MILAN (LINATE)	ALITALIA (CAI)	S	158	0	0	94	3	2	1	0	0	3	97	2	92
TOTAL MILAN (LINATE)			158	0	0	94	3	2	1	0	0	3	97	2	92
ROME (FIUMICINO)	ALITALIA (CAI)	S	54	0	0	65	19	17	0	0	0	12	0	0	0
TOTAL ROME (FIUMICINO)			54	0	0	65	19	17	0	0	0	12	0	0	0
VENICE	BA CITYFLYER LTD	S	52	0	0	88	4	4	4	0	0	8	0	0	0
TOTAL VENICE			52	0	0	88	4	4	4	0	0	8	0	0	0
TOTAL ITALY			317	0	0	87	6	6	1	0	0	6	92	6	143
LUXEMBOURG															
LUXEMBOURG	LUXAIR	S	164	0	0	88	6	3	2	0	0	7	99	1	184
	VLM (BELGIUM)	S	156	0	0	96	1	1	2	0	0	2	92	5	135
TOTAL LUXEMBOURG			320	0	0	92	4	2	2	0	0	5	96	3	335
TOTAL LUXEMBOURG			320	0	0	92	4	2	2	0	0	5	96	3	335
NETHERLANDS															
AMSTERDAM	BA CITYFLYER LTD	S	190	0	0	92	3	3	3	0	0	5	97	3	212
	CITY JET	S	283	0	0	91	3	4	3	0	0	6	94	4	297
TOTAL AMSTERDAM			473	0	0	91	3	3	3	0	0	5	95	4	509
ROTTERDAM	VLM (BELGIUM)	S	256	0	0	95	2	2	1	0	0	3	98	2	259
TOTAL ROTTERDAM			256	0	0	95	2	2	1	0	0	3	98	2	259
TOTAL NETHERLANDS			729	0	0	92	2	3	2	0	0	5	96	3	824
NORWAY															
KRISTIANSAND (KJEVIK)	DENIM AIR	S	24	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL KRISTIANSAND (KJEVIK)			24	0	0	100	0	0	0	0	0	1	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
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				Actual (7)	Plan (8)										
TOTAL NORWAY			24	0	0	100	0	0	0	0	0	1	0	0	0
PORTUGAL(EXCLUDING MADEIRA)															
FARO	BA CITYFLYER LTD	S	26	0	0	81	4	0	15	0	0	12	77	8	26
TOTAL FARO			26	0	0	81	4	0	15	0	0	12	77	8	26
TOTAL PORTUGAL(EXCLUDING MADEIRA)			26	0	0	81	4	0	15	0	0	12	77	8	26
SPAIN															
GRANADA	BA CITYFLYER LTD	S	44	0	0	91	5	5	0	0	0	4	0	0	0
TOTAL GRANADA			44	0	0	91	5	5	0	0	0	4	0	0	0
IBIZA	BA CITYFLYER LTD	S	156	0	0	91	5	3	1	0	0	4	76	14	114
TOTAL IBIZA			156	0	0	91	5	3	1	0	0	4	76	14	114
MADRID	BA CITYFLYER LTD	S	92	0	0	91	5	0	3	0	0	6	94	5	98
TOTAL MADRID			92	0	0	91	5	0	3	0	0	6	94	5	98
MAHON	BA CITYFLYER LTD	S	28	0	0	86	4	4	7	0	0	15	93	3	28
TOTAL MAHON			28	0	0	86	4	4	7	0	0	15	93	3	28
MALAGA	BA CITYFLYER LTD	S	52	0	0	83	8	6	4	0	0	11	78	9	36
TOTAL MALAGA			52	0	0	83	8	6	4	0	0	11	78	9	36
PALMA DE MALLORCA	BA CITYFLYER LTD	S	78	0	0	88	8	1	3	0	0	6	89	6	80
TOTAL PALMA DE MALLORCA			78	0	0	88	8	1	3	0	0	6	89	6	80
TOTAL SPAIN			450	0	0	89	6	3	2	0	0	6	86	8	412
SWITZERLAND															
BASLE MULHOUSE	SWISS AIRLINES	S	101	0	0	90	5	4	1	0	0	4	94	3	108
TOTAL BASLE MULHOUSE			101	0	0	90	5	4	1	0	0	4	94	3	108
BERNE	SKY WORK AG	S	102	0	1	95	3	2	0	0	0	2	92	4	106
TOTAL BERNE			102	0	1	95	3	2	0	0	0	2	92	4	106
GENEVA	SWISS AIRLINES	S	199	0	0	88	5	4	4	0	0	8	89	5	217
TOTAL GENEVA			199	0	0	88	5	4	4	0	0	8	89	5	217
ZURICH	BA CITYFLYER LTD	S	165	0	0	94	1	3	2	1	0	5	93	6	186
	SWISS AIRLINES	S	295	0	0	89	7	2	1	0	0	6	91	5	331
TOTAL ZURICH			460	0	0	91	5	2	2	0	0	5	91	6	517
TOTAL SWITZERLAND			862	0	1	91	5	3	2	0	0	5	91	5	948
UNITED KINGDOM															
ABERDEEN	BA CITYFLYER LTD	S	126	0	0	93	2	4	1	0	0	4	0	0	0
TOTAL ABERDEEN			126	0	0	93	2	4	1	0	0	4	0	0	0
DUNDEE	CITY JET	S	106	0	0	91	6	4	0	0	0	4	90	4	114
TOTAL DUNDEE			106	0	0	91	6	4	0	0	0	4	90	4	114
EDINBURGH	BA CITYFLYER LTD	S	326	0	0	91	2	5	2	0	0	5	91	5	345
	CITY JET	S	141	0	0	91	4	1	4	0	0	7	80	11	94

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2013

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL EDINBURGH			467	0	0	91	3	4	2	0	0	5	88	6	439
GLASGOW	BA CITYFLYER LTD	S	206	0	0	92	2	4	2	0	0	5	97	2	242
TOTAL GLASGOW			206	0	0	92	2	4	2	0	0	5	97	2	242
ISLE OF MAN	BA CITYFLYER LTD	S	152	1	0	93	2	1	3	1	0	7	99	1	160
TOTAL ISLE OF MAN			152	1	0	93	2	1	3	1	0	7	99	1	160
JERSEY	BLUE ISLANDS LIMITED	S	94	0	0	98	0	0	2	0	0	3	86	8	96
TOTAL JERSEY			94	0	0	98	0	0	2	0	0	3	86	8	96
TOTAL UNITED KINGDOM			1151	1	0	92	3	3	2	0	0	5	92	4	1051
USA															
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS (BA) LTD	S	43	0	0	95	2	0	2	0	0	3	86	5	57
TOTAL NEW YORK (JF KENNEDY)			43	0	0	95	2	0	2	0	0	3	86	5	57
TOTAL USA			43	0	0	95	2	0	2	0	0	3	86	5	57
TOTAL LONDON CITY			5441	2	1	91	4	3	2	0	0	5	92	4	5347

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2013

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>BULGARIA</b>															
BURGAS	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	100	0	8
	WIZZ AIR	S	62	0	0	82	8	3	6	0	0	11	56	30	62
<b>TOTAL BURGAS</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>61</b>	<b>27</b>	<b>70</b>
SOFIA	WIZZ AIR	S	62	0	1	84	8	3	5	0	0	10	56	21	62
<b>TOTAL SOFIA</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>8</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>56</b>	<b>21</b>	<b>62</b>
VARNA	WIZZ AIR	S	36	0	0	75	11	8	6	0	0	17	61	26	36
<b>TOTAL VARNA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>61</b>	<b>26</b>	<b>36</b>
<b>TOTAL BULGARIA</b>			<b>168</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>8</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>60</b>	<b>25</b>	<b>168</b>
<b>CROATIA</b>															
SPLIT	WIZZ AIR	S	28	0	0	71	29	0	0	0	0	9	82	17	34
<b>TOTAL SPLIT</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>17</b>	<b>34</b>
<b>TOTAL CROATIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>17</b>	<b>34</b>
<b>CYPRUS</b>															
LARNACA	MONARCH AIRLINES	S	33	0	0	61	27	9	3	0	0	15	76	62	34
	THOMSON AIRWAYS LTD	C	8	0	0	63	25	13	0	0	0	14	70	11	10
<b>TOTAL LARNACA</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>27</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>50</b>	<b>44</b>
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	26	0	0	92	0	8	0	0	0	5	77	11	26
	THOMSON AIRWAYS LTD	C	17	0	0	100	0	0	0	0	0	3	72	8	18
<b>TOTAL PAPHOS</b>			<b>43</b>	<b>1</b>	<b>0</b>	<b>95</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>10</b>	<b>44</b>
<b>TOTAL CYPRUS</b>			<b>84</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>30</b>	<b>88</b>
<b>CZECH REPUBLIC</b>															
BRNO (TURANY)	WIZZ AIR	S	26	0	2	81	12	4	4	0	0	11	94	6	36
<b>TOTAL BRNO (TURANY)</b>			<b>26</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>12</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>94</b>	<b>6</b>	<b>36</b>
PRAGUE	WIZZ AIR	S	70	0	0	77	11	9	1	1	0	14	95	4	116
<b>TOTAL PRAGUE</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>95</b>	<b>4</b>	<b>116</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>96</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>95</b>	<b>4</b>	<b>152</b>
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	EASYJET AIRLINE COMPANY LTD	S	44	0	0	84	2	11	2	0	0	8	77	15	44
	THOMSON AIRWAYS LTD	C	10	0	0	90	0	0	10	0	0	8	100	2	10
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>2</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>13</b>	<b>54</b>
<b>TOTAL EGYPT</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>2</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>13</b>	<b>54</b>
<b>FRANCE</b>															
BEZIERS	RYANAIR	S	36	0	0	100	0	0	0	0	0	1	88	6	34
<b>TOTAL BEZIERS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>6</b>	<b>34</b>
BORDEAUX	EASYJET AIRLINE COMPANY LTD	S	72	0	0	90	6	1	3	0	0	8	94	6	70
<b>TOTAL BORDEAUX</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>94</b>	<b>6</b>	<b>70</b>
MONTPELLIER	EASYJET AIRLINE COMPANY LTD	S	36	0	0	92	3	0	6	0	0	8	91	5	34

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Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 MONTPELLIER</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>5</b>	<b>34</b>
NICE	EASYJET AIRLINE COMPANY LTD	S	134	0	1	84	10	4	1	1	0	10	85	9	132
<b>TOTAL NICE</b>			<b>134</b>	<b>8</b>	<b>1</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>9</b>	<b>132</b>
NIMES	RYANAIR	S	62	0	0	97	3	0	0	0	0	2	92	5	62
<b>TOTAL NIMES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>5</b>	<b>62</b>
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	142	0	0	95	5	0	0	0	0	3	84	8	144
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>142</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>84</b>	<b>8</b>	<b>144</b>
<b>TOTAL FRANCE</b>			<b>482</b>	<b>11</b>	<b>1</b>	<b>91</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>7</b>	<b>478</b>
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	114	0	0	93	4	3	0	0	0	3	90	9	116
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>90</b>	<b>9</b>	<b>116</b>
DORTMUND	EASYJET AIRLINE COMPANY LTD	S	106	0	0	92	6	3	0	0	0	4	88	6	98
<b>TOTAL DORTMUND</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>6</b>	<b>98</b>
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	52	0	0	90	2	8	0	0	0	5	91	4	54
<b>TOTAL HAMBURG</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>4</b>	<b>54</b>
<b>TOTAL GERMANY</b>			<b>273</b>	<b>1</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>7</b>	<b>268</b>
<b>GIBRALTAR</b>															
GIBRALTAR	MONARCH AIRLINES	S	42	0	0	60	21	7	12	0	0	24	77	26	43
<b>TOTAL GIBRALTAR</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>21</b>	<b>7</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>77</b>	<b>26</b>	<b>43</b>
<b>TOTAL GIBRALTAR</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>21</b>	<b>7</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>77</b>	<b>26</b>	<b>43</b>
<b>GREECE</b>															
CORFU	EASYJET AIRLINE COMPANY LTD	S	36	0	0	89	8	3	0	0	0	5	100	3	16
	MONARCH AIRLINES	S	25	0	0	100	0	0	0	0	0	1	85	6	26
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	2	70	7	10
<b>TOTAL CORFU</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>87</b>	<b>5</b>	<b>52</b>
HERAKLION	EASYJET AIRLINE COMPANY LTD	S	19	0	0	89	11	0	0	0	0	4	89	26	18
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	100	1	8
<b>TOTAL HERAKLION</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>3</b>	<b>92</b>	<b>18</b>	<b>26</b>
KEFALLINIA	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	88	3	8
<b>TOTAL KEFALLINIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>3</b>	<b>8</b>
MIKONOS	EASYJET AIRLINE COMPANY LTD	S	18	0	0	67	28	6	0	0	0	10	0	0	0
<b>TOTAL MIKONOS</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>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
RHODES	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	2	100	0	8
<b>TOTAL RHODES</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>0</b>	<b>8</b>
SALONIKA	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	100	1	8
<b>TOTAL SALONIKA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>1</b>	<b>8</b>
ZAKINTHOS	MONARCH AIRLINES	C	10	0	0	80	20	0	0	0	0	7	50	20	10
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	100	1	8



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			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL ZAKINTHOS			18	0	0	89	11	0	0	0	0	4	72	11	18
TOTAL GREECE			160	0	0	91	8	1	0	0	0	4	88	8	120
HUNGARY															
BUDAPEST	EASYJET AIRLINE COMPANY LTD	S	34	0	0	88	3	9	0	0	0	6	78	13	46
	WIZZ AIR	S	176	0	0	82	6	9	3	0	0	11	79	27	178
TOTAL BUDAPEST			210	0	0	83	6	9	2	0	0	10	79	24	224
DEBRECEN	WIZZ AIR	S	44	0	0	57	36	5	2	0	0	17	79	14	28
TOTAL DEBRECEN			44	0	0	57	36	5	2	0	0	17	79	14	28
TOTAL HUNGARY			254	0	0	78	11	8	2	0	0	11	79	23	252
ICELAND															
KEFLAVIK	EASYJET AIRLINE COMPANY LTD	S	36	0	0	89	8	3	0	0	0	3	96	2	26
TOTAL KEFLAVIK			36	0	0	89	8	3	0	0	0	3	96	2	26
TOTAL ICELAND			36	1	0	89	8	3	0	0	0	3	96	2	26
IRISH REPUBLIC															
DUBLIN	RYANAIR	S	186	10	0	91	7	2	0	0	0	4	87	8	186
TOTAL DUBLIN			186	12	0	91	7	2	0	0	0	4	86	8	188
IRELAND WEST(KNOCK)	RYANAIR	S	62	0	0	79	18	3	0	0	0	8	59	22	46
TOTAL IRELAND WEST(KNOCK)			62	0	0	79	18	3	0	0	0	8	59	22	46
KERRY COUNTY	RYANAIR	S	62	0	0	89	10	2	0	0	0	5	87	9	62
TOTAL KERRY COUNTY			62	0	0	89	10	2	0	0	0	5	87	9	62
TOTAL IRISH REPUBLIC			310	12	0	88	10	2	0	0	0	5	79	13	359
ISRAEL															
TEL AVIV	EASYJET AIRLINE COMPANY LTD	S	80	0	0	61	14	13	8	5	0	27	76	10	62
	EL AL	S	100	0	0	63	17	15	5	0	0	17	70	11	46
TOTAL TEL AVIV			180	1	0	62	16	14	6	2	0	21	73	11	112
TOTAL ISRAEL			180	1	0	62	16	14	6	2	0	21	73	11	112
ITALY															
ALGHERO/SASSARI	RYANAIR	S	18	0	0	94	6	0	0	0	0	5	89	4	18
TOTAL ALGHERO/SASSARI			18	0	0	94	6	0	0	0	0	5	89	4	18
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	62	0	0	82	2	11	0	5	0	19	85	6	66
TOTAL MILAN (MALPENSA)			62	0	0	82	2	11	0	5	0	19	85	6	66
NAPLES	ALITALIA (CAI)	C	2	0	0	50	50	0	0	0	0	12	0	0	0
TOTAL NAPLES			2	0	0	50	50	0	0	0	0	12	0	0	0
OLBIA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	89	6	6	0	0	0	5	0	0	0
TOTAL OLBIA			18	3	0	89	6	6	0	0	0	5	0	0	0
PISA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	90	5	5	0	0	0	5	81	13	62
TOTAL PISA			62	0	0	90	5	5	0	0	0	5	81	13	62

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			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
ROME (FIUMICINO)	MONARCH AIRLINES	S	26	0	0	65	19	4	12	0	0	21	61	18	36
<b>TOTAL ROME (FIUMICINO)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>61</b>	<b>18</b>	<b>36</b>
TRAPANI	RYANAIR	S	28	0	0	82	11	7	0	0	0	7	81	10	26
<b>TOTAL TRAPANI</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>10</b>	<b>26</b>
<b>TOTAL ITALY</b>			<b>216</b>	<b>8</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>11</b>	<b>208</b>
LATVIA															
RIGA	WIZZ AIR	S	62	0	0	84	10	6	0	0	0	6	68	13	62
<b>TOTAL RIGA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>68</b>	<b>13</b>	<b>62</b>
<b>TOTAL LATVIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>68</b>	<b>13</b>	<b>62</b>
LITHUANIA															
KAUNAS	RYANAIR	S	62	0	0	85	15	0	0	0	0	6	97	10	34
<b>TOTAL KAUNAS</b>			<b>62</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>97</b>	<b>10</b>	<b>34</b>
VILNIUS	WIZZ AIR	S	96	0	0	95	4	1	0	0	0	3	87	6	98
<b>TOTAL VILNIUS</b>			<b>96</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>87</b>	<b>6</b>	<b>98</b>
<b>TOTAL LITHUANIA</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>7</b>	<b>132</b>
MACEDONIA															
SKOPJE	WIZZ AIR	S	44	0	0	68	16	14	2	0	0	13	50	20	34
<b>TOTAL SKOPJE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>50</b>	<b>20</b>	<b>34</b>
<b>TOTAL MACEDONIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>50</b>	<b>20</b>	<b>34</b>
MALTA															
MALTA	RYANAIR	S	62	0	0	85	6	3	5	0	0	11	85	8	62
<b>TOTAL MALTA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>8</b>	<b>62</b>
<b>TOTAL MALTA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>8</b>	<b>62</b>
MOROCCO															
MARRAKESH	RYANAIR	S	34	0	0	97	3	0	0	0	0	3	63	19	27
<b>TOTAL MARRAKESH</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>63</b>	<b>19</b>	<b>27</b>
<b>TOTAL MOROCCO</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>63</b>	<b>19</b>	<b>27</b>
NETHERLANDS															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	220	0	0	88	8	4	1	0	0	6	86	6	224
<b>TOTAL AMSTERDAM</b>			<b>220</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>6</b>	<b>224</b>
<b>TOTAL NETHERLANDS</b>			<b>220</b>	<b>2</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>6</b>	<b>224</b>
POLAND															
GDANSK	WIZZ AIR	S	116	0	0	91	5	1	3	0	0	7	78	17	116
<b>TOTAL GDANSK</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>17</b>	<b>116</b>
KATOWICE	WIZZ AIR	S	124	0	0	87	3	5	5	0	0	9	70	16	124
<b>TOTAL KATOWICE</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>3</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>70</b>	<b>16</b>	<b>124</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2013

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
LUBLIN (PORT LOTNICZY)	WIZZ AIR	S	18	0	0	83	17	0	0	0	0	5	0	0	0
<b>TOTAL LUBLIN (PORT LOTNICZY)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
POZNAN	WIZZ AIR	S	52	0	0	88	8	2	2	0	0	5	89	4	54
<b>TOTAL POZNAN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>4</b>	<b>54</b>
RZESZOW	RYANAIR	S	24	0	0	71	13	13	4	0	0	12	81	12	26
<b>TOTAL RZESZOW</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>12</b>	<b>26</b>
WARSAW	WIZZ AIR	S	150	0	0	80	17	3	0	0	0	8	0	0	0
<b>TOTAL WARSAW</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>100</b>	<b>3</b>	<b>3</b>
WROCLAW	WIZZ AIR	S	44	0	0	91	7	2	0	0	0	5	74	16	46
<b>TOTAL WROCLAW</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>74</b>	<b>16</b>	<b>46</b>
<b>TOTAL POLAND</b>			<b>528</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>80</b>	<b>12</b>	<b>617</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	EASYJET AIRLINE COMPANY LTD	S	124	0	0	90	6	2	2	0	0	6	93	6	120
	MONARCH AIRLINES	S	44	0	0	80	18	2	0	0	0	8	91	4	44
	THOMSON AIRWAYS LTD	C	18	0	0	100	0	0	0	0	0	2	100	1	18
<b>TOTAL FARO</b>			<b>186</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>93</b>	<b>5</b>	<b>182</b>
LISBON	EASYJET AIRLINE COMPANY LTD	S	88	0	0	86	13	0	1	0	0	6	85	8	98
<b>TOTAL LISBON</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>8</b>	<b>98</b>
OPORTO (PORTUGAL)	AIR NOSTRUM	C	2	0	0	50	0	50	0	0	0	21	0	0	0
<b>TOTAL OPORTO (PORTUGAL)</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>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>277</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>6</b>	<b>280</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	100	5	8
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>5</b>	<b>8</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>5</b>	<b>8</b>
<b>REPUBLIC OF SERBIA</b>															
BELGRADE	WIZZ AIR	S	34	0	0	74	15	12	0	0	0	10	86	6	36
<b>TOTAL BELGRADE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>6</b>	<b>36</b>
<b>TOTAL REPUBLIC OF SERBIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>6</b>	<b>36</b>
<b>ROMANIA</b>															
BACAU	BLUE AIR TRANSPORT AERIAN	S	44	0	0	86	5	2	7	0	0	8	74	10	46
<b>TOTAL BACAU</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>10</b>	<b>46</b>
BUCHAREST (OTOPENI)	BLUE AIR TRANSPORT AERIAN	S	54	0	0	65	31	4	0	0	0	10	67	15	52
	WIZZ AIR	S	124	0	0	73	15	7	3	2	0	16	61	17	124
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>16</b>	<b>176</b>
CLUJ NAPOCA	WIZZ AIR	S	52	0	0	87	4	6	4	0	0	8	91	5	56
<b>TOTAL CLUJ NAPOCA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>4</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>5</b>	<b>56</b>
TIMISOARA	WIZZ AIR	S	28	0	0	93	7	0	0	0	0	3	88	5	26

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL TIMISOARA			28	0	0	93	7	0	0	0	0	3	88	5	26
TIRGU MURES	WIZZ AIR	S	34	0	0	71	15	6	3	6	0	22	79	8	34
TOTAL TIRGU MURES			34	0	0	71	15	6	3	6	0	22	79	8	34
TOTAL ROMANIA			336	0	0	77	14	5	3	1	0	12	73	12	338
SLOVAK REPUBLIC															
BRATISLAVA	RYANAIR	S	34	0	0	85	12	3	0	0	0	7	59	20	44
TOTAL BRATISLAVA			34	0	0	85	12	3	0	0	0	7	59	20	44
TOTAL SLOVAK REPUBLIC			34	0	0	85	12	3	0	0	0	7	59	20	44
SLOVENIA															
LJUBLJANA	WIZZ AIR	S	28	0	0	82	7	11	0	0	0	10	0	0	0
TOTAL LJUBLJANA			28	0	0	82	7	11	0	0	0	10	93	6	40
TOTAL SLOVENIA			28	0	0	82	7	11	0	0	0	10	93	6	40
SPAIN															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	123	0	0	93	2	1	2	2	0	7	91	6	119
	MONARCH AIRLINES	S	62	0	0	60	31	5	5	0	0	16	75	12	60
TOTAL ALICANTE			185	0	0	82	12	2	3	1	0	10	85	8	179
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	124	0	0	90	6	2	2	0	0	6	86	10	124
TOTAL BARCELONA			125	0	0	90	6	2	2	0	0	6	86	10	124
GIRONA	RYANAIR	S	62	0	0	84	13	3	0	0	0	7	81	12	62
TOTAL GIRONA			62	0	0	84	13	3	0	0	0	7	81	12	62
IBIZA	EASYJET AIRLINE COMPANY LTD	S	45	1	0	84	7	4	4	0	0	11	100	1	44
	THOMSON AIRWAYS LTD	C	19	0	0	95	0	5	0	0	0	4	94	2	18
TOTAL IBIZA			64	4	0	88	5	5	3	0	0	8	98	1	62
MADRID	EASYJET AIRLINE COMPANY LTD	S	62	0	0	87	8	3	2	0	0	6	95	5	92
TOTAL MADRID			62	1	0	87	8	3	2	0	0	6	95	5	92
MAHON	EASYJET AIRLINE COMPANY LTD	S	44	0	0	89	7	5	0	0	0	4	92	3	36
	MONARCH AIRLINES	S	26	0	0	69	27	4	0	0	0	10	86	8	28
	THOMSON AIRWAYS LTD	C	18	0	0	83	6	11	0	0	0	8	94	4	18
TOTAL MAHON			88	0	0	82	13	6	0	0	0	7	90	5	82
MALAGA	EASYJET AIRLINE COMPANY LTD	S	134	0	0	90	7	1	2	0	0	7	83	11	132
	MONARCH AIRLINES	S	36	0	0	89	11	0	0	0	0	5	66	24	35
	THOMSON AIRWAYS LTD	C	18	0	0	100	0	0	0	0	0	2	100	3	18
TOTAL MALAGA			188	2	0	90	7	1	2	0	0	6	81	13	185
MURCIA SAN JAVIER	RYANAIR	S	62	0	0	95	5	0	0	0	0	3	89	7	70
TOTAL MURCIA SAN JAVIER			62	2	0	95	5	0	0	0	0	3	89	7	70
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	162	0	0	86	6	6	2	0	0	8	86	6	158
	MONARCH AIRLINES	S	66	0	0	71	11	6	9	0	3	31	70	35	67
	THOMSON AIRWAYS LTD	C	65	1	0	88	8	2	3	0	0	7	94	7	62
TOTAL PALMA DE MALLORCA			293	1	0	83	8	5	4	0	1	13	84	13	287

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			Actual (7)	Plan (8)											
REUS	RYANAIR	S	38	0	0	89	11	0	0	0	0	4	83	11	46
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	100	1	8
<b>TOTAL REUS</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>9</b>	<b>54</b>
<b>TOTAL SPAIN</b>			<b>1175</b>	<b>11</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>10</b>	<b>1198</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	MONARCH AIRLINES	S	10	0	0	60	40	0	0	0	0	11	70	17	10
	RYANAIR	S	18	0	0	89	6	6	0	0	0	7	89	3	18
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	5	100	1	8
<b>TOTAL ARRECIFE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>7</b>	<b>36</b>
FUERTEVENTURA	RYANAIR	S	18	0	0	89	0	11	0	0	0	6	94	3	16
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	100	0	10
<b>TOTAL FUERTEVENTURA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>96</b>	<b>2</b>	<b>26</b>
LAS PALMAS	RYANAIR	S	18	0	0	89	6	6	0	0	0	4	89	7	18
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	75	10	8
<b>TOTAL LAS PALMAS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>8</b>	<b>26</b>
TENERIFE (SURREINA SOFIA)	MONARCH AIRLINES	S	37	0	1	57	35	8	0	0	0	14	81	8	36
	RYANAIR	S	36	0	0	86	8	0	6	0	0	10	100	1	26
	THOMSON AIRWAYS LTD	C	18	0	0	83	11	6	0	0	0	6	95	4	19
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>91</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>20</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>90</b>	<b>5</b>	<b>81</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>179</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>14</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>5</b>	<b>169</b>
<b>SWITZERLAND</b>															
GENEVA	EASYJET AIRLINE COMPANY LTD	S	124	0	0	82	6	8	2	1	0	11	88	11	123
<b>TOTAL GENEVA</b>			<b>124</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>11</b>	<b>123</b>
ZURICH	EASYJET AIRLINE COMPANY LTD	S	62	0	0	94	2	3	2	0	0	5	82	14	62
<b>TOTAL ZURICH</b>			<b>62</b>	<b>1</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>14</b>	<b>62</b>
<b>TOTAL SWITZERLAND</b>			<b>186</b>	<b>2</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>12</b>	<b>185</b>
<b>TUNISIA</b>															
ENFIDHA - HAMMAMET INTL	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	7	100	5	8
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>5</b>	<b>8</b>
<b>TOTAL TUNISIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>5</b>	<b>8</b>
<b>TURKEY</b>															
ANTALYA	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	1	100	6	9
<b>TOTAL ANTALYA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>6</b>	<b>9</b>
BODRUM (MILAS)	MONARCH AIRLINES	S	26	0	0	42	31	15	12	0	0	27	77	10	26
	THOMSON AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	2	100	1	10
<b>TOTAL BODRUM (MILAS)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>25</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>83</b>	<b>7</b>	<b>36</b>
DALAMAN	MONARCH AIRLINES	S	54	0	0	80	17	4	0	0	0	8	72	12	43
	THOMSON AIRWAYS LTD	C	26	0	0	88	4	0	8	0	0	12	92	3	25
<b>TOTAL DALAMAN</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>9</b>	<b>68</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2013

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 (SABIHA GOKCEN)	EASYJET AIRLINE COMPANY LTD	S	24	0	0	92	8	0	0	0	0	3	95	5	44
	TITAN AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	9	0	0	0
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</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>95</b>	<b>5</b>	<b>44</b>
<b>TOTAL TURKEY</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>7</b>	<b>157</b>
<b>UKRAINE</b>															
KIEV (ZHULYANY)	WIZZ AIR	S	26	0	0	77	19	4	0	0	0	9	61	21	28
<b>TOTAL KIEV (ZHULYANY)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>61</b>	<b>21</b>	<b>28</b>
<b>TOTAL UKRAINE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>61</b>	<b>21</b>	<b>28</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	62	0	0	85	11	3	0	0	0	5	88	4	90
<b>TOTAL ABERDEEN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>4</b>	<b>90</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	176	0	0	90	5	5	0	1	0	5	88	8	152
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>176</b>	<b>1</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>8</b>	<b>152</b>
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	186	0	0	88	7	3	1	1	0	8	94	4	180
<b>TOTAL EDINBURGH</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>94</b>	<b>4</b>	<b>180</b>
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	184	0	0	91	3	5	1	1	0	6	92	6	180
<b>TOTAL GLASGOW</b>			<b>185</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>6</b>	<b>181</b>
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	62	0	0	97	3	0	0	0	0	2	92	6	62
<b>TOTAL INVERNESS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>6</b>	<b>62</b>
ISLE OF MAN	FLYBE LTD	S	44	0	0	91	5	0	5	0	0	6	95	3	44
<b>TOTAL ISLE OF MAN</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>95</b>	<b>3</b>	<b>44</b>
JERSEY	FLYBE LTD	S	28	0	0	86	7	0	7	0	0	8	75	15	44
<b>TOTAL JERSEY</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>15</b>	<b>44</b>
<b>TOTAL UNITED KINGDOM</b>			<b>744</b>	<b>5</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>6</b>	<b>755</b>
<b>TOTAL LUTON</b>			<b>6679</b>	<b>78</b>	<b>5</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>10</b>	<b>6798</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2013

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
INNSBRUCK	THOMSON AIRWAYS LTD	C	10	0	0	80	0	20	0	0	0	9	50	28	8
<b>TOTAL INNSBRUCK</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>50</b>	<b>28</b>	<b>8</b>
SALZBURG	THOMSON AIRWAYS LTD	C	18	0	0	100	0	0	0	0	0	1	89	2	18
<b>TOTAL SALZBURG</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>89</b>	<b>2</b>	<b>18</b>
<b>TOTAL AUSTRIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>77</b>	<b>10</b>	<b>26</b>
<b>BARBADOS</b>															
BRIDGETOWN	VIRGIN ATLANTIC AIRWAYS LTD	S	8	0	0	50	25	0	25	0	0	30	88	4	8
<b>TOTAL BRIDGETOWN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>88</b>	<b>4</b>	<b>8</b>
<b>TOTAL BARBADOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>88</b>	<b>4</b>	<b>8</b>
<b>BELARUS</b>															
MINSK INT'L	BELAVIA (BELARUSSIAN AIRLINES)	S	10	0	0	90	10	0	0	0	0	6	100	2	8
<b>TOTAL MINSK INT'L</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>2</b>	<b>8</b>
<b>TOTAL BELARUS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>2</b>	<b>8</b>
<b>BELGIUM</b>															
ANTWERP	BMI REGIONAL	S	92	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL ANTWERP</b>			<b>92</b>	<b>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>91</b>	<b>6</b>	<b>54</b>
BRUSSELS	BRUSSELS AIRLINES	S	166	0	0	80	14	5	1	0	0	10	74	13	170
<b>TOTAL BRUSSELS</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>14</b>	<b>242</b>
CHARLEROI	RYANAIR	S	96	0	0	92	4	2	2	0	0	4	95	3	100
<b>TOTAL CHARLEROI</b>			<b>96</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>95</b>	<b>3</b>	<b>100</b>
<b>TOTAL BELGIUM</b>			<b>354</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>81</b>	<b>10</b>	<b>396</b>
<b>BULGARIA</b>															
BURGAS	BH AIR	C	28	0	0	36	39	14	11	0	0	28	27	34	26
	THOMAS COOK AIRLINES LTD	C	18	0	0	67	22	11	0	0	0	12	88	16	17
	THOMSON AIRWAYS LTD	C	26	0	0	85	12	4	0	0	0	5	65	23	17
<b>TOTAL BURGAS</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>25</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>55</b>	<b>26</b>	<b>60</b>
SOFIA	EASYJET AIRLINE COMPANY LTD	S	28	0	0	79	21	0	0	0	0	9	96	4	24
<b>TOTAL SOFIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>96</b>	<b>4</b>	<b>24</b>
VARNA	BH AIR	C	10	0	0	70	30	0	0	0	0	10	60	15	10
<b>TOTAL VARNA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>60</b>	<b>15</b>	<b>10</b>
<b>TOTAL BULGARIA</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>25</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>66</b>	<b>19</b>	<b>94</b>
<b>CANADA</b>															
CALGARY	AIR TRANSAT	S	16	0	0	100	0	0	0	0	0	1	72	14	18
<b>TOTAL CALGARY</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>72</b>	<b>14</b>	<b>18</b>
TORONTO	AIR TRANSAT	S	53	0	0	81	11	4	4	0	0	11	75	10	53
<b>TOTAL TORONTO</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>10</b>	<b>53</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2013

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
VANCOUVER	AIR TRANSAT	S	19	0	0	100	0	0	0	0	0	1	76	13	17
<b>TOTAL VANCOUVER</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>1</b>	<b>76</b>	<b>13</b>	<b>17</b>
<b>TOTAL CANADA</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>12</b>	<b>89</b>
<b>CAPE VERDE ISLANDS</b>															
BOA VISTA (RABIL)	THOMSON AIRWAYS LTD	S	18	0	0	72	11	11	6	0	0	18	72	17	18
<b>TOTAL BOA VISTA (RABIL)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>72</b>	<b>17</b>	<b>18</b>
ILHA DO SAL C.VERDE	THOMSON AIRWAYS LTD	S	9	0	0	78	22	0	0	0	0	7	89	6	9
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>6</b>	<b>9</b>
<b>TOTAL CAPE VERDE ISLANDS</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>78</b>	<b>13</b>	<b>27</b>
<b>CROATIA</b>															
DUBROVNIK	JET2.COM LTD	S	18	0	0	83	11	0	6	0	0	7	72	17	18
	MONARCH AIRLINES	S	28	0	0	82	14	4	0	0	0	7	65	20	26
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	5	100	0	8
<b>TOTAL DUBROVNIK</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>16</b>	<b>52</b>
PULA	JET2.COM LTD	S	10	0	0	40	20	40	0	0	0	23	88	5	8
	THOMSON AIRWAYS LTD	C	18	0	0	72	17	6	6	0	0	11	88	3	8
<b>TOTAL PULA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>18</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>88</b>	<b>4</b>	<b>16</b>
SPLIT	JET2.COM LTD	S	18	0	0	61	22	11	6	0	0	15	25	21	8
<b>TOTAL SPLIT</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>22</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>25</b>	<b>21</b>	<b>8</b>
<b>TOTAL CROATIA</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>14</b>	<b>76</b>
<b>CUBA</b>															
CUNAGUA (CAYO COCO)	THOMAS COOK AIRLINES LTD	C	10	0	0	70	0	20	0	10	0	32	25	54	4
<b>TOTAL CUNAGUA (CAYO COCO)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>32</b>	<b>25</b>	<b>54</b>	<b>4</b>
HOLGUIN (FRANK PAIS)	THOMAS COOK AIRLINES LTD	C	9	0	0	78	0	0	22	0	0	29	80	127	10
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>78</b>	<b>98</b>	<b>18</b>
SANTA CLARA	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	1	75	14	4
<b>TOTAL SANTA CLARA</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>75</b>	<b>14</b>	<b>4</b>
VARADERO	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	4	100	1	5
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	50	27	10
<b>TOTAL VARADERO</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>18</b>	<b>15</b>
<b>TOTAL CUBA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>68</b>	<b>56</b>	<b>41</b>
<b>CYPRUS</b>															
LARNACA	GERMANIA FLUGGESELLSCHAFT	C	8	0	0	63	38	0	0	0	0	8	0	0	0
	JET2.COM LTD	S	17	0	0	35	29	29	6	0	0	27	39	46	18
	MONARCH AIRLINES	S	63	0	0	62	16	10	13	0	0	20	54	46	71
	THOMAS COOK AIRLINES LTD	C	25	0	0	80	12	0	8	0	0	10	64	50	28
	THOMSON AIRWAYS LTD	C	16	0	0	63	31	6	0	0	0	13	78	7	18
<b>TOTAL LARNACA</b>			<b>129</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>20</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>57</b>	<b>42</b>	<b>135</b>
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	62	0	1	55	11	23	11	0	0	22	67	11	64



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2013

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
PAPHOS	JET2.COM LTD	S	16	0	0	63	6	19	13	0	0	21	61	16	18
	MONARCH AIRLINES	S	16	0	0	25	25	25	25	0	0	43	44	76	18
	RYANAIR	S	16	0	0	56	31	13	0	0	0	16	0	0	0
	THOMAS COOK AIRLINES LTD	C	17	0	0	41	6	6	18	18	12	123	71	13	24
	THOMSON AIRWAYS LTD	C	42	0	0	67	10	14	10	0	0	20	50	25	44
<b>TOTAL PAPHOS</b>			<b>169</b>	<b>0</b>	<b>1</b>	<b>54</b>	<b>13</b>	<b>18</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>33</b>	<b>60</b>	<b>23</b>	168
<b>TOTAL CYPRUS</b>			<b>298</b>	<b>0</b>	<b>1</b>	<b>58</b>	<b>16</b>	<b>14</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>26</b>	<b>59</b>	<b>31</b>	303
<b>CZECH REPUBLIC</b>															
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	26	0	0	92	4	4	0	0	0	4	0	0	0
	JET2.COM LTD	S	52	0	0	65	21	10	4	0	0	14	72	23	54
<b>TOTAL PRAGUE</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>23</b>	54
<b>TOTAL CZECH REPUBLIC</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>23</b>	54
<b>DENMARK</b>															
AARHUS (TIRSTRUP)	SUN AIR OF SCANDINAVIA	S	62	0	0	94	5	2	0	0	0	3	33	21	18
<b>TOTAL AARHUS (TIRSTRUP)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>33</b>	<b>21</b>	18
BILLUND	SUN AIR OF SCANDINAVIA	S	90	0	0	89	9	2	0	0	0	5	74	12	94
<b>TOTAL BILLUND</b>			<b>90</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>5</b>	<b>74</b>	<b>12</b>	94
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	80	0	0	90	3	3	5	0	0	7	94	4	62
	SAS	S	122	0	0	97	2	1	1	0	0	3	95	4	111
<b>TOTAL COPENHAGEN</b>			<b>202</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>4</b>	173
<b>TOTAL DENMARK</b>			<b>354</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>8</b>	285
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	5	50	60	8
<b>TOTAL PUERTO PLATA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>54</b>	<b>51</b>	13
PUNTA CANA	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	2	100	1	6
	THOMSON AIRWAYS LTD	C	18	0	0	61	22	6	6	6	0	25	50	66	10
<b>TOTAL PUNTA CANA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>21</b>	<b>69</b>	<b>41</b>	16
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>62</b>	<b>45</b>	29
<b>EGYPT</b>															
CAIRO	EGYPT AIR	S	46	0	0	70	20	9	2	0	0	11	0	0	0
<b>TOTAL CAIRO</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	0
HURGHADA	MONARCH AIRLINES	C	10	0	0	40	20	20	20	0	0	30	56	14	9
	THOMAS COOK AIRLINES LTD	C	18	0	0	61	6	11	11	6	6	86	72	25	18
	THOMSON AIRWAYS LTD	C	18	0	0	78	11	11	0	0	0	10	67	8	9
<b>TOTAL HURGHADA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>11</b>	<b>13</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>44</b>	<b>67</b>	<b>18</b>	36
MARSA ALAM	THOMSON AIRWAYS LTD	C	9	0	0	78	0	0	22	0	0	21	0	0	0
<b>TOTAL MARSA ALAM</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	0
SHARM EL SHEIKH (OPHIRA)	EASYJET AIRLINE COMPANY LTD	S	17	0	0	100	0	0	0	0	0	3	94	3	17
	MONARCH AIRLINES	C	8	0	0	38	38	25	0	0	0	20	88	4	8
	MONARCH AIRLINES	S	35	0	0	54	11	20	6	6	3	48	44	30	34

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				Actual (7)	Plan (8)										
SHARM EL SHEIKH (OPHIRA)	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	2	90	26	10
	THOMSON AIRWAYS LTD	C	52	1	0	87	13	0	0	0	0	7	92	4	62
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>122</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>18</b>	<b>79</b>	<b>12</b>	<b>131</b>
<b>TOTAL EGYPT</b>			<b>223</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>77</b>	<b>13</b>	<b>177</b>
<b>ESTONIA</b>															
TALLIN	RYANAIR	S	18	0	0	100	0	0	0	0	0	1	100	2	18
<b>TOTAL TALLIN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>2</b>	<b>18</b>
<b>TOTAL ESTONIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>2</b>	<b>18</b>
<b>FINLAND</b>															
HELSINKI	FINNAIR	S	124	0	0	86	9	2	2	0	0	7	92	4	124
	GAINJET AVIATION	C	2	0	0	100	0	0	0	0	0	10	0	0	0
<b>TOTAL HELSINKI</b>			<b>126</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>4</b>	<b>124</b>
<b>TOTAL FINLAND</b>			<b>126</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>4</b>	<b>125</b>
<b>FRANCE</b>															
BASTIA	EASYJET AIRLINE COMPANY LTD	S	8	0	0	50	50	0	0	0	0	15	100	1	8
<b>TOTAL BASTIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>100</b>	<b>1</b>	<b>8</b>
BEAUVAIS	RYANAIR	S	34	0	0	50	32	15	3	0	0	19	75	9	36
<b>TOTAL BEAUVAIS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>32</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>75</b>	<b>9</b>	<b>36</b>
BEZIERS	RYANAIR	S	18	0	0	94	6	0	0	0	0	4	83	7	18
<b>TOTAL BEZIERS</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>83</b>	<b>7</b>	<b>18</b>
CALVI	FLYBE LTD	C	8	0	0	75	0	13	0	13	0	30	88	4	8
<b>TOTAL CALVI</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>30</b>	<b>88</b>	<b>4</b>	<b>8</b>
LA ROCHELLE	FLYBE LTD	S	18	0	0	83	17	0	0	0	0	6	61	27	18
<b>TOTAL LA ROCHELLE</b>			<b>18</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>61</b>	<b>27</b>	<b>18</b>
LYON	BMI REGIONAL	S	42	0	0	88	10	2	0	0	0	4	98	4	46
<b>TOTAL LYON</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>98</b>	<b>4</b>	<b>46</b>
NANTES	FLYBE LTD	S	36	0	0	56	17	8	19	0	0	30	62	22	52
<b>TOTAL NANTES</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>17</b>	<b>8</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>62</b>	<b>22</b>	<b>52</b>
NICE	JET2.COM LTD	S	54	0	0	67	15	7	7	4	0	25	57	16	44
<b>TOTAL NICE</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>7</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>25</b>	<b>57</b>	<b>16</b>	<b>44</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	150	0	0	85	13	2	0	0	0	6	84	8	186
	FLYBE LTD	S	185	0	0	83	13	3	1	0	0	7	92	5	190
	JET2.COM LTD	S	44	0	0	68	14	5	14	0	0	18	81	24	36
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>379</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>8</b>	<b>412</b>
RENNES	FLYBE LTD	S	18	0	0	44	17	28	11	0	0	26	71	20	17
<b>TOTAL RENNES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>17</b>	<b>28</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>71</b>	<b>20</b>	<b>17</b>
TARBES-LOURDES INTERNATIONAL	FLYBE LTD	C	10	0	0	10	60	20	10	0	0	31	63	19	8
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>58</b>	<b>25</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>50</b>	<b>28</b>	<b>10</b>

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			Actual (7)	Plan (8)											
TOULOUSE (BLAGNAC)	JET2.COM LTD	S	34	0	0	76	12	3	9	0	0	15	81	10	26
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>81</b>	<b>10</b>	<b>26</b>
TOURS	RYANAIR	S	28	0	0	93	7	0	0	0	0	3	69	17	26
<b>TOTAL TOURS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>69</b>	<b>17</b>	<b>26</b>
<b>TOTAL FRANCE</b>			<b>689</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>10</b>	<b>739</b>
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	44	0	0	95	5	0	0	0	0	3	91	10	46
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>91</b>	<b>10</b>	<b>46</b>
BREMEN	RYANAIR	S	28	0	0	96	4	0	0	0	0	2	80	9	20
<b>TOTAL BREMEN</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>80</b>	<b>9</b>	<b>20</b>
COLOGNE BONN	GERMANWINGS	S	44	0	0	77	9	7	7	0	0	13	82	9	44
<b>TOTAL COLOGNE BONN</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>9</b>	<b>44</b>
DUSSELDORF	FLYBE LTD	S	94	0	0	80	11	5	4	0	0	9	94	4	100
	LUFTHANSA CITY LINE	S	148	0	0	90	10	0	0	0	0	5	86	6	120
<b>TOTAL DUSSELDORF</b>			<b>242</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>5</b>	<b>220</b>
FRANKFURT MAIN	LUFTHANSA	S	248	0	2	90	8	2	0	0	0	5	81	9	242
<b>TOTAL FRANKFURT MAIN</b>			<b>248</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>9</b>	<b>244</b>
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	52	0	0	85	8	4	4	0	0	10	94	3	53
	LUFTHANSA CITY LINE	S	104	0	0	87	9	2	3	0	0	7	89	6	90
<b>TOTAL HAMBURG</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>5</b>	<b>143</b>
HANOVER	FLYBE LTD	S	52	0	0	85	10	6	0	0	0	5	97	2	62
<b>TOTAL HANOVER</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>97</b>	<b>3</b>	<b>64</b>
MUNICH	AIR BERLIN	C	2	0	0	50	0	50	0	0	0	20	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	36	0	0	83	14	3	0	0	0	5	75	19	36
	LUFTHANSA	S	177	0	0	82	14	2	3	0	0	9	84	8	178
<b>TOTAL MUNICH</b>			<b>215</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>10</b>	<b>214</b>
STUTTGART	GERMANWINGS	S	44	0	0	70	7	14	9	0	0	18	68	14	44
<b>TOTAL STUTTGART</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>7</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>68</b>	<b>14</b>	<b>44</b>
<b>TOTAL GERMANY</b>			<b>1073</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>8</b>	<b>1173</b>
<b>GIBRALTAR</b>															
GIBRALTAR	MONARCH AIRLINES	S	34	0	0	53	18	9	18	3	0	35	44	61	18
<b>TOTAL GIBRALTAR</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>18</b>	<b>9</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>35</b>	<b>44</b>	<b>61</b>	<b>18</b>
<b>TOTAL GIBRALTAR</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>18</b>	<b>9</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>35</b>	<b>44</b>	<b>61</b>	<b>18</b>
<b>GREECE</b>															
ATHENS	AEGEAN AIRLINES	S	18	0	0	67	28	0	6	0	0	14	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	26	0	0	100	0	0	0	0	0	4	89	3	28
<b>TOTAL ATHENS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>11</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>3</b>	<b>28</b>
CHANIA	MONARCH AIRLINES	C	8	0	0	50	0	0	0	0	50	231	88	7	8
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	100	1	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2013

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 CHANIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>116</b>	<b>96</b>	<b>3</b>	<b>23</b>
<b>CORFU</b>	EASYJET AIRLINE COMPANY LTD	S	36	0	0	89	11	0	0	0	0	4	71	16	35
	GERMANIA FLUGGESELLSCHAFT	C	16	0	0	100	0	0	0	0	0	1	0	0	0
	JET2.COM LTD	S	8	0	0	100	0	0	0	0	0	3	0	0	0
	MONARCH AIRLINES	C	8	0	0	75	13	13	0	0	0	11	63	18	8
	RYANAIR	S	16	0	0	81	13	6	0	0	0	8	0	0	0
	THOMAS COOK AIRLINES LTD	C	18	0	0	50	6	6	39	0	0	37	88	5	16
	THOMSON AIRWAYS LTD	C	56	0	0	93	2	4	2	0	0	5	84	14	45
<b>TOTAL CORFU</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>34</b>	<b>120</b>
<b>HERAKLION</b>	EASYJET AIRLINE COMPANY LTD	S	28	0	1	79	7	0	14	0	0	13	93	8	27
	GERMANIA FLUGGESELLSCHAFT	C	26	0	0	100	0	0	0	0	0	2	0	0	0
	JET2.COM LTD	S	18	0	0	78	6	6	0	11	0	28	100	2	8
	MONARCH AIRLINES	C	8	0	0	50	13	13	25	0	0	44	50	20	8
	THOMAS COOK AIRLINES LTD	C	26	0	0	85	12	4	0	0	0	5	92	6	26
	THOMSON AIRWAYS LTD	C	36	0	0	100	0	0	0	0	0	1	66	16	35
<b>TOTAL HERAKLION</b>			<b>142</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>5</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>13</b>	<b>122</b>
<b>KALAMATA</b>	THOMAS COOK AIRLINES LTD	C	8	0	0	50	0	0	25	25	0	75	38	77	8
<b>TOTAL KALAMATA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>75</b>	<b>38</b>	<b>77</b>	<b>8</b>
<b>KAVALA</b>	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	100	3	8
<b>TOTAL KAVALA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>100</b>	<b>3</b>	<b>8</b>
<b>KEFALLINIA</b>	MONARCH AIRLINES	C	18	0	0	56	17	17	11	0	0	22	100	4	8
	THOMAS COOK AIRLINES LTD	C	18	0	0	78	11	0	11	0	0	13	81	15	16
	THOMSON AIRWAYS LTD	C	34	0	0	88	6	0	6	0	0	8	79	10	34
<b>TOTAL KEFALLINIA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>10</b>	<b>66</b>
<b>KOS</b>	GERMANIA FLUGGESELLSCHAFT	C	9	0	0	100	0	0	0	0	0	1	0	0	0
	JET2.COM LTD	S	8	0	0	75	13	13	0	0	0	10	80	5	10
	THOMAS COOK AIRLINES LTD	C	20	0	0	55	5	5	15	15	5	76	56	24	18
	THOMSON AIRWAYS LTD	C	35	0	0	89	9	3	0	0	0	5	70	32	27
<b>TOTAL KOS</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>25</b>	<b>68</b>	<b>24</b>	<b>72</b>
<b>MIKONOS</b>	EASYJET AIRLINE COMPANY LTD	S	18	0	0	78	6	6	6	6	0	25	0	0	0
<b>TOTAL MIKONOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>25</b>	<b>70</b>	<b>11</b>	<b>10</b>
<b>MYTILINI</b>	MONARCH AIRLINES	C	10	0	0	80	0	0	20	0	0	19	100	5	8
<b>TOTAL MYTILINI</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>100</b>	<b>5</b>	<b>8</b>
<b>PREVEZA</b>	MONARCH AIRLINES	C	8	0	0	25	38	38	0	0	0	25	38	149	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	0	10	38	36	8
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	4	50	17	8
<b>TOTAL PREVEZA</b>			<b>24</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>55</b>	<b>81</b>	<b>33</b>
<b>RHODES</b>	GERMANIA FLUGGESELLSCHAFT	C	27	0	0	85	11	4	0	0	0	6	0	0	0
	JET2.COM LTD	S	8	0	0	63	13	0	25	0	0	38	80	9	10
	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	5	80	6	10
	THOMAS COOK AIRLINES LTD	C	17	0	0	82	6	0	6	6	0	28	75	12	28
	THOMSON AIRWAYS LTD	C	34	0	0	97	3	0	0	0	0	3	92	22	36
<b>TOTAL RHODES</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>19</b>	<b>101</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2013

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012			
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
SALONIKA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	100	0	0	0	0	0	3	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	5	100	2	8
<b>TOTAL SALONIKA</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>100</b>	<b>3</b>	<b>16</b>
SKIATHOS	GERMANIA FLUGGESELLSCHAFT	C	6	4	0	100	0	0	0	0	0	3	0	0	0
	MONARCH AIRLINES	C	5	0	0	80	0	20	0	0	0	10	60	70	5
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	80	18	10
	THOMSON AIRWAYS LTD	C	18	0	0	83	17	0	0	0	0	5	94	4	18
<b>TOTAL SKIATHOS</b>			<b>37</b>	<b>4</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>17</b>	<b>43</b>	
THIRA (SANTORINI)	EASYJET AIRLINE COMPANY LTD	S	18	0	0	83	6	0	11	0	0	21	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	13	0	0	0	5	100	1	8
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	75	12	8
<b>TOTAL THIRA (SANTORINI)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>6</b>	<b>16</b>
VOLOS	MONARCH AIRLINES	C	5	0	0	60	0	20	20	0	0	22	60	77	5
<b>TOTAL VOLOS</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>60</b>	<b>77</b>	<b>5</b>
ZAKINTHOS	GERMANIA FLUGGESELLSCHAFT	C	18	0	0	94	6	0	0	0	0	3	0	0	0
	JET2.COM LTD	S	8	0	0	100	0	0	0	0	0	2	0	0	0
	MONARCH AIRLINES	C	10	0	0	80	20	0	0	0	0	6	70	10	10
	THOMAS COOK AIRLINES LTD	C	44	0	0	80	9	7	5	0	0	10	73	24	37
	THOMSON AIRWAYS LTD	C	42	0	0	76	14	10	0	0	0	10	71	14	42
<b>TOTAL ZAKINTHOS</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>66</b>	<b>30</b>	<b>107</b>
<b>TOTAL GREECE</b>			<b>888</b>	<b>4</b>	<b>1</b>	<b>84</b>	<b>7</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>14</b>	<b>76</b>	<b>23</b>	<b>796</b>
<b>HUNGARY</b>															
BUDAPEST	JET2.COM LTD	S	34	0	0	76	9	9	0	6	0	18	79	15	62
	RYANAIR	S	28	0	0	93	0	7	0	0	0	5	69	10	26
<b>TOTAL BUDAPEST</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>14</b>	<b>88</b>
<b>TOTAL HUNGARY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>14</b>	<b>88</b>
<b>ICELAND</b>															
KEFLAVIK	EASYJET AIRLINE COMPANY LTD	S	18	0	0	94	6	0	0	0	0	5	0	0	0
	ICELANDAIR	S	26	0	0	73	4	0	23	0	0	32	86	10	28
<b>TOTAL KEFLAVIK</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>5</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>86</b>	<b>10</b>	<b>28</b>
<b>TOTAL ICELAND</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>5</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>86</b>	<b>10</b>	<b>28</b>
<b>IRISH REPUBLIC</b>															
CORK	AER ARANN	S	124	0	0	79	11	2	7	0	0	12	80	17	137
<b>TOTAL CORK</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>17</b>	<b>137</b>
DUBLIN	AER ARANN	S	126	0	0	93	6	1	0	0	0	3	0	0	0
	AER LINGUS	S	176	0	0	85	10	5	0	0	0	6	86	6	205
	CITY JET	C	2	0	0	50	50	0	0	0	0	14	0	0	0
	RYANAIR	S	204	0	0	93	7	0	0	0	0	3	79	9	210
<b>TOTAL DUBLIN</b>			<b>508</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>83</b>	<b>8</b>	<b>415</b>
IRELAND WEST(KNOCK)	FLYBE LTD	S	62	0	0	55	15	15	16	0	0	29	70	17	60
<b>TOTAL IRELAND WEST(KNOCK)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>15</b>	<b>15</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>70</b>	<b>17</b>	<b>60</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
SHANNON	AER ARANN	S	112	0	0	85	5	5	4	0	0	9	79	11	115
<b>TOTAL SHANNON</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>11</b>	<b>115</b>
WATERFORD	FLYBE LTD	S	34	0	0	85	0	9	6	0	0	15	0	0	0
<b>TOTAL WATERFORD</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>0</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>91</b>	<b>9</b>	<b>46</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>840</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>81</b>	<b>11</b>	<b>773</b>
<b>ISRAEL</b>															
TEL AVIV	EASYJET AIRLINE COMPANY LTD	S	18	0	0	78	11	6	6	0	0	13	0	0	0
	JET2.COM LTD	S	18	0	0	50	22	11	17	0	0	35	22	75	18
<b>TOTAL TEL AVIV</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>17</b>	<b>8</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>22</b>	<b>75</b>	<b>18</b>
<b>TOTAL ISRAEL</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>17</b>	<b>8</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>22</b>	<b>75</b>	<b>18</b>
<b>ITALY</b>															
BERGAMO	RYANAIR	S	62	0	0	77	15	6	2	0	0	9	68	14	62
<b>TOTAL BERGAMO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>14</b>	<b>62</b>
CAGLIARI (ELMAS)	FLYBE LTD	C	10	0	0	90	10	0	0	0	0	6	0	0	0
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>63</b>	<b>18</b>	<b>8</b>
CATANIA (FONTANAROSSA)	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	6	88	5	8
<b>TOTAL CATANIA (FONTANAROSSA)</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>6</b>	<b>88</b>	<b>5</b>	<b>8</b>
MILAN (MALPENSA)	FLYBE LTD	S	62	0	0	90	6	3	0	0	0	5	89	5	72
<b>TOTAL MILAN (MALPENSA)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>11</b>	<b>108</b>
NAPLES	THOMAS COOK AIRLINES LTD	C	18	0	0	72	11	6	11	0	0	20	28	69	18
	THOMSON AIRWAYS LTD	C	28	0	0	93	0	7	0	0	0	6	89	9	28
<b>TOTAL NAPLES</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>65</b>	<b>33</b>	<b>46</b>
OLBIA	FLYBE LTD	C	10	0	0	30	50	10	10	0	0	26	0	0	0
<b>TOTAL OLBIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>50</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>50</b>	<b>27</b>	<b>8</b>
PISA	JET2.COM LTD	S	46	0	0	72	9	11	7	2	0	21	73	16	44
<b>TOTAL PISA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>9</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>77</b>	<b>13</b>	<b>52</b>
ROME (CIAMPINO)	RYANAIR	S	62	0	0	77	15	6	2	0	0	9	85	6	62
<b>TOTAL ROME (CIAMPINO)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>6</b>	<b>62</b>
ROME (FIUMICINO)	ALITALIA (CAI)	C	4	0	0	0	50	25	25	0	0	49	25	28	4
	JET2.COM LTD	S	62	0	0	66	26	8	0	0	0	12	66	17	62
<b>TOTAL ROME (FIUMICINO)</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>27</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>58</b>	<b>26</b>	<b>74</b>
TRAPANI	RYANAIR	S	18	0	0	83	17	0	0	0	0	8	0	0	0
<b>TOTAL TRAPANI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
VENICE	EASYJET AIRLINE COMPANY LTD	S	28	0	0	79	11	4	7	0	0	10	0	0	0
	JET2.COM LTD	S	54	0	0	83	7	4	6	0	0	12	85	14	52
	MONARCH AIRLINES	S	28	0	0	57	14	14	14	0	0	29	50	39	36
	THOMSON AIRWAYS LTD	C	10	0	0	60	30	10	0	0	0	11	80	11	10
<b>TOTAL VENICE</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>22</b>	<b>106</b>
VERONA VILLAFRANCA	FLYBE LTD	C	10	0	0	90	0	0	0	10	0	25	100	3	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2013

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
VERONA VILAFRANCA	MONARCH AIRLINES	S	16	0	0	56	38	6	0	0	0	16	39	24	18
	THOMSON AIRWAYS LTD	C	28	0	0	89	7	4	0	0	0	5	77	11	26
<b>TOTAL VERONA VILAFRANCA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>67</b>	<b>14</b>	<b>52</b>
<b>TOTAL ITALY</b>			<b>565</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>17</b>	<b>586</b>
<b>JAMAICA</b>															
MONTEGO BAY	THOMAS COOK AIRLINES LTD	C	9	0	0	67	11	0	22	0	0	22	25	28	4
	THOMSON AIRWAYS LTD	C	10	0	0	80	10	10	0	0	0	15	100	3	8
<b>TOTAL MONTEGO BAY</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>75</b>	<b>12</b>	<b>12</b>
<b>TOTAL JAMAICA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>75</b>	<b>12</b>	<b>12</b>
<b>LATVIA</b>															
RIGA	RYANAIR	S	28	0	0	68	29	4	0	0	0	10	0	0	0
<b>TOTAL RIGA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>29</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL LATVIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>29</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>LIBYA</b>															
TRIPOLI	LIBYAN ARAB AIRLINES	S	26	0	0	15	23	38	23	0	0	40	0	0	0
<b>TOTAL TRIPOLI</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>23</b>	<b>38</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL LIBYA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>23</b>	<b>38</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MALTA</b>															
MALTA	AIR MALTA	S	38	0	0	71	21	8	0	0	0	12	64	33	36
	EASYJET AIRLINE COMPANY LTD	S	54	0	0	78	7	6	9	0	0	14	100	1	46
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	3	83	22	18
<b>TOTAL MALTA</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>16</b>	<b>109</b>
<b>TOTAL MALTA</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>16</b>	<b>109</b>
<b>MEXICO</b>															
CANCUN	THOMAS COOK AIRLINES LTD	C	27	0	0	96	0	0	4	0	0	4	68	59	22
	THOMSON AIRWAYS LTD	C	35	9	0	66	23	11	0	0	0	12	74	13	38
<b>TOTAL CANCUN</b>			<b>62</b>	<b>9</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>30</b>	<b>60</b>
<b>TOTAL MEXICO</b>			<b>62</b>	<b>9</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>30</b>	<b>60</b>
<b>MOROCCO</b>															
AGADIR	THOMSON AIRWAYS LTD	S	18	0	0	89	6	6	0	0	0	6	100	2	18
<b>TOTAL AGADIR</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>6</b>	<b>100</b>	<b>2</b>	<b>18</b>
MARRAKESH	EASYJET AIRLINE COMPANY LTD	S	18	0	0	67	11	6	17	0	0	20	83	4	18
	THOMSON AIRWAYS LTD	S	18	0	0	83	6	0	11	0	0	15	78	16	18
<b>TOTAL MARRAKESH</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>3</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>81</b>	<b>10</b>	<b>36</b>
<b>TOTAL MOROCCO</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>87</b>	<b>7</b>	<b>54</b>
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	114	0	0	89	5	3	4	0	0	7	90	11	116
	KLM	S	309	0	1	95	3	2	0	0	0	4	92	6	302

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
AMSTERDAM	KLM CITYHOPPER	S	62	0	0	94	3	2	2	0	0	4	87	7	68
<b>TOTAL AMSTERDAM</b>			<b>485</b>	<b>0</b>	<b>1</b>	<b>93</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>7</b>	<b>486</b>
<b>TOTAL NETHERLANDS</b>			<b>485</b>	<b>0</b>	<b>1</b>	<b>93</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>7</b>	<b>486</b>
<b>NORWAY</b>															
BERGEN	SAS	S	8	0	0	88	13	0	0	0	0	5	96	3	26
<b>TOTAL BERGEN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>96</b>	<b>3</b>	<b>26</b>
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	26	0	0	92	4	4	0	0	0	4	86	6	28
	SAS	S	34	0	0	100	0	0	0	0	0	3	85	6	34
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>6</b>	<b>63</b>
RYGGE	RYANAIR	S	34	0	0	94	6	0	0	0	0	5	58	17	36
<b>TOTAL RYGGE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>58</b>	<b>17</b>	<b>36</b>
STAVANGER	NORWEGIAN AIR SHUTTLE	S	18	0	0	78	17	6	0	0	0	8	0	0	0
<b>TOTAL STAVANGER</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NORWAY</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>80</b>	<b>9</b>	<b>125</b>
<b>PAKISTAN</b>															
ISLAMABAD	AIR BLUE	S	25	1	0	24	16	24	32	4	0	50	46	36	24
	PAKISTAN INTL AIRLINES	S	28	0	0	75	18	4	4	0	0	12	69	17	36
<b>TOTAL ISLAMABAD</b>			<b>53</b>	<b>1</b>	<b>0</b>	<b>51</b>	<b>17</b>	<b>13</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>60</b>	<b>24</b>	<b>60</b>
KARACHI	PAKISTAN INTL AIRLINES	S	14	0	0	50	29	7	0	7	7	58	54	18	13
<b>TOTAL KARACHI</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>29</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>58</b>	<b>54</b>	<b>18</b>	<b>13</b>
LAHORE	PAKISTAN INTL AIRLINES	S	18	0	0	50	17	17	11	6	0	34	80	9	20
<b>TOTAL LAHORE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>17</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>34</b>	<b>80</b>	<b>9</b>	<b>20</b>
<b>TOTAL PAKISTAN</b>			<b>85</b>	<b>1</b>	<b>0</b>	<b>51</b>	<b>19</b>	<b>13</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>35</b>	<b>63</b>	<b>20</b>	<b>93</b>
<b>POLAND</b>															
GDANSK	RYANAIR	S	18	0	0	78	17	6	0	0	0	9	0	0	0
<b>TOTAL GDANSK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
KATOWICE	RYANAIR	S	18	0	0	89	6	6	0	0	0	5	100	2	18
<b>TOTAL KATOWICE</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>2</b>	<b>18</b>
KRAKOW	RYANAIR	S	28	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL KRAKOW</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
RZESZOW	RYANAIR	S	16	0	0	100	0	0	0	0	0	2	100	2	18
<b>TOTAL RZESZOW</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>100</b>	<b>2</b>	<b>18</b>
WARSAW	RYANAIR	S	28	0	0	82	11	7	0	0	0	8	0	0	0
<b>TOTAL WARSAW</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL POLAND</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>2</b>	<b>36</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	JET2.COM LTD	S	90	0	0	73	12	12	2	0	0	12	77	15	62
	MONARCH AIRLINES	S	90	0	0	66	19	8	4	2	1	23	76	24	84



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				Actual (7)	Plan (8)										
FARO	RYANAIR	S	98	0	0	88	6	4	2	0	0	7	89	4	62
	THOMAS COOK AIRLINES LTD	C	20	0	0	80	10	10	0	0	0	11	72	22	18
	THOMSON AIRWAYS LTD	C	26	0	0	96	4	0	0	0	0	2	100	1	26
<b>TOTAL FARO</b>			<b>324</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>14</b>	<b>252</b>
LISBON	AIR PORTUGAL	S	90	0	0	52	14	19	14	0	0	31	41	27	54
<b>TOTAL LISBON</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>14</b>	<b>19</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>41</b>	<b>27</b>	<b>54</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>414</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>17</b>	<b>306</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	JET2.COM LTD	S	18	0	0	72	22	6	0	0	0	11	67	67	18
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	8	100	3	8
<b>TOTAL FUNCHAL</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>47</b>	<b>26</b>
PORTO SANTO	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	2	100	1	8
<b>TOTAL PORTO SANTO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>1</b>	<b>8</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>36</b>	<b>34</b>
<b>QATAR</b>															
DOHA	QATAR AIRWAYS	S	88	0	0	82	13	5	1	0	0	9	79	8	89
<b>TOTAL DOHA</b>			<b>88</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>9</b>	<b>79</b>	<b>8</b>	<b>89</b>
<b>TOTAL QATAR</b>			<b>88</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>9</b>	<b>79</b>	<b>8</b>	<b>89</b>
<b>RUSSIA</b>															
MOSCOW (DOMODEDOVO)	EASYJET AIRLINE COMPANY LTD	S	34	0	0	74	18	3	6	0	0	13	0	0	0
<b>TOTAL MOSCOW (DOMODEDOVO)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>18</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL RUSSIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>18</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SINGAPORE</b>															
SINGAPORE	SINGAPORE AIRLINES	S	62	0	0	98	2	0	0	0	0	1	90	4	62
<b>TOTAL SINGAPORE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>4</b>	<b>62</b>
<b>TOTAL SINGAPORE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>4</b>	<b>62</b>
<b>SLOVENIA</b>															
LJUBLJANA	ADRIA AIRWAYS	S	18	0	0	83	17	0	0	0	0	6	78	19	18
<b>TOTAL LJUBLJANA</b>			<b>18</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>78</b>	<b>19</b>	<b>18</b>
<b>TOTAL SLOVENIA</b>			<b>18</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>78</b>	<b>19</b>	<b>18</b>
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	52	0	0	88	8	0	4	0	0	10	94	4	52
	JET2.COM LTD	S	100	0	0	71	20	5	3	1	0	14	81	10	62
	MONARCH AIRLINES	S	96	0	0	67	17	7	9	0	0	21	66	37	76
	RYANAIR	S	96	0	0	93	5	2	0	0	0	5	83	7	36
	THOMAS COOK AIRLINES LTD	C	18	0	0	100	0	0	0	0	0	2	69	30	16
	THOMSON AIRWAYS LTD	C	26	0	0	88	12	0	0	0	0	5	85	16	26
<b>TOTAL ALICANTE</b>			<b>388</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>18</b>	<b>268</b>
ALMERIA	FLYBE LTD	C	8	0	0	75	13	13	0	0	0	11	0	0	0

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				Actual (7)	Plan (8)										
ALMERIA	MONARCH AIRLINES	S	18	0	0	56	28	17	0	0	0	14	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	10	0	0	0	4	80	54	10	
	THOMSON AIRWAYS LTD	C	10	0	0	80	20	0	0	0	8	0	0	0	
<b>TOTAL ALMERIA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>20</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>54</b>	<b>10</b>	
BARCELONA	JET2.COM LTD	S	46	0	0	67	13	15	0	4	0	22	73	12	44
	MONARCH AIRLINES	S	56	0	0	71	13	7	5	4	0	24	63	43	54
<b>TOTAL BARCELONA</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>11</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>67</b>	<b>29</b>	<b>98</b>
BILBAO	EASYJET AIRLINE COMPANY LTD	S	26	0	0	73	12	12	4	0	14	96	1	28	
<b>TOTAL BILBAO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>14</b>	<b>96</b>	<b>1</b>	<b>28</b>	
GIRONA	RYANAIR	S	90	0	0	90	10	0	0	0	5	82	14	62	
	THOMSON AIRWAYS LTD	C	18	0	0	83	17	0	0	0	6	88	8	16	
<b>TOTAL GIRONA</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>13</b>	<b>78</b>	
IBIZA	JET2.COM LTD	S	80	0	0	78	18	5	0	0	10	77	24	62	
	MONARCH AIRLINES	S	61	0	0	67	10	5	15	3	0	27	47	43	51
	RYANAIR	S	36	0	0	75	14	8	3	0	13	88	7	26	
	THOMAS COOK AIRLINES LTD	C	45	0	0	87	2	2	9	0	10	79	19	48	
	THOMSON AIRWAYS LTD	C	56	0	0	75	9	7	9	0	16	87	9	55	
<b>TOTAL IBIZA</b>			<b>278</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>5</b>	<b>7</b>	<b>1</b>	<b>16</b>	<b>75</b>	<b>22</b>	<b>242</b>	
MADRID	RYANAIR	S	34	0	0	97	3	0	0	0	3	92	13	36	
<b>TOTAL MADRID</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>72</b>	<b>15</b>	<b>116</b>	
MAHON	JET2.COM LTD	S	28	0	0	75	7	7	11	0	17	0	0	0	
	MONARCH AIRLINES	S	42	1	0	74	12	7	2	5	0	21	74	18	46
	THOMAS COOK AIRLINES LTD	C	28	0	0	64	11	4	14	4	4	50	88	17	26
	THOMSON AIRWAYS LTD	C	64	0	0	81	14	2	3	0	0	8	77	17	64
<b>TOTAL MAHON</b>			<b>162</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>4</b>	<b>6</b>	<b>2</b>	<b>20</b>	<b>76</b>	<b>17</b>	<b>144</b>	
MALAGA	AIR EUROPA	C	2	0	0	0	0	50	50	0	0	87	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	52	0	0	83	10	6	2	0	9	96	3	52	
	JET2.COM LTD	S	62	0	0	79	5	6	6	3	0	24	73	11	52
	MONARCH AIRLINES	S	86	0	0	49	26	14	9	2	0	28	62	17	73
	RYANAIR	S	78	0	0	92	3	5	0	0	0	5	85	11	80
	THOMSON AIRWAYS LTD	C	36	0	0	81	19	0	0	0	0	8	81	9	36
<b>TOTAL MALAGA</b>			<b>316</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>16</b>	<b>78</b>	<b>11</b>	<b>293</b>	
MURCIA SAN JAVIER	JET2.COM LTD	S	62	0	0	74	16	3	6	0	13	76	24	62	
	RYANAIR	S	34	0	0	94	3	3	0	0	3	97	2	36	
<b>TOTAL MURCIA SAN JAVIER</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>16</b>	<b>98</b>	
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	44	0	0	80	18	2	0	0	9	81	8	52	
	JET2.COM LTD	S	108	0	0	69	18	8	6	0	15	72	17	88	
	JETAIRFLY	C	10	0	0	60	20	20	0	0	16	0	0	0	
	MONARCH AIRLINES	S	106	0	1	46	23	21	8	3	0	32	56	35	94
	RYANAIR	S	124	0	0	81	12	7	0	0	0	9	61	22	106
	THOMAS COOK AIRLINES LTD	C	64	0	0	56	25	6	5	8	0	35	80	12	61
	THOMSON AIRWAYS LTD	C	146	0	0	76	14	8	2	0	0	11	82	10	146
<b>TOTAL PALMA DE MALLORCA</b>			<b>603</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>17</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>17</b>	<b>72</b>	<b>18</b>	<b>549</b>	
REUS	JET2.COM LTD	S	18	0	0	61	22	17	0	0	13	81	11	16	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
REUS	RYANAIR	S	16	0	0	81	19	0	0	0	0	5	100	1	18
	THOMAS COOK AIRLINES LTD	C	26	0	0	96	0	4	0	0	0	4	81	22	26
	THOMSON AIRWAYS LTD	C	28	0	0	82	11	4	4	0	0	11	92	4	26
<b>TOTAL REUS</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>10</b>	<b>86</b>
VALENCIA	RYANAIR	S	18	0	0	61	28	11	0	0	0	11	61	12	18
<b>TOTAL VALENCIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>28</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>61</b>	<b>12</b>	<b>18</b>
<b>TOTAL SPAIN</b>			<b>2265</b>	<b>1</b>	<b>1</b>	<b>75</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>17</b>	<b>2028</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	JET2.COM LTD	S	26	0	0	77	12	8	4	0	0	12	81	13	16
	MONARCH AIRLINES	S	38	0	0	68	18	11	3	0	0	15	72	17	36
	ORBEST	C	9	0	0	67	33	0	0	0	0	13	0	0	0
	RYANAIR	S	26	0	0	100	0	0	0	0	0	2	0	0	0
	THOMAS COOK AIRLINES LTD	C	18	0	0	78	11	11	0	0	0	10	67	36	27
	THOMSON AIRWAYS LTD	C	26	0	0	88	4	0	8	0	0	12	92	8	26
<b>TOTAL ARRECIFE</b>			<b>143</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>19</b>	<b>105</b>
FUERTEVENTURA	MONARCH AIRLINES	S	17	0	0	53	29	18	0	0	0	18	61	26	18
	THOMAS COOK AIRLINES LTD	C	17	2	0	94	6	0	0	0	0	3	67	26	18
	THOMSON AIRWAYS LTD	C	25	0	0	80	20	0	0	0	0	6	94	5	18
<b>TOTAL FUERTEVENTURA</b>			<b>59</b>	<b>2</b>	<b>0</b>	<b>76</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>19</b>	<b>54</b>
LAS PALMAS	JET2.COM LTD	S	17	0	1	47	24	12	12	6	0	39	100	3	8
	MONARCH AIRLINES	S	17	0	0	76	12	6	6	0	0	11	63	66	16
	THOMAS COOK AIRLINES LTD	C	18	0	0	89	11	0	0	0	0	5	44	47	18
	THOMSON AIRWAYS LTD	C	36	0	0	86	11	3	0	0	0	6	65	26	26
<b>TOTAL LAS PALMAS</b>			<b>88</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>14</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>38</b>	<b>68</b>
TENERIFE (SURREINA SOFIA)	AIR EUROPA	C	2	0	0	100	0	0	0	0	0	4	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	45	0	0	93	4	2	0	0	0	4	91	18	44
	JET2.COM LTD	S	44	0	0	68	18	9	5	0	0	14	81	39	26
	MONARCH AIRLINES	S	62	0	0	48	21	13	11	6	0	37	31	62	61
	RYANAIR	S	51	1	1	90	6	4	0	0	0	5	94	3	36
	THOMAS COOK AIRLINES LTD	C	22	0	0	68	14	9	9	0	0	23	58	40	38
	THOMSON AIRWAYS LTD	C	56	0	0	80	11	7	2	0	0	10	76	28	45
	TRAVEL SERVICE AIRLINES	C	10	0	0	70	30	0	0	0	0	9	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>292</b>	<b>1</b>	<b>1</b>	<b>74</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>34</b>	<b>251</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>582</b>	<b>3</b>	<b>2</b>	<b>76</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>70</b>	<b>29</b>	<b>487</b>
<b>SWEDEN</b>															
STOCKHOLM (ARLANDA)	NORWEGIAN AIR SHUTTLE	S	36	0	0	89	11	0	0	0	0	7	0	0	0
	SAS	S	64	0	0	89	2	3	6	0	0	10	94	4	64
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>100</b>	<b>2</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>94</b>	<b>4</b>	<b>64</b>
<b>TOTAL SWEDEN</b>			<b>100</b>	<b>2</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>6</b>	<b>70</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	EASYJET AIRLINE COMPANY LTD	S	34	0	0	82	3	15	0	0	0	10	0	0	0
<b>TOTAL BASLE MULHOUSE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>3</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>

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			Actual (7)	Plan (8)											
GENEVA	EASYJET AIRLINE COMPANY LTD	S	70	0	0	89	10	1	0	0	0	6	87	10	68
	EASYJET SWITZERLAND	S	10	0	0	80	10	10	0	0	0	12	0	0	0
<b>TOTAL GENEVA</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>10</b>	<b>68</b>
ZURICH	HELVETIC AIRWAYS	S	88	0	0	69	20	8	2	0	0	13	67	9	18
	SWISS AIRLINES	S	78	0	0	64	28	4	4	0	0	16	65	16	168
<b>TOTAL ZURICH</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>24</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>15</b>	<b>186</b>
<b>TOTAL SWITZERLAND</b>			<b>280</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>18</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>14</b>	<b>254</b>
<b>TUNISIA</b>															
ENFIDHA - HAMMAMET INTL	THOMAS COOK AIRLINES LTD	C	36	0	0	81	3	3	14	0	0	20	71	42	38
	THOMSON AIRWAYS LTD	C	26	0	0	77	15	0	8	0	0	10	78	18	18
	TUNISAIR	C	10	0	0	30	30	20	20	0	0	43	0	0	0
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>4</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>74</b>	<b>34</b>	<b>57</b>
JERBA	NOUVELAIR TUNISIE	C	10	0	0	80	0	0	20	0	0	17	13	90	8
<b>TOTAL JERBA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>13</b>	<b>90</b>	<b>8</b>
TUNIS	TUNISAIR	S	16	0	0	13	25	38	13	13	0	61	20	40	10
<b>TOTAL TUNIS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>38</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>61</b>	<b>20</b>	<b>40</b>	<b>10</b>
<b>TOTAL TUNISIA</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>12</b>	<b>9</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>55</b>	<b>39</b>	<b>83</b>
<b>TURKEY</b>															
ANTALYA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	78	17	6	0	0	0	9	0	0	0
	MONARCH AIRLINES	S	27	0	0	44	33	22	0	0	0	17	48	34	25
	PEGASUS AIRLINES	C	10	0	0	60	0	0	40	0	0	41	0	0	0
	THOMAS COOK AIRLINES LTD	C	35	0	0	66	11	9	14	0	0	20	56	60	48
	THOMSON AIRWAYS LTD	C	28	0	0	75	18	7	0	0	0	9	64	41	28
<b>TOTAL ANTALYA</b>			<b>119</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>57</b>	<b>46</b>	<b>108</b>
BODRUM (MILAS)	FREEBIRD AIRLINES	C	8	0	0	100	0	0	0	0	0	2	0	0	0
	JET2.COM LTD	S	18	0	0	94	6	0	0	0	0	4	89	33	18
	MONARCH AIRLINES	S	18	0	0	56	28	17	0	0	0	15	67	30	18
	THOMAS COOK AIRLINES LTD	C	26	0	0	62	19	4	15	0	0	22	65	34	51
	THOMSON AIRWAYS LTD	C	28	0	0	79	4	4	14	0	0	16	86	9	36
<b>TOTAL BODRUM (MILAS)</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>26</b>	<b>123</b>
DALAMAN	EASYJET AIRLINE COMPANY LTD	S	43	0	1	84	12	5	0	0	0	8	79	9	43
	JET2.COM LTD	S	53	0	1	66	21	4	6	4	0	23	69	17	35
	MONARCH AIRLINES	S	80	0	0	71	13	8	4	5	0	23	67	26	70
	ONUR AIR	C	18	0	0	72	17	11	0	0	0	9	33	20	3
	PEGASUS AIRLINES	S	8	0	0	88	0	13	0	0	0	6	67	49	18
	THOMAS COOK AIRLINES LTD	C	105	0	0	76	5	7	11	1	0	20	74	41	119
	THOMSON AIRWAYS LTD	C	61	0	0	92	3	2	3	0	0	7	92	8	60
<b>TOTAL DALAMAN</b>			<b>368</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>10</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>26</b>	<b>348</b>
ISTANBUL	THY TURK HAVA YOLLARI TURKIS	S	124	0	0	89	9	2	0	0	0	6	65	14	88
<b>TOTAL ISTANBUL</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>65</b>	<b>14</b>	<b>88</b>
IZMIR (ADNAM MENDERES)	THOMAS COOK AIRLINES LTD	C	18	0	0	83	11	6	0	0	0	8	61	32	18
	THOMSON AIRWAYS LTD	C	10	0	0	80	20	0	0	0	0	7	75	26	8

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012			
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 IZMIR (ADNAM MENDERES)			28	0	0	82	14	4	0	0	0	7	65	30	26
TOTAL TURKEY			737	0	2	77	12	6	5	1	0	14	71	28	693
UNITED ARAB EMIRATES															
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	124	0	0	75	14	6	5	0	0	12	92	6	124
TOTAL ABU DHABI INTERNATIONAL			124	0	0	75	14	6	5	0	0	12	92	6	124
DUBAI	EMIRATES	S	186	0	0	76	13	8	3	0	0	12	61	22	184
TOTAL DUBAI			186	0	0	76	13	8	3	0	0	12	61	22	184
TOTAL UNITED ARAB EMIRATES			310	0	0	75	13	7	4	0	0	12	73	15	308
UNITED KINGDOM															
ABERDEEN	BMI REGIONAL	S	134	0	0	96	4	0	0	0	0	2	88	9	198
	EASTERN AIRWAYS	C	2	0	0	50	0	50	0	0	0	30	100	14	2
	FLYBE LTD	S	246	0	0	81	7	8	4	0	0	12	74	17	248
TOTAL ABERDEEN			382	0	0	86	6	5	2	0	0	9	80	14	450
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	335	0	0	66	19	11	4	0	0	17	72	18	390
TOTAL BELFAST CITY (GEORGE BEST)			335	0	0	66	19	11	4	0	0	17	72	18	390
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	114	0	0	90	4	4	3	0	0	7	88	8	116
TOTAL BELFAST INTERNATIONAL			114	0	0	90	4	4	3	0	0	7	88	8	116
CARDIFF WALES	BMI REGIONAL	C	4	0	0	75	25	0	0	0	0	8	0	0	0
TOTAL CARDIFF WALES			4	0	0	75	25	0	0	0	0	8	0	0	0
EDINBURGH	BMI REGIONAL	S	136	0	0	96	2	1	1	0	0	3	97	4	178
	FLYBE LTD	S	156	0	0	94	3	2	1	1	0	5	74	18	178
TOTAL EDINBURGH			292	0	0	95	3	2	1	0	0	4	85	11	356
EXETER	FLYBE LTD	S	148	0	0	88	7	5	1	0	0	8	70	15	96
TOTAL EXETER			148	0	0	88	7	5	1	0	0	8	70	15	96
GLASGOW	FLYBE LTD	S	105	0	0	82	11	3	3	1	0	12	81	12	100
TOTAL GLASGOW			105	0	0	82	11	3	3	1	0	12	80	13	101
GUERNSEY	AURIGNY AIR SERVICES	S	134	0	0	72	14	10	2	1	0	18	74	19	130
TOTAL GUERNSEY			134	0	0	72	14	10	2	1	0	18	74	19	130
HEATHROW	BRITISH AIRWAYS PLC	S	590	0	0	77	15	6	2	0	0	10	84	8	897
	VIRGIN ATLANTIC AIRWAYS LTD	S	248	0	0	91	7	2	0	0	0	4	0	0	0
TOTAL HEATHROW			838	0	0	81	13	5	1	0	0	8	84	8	897
INVERNESS	FLYBE LTD	S	104	0	0	90	10	0	0	0	0	4	76	15	99
TOTAL INVERNESS			104	0	0	90	10	0	0	0	0	4	76	15	99
ISLE OF MAN	FLYBE LTD	S	248	0	0	88	6	4	2	0	0	8	89	7	266
TOTAL ISLE OF MAN			248	0	0	88	6	4	2	0	0	8	89	7	266
JERSEY	FLYBE LTD	S	72	0	0	75	15	0	10	0	0	17	67	28	70
TOTAL JERSEY			72	0	0	75	15	0	10	0	0	17	68	25	132
NEWQUAY	FLYBE LTD	S	62	0	0	76	10	6	6	2	0	17	87	7	52

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Reporting Airport: MANCHESTER (Full Analysis)

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			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL NEWQUAY			62	0	0	76	10	6	6	2	0	17	87	7	52
NORWICH	LOGANAIR	S	106	0	0	95	4	1	0	0	0	4	90	7	118
TOTAL NORWICH			106	0	0	95	4	1	0	0	0	4	90	7	118
SOUTHAMPTON	FLYBE LTD	S	229	0	1	80	13	2	5	0	0	12	61	18	207
TOTAL SOUTHAMPTON			229	0	1	80	13	2	5	0	0	12	61	18	209
TOTAL UNITED KINGDOM			3176	10	1	83	10	5	2	0	0	10	79	12	3597
USA															
ATLANTA	DELTA AIRLINES	S	62	0	0	85	3	5	3	3	0	17	79	19	62
TOTAL ATLANTA			62	0	0	85	3	5	3	3	0	17	79	19	62
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	62	0	0	71	8	2	16	3	0	29	68	19	62
TOTAL CHICAGO (O'HARE)			62	0	0	71	8	2	16	3	0	29	68	19	62
LAS VEGAS	THOMAS COOK AIRLINES LTD	S	9	0	0	22	33	33	11	0	0	32	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	18	0	0	67	17	6	11	0	0	20	78	12	18
TOTAL LAS VEGAS			27	0	0	52	22	15	11	0	0	24	75	14	28
NEW YORK (JF KENNEDY)	AMERICAN AIRLINES	S	62	0	0	87	3	5	5	0	0	9	84	11	62
	PAKISTAN INTL AIRLINES	S	14	0	0	21	21	29	14	7	7	76	46	40	13
TOTAL NEW YORK (JF KENNEDY)			76	0	0	75	7	9	7	1	1	21	77	16	75
NEW YORK (NEWARK)	UNITED AIRLINES	S	62	0	0	90	3	3	3	0	0	6	55	41	62
TOTAL NEW YORK (NEWARK)			62	0	0	90	3	3	3	0	0	6	55	41	62
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	98	0	0	93	6	0	1	0	0	3	88	9	98
TOTAL ORLANDO			98	0	0	93	6	0	1	0	0	3	88	9	98
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	62	0	0	77	6	5	8	3	0	23	77	10	62
TOTAL PHILADELPHIA INTERNATIONAL			62	0	0	77	6	5	8	3	0	23	77	10	62
SANFORD	MONARCH AIRLINES	C	17	0	0	71	12	18	0	0	0	12	78	10	27
	THOMAS COOK AIRLINES LTD	S	30	0	0	80	7	7	0	7	0	22	0	0	0
	THOMSON AIRWAYS LTD	C	28	0	0	57	18	14	11	0	0	22	69	24	26
TOTAL SANFORD			75	0	0	69	12	12	4	3	0	20	74	19	82
WASHINGTON (DULLES)	UNITED AIRLINES	S	62	0	0	95	3	2	0	0	0	2	58	48	62
TOTAL WASHINGTON (DULLES)			62	0	0	95	3	2	0	0	0	2	58	48	62
TOTAL USA			586	0	0	81	7	5	5	2	0	15	73	21	593
TOTAL MANCHESTER			15989	31	11	80	11	5	3	1	0	12	78	15	15997

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
SALZBURG	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	100	0	10
<b>TOTAL SALZBURG</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>10</b>
<b>TOTAL AUSTRIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>10</b>
<b>BULGARIA</b>															
BURGAS	BH AIR	C	18	0	0	78	22	0	0	0	0	8	63	13	16
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	0	67	11	9
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	100	0	8
<b>TOTAL BURGAS</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>4</b>	<b>73</b>	<b>9</b>	<b>33</b>	
VARNA	BH AIR	C	10	0	0	90	10	0	0	0	0	5	88	3	8
<b>TOTAL VARNA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>3</b>	<b>8</b>	
<b>TOTAL BULGARIA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>76</b>	<b>8</b>	<b>41</b>	
<b>CROATIA</b>															
DUBROVNIK	JET2.COM LTD	S	16	0	0	88	0	0	13	0	0	13	38	132	8
<b>TOTAL DUBROVNIK</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>38</b>	<b>132</b>	<b>8</b>
PULA	JET2.COM LTD	S	8	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL PULA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CROATIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>38</b>	<b>132</b>	<b>8</b>
<b>CYPRUS</b>															
LARNACA	THOMAS COOK AIRLINES LTD	C	16	0	0	63	25	13	0	0	0	12	72	7	18
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	75	5	8
<b>TOTAL LARNACA</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>8</b>	<b>73</b>	<b>7</b>	<b>26</b>	
PAPHOS	JET2.COM LTD	S	16	0	0	25	38	31	6	0	0	26	44	23	18
	THOMAS COOK AIRLINES LTD	C	8	1	0	100	0	0	0	0	0	0	75	11	16
	THOMSON AIRWAYS LTD	C	16	0	0	88	6	6	0	0	0	6	94	4	18
<b>TOTAL PAPHOS</b>			<b>40</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>13</b>	<b>52</b>
<b>TOTAL CYPRUS</b>			<b>64</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>11</b>	<b>78</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	JET2.COM LTD	S	18	0	0	61	28	6	6	0	0	16	85	14	26
<b>TOTAL PRAGUE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>28</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>85</b>	<b>14</b>	<b>26</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>28</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>85</b>	<b>14</b>	<b>26</b>
<b>DENMARK</b>															
COPENHAGEN	CIMBER AIR A/S	S	48	0	0	92	8	0	0	0	0	4	0	0	0
<b>TOTAL COPENHAGEN</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
KARUP	EASTERN AIRWAYS	C	2	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL KARUP</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL DENMARK</b>			<b>50</b>	<b>3</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>0</b>	<b>0</b>	<b>0</b>

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ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2013

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	3	100	2	10
	THOMSON AIRWAYS LTD	C	18	0	0	100	0	0	0	0	0	2	94	5	18
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</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>96</b>	<b>4</b>	<b>28</b>
<b>TOTAL EGYPT</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>96</b>	<b>4</b>	<b>28</b>
<b>FRANCE</b>															
LIMOGES	FLYBE LTD	S	10	0	0	30	30	20	20	0	0	48	75	19	8
<b>TOTAL LIMOGES</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>30</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>75</b>	<b>19</b>	<b>8</b>
NICE	EASYJET AIRLINE COMPANY LTD	S	28	0	0	89	11	0	0	0	0	4	88	4	26
<b>TOTAL NICE</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>4</b>	<b>88</b>	<b>4</b>	<b>26</b>
PARIS (CHARLES DE GAULLE)	BRIT AIR	S	165	0	0	82	13	5	1	0	0	8	90	6	164
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>165</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>8</b>	<b>92</b>	<b>5</b>	<b>200</b>
TARBES-LOURDES INTERNATIONAL	AIR MEDITERRANEE	C	2	0	0	50	50	0	0	0	0	10	100	0	2
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>100</b>	<b>0</b>	<b>2</b>
<b>TOTAL FRANCE</b>			<b>205</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>6</b>	<b>244</b>
<b>GERMANY</b>															
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	51	0	0	90	10	0	0	0	0	5	94	3	88
<b>TOTAL DUSSELDORF</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>94</b>	<b>3</b>	<b>88</b>
HAMBURG	EASTERN AIRWAYS	C	8	0	0	50	38	0	13	0	0	25	0	0	0
<b>TOTAL HAMBURG</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>38</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GERMANY</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>14</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>94</b>	<b>3</b>	<b>88</b>
<b>GREECE</b>															
CORFU	JET2.COM LTD	S	8	0	0	63	13	25	0	0	0	18	63	12	8
	THOMAS COOK AIRLINES LTD	C	18	0	0	94	6	0	0	0	0	1	100	3	18
	THOMSON AIRWAYS LTD	C	18	0	0	100	0	0	0	0	0	1	83	12	18
<b>TOTAL CORFU</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>9</b>	<b>44</b>
HERAKLION	AEGEAN AIRLINES	C	8	0	0	88	13	0	0	0	0	5	0	0	0
	JET2.COM LTD	S	8	0	0	75	13	0	13	0	0	13	100	3	8
	THOMAS COOK AIRLINES LTD	C	7	1	0	100	0	0	0	0	0	0	100	3	8
	THOMSON AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	3	80	11	10
<b>TOTAL HERAKLION</b>			<b>33</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>92</b>	<b>6</b>	<b>26</b>
KEFALLINIA	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	0	13	13	0	49	50	46	8
<b>TOTAL KEFALLINIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>49</b>	<b>50</b>	<b>46</b>	<b>8</b>
KOS	THOMSON AIRWAYS LTD	C	8	1	0	88	13	0	0	0	0	4	88	4	8
<b>TOTAL KOS</b>			<b>8</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>12</b>	<b>16</b>
RHODES	JET2.COM LTD	S	9	0	0	78	22	0	0	0	0	7	80	10	10
	THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	0	0	89	4	18
	THOMSON AIRWAYS LTD	C	7	1	0	100	0	0	0	0	0	0	100	3	10
<b>TOTAL RHODES</b>			<b>25</b>	<b>1</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>5</b>	<b>38</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2013

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
SKIATHOS	THOMAS COOK AIRLINES LTD	C	10	0	0	60	10	10	20	0	0	21	100	1	10
<b>TOTAL SKIATHOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>100</b>	<b>1</b>	<b>10</b>
ZAKINTHOS	THOMAS COOK AIRLINES LTD	C	18	0	0	94	0	6	0	0	3	67	12	18	
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	5	63	11	8	
<b>TOTAL ZAKINTHOS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>65</b>	<b>12</b>	<b>26</b>	
<b>TOTAL GREECE</b>			<b>154</b>	<b>3</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>7</b>	<b>83</b>	<b>9</b>	<b>168</b>	
<b>IRISH REPUBLIC</b>															
CORK	JET2.COM LTD	S	18	0	0	89	11	0	0	0	6	54	25	24	
<b>TOTAL CORK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>54</b>	<b>25</b>	<b>24</b>	
DUBLIN	RYANAIR	S	88	0	0	74	10	14	2	0	12	80	10	124	
<b>TOTAL DUBLIN</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>10</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>10</b>	<b>124</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>13</b>	<b>148</b>	
<b>ITALY</b>															
NAPLES	THOMSON AIRWAYS LTD	C	10	0	0	70	0	10	10	10	49	100	2	9	
<b>TOTAL NAPLES</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>49</b>	<b>100</b>	<b>2</b>	<b>9</b>	
PISA	JET2.COM LTD	S	18	0	0	94	6	0	0	0	4	78	57	18	
<b>TOTAL PISA</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>4</b>	<b>78</b>	<b>57</b>	<b>18</b>	
ROME (FIUMICINO)	JET2.COM LTD	S	18	0	0	78	22	0	0	0	9	67	14	18	
<b>TOTAL ROME (FIUMICINO)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>67</b>	<b>14</b>	<b>18</b>	
VENICE	JET2.COM LTD	S	18	0	0	94	0	6	0	0	6	85	7	26	
<b>TOTAL VENICE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>7</b>	<b>26</b>	
VERONA VILLAFRANCA	THOMSON AIRWAYS LTD	C	18	0	0	94	6	0	0	0	1	100	3	18	
<b>TOTAL VERONA VILLAFRANCA</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>1</b>	<b>100</b>	<b>3</b>	<b>18</b>	
<b>TOTAL ITALY</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>10</b>	<b>84</b>	<b>17</b>	<b>89</b>	
<b>MALTA</b>															
MALTA	AIR MALTA	C	8	0	0	50	0	25	25	0	38	75	53	8	
	EASYJET AIRLINE COMPANY LTD	S	17	0	1	76	6	6	6	6	27	100	2	16	
<b>TOTAL MALTA</b>			<b>25</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>4</b>	<b>12</b>	<b>12</b>	<b>4</b>	<b>30</b>	<b>92</b>	<b>19</b>	<b>24</b>	
<b>TOTAL MALTA</b>			<b>25</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>4</b>	<b>12</b>	<b>12</b>	<b>4</b>	<b>30</b>	<b>92</b>	<b>19</b>	<b>24</b>	
<b>MEXICO</b>															
CANCUN	THOMSON AIRWAYS LTD	C	8	0	0	75	13	13	0	0	12	56	14	9	
<b>TOTAL CANCUN</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>12</b>	<b>56</b>	<b>14</b>	<b>9</b>	
<b>TOTAL MEXICO</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>12</b>	<b>56</b>	<b>14</b>	<b>9</b>	
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	34	0	0	94	0	6	0	0	4	0	0	0	
	KLM	S	24	0	0	92	8	0	0	0	2	96	4	52	
	KLM CITYHOPPER	S	286	0	0	98	1	0	0	0	5	93	4	256	
<b>TOTAL AMSTERDAM</b>			<b>344</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>4</b>	<b>308</b>	

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			Actual (7)	Plan (8)											
TOTAL ROTTERDAM			2	0	0	100	0	0	0	0	0	9	0	32	2
TOTAL NETHERLANDS			346	0	0	97	2	1	0	0	0	4	93	4	310
<b>NORWAY</b>															
STAVANGER	EASTERN AIRWAYS	S	33	0	2	73	9	9	9	0	0	13	84	9	37
	WIDEROE FLYVESELSKAP A/S	S	38	0	2	92	3	3	3	0	0	8	91	5	34
TOTAL STAVANGER			71	0	4	83	6	6	6	0	0	10	87	7	71
TOTAL NORWAY			71	0	4	83	6	6	6	0	0	10	88	8	91
<b>POLAND</b>															
KRAKOW	JET2.COM LTD	S	26	0	0	73	27	0	0	0	0	9	71	15	28
TOTAL KRAKOW			26	0	0	73	27	0	0	0	0	9	71	15	28
TOTAL POLAND			26	0	0	73	27	0	0	0	0	9	71	15	28
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	EASYJET AIRLINE COMPANY LTD	S	52	0	0	87	8	6	0	0	0	5	94	6	52
	JET2.COM LTD	S	62	0	0	94	5	2	0	0	0	4	88	12	52
	THOMSON AIRWAYS LTD	C	10	0	0	80	0	10	10	0	0	14	90	6	10
TOTAL FARO			124	0	0	90	6	4	1	0	0	5	90	9	122
TOTAL PORTUGAL(EXCLUDING MADEIRA)			125	0	0	90	6	4	1	0	0	5	90	9	122
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	6	88	16	8
TOTAL FUNCHAL			8	0	0	100	0	0	0	0	0	6	88	16	8
TOTAL PORTUGAL(MADEIRA)			8	0	0	100	0	0	0	0	0	6	88	16	8
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	61	0	1	79	13	5	3	0	0	11	95	3	62
	JET2.COM LTD	S	90	0	0	98	1	1	0	0	0	3	89	11	70
	THOMAS COOK AIRLINES LTD	C	18	0	0	89	11	0	0	0	0	4	100	3	16
	THOMSON AIRWAYS LTD	C	27	0	0	89	4	4	4	0	0	6	88	7	16
TOTAL ALICANTE			196	0	1	90	6	3	2	0	0	6	92	7	164
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	44	0	0	89	5	7	0	0	0	6	98	2	46
TOTAL BARCELONA			44	0	0	89	5	7	0	0	0	6	98	2	46
GIRONA	RYANAIR	S	36	0	0	86	11	3	0	0	0	7	88	8	26
TOTAL GIRONA			36	0	0	86	11	3	0	0	0	7	88	8	26
IBIZA	JET2.COM LTD	S	46	0	0	85	11	4	0	0	0	6	83	32	36
	THOMAS COOK AIRLINES LTD	C	26	0	0	81	4	8	8	0	0	13	92	3	26
	THOMSON AIRWAYS LTD	C	27	0	0	96	4	0	0	0	0	2	85	5	26
TOTAL IBIZA			99	0	0	87	7	4	2	0	0	7	85	15	96
MAHON	EASYJET AIRLINE COMPANY LTD	S	10	0	0	90	0	10	0	0	0	7	90	3	10
	JET2.COM LTD	S	28	0	0	96	0	4	0	0	0	5	72	22	18
	THOMAS COOK AIRLINES LTD	C	18	0	0	94	0	6	0	0	0	5	89	6	18
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	100	1	10

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			Actual (7)	Plan (8)											
<b>TOTAL MAHON</b>			<b>64</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>86</b>	<b>10</b>	56
<b>MALAGA</b>	EASYJET AIRLINE COMPANY LTD	S	62	0	0	98	2	0	0	0	0	2	94	2	62
	JET2.COM LTD	S	62	0	0	90	5	3	2	0	0	6	74	17	54
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	100	1	8
<b>TOTAL MALAGA</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>8</b>	124
<b>MURCIA SAN JAVIER</b>	JET2.COM LTD	S	54	0	0	91	4	4	2	0	0	8	92	8	62
<b>TOTAL MURCIA SAN JAVIER</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>8</b>	62
<b>PALMA DE MALLORCA</b>	EASYJET AIRLINE COMPANY LTD	S	62	0	0	82	10	6	2	0	0	9	90	4	62
	JET2.COM LTD	S	82	0	0	89	10	1	0	0	0	5	82	16	62
	THOMAS COOK AIRLINES LTD	C	38	0	0	89	8	3	0	0	0	5	85	10	41
	THOMSON AIRWAYS LTD	C	64	0	0	83	13	2	3	0	0	8	94	4	52
<b>TOTAL PALMA DE MALLORCA</b>			<b>246</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>9</b>	217
<b>REUS</b>	JET2.COM LTD	S	18	0	0	100	0	0	0	0	0	3	88	3	17
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	0	0	25	0	68	75	5	8
	THOMSON AIRWAYS LTD	C	18	0	0	94	6	0	0	0	0	2	94	4	16
<b>TOTAL REUS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>15</b>	<b>88</b>	<b>4</b>	41
<b>TOTAL SPAIN</b>			<b>915</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>8</b>	832
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	JET2.COM LTD	S	18	0	0	83	0	6	6	6	0	24	78	10	18
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	5	100	3	10
	THOMSON AIRWAYS LTD	C	10	0	0	80	20	0	0	0	0	5	100	2	10
<b>TOTAL ARRECIFE</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>89</b>	<b>6</b>	38
<b>FUERTEVENTURA</b>	THOMAS COOK AIRLINES LTD	C	18	0	0	83	6	11	0	0	0	9	100	1	18
<b>TOTAL FUERTEVENTURA</b>			<b>18</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>100</b>	<b>1</b>	18
<b>LAS PALMAS</b>	JET2.COM LTD	S	9	0	0	89	11	0	0	0	0	6	50	26	8
	THOMAS COOK AIRLINES LTD	C	9	0	0	89	11	0	0	0	0	4	100	6	10
	THOMSON AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	7	75	25	8
<b>TOTAL LAS PALMAS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>18</b>	26
<b>TENERIFE (SURREINA SOFIA)</b>	JET2.COM LTD	S	27	0	0	74	19	7	0	0	0	9	85	12	26
	THOMAS COOK AIRLINES LTD	C	18	0	0	78	6	0	11	0	6	72	71	8	17
	THOMSON AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	4	89	4	9
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>29</b>	<b>81</b>	<b>9</b>	52
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>137</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>18</b>	<b>85</b>	<b>9</b>	134
<b>TUNISIA</b>															
<b>ENFIDHA - HAMMAMET INTL</b>	CROATIA AIRLINES	C	10	0	0	10	10	40	40	0	0	64	0	0	0
	THOMAS COOK AIRLINES LTD	C	17	0	0	76	6	12	6	0	0	12	94	1	18
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	88	16	8
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>6</b>	<b>17</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>92</b>	<b>6</b>	26
<b>TOTAL TUNISIA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>6</b>	<b>17</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>92</b>	<b>6</b>	26
<b>TURKEY</b>															
<b>ANTALYA</b>	THOMAS COOK AIRLINES LTD	C	18	0	0	78	6	6	0	11	0	40	94	5	18

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ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2013

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
ANTALYA	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	89	2	9
<b>TOTAL ANTALYA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>28</b>	<b>93</b>	<b>4</b>	<b>27</b>
BODRUM (MILAS)	JET2.COM LTD	S	8	0	0	100	0	0	0	0	0	5	43	44	7
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	3	88	8	17
	THOMSON AIRWAYS LTD	C	10	0	0	90	0	10	0	0	0	7	100	0	10
<b>TOTAL BODRUM (MILAS)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>13</b>	<b>34</b>
DALAMAN	JET2.COM LTD	S	28	0	0	86	4	7	4	0	0	10	81	11	26
	ONUR AIR	C	7	0	0	100	0	0	0	0	0	0	0	0	0
	THOMAS COOK AIRLINES LTD	C	63	0	0	79	3	8	6	3	0	18	83	15	53
	THOMSON AIRWAYS LTD	C	27	0	0	96	4	0	0	0	0	2	100	2	18
<b>TOTAL DALAMAN</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>3</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>12</b>	<b>97</b>
<b>TOTAL TURKEY</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>3</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>86</b>	<b>11</b>	<b>158</b>
UNITED ARAB EMIRATES															
DUBAI	EMIRATES	S	62	0	0	85	10	5	0	0	0	6	73	10	62
<b>TOTAL DUBAI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>73</b>	<b>10</b>	<b>62</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>73</b>	<b>10</b>	<b>62</b>
UNITED KINGDOM															
ABERDEEN	EASTERN AIRWAYS	S	192	0	6	91	4	4	2	0	0	6	86	11	135
<b>TOTAL ABERDEEN</b>			<b>192</b>	<b>0</b>	<b>6</b>	<b>91</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>11</b>	<b>135</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	106	0	0	85	4	4	7	1	0	13	90	11	86
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>4</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>90</b>	<b>11</b>	<b>86</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	122	0	0	94	2	3	0	0	0	4	92	6	116
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>6</b>	<b>116</b>
BIRMINGHAM	EASTERN AIRWAYS	S	47	0	3	96	0	0	4	0	0	5	0	0	0
<b>TOTAL BIRMINGHAM</b>			<b>47</b>	<b>0</b>	<b>3</b>	<b>96</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	114	0	0	91	4	3	2	0	0	5	96	4	116
<b>TOTAL BRISTOL</b>			<b>114</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>96</b>	<b>4</b>	<b>116</b>
CARDIFF WALES	EASTERN AIRWAYS	S	96	0	0	89	8	3	0	0	0	4	90	8	96
<b>TOTAL CARDIFF WALES</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>8</b>	<b>99</b>
EXETER	FLYBE LTD	S	52	0	0	83	6	6	2	4	0	16	90	6	62
<b>TOTAL EXETER</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>16</b>	<b>90</b>	<b>6</b>	<b>62</b>
<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>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
GATWICK	EASTERN AIRWAYS	C	2	0	0	50	50	0	0	0	0	11	0	0	0
	FLYBE LTD	S	145	0	2	86	3	8	3	1	0	12	78	12	160
<b>TOTAL GATWICK</b>			<b>148</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>3</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>12</b>	<b>161</b>
HEATHROW	BRITISH AIRWAYS PLC	S	344	0	0	82	13	4	2	0	0	9	82	9	338
<b>TOTAL HEATHROW</b>			<b>344</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>9</b>	<b>338</b>
ISLE OF MAN	LINKSAIR LTD	S	25	7	0	100	0	0	0	0	0	0	0	0	0
	VANAIR EUROPE AS	S	3	1	0	100	0	0	0	0	0	7	100	1	40

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2013

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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			28	8	0	100	0	0	0	0	0	1	100	1	40
JERSEY	EASYJET AIRLINE COMPANY LTD	S	18	0	0	100	0	0	0	0	0	3	0	0	0
	FLYBE LTD	S	10	0	0	70	0	10	20	0	0	37	86	12	44
TOTAL JERSEY			28	0	0	89	0	4	7	0	0	15	86	12	44
MANCHESTER	BMI REGIONAL	C	2	0	0	100	0	0	0	0	0	7	0	0	0
TOTAL MANCHESTER			2	0	0	100	0	0	0	0	0	7	0	0	0
NEWQUAY	FLYBE LTD	S	10	0	0	70	20	10	0	0	0	11	75	16	8
TOTAL NEWQUAY			10	0	0	70	20	10	0	0	0	11	75	16	8
SOUTHAMPTON	EASTERN AIRWAYS	C	2	0	0	100	0	0	0	0	0	4	0	0	0
	FLYBE LTD	S	141	0	0	89	8	3	1	0	0	7	89	7	133
TOTAL SOUTHAMPTON			143	0	0	89	8	3	1	0	0	7	89	7	133
STANSTED	BMI REGIONAL	C	2	0	0	50	50	0	0	0	0	9	0	0	0
TOTAL STANSTED			2	0	0	50	50	0	0	0	0	9	0	0	0
TOTAL UNITED KINGDOM			1436	8	11	87	6	4	2	0	0	8	86	9	1340
USA															
SANFORD	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	90	6	10
TOTAL SANFORD			8	0	0	100	0	0	0	0	0	2	86	10	14
TOTAL USA			8	0	0	100	0	0	0	0	0	2	86	10	14
TOTAL NEWCASTLE			4222	15	17	87	7	4	2	0	0	8	87	9	4196

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2013

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012			
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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	64	0	0	55	23	9	9	0	3	36	76	11	70	
TOTAL TIRANA			<b>64</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>23</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>36</b>	<b>76</b>	<b>11</b>	<b>70</b>	
TOTAL ALBANIA			<b>64</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>23</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>36</b>	<b>76</b>	<b>11</b>	<b>70</b>	
<b>AUSTRIA</b>																
KLAGENFURT	RYANAIR	S	28	0	0	89	4	0	7	0	0	8	58	21	26	
TOTAL KLAGENFURT			<b>29</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>3</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>58</b>	<b>21</b>	<b>26</b>	
SALZBURG	RYANAIR	S	26	0	0	85	12	4	0	0	0	6	78	15	36	
TOTAL SALZBURG			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>15</b>	<b>37</b>	
TOTAL AUSTRIA			<b>55</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>14</b>	<b>128</b>	
<b>BULGARIA</b>																
BURGAS	BH AIR	C	7	0	0	86	14	0	0	0	0	5	0	0	0	
TOTAL BURGAS			<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>	
PLOVDIV	RYANAIR	S	18	0	0	100	0	0	0	0	0	1	81	8	26	
TOTAL PLOVDIV			<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>81</b>	<b>8</b>	<b>26</b>	
SOFIA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	94	6	0	0	0	0	2	0	0	0	
TOTAL SOFIA			<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>0</b>	<b>0</b>	<b>0</b>	
TOTAL BULGARIA			<b>43</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>8</b>	<b>26</b>	
<b>CROATIA</b>																
DUBROVNIK	EASYJET AIRLINE COMPANY LTD	S	26	0	0	100	0	0	0	0	0	0	100	2	28	
TOTAL DUBROVNIK			<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>100</b>	<b>2</b>	<b>28</b>	
PULA	RYANAIR	S	36	0	0	81	11	3	6	0	0	11	74	11	34	
TOTAL PULA			<b>36</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>11</b>	<b>34</b>	
RIJEKA	RYANAIR	S	18	0	0	89	11	0	0	0	0	5	100	2	18	
TOTAL RIJEKA			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>2</b>	<b>18</b>	
SPLIT	EASYJET AIRLINE COMPANY LTD	S	28	0	0	93	0	0	7	0	0	9	96	2	26	
TOTAL SPLIT			<b>28</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>96</b>	<b>2</b>	<b>26</b>	
ZADAR	RYANAIR	S	34	0	0	88	6	3	0	0	3	18	78	9	46	
TOTAL ZADAR			<b>34</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>18</b>	<b>78</b>	<b>9</b>	<b>46</b>	
TOTAL CROATIA			<b>142</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>86</b>	<b>7</b>	<b>154</b>	
<b>CYPRUS</b>																
PAPHOS	RYANAIR	S	44	0	0	84	9	7	0	0	0	8	58	22	36	
	THOMSON AIRWAYS LTD	C	17	1	0	100	0	0	0	0	0	3	72	9	18	
TOTAL PAPHOS			<b>61</b>	<b>2</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>63</b>	<b>17</b>	<b>54</b>	
TOTAL CYPRUS			<b>61</b>	<b>2</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>63</b>	<b>16</b>	<b>90</b>	
<b>CZECH REPUBLIC</b>																
BRNO (TURANY)	RYANAIR	S	44	0	0	86	11	2	0	0	0	5	94	6	62	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2013

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 BRNO (TURANY)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>94</b>	<b>6</b>	62
OSTRAVA	RYANAIR	S	28	0	0	86	7	0	7	0	0	10	0	0	0
<b>TOTAL OSTRAVA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	0
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	52	0	0	88	2	4	2	4	0	16	85	10	54
<b>TOTAL PRAGUE</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>22</b>	64
<b>TOTAL CZECH REPUBLIC</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>14</b>	126
<b>DENMARK</b>															
AARHUS (TIRSTRUP)	RYANAIR	S	34	0	0	74	26	0	0	0	0	8	94	4	54
<b>TOTAL AARHUS (TIRSTRUP)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>94</b>	<b>4</b>	54
BILLUND	RYANAIR	S	124	0	0	92	6	2	0	0	0	4	88	6	124
<b>TOTAL BILLUND</b>			<b>124</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>88</b>	<b>6</b>	124
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	114	0	0	93	4	3	0	0	0	3	95	5	120
<b>TOTAL COPENHAGEN</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>95</b>	<b>5</b>	120
<b>TOTAL DENMARK</b>			<b>272</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>92</b>	<b>5</b>	298
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	EASYJET AIRLINE COMPANY LTD	S	18	0	0	94	6	0	0	0	0	2	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	9	0	0	0
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</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>0</b>	<b>0</b>	0
<b>TOTAL EGYPT</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>0</b>	<b>0</b>	0
<b>ESTONIA</b>															
TALLIN	RYANAIR	S	34	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL TALLIN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>4</b>	28
<b>TOTAL ESTONIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>4</b>	28
<b>FINLAND</b>															
TAMPERE	RYANAIR	S	26	0	0	100	0	0	0	0	0	2	93	6	28
<b>TOTAL TAMPERE</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>93</b>	<b>6</b>	28
<b>TOTAL FINLAND</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>96</b>	<b>4</b>	54
<b>FRANCE</b>															
BERGERAC	RYANAIR	S	88	0	0	98	2	0	0	0	0	3	88	5	90
<b>TOTAL BERGERAC</b>			<b>88</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>88</b>	<b>5</b>	90
BIARRITZ	RYANAIR	S	78	0	0	88	6	3	3	0	0	8	86	10	80
<b>TOTAL BIARRITZ</b>			<b>78</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>86</b>	<b>10</b>	80
CALVI	TITAN AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	100	3	8
<b>TOTAL CALVI</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>3</b>	8
CARCASSONNE	RYANAIR	S	88	0	0	83	13	2	2	0	0	8	80	9	88
<b>TOTAL CARCASSONNE</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>9</b>	88
DINARD	RYANAIR	S	54	0	0	100	0	0	0	0	0	2	93	3	54

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ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2013

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			Actual (7)	Plan (8)											
TOTAL DINARD			54	0	0	100	0	0	0	0	0	2	93	3	54
DOLE	RYANAIR	S	18	0	0	94	6	0	0	0	0	2	0	0	0
TOTAL DOLE			18	0	0	94	6	0	0	0	0	2	0	0	0
LA ROCHELLE	RYANAIR	S	44	0	0	93	7	0	0	0	0	5	75	10	44
TOTAL LA ROCHELLE			44	0	0	93	7	0	0	0	0	5	75	10	44
LIMOGES	RYANAIR	S	80	0	0	79	18	4	0	0	0	7	76	10	80
TOTAL LIMOGES			80	0	0	79	18	4	0	0	0	7	76	10	80
LYON	EASYJET AIRLINE COMPANY LTD	S	62	0	0	84	13	2	0	2	0	9	95	5	62
TOTAL LYON			62	0	0	84	13	2	0	2	0	9	95	5	62
MARSEILLE	RYANAIR	S	62	0	0	76	21	3	0	0	0	9	77	16	62
TOTAL MARSEILLE			62	0	0	76	21	3	0	0	0	9	77	16	62
NICE	EASYJET AIRLINE COMPANY LTD	S	62	0	0	85	5	8	2	0	0	7	84	7	62
TOTAL NICE			62	2	0	85	5	8	2	0	0	7	83	7	63
PERPIGNAN	RYANAIR	S	70	0	0	77	14	7	1	0	0	10	95	5	82
TOTAL PERPIGNAN			70	0	0	77	14	7	1	0	0	10	95	5	82
POITIERS	RYANAIR	S	42	0	0	86	12	2	0	0	0	6	69	13	48
TOTAL POITIERS			42	0	0	86	12	2	0	0	0	6	69	13	48
RODEZ	RYANAIR	S	36	0	0	94	6	0	0	0	0	2	80	9	54
TOTAL RODEZ			36	0	0	94	6	0	0	0	0	2	80	9	54
STRASBOURG	RYANAIR	S	28	0	0	96	0	0	4	0	0	8	0	0	0
TOTAL STRASBOURG			28	0	0	96	0	0	4	0	0	8	0	0	0
TARBES-LOURDES INTERNATIONAL	RYANAIR	S	28	0	0	86	11	4	0	0	0	5	96	3	26
	TITAN AIRWAYS LTD	C	16	0	0	69	25	6	0	0	0	12	50	30	14
TOTAL TARBES-LOURDES INTERNATIONAL			44	0	0	80	16	5	0	0	0	8	80	13	40
TOULON / HYERES	RYANAIR	S	44	0	0	70	18	9	2	0	0	12	66	17	44
TOTAL TOULON / HYERES			44	1	0	70	18	9	2	0	0	12	66	17	44
TOURS	RYANAIR	S	34	0	0	88	12	0	0	0	0	5	84	7	32
TOTAL TOURS			34	0	0	88	12	0	0	0	0	5	84	7	32
TOTAL FRANCE			942	3	0	86	10	3	1	0	0	7	83	9	939
GERMANY															
BERLIN (SCHONEFELD)	RYANAIR	S	62	0	0	92	6	0	2	0	0	7	68	11	72
TOTAL BERLIN (SCHONEFELD)			62	0	0	92	6	0	2	0	0	7	68	11	72
BREMEN	RYANAIR	S	106	0	0	87	9	2	0	1	1	12	81	12	78
TOTAL BREMEN			106	0	0	87	9	2	0	1	1	12	81	12	78
COLOGNE BONN	GERMANWINGS	S	132	0	0	79	13	5	3	0	0	9	84	9	144
TOTAL COLOGNE BONN			132	0	0	79	13	5	3	0	0	9	84	9	144
DUSSELDORF	AIR BERLIN	S	156	0	0	72	12	10	5	0	0	14	78	16	152
TOTAL DUSSELDORF			156	0	0	72	12	10	5	0	0	14	78	16	152



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			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
HAHN	RYANAIR	S	124	0	0	81	10	6	1	2	1	16	82	9	142
<b>TOTAL HAHN</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>16</b>	<b>82</b>	<b>9</b>	<b>142</b>
HANOVER	GERMANWINGS	S	106	0	0	92	4	4	0	0	0	4	86	11	108
<b>TOTAL HANOVER</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>11</b>	<b>108</b>
KARLSRUHE/BADEN BADEN	RYANAIR	S	46	0	0	83	17	0	0	0	0	6	89	6	62
<b>TOTAL KARLSRUHE/BADEN BADEN</b>			<b>46</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>89</b>	<b>6</b>	<b>62</b>
LEIPZIG	RYANAIR	S	38	0	0	87	8	5	0	0	0	5	95	3	62
<b>TOTAL LEIPZIG</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>95</b>	<b>3</b>	<b>62</b>
MEMMINGEN ALLGAU	RYANAIR	S	44	0	0	86	7	0	7	0	0	10	74	14	62
<b>TOTAL MEMMINGEN ALLGAU</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>14</b>	<b>62</b>
MUNICH	AIR BERLIN	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	89	5	2	5	0	0	9	95	3	116
<b>TOTAL MUNICH</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>95</b>	<b>3</b>	<b>116</b>
NIEDERRHEIN	RYANAIR	S	124	0	0	88	10	2	1	0	0	6	69	13	72
<b>TOTAL NIEDERRHEIN</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>69</b>	<b>13</b>	<b>72</b>
NUREMBERG	RYANAIR	S	62	0	0	85	5	10	0	0	0	6	0	0	0
<b>TOTAL NUREMBERG</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
STUTTGART	GERMANWINGS	S	52	0	0	77	19	4	0	0	0	7	86	9	108
<b>TOTAL STUTTGART</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>9</b>	<b>108</b>
<b>TOTAL GERMANY</b>			<b>1116</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>9</b>	<b>83</b>	<b>10</b>	<b>1178</b>
<b>GREECE</b>															
ATHENS	AEGEAN AIRLINES	S	10	0	0	60	30	10	0	0	0	14	0	0	0
<b>TOTAL ATHENS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>47</b>	<b>2</b>
CHANIA	RYANAIR	S	28	0	0	86	14	0	0	0	0	5	79	15	24
<b>TOTAL CHANIA</b>			<b>28</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>79</b>	<b>15</b>	<b>24</b>
CORFU	AEGEAN AIRLINES	S	10	0	0	90	10	0	0	0	0	5	0	0	0
	RYANAIR	S	36	0	0	100	0	0	0	0	0	2	92	5	36
	THOMSON AIRWAYS LTD	C	18	0	0	100	0	0	0	0	0	0	100	1	18
<b>TOTAL CORFU</b>			<b>64</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>94</b>	<b>3</b>	<b>54</b>
HERAKLION	THOMSON AIRWAYS LTD	C	18	0	0	100	0	0	0	0	0	2	100	0	18
<b>TOTAL HERAKLION</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>0</b>	<b>18</b>
KEFALLINIA	RYANAIR	S	18	0	0	89	6	6	0	0	0	6	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	75	0	0	25	0	0	18	100	1	8
<b>TOTAL KEFALLINIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>100</b>	<b>1</b>	<b>8</b>
KOS	RYANAIR	S	18	0	0	67	17	11	6	0	0	16	88	12	16
<b>TOTAL KOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>88</b>	<b>12</b>	<b>16</b>
RHODES	AEGEAN AIRLINES	S	8	0	0	88	0	13	0	0	0	7	0	0	0
	RYANAIR	S	36	0	0	78	22	0	0	0	0	9	82	8	34
	THOMSON AIRWAYS LTD	C	18	0	0	89	6	6	0	0	0	5	83	7	18

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL RHODES			62	0	0	82	15	3	0	0	0	7	83	7	52
SALONIKA	RYANAIR	S	44	0	0	89	7	5	0	0	0	6	77	12	44
TOTAL SALONIKA			44	0	0	89	7	5	0	0	0	6	77	12	44
ZAKINTHOS	THOMAS COOK AIRLINES LTD	C	8	0	0	50	0	13	25	13	0	62	63	33	8
	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	6	100	1	8
TOTAL ZAKINTHOS			16	0	0	63	13	6	13	6	0	34	81	17	16
TOTAL GREECE			286	0	0	86	9	3	2	0	0	8	85	9	250
HUNGARY															
BUDAPEST	RYANAIR	S	116	0	0	91	8	2	0	0	0	4	81	11	124
TOTAL BUDAPEST			116	0	0	91	8	2	0	0	0	4	81	11	124
TOTAL HUNGARY			116	0	0	91	8	2	0	0	0	4	81	11	124
IRISH REPUBLIC															
CORK	RYANAIR	S	124	0	0	87	5	6	2	0	0	8	79	17	134
TOTAL CORK			124	0	0	87	5	6	2	0	0	8	79	17	134
DUBLIN	RYANAIR	S	390	0	0	86	9	4	1	0	0	7	81	10	398
TOTAL DUBLIN			390	1	0	86	9	4	1	0	0	7	81	10	398
IRELAND WEST(KNOCK)	RYANAIR	S	80	0	0	94	5	0	1	0	0	6	87	7	62
TOTAL IRELAND WEST(KNOCK)			80	0	0	94	5	0	1	0	0	6	87	7	62
KERRY COUNTY	RYANAIR	S	44	0	0	91	7	2	0	0	0	3	86	6	36
TOTAL KERRY COUNTY			44	0	0	91	7	2	0	0	0	3	86	6	36
SHANNON	RYANAIR	S	108	0	0	84	12	3	1	0	0	7	78	11	134
TOTAL SHANNON			108	0	0	84	12	3	1	0	0	7	78	11	134
TOTAL IRISH REPUBLIC			746	1	0	87	8	4	1	0	0	7	81	11	764
ITALY															
ALGHERO/SASSARI	RYANAIR	S	52	0	0	96	2	0	0	2	0	7	89	8	54
TOTAL ALGHERO/SASSARI			52	0	0	96	2	0	0	2	0	7	89	8	54
ANCONA	RYANAIR	S	72	0	0	76	19	3	1	0	0	10	72	13	78
TOTAL ANCONA			72	0	0	76	19	3	1	0	0	10	72	13	78
BARI (PALESE)	RYANAIR	S	54	0	0	98	2	0	0	0	0	3	82	12	62
TOTAL BARI (PALESE)			54	0	0	98	2	0	0	0	0	3	82	12	62
BERGAMO	RYANAIR	S	178	0	0	88	7	2	3	0	0	8	73	12	222
TOTAL BERGAMO			178	0	0	88	7	2	3	0	0	8	73	12	222
BOLOGNA	RYANAIR	S	62	0	0	89	11	0	0	0	0	5	92	8	62
TOTAL BOLOGNA			62	0	0	89	11	0	0	0	0	5	92	8	62
BRINDISI	RYANAIR	S	62	0	0	79	15	5	2	0	0	9	78	8	54
TOTAL BRINDISI			62	0	0	79	15	5	2	0	0	9	78	8	54
CAGLIARI (ELMAS)	EASYJET AIRLINE COMPANY LTD	S	62	0	0	87	3	5	5	0	0	8	97	9	62

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2013

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 CAGLIARI (ELMAS)			62	0	0	87	3	5	5	0	0	8	97	9	62
GENOA	RYANAIR	S	52	0	0	79	12	6	4	0	0	12	81	10	62
TOTAL GENOA			52	0	0	79	12	6	4	0	0	12	81	10	62
LAMETIA-TERME	RYANAIR	S	41	0	0	80	12	7	0	0	0	7	56	18	45
TOTAL LAMETIA-TERME			41	0	0	80	12	7	0	0	0	7	56	18	45
NAPLES	EASYJET AIRLINE COMPANY LTD	S	124	0	0	92	4	4	0	0	0	4	95	4	140
TOTAL NAPLES			124	0	0	92	4	4	0	0	0	4	95	4	140
PALERMO	RYANAIR	S	72	0	0	88	8	4	0	0	0	6	77	12	70
TOTAL PALERMO			72	0	0	88	8	4	0	0	0	6	77	12	70
PARMA	RYANAIR	S	26	0	0	31	19	46	4	0	0	28	71	13	38
TOTAL PARMA			26	0	0	31	19	46	4	0	0	28	71	13	38
PERUGIA	RYANAIR	S	62	0	0	89	10	0	2	0	0	7	77	11	62
TOTAL PERUGIA			62	0	0	89	10	0	2	0	0	7	77	11	62
PESCARA	RYANAIR	S	62	0	0	92	3	3	2	0	0	6	90	9	62
TOTAL PESCARA			62	0	0	92	3	3	2	0	0	6	90	9	62
PISA	RYANAIR	S	190	0	0	64	26	9	1	1	0	15	65	16	194
TOTAL PISA			190	0	0	64	26	9	1	1	0	15	65	16	194
ROME (CIAMPINO)	RYANAIR	S	178	0	0	90	7	2	0	1	0	6	66	17	186
TOTAL ROME (CIAMPINO)			178	0	0	90	7	2	0	1	0	6	66	17	186
TREVISO	RYANAIR	S	96	0	0	82	17	1	0	0	0	7	85	8	123
TOTAL TREVISO			96	0	0	82	17	1	0	0	0	7	85	8	123
TRIESTE (RONCHI DEI LEGIONARI)	RYANAIR	S	44	0	0	91	7	2	0	0	0	5	92	8	62
TOTAL TRIESTE (RONCHI DEI LEGIONARI)			44	0	0	91	7	2	0	0	0	5	92	8	62
TURIN	RYANAIR	S	62	0	0	82	11	6	0	0	0	7	97	5	62
TOTAL TURIN			62	0	0	82	11	6	0	0	0	7	97	5	62
TOTAL ITALY			1551	0	0	83	11	4	1	0	0	8	79	11	1772
LATVIA															
RIGA	RYANAIR	S	80	0	0	91	3	6	0	0	0	5	83	12	80
TOTAL RIGA			80	0	0	91	3	6	0	0	0	5	83	12	80
TOTAL LATVIA			80	0	0	91	3	6	0	0	0	5	83	12	80
LITHUANIA															
KAUNAS	RYANAIR	S	63	1	0	89	6	2	3	0	0	8	89	12	62
TOTAL KAUNAS			63	1	0	89	6	2	3	0	0	8	89	12	62
VILNIUS	RYANAIR	S	62	0	0	89	5	3	3	0	0	7	85	6	62
TOTAL VILNIUS			62	0	0	89	5	3	3	0	0	7	85	6	62
TOTAL LITHUANIA			125	1	0	89	6	2	3	0	0	7	87	9	124

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2013

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012			
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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>MALTA</b>																
MALTA	RYANAIR	S	42	0	0	83	12	5	0	0	0	8	96	13	46	
TOTAL MALTA			42	0	0	83	12	5	0	0	0	8	96	13	46	
TOTAL MALTA			42	0	0	83	12	5	0	0	0	8	96	13	46	
<b>MOROCCO</b>																
AGADIR	THOMSON AIRWAYS LTD	S	10	0	0	90	10	0	0	0	0	4	0	0	0	
TOTAL AGADIR			10	0	0	90	10	0	0	0	0	4	0	0	0	
FEZ	RYANAIR	S	18	0	0	67	28	6	0	0	0	11	44	17	18	
TOTAL FEZ			18	0	0	67	28	6	0	0	0	11	44	17	18	
MARRAKESH	EASYJET AIRLINE COMPANY LTD	S	26	0	0	96	4	0	0	0	0	1	0	0	0	
	RYANAIR	S	18	0	0	83	6	0	11	0	0	13	72	11	18	
TOTAL MARRAKESH			44	0	0	91	5	0	5	0	0	6	72	11	18	
TOTAL MOROCCO			72	0	0	85	11	1	3	0	0	7	58	14	36	
<b>NETHERLANDS</b>																
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	176	0	0	95	3	1	1	0	0	4	94	5	178	
TOTAL AMSTERDAM			176	2	0	95	3	1	1	0	0	4	93	5	211	
EINDHOVEN	RYANAIR	S	106	0	0	84	13	2	1	0	0	6	89	5	134	
TOTAL EINDHOVEN			106	0	0	84	13	2	1	0	0	6	89	5	134	
MAASTRICHT	RYANAIR	S	44	0	0	95	2	0	2	0	0	6	0	0	0	
TOTAL MAASTRICHT			44	0	0	95	2	0	2	0	0	6	0	0	0	
TOTAL NETHERLANDS			326	2	0	92	6	1	1	0	0	5	92	5	368	
<b>NORWAY</b>																
HAUGESUND	RYANAIR	S	26	0	0	96	4	0	0	0	0	2	81	17	26	
TOTAL HAUGESUND			26	0	0	96	4	0	0	0	0	2	81	17	26	
RYGGE	RYANAIR	S	178	0	0	95	2	1	1	0	1	5	92	5	106	
TOTAL RYGGE			178	0	0	95	2	1	1	0	1	5	92	5	106	
SANDEFJORD(TORP)	RYANAIR	S	62	0	0	82	10	5	3	0	0	7	87	10	62	
TOTAL SANDEFJORD(TORP)			62	0	0	82	10	5	3	0	0	7	87	10	62	
TOTAL NORWAY			266	1	0	92	4	2	2	0	0	5	89	8	195	
<b>POLAND</b>																
BYDGOSZCZ	RYANAIR	S	62	0	0	95	5	0	0	0	0	3	81	8	62	
TOTAL BYDGOSZCZ			62	0	0	95	5	0	0	0	0	3	81	8	62	
GDANSK	RYANAIR	S	46	0	0	87	7	0	4	2	0	12	95	3	62	
TOTAL GDANSK			46	0	0	87	7	0	4	2	0	12	95	3	62	
KATOWICE	RYANAIR	S	54	0	0	85	7	6	2	0	0	7	90	4	62	
TOTAL KATOWICE			54	0	0	85	7	6	2	0	0	7	90	4	62	
KRAKOW	RYANAIR	S	106	0	0	86	8	4	2	0	1	11	82	9	124	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL KRAKOW			106	0	0	86	8	4	2	0	1	11	82	9	124
LODZ LUBLINEK	RYANAIR	S	54	0	0	89	7	4	0	0	0	5	82	9	62
TOTAL LODZ LUBLINEK			54	0	0	89	7	4	0	0	0	5	82	9	62
LUBLIN (PORT LOTNICZY)	RYANAIR	S	34	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL LUBLIN (PORT LOTNICZY)			34	0	0	100	0	0	0	0	0	1	0	0	0
POZNAN	RYANAIR	S	62	0	0	84	15	2	0	0	0	5	87	10	62
TOTAL POZNAN			62	0	0	84	15	2	0	0	0	5	87	10	62
RZESZOW	RYANAIR	S	70	0	0	96	4	0	0	0	0	3	89	10	70
TOTAL RZESZOW			70	0	0	96	4	0	0	0	0	3	89	10	70
SZCZECIN (GOLENOW)	RYANAIR	S	34	0	0	88	12	0	0	0	0	4	86	5	36
TOTAL SZCZECIN (GOLENOW)			34	0	0	88	12	0	0	0	0	4	86	5	36
WARSAW	RYANAIR	S	124	0	0	81	10	7	1	0	0	9	0	0	0
TOTAL WARSAW			124	0	0	81	10	7	1	0	0	9	0	0	0
WROCLAW	RYANAIR	S	88	0	0	94	3	1	1	0	0	6	86	8	80
TOTAL WROCLAW			88	0	0	94	3	1	1	0	0	6	86	8	80
TOTAL POLAND			734	0	0	89	7	3	1	0	0	7	87	8	682
PORTUGAL(EXCLUDING MADEIRA)															
FARO	RYANAIR	S	142	0	0	77	15	5	3	0	1	13	83	10	142
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	3	100	1	8
TOTAL FARO			150	2	0	77	15	5	3	0	1	13	84	9	150
OPORTO (PORTUGAL)	RYANAIR	S	116	0	0	70	23	6	0	0	1	15	71	10	108
TOTAL OPORTO (PORTUGAL)			116	0	0	70	23	6	0	0	1	15	71	10	108
TOTAL PORTUGAL(EXCLUDING MADEIRA)			266	2	0	74	18	5	2	0	1	14	79	9	258
REPUBLIC OF MOLDOVA															
CHISINAU (KISHINEV)	AIR MOLDOVA INTERNATIONAL	S	18	0	0	22	22	50	6	0	0	34	0	0	0
TOTAL CHISINAU (KISHINEV)			18	0	0	22	22	50	6	0	0	34	0	0	0
TOTAL REPUBLIC OF MOLDOVA			18	0	0	22	22	50	6	0	0	34	0	0	0
SLOVAK REPUBLIC															
BRATISLAVA	RYANAIR	S	90	0	0	94	2	2	1	0	0	5	92	5	140
TOTAL BRATISLAVA			91	0	0	93	2	3	1	0	0	5	92	5	140
TOTAL SLOVAK REPUBLIC			91	0	0	93	2	3	1	0	0	5	92	5	140
SLOVENIA															
LJUBLJANA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	94	0	3	2	2	0	7	95	4	62
TOTAL LJUBLJANA			62	0	0	94	0	3	2	2	0	7	95	4	62
TOTAL SLOVENIA			62	0	0	94	0	3	2	2	0	7	95	4	62
SPAIN															
ALICANTE	RYANAIR	S	142	0	0	92	3	4	1	0	1	7	85	7	134

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL ALICANTE</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>89</b>	<b>7</b>	241
ALMERIA	RYANAIR	S	46	0	0	74	15	11	0	0	0	12	89	6	44
<b>TOTAL ALMERIA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>89</b>	<b>6</b>	44
ASTURIAS	EASYJET AIRLINE COMPANY LTD	S	72	0	0	90	8	1	0	0	0	5	95	2	78
<b>TOTAL ASTURIAS</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>95</b>	<b>2</b>	78
BARCELONA	RYANAIR	S	114	0	0	90	7	3	0	0	0	5	81	10	125
	TRADE AIR	C	2	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL BARCELONA</b>			<b>116</b>	<b>2</b>	<b>0</b>	<b>91</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>8</b>	187
BILBAO	EASYJET AIRLINE COMPANY LTD	S	124	0	0	85	8	5	2	0	0	7	91	6	124
<b>TOTAL BILBAO</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>6</b>	124
GIRONA	RYANAIR	S	62	0	0	81	11	5	0	3	0	15	81	10	62
<b>TOTAL GIRONA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>81</b>	<b>10</b>	62
IBIZA	EASYJET AIRLINE COMPANY LTD	S	107	2	1	94	0	5	1	0	0	3	93	6	106
	RYANAIR	S	72	0	0	89	7	1	3	0	0	8	82	10	74
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	25	0	0	0	0	8	60	50	10
	THOMSON AIRWAYS LTD	C	18	0	0	83	11	6	0	0	0	7	94	4	16
<b>TOTAL IBIZA</b>			<b>205</b>	<b>2</b>	<b>1</b>	<b>91</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>9</b>	206
JEREZ	RYANAIR	S	44	0	0	75	11	14	0	0	0	10	57	17	44
<b>TOTAL JEREZ</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>57</b>	<b>17</b>	44
MADRID	RYANAIR	S	106	0	0	78	16	2	3	0	1	13	66	18	116
<b>TOTAL MADRID</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>16</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>66</b>	<b>18</b>	116
MAHON	THOMAS COOK AIRLINES LTD	C	17	0	0	82	0	0	12	6	0	34	79	33	14
	THOMSON AIRWAYS LTD	C	18	0	0	100	0	0	0	0	0	2	94	1	18
<b>TOTAL MAHON</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>88</b>	<b>15</b>	32
MALAGA	EASYJET AIRLINE COMPANY LTD	S	78	0	0	92	4	1	0	3	0	12	92	3	92
	RYANAIR	S	144	0	0	86	9	3	1	0	0	6	84	8	140
<b>TOTAL MALAGA</b>			<b>222</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>6</b>	232
MURCIA SAN JAVIER	RYANAIR	S	106	0	0	90	8	3	0	0	0	4	82	11	116
<b>TOTAL MURCIA SAN JAVIER</b>			<b>106</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>4</b>	<b>82</b>	<b>11</b>	116
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	96	0	1	86	9	3	1	0	0	6	93	7	106
	RYANAIR	S	124	0	0	76	15	6	2	0	1	13	66	15	124
	THOMAS COOK AIRLINES LTD	C	8	1	0	75	13	0	0	0	13	50	75	5	8
	THOMSON AIRWAYS LTD	C	26	0	0	88	8	4	0	0	0	5	96	2	26
<b>TOTAL PALMA DE MALLORCA</b>			<b>254</b>	<b>1</b>	<b>1</b>	<b>81</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>80</b>	<b>10</b>	264
REUS	FLYBE LTD	C	3	0	0	33	67	0	0	0	0	21	0	0	0
	RYANAIR	S	44	0	0	95	5	0	0	0	0	4	89	5	44
<b>TOTAL REUS</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>5</b>	44
SANTANDER	RYANAIR	S	52	0	0	90	6	0	4	0	0	8	85	6	62
<b>TOTAL SANTANDER</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>6</b>	62
SANTIAGO DE COMPOSTELA (SPAIN)	RYANAIR	S	44	0	0	95	2	2	0	0	0	2	85	12	46

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2013

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</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>2</b>	<b>85</b>	<b>12</b>	<b>46</b>
SEVILLE	RYANAIR	S	54	0	0	67	22	11	0	0	0	11	86	8	44
<b>TOTAL SEVILLE</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>8</b>	<b>44</b>
VALENCIA	RYANAIR	S	80	0	0	89	8	3	0	1	0	7	84	7	98
<b>TOTAL VALENCIA</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>7</b>	<b>98</b>
ZARAGOZA	RYANAIR	S	34	0	0	100	0	0	0	0	0	2	70	12	44
<b>TOTAL ZARAGOZA</b>			<b>34</b>	<b>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>70</b>	<b>12</b>	<b>44</b>
<b>TOTAL SPAIN</b>			<b>1845</b>	<b>5</b>	<b>2</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>9</b>	<b>2110</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	RYANAIR	S	54	0	0	83	11	4	2	0	0	8	96	2	52
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	40	0	0	0	0	13	80	5	10
	THOMSON AIRWAYS LTD	C	10	0	0	80	10	0	0	0	10	45	90	2	10
	TRAVEL SERVICE AIRLINES	C	9	0	0	56	44	0	0	0	0	15	0	0	0
<b>TOTAL ARRECIFE</b>			<b>83</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>18</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>93</b>	<b>3</b>	<b>72</b>
FUERTEVENTURA	RYANAIR	S	44	0	0	93	2	5	0	0	0	4	92	6	36
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	88	7	8
<b>TOTAL FUERTEVENTURA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>14</b>	<b>54</b>
LAS PALMAS	RYANAIR	S	44	0	0	86	14	0	0	0	0	5	88	7	34
	TRAVEL SERVICE AIRLINES	C	8	0	0	75	0	0	0	25	0	86	0	0	0
<b>TOTAL LAS PALMAS</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>18</b>	<b>88</b>	<b>7</b>	<b>34</b>
TENERIFE (SURREINA SOFIA)	RYANAIR	S	70	1	0	91	9	0	0	0	0	4	96	3	72
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	10	10	10	10	0	46	56	65	9
	THOMSON AIRWAYS LTD	C	10	0	0	80	10	10	0	0	0	7	100	1	9
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>90</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>92</b>	<b>9</b>	<b>90</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>277</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>90</b>	<b>8</b>	<b>250</b>
<b>SWEDEN</b>															
GOTEBORG (SAVE)	RYANAIR	S	106	0	0	88	9	3	0	0	0	6	82	9	124
<b>TOTAL GOTEBORG (SAVE)</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>9</b>	<b>124</b>
MALMO	RYANAIR	S	34	0	0	74	24	3	0	0	0	10	87	8	62
<b>TOTAL MALMO</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>24</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>8</b>	<b>62</b>
STOCKHOLM (SKAVSTA)	RYANAIR	S	113	0	1	96	3	2	0	0	0	3	90	12	98
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>113</b>	<b>0</b>	<b>1</b>	<b>96</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>90</b>	<b>12</b>	<b>98</b>
VASTERAS	RYANAIR	S	36	0	0	94	6	0	0	0	0	3	67	10	36
<b>TOTAL VASTERAS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>67</b>	<b>10</b>	<b>36</b>
<b>TOTAL SWEDEN</b>			<b>289</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>10</b>	<b>320</b>
<b>TUNISIA</b>															
ENFIDHA - HAMMAMET INTL	THOMAS COOK AIRLINES LTD	C	10	0	0	70	10	0	0	20	0	45	75	50	8
	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	0	90	14	10
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>24</b>	<b>83</b>	<b>30</b>	<b>18</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR AUGUST 2013

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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			19	0	0	84	5	0	0	11	0	24	83	30	18
TURKEY															
ANTALYA	ONUR AIR	C	21	0	0	90	10	0	0	0	0	6	75	14	8
	THOMAS COOK AIRLINES LTD	C	26	0	0	62	4	12	15	4	4	55	76	32	25
	THOMSON AIRWAYS LTD	C	18	0	0	100	0	0	0	0	0	1	100	1	18
TOTAL ANTALYA			65	0	0	82	5	5	6	2	2	24	83	17	59
BODRUM (MILAS)	EASYJET AIRLINE COMPANY LTD	S	27	0	0	89	11	0	0	0	0	5	85	6	26
	PEGASUS AIRLINES	S	8	0	0	100	0	0	0	0	0	0	100	2	8
	THOMAS COOK AIRLINES LTD	C	9	0	0	89	11	0	0	0	0	5	75	26	8
TOTAL BODRUM (MILAS)			44	0	0	91	9	0	0	0	0	4	86	9	42
DALAMAN	EASYJET AIRLINE COMPANY LTD	S	35	0	1	83	14	3	0	0	0	6	97	1	36
	FUTURA AIRLINES	C	8	0	0	100	0	0	0	0	0	3	0	0	0
	ONUR AIR	C	4	0	0	100	0	0	0	0	0	4	0	0	0
	THOMAS COOK AIRLINES LTD	C	28	0	0	75	4	4	18	0	0	19	58	47	33
	THOMSON AIRWAYS LTD	C	18	0	0	94	6	0	0	0	0	1	94	2	18
	TITAN AIRWAYS LTD	C	5	5	0	80	20	0	0	0	0	9	100	2	10
TOTAL DALAMAN			98	5	1	85	8	2	5	0	0	8	84	17	97
ISTANBUL (SABIHA GOKCEN)	PEGASUS AIRLINES	S	154	0	0	59	26	12	3	0	0	16	81	12	138
	THY TURK HAVA YOLLARI TURKIS	C	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL ISTANBUL (SABIHA GOKCEN)			156	0	0	60	26	12	3	0	0	16	81	12	138
IZMIR (ADNAM MENDERES)	PEGASUS AIRLINES	S	27	0	0	96	4	0	0	0	0	4	91	5	34
TOTAL IZMIR (ADNAM MENDERES)			27	0	0	96	4	0	0	0	0	4	91	5	34
TOTAL TURKEY			390	5	1	76	14	6	3	0	0	13	85	12	424
UNITED KINGDOM															
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	186	0	0	94	3	2	1	0	0	3	89	8	198
TOTAL BELFAST INTERNATIONAL			186	0	0	94	3	2	1	0	0	3	89	8	198
CITY OF DERRY (EGLINTON)	RYANAIR	S	62	0	0	89	5	3	3	0	0	9	84	9	70
TOTAL CITY OF DERRY (EGLINTON)			62	0	0	89	5	3	3	0	0	9	84	9	70
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	192	0	0	94	3	2	2	0	0	3	97	5	206
TOTAL EDINBURGH			192	0	0	94	3	2	2	0	0	3	97	5	206
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	194	0	0	92	6	1	1	0	0	4	96	5	188
TOTAL GLASGOW			194	0	0	92	6	1	1	0	0	4	96	5	188
GUERNSEY	AURIGNY AIR SERVICES	S	53	0	0	81	6	6	4	4	0	22	76	15	62
TOTAL GUERNSEY			53	0	0	81	6	6	4	4	0	22	76	15	62
JERSEY	AURIGNY AIR SERVICES	S	18	0	0	72	6	11	0	11	0	37	56	27	16
TOTAL JERSEY			18	0	0	72	6	11	0	11	0	37	56	27	16
NEWCASTLE	BMI REGIONAL	C	2	0	0	50	50	0	0	0	0	8	0	0	0
TOTAL NEWCASTLE			2	0	0	50	50	0	0	0	0	8	0	0	0
TOTAL UNITED KINGDOM			708	4	0	91	4	2	2	1	0	6	89	8	751
TOTAL STANSTED			11215	39	8	86	9	3	1	0	0	8	84	9	11910



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012			
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Plan (8)												
AALBORG																		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	13	0	0	38	38	15	8	0	0	32	92	9	13	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	13	0	0	46	38	8	8	0	0	26	92	8	13	
<b>TOTAL AALBORG</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>38</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>92</b>	<b>9</b>	<b>9</b>	
AARHUS (TIRSTRUP)																		
	STANSTED	RYANAIR	S	A	17	0	0	76	24	0	0	0	0	6	96	3	27	
	STANSTED	RYANAIR	S	D	17	0	0	71	29	0	0	0	0	10	93	5	27	
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	A	31	0	0	94	6	0	0	0	0	3	22	24	9	
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	D	31	0	0	94	3	3	0	0	0	3	44	17	9	
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>8</b>	<b>8</b>	
ABERDEEN																		
	LONDON CITY	BA CITYFLYER LTD	S	A	63	0	0	94	3	3	0	0	0	3	0	0	0	
	LONDON CITY	BA CITYFLYER LTD	S	D	63	0	0	92	2	5	2	0	0	5	0	0	0	
	MANCHESTER	BMI REGIONAL	S	A	67	0	0	99	1	0	0	0	0	1	89	10	101	
	MANCHESTER	BMI REGIONAL	S	D	67	0	0	93	7	0	0	0	0	3	88	8	97	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	242	0	0	81	13	2	4	0	0	9	85	8	371	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	243	0	0	86	8	2	3	0	0	7	91	5	376	
	NEWCASTLE	EASTERN AIRWAYS	S	A	91	0	6	89	8	1	2	0	0	5	88	7	65	
	NEWCASTLE	EASTERN AIRWAYS	S	D	101	0	0	92	0	6	2	0	0	6	84	14	70	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	48	0	0	83	6	4	6	0	0	12	71	13	48	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	48	0	0	83	8	2	6	0	0	11	80	9	49	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	87	13	0	0	0	0	3	91	4	45	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	84	10	6	0	0	0	7	84	5	45	
	BIRMINGHAM	FLYBE LTD	S	A	76	0	0	86	11	1	3	0	0	6	75	13	77	
	BIRMINGHAM	FLYBE LTD	S	D	76	0	0	84	8	5	3	0	0	8	65	18	78	
	MANCHESTER	FLYBE LTD	S	A	123	0	0	86	5	5	4	0	0	11	77	16	124	
	MANCHESTER	FLYBE LTD	S	D	123	0	0	76	10	11	3	1	0	14	70	18	124	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	93	0	0	92	2	3	2	0	0	5	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	93	0	0	95	2	2	1	0	0	3	0	0	0	
<b>TOTAL ABERDEEN</b>					<b>1681</b>	<b>4</b>	<b>6</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>10</b>	<b>10</b>	
ABU DHABI INTERNATIONAL																		
	HEATHROW	ETIHAD AIRWAYS	S	A	93	0	0	58	28	4	9	1	0	20	88	3	93	
	HEATHROW	ETIHAD AIRWAYS	S	D	93	0	0	56	16	22	6	0	0	22	92	4	93	
	MANCHESTER	ETIHAD AIRWAYS	S	A	62	0	0	68	18	6	8	0	0	16	92	5	62	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
					62	MISMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
ABU DHABI INTERNATIONAL	MANCHESTER	ETIHAD AIRWAYS	S	D	62	0	0	82	10	6	2	0	0	9	92	6	62
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>310</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>19</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>91</b>	<b>4</b>	<b>4</b>
ABUJA	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	73	7	17	3	0	0	14	81	12	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	87	13	0	0	0	0	7	77	14	31
<b>TOTAL ABUJA</b>					<b>61</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>13</b>	<b>13</b>
ACCRA	HEATHROW	BRITISH AIRWAYS PLC	S	A	32	0	0	81	9	6	3	0	0	10	65	12	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	19	45	26	10	0	0	28	55	19	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	22	0	0	73	14	9	5	0	0	14	82	12	22
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	22	0	0	41	59	0	0	0	0	16	73	15	22
<b>TOTAL ACCRA</b>					<b>107</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>31</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>67</b>	<b>15</b>	<b>15</b>
ADDIS ABABA	HEATHROW	ETHIOPIAN AIRLINES	S	A	27	0	0	74	0	19	4	4	0	23	78	15	27
	HEATHROW	ETHIOPIAN AIRLINES	S	D	27	0	0	63	26	11	0	0	0	13	78	11	27
<b>TOTAL ADDIS ABABA</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>15</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>78</b>	<b>13</b>	<b>13</b>
AGADIR	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	89	11	0	0	0	0	4	75	14	8
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	100	0	0	0	0	0	0	88	8	8
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	78	22	0	0	0	0	6	57	19	7
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	78	22	0	0	0	0	10	50	26	8
	GATWICK	THOMSON AIRWAYS LTD	S	A	9	0	0	89	0	11	0	0	0	5	100	2	9
	GATWICK	THOMSON AIRWAYS LTD	S	D	9	0	0	100	0	0	0	0	0	1	89	5	9
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	9	0	0	89	11	0	0	0	0	3	100	2	9
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	9	0	0	89	0	11	0	0	0	8	100	2	9
	STANSTED	THOMSON AIRWAYS LTD	S	A	5	0	0	80	20	0	0	0	0	6	0	0	0
	STANSTED	THOMSON AIRWAYS LTD	S	D	5	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL AGADIR</b>					<b>82</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>84</b>	<b>9</b>	<b>9</b>
AJACCIO	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	4	0	0	75	25	0	0	0	0	5	75	13	4
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	4	0	0	100	0	0	0	0	0	1	50	12	4
<b>TOTAL AJACCIO</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>63</b>	<b>13</b>	<b>13</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 2012					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
AL AIN																		
ALESUND																		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	9	0	0	44	33	11	11	0	0	33	100	2	8	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	9	0	0	67	11	11	0	11	0	29	88	3	8	
<b>TOTAL ALESUND</b>					<b>18</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>31</b>	<b>94</b>	<b>3</b>	<b>3</b>	
ALGHERO/SASSARI																		
	LUTON	RYANAIR	S	A	9	0	0	89	11	0	0	0	0	6	89	3	9	
	LUTON	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	4	89	5	9	
	STANSTED	RYANAIR	S	A	26	0	0	92	4	0	0	4	0	11	78	11	27	
	STANSTED	RYANAIR	S	D	26	0	0	100	0	0	0	0	0	2	100	5	27	
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	1	100	2	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	3	4	
<b>TOTAL ALGHERO/SASSARI</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>6</b>	<b>6</b>	
ALGIERS																		
	HEATHROW	AIR ALGERIE	S	A	22	0	0	9	9	32	50	0	0	63	52	29	21	
	HEATHROW	AIR ALGERIE	S	D	22	0	0	23	5	23	50	0	0	61	71	32	21	
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	52	13	16	16	3	0	33	84	7	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	42	13	35	10	0	0	32	61	14	31	
<b>TOTAL ALGIERS</b>					<b>106</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>10</b>	<b>26</b>	<b>28</b>	<b>1</b>	<b>0</b>	<b>45</b>	<b>68</b>	<b>19</b>	<b>19</b>	
ALICANTE																		
	GLASGOW	BA CITYFLYER LTD	C	A	10	0	0	70	20	0	10	0	0	20	100	0	4	
	GLASGOW	BA CITYFLYER LTD	C	D	10	0	0	80	20	0	0	0	0	9	100	6	4	
	GATWICK	BRITISH AIRWAYS PLC	S	A	94	0	0	65	19	14	2	0	0	14	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	93	0	0	81	13	6	0	0	0	8	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	44	33	22	0	0	0	18	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	89	0	11	0	0	0	5	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	89	11	0	0	0	0	4	67	46	9	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	89	11	0	0	0	0	4	67	24	9	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	137	0	1	77	14	3	6	0	0	13	72	14	132	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	138	0	0	80	12	4	4	0	0	11	78	11	134	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	90	6	0	3	0	0	6	90	18	31	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	94	0	3	3	0	0	7	94	3	31	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	61	0	0	95	0	2	2	2	0	6	92	5	59	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012			
					62	MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
ALICANTE	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	92	5	0	2	2	0	8	90	7	60
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	88	8	0	4	0	0	11	96	3	26
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	88	8	0	4	0	0	9	92	4	26
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	30	0	1	77	13	7	3	0	0	11	100	2	31
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	81	13	3	3	0	0	11	90	5	31
	EDINBURGH	JET2.COM LTD	S	A	22	0	0	68	9	18	5	0	0	15	92	3	13
	EDINBURGH	JET2.COM LTD	S	D	22	0	0	68	9	18	5	0	0	16	92	6	13
	GLASGOW	JET2.COM LTD	S	A	27	0	0	89	4	0	7	0	0	7	83	8	18
	GLASGOW	JET2.COM LTD	S	D	27	0	0	89	4	4	4	0	0	8	78	11	18
	MANCHESTER	JET2.COM LTD	S	A	50	0	0	72	22	4	2	0	0	10	81	10	31
	MANCHESTER	JET2.COM LTD	S	D	50	0	0	70	18	6	4	2	0	19	81	9	31
	NEWCASTLE	JET2.COM LTD	S	A	45	0	0	98	2	0	0	0	0	1	91	10	35
	NEWCASTLE	JET2.COM LTD	S	D	45	0	0	98	0	2	0	0	0	4	86	11	35
	BIRMINGHAM	MONARCH AIRLINES	S	A	43	0	0	84	5	7	2	2	0	16	84	12	43
	BIRMINGHAM	MONARCH AIRLINES	S	D	43	0	0	91	0	5	2	0	2	15	81	18	43
	GATWICK	MONARCH AIRLINES	S	A	54	0	0	39	28	19	15	0	0	28	44	29	52
	GATWICK	MONARCH AIRLINES	S	D	55	0	0	67	16	9	7	0	0	17	73	19	52
	LUTON	MONARCH AIRLINES	S	A	31	0	0	52	35	6	6	0	0	20	70	13	30
	LUTON	MONARCH AIRLINES	S	D	31	0	0	68	26	3	3	0	0	12	80	11	30
	MANCHESTER	MONARCH AIRLINES	S	A	48	0	0	54	23	13	10	0	0	24	61	37	38
	MANCHESTER	MONARCH AIRLINES	S	D	48	0	0	79	10	2	8	0	0	17	71	37	38
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	5	0	0	20	60	20	0	0	0	23	0	0	0
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	5	0	0	40	40	20	0	0	0	18	0	0	0
	BIRMINGHAM	RYANAIR	S	A	44	0	0	98	2	0	0	0	0	1	84	6	31
	BIRMINGHAM	RYANAIR	S	D	44	0	0	98	2	0	0	0	0	1	90	6	31
	EDINBURGH	RYANAIR	S	A	21	0	0	81	14	5	0	0	0	9	89	6	18
	EDINBURGH	RYANAIR	S	D	21	0	0	95	0	5	0	0	0	6	100	3	18
	MANCHESTER	RYANAIR	S	A	48	0	0	90	6	4	0	0	0	6	89	5	18
	MANCHESTER	RYANAIR	S	D	48	0	0	96	4	0	0	0	0	3	78	10	18
	STANSTED	RYANAIR	S	A	71	0	0	90	4	4	0	0	1	9	79	9	67
	STANSTED	RYANAIR	S	D	71	0	0	94	1	3	1	0	0	5	91	5	67
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	0	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							AUG 2012			
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
ALICANTE	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	11	100	2	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	2	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	0	12	75	9	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	20	0	0	17	75	10	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	1	63	29	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	0	2	75	30	8
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	11	0	0	0	0	4	100	0	8
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	11	0	0	0	0	4	100	5	8
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	4	100	0	8
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	1	88	7	8
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	67	33	0	0	0	0	11	77	7	13
	GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	3	100	3	13
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	2	4
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	1	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	13	0	0	92	8	0	0	0	0	5	85	13	13
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	13	0	0	85	15	0	0	0	0	6	85	18	13
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	13	0	0	85	8	8	0	0	0	6	88	9	8
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	14	0	0	93	0	0	7	0	0	5	88	6	8
<b>TOTAL ALICANTE</b>					<b>1996</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>12</b>	<b>12</b>
ALMATY	HEATHROW	AIR ASTANA	S	A	9	0	0	67	22	0	11	0	0	13	75	15	8
	HEATHROW	AIR ASTANA	S	D	9	0	0	22	33	44	0	0	0	27	71	27	7
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	54	23	23	0	0	0	15	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	71	14	14	0	0	0	15	0	0	0
<b>TOTAL ALMATY</b>					<b>45</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>73</b>	<b>21</b>	<b>21</b>
ALMERIA	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	94	3	3	0	0	0	4	92	10	26
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	97	3	0	0	0	0	2	96	2	26
	BIRMINGHAM	FLYBE LTD	C	A	4	0	0	100	0	0	0	0	0	0	50	15	4
	BIRMINGHAM	FLYBE LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	10	4
	MANCHESTER	FLYBE LTD	C	A	4	0	0	75	0	25	0	0	0	11	0	0	0
	MANCHESTER	FLYBE LTD	C	D	4	0	0	75	25	0	0	0	0	12	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	S	A	9	0	0	78	11	0	11	0	0	20	89	3	9

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE					AUG 2012					
			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)													
ALMERIA																			
	BIRMINGHAM	MONARCH AIRLINES	S	D	9	0	0	78	11	0	11	0	0	23	78	7	9		
	MANCHESTER	MONARCH AIRLINES	S	A	9	0	0	44	44	11	0	0	0	14	0	0	0		
	MANCHESTER	MONARCH AIRLINES	S	D	9	0	0	67	11	22	0	0	0	14	0	0	0		
	STANSTED	RYANAIR	S	A	23	0	0	61	26	13	0	0	0	15	82	6	22		
	STANSTED	RYANAIR	S	D	23	0	0	87	4	9	0	0	0	9	95	5	22		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	0	20	0	49	0	0	0		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	0	0	0	0		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	0	12	60	25	5		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	5	80	24	5		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	7	80	53	5		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	0	80	56	5		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	7	0	0	0		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	8	0	0	0		
<b>TOTAL ALMERIA</b>					<b>200</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>11</b>	<b>11</b>		
AMMAN																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	48	0	0	73	19	4	4	0	0	11	84	8	45		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	49	0	0	82	8	6	4	0	0	12	84	8	44		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	38	15	46	0	0	0	25	77	9	13		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	23	23	54	0	0	0	31	31	28	13		
	HEATHROW	ROYAL JORDANIAN	S	A	31	0	0	74	23	3	0	0	0	9	71	13	31		
	HEATHROW	ROYAL JORDANIAN	S	D	31	0	0	71	26	3	0	0	0	9	77	12	31		
<b>TOTAL AMMAN</b>					<b>185</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>11</b>	<b>11</b>		
AMMAN (KING HUSSEIN)																			
AMRITSAR																			
AMSTERDAM																			
	LONDON CITY	BA CITYFLYER LTD	S	A	95	0	0	93	2	2	3	0	0	4	95	4	106		
	LONDON CITY	BA CITYFLYER LTD	S	D	95	0	0	91	3	3	3	0	0	5	98	2	106		
	GATWICK	BRITISH AIRWAYS PLC	S	A	98	0	0	59	28	9	4	0	0	18	76	13	112		
	GATWICK	BRITISH AIRWAYS PLC	S	D	98	0	0	69	16	9	5	0	0	16	77	11	113		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	219	0	0	76	11	11	3	0	0	11	82	9	238		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	220	0	0	83	11	5	1	0	0	8	84	8	239		
	LONDON CITY	CITY JET	S	A	142	0	0	92	2	3	3	0	0	5	99	1	148		
	LONDON CITY	CITY JET	S	D	141	0	0	89	4	4	3	0	0	6	90	7	149		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2012					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
AMSTERDAM																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	40	0	0	78	10	8	5	0	0	14	98	3	45	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	40	0	0	85	8	3	5	0	0	11	89	6	45	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	153	1	1	73	14	9	4	0	0	14	64	16	139	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	154	0	0	79	12	6	2	1	0	13	78	12	139	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	91	5	5	0	0	0	4	100	1	22	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	91	5	5	0	0	0	4	91	5	22	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	110	0	0	92	5	2	1	0	0	4	83	6	112	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	110	0	0	84	10	5	1	0	0	7	89	6	112	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	57	0	0	89	5	2	4	0	0	7	93	10	58	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	57	0	0	88	5	4	4	0	0	8	86	12	58	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	94	0	6	0	0	0	3	0	0	0	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	94	0	6	0	0	0	5	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	88	0	0	95	2	2	0	0	0	4	92	7	89	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	88	0	0	95	3	0	1	0	0	4	97	2	89	
	BIRMINGHAM	FLYBE LTD	S	A	77	0	0	66	19	9	5	0	0	17	0	0	0	
	BIRMINGHAM	FLYBE LTD	S	D	77	0	0	83	5	6	5	0	0	8	0	0	0	
	BIRMINGHAM	KLM	S	A	93	0	0	95	2	2	1	0	0	3	93	4	124	
	BIRMINGHAM	KLM	S	D	93	0	0	96	3	0	1	0	0	2	85	7	124	
	EDINBURGH	KLM	S	A	135	0	0	86	10	4	0	0	0	7	94	5	100	
	EDINBURGH	KLM	S	D	135	0	0	80	13	7	0	0	0	9	86	7	100	
	GLASGOW	KLM	S	A	65	0	0	95	3	0	2	0	0	4	90	5	31	
	GLASGOW	KLM	S	D	65	0	0	97	0	3	0	0	0	5	84	14	31	
	HEATHROW	KLM	S	A	196	0	0	92	6	1	1	0	0	4	95	3	239	
	HEATHROW	KLM	S	D	196	0	0	93	5	2	0	0	0	3	92	4	239	
	MANCHESTER	KLM	S	A	155	0	0	94	5	1	0	0	0	4	92	5	151	
	MANCHESTER	KLM	S	D	154	0	1	96	1	2	1	0	0	3	92	8	151	
	NEWCASTLE	KLM	S	A	12	0	0	100	0	0	0	0	0	1	100	2	26	
	NEWCASTLE	KLM	S	D	12	0	0	83	17	0	0	0	0	4	92	7	26	
	BIRMINGHAM	KLM CITYHOPPER	S	A	62	0	0	98	0	2	0	0	0	4	97	2	31	
	BIRMINGHAM	KLM CITYHOPPER	S	D	62	0	0	95	3	2	0	0	0	2	90	5	31	
	EDINBURGH	KLM CITYHOPPER	S	A	42	0	0	90	7	0	2	0	0	7	94	5	85	
	EDINBURGH	KLM CITYHOPPER	S	D	42	0	0	83	10	5	2	0	0	8	93	5	85	
	GLASGOW	KLM CITYHOPPER	S	A	90	0	0	97	1	1	1	0	0	4	93	5	122	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							AUG 2012					
			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)											
AMSTERDAM																	
	GLASGOW	KLM CITYHOPPER	S	D	90	0	0	94	3	1	1	0	0	4	84	8	122
	HEATHROW	KLM CITYHOPPER	S	A	136	0	0	89	10	0	1	0	0	6	87	6	97
	HEATHROW	KLM CITYHOPPER	S	D	135	0	0	98	1	1	0	0	0	1	93	4	97
	MANCHESTER	KLM CITYHOPPER	S	A	31	0	0	90	6	0	3	0	0	5	88	8	34
	MANCHESTER	KLM CITYHOPPER	S	D	31	0	0	97	0	3	0	0	0	3	85	6	34
	NEWCASTLE	KLM CITYHOPPER	S	A	143	0	0	99	1	1	0	0	0	1	96	3	128
	NEWCASTLE	KLM CITYHOPPER	S	D	143	0	0	97	2	0	1	0	1	8	91	5	128
<b>TOTAL AMSTERDAM</b>					<b>4555</b>	<b>3</b>	<b>2</b>	<b>88</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>6</b>	<b>6</b>
ANCONA																	
	STANSTED	RYANAIR	S	A	36	0	0	67	25	6	3	0	0	14	59	17	39
	STANSTED	RYANAIR	S	D	36	0	0	86	14	0	0	0	0	6	85	9	39
<b>TOTAL ANCONA</b>					<b>73</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>13</b>	<b>13</b>
ANGERS- MARCE																	
	LONDON CITY	BA CITYFLYER LTD	S	A	9	0	0	100	0	0	0	0	0	2	92	7	13
	LONDON CITY	BA CITYFLYER LTD	S	D	9	0	0	100	0	0	0	0	0	0	92	3	13
<b>TOTAL ANGERS- MARCE</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>92</b>	<b>5</b>	<b>5</b>
ANTALYA																	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	28	0	0	89	4	0	7	0	0	9	93	3	27
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	27	0	0	81	7	4	7	0	0	13	78	6	27
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	89	0	11	0	0	0	8	0	0	0
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	67	33	0	0	0	0	9	0	0	0
	EDINBURGH	FREEBIRD AIRLINES	C	D	2	0	0	50	50	0	0	0	0	19	0	0	0
	GATWICK	FREEBIRD AIRLINES	C	A	5	0	0	60	40	0	0	0	0	10	100	5	4
	GATWICK	FREEBIRD AIRLINES	C	D	3	0	0	100	0	0	0	0	0	2	100	4	4
	GATWICK	MONARCH AIRLINES	S	A	13	0	0	77	8	8	8	0	0	13	7	37	14
	GATWICK	MONARCH AIRLINES	S	D	13	0	0	69	8	15	8	0	0	14	64	20	14
	MANCHESTER	MONARCH AIRLINES	S	A	13	0	0	46	31	23	0	0	0	18	50	36	12
	MANCHESTER	MONARCH AIRLINES	S	D	14	0	0	43	36	21	0	0	0	17	46	33	13
	GATWICK	ONUR AIR	C	A	2	0	0	50	50	0	0	0	0	9	100	12	2
	STANSTED	ONUR AIR	C	A	10	0	0	100	0	0	0	0	0	2	75	8	4
	STANSTED	ONUR AIR	C	D	11	0	0	82	18	0	0	0	0	9	75	21	4
	GATWICK	PEGASUS AIRLINES	C	A	9	0	0	78	11	0	11	0	0	13	0	0	0
	GATWICK	PEGASUS AIRLINES	C	D	9	0	0	67	22	11	0	0	0	15	0	0	0



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2012				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
ANTALYA	MANCHESTER	PEGASUS AIRLINES	C	A	5	0	0	60	0	0	40	0	0	36	0	0	0
	MANCHESTER	PEGASUS AIRLINES	C	D	5	0	0	60	0	0	40	0	0	47	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	13	0	0	100	0	0	0	0	0	85	21	13	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	13	0	0	100	0	0	0	0	0	75	18	12	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	41	0	0	76	5	7	7	2	2	31	87	9	55
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	41	0	0	63	10	12	5	7	2	42	77	16	53
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	17	0	0	76	6	6	12	0	0	15	58	54	24
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	18	0	0	56	17	11	17	0	0	24	54	67	24
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	0	0	11	0	35	89	6	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	11	11	0	11	0	46	100	4	9
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	13	0	0	62	8	8	15	0	8	56	77	28	13
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	13	0	0	62	0	15	15	8	0	53	75	36	12
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	4	75	9	8
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	5	67	12	9
	GATWICK	THOMSON AIRWAYS LTD	C	A	23	0	0	91	0	0	9	0	0	6	96	12	23
	GATWICK	THOMSON AIRWAYS LTD	C	D	23	0	0	74	17	0	9	0	0	16	91	20	22
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	60	23	5
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	50	25	4
	LUTON	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	1	100	5	4
	LUTON	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	2	100	7	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	14	0	0	86	7	7	0	0	0	5	79	48	14
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	14	0	0	64	29	7	0	0	0	13	50	35	14
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	5
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	5	4
	STANSTED	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	0	100	0	9
	STANSTED	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	2	100	1	9
<b>TOTAL ANTALYA</b>					<b>517</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>18</b>	<b>76</b>	<b>20</b>	<b>20</b>
ANTIGUA	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	0	0	50	38	0	13	0	0	24	77	28	13
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	67	22	11	0	0	0	9	79	8	14
<b>TOTAL ANTIGUA</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>29</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>18</b>	<b>18</b>
ANTWERP	MANCHESTER	BMI REGIONAL	S	A	46	0	0	100	0	0	0	0	0	0	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2012				
					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
ANTWERP	MANCHESTER	BMI REGIONAL	S	D	46	0	0	100	0	0	0	0	0	1	0	0	0
	LONDON CITY	VLM (BELGIUM)	S	A	94	0	0	95	0	4	1	0	0	3	93	4	96
	LONDON CITY	VLM (BELGIUM)	S	D	92	0	0	98	1	1	0	0	0	1	96	2	96
<b>TOTAL ANTWERP</b>					<b>278</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>94</b>	<b>3</b>	<b>3</b>
ARRECIFE	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	44	22	22	11	0	0	24	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	22	33	33	11	0	0	28	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	94	0	6	0	0	0	5	87	6	15
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	72	22	6	0	0	0	11	81	11	16
	GLASGOW	JET2.COM LTD	S	A	9	0	0	89	11	0	0	0	0	4	100	1	5
	GLASGOW	JET2.COM LTD	S	D	9	0	0	89	11	0	0	0	0	7	100	3	5
	MANCHESTER	JET2.COM LTD	S	A	13	0	0	92	8	0	0	0	0	3	100	0	7
	MANCHESTER	JET2.COM LTD	S	D	13	0	0	62	15	15	8	0	0	20	67	23	9
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	78	0	11	11	0	0	19	89	4	9
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	89	0	0	0	11	0	28	67	15	9
	BIRMINGHAM	MONARCH AIRLINES	S	A	18	0	0	94	0	6	0	0	0	6	82	8	17
	BIRMINGHAM	MONARCH AIRLINES	S	D	18	0	0	83	11	6	0	0	0	6	76	15	17
	GATWICK	MONARCH AIRLINES	S	A	32	0	0	25	41	28	6	0	0	28	54	24	26
	GATWICK	MONARCH AIRLINES	S	D	32	0	0	59	22	9	9	0	0	20	79	16	28
	LUTON	MONARCH AIRLINES	S	A	5	0	0	60	40	0	0	0	0	9	60	24	5
	LUTON	MONARCH AIRLINES	S	D	5	0	0	60	40	0	0	0	0	12	80	11	5
	MANCHESTER	MONARCH AIRLINES	S	A	19	0	0	74	11	11	5	0	0	15	78	13	18
	MANCHESTER	MONARCH AIRLINES	S	D	19	0	0	63	26	11	0	0	0	14	67	21	18
	MANCHESTER	ORBEST	C	A	4	0	0	50	50	0	0	0	0	11	0	0	0
	MANCHESTER	ORBEST	C	D	5	0	0	80	20	0	0	0	0	14	0	0	0
	BIRMINGHAM	RYANAIR	S	A	17	0	0	100	0	0	0	0	0	1	86	3	14
	BIRMINGHAM	RYANAIR	S	D	17	0	0	100	0	0	0	0	0	0	93	5	14
	EDINBURGH	RYANAIR	S	A	8	0	0	88	13	0	0	0	0	4	100	2	9
	EDINBURGH	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	4	100	5	9
	LUTON	RYANAIR	S	A	9	0	0	89	11	0	0	0	0	7	100	1	9
	LUTON	RYANAIR	S	D	9	0	0	89	0	11	0	0	0	6	78	6	9
	MANCHESTER	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	1	0	0	0
	MANCHESTER	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	3	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2012					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
ARRECIFE																		
	STANSTED	RYANAIR	S	A	27	0	0	81	11	4	4	0	0	10	100	0	26	
	STANSTED	RYANAIR	S	D	27	0	0	85	11	4	0	0	0	6	92	5	26	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	2	80	8	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	0	9	60	7	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	11	0	0	0	0	4	54	42	13	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	22	11	0	0	0	10	54	55	13	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	78	10	9	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	1	67	21	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	11	0	0	0	7	64	33	14	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	22	11	0	0	0	12	69	39	13	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	3	100	0	5	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	7	100	6	5	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	40	0	0	0	0	12	100	0	5	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	40	0	0	0	0	13	60	11	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	0	78	10	9	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	2	89	12	9	
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	3	100	2	5	
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	5	0	0	40	60	0	0	0	0	16	80	6	5	
	GATWICK	THOMSON AIRWAYS LTD	C	A	22	0	0	91	0	0	5	0	5	65	89	4	19	
	GATWICK	THOMSON AIRWAYS LTD	C	D	22	0	0	86	9	5	0	0	0	6	95	4	19	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	80	34	5	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	4	5	
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	100	0	4	
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	7	100	2	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	13	0	0	92	0	0	8	0	0	12	92	6	13	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	13	0	0	85	8	0	8	0	0	12	92	10	13	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	4	100	2	5	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	7	100	2	5	
	STANSTED	THOMSON AIRWAYS LTD	C	A	5	0	0	60	20	0	0	0	20	90	80	3	5	
	STANSTED	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	100	1	5	
	GATWICK	TRAVEL SERVICE AIRLINES	C	A	8	0	0	88	13	0	0	0	0	8	0	0	0	
	GATWICK	TRAVEL SERVICE AIRLINES	C	D	8	0	0	25	13	63	0	0	0	28	0	0	0	
	STANSTED	TRAVEL SERVICE AIRLINES	C	A	4	0	0	50	50	0	0	0	0	13	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ARRECIFE	STANSTED	TRAVEL SERVICE AIRLINES	C	D	5	0	0	60	40	0	0	0	0	16	0	0	0
<b>TOTAL ARRECIFE</b>					<b>658</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>12</b>	<b>12</b>
ARUBA	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	60	0	0	20	20	0	51	75	5	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	40	20	0	40	0	0	55	100	3	4
<b>TOTAL ARUBA</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>10</b>	<b>0</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>53</b>	<b>88</b>	<b>7</b>	<b>7</b>
ASHKHABAD	BIRMINGHAM	TURKMENISTAN AIRLINES	S	A	17	0	0	94	0	6	0	0	0	2	83	4	18
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	D	17	0	0	94	6	0	0	0	0	1	72	13	18
	HEATHROW	TURKMENISTAN AIRLINES	S	A	9	0	0	89	11	0	0	0	0	3	63	34	8
	HEATHROW	TURKMENISTAN AIRLINES	S	D	9	0	0	89	11	0	0	0	0	4	63	25	8
<b>TOTAL ASHKHABAD</b>					<b>52</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>2</b>	<b>73</b>	<b>15</b>	<b>15</b>
ASTANA																	
ASTURIAS	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	36	0	0	92	8	0	0	0	0	4	95	1	39
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	36	0	0	89	8	3	0	0	0	5	95	2	39
<b>TOTAL ASTURIAS</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>95</b>	<b>2</b>	<b>2</b>
ATHENS	HEATHROW	AEGEAN AIRLINES	S	A	93	0	0	92	6	1	0	0	0	4	80	7	124
	HEATHROW	AEGEAN AIRLINES	S	D	93	0	0	89	8	3	0	0	0	5	86	6	124
	MANCHESTER	AEGEAN AIRLINES	S	A	9	0	0	78	22	0	0	0	0	7	0	0	0
	MANCHESTER	AEGEAN AIRLINES	S	D	9	0	0	56	33	0	11	0	0	21	0	0	0
	STANSTED	AEGEAN AIRLINES	S	A	5	0	0	80	20	0	0	0	0	7	0	0	0
	STANSTED	AEGEAN AIRLINES	S	D	5	0	0	40	40	20	0	0	0	20	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	120	0	0	92	4	3	1	0	0	6	91	8	128
	HEATHROW	BRITISH AIRWAYS PLC	S	D	120	0	0	88	7	3	3	0	0	7	91	7	128
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	67	11	0	22	0	0	30	89	2	9
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	44	22	11	22	0	0	40	89	6	9
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	87	3	0	10	0	0	9	84	7	45
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	81	10	0	10	0	0	17	93	4	45
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	100	0	0	0	0	0	4	86	4	14
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	100	0	0	0	0	0	3	93	2	14

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						AUG 2012			
			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)										
ATHENS																		
<b>TOTAL ATHENS</b>					<b>560</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>7</b>	<b>7</b>	
ATLANTA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	71	13	10	6	0	0	19	61	17	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	48	35	10	6	0	0	24	68	17	31	
	HEATHROW	DELTA AIRLINES	S	A	93	0	0	88	6	2	3	0	0	6	66	22	79	
	HEATHROW	DELTA AIRLINES	S	D	93	0	0	91	3	2	3	0	0	6	91	6	80	
	MANCHESTER	DELTA AIRLINES	S	A	31	0	0	87	3	3	3	3	0	17	77	19	31	
	MANCHESTER	DELTA AIRLINES	S	D	31	0	0	84	3	6	3	3	0	17	81	19	31	
<b>TOTAL ATLANTA</b>					<b>310</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>15</b>	<b>15</b>	
AUCKLAND INTERNATIONAL																		
	HEATHROW	AIR NEW ZEALAND LTD	S	A	31	0	0	87	13	0	0	0	0	4	80	8	54	
	HEATHROW	AIR NEW ZEALAND LTD	S	D	31	0	0	84	16	0	0	0	0	6	88	4	57	
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>62</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>5</b>	<b>84</b>	<b>6</b>	<b>6</b>	
AVIGNON																		
	LONDON CITY	CITY JET	S	A	4	0	0	100	0	0	0	0	0	89	7	9		
	LONDON CITY	CITY JET	S	D	5	0	0	100	0	0	0	0	0	90	9	10		
	BIRMINGHAM	FLYBE LTD	S	A	5	0	0	80	0	20	0	0	0	10	78	11	18	
	BIRMINGHAM	FLYBE LTD	S	D	5	0	0	80	0	0	20	0	0	20	56	22	18	
<b>TOTAL AVIGNON</b>					<b>19</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>14</b>	<b>14</b>	
AZORES LAJES TERCEIRA IS																		
AZORES PONTA DELGADA																		
	GATWICK	SATA	S	A	5	0	0	20	80	0	0	0	0	17	100	3	4	
	GATWICK	SATA	S	D	5	0	0	20	60	20	0	0	0	22	50	13	4	
<b>TOTAL AZORES PONTA DELGADA</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>70</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>75</b>	<b>8</b>	<b>8</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
BACAU	LUTON	BLUE AIR TRANSPORT AERIAN	S	A	22	0	0	95	0	0	5	0	0	4	78	6	23
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	22	0	0	77	9	5	9	0	0	12	70	13	23
<b>TOTAL BACAU</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>10</b>	<b>10</b>
BAGHDAD (GECA)	GATWICK	IRAQI AIRWAYS	S	A	9	0	0	89	0	11	0	0	0	6	0	0	0
	GATWICK	IRAQI AIRWAYS	S	D	9	0	0	89	11	0	0	0	0	6	0	0	0
<b>TOTAL BAGHDAD (GECA)</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>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
BAHRAIN	HEATHROW	GULF AIR	S	A	62	0	0	85	11	3	0	0	0	8	79	10	62
	HEATHROW	GULF AIR	S	D	62	0	0	94	5	2	0	0	0	3	89	5	62
<b>TOTAL BAHRAIN</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>8</b>	<b>8</b>
BAKU (HEYDER ALIYEV INT'L)	HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	A	22	0	0	91	9	0	0	0	0	2	77	22	13
	HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	D	22	0	0	68	23	9	0	0	0	11	62	34	13
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	57	23	13	7	0	0	18	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	57	27	10	7	0	0	16	0	0	0
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>21</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>28</b>	<b>28</b>
BALTIMORE	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	72	3	7	17	0	0	20	65	17	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	70	13	7	7	0	3	55	71	19	31
<b>TOTAL BALTIMORE</b>					<b>59</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>8</b>	<b>7</b>	<b>12</b>	<b>0</b>	<b>2</b>	<b>38</b>	<b>68</b>	<b>18</b>	<b>18</b>
BANDAR SERI BEGAWAN	HEATHROW	ROYAL BRUNEI AIRLINES	S	A	31	0	0	90	0	6	0	0	3	19	68	23	31
	HEATHROW	ROYAL BRUNEI AIRLINES	S	D	30	1	0	100	0	0	0	0	0	1	81	15	31
<b>TOTAL BANDAR SERI BEGAWAN</b>					<b>61</b>	<b>1</b>	<b>0</b>	<b>95</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>10</b>	<b>74</b>	<b>19</b>	<b>19</b>
BANGALORE (BENGALURU)	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	97	3	0	0	0	0	1	90	22	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	61	16	19	3	0	0	17	84	16	31
<b>TOTAL BANGALORE (BENGALURU)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>19</b>	<b>19</b>
BANGKOK SUVARNABHUMI	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	97	3	0	0	0	0	4	90	5	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	68	16	13	3	0	0	14	74	13	31

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012				
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Plan (8)												
BANGKOK SUVARNABHUMI																		
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	A	62	0	0	76	16	6	2	0	0	10	94	2	62	
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	D	62	0	1	92	2	6	0	0	0	5	94	4	62	
<b>TOTAL BANGKOK SUVARNABHUMI</b>					<b>186</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>5</b>	<b>5</b>	
BANJUL																		
	GATWICK	GAMBIA BIRD	S	A	8	0	0	75	0	0	25	0	0	26	0	0	0	
	GATWICK	GAMBIA BIRD	S	D	9	0	0	78	0	0	11	0	11	169	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	6	75	7	4		
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	13	75	17	4		
<b>TOTAL BANJUL</b>					<b>25</b>	<b>1</b>	<b>1</b>	<b>76</b>	<b>4</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>4</b>	<b>72</b>	<b>75</b>	<b>12</b>	<b>12</b>	
BARCELONA																		
	GLASGOW	BA CITYFLYER LTD	C	A	4	0	0	50	25	25	0	0	0	17	100	2	4	
	GLASGOW	BA CITYFLYER LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	2	4	
	GATWICK	BRITISH AIRWAYS PLC	S	A	93	0	0	54	26	13	6	1	0	23	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	93	0	0	67	19	8	6	0	0	18	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	238	0	0	77	13	7	3	0	0	15	84	9	261	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	238	0	0	81	13	5	2	0	0	8	87	8	261	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	186	0	0	89	4	4	3	0	0	6	86	8	184	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	186	0	0	73	15	9	4	0	0	12	70	16	186	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	92	6	0	2	0	0	5	89	10	62	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	89	6	3	2	0	0	7	84	10	62	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	86	9	5	0	0	0	5	96	2	23	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	91	0	9	0	0	0	6	100	2	23	
	GLASGOW	JET2.COM LTD	S	A	13	0	0	31	46	15	0	8	0	38	31	37	13	
	GLASGOW	JET2.COM LTD	S	D	13	0	0	77	8	8	0	8	0	25	54	27	13	
	MANCHESTER	JET2.COM LTD	S	A	23	0	0	52	13	30	0	4	0	27	55	20	22	
	MANCHESTER	JET2.COM LTD	S	D	23	0	0	83	13	0	0	4	0	17	91	5	22	
	BIRMINGHAM	MONARCH AIRLINES	S	A	32	0	0	78	6	3	9	0	3	25	94	2	17	
	BIRMINGHAM	MONARCH AIRLINES	S	D	31	0	0	81	6	6	3	0	3	22	100	1	17	
	GATWICK	MONARCH AIRLINES	S	A	44	0	0	91	5	0	5	0	0	8	86	15	49	
	GATWICK	MONARCH AIRLINES	S	D	44	0	0	75	14	7	5	0	0	15	82	14	49	
	MANCHESTER	MONARCH AIRLINES	S	A	28	0	0	57	21	11	7	4	0	27	59	42	27	
	MANCHESTER	MONARCH AIRLINES	S	D	28	0	0	86	4	4	4	4	0	20	67	44	27	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	13	0	0	31	38	23	0	8	0	38	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							AUG 2012			
					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
BARCELONA																	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	13	0	0	62	15	15	0	8	0	27	0	0	0
	BIRMINGHAM	RYANAIR	S	A	26	0	0	100	0	0	0	0	0	3	0	0	0
	BIRMINGHAM	RYANAIR	S	D	26	0	0	96	4	0	0	0	0	2	0	0	0
	EDINBURGH	RYANAIR	S	A	17	0	0	82	18	0	0	0	0	5	87	13	23
	EDINBURGH	RYANAIR	S	D	17	0	0	88	12	0	0	0	0	7	83	7	23
	STANSTED	RYANAIR	S	A	57	0	0	91	5	4	0	0	0	5	79	11	62
	STANSTED	RYANAIR	S	D	57	0	0	89	9	2	0	0	0	4	83	9	63
	EDINBURGH	VUELING AIRLINES	C	A	3	0	0	100	0	0	0	0	0	7	0	0	0
	EDINBURGH	VUELING AIRLINES	S	A	14	0	0	36	36	14	14	0	0	32	62	31	13
	EDINBURGH	VUELING AIRLINES	C	D	3	0	0	0	67	0	33	0	0	41	0	0	0
	EDINBURGH	VUELING AIRLINES	S	D	14	0	0	29	43	7	21	0	0	40	46	34	13
	GATWICK	VUELING AIRLINES	S	A	62	0	0	32	39	26	3	0	0	25	0	0	0
	GATWICK	VUELING AIRLINES	S	D	62	0	0	29	40	24	6	0	0	26	0	0	0
<b>TOTAL BARCELONA</b>					<b>1877</b>	<b>2</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>11</b>	<b>11</b>
BARI (PALESE)																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	54	31	8	8	0	0	20	15	38	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	62	31	0	8	0	0	19	31	24	13
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	100	0	0	0	0	0	1	85	6	13
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	89	11	0	0	0	0	6	85	11	13
	STANSTED	RYANAIR	S	A	27	0	0	96	4	0	0	0	0	2	84	12	31
	STANSTED	RYANAIR	S	D	27	0	0	100	0	0	0	0	0	3	81	13	31
<b>TOTAL BARI (PALESE)</b>					<b>116</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>69</b>	<b>16</b>	<b>16</b>
BARRA																	
	GLASGOW	LOGANAIR	S	A	46	1	0	72	4	7	15	2	0	25	85	7	53
	GLASGOW	LOGANAIR	S	D	49	0	0	78	2	8	12	0	0	18	85	9	53
<b>TOTAL BARRA</b>					<b>95</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>3</b>	<b>7</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>85</b>	<b>8</b>	<b>8</b>
BASLE MULHOUSE																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	92	0	0	86	8	4	2	0	0	7	90	5	174
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	83	14	2	1	0	0	7	90	7	174
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	91	9	0	0	0	0	4	0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	86	5	9	0	0	0	9	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	81	6	6	6	0	0	10	85	8	27
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	71	16	6	6	0	0	14	70	10	27



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BASLE MULHOUSE																		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	88	0	12	0	0	0	6	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	76	6	18	0	0	0	14	0	0	0	
	GATWICK	EASYJET SWITZERLAND	S	A	31	0	0	90	6	0	0	3	0	14	97	10	31	
	GATWICK	EASYJET SWITZERLAND	S	D	31	0	0	65	19	13	0	3	0	25	84	10	31	
	LONDON CITY	SWISS AIRLINES	S	A	50	0	0	92	4	4	0	0	0	3	94	2	54	
	LONDON CITY	SWISS AIRLINES	S	D	51	0	0	88	6	4	2	0	0	6	94	3	54	
<b>TOTAL BASLE MULHOUSE</b>					<b>488</b>	<b>1</b>	<b>1</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>6</b>	<b>6</b>	
BASTIA																		
	HEATHROW	BRITISH AIRWAYS PLC	C	A	5	0	0	100	0	0	0	0	0	0	100	1	4	
	HEATHROW	BRITISH AIRWAYS PLC	C	D	5	0	0	80	20	0	0	0	0	4	100	0	4	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	75	0	13	0	13	0	30	88	35	8	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	88	0	13	0	0	0	6	88	32	8	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	4	0	0	50	50	0	0	0	0	18	100	1	4	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	4	0	0	50	50	0	0	0	0	12	100	1	4	
<b>TOTAL BASTIA</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>94</b>	<b>17</b>	<b>17</b>	
BEAUVAIS																		
	EDINBURGH	RYANAIR	S	A	17	0	0	100	0	0	0	0	0	0	94	2	18	
	EDINBURGH	RYANAIR	S	D	17	0	0	94	0	6	0	0	0	5	94	4	18	
	MANCHESTER	RYANAIR	S	A	17	0	0	47	35	12	6	0	0	21	83	7	18	
	MANCHESTER	RYANAIR	S	D	17	0	0	53	29	18	0	0	0	18	67	11	18	
<b>TOTAL BEAUVAIS</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>6</b>	<b>6</b>	
BEIJING																		
	GATWICK	AIR CHINA	S	A	17	0	0	88	12	0	0	0	0	4	68	12	19	
	GATWICK	AIR CHINA	S	D	17	0	0	88	12	0	0	0	0	8	79	11	19	
	HEATHROW	AIR CHINA	S	A	31	0	0	26	19	32	19	3	0	45	71	11	31	
	HEATHROW	AIR CHINA	S	D	31	0	0	81	10	3	6	0	0	14	87	5	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	1	1	20	30	23	17	7	3	96	48	37	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	65	10	3	16	6	0	36	71	26	31	
<b>TOTAL BEIJING</b>					<b>157</b>	<b>1</b>	<b>1</b>	<b>57</b>	<b>16</b>	<b>12</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>38</b>	<b>70</b>	<b>18</b>	<b>18</b>	
BEIRUT																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	44	0	0	86	11	0	2	0	0	9	97	3	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	44	0	0	80	11	5	2	2	0	14	77	13	31	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012			
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Plan (8)											
BEIRUT	HEATHROW	MEA	S	A	32	0	0	81	19	0	0	0	0	10	77	13	31
	HEATHROW	MEA	S	D	32	0	0	91	6	3	0	0	0	5	100	5	31
<b>TOTAL BEIRUT</b>					<b>152</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>8</b>	<b>8</b>
BELFAST CITY (GEORGE BE	GATWICK	AER LINGUS	S	A	87	0	0	89	6	2	3	0	0	6	0	0	0
	GATWICK	AER LINGUS	S	D	87	0	0	87	8	2	2	0	0	5	0	0	0
	HEATHROW	AER LINGUS	S	A	93	0	0	94	2	3	1	0	0	3	0	0	0
	HEATHROW	AER LINGUS	S	D	93	0	0	94	2	3	1	0	0	3	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	182	0	0	75	14	8	3	1	0	12	81	9	188
	HEATHROW	BRITISH AIRWAYS PLC	S	D	182	0	0	86	7	4	3	1	0	9	86	7	188
	BIRMINGHAM	FLYBE LTD	S	A	142	0	1	81	9	7	2	1	0	10	86	8	171
	BIRMINGHAM	FLYBE LTD	S	D	142	0	1	77	14	6	3	0	0	10	81	12	171
	EDINBURGH	FLYBE LTD	S	A	126	0	1	83	7	4	6	0	0	11	86	11	126
	EDINBURGH	FLYBE LTD	S	D	126	0	1	84	9	4	3	0	0	10	89	7	126
	GATWICK	FLYBE LTD	S	A	114	0	0	86	11	3	1	0	0	7	90	7	139
	GATWICK	FLYBE LTD	S	D	114	0	0	67	25	6	2	0	0	14	78	12	139
	GLASGOW	FLYBE LTD	S	A	125	0	2	80	3	8	9	0	0	13	85	7	120
	GLASGOW	FLYBE LTD	S	D	126	0	1	79	2	11	8	0	0	15	87	7	121
	MANCHESTER	FLYBE LTD	S	A	167	0	0	72	13	10	4	1	0	16	70	20	195
	MANCHESTER	FLYBE LTD	S	D	168	0	0	60	24	11	5	0	0	18	73	17	195
	NEWCASTLE	FLYBE LTD	S	A	53	0	0	87	4	4	6	0	0	9	91	7	43
	NEWCASTLE	FLYBE LTD	S	D	53	0	0	83	4	4	8	2	0	18	88	14	43
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>					<b>2180</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>11</b>	<b>11</b>
BELFAST INTERNATIONAL	BIRMINGHAM	EASYJET AIRLINE COMPANY LTD	S	A	57	0	0	98	0	2	0	0	0	2	0	0	0
	BIRMINGHAM	EASYJET AIRLINE COMPANY LTD	S	D	57	0	0	98	0	0	2	0	0	1	0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	85	0	0	95	1	1	1	0	1	8	93	3	85
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	85	0	0	93	4	1	2	0	0	6	94	3	85
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	136	0	0	92	2	1	4	1	0	8	91	6	116
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	136	0	0	88	7	1	4	0	0	8	78	12	116
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	101	0	0	97	1	0	2	0	0	3	94	4	107
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	101	0	0	97	1	0	2	0	0	3	91	5	107
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	88	0	0	90	5	5	0	1	0	6	89	7	76

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
BELFAST INTERNATIONAL																	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	88	0	0	91	5	5	0	0	0	4	87	9	76
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	57	0	0	91	5	2	2	0	0	4	88	6	58
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	57	0	0	89	2	5	4	0	0	9	88	10	58
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	61	0	0	95	2	3	0	0	0	3	95	5	58
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	61	0	0	93	3	3	0	0	0	5	90	8	58
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	93	0	0	94	4	1	1	0	0	3	91	5	99
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	93	0	0	94	2	3	1	0	0	4	87	12	99
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>1356</b>	<b>1</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>7</b>	<b>7</b>
BELGRADE																	
	GATWICK	JATAIRWAYS	S	A	9	0	0	67	11	11	11	0	0	23	50	29	14
	GATWICK	JATAIRWAYS	S	D	9	0	0	78	0	11	11	0	0	24	57	22	14
	HEATHROW	JATAIRWAYS	S	A	40	0	0	90	3	3	5	0	0	9	51	32	39
	HEATHROW	JATAIRWAYS	S	D	40	0	0	88	3	5	5	0	0	9	59	30	39
	LUTON	WIZZ AIR	S	A	17	0	0	100	0	0	0	0	0	1	100	0	18
	LUTON	WIZZ AIR	S	D	17	0	0	47	29	24	0	0	0	19	72	11	18
<b>TOTAL BELGRADE</b>					<b>132</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>62</b>	<b>24</b>	<b>24</b>
BENBECULA																	
	GLASGOW	LOGANAIR	S	A	53	0	1	87	2	6	6	0	0	10	86	9	58
	GLASGOW	LOGANAIR	S	D	53	0	0	85	8	2	6	0	0	9	86	9	59
<b>TOTAL BENBECULA</b>					<b>106</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>5</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>9</b>	<b>9</b>
BERGAMO																	
	BIRMINGHAM	RYANAIR	S	A	14	0	0	93	0	7	0	0	0	6	0	0	0
	BIRMINGHAM	RYANAIR	S	D	14	0	0	93	0	7	0	0	0	4	0	0	0
	MANCHESTER	RYANAIR	S	A	31	0	0	84	10	6	0	0	0	7	61	16	31
	MANCHESTER	RYANAIR	S	D	31	0	0	71	19	6	3	0	0	11	74	11	31
	STANSTED	RYANAIR	S	A	89	0	0	82	10	3	4	0	0	10	63	16	111
	STANSTED	RYANAIR	S	D	89	0	0	93	3	1	2	0	0	5	84	8	111
<b>TOTAL BERGAMO</b>					<b>268</b>	<b>0</b>	<b>0</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>12</b>	<b>12</b>
BERGEN																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	0	80	8	10	2	0	0	10	74	8	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	0	85	11	3	0	0	0	6	90	3	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	1	70	13	13	3	0	0	15	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
BERGEN																			
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	97	0	0	3	0	0	5	0	0	0		
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	9	0	0	100	0	0	0	0	0	1	56	21	9		
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	9	0	0	100	0	0	0	0	0	1	56	20	9		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	51	0	0	84	6	6	2	2	0	10	96	2	49		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	51	0	0	76	10	8	6	0	0	15	92	3	49		
	MANCHESTER	SAS	S	A	4	0	0	75	25	0	0	0	0	8	92	6	13		
	MANCHESTER	SAS	S	D	4	0	0	100	0	0	0	0	0	2	100	0	13		
<b>TOTAL BERGEN</b>					<b>311</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>6</b>	<b>6</b>		
BERGERAC																			
	BIRMINGHAM	FLYBE LTD	S	A	18	0	0	94	0	0	0	6	0	13	91	4	22		
	BIRMINGHAM	FLYBE LTD	S	D	18	0	0	94	6	0	0	0	0	2	68	17	22		
	EDINBURGH	FLYBE LTD	S	A	5	0	0	100	0	0	0	0	0	1	86	8	7		
	EDINBURGH	FLYBE LTD	S	D	5	0	0	60	0	40	0	0	0	17	71	21	7		
	GATWICK	FLYBE LTD	S	A	5	0	0	80	20	0	0	0	0	6	50	32	4		
	GATWICK	FLYBE LTD	S	D	5	0	0	40	40	20	0	0	0	19	25	27	4		
	STANSTED	RYANAIR	S	A	44	0	0	98	2	0	0	0	0	3	87	6	45		
	STANSTED	RYANAIR	S	D	44	0	0	98	2	0	0	0	0	2	89	5	45		
<b>TOTAL BERGERAC</b>					<b>144</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>9</b>	<b>9</b>		
BERLIN (SCHONEFELD)																			
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	93	7	0	0	0	0	5	0	0	0		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	86	7	7	0	0	0	6	0	0	0		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	88	0	0	78	10	7	2	1	1	17	86	10	69		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	88	0	0	74	13	10	3	0	0	13	78	8	69		
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	91	5	0	5	0	0	9	84	6	31		
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	86	9	5	0	0	0	8	87	5	31		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	57	0	0	89	7	4	0	0	0	4	90	10	58		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	57	0	0	96	2	2	0	0	0	2	90	8	58		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	95	5	0	0	0	0	2	96	2	23		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	95	5	0	0	0	0	4	87	17	23		
	STANSTED	RYANAIR	S	A	31	0	0	97	0	0	3	0	0	7	67	11	36		
	STANSTED	RYANAIR	S	D	31	0	0	87	13	0	0	0	0	7	69	11	36		
<b>TOTAL BERLIN (SCHONEFELD)</b>					<b>468</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>9</b>	<b>9</b>		
BERLIN (TEGEL)																			

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							AUG 2012				
					202	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	UNMATCHED
BERLIN (TEGEL)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	202	0	0	86	8	4	2	0	0	7	80	8	172	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	202	0	0	86	7	4	2	0	0	7	87	7	173	
	BIRMINGHAM	LUFTHANSA	S	A	23	0	0	87	9	4	0	0	0	6	80	8	30	
	BIRMINGHAM	LUFTHANSA	S	D	23	0	0	96	0	4	0	0	0	3	87	9	30	
	HEATHROW	LUFTHANSA	S	A	85	0	0	84	12	5	0	0	0	6	87	8	93	
	HEATHROW	LUFTHANSA	S	D	85	0	0	91	4	6	0	0	0	4	84	9	93	
<b>TOTAL BERLIN (TEGEL)</b>					<b>622</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>9</b>	<b>9</b>	
BERMUDA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	77	3	10	3	3	3	31	77	25	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	71	10	6	6	3	3	35	77	26	30	
<b>TOTAL BERMUDA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>6</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>33</b>	<b>77</b>	<b>25</b>	<b>25</b>	
BERNE																		
	LONDON CITY	SKY WORK AG	S	A	51	0	1	94	4	2	0	0	0	3	96	3	53	
	LONDON CITY	SKY WORK AG	S	D	51	0	0	96	2	2	0	0	0	2	89	5	53	
<b>TOTAL BERNE</b>					<b>102</b>	<b>1</b>	<b>1</b>	<b>95</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>4</b>	<b>4</b>	
BEZIERS																		
	EDINBURGH	RYANAIR	S	A	8	0	0	75	25	0	0	0	0	5	0	0	0	
	EDINBURGH	RYANAIR	S	D	8	0	0	88	0	13	0	0	0	5	0	0	0	
	LUTON	RYANAIR	S	A	18	0	0	100	0	0	0	0	0	100	4	17		
	LUTON	RYANAIR	S	D	18	0	0	100	0	0	0	0	0	1	76	8	17	
	MANCHESTER	RYANAIR	S	A	9	0	0	89	11	0	0	0	0	5	78	10	9	
	MANCHESTER	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	3	89	4	9	
<b>TOTAL BEZIERS</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>7</b>	<b>7</b>	
BIARRITZ																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	90	0	3	6	0	0	8	86	5	35	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	84	6	3	6	0	0	12	79	10	34	
	STANSTED	RYANAIR	S	A	39	0	0	82	13	3	3	0	0	10	83	10	40	
	STANSTED	RYANAIR	S	D	39	0	0	95	0	3	3	0	0	6	90	10	40	
<b>TOTAL BIARRITZ</b>					<b>140</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>8</b>	<b>8</b>	
BILBAO																		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	69	15	15	0	0	0	15	100	0	14	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	77	8	8	8	0	0	13	93	2	14	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					AUG 2012					
					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
BILBAO																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	82	11	5	2	0	0	7	92	6	62	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	89	5	5	2	0	0	7	90	6	62	
	HEATHROW	VUELING AIRLINES	S	A	31	0	0	97	0	0	3	0	0	5	85	9	46	
	HEATHROW	VUELING AIRLINES	S	D	31	0	0	97	0	0	3	0	0	4	91	10	46	
<b>TOTAL BILBAO</b>					<b>212</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>7</b>	<b>7</b>	
BILLUND																		
	BIRMINGHAM	BMI REGIONAL	S	A	22	0	0	100	0	0	0	0	0	2	0	0	0	
	BIRMINGHAM	BMI REGIONAL	S	D	22	0	0	95	0	5	0	0	0	3	0	0	0	
	EDINBURGH	DANISH AIR TRANSPORT	C	A	4	0	0	100	0	0	0	0	0	2	100	0	4	
	EDINBURGH	DANISH AIR TRANSPORT	C	D	4	0	0	100	0	0	0	0	0	0	100	0	1	
	EDINBURGH	RYANAIR	S	A	14	0	0	93	7	0	0	0	0	3	77	6	13	
	EDINBURGH	RYANAIR	S	D	14	0	0	93	7	0	0	0	0	5	85	4	13	
	STANSTED	RYANAIR	S	A	62	0	0	97	2	2	0	0	0	2	92	4	62	
	STANSTED	RYANAIR	S	D	62	0	0	87	10	3	0	0	0	6	84	8	62	
	LONDON CITY	SUN AIR OF SCANDINAVIA	S	A	9	0	0	89	0	0	11	0	0	10	97	4	34	
	LONDON CITY	SUN AIR OF SCANDINAVIA	S	D	9	0	0	89	0	0	11	0	0	7	91	3	34	
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	A	45	0	0	89	9	2	0	0	0	5	66	14	47	
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	D	45	0	0	89	9	2	0	0	0	4	83	9	47	
<b>TOTAL BILLUND</b>					<b>312</b>	<b>1</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>7</b>	<b>7</b>	
BIRMINGHAM																		
	NEWCASTLE	EASTERN AIRWAYS	S	A	23	0	2	96	0	0	4	0	0	4	0	0	0	
	NEWCASTLE	EASTERN AIRWAYS	S	D	24	0	1	96	0	0	4	0	0	5	0	0	0	
	EDINBURGH	FLYBE LTD	S	A	156	0	2	94	3	1	2	0	0	4	78	12	156	
	EDINBURGH	FLYBE LTD	S	D	157	0	1	85	12	3	1	0	0	8	73	14	156	
	GLASGOW	FLYBE LTD	S	A	136	0	0	90	4	4	2	0	0	6	87	7	157	
	GLASGOW	FLYBE LTD	S	D	134	0	2	84	10	4	1	0	0	8	81	10	156	
<b>TOTAL BIRMINGHAM</b>					<b>630</b>	<b>2</b>	<b>8</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>11</b>	<b>11</b>	
BISHKEK (FRUNZE)																		
BOA VISTA (RABIL)																		
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	1	100	6	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	0	100	1	5	
	GATWICK	THOMSON AIRWAYS LTD	S	A	9	0	0	56	11	22	11	0	0	25	56	29	9	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BOA VISTA (RABIL)																		
	GATWICK	THOMSON AIRWAYS LTD	S	D	9	0	0	56	33	11	0	0	0	14	89	9	9	
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	9	0	0	67	11	11	11	0	0	25	78	18	9	
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	9	0	0	78	11	11	0	0	0	12	67	16	9	
<b>TOTAL BOA VISTA (RABIL)</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>14</b>	<b>14</b>	
BODRUM (MILAS)																		
	HEATHROW	BRITISH AIRWAYS PLC	C	A	5	0	0	100	0	0	0	0	0	1	25	20	4	
	HEATHROW	BRITISH AIRWAYS PLC	C	D	5	0	0	100	0	0	0	0	0	1	75	13	4	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	27	0	0	89	11	0	0	0	0	4	81	17	26	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	85	8	8	0	0	0	10	69	22	26	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	85	15	0	0	0	0	5	92	2	13	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	93	7	0	0	0	0	6	77	10	13	
	GATWICK	FREEBIRD AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	FREEBIRD AIRLINES	C	D	4	0	0	100	0	0	0	0	0	7	0	0	0	
	MANCHESTER	FREEBIRD AIRLINES	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	FREEBIRD AIRLINES	C	D	4	0	0	100	0	0	0	0	0	4	0	0	0	
	GLASGOW	JET2.COM LTD	S	A	9	0	0	33	44	11	11	0	0	25	0	0	0	
	GLASGOW	JET2.COM LTD	S	D	9	0	0	89	11	0	0	0	0	6	0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	9	0	0	100	0	0	0	0	0	0	89	8	9	
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	89	11	0	0	0	0	7	89	58	9	
	NEWCASTLE	JET2.COM LTD	S	A	4	0	0	100	0	0	0	0	0	0	67	32	3	
	NEWCASTLE	JET2.COM LTD	S	D	4	0	0	100	0	0	0	0	0	11	25	53	4	
	BIRMINGHAM	MONARCH AIRLINES	S	A	13	0	0	92	0	8	0	0	0	3	71	41	14	
	BIRMINGHAM	MONARCH AIRLINES	S	D	13	0	0	85	15	0	0	0	0	4	64	26	14	
	GATWICK	MONARCH AIRLINES	S	A	13	0	0	62	0	31	8	0	0	23	69	16	13	
	GATWICK	MONARCH AIRLINES	S	D	13	0	0	31	23	31	15	0	0	30	62	23	13	
	LUTON	MONARCH AIRLINES	S	A	13	0	0	54	23	15	8	0	0	22	92	7	13	
	LUTON	MONARCH AIRLINES	S	D	13	0	0	31	38	15	15	0	0	31	62	14	13	
	MANCHESTER	MONARCH AIRLINES	S	A	9	0	0	44	33	22	0	0	0	15	78	27	9	
	MANCHESTER	MONARCH AIRLINES	S	D	9	0	0	67	22	11	0	0	0	14	56	34	9	
	GATWICK	PEGASUS AIRLINES	S	A	4	0	0	100	0	0	0	0	0	0	100	1	4	
	GATWICK	PEGASUS AIRLINES	C	A	5	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	PEGASUS AIRLINES	S	D	4	0	0	100	0	0	0	0	0	5	100	3	4	
	GATWICK	PEGASUS AIRLINES	C	D	5	0	0	100	0	0	0	0	0	6	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)																		
	STANSTED	PEGASUS AIRLINES	S	A	4	0	0	100	0	0	0	0	0	0	100	2	4	
	STANSTED	PEGASUS AIRLINES	S	D	4	0	0	100	0	0	0	0	0	0	100	2	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	2	100	0	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	3	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	18	0	0	83	0	6	11	0	0	20	86	86	21	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	17	0	0	71	6	12	6	6	0	28	90	11	21	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	10	67	6	3	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	10	83	7	6	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	69	15	0	15	0	0	17	69	30	26	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	54	23	8	15	0	0	26	60	37	25	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	2	8	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	78	14	9	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	75	24	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	11	75	27	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	4	100	0	9	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	0	89	5	9	
	GATWICK	THOMSON AIRWAYS LTD	C	A	22	0	0	77	14	9	0	0	0	10	77	10	22	
	GATWICK	THOMSON AIRWAYS LTD	C	D	22	0	0	77	9	9	5	0	0	12	86	10	22	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	9	80	4	5	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	7	100	11	4	
	LUTON	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	3	100	0	5	
	LUTON	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	100	2	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	14	0	0	79	7	0	14	0	0	15	78	9	18	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	14	0	0	79	0	7	14	0	0	18	94	8	18	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	8	100	0	5	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	6	100	1	5	
<b>TOTAL BODRUM (MILAS)</b>					<b>484</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>20</b>	<b>20</b>	
BOLOGNA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	55	23	18	4	0	0	21	71	12	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	84	13	2	1	0	0	7	94	5	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	90	6	0	3	0	0	6	100	3	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	84	10	3	3	0	0	7	84	8	31	
	EDINBURGH	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	3	0	0	0	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 2012					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BOLOGNA																		
	EDINBURGH	RYANAIR	S	D	9	0	0	67	22	11	0	0	0	17	0	0	0	
	STANSTED	RYANAIR	S	A	31	0	0	87	13	0	0	0	0	4	94	6	31	
	STANSTED	RYANAIR	S	D	31	0	0	90	10	0	0	0	0	6	90	10	31	
<b>TOTAL BOLOGNA</b>					<b>328</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>12</b>	<b>12</b>	
BOLZANO																		
BORDEAUX																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	49	0	0	65	12	16	6	0	0	20	63	14	52	
	GATWICK	BRITISH AIRWAYS PLC	S	D	49	0	0	63	18	14	4	0	0	18	77	10	52	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	54	0	0	74	13	11	2	0	0	10	91	5	53	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	54	0	0	74	9	15	2	0	0	11	87	5	53	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	36	0	0	92	6	0	3	0	0	6	94	5	35	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	36	0	0	89	6	3	3	0	0	10	94	6	35	
	BIRMINGHAM	MONARCH AIRLINES	S	A	13	0	0	85	8	8	0	0	0	6	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	S	D	13	0	0	85	0	0	15	0	0	11	0	0	0	
	EDINBURGH	RYANAIR	S	A	14	0	0	93	0	7	0	0	0	6	77	6	13	
	EDINBURGH	RYANAIR	S	D	14	0	0	93	0	7	0	0	0	5	85	6	13	
<b>TOTAL BORDEAUX</b>					<b>332</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>8</b>	<b>8</b>	
BOSTON																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	123	0	0	91	9	0	0	0	0	4	88	9	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	123	0	0	70	16	9	5	0	0	16	74	19	93	
	HEATHROW	DELTA AIRLINES	S	A	31	0	0	81	13	6	0	0	0	7	61	55	31	
	HEATHROW	DELTA AIRLINES	S	D	31	0	0	87	3	6	3	0	0	7	77	19	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	90	3	3	3	0	0	9	87	5	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	100	0	0	0	0	0	3	77	8	30	
<b>TOTAL BOSTON</b>					<b>370</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>14</b>	<b>14</b>	
BRATISLAVA																		
	BIRMINGHAM	RYANAIR	S	A	14	0	0	93	7	0	0	0	0	2	100	1	13	
	BIRMINGHAM	RYANAIR	S	D	14	0	0	93	0	7	0	0	0	3	92	4	13	
	EDINBURGH	RYANAIR	S	A	14	0	0	100	0	0	0	0	0	0	88	4	8	
	EDINBURGH	RYANAIR	S	D	14	0	0	100	0	0	0	0	0	3	100	2	8	
	LUTON	RYANAIR	S	A	17	0	0	88	12	0	0	0	0	5	55	19	22	
	LUTON	RYANAIR	S	D	17	0	0	82	12	6	0	0	0	8	64	21	22	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BRATISLAVA																		
	STANSTED	RYANAIR	S	A	45	0	0	93	0	4	2	0	0	6	90	6	70	
	STANSTED	RYANAIR	S	D	45	0	0	96	4	0	0	0	0	4	94	4	70	
<b>TOTAL BRATISLAVA</b>					<b>181</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>5</b>	<b>86</b>	<b>7</b>	<b>7</b>	
BREMEN																		
	EDINBURGH	RYANAIR	S	A	9	0	0	78	22	0	0	0	0	6	90	3	10	
	EDINBURGH	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	2	90	6	10	
	MANCHESTER	RYANAIR	S	A	14	0	0	93	7	0	0	0	0	2	80	10	10	
	MANCHESTER	RYANAIR	S	D	14	0	0	100	0	0	0	0	0	2	80	7	10	
	STANSTED	RYANAIR	S	A	53	0	0	83	11	2	0	2	2	18	79	12	39	
	STANSTED	RYANAIR	S	D	53	0	0	91	8	2	0	0	0	5	82	12	39	
<b>TOTAL BREMEN</b>					<b>152</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>9</b>	<b>82</b>	<b>10</b>	<b>10</b>	
BREST																		
	BIRMINGHAM	FLYBE LTD	S	A	14	0	0	79	7	0	14	0	0	18	77	16	13	
	BIRMINGHAM	FLYBE LTD	S	D	14	0	0	79	7	0	14	0	0	21	46	26	13	
	LONDON CITY	VLM (BELGIUM)	S	A	18	0	0	94	6	0	0	0	0	3	100	1	18	
	LONDON CITY	VLM (BELGIUM)	S	D	18	0	0	100	0	0	0	0	0	1	100	0	18	
<b>TOTAL BREST</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>84</b>	<b>9</b>	<b>9</b>	
BRIDGETOWN																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	81	6	3	10	0	0	12	74	14	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	74	13	6	6	0	0	15	74	19	31	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	87	6	0	6	0	0	10	92	5	26	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	97	3	0	0	0	0	4	62	21	26	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	4	0	0	25	50	0	25	0	0	32	100	1	4	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	4	0	0	75	0	0	25	0	0	29	75	7	4	
<b>TOTAL BRIDGETOWN</b>					<b>132</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>14</b>	<b>14</b>	
BRINDISI																		
	STANSTED	RYANAIR	S	A	31	0	0	74	16	6	3	0	0	10	74	10	27	
	STANSTED	RYANAIR	S	D	31	0	0	84	13	3	0	0	0	7	81	6	27	
<b>TOTAL BRINDISI</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>8</b>	<b>8</b>	
BRISTOL																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	97	0	0	95	3	1	1	0	0	2	94	4	94	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	97	0	0	93	4	2	1	0	0	4	92	6	95	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2012					
					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
BRISTOL																		
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	84	0	0	96	2	0	1	0	0	2	91	7	81	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	84	0	0	95	4	0	1	0	0	3	89	5	81	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	57	0	0	95	4	0	2	0	0	3	97	3	58	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	57	0	0	88	5	5	2	0	0	6	95	5	58	
<b>TOTAL BRISTOL</b>					<b>476</b>	<b>5</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>93</b>	<b>5</b>	<b>5</b>	
BRIVE-LA-GAILLARDE																		
	LONDON CITY	CITY JET	S	A	18	0	0	83	11	6	0	0	0	10	82	18	22	
	LONDON CITY	CITY JET	S	D	18	0	0	100	0	0	0	0	0	1	82	15	22	
<b>TOTAL BRIVE-LA-GAILLARDE</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>17</b>	<b>17</b>	
BRNO (TURANY)																		
	STANSTED	RYANAIR	S	A	22	0	0	91	5	5	0	0	0	5	94	5	31	
	STANSTED	RYANAIR	S	D	22	0	0	82	18	0	0	0	0	4	94	6	31	
	LUTON	WIZZ AIR	S	A	13	0	1	92	0	8	0	0	0	7	94	3	18	
	LUTON	WIZZ AIR	S	D	13	0	1	69	23	0	8	0	0	16	94	8	18	
<b>TOTAL BRNO (TURANY)</b>					<b>70</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>94</b>	<b>6</b>	<b>6</b>	
BRUSSELS																		
	EDINBURGH	BMI REGIONAL	S	A	55	0	0	95	4	2	0	0	0	4	88	4	75	
	EDINBURGH	BMI REGIONAL	S	D	55	0	0	98	0	0	2	0	0	3	83	10	75	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	201	0	0	77	17	5	0	0	0	12	86	7	173	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	202	0	0	87	8	3	0	0	0	7	82	9	173	
	BIRMINGHAM	BRUSSELS AIRLINES	S	A	78	0	0	85	6	5	4	0	0	10	89	4	81	
	BIRMINGHAM	BRUSSELS AIRLINES	S	D	80	0	0	84	10	4	3	0	0	7	85	10	81	
	EDINBURGH	BRUSSELS AIRLINES	S	A	52	0	0	83	15	2	0	0	0	8	0	0	0	
	EDINBURGH	BRUSSELS AIRLINES	S	D	53	0	0	83	6	8	4	0	0	12	0	0	0	
	HEATHROW	BRUSSELS AIRLINES	S	A	88	0	0	88	8	3	1	0	0	6	89	5	124	
	HEATHROW	BRUSSELS AIRLINES	S	D	88	0	0	70	19	7	3	0	0	11	88	7	124	
	MANCHESTER	BRUSSELS AIRLINES	S	A	83	0	0	81	14	4	1	0	0	10	80	11	85	
	MANCHESTER	BRUSSELS AIRLINES	S	D	83	0	0	78	14	6	1	0	0	10	68	15	85	
<b>TOTAL BRUSSELS</b>					<b>1118</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>8</b>	<b>8</b>	
BUCHAREST (OTOPENI)																		
	LUTON	BLUE AIR TRANSPORT AERIAN	S	A	27	0	0	74	26	0	0	0	0	7	85	8	26	
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	27	0	0	56	37	7	0	0	0	13	50	21	26	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012				
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Plan (8)												
BUCHAREST (OTOPENI)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	84	13	3	0	0	0	7	90	5	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	85	10	5	0	0	0	7	92	4	62	
	HEATHROW	TAROM	S	A	53	0	0	87	6	2	6	0	0	10	87	7	62	
	HEATHROW	TAROM	S	D	54	0	0	85	7	2	6	0	0	9	89	7	62	
	LUTON	WIZZ AIR	S	A	62	0	0	85	8	2	3	2	0	11	76	13	62	
	LUTON	WIZZ AIR	S	D	62	0	0	60	23	13	3	2	0	21	47	22	62	
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>409</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>10</b>	<b>10</b>	
BUDAPEST																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	73	12	10	4	1	0	16	71	13	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	77	9	9	4	1	0	15	78	11	93	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	73	15	12	0	0	0	12	70	12	27	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	81	12	8	0	0	0	9	74	9	27	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	88	6	6	0	0	0	5	78	13	23	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	88	0	12	0	0	0	6	78	13	23	
	EDINBURGH	JET2.COM LTD	S	A	13	0	0	85	15	0	0	0	0	7	85	10	13	
	EDINBURGH	JET2.COM LTD	S	D	13	0	0	85	15	0	0	0	0	5	85	10	13	
	MANCHESTER	JET2.COM LTD	S	A	17	0	0	88	6	0	0	6	0	13	87	11	31	
	MANCHESTER	JET2.COM LTD	S	D	17	0	0	65	12	18	0	6	0	23	71	19	31	
	MANCHESTER	RYANAIR	S	A	14	0	0	93	0	7	0	0	0	5	62	13	13	
	MANCHESTER	RYANAIR	S	D	14	0	0	93	0	7	0	0	0	6	77	8	13	
	STANSTED	RYANAIR	S	A	58	0	0	90	9	2	0	0	0	4	82	12	62	
	STANSTED	RYANAIR	S	D	58	0	0	91	7	2	0	0	0	5	79	10	62	
	LUTON	WIZZ AIR	S	A	88	0	0	89	5	6	1	0	0	6	85	21	89	
	LUTON	WIZZ AIR	S	D	88	0	0	75	8	13	5	0	0	15	73	33	89	
<b>TOTAL BUDAPEST</b>					<b>652</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>15</b>	<b>15</b>	
BUENOS AIRES																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	90	10	0	0	0	0	4	87	5	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	77	16	3	3	0	0	9	81	10	31	
<b>TOTAL BUENOS AIRES</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>8</b>	<b>8</b>	
BURGAS																		
	BIRMINGHAM	BH AIR	C	A	10	0	0	70	20	10	0	0	0	11	67	11	9	
	BIRMINGHAM	BH AIR	C	D	10	0	0	80	10	10	0	0	0	7	78	13	9	
	EDINBURGH	BH AIR	C	A	9	0	0	67	33	0	0	0	0	9	78	10	9	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						AUG 2012			
			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)										
BURGAS																		
	EDINBURGH	BH AIR	C	D	9	0	0	67	22	11	0	0	0	16	67	12	9	
	GATWICK	BH AIR	C	A	8	0	0	25	63	13	0	0	0	21	0	24	8	
	GATWICK	BH AIR	C	D	8	0	0	50	25	25	0	0	0	17	63	14	8	
	GLASGOW	BH AIR	C	A	4	0	0	75	25	0	0	0	0	11	100	4	4	
	GLASGOW	BH AIR	C	D	4	0	0	75	25	0	0	0	0	8	75	9	4	
	MANCHESTER	BH AIR	C	A	14	0	0	29	43	21	7	0	0	29	15	32	13	
	MANCHESTER	BH AIR	C	D	14	0	0	43	36	7	14	0	0	27	38	36	13	
	NEWCASTLE	BH AIR	C	A	9	0	0	78	22	0	0	0	0	7	75	6	8	
	NEWCASTLE	BH AIR	C	D	9	0	0	78	22	0	0	0	0	8	50	20	8	
	STANSTED	BH AIR	C	A	3	0	0	67	33	0	0	0	0	12	0	0	0	
	STANSTED	BH AIR	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	4	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	0	100	4	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	21	75	6	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	11	100	2	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	0	0	0	20	324	25	125	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	0	0	20	323	20	108	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	56	22	22	0	0	0	16	88	14	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	22	0	0	0	0	8	89	18	9	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	75	10	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	1	60	12	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	4	75	4	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	6	100	6	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	67	11	0	22	0	0	25	88	16	8	
	GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	44	0	33	22	0	0	40	67	21	9	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	3	4	
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	1	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	13	0	0	92	8	0	0	0	0	2	63	18	8	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	13	0	0	77	15	8	0	0	0	7	67	28	9	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	100	0	4	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	0	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE						AUG 2012			
			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)											
BURGAS	LUTON	WIZZ AIR	S	A	31	0	0	87	3	6	3	0	0	7	58	29	31
	LUTON	WIZZ AIR	S	D	31	0	0	77	13	0	10	0	0	14	55	31	31
<b>TOTAL BURGAS</b>					<b>309</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>22</b>	<b>65</b>	<b>21</b>	<b>21</b>
BYDGOSZCZ	BIRMINGHAM	RYANAIR	S	A	14	0	0	100	0	0	0	0	0	69	11	13	
	BIRMINGHAM	RYANAIR	S	D	14	0	0	93	7	0	0	0	0	3	69	12	13
	STANSTED	RYANAIR	S	A	31	0	0	97	3	0	0	0	0	2	84	6	31
	STANSTED	RYANAIR	S	D	31	0	0	94	6	0	0	0	0	4	77	9	31
<b>TOTAL BYDGOSZCZ</b>					<b>90</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>77</b>	<b>9</b>	<b>9</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)																		
	HEATHROW	BRITISH AIRWAYS PLC	C	A	15	0	0	80	13	7	0	0	0	11	58	23	12	
	HEATHROW	BRITISH AIRWAYS PLC	C	D	15	0	0	93	7	0	0	0	0	3	83	14	12	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	87	3	6	3	0	0	8	97	10	31	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	87	3	3	6	0	0	9	97	8	31	
	MANCHESTER	FLYBE LTD	C	A	5	0	0	100	0	0	0	0	0	3	0	0	0	
	MANCHESTER	FLYBE LTD	C	D	5	0	0	80	20	0	0	0	0	8	0	0	0	
	EDINBURGH	RYANAIR	S	A	9	0	0	89	11	0	0	0	0	5	0	0	0	
	EDINBURGH	RYANAIR	S	D	9	0	0	89	11	0	0	0	0	7	0	0	0	
<b>TOTAL CAGLIARI (ELMAS)</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>12</b>	<b>12</b>	
CAIRO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	80	0	0	0	0	20	112	93	5	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	4	6	42	42	8	4	0	4	55	71	14	28	
	HEATHROW	EGYPT AIR	S	A	62	0	0	45	27	16	11	0	0	24	53	17	49	
	HEATHROW	EGYPT AIR	S	D	62	0	0	55	19	16	10	0	0	23	47	22	49	
	MANCHESTER	EGYPT AIR	S	A	23	0	0	87	13	0	0	0	0	5	0	0	0	
	MANCHESTER	EGYPT AIR	S	D	23	0	0	52	26	17	4	0	0	18	0	0	0	
<b>TOTAL CAIRO</b>					<b>226</b>	<b>4</b>	<b>6</b>	<b>57</b>	<b>22</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>36</b>	<b>63</b>	<b>15</b>	<b>15</b>	
CALGARY																		
	HEATHROW	AIR CANADA	S	A	31	0	0	71	23	6	0	0	0	9	48	21	31	
	HEATHROW	AIR CANADA	S	D	31	0	0	90	6	3	0	0	0	4	58	19	31	
	GATWICK	AIR TRANSAT	S	A	14	0	0	100	0	0	0	0	0	0	86	15	14	
	GATWICK	AIR TRANSAT	S	D	14	0	0	86	14	0	0	0	0	6	77	12	13	
	GLASGOW	AIR TRANSAT	S	A	4	0	0	100	0	0	0	0	0	0	60	11	5	
	GLASGOW	AIR TRANSAT	S	D	4	0	0	100	0	0	0	0	0	1	80	4	5	
	MANCHESTER	AIR TRANSAT	S	A	8	0	0	100	0	0	0	0	0	1	100	3	9	
	MANCHESTER	AIR TRANSAT	S	D	8	0	0	100	0	0	0	0	0	0	44	25	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	97	0	3	0	0	0	4	58	59	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	87	13	0	0	0	0	5	77	12	31	
<b>TOTAL CALGARY</b>					<b>176</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>65</b>	<b>23</b>	<b>23</b>	
CALVI																		
	MANCHESTER	FLYBE LTD	C	A	4	0	0	50	0	25	0	25	0	58	75	7	4	
	MANCHESTER	FLYBE LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	2	4	
	STANSTED	TITAN AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	5	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
CALVI	STANSTED	TITAN AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	1	4
<b>TOTAL CALVI</b>					<b>16</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>94</b>	<b>4</b>	<b>4</b>
CAMPBELTOWN	GLASGOW	LOGANAIR	S	A	45	0	0	93	2	2	2	0	0	3	89	9	46
	GLASGOW	LOGANAIR	S	D	45	0	0	91	4	2	2	0	0	5	96	5	45
<b>TOTAL CAMPBELTOWN</b>					<b>90</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>7</b>	<b>7</b>
CANCUN	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	62	23	8	8	0	0	21	86	8	14
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	85	0	0	15	0	0	21	92	5	13
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	13	0	0	85	0	0	15	0	0	20	88	26	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	11	0	0	82	0	9	9	0	0	19	89	30	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	100	0	0	0	0	0	73	57	11	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	14	0	0	93	0	0	7	0	0	8	64	61	11
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	17	100	5	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	100	5	5	
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	7	0	20	1
	GATWICK	THOMSON AIRWAYS LTD	C	A	23	0	0	70	13	4	9	0	4	79	64	11	22
	GATWICK	THOMSON AIRWAYS LTD	C	D	22	0	0	77	5	14	0	5	0	21	83	10	23
	GLASGOW	THOMSON AIRWAYS LTD	C	A	6	0	0	100	0	0	0	0	0	2	100	1	4
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	12	100	3	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	17	0	0	76	12	12	0	0	0	10	65	14	20
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	18	9	0	56	33	11	0	0	0	13	83	11	18
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	12	50	13	4
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	11	60	14	5
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	13	0	0	100	0	0	0	0	0	5	67	23	9
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	14	0	0	64	21	14	0	0	0	14	38	29	8
<b>TOTAL CANCUN</b>					<b>214</b>	<b>9</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>76</b>	<b>19</b>	<b>19</b>
CAPE TOWN	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	71	23	3	0	3	0	18	81	7	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	61	10	13	10	3	3	58	71	17	31
<b>TOTAL CAPE TOWN</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>38</b>	<b>83</b>	<b>9</b>	<b>9</b>
CARCASSONNE																	



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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
CARCASSONNE																		
	STANSTED	RYANAIR		S A	44	0	0	80	16	2	2	0	0	9	82	9	44	
	STANSTED	RYANAIR		S D	44	0	0	86	9	2	2	0	0	7	77	9	44	
<b>TOTAL CARCASSONNE</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>9</b>	<b>9</b>	
CARDIFF WALES																		
	MANCHESTER	BMI REGIONAL		C A	2	0	0	50	50	0	0	0	0	16	0	0	0	
	MANCHESTER	BMI REGIONAL		C D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	NEWCASTLE	EASTERN AIRWAYS		S A	48	0	0	96	2	2	0	0	0	2	88	7	48	
	NEWCASTLE	EASTERN AIRWAYS		S D	48	0	0	81	15	4	0	0	0	7	92	9	48	
	EDINBURGH	FLYBE LTD		S A	70	0	0	94	3	0	1	1	0	8	85	12	72	
	EDINBURGH	FLYBE LTD		S D	70	0	0	89	6	4	1	0	0	9	82	15	72	
	GLASGOW	FLYBE LTD		S A	18	0	0	94	0	0	6	0	0	4	100	1	10	
	GLASGOW	FLYBE LTD		S D	18	0	0	83	11	0	6	0	0	11	89	7	9	
<b>TOTAL CARDIFF WALES</b>					<b>276</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>11</b>	<b>11</b>	
CASABLANCA MOHAMED V																		
	GATWICK	AIR ARABIA MAROC		S A	10	0	13	80	0	0	20	0	0	18	0	0	0	
	GATWICK	AIR ARABIA MAROC		S D	10	0	13	70	0	20	10	0	0	17	0	0	0	
	GATWICK	ROYAL AIR MAROC		S A	14	0	0	36	29	21	14	0	0	34	0	0	0	
	GATWICK	ROYAL AIR MAROC		S D	14	0	0	36	14	36	14	0	0	45	0	0	0	
	HEATHROW	ROYAL AIR MAROC		S A	31	0	0	45	19	26	10	0	0	26	81	8	31	
	HEATHROW	ROYAL AIR MAROC		S D	31	0	0	55	29	10	6	0	0	18	84	8	31	
<b>TOTAL CASABLANCA MOHAMED V</b>					<b>110</b>	<b>0</b>	<b>26</b>	<b>51</b>	<b>19</b>	<b>19</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>72</b>	<b>12</b>	<b>12</b>	
CATANIA (FONTANAROSSA)																		
	GATWICK	BRITISH AIRWAYS PLC		S A	31	0	0	71	13	3	13	0	0	24	48	26	31	
	GATWICK	BRITISH AIRWAYS PLC		S D	31	0	0	61	23	3	6	6	0	28	65	15	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	26	0	0	73	12	15	0	0	0	13	59	18	17	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	26	0	0	73	19	8	0	0	0	9	59	17	17	
	GATWICK	THOMSON AIRWAYS LTD		C A	4	0	0	75	25	0	0	0	0	9	100	6	4	
	GATWICK	THOMSON AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	0	100	3	4	
	MANCHESTER	THOMSON AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	6	75	8	4	
	MANCHESTER	THOMSON AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	7	100	2	4	
<b>TOTAL CATANIA (FONTANAROSSA)</b>					<b>130</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>17</b>	<b>17</b>	
CHANIA																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							AUG 2012				
					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
CHANIA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	94	6	0	0	0	0	2	82	24	17	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	88	12	0	0	0	0	6	47	16	17	
	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	A	4	0	0	100	0	0	0	0	0	3	0	0	0	
	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	9	75	9	4	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	2	75	20	4	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	0	0	0	25	0	52	100	2	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	0	0	0	25	0	64	75	9	4	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	50	0	0	0	0	50	224	100	6	4	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	50	0	0	0	0	50	238	75	9	4	
	STANSTED	RYANAIR	S	A	14	0	0	86	14	0	0	0	0	3	83	14	12	
	STANSTED	RYANAIR	S	D	14	0	0	86	14	0	0	0	0	6	75	16	12	
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	78	0	11	11	0	0	18	100	0	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	44	22	11	22	0	0	39	100	5	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	2	4	
<b>TOTAL CHANIA</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>26</b>	<b>81</b>	<b>12</b>	<b>12</b>	
CHARLEROI																		
	EDINBURGH	RYANAIR	S	A	17	0	0	94	6	0	0	0	0	2	94	1	18	
	EDINBURGH	RYANAIR	S	D	17	0	0	88	12	0	0	0	0	4	89	4	18	
	MANCHESTER	RYANAIR	S	A	48	0	0	92	4	2	2	0	0	4	96	2	50	
	MANCHESTER	RYANAIR	S	D	48	0	0	92	4	2	2	0	0	5	94	4	50	
<b>TOTAL CHARLEROI</b>					<b>130</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>3</b>	<b>3</b>	
CHARLOTTE																		
	HEATHROW	US AIRWAYS	S	A	31	0	0	81	10	6	3	0	0	9	0	0	0	
	HEATHROW	US AIRWAYS	S	D	31	0	0	68	13	16	3	0	0	15	0	0	0	
<b>TOTAL CHARLOTTE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>46</b>	<b>46</b>	
CHENNAI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	86	5	5	5	0	0	9	100	2	21	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	23	0	0	61	13	17	9	0	0	22	86	6	21	
<b>TOTAL CHENNAI</b>					<b>45</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>9</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>93</b>	<b>4</b>	<b>4</b>	
CHICAGO (O'HARE)																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012			
					121	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)											
CHICAGO (O'HARE)																		
	HEATHROW	AMERICAN AIRLINES	S	A	121	0	0	66	14	13	5	1	1	22	69	25	124	
	HEATHROW	AMERICAN AIRLINES	S	D	122	0	0	70	17	7	4	2	0	16	80	15	123	
	MANCHESTER	AMERICAN AIRLINES	S	A	31	0	0	65	10	0	23	3	0	37	55	25	31	
	MANCHESTER	AMERICAN AIRLINES	S	D	31	0	0	77	6	3	10	3	0	22	81	14	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	81	15	2	2	2	0	13	79	8	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	47	32	15	5	2	0	25	69	13	62	
	HEATHROW	UNITED AIRLINES	S	A	93	0	0	73	12	11	3	0	1	16	56	27	90	
	HEATHROW	UNITED AIRLINES	S	D	93	0	0	81	12	5	1	0	1	12	81	12	89	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	94	3	3	0	0	0	3	94	3	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	90	0	10	0	0	0	6	87	4	31	
<b>TOTAL CHICAGO (O'HARE)</b>					<b>677</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>73</b>	<b>16</b>	<b>16</b>	
CHISINAU (KISHINEV)																		
	STANSTED	AIR MOLDOVA INTERNATIONAL	S	A	9	0	0	22	33	44	0	0	0	29	0	0	0	
	STANSTED	AIR MOLDOVA INTERNATIONAL	S	D	9	0	0	22	11	56	11	0	0	38	0	0	0	
<b>TOTAL CHISINAU (KISHINEV)</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>22</b>	<b>50</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>72</b>	<b>12</b>	<b>12</b>	
CINCINNATI																		
CITY OF DERRY (EGLINTON)																		
	BIRMINGHAM	RYANAIR	S	A	22	0	0	95	5	0	0	0	0	3	89	5	18	
	BIRMINGHAM	RYANAIR	S	D	22	0	0	95	0	5	0	0	0	2	72	11	18	
	STANSTED	RYANAIR	S	A	31	0	0	90	3	3	3	0	0	8	83	10	35	
	STANSTED	RYANAIR	S	D	31	0	0	87	6	3	3	0	0	11	86	9	35	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>					<b>106</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>9</b>	<b>9</b>	
CLEVELAND																		
CLUJ NAPOCA																		
	LUTON	WIZZ AIR	S	A	26	0	0	96	0	0	4	0	0	3	100	1	28	
	LUTON	WIZZ AIR	S	D	26	0	0	77	8	12	4	0	0	14	82	9	28	
<b>TOTAL CLUJ NAPOCA</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>4</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>5</b>	<b>5</b>	
COLOGNE BONN																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	57	0	0	75	18	4	4	0	0	11	87	9	54	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	57	0	0	77	16	4	4	0	0	11	91	8	54	
	EDINBURGH	GERMANWINGS	S	A	27	0	0	70	22	4	4	0	0	13	70	17	27	
	EDINBURGH	GERMANWINGS	S	D	27	0	0	41	37	15	4	4	0	31	44	29	27	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
COLOGNE BONN																		
	HEATHROW	GERMANWINGS	S	A	78	0	0	86	4	6	4	0	0	8	87	5	87	
	HEATHROW	GERMANWINGS	S	D	78	0	0	83	10	4	3	0	0	7	95	4	87	
	MANCHESTER	GERMANWINGS	S	A	22	0	0	77	9	9	5	0	0	14	82	10	22	
	MANCHESTER	GERMANWINGS	S	D	22	0	0	77	9	5	9	0	0	13	82	8	22	
	STANSTED	GERMANWINGS	S	A	66	0	0	74	15	8	3	0	0	11	83	11	72	
	STANSTED	GERMANWINGS	S	D	66	0	0	83	11	3	3	0	0	8	85	8	72	
<b>TOTAL COLOGNE BONN</b>					<b>500</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>9</b>	<b>9</b>	
COLOMBO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	64	29	0	0	7	0	23	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	85	8	0	8	0	0	20	0	0	0	
	HEATHROW	SRILANKAN AIRLINES	S	A	53	0	0	75	8	6	9	2	0	22	77	23	52	
	HEATHROW	SRILANKAN AIRLINES	S	D	53	0	0	68	11	6	13	2	0	27	74	27	50	
<b>TOTAL COLOMBO</b>					<b>133</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>5</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>75</b>	<b>25</b>	<b>25</b>	
COPENHAGEN																		
	EDINBURGH	BMI REGIONAL	S	A	52	0	0	100	0	0	0	0	0	1	94	4	54	
	EDINBURGH	BMI REGIONAL	S	D	52	0	0	98	0	0	0	2	0	7	87	8	54	
	GLASGOW	BMI REGIONAL	S	A	29	1	0	97	0	0	3	0	0	6	84	19	31	
	GLASGOW	BMI REGIONAL	S	D	30	0	0	97	3	0	0	0	0	2	84	12	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	177	0	0	82	8	7	3	0	0	9	85	7	178	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	177	0	0	80	11	7	2	0	0	10	92	5	178	
	NEWCASTLE	CIMBER AIR A/S	S	A	24	0	0	96	4	0	0	0	0	3	0	0	0	
	NEWCASTLE	CIMBER AIR A/S	S	D	24	0	0	88	13	0	0	0	0	6	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	88	0	12	0	0	0	6	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	83	0	11	6	0	0	14	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	102	0	0	85	8	3	4	0	0	8	83	10	58	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	102	0	0	70	15	9	7	0	0	15	79	10	58	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	40	0	0	88	5	3	5	0	0	7	94	5	31	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	40	0	0	93	0	3	5	0	0	7	94	4	31	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	57	0	0	93	5	2	0	0	0	3	95	4	60	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	57	0	0	93	4	4	0	0	0	4	95	5	60	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	22	0	0	91	9	0	0	0	0	4	94	5	18	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	22	0	0	73	23	5	0	0	0	11	67	13	18	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	83	0	0	92	7	0	1	0	0	6	79	11	85	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	83	0	0	77	19	1	2	0	0	10	72	13	85	
	BIRMINGHAM	SAS	S	A	38	0	0	92	8	0	0	0	0	4	92	4	36	
	BIRMINGHAM	SAS	S	D	38	0	0	100	0	0	0	0	0	1	97	4	36	
	HEATHROW	SAS	S	A	132	0	0	81	14	4	1	0	0	8	83	7	151	
	HEATHROW	SAS	S	D	132	0	0	92	5	3	0	0	0	3	99	1	150	
	MANCHESTER	SAS	S	A	61	0	0	95	3	0	2	0	0	4	95	4	56	
	MANCHESTER	SAS	S	D	61	0	0	98	0	2	0	0	0	2	95	4	55	
<b>TOTAL COPENHAGEN</b>					<b>1670</b>	<b>3</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>7</b>	<b>7</b>	
CORFU																		
	STANSTED	AEGEAN AIRLINES	S	A	5	0	0	100	0	0	0	0	0	2	0	0	0	
	STANSTED	AEGEAN AIRLINES	S	D	5	0	0	80	20	0	0	0	0	7	0	0	0	
	BIRMINGHAM	CYPRUS AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	CYPRUS AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	8	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	92	2	2	5	0	0	9	85	7	62	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	87	5	3	5	0	0	9	95	4	62	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	83	11	6	0	0	0	5	100	1	8	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	94	6	0	0	0	0	5	100	6	8	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	83	17	0	0	0	0	5	71	15	17	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	94	6	0	0	0	0	4	72	18	18	
	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	D	4	0	0	75	25	0	0	0	0	7	0	0	0	
	MANCHESTER	GERMANIA FLUGGESELLSCHAFT	C	A	8	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	GERMANIA FLUGGESELLSCHAFT	C	D	8	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	4	0	0	100	0	0	0	0	0	4	0	0	0	
	MANCHESTER	JET2.COM LTD	S	D	4	0	0	100	0	0	0	0	0	1	0	0	0	
	NEWCASTLE	JET2.COM LTD	S	A	4	0	0	50	0	50	0	0	0	23	75	12	4	
	NEWCASTLE	JET2.COM LTD	S	D	4	0	0	75	25	0	0	0	0	13	50	13	4	
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	0	100	1	4	
	GATWICK	MONARCH AIRLINES	C	A	12	0	0	67	8	17	0	0	8	53	75	12	12	
	GATWICK	MONARCH AIRLINES	C	D	12	0	0	67	0	17	8	0	8	66	69	11	13	
	LUTON	MONARCH AIRLINES	S	A	12	0	0	100	0	0	0	0	0	0	92	3	13	
	LUTON	MONARCH AIRLINES	S	D	13	0	0	100	0	0	0	0	0	1	77	9	13	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
CORFU																		
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	14	50	18	4	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	8	75	17	4	
	EDINBURGH	RYANAIR	S	A	4	0	0	75	0	25	0	0	0	10	0	0	0	
	EDINBURGH	RYANAIR	S	D	4	0	0	100	0	0	0	0	0	2	0	0	0	
	MANCHESTER	RYANAIR	S	A	8	0	0	75	13	13	0	0	0	12	0	0	0	
	MANCHESTER	RYANAIR	S	D	8	0	0	88	13	0	0	0	0	4	0	0	0	
	STANSTED	RYANAIR	S	A	18	0	0	100	0	0	0	0	0	2	89	4	18	
	STANSTED	RYANAIR	S	D	18	0	0	100	0	0	0	0	0	2	94	5	18	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	0	100	0	8	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	0	0	89	13	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	11	0	0	0	4	59	15	17	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	0	11	0	0	0	9	71	16	17	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	5	50	14	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	25	0	0	0	13	40	21	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	56	0	11	33	0	0	31	100	0	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	44	11	0	44	0	0	43	75	11	8	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	0	100	2	9	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	11	0	0	0	0	2	100	4	9	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	14	0	0	100	0	0	0	0	0	0	93	2	14	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	14	0	0	100	0	0	0	0	0	0	100	2	14	
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	5	0	0	60	20	0	0	20	0	72	80	7	5	
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	5	0	0	60	20	0	0	20	0	73	80	8	5	
	GATWICK	THOMSON AIRWAYS LTD	C	A	27	0	0	81	11	4	4	0	0	11	85	13	26	
	GATWICK	THOMSON AIRWAYS LTD	C	D	27	0	0	78	7	11	4	0	0	15	70	14	27	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	80	21	5	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	80	23	5	
	LUTON	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	60	8	5	
	LUTON	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	4	80	6	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	28	0	0	93	4	4	0	0	0	3	91	12	22	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	28	0	0	93	0	4	4	0	0	7	78	17	23	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	0	78	17	9	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	1	89	7	9	
	STANSTED	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	1	100	1	9	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							AUG 2012				
					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)												
CORFU																		
	STANSTED	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	0	100	1	9	
	GATWICK	TRAVEL SERVICE AIRLINES	C	A	6	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	TRAVEL SERVICE AIRLINES	C	D	6	0	0	50	50	0	0	0	0	11	0	0	0	
<b>TOTAL CORFU</b>					<b>675</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>17</b>	<b>17</b>	
CORK																		
	BIRMINGHAM	AER ARANN	S	A	62	0	0	85	5	6	3	0	0	8	86	12	74	
	BIRMINGHAM	AER ARANN	S	D	62	0	0	89	3	6	2	0	0	7	82	15	74	
	EDINBURGH	AER ARANN	S	A	31	0	0	71	6	6	16	0	0	22	69	24	48	
	EDINBURGH	AER ARANN	S	D	31	0	0	74	0	13	13	0	0	19	67	29	48	
	GLASGOW	AER ARANN	S	A	21	0	0	81	10	5	5	0	0	12	70	32	23	
	GLASGOW	AER ARANN	S	D	21	0	0	67	24	0	10	0	0	15	70	29	23	
	MANCHESTER	AER ARANN	S	A	62	0	0	79	11	2	8	0	0	12	78	15	69	
	MANCHESTER	AER ARANN	S	D	62	0	0	79	11	3	6	0	0	13	81	18	68	
	HEATHROW	AER LINGUS	S	A	124	0	0	94	4	0	1	0	1	6	88	7	123	
	HEATHROW	AER LINGUS	S	D	123	0	0	95	3	1	0	1	0	4	93	6	124	
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	89	11	0	0	0	0	8	50	26	12	
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	89	11	0	0	0	0	5	58	24	12	
	GATWICK	RYANAIR	S	A	31	0	0	97	0	3	0	0	0	3	91	8	35	
	GATWICK	RYANAIR	S	D	31	0	0	77	16	6	0	0	0	8	80	10	35	
	STANSTED	RYANAIR	S	A	62	0	0	85	6	6	2	0	0	8	75	27	67	
	STANSTED	RYANAIR	S	D	62	0	0	89	3	5	3	0	0	8	84	6	67	
<b>TOTAL CORK</b>					<b>803</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>14</b>	<b>14</b>	
CRANBROOK																		
CUNAGUA (CAYO COCO)																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	0	50	0	0	45	50	31	2	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	0	50	0	0	0	29	50	49	2	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	20	0	20	0	51	50	28	2	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	0	12	0	79	2	
<b>TOTAL CUNAGUA (CAYO COCO)</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>0</b>	<b>21</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>33</b>	<b>38</b>	<b>47</b>	<b>47</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2012						
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records			
																	MATCHED	UNMATCHED	
DALAMAN																			
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	78	22	0	0	0	0	8	100	1	8		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	89	11	0	0	0	0	3	50	15	8		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	27	0	0	70	22	7	0	0	0	9	78	19	27		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	27	0	0	63	22	11	4	0	0	15	74	13	27		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	21	0	1	86	5	10	0	0	0	9	77	12	22		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	82	18	0	0	0	0	7	81	6	21		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	17	0	1	76	18	6	0	0	0	7	100	1	18		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	89	11	0	0	0	0	4	94	2	18		
	BIRMINGHAM	FREEBIRD AIRLINES	C	A	9	0	0	89	11	0	0	0	0	3	0	0	0		
	BIRMINGHAM	FREEBIRD AIRLINES	C	D	9	0	0	100	0	0	0	0	0	0	0	0	0		
	GATWICK	FREEBIRD AIRLINES	C	A	17	0	0	76	18	6	0	0	0	9	60	25	10		
	GATWICK	FREEBIRD AIRLINES	C	D	16	0	0	81	6	13	0	0	0	9	60	20	10		
	STANSTED	FUTURA AIRLINES	C	A	4	0	0	100	0	0	0	0	0	3	0	0	0		
	STANSTED	FUTURA AIRLINES	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0		
	GLASGOW	JET2.COM LTD	S	A	19	0	0	79	5	16	0	0	0	10	62	14	13		
	GLASGOW	JET2.COM LTD	S	D	18	0	0	83	6	11	0	0	0	9	71	12	14		
	MANCHESTER	JET2.COM LTD	S	A	26	0	1	88	4	0	4	4	0	14	71	9	17		
	MANCHESTER	JET2.COM LTD	S	D	27	0	0	44	37	7	7	4	0	31	67	24	18		
	NEWCASTLE	JET2.COM LTD	S	A	14	0	0	93	0	7	0	0	0	5	92	5	12		
	NEWCASTLE	JET2.COM LTD	S	D	14	0	0	79	7	7	7	0	0	15	71	16	14		
	BIRMINGHAM	MONARCH AIRLINES	S	A	31	0	0	77	6	10	3	3	0	17	80	11	30		
	BIRMINGHAM	MONARCH AIRLINES	S	D	31	0	0	81	6	6	3	3	0	18	71	20	31		
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	67	11	0	11	0	11	66	25	58	4		
	GATWICK	MONARCH AIRLINES	S	A	63	0	0	75	11	13	2	0	0	11	73	19	56		
	GATWICK	MONARCH AIRLINES	S	D	62	0	0	65	13	16	6	0	0	18	61	26	57		
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	44	33	11	0	0	11	69	75	15	4		
	LUTON	MONARCH AIRLINES	S	A	27	0	0	93	7	0	0	0	0	3	86	7	21		
	LUTON	MONARCH AIRLINES	S	D	27	0	0	67	26	7	0	0	0	12	59	17	22		
	MANCHESTER	MONARCH AIRLINES	S	A	40	0	0	80	10	3	3	5	0	17	80	20	35		
	MANCHESTER	MONARCH AIRLINES	S	D	40	0	0	63	15	13	5	5	0	29	54	32	35		
	GATWICK	ONUR AIR	C	A	19	0	0	63	16	11	11	0	0	17	50	24	12		
	GATWICK	ONUR AIR	C	D	17	0	0	47	29	12	12	0	0	28	36	37	11		
	GLASGOW	ONUR AIR	C	A	4	0	0	75	25	0	0	0	0	10	50	37	2		



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							AUG 2012				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
DALAMAN																		
	GLASGOW	ONUR AIR	C	D	4	0	0	50	25	25	0	0	0	18	0	45	3	
	MANCHESTER	ONUR AIR	C	A	9	0	0	78	22	0	0	0	8	50	22	2		
	MANCHESTER	ONUR AIR	C	D	9	0	0	67	11	22	0	0	11	0	16	1		
	NEWCASTLE	ONUR AIR	C	A	4	0	0	100	0	0	0	0	0	0	0	0		
	NEWCASTLE	ONUR AIR	C	D	3	0	0	100	0	0	0	0	0	0	0	0		
	STANSTED	ONUR AIR	C	A	2	0	0	100	0	0	0	0	4	0	0	0		
	STANSTED	ONUR AIR	C	D	2	0	0	100	0	0	0	0	4	0	0	0		
	GATWICK	PEGASUS AIRLINES	S	A	4	0	0	75	0	25	0	0	9	100	5	4		
	GATWICK	PEGASUS AIRLINES	S	D	4	0	0	50	25	25	0	0	22	50	14	4		
	MANCHESTER	PEGASUS AIRLINES	S	A	4	0	0	100	0	0	0	0	0	89	6	9		
	MANCHESTER	PEGASUS AIRLINES	S	D	4	0	0	75	0	25	0	0	12	44	91	9		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	19	0	0	95	0	0	5	0	6	88	4	25		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	18	0	0	94	0	0	6	0	8	81	12	26		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	72	1	0	72	3	3	18	3	1	37	84	28	64	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	72	0	0	67	7	4	17	4	1	45	71	23	63	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	14	0	0	86	7	0	7	0	12	43	59	14		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	14	0	0	86	7	0	7	0	13	47	90	15		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	52	0	0	75	8	6	12	0	16	75	45	59		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	53	0	0	77	2	8	11	2	0	23	73	37	60	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	31	0	0	81	0	13	3	3	0	15	81	5	27	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	32	0	0	78	6	3	9	3	0	21	85	25	26	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	14	0	0	79	0	7	14	0	17	65	55	17		
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	14	0	0	71	7	0	21	0	21	50	39	16		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	26	0	0	96	0	4	0	0	3	88	5	17		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	27	0	0	96	0	0	4	0	3	89	8	18		
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	8	1	0	100	0	0	0	0	4	78	6	9		
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	5	100	4	9		
	GATWICK	THOMSON AIRWAYS LTD	C	A	40	0	0	95	5	0	0	0	1	92	19	38		
	GATWICK	THOMSON AIRWAYS LTD	C	D	41	0	0	80	15	2	0	2	16	82	24	39		
	GLASGOW	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	89	6	9		
	GLASGOW	THOMSON AIRWAYS LTD	C	D	10	0	0	90	0	0	10	0	9	78	15	9		
	LUTON	THOMSON AIRWAYS LTD	C	A	13	0	0	92	0	0	8	0	10	100	2	12		
	LUTON	THOMSON AIRWAYS LTD	C	D	13	0	0	85	8	0	8	0	15	85	5	13		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	30	0	0	93	0	3	3	0	0	5	93	5	30	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	31	0	0	90	6	0	3	0	0	8	90	11	30	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	13	0	0	100	0	0	0	0	0	0	100	1	9	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	14	0	0	93	7	0	0	0	0	3	100	4	9	
	STANSTED	THOMSON AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	2	100	2	9	
	STANSTED	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	0	89	3	9	
	STANSTED	TITAN AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	9	100	1	7	
<b>TOTAL DALAMAN</b>					<b>1466</b>	<b>7</b>	<b>3</b>	<b>79</b>	<b>9</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>21</b>	<b>21</b>	
DALLAS/FORT WORTH																		
	HEATHROW	AMERICAN AIRLINES	S	A	93	0	0	65	17	14	4	0	0	16	53	35	116	
	HEATHROW	AMERICAN AIRLINES	S	D	93	0	0	71	18	9	2	0	0	13	72	15	116	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	1	84	10	6	0	0	0	6	74	25	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	45	32	13	6	3	0	26	61	34	31	
<b>TOTAL DALLAS/FORT WORTH</b>					<b>248</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>19</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>64</b>	<b>26</b>	<b>26</b>	
DAMMAM																		
DAR-ES-SALAAM																		
DEAUVILLE																		
	LONDON CITY	CITY JET	S	A	3	0	0	67	0	0	33	0	0	24	0	0	0	
	LONDON CITY	CITY JET	S	D	3	0	0	67	0	0	33	0	0	22	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	A	16	0	0	88	13	0	0	0	0	3	81	6	21	
	LONDON CITY	VLM (BELGIUM)	S	D	16	0	0	94	6	0	0	0	0	2	95	2	21	
<b>TOTAL DEAUVILLE</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>4</b>	<b>4</b>	
DEBRECEN																		
	LUTON	WIZZ AIR	S	A	22	0	0	59	32	5	5	0	0	19	79	18	14	
	LUTON	WIZZ AIR	S	D	22	0	0	55	41	5	0	0	0	15	79	11	14	
<b>TOTAL DEBRECEN</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>36</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>79</b>	<b>14</b>	<b>14</b>	
DELHI																		
	BIRMINGHAM	AIR INDIA	S	A	18	0	0	67	17	6	11	0	0	19	0	0	0	
	BIRMINGHAM	AIR INDIA	S	D	18	0	0	89	0	0	11	0	0	9	0	0	0	
	HEATHROW	AIR INDIA	S	A	62	0	0	90	10	0	0	0	0	3	0	0	0	
	HEATHROW	AIR INDIA	S	D	62	0	0	95	3	2	0	0	0	3	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	90	5	2	3	0	0	9	76	9	62	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
DELHI	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	73	10	11	5	0	2	21	85	8	62
	HEATHROW	JET AIRWAYS	S	A	31	0	0	81	19	0	0	0	0	6	87	7	31
	HEATHROW	JET AIRWAYS	S	D	31	0	0	87	13	0	0	0	0	4	94	3	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	87	13	0	0	0	0	4	77	8	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	90	3	6	0	0	0	4	97	2	31
<b>TOTAL DELHI</b>					<b>408</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>7</b>	<b>7</b>
DENVER INTERNATIONAL	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	61	13	13	10	3	0	23	68	21	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	39	32	23	6	0	0	22	71	18	31
<b>TOTAL DENVER INTERNATIONAL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>23</b>	<b>18</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>69</b>	<b>20</b>	<b>20</b>
DETROIT	HEATHROW	DELTA AIRLINES	S	A	31	0	0	87	10	0	0	3	0	13	96	4	45
	HEATHROW	DELTA AIRLINES	S	D	31	0	0	90	10	0	0	0	0	2	98	2	44
<b>TOTAL DETROIT</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>97</b>	<b>3</b>	<b>3</b>
DHAKHA	HEATHROW	BIMAN BANGLADESH AIRLINES	S	A	13	0	0	62	0	15	23	0	0	27	58	25	12
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	13	0	0	69	8	8	8	8	0	30	67	26	12
<b>TOTAL DHAKHA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>4</b>	<b>12</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>28</b>	<b>55</b>	<b>33</b>	<b>33</b>
DINARD	STANSTED	RYANAIR	S	A	27	0	0	100	0	0	0	0	0	1	89	4	27
	STANSTED	RYANAIR	S	D	27	0	0	100	0	0	0	0	0	2	96	3	27
<b>TOTAL DINARD</b>					<b>54</b>	<b>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>
DOHA	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	100	0	0	0	0	0	1	97	4	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	61	26	6	6	0	0	17	65	17	31
	HEATHROW	QATAR AIRWAYS	S	A	155	0	0	82	10	7	1	0	0	7	82	15	154
	HEATHROW	QATAR AIRWAYS	S	D	155	0	0	92	5	3	0	0	0	4	91	8	154
	MANCHESTER	QATAR AIRWAYS	S	A	44	0	0	86	7	7	0	0	0	7	84	6	45
	MANCHESTER	QATAR AIRWAYS	S	D	44	0	0	77	18	2	2	0	0	11	73	11	44
<b>TOTAL DOHA</b>					<b>460</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>10</b>	<b>10</b>
DOLE	STANSTED	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	0	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							AUG 2012					
			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)											
DOLE	STANSTED	RYANAIR	S	D	9	0	0	89	11	0	0	0	0	5	0	0	0
<b>TOTAL DOLE</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>0</b>	<b>0</b>	<b>0</b>
DONCASTER SHEFFIELD																	
DONEGAL	GLASGOW	LOGANAIR	S	A	27	0	0	85	7	4	0	4	0	12	93	2	27
	GLASGOW	LOGANAIR	S	D	27	0	0	93	4	4	0	0	0	4	78	8	27
<b>TOTAL DONEGAL</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>5</b>	<b>5</b>
DONETSK																	
DORTMUND	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	53	0	0	92	6	2	0	0	0	3	88	5	49
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	53	0	0	91	6	4	0	0	0	5	88	7	49
<b>TOTAL DORTMUND</b>					<b>106</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>6</b>	<b>6</b>
DRESDEN																	
	LONDON CITY	CITY JET	S	A	26	0	0	100	0	0	0	0	0	1	0	0	0
	LONDON CITY	CITY JET	S	D	26	0	0	92	0	8	0	0	0	5	0	0	0
<b>TOTAL DRESDEN</b>					<b>53</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
DUBAI																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	0	78	16	3	3	0	0	12	68	15	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	58	0	0	78	16	5	2	0	0	10	74	18	62
	BIRMINGHAM	EMIRATES	S	A	62	0	0	74	13	10	2	0	2	17	69	13	62
	BIRMINGHAM	EMIRATES	S	D	62	0	0	82	2	15	0	0	2	14	68	15	62
	GATWICK	EMIRATES	S	A	93	0	0	83	12	4	1	0	0	9	77	8	93
	GATWICK	EMIRATES	S	D	93	0	0	82	11	4	3	0	0	11	81	8	93
	GLASGOW	EMIRATES	S	A	62	0	0	76	16	6	2	0	0	10	81	7	62
	GLASGOW	EMIRATES	S	D	62	0	0	71	21	3	5	0	0	14	79	9	62
	HEATHROW	EMIRATES	S	A	155	0	0	63	22	10	5	0	0	15	63	17	155
	HEATHROW	EMIRATES	S	D	155	0	0	72	15	10	3	0	0	11	75	12	155
	MANCHESTER	EMIRATES	S	A	93	0	0	74	15	8	3	0	0	12	67	18	92
	MANCHESTER	EMIRATES	S	D	93	0	0	77	11	9	3	0	0	12	54	26	92
	NEWCASTLE	EMIRATES	S	A	31	0	0	94	6	0	0	0	0	2	84	6	31
	NEWCASTLE	EMIRATES	S	D	31	0	0	77	13	10	0	0	0	9	61	15	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	65	26	6	3	0	0	17	77	12	31

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					AUG 2012				
					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
DUBAI	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	97	0	0	3	0	0	7	90	4	31
<b>TOTAL DUBAI</b>					<b>1170</b>	<b>2</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>14</b>	<b>14</b>
DUBLIN	BIRMINGHAM	AER ARANN	S	A	73	0	0	95	3	3	0	0	0	3	0	0	0
	BIRMINGHAM	AER ARANN	S	D	72	1	0	97	1	0	0	1	0	4	0	0	0
	EDINBURGH	AER ARANN	S	A	167	0	0	89	10	1	0	0	0	5	83	8	93
	EDINBURGH	AER ARANN	S	D	167	0	0	89	7	4	0	0	0	6	76	10	93
	GLASGOW	AER ARANN	S	A	136	0	0	86	13	0	1	0	0	7	91	5	131
	GLASGOW	AER ARANN	S	D	136	0	0	88	10	1	1	0	0	7	90	5	131
	MANCHESTER	AER ARANN	S	A	63	0	0	92	6	2	0	0	0	4	0	0	0
	MANCHESTER	AER ARANN	S	D	63	0	0	94	6	0	0	0	0	2	0	0	0
	BIRMINGHAM	AER LINGUS	S	A	83	0	0	96	2	0	1	0	0	4	98	2	89
	BIRMINGHAM	AER LINGUS	S	D	83	0	1	96	2	0	1	0	0	2	93	3	89
	GATWICK	AER LINGUS	S	A	203	0	0	76	12	6	5	0	0	11	70	13	166
	GATWICK	AER LINGUS	S	D	203	0	0	78	8	7	7	0	0	12	73	12	166
	HEATHROW	AER LINGUS	S	A	390	0	0	90	6	4	1	0	0	6	86	7	394
	HEATHROW	AER LINGUS	S	D	392	0	0	92	5	3	1	0	0	4	88	6	395
	MANCHESTER	AER LINGUS	S	A	88	0	0	89	8	3	0	0	0	5	84	6	102
	MANCHESTER	AER LINGUS	S	D	88	0	0	81	13	7	0	0	0	7	88	6	103
	HEATHROW	BRITISH AIRWAYS PLC	S	A	239	0	0	73	17	7	3	0	0	11	77	11	165
	HEATHROW	BRITISH AIRWAYS PLC	S	D	238	0	0	83	11	3	2	0	0	8	78	10	165
	LONDON CITY	CITY JET	S	A	125	0	0	90	5	4	1	0	0	4	90	4	114
	LONDON CITY	CITY JET	S	D	124	0	0	91	3	3	2	0	0	5	90	5	114
	BIRMINGHAM	RYANAIR	S	A	89	0	0	91	6	3	0	0	0	3	92	3	89
	BIRMINGHAM	RYANAIR	S	D	89	0	0	90	6	3	0	1	0	6	90	6	89
	EDINBURGH	RYANAIR	S	A	79	0	0	92	6	1	0	0	0	3	93	4	80
	EDINBURGH	RYANAIR	S	D	79	0	0	92	4	4	0	0	0	4	93	4	80
	GATWICK	RYANAIR	S	A	137	0	0	82	14	4	1	0	0	8	92	5	137
	GATWICK	RYANAIR	S	D	137	0	0	85	11	2	1	0	0	7	88	6	137
	LUTON	RYANAIR	S	A	93	5	0	88	10	2	0	0	0	5	81	9	93
	LUTON	RYANAIR	S	D	93	5	0	94	4	2	0	0	0	4	92	7	93
	MANCHESTER	RYANAIR	S	A	102	0	0	94	6	0	0	0	0	3	78	10	105
	MANCHESTER	RYANAIR	S	D	102	0	0	92	8	0	0	0	0	3	80	8	105

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	NEWCASTLE	RYANAIR	S	A	44	0	0	77	7	14	2	0	0	10	82	9	62	
	NEWCASTLE	RYANAIR	S	D	44	0	0	70	14	14	2	0	0	14	77	12	62	
	STANSTED	RYANAIR	S	A	195	0	0	80	13	6	1	1	0	9	77	11	199	
	STANSTED	RYANAIR	S	D	195	0	0	91	5	3	1	0	0	5	84	9	199	
<b>TOTAL DUBLIN</b>					<b>4615</b>	<b>14</b>	<b>1</b>	<b>87</b>	<b>8</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>	
DUBROVNIK																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	68	19	13	0	0	0	11	81	9	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	58	26	13	3	0	0	18	90	7	31	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	100	0	0	0	0	0	0	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	36	0	0	86	6	6	3	0	0	10	70	16	43	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	36	0	0	89	3	6	3	0	0	9	91	7	43	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	100	0	0	0	0	0	1	100	3	14	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	100	0	0	0	0	0	0	100	1	14	
	EDINBURGH	JET2.COM LTD	S	A	8	0	0	100	0	0	0	0	0	0	56	20	9	
	EDINBURGH	JET2.COM LTD	S	D	8	0	0	100	0	0	0	0	0	1	100	3	9	
	MANCHESTER	JET2.COM LTD	S	A	9	0	0	78	11	0	11	0	0	10	67	18	9	
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	89	11	0	0	0	0	4	78	17	9	
	NEWCASTLE	JET2.COM LTD	S	A	8	0	0	88	0	0	13	0	0	11	50	244	4	
	NEWCASTLE	JET2.COM LTD	S	D	8	0	0	88	0	0	13	0	0	15	25	19	4	
	BIRMINGHAM	MONARCH AIRLINES	S	A	9	0	0	78	0	0	11	0	11	58	88	8	8	
	BIRMINGHAM	MONARCH AIRLINES	S	D	9	0	0	78	0	0	11	0	11	61	88	5	8	
	GATWICK	MONARCH AIRLINES	S	A	13	0	0	77	8	15	0	0	0	11	83	14	12	
	GATWICK	MONARCH AIRLINES	S	D	13	0	0	62	23	15	0	0	0	16	83	16	12	
	MANCHESTER	MONARCH AIRLINES	S	A	14	0	0	86	14	0	0	0	0	5	77	16	13	
	MANCHESTER	MONARCH AIRLINES	S	D	14	0	0	79	14	7	0	0	0	9	54	25	13	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	5	0	0	40	60	0	0	0	0	17	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	5	0	0	100	0	0	0	0	0	3	0	0	0	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	100	0	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	1	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	5	75	9	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	75	6	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	5	100	0	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					AUG 2012				
					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	
DUBROVNIK	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	100	0	4
<b>TOTAL DUBROVNIK</b>					<b>337</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>82</b>	<b>14</b>	<b>14</b>
DUNDEE	LONDON CITY	CITY JET	S	A	53	0	0	89	8	4	0	0	0	4	89	5	57
	LONDON CITY	CITY JET	S	D	53	0	0	92	4	4	0	0	0	3	91	4	57
<b>TOTAL DUNDEE</b>					<b>106</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>4</b>	<b>4</b>
DURHAM TEES VALLEY																	
DUSSELDORF	STANSTED	AIR BERLIN	S	A	78	0	0	71	13	9	8	0	0	16	76	17	76
	STANSTED	AIR BERLIN	S	D	78	0	0	74	12	12	3	0	0	12	80	14	76
	HEATHROW	BRITISH AIRWAYS PLC	S	A	147	0	0	86	8	5	1	0	0	7	93	4	165
	HEATHROW	BRITISH AIRWAYS PLC	S	D	146	0	0	87	5	7	1	0	0	6	91	5	165
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	39	0	0	90	5	3	3	0	0	8	89	6	28
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	39	0	0	87	8	3	3	0	0	10	89	5	28
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	70	0	0	94	3	3	0	0	0	6	96	3	81
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	70	0	0	93	6	1	0	0	0	3	94	5	81
	GLASGOW	EUROWINGS LUFTVERKEHRS	S	A	31	0	0	90	6	0	3	0	0	7	0	0	0
	GLASGOW	EUROWINGS LUFTVERKEHRS	S	D	31	0	0	84	13	0	3	0	0	9	0	0	0
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	A	26	0	0	92	8	0	0	0	0	3	93	2	44
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	D	25	0	0	88	12	0	0	0	0	7	95	3	44
	BIRMINGHAM	FLYBE LTD	S	A	48	0	0	94	4	2	0	0	0	3	93	3	54
	BIRMINGHAM	FLYBE LTD	S	D	48	0	0	90	4	6	0	0	0	4	89	9	54
	MANCHESTER	FLYBE LTD	S	A	47	0	0	83	9	4	4	0	0	8	92	5	50
	MANCHESTER	FLYBE LTD	S	D	47	0	0	77	13	6	4	0	0	11	96	4	50
	HEATHROW	LUFTHANSA	S	A	128	0	0	91	8	1	0	0	0	6	89	8	139
	HEATHROW	LUFTHANSA	S	D	128	0	0	88	10	1	0	0	1	13	91	7	138
	MANCHESTER	LUFTHANSA CITY LINE	S	A	74	0	0	88	12	0	0	0	0	8	85	7	60
	MANCHESTER	LUFTHANSA CITY LINE	S	D	74	0	0	92	8	0	0	0	0	3	87	5	60
<b>TOTAL DUSSELDORF</b>					<b>1374</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>6</b>	<b>6</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
EAST MIDLANDS INTERNATI																		
	EDINBURGH	FLYBE LTD	S	A	78	0	0	96	3	1	0	0	0	3	0	0	0	
	EDINBURGH	FLYBE LTD	S	D	78	0	0	85	14	1	0	0	0	7	0	0	0	
	GLASGOW	FLYBE LTD	S	A	77	0	1	86	6	4	4	0	0	8	0	0	0	
	GLASGOW	FLYBE LTD	S	D	77	0	1	84	6	5	4	0	0	10	0	0	0	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>					<b>310</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	
EDINBURGH																		
	LONDON CITY	BA CITYFLYER LTD	S	A	161	0	0	91	2	5	2	0	0	5	91	4	174	
	LONDON CITY	BA CITYFLYER LTD	S	D	165	0	0	92	2	4	1	0	0	4	91	6	171	
	MANCHESTER	BMI REGIONAL	S	A	68	0	0	96	0	3	1	0	0	4	97	5	89	
	MANCHESTER	BMI REGIONAL	S	D	68	0	0	96	4	0	0	0	0	2	98	2	89	
	GATWICK	BRITISH AIRWAYS PLC	S	A	114	0	0	78	10	6	6	0	0	14	66	14	124	
	GATWICK	BRITISH AIRWAYS PLC	S	D	115	0	0	77	12	3	8	0	0	14	78	11	124	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	347	0	0	77	11	8	4	0	0	11	73	12	486	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	347	0	0	82	9	5	5	0	0	10	83	8	486	
	LONDON CITY	CITY JET	S	A	71	0	0	86	6	1	7	0	0	12	77	12	48	
	LONDON CITY	CITY JET	S	D	70	0	0	96	3	1	0	0	0	3	83	9	46	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	114	0	0	71	11	11	5	2	0	19	77	14	116	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	114	0	0	70	13	11	5	1	0	19	79	11	116	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	93	0	0	89	6	1	1	2	0	10	94	5	90	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	93	0	0	87	8	4	1	0	0	7	94	4	90	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	96	0	0	93	3	2	2	0	0	4	97	6	103	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	96	0	0	95	2	2	1	0	0	3	96	3	103	
	BIRMINGHAM	FLYBE LTD	S	A	157	0	1	94	3	1	3	0	0	4	79	9	156	
	BIRMINGHAM	FLYBE LTD	S	D	156	0	2	92	5	1	2	0	0	5	68	17	156	
	MANCHESTER	FLYBE LTD	S	A	78	0	0	96	3	1	0	0	0	3	72	17	90	
	MANCHESTER	FLYBE LTD	S	D	78	0	0	91	4	3	1	1	0	8	75	20	88	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	186	0	0	97	2	1	0	0	0	2	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	186	0	0	97	2	1	0	0	0	2	0	0	0	
<b>TOTAL EDINBURGH</b>					<b>2973</b>	<b>1</b>	<b>3</b>	<b>87</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>10</b>	<b>10</b>	
EDMONTON																		
	HEATHROW	AIR CANADA	S	A	31	0	0	84	10	3	0	3	0	12	70	37	30	
	HEATHROW	AIR CANADA	S	D	31	0	0	77	16	6	0	0	0	8	77	32	31	
	GATWICK	AIR TRANSAT	S	A	4	0	0	50	50	0	0	0	0	11	100	4	4	



ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
EDMONTON	GATWICK	AIR TRANSAT		S D	4	0	0	75	25	0	0	0	0	5	50	12	4
<b>TOTAL EDMONTON</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>31</b>	<b>31</b>
EINDHOVEN	STANSTED	RYANAIR		S A	53	0	0	81	15	2	2	0	0	7	87	5	67
	STANSTED	RYANAIR		S D	53	0	0	87	11	2	0	0	0	5	91	5	67
<b>TOTAL EINDHOVEN</b>					<b>106</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>13</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>4</b>	<b>4</b>
ENFIDHA - HAMMAMET INTL	GATWICK	CROATIA AIRLINES		C A	5	0	0	40	0	40	20	0	0	30	0	0	0
	GATWICK	CROATIA AIRLINES		C D	5	0	0	0	20	40	40	0	0	52	0	0	0
	NEWCASTLE	CROATIA AIRLINES		C A	5	0	0	20	20	40	20	0	0	39	0	0	0
	NEWCASTLE	CROATIA AIRLINES		C D	5	0	0	0	0	40	60	0	0	88	0	0	0
	GATWICK	MONARCH AIRLINES		C A	5	0	0	40	0	20	40	0	0	55	0	0	0
	GATWICK	MONARCH AIRLINES		C D	5	0	0	60	0	0	40	0	0	39	0	0	0
	GATWICK	NOUVELAIR TUNISIE		C A	6	0	0	67	0	0	33	0	0	32	0	0	0
	GATWICK	NOUVELAIR TUNISIE		C D	5	0	0	60	0	0	40	0	0	41	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD		C A	13	0	0	85	0	0	8	8	0	28	100	2	8
	BIRMINGHAM	THOMAS COOK AIRLINES LTD		C D	13	0	0	77	0	8	8	8	0	35	100	4	8
	GATWICK	THOMAS COOK AIRLINES LTD		C A	25	1	0	64	20	4	4	8	0	37	61	39	28
	GATWICK	THOMAS COOK AIRLINES LTD		C D	25	0	0	68	12	12	4	4	0	28	79	33	29
	GLASGOW	THOMAS COOK AIRLINES LTD		C A	4	0	0	75	0	25	0	0	0	12	40	38	5
	GLASGOW	THOMAS COOK AIRLINES LTD		C D	4	0	0	100	0	0	0	0	0	3	60	16	5
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	18	0	0	72	6	6	17	0	0	21	68	50	19
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	18	0	0	89	0	0	11	0	0	18	74	35	19
	NEWCASTLE	THOMAS COOK AIRLINES LTD		C A	9	0	0	78	11	11	0	0	0	9	89	2	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD		C D	8	0	0	75	0	13	13	0	0	15	100	0	9
	STANSTED	THOMAS COOK AIRLINES LTD		C A	5	0	0	60	20	0	0	20	0	44	75	48	4
	STANSTED	THOMAS COOK AIRLINES LTD		C D	5	0	0	80	0	0	0	20	0	45	75	52	4
	BIRMINGHAM	THOMSON AIRWAYS LTD		C A	8	1	0	100	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	THOMSON AIRWAYS LTD		C D	9	0	0	100	0	0	0	0	0	0	0	0	0
	EDINBURGH	THOMSON AIRWAYS LTD		C A	4	0	0	75	0	25	0	0	0	12	0	0	0
	EDINBURGH	THOMSON AIRWAYS LTD		C D	4	0	0	75	0	25	0	0	0	12	0	0	0
	GATWICK	THOMSON AIRWAYS LTD		C A	16	0	0	81	13	0	0	6	0	19	78	15	23
	GATWICK	THOMSON AIRWAYS LTD		C D	16	0	0	81	6	6	0	6	0	23	91	7	23

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							AUG 2012							
			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)													
ENFIDHA - HAMMAMET INTL																			
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	0	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	0	0	0	0	
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	12	100	6	4	4	
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	4	4	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	13	0	0	69	23	0	8	0	0	11	78	23	9	9	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	13	0	0	85	8	0	8	0	0	10	78	13	9	9	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	75	27	4	4	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	4	4	4	
	STANSTED	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	80	27	5	5	
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	0	5	5	
	GATWICK	TUNISAIR	C	A	5	0	0	20	40	20	20	0	0	42	25	22	4	4	
	GATWICK	TUNISAIR	C	D	5	0	0	0	40	20	40	0	0	50	25	29	4	4	
	MANCHESTER	TUNISAIR	C	A	5	0	0	20	40	20	20	0	0	42	0	0	0	0	
	MANCHESTER	TUNISAIR	C	D	5	0	0	40	20	20	20	0	0	44	0	0	0	0	
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>					<b>324</b>	<b>2</b>	<b>0</b>	<b>71</b>	<b>9</b>	<b>8</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>78</b>	<b>23</b>	<b>23</b>	<b>23</b>	
ENTEBBE																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	1	62	15	8	15	0	0	26	73	14	22	22	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	69	8	8	15	0	0	22	81	14	21	21	
<b>TOTAL ENTEBBE</b>					<b>26</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>12</b>	<b>8</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>77</b>	<b>14</b>	<b>14</b>	<b>14</b>	
ESBJERG																			
EXETER																			
	EDINBURGH	FLYBE LTD	S	A	31	0	0	87	6	3	3	0	0	8	63	19	35	35	
	EDINBURGH	FLYBE LTD	S	D	31	0	0	74	19	3	3	0	0	13	86	11	35	35	
	GLASGOW	FLYBE LTD	S	A	22	0	0	82	18	0	0	0	0	7	65	23	23	23	
	GLASGOW	FLYBE LTD	S	D	22	0	0	82	14	5	0	0	0	10	83	15	23	23	
	MANCHESTER	FLYBE LTD	S	A	74	0	0	93	3	4	0	0	0	6	71	15	48	48	
	MANCHESTER	FLYBE LTD	S	D	74	0	0	82	11	5	1	0	0	10	69	15	48	48	
	NEWCASTLE	FLYBE LTD	S	A	26	0	0	81	4	12	0	4	0	15	90	5	31	31	
	NEWCASTLE	FLYBE LTD	S	D	26	0	0	85	8	0	4	4	0	17	90	6	31	31	
<b>TOTAL EXETER</b>					<b>306</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>14</b>	<b>14</b>	<b>14</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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>1</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>6</b>	<b>6</b>	
FARO																		
	EDINBURGH	BA CITYFLYER LTD	C	A	5	0	0	80	0	20	0	0	0	12	0	0	0	
	EDINBURGH	BA CITYFLYER LTD	C	D	5	0	0	100	0	0	0	0	0	2	100	0	1	
	GLASGOW	BA CITYFLYER LTD	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0	
	GLASGOW	BA CITYFLYER LTD	C	D	5	0	0	80	20	0	0	0	0	6	0	0	0	
	LONDON CITY	BA CITYFLYER LTD	S	A	13	0	0	85	0	0	15	0	0	11	85	4	13	
	LONDON CITY	BA CITYFLYER LTD	S	D	13	0	0	77	8	0	15	0	0	13	69	12	13	
	GATWICK	BRITISH AIRWAYS PLC	S	A	40	0	0	88	10	0	3	0	0	8	60	18	35	
	GATWICK	BRITISH AIRWAYS PLC	S	D	40	0	0	75	23	0	3	0	0	12	53	21	34	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	160	0	0	76	16	4	4	0	0	12	86	6	159	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	160	0	0	68	20	8	5	0	0	15	81	9	160	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	100	0	0	0	0	0	2	77	6	13	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	93	7	0	0	0	0	3	85	7	13	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	90	5	3	2	0	0	6	95	4	60	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	90	6	2	2	0	0	5	90	7	60	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	88	8	4	0	0	0	4	96	4	26	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	85	8	8	0	0	0	7	92	7	26	
	BIRMINGHAM	FLYBE LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	0	4	
	BIRMINGHAM	FLYBE LTD	C	D	5	0	0	80	20	0	0	0	0	4	75	6	4	
	EDINBURGH	JET2.COM LTD	S	A	18	0	0	83	17	0	0	0	0	6	88	6	17	
	EDINBURGH	JET2.COM LTD	S	D	18	0	0	89	11	0	0	0	0	4	88	5	17	
	GLASGOW	JET2.COM LTD	S	A	18	0	0	83	6	6	6	0	0	12	94	1	17	
	GLASGOW	JET2.COM LTD	S	D	18	0	0	94	0	0	0	6	0	12	88	9	17	
	MANCHESTER	JET2.COM LTD	S	A	45	0	0	78	9	11	2	0	0	12	77	14	31	
	MANCHESTER	JET2.COM LTD	S	D	45	0	0	69	16	13	2	0	0	13	77	16	31	
	NEWCASTLE	JET2.COM LTD	S	A	31	0	0	97	0	3	0	0	0	2	92	8	26	
	NEWCASTLE	JET2.COM LTD	S	D	31	0	0	90	10	0	0	0	0	5	85	17	26	
	BIRMINGHAM	MONARCH AIRLINES	S	A	42	0	0	69	19	5	5	0	2	24	89	10	45	
	BIRMINGHAM	MONARCH AIRLINES	S	D	42	0	0	90	0	5	5	0	0	6	82	15	45	
	GATWICK	MONARCH AIRLINES	S	A	58	0	0	50	21	16	9	5	0	35	61	19	57	
	GATWICK	MONARCH AIRLINES	S	D	58	0	0	62	12	12	9	3	2	40	74	16	57	
	LUTON	MONARCH AIRLINES	S	A	22	0	0	68	32	0	0	0	0	9	91	3	22	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					AUG 2012				
					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	
FARO	LUTON	MONARCH AIRLINES	S	D	22	0	0	91	5	5	0	0	0	7	91	4	22
	MANCHESTER	MONARCH AIRLINES	S	A	45	0	0	62	22	4	7	2	2	28	76	17	42
	MANCHESTER	MONARCH AIRLINES	S	D	45	0	0	69	16	11	2	2	0	19	76	31	42
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	5	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	5	0	0	100	0	0	0	0	0	1	0	0	0
	BIRMINGHAM	RYANAIR	S	A	19	0	0	89	5	0	5	0	0	6	100	0	13
	BIRMINGHAM	RYANAIR	S	D	19	0	0	89	0	5	5	0	0	6	92	4	13
	EDINBURGH	RYANAIR	S	A	17	0	0	94	6	0	0	0	0	3	100	1	13
	EDINBURGH	RYANAIR	S	D	17	0	0	82	18	0	0	0	0	6	69	12	13
	MANCHESTER	RYANAIR	S	A	49	0	0	86	8	4	2	0	0	8	97	1	31
	MANCHESTER	RYANAIR	S	D	49	0	0	90	4	4	2	0	0	7	81	7	31
	STANSTED	RYANAIR	S	A	71	0	0	86	10	1	1	0	1	12	77	12	71
	STANSTED	RYANAIR	S	D	71	0	0	68	20	8	4	0	0	14	89	8	71
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	10	0	0	90	10	0	0	0	0	4	54	72	13
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	0	100	0	0	0	0	0	2	69	29	13
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	10	0	0	80	10	10	0	0	0	11	67	23	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	10	0	0	80	10	10	0	0	0	10	78	21	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	78	11	0	11	0	0	14	100	3	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	78	11	0	11	0	0	15	89	4	9
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	7	79	9	14
	GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	89	0	11	0	0	0	4	93	5	14
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	8	80	6	5
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	5	100	0	5
	LUTON	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	1	100	0	9
	LUTON	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	3	100	2	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	13	0	0	92	8	0	0	0	0	2	100	0	13
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	13	0	0	100	0	0	0	0	0	2	100	2	13
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	11	100	1	5
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	18	80	10	5
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	7	100	2	4
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	0	4
<b>TOTAL FARO</b>					<b>1688</b>	<b>3</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>11</b>	<b>11</b>
FEZ																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
FEZ																		
	STANSTED	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	1	33	21	9	
	STANSTED	RYANAIR	S	D	9	0	0	33	56	11	0	0	0	20	56	14	9	
<b>TOTAL FEZ</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>11</b>	<b>44</b>	<b>17</b>	<b>17</b>	
FIGARI																		
	HEATHROW	BRITISH AIRWAYS PLC	C	A	4	0	0	25	25	50	0	0	0	31	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	C	D	4	0	0	100	0	0	0	0	0	9	0	0	0	
<b>TOTAL FIGARI</b>					<b>8</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>100</b>	<b>1</b>	<b>1</b>	
FLORENCE																		
	LONDON CITY	CITY JET	S	A	26	0	0	88	0	12	0	0	0	7	75	22	24	
	LONDON CITY	CITY JET	S	D	27	0	0	85	7	4	4	0	0	8	93	5	27	
	HEATHROW	VUELING AIRLINES	S	A	31	0	0	74	16	6	0	3	0	18	0	0	0	
	HEATHROW	VUELING AIRLINES	S	D	31	0	0	87	0	3	6	3	0	18	0	0	0	
<b>TOTAL FLORENCE</b>					<b>115</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>89</b>	<b>7</b>	<b>7</b>	
FRANKFURT MAIN																		
	LONDON CITY	BA CITYFLYER LTD	S	A	68	0	0	99	1	0	0	0	0	1	94	3	93	
	LONDON CITY	BA CITYFLYER LTD	S	D	67	0	0	99	1	0	0	0	0	1	90	4	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	171	0	0	78	15	5	2	0	0	11	73	13	192	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	172	0	0	77	14	6	3	0	0	10	89	6	193	
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	80	0	0	93	4	1	3	0	0	6	95	4	97	
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	80	0	0	95	3	1	1	0	0	2	86	8	98	
	BIRMINGHAM	LUFTHANSA	S	A	44	0	0	95	2	0	2	0	0	5	87	5	23	
	BIRMINGHAM	LUFTHANSA	S	D	44	0	0	95	2	2	0	0	0	3	83	9	23	
	EDINBURGH	LUFTHANSA	S	A	62	0	0	81	15	5	0	0	0	9	85	6	62	
	EDINBURGH	LUFTHANSA	S	D	62	0	0	79	13	5	3	0	0	12	82	9	62	
	GATWICK	LUFTHANSA	S	A	31	1	0	90	6	0	0	3	0	11	72	13	61	
	GATWICK	LUFTHANSA	S	D	31	0	1	74	16	3	3	3	0	19	75	9	61	
	HEATHROW	LUFTHANSA	S	A	370	0	1	77	18	4	1	0	0	9	80	9	368	
	HEATHROW	LUFTHANSA	S	D	369	0	0	86	10	2	2	0	0	6	82	8	367	
	MANCHESTER	LUFTHANSA	S	A	124	0	0	90	8	2	1	0	0	5	84	8	121	
	MANCHESTER	LUFTHANSA	S	D	124	0	2	90	9	2	0	0	0	5	79	10	121	
	LONDON CITY	LUFTHANSA CITY LINE	S	A	86	0	0	90	5	2	3	0	0	6	93	5	91	
	LONDON CITY	LUFTHANSA CITY LINE	S	D	86	1	0	93	2	2	2	0	0	4	92	4	90	
<b>TOTAL FRANKFURT MAIN</b>					<b>2071</b>	<b>4</b>	<b>4</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>8</b>	<b>8</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					AUG 2012					
					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)
FREETOWN																		
FUERTEVENTURA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	63	38	0	0	0	0	10	89	11	9	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	100	0	0	0	0	0	5	78	11	9	
	BIRMINGHAM	MONARCH AIRLINES	S	A	8	0	0	88	13	0	0	0	0	4	78	9	9	
	BIRMINGHAM	MONARCH AIRLINES	S	D	9	0	0	78	22	0	0	0	0	5	56	26	9	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	2	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	8	0	0	0	
	MANCHESTER	MONARCH AIRLINES	S	A	8	0	0	63	25	13	0	0	0	13	67	24	9	
	MANCHESTER	MONARCH AIRLINES	S	D	9	0	0	44	33	22	0	0	0	23	56	28	9	
	BIRMINGHAM	RYANAIR	S	A	9	0	0	78	11	11	0	0	0	9	89	3	9	
	BIRMINGHAM	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	0	100	4	9	
	EDINBURGH	RYANAIR	S	A	5	0	0	100	0	0	0	0	0	0	100	0	4	
	EDINBURGH	RYANAIR	S	D	5	0	0	100	0	0	0	0	0	5	100	8	4	
	LUTON	RYANAIR	S	A	9	0	0	89	0	11	0	0	0	6	100	1	8	
	LUTON	RYANAIR	S	D	9	0	0	89	0	11	0	0	0	7	88	5	8	
	STANSTED	RYANAIR	S	A	22	0	0	95	0	5	0	0	0	5	94	2	18	
	STANSTED	RYANAIR	S	D	22	0	0	91	5	5	0	0	0	3	89	9	18	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	80	15	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	60	25	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	0	25	0	0	13	109	89	14	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	11	0	22	0	0	26	67	27	9	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	5	75	10	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	0	12	75	17	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	2	0	100	0	0	0	0	0	0	67	22	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	11	0	0	0	0	6	67	29	9	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	11	0	0	0	5	100	0	9	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	11	11	0	0	0	12	100	2	9	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	3	0	0	0	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	A	13	1	0	92	0	8	0	0	0	5	89	5	9	
	GATWICK	THOMSON AIRWAYS LTD	C	D	13	0	0	77	15	0	8	0	0	14	78	10	9	
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	0	5	
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	0	5	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
FUERTEVENTURA																		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	12	0	0	83	17	0	0	0	0	5	100	4	9	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	13	0	0	77	23	0	0	0	0	8	89	6	9	
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	100	6	4	
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	75	7	4	
<b>TOTAL FUERTEVENTURA</b>					<b>296</b>	<b>3</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>12</b>	<b>12</b>	
FUNCHAL																		
	GATWICK	AIR PORTUGAL	S	A	31	0	0	68	23	6	3	0	0	12	74	12	31	
	GATWICK	AIR PORTUGAL	S	D	31	0	0	81	10	3	3	3	0	20	94	5	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	91	0	9	0	0	0	5	88	10	17	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	74	17	4	4	0	0	13	71	15	17	
	MANCHESTER	JET2.COM LTD	S	A	9	0	0	67	33	0	0	0	0	11	78	60	9	
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	78	11	11	0	0	0	12	56	73	9	
	BIRMINGHAM	MONARCH AIRLINES	S	A	9	0	0	89	0	0	0	11	0	29	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	S	D	9	0	0	78	11	0	0	11	0	25	0	0	0	
	GATWICK	MONARCH AIRLINES	S	A	13	0	0	62	15	8	8	8	0	30	0	0	0	
	GATWICK	MONARCH AIRLINES	S	D	13	0	0	62	0	31	0	8	0	30	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	6	75	9	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	9	50	10	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	100	0	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	7	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	9	100	3	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	100	4	4	
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	2	4	
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	9	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	9	100	2	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	7	100	5	4	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	5	100	0	4	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	7	75	32	4	
<b>TOTAL FUNCHAL</b>					<b>218</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>15</b>	<b>15</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	115	0	0	73	13	7	7	0	0	15	70	13	124
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	114	0	0	79	11	4	6	0	0	14	73	11	124
	GLASGOW	BRITISH AIRWAYS PLC	S	A	109	0	0	72	14	6	6	1	0	17	72	12	117
	GLASGOW	BRITISH AIRWAYS PLC	S	D	108	0	0	75	15	6	4	1	0	14	77	8	117
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	114	0	0	68	12	13	5	1	0	18	79	10	116
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	114	0	0	65	12	15	6	2	0	21	76	16	116
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	79	0	0	81	9	9	1	0	0	8	89	5	81
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	79	0	0	85	13	0	3	0	0	7	70	12	81
	NEWCASTLE	FLYBE LTD	S	A	72	0	1	85	4	4	6	1	0	13	73	14	80
	NEWCASTLE	FLYBE LTD	S	D	73	0	1	86	1	11	1	0	0	11	83	10	80
<b>TOTAL GATWICK</b>					<b>983</b>	<b>2</b>	<b>2</b>	<b>76</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>12</b>	<b>12</b>
GDANSK	BIRMINGHAM	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	0	100	0	8
	BIRMINGHAM	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	0	100	3	8
	EDINBURGH	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	3	89	5	9
	EDINBURGH	RYANAIR	S	D	9	0	0	89	11	0	0	0	0	4	89	6	9
	MANCHESTER	RYANAIR	S	A	9	0	0	78	11	11	0	0	0	9	0	0	0
	MANCHESTER	RYANAIR	S	D	9	0	0	78	22	0	0	0	0	8	0	0	0
	STANSTED	RYANAIR	S	A	23	0	0	87	4	0	4	4	0	16	94	2	31
	STANSTED	RYANAIR	S	D	23	0	0	87	9	0	4	0	0	8	97	3	31
	GLASGOW	WIZZ AIR	S	A	9	0	0	78	11	11	0	0	0	10	0	0	0
	GLASGOW	WIZZ AIR	S	D	9	0	0	67	22	0	11	0	0	18	0	0	0
	LUTON	WIZZ AIR	S	A	58	0	0	97	0	2	2	0	0	4	90	12	58
	LUTON	WIZZ AIR	S	D	58	0	0	86	10	0	3	0	0	10	67	22	58
<b>TOTAL GDANSK</b>					<b>234</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>11</b>	<b>11</b>
GENEVA	GATWICK	AER LINGUS	C	A	4	0	0	100	0	0	0	0	0	5	0	0	0
	GATWICK	AER LINGUS	C	D	4	0	0	100	0	0	0	0	0	4	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	251	0	0	81	11	5	2	0	0	9	82	9	251
	HEATHROW	BRITISH AIRWAYS PLC	S	D	253	0	0	82	9	6	2	0	0	8	86	7	251
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	45	0	0	96	0	2	2	0	0	7	84	9	44
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	45	0	0	91	4	0	2	2	0	14	93	7	44
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	52	0	0	73	12	8	6	2	0	18	76	12	37



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							AUG 2012				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
GENEVA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	52	0	0	75	10	10	4	2	0	17	70	19	37	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	85	6	6	2	0	0	7	87	10	61	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	79	6	10	3	2	0	15	89	12	62	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	35	0	0	80	17	3	0	0	0	7	91	5	34	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	35	0	0	97	3	0	0	0	0	4	82	15	34	
	EDINBURGH	EASYJET SWITZERLAND	S	A	4	0	0	100	0	0	0	0	0	0	100	6	5	
	EDINBURGH	EASYJET SWITZERLAND	S	D	4	0	0	50	25	0	0	0	25	95	60	14	5	
	GATWICK	EASYJET SWITZERLAND	S	A	102	0	0	88	8	1	2	1	0	9	88	12	102	
	GATWICK	EASYJET SWITZERLAND	S	D	102	0	0	79	13	5	3	0	0	11	73	15	102	
	MANCHESTER	EASYJET SWITZERLAND	S	A	5	0	0	100	0	0	0	0	0	6	0	0	0	
	MANCHESTER	EASYJET SWITZERLAND	S	D	5	0	0	60	20	20	0	0	0	18	0	0	0	
	HEATHROW	SWISS AIRLINES	S	A	148	0	0	86	7	5	3	0	0	8	92	6	185	
	HEATHROW	SWISS AIRLINES	S	D	148	0	0	89	5	5	1	0	0	5	92	5	184	
	LONDON CITY	SWISS AIRLINES	S	A	99	0	0	91	3	4	2	0	0	6	91	5	109	
	LONDON CITY	SWISS AIRLINES	S	D	100	0	0	85	7	3	5	0	0	9	87	6	108	
<b>TOTAL GENEVA</b>					<b>1617</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>9</b>	<b>9</b>	
GENOA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	68	13	13	6	0	0	18	61	18	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	81	3	10	6	0	0	15	77	12	31	
	STANSTED	RYANAIR	S	A	26	0	0	69	15	12	4	0	0	16	81	9	31	
	STANSTED	RYANAIR	S	D	26	0	0	88	8	0	4	0	0	8	81	12	31	
<b>TOTAL GENOA</b>					<b>115</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>13</b>	<b>13</b>	
GIBRALTAR																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	40	0	0	85	5	3	5	3	0	16	90	29	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	40	0	0	93	5	3	0	0	0	3	94	3	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	49	0	0	73	14	12	0	0	0	11	94	4	49	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	48	0	0	73	13	15	0	0	0	13	92	5	49	
	BIRMINGHAM	MONARCH AIRLINES	S	A	13	0	0	85	0	0	8	8	0	32	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	S	D	13	0	0	92	0	8	0	0	0	5	0	0	0	
	LUTON	MONARCH AIRLINES	S	A	21	0	0	62	19	5	14	0	0	26	67	37	21	
	LUTON	MONARCH AIRLINES	S	D	21	0	0	57	24	10	10	0	0	21	86	15	22	
	MANCHESTER	MONARCH AIRLINES	S	A	17	0	0	47	18	18	18	0	0	34	44	55	9	
	MANCHESTER	MONARCH AIRLINES	S	D	17	0	0	59	18	0	18	6	0	36	44	67	9	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
GIBRALTAR																	
<b>TOTAL GIBRALTAR</b>					<b>279</b>	<b>1</b>	<b>1</b>	<b>75</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>86</b>	<b>16</b>	<b>16</b>
GIRONA																	
	BIRMINGHAM	RYANAIR	S	A	8	0	1	88	13	0	0	0	0	5	89	2	18
	BIRMINGHAM	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	2	89	8	18
	LUTON	RYANAIR	S	A	31	0	0	90	6	3	0	0	0	6	74	10	31
	LUTON	RYANAIR	S	D	31	0	0	77	19	3	0	0	0	9	87	15	31
	MANCHESTER	RYANAIR	S	A	45	0	0	89	11	0	0	0	0	4	81	13	31
	MANCHESTER	RYANAIR	S	D	45	0	0	91	9	0	0	0	0	6	84	15	31
	NEWCASTLE	RYANAIR	S	A	18	0	0	94	6	0	0	0	0	4	92	4	13
	NEWCASTLE	RYANAIR	S	D	18	0	0	78	17	6	0	0	0	10	85	11	13
	STANSTED	RYANAIR	S	A	31	0	0	71	16	6	0	6	0	26	71	13	31
	STANSTED	RYANAIR	S	D	31	0	0	90	6	3	0	0	0	4	90	7	31
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	100	0	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	78	22	0	0	0	0	6	100	0	8
	GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	78	11	11	0	0	0	7	75	7	8
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	7	88	7	8
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	9	0	0	78	22	0	0	0	0	5	88	9	8
<b>TOTAL GIRONA</b>					<b>312</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>10</b>	<b>10</b>
GLASGOW																	
	LONDON CITY	BA CITYFLYER LTD	S	A	101	0	0	93	1	3	3	0	0	5	98	1	120
	LONDON CITY	BA CITYFLYER LTD	S	D	105	0	0	90	3	5	2	0	0	4	96	2	122
	GATWICK	BRITISH AIRWAYS PLC	S	A	108	0	0	75	13	7	4	1	0	14	73	11	117
	GATWICK	BRITISH AIRWAYS PLC	S	D	109	0	0	75	11	6	7	1	0	16	74	12	117
	HEATHROW	BRITISH AIRWAYS PLC	S	A	262	0	0	83	8	7	2	0	0	10	79	11	267
	HEATHROW	BRITISH AIRWAYS PLC	S	D	263	0	0	83	8	7	2	0	0	8	83	9	268
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	79	0	0	84	13	3	1	0	0	8	71	12	80
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	79	0	0	78	8	11	3	0	0	10	84	7	81
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	92	0	0	88	5	4	1	1	0	7	89	9	90
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	92	0	0	93	0	5	1	0	0	5	94	3	90
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	97	0	0	91	7	1	1	0	0	5	97	6	94
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	97	0	0	94	5	0	1	0	0	4	95	5	94
	BIRMINGHAM	FLYBE LTD	S	A	134	0	2	94	4	1	1	0	0	3	88	6	156

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
GLASGOW																		
	BIRMINGHAM	FLYBE LTD	S	D	136	0	0	88	5	4	2	0	0	7	83	10	156	
	MANCHESTER	FLYBE LTD	S	A	52	0	0	85	15	0	0	0	0	5	80	11	50	
	MANCHESTER	FLYBE LTD	S	D	53	0	0	79	8	6	6	2	0	18	82	13	50	
<b>TOTAL GLASGOW</b>					<b>1861</b>	<b>2</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>85</b>	<b>8</b>	<b>8</b>	
GOTEBORG																		
	BIRMINGHAM	BMI REGIONAL	S	A	22	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	BMI REGIONAL	S	D	22	0	0	95	5	0	0	0	0	1	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	84	10	2	5	0	0	9	85	6	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	81	15	3	2	0	0	8	87	7	62	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	26	0	0	92	4	0	4	0	0	6	100	0	27	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	26	0	0	88	8	0	4	0	0	7	100	1	27	
	HEATHROW	SAS	S	A	32	0	0	88	6	0	6	0	0	8	94	4	49	
	HEATHROW	SAS	S	D	32	0	0	94	3	3	0	0	0	3	100	1	49	
<b>TOTAL GOTEBORG</b>					<b>286</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>4</b>	<b>4</b>	
GOTEBORG (SAVE)																		
	EDINBURGH	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	0	93	2	14	
	EDINBURGH	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	1	93	9	14	
	STANSTED	RYANAIR	S	A	53	0	0	91	8	2	0	0	0	5	84	8	62	
	STANSTED	RYANAIR	S	D	53	0	0	85	11	4	0	0	0	7	81	9	62	
<b>TOTAL GOTEBORG (SAVE)</b>					<b>132</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>84</b>	<b>8</b>	<b>8</b>	
GRANADA																		
	LONDON CITY	BA CITYFLYER LTD	S	A	22	0	0	86	9	5	0	0	0	4	0	0	0	
	LONDON CITY	BA CITYFLYER LTD	S	D	22	0	0	95	0	5	0	0	0	4	0	0	0	
<b>TOTAL GRANADA</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	
GRAND CAYMAN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	78	11	6	0	6	0	16	78	12	18	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	67	17	0	17	0	0	25	89	6	18	
<b>TOTAL GRAND CAYMAN</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>3</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>83</b>	<b>9</b>	<b>9</b>	
GRAZ																		
<b>TOTAL GRAZ</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>22</b>	<b>64</b>	<b>15</b>	<b>15</b>	
GRENADA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	25	25	25	25	0	0	42	89	13	9	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
GRENADA																		
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	50	25	0	25	0	0	30	78	7	9	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	4	0	0	75	25	0	0	0	9	60	22	5		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	4	0	0	75	25	0	0	0	9	20	38	5		
<b>TOTAL GRENADA</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>25</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>68</b>	<b>17</b>	<b>17</b>	
GRODNO																		
GUANGZHOU BAIYUN INTER																		
	HEATHROW	CHINA SOUTHERN	S	A	31	0	0	84	10	3	3	0	10	50	25	14		
	HEATHROW	CHINA SOUTHERN	S	D	31	0	0	97	3	0	0	0	2	100	1	14		
<b>TOTAL GUANGZHOU BAIYUN INTERNATIONAL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>13</b>	<b>13</b>		
GUERNSEY																		
	GATWICK	AURIGNY AIR SERVICES	S	A	167	0	1	74	11	8	6	1	0	17	75	15	169	
	GATWICK	AURIGNY AIR SERVICES	S	D	167	0	1	72	11	7	10	1	0	19	68	15	169	
	MANCHESTER	AURIGNY AIR SERVICES	S	A	67	0	0	72	13	12	1	1	0	18	72	18	65	
	MANCHESTER	AURIGNY AIR SERVICES	S	D	67	0	0	72	15	9	3	1	0	17	75	19	65	
	STANSTED	AURIGNY AIR SERVICES	S	A	26	0	0	85	4	4	4	4	0	21	84	13	31	
	STANSTED	AURIGNY AIR SERVICES	S	D	27	0	0	78	7	7	4	4	0	22	68	16	31	
	GLASGOW	BLUE ISLANDS LIMITED	C	A	5	0	0	60	40	0	0	0	0	15	0	0	0	
	GLASGOW	BLUE ISLANDS LIMITED	C	D	5	0	0	40	60	0	0	0	0	15	0	0	0	
	BIRMINGHAM	FLYBE LTD	S	A	53	0	0	87	0	8	4	2	0	14	52	32	27	
	BIRMINGHAM	FLYBE LTD	S	D	27	0	0	93	0	7	0	0	0	4	40	32	30	
	GATWICK	FLYBE LTD	S	A	148	0	1	85	9	3	3	0	0	9	89	7	146	
	GATWICK	FLYBE LTD	S	D	148	0	1	77	14	4	5	0	0	11	82	9	148	
<b>TOTAL GUERNSEY</b>					<b>907</b>	<b>0</b>	<b>4</b>	<b>77</b>	<b>11</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>14</b>	<b>14</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							AUG 2012				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
HAHN																		
	EDINBURGH	RYANAIR	S	A	16	0	0	88	13	0	0	0	0	6	92	4	13	
	EDINBURGH	RYANAIR	S	D	16	0	0	81	13	6	0	0	0	8	92	6	13	
	STANSTED	RYANAIR	S	A	62	0	0	85	5	5	0	3	2	21	87	8	71	
	STANSTED	RYANAIR	S	D	62	0	0	77	15	6	2	0	0	11	76	9	71	
<b>TOTAL HAHN</b>					<b>156</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>14</b>	<b>84</b>	<b>8</b>	<b>8</b>	
HALIFAX INT																		
	HEATHROW	AIR CANADA	S	A	31	0	0	71	16	10	3	0	0	10	67	63	30	
	HEATHROW	AIR CANADA	S	D	31	0	0	87	10	3	0	0	0	5	71	14	31	
	GATWICK	AIR TRANSAT	S	A	5	0	0	100	0	0	0	0	0	0	60	39	5	
	GATWICK	AIR TRANSAT	S	D	4	0	0	100	0	0	0	0	0	1	80	9	5	
<b>TOTAL HALIFAX INT</b>					<b>71</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>68</b>	<b>37</b>	<b>37</b>	
HAMBURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	154	0	0	88	6	4	1	1	1	11	90	5	136	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	155	0	0	87	5	7	1	1	0	7	94	4	137	
	NEWCASTLE	EASTERN AIRWAYS	C	A	4	0	0	25	50	0	25	0	0	39	0	0	0	
	NEWCASTLE	EASTERN AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	11	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	72	6	11	6	0	6	33	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	78	6	11	6	0	0	11	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	71	13	13	3	0	0	14	67	16	33	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	74	13	10	3	0	0	14	64	16	33	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	88	0	12	0	0	0	5	93	4	27	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	92	4	4	0	0	0	4	89	4	27	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	81	12	4	4	0	0	11	88	4	26	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	88	4	4	4	0	0	8	100	1	27	
	HEATHROW	LUFTHANSA	S	A	88	0	0	90	6	2	2	0	0	6	90	5	92	
	HEATHROW	LUFTHANSA	S	D	88	0	0	92	3	3	1	0	0	5	93	4	92	
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	26	0	0	100	0	0	0	0	0	4	94	3	50	
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	26	0	0	100	0	0	0	0	0	1	92	6	50	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	52	0	0	81	13	2	4	0	0	8	87	8	45	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	52	0	0	92	4	2	2	0	0	5	91	5	45	
<b>TOTAL HAMBURG</b>					<b>851</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>6</b>	<b>6</b>	
HANOI																		
	GATWICK	VIETNAM AIRLINES	S	A	9	0	0	89	0	11	0	0	0	7	100	2	9	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
HANOI	GATWICK	VIETNAM AIRLINES	S	D	9	0	0	33	22	22	11	0	11	191	44	22	9
<b>TOTAL HANOI</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>11</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>99</b>	<b>72</b>	<b>12</b>	<b>12</b>
HANOVER	BIRMINGHAM	AIR BERLIN	C	A	9	0	0	100	0	0	0	0	0	0	100	1	9
	BIRMINGHAM	AIR BERLIN	C	D	9	0	0	100	0	0	0	0	0	0	78	6	9
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	95	3	2	0	0	0	3	93	5	84
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	89	6	2	2	0	0	6	88	5	85
	BIRMINGHAM	FLYBE LTD	S	A	31	0	0	94	3	3	0	0	0	2	82	9	50
	BIRMINGHAM	FLYBE LTD	S	D	31	0	0	94	3	3	0	0	0	4	59	22	51
	MANCHESTER	FLYBE LTD	S	A	26	0	0	92	4	4	0	0	0	2	100	0	31
	MANCHESTER	FLYBE LTD	S	D	26	0	0	77	15	8	0	0	0	9	94	4	31
	STANSTED	GERMANWINGS	S	A	53	0	0	92	4	4	0	0	0	4	85	10	54
	STANSTED	GERMANWINGS	S	D	53	0	0	92	4	4	0	0	0	3	87	11	54
<b>TOTAL HANOVER</b>					<b>424</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>8</b>	<b>8</b>
HASSI MESSAOUD	GATWICK	MONARCH AIRLINES	C	A	5	0	0	20	20	40	20	0	0	39	79	12	14
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	60	0	40	0	0	0	21	71	15	14
<b>TOTAL HASSI MESSAOUD</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>10</b>	<b>40</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>75</b>	<b>14</b>	<b>14</b>
HAUGESUND	STANSTED	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	2	77	17	13
	STANSTED	RYANAIR	S	D	13	0	0	92	8	0	0	0	0	2	85	17	13
<b>TOTAL HAUGESUND</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>17</b>	<b>17</b>
HAVANA	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	56	11	33	0	0	0	18	33	33	9
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	78	22	0	0	0	0	9	22	70	9
<b>TOTAL HAVANA</b>					<b>18</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>14</b>	<b>28</b>	<b>51</b>	<b>51</b>
HEATHROW	EDINBURGH	BRITISH AIRWAYS PLC	S	A	347	0	0	70	16	9	5	0	0	16	76	11	486
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	347	0	0	76	13	7	3	0	0	11	75	11	486
	GLASGOW	BRITISH AIRWAYS PLC	S	A	263	0	0	70	18	10	2	0	0	14	76	12	268
	GLASGOW	BRITISH AIRWAYS PLC	S	D	262	0	0	85	6	6	2	0	0	9	83	9	267
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	296	0	0	66	24	8	3	0	0	14	78	10	445

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
HEATHROW																		
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	294	0	0	89	6	3	1	0	0	6	89	6	452	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	172	0	0	80	13	5	2	0	0	9	83	9	169	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	172	0	0	84	12	3	2	0	0	9	80	10	169	
	EDINBURGH	VIRGIN ATLANTIC AIRWAYS LTD	S	A	186	0	0	97	3	0	0	0	0	2	0	0	0	
	EDINBURGH	VIRGIN ATLANTIC AIRWAYS LTD	S	D	186	0	0	98	2	1	0	0	0	2	0	0	0	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	124	0	0	87	10	3	0	0	0	5	0	0	0	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	124	0	0	94	5	1	0	0	0	2	0	0	0	
<b>TOTAL HEATHROW</b>					<b>2773</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>10</b>	<b>10</b>	
HELSINGBORG-ANGELHOLM																		
HELSINKI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	77	11	8	3	0	0	13	76	10	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	84	11	2	3	0	0	7	79	9	62	
	HEATHROW	FINNAIR	S	A	123	0	0	92	6	2	0	0	0	4	86	5	124	
	HEATHROW	FINNAIR	S	D	124	0	0	94	4	2	0	0	0	3	93	3	124	
	MANCHESTER	FINNAIR	S	A	62	0	0	82	15	2	2	0	0	8	87	6	62	
	MANCHESTER	FINNAIR	S	D	62	0	0	90	3	3	3	0	0	6	97	2	62	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	57	0	0	81	9	5	4	2	0	14	86	15	28	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	57	0	0	67	16	9	5	2	2	27	79	15	28	
<b>TOTAL HELSINKI</b>					<b>612</b>	<b>2</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>7</b>	<b>7</b>	
HERAKLION																		
	NEWCASTLE	AEGEAN AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	NEWCASTLE	AEGEAN AIRLINES	C	D	4	0	0	75	25	0	0	0	0	11	0	0	0	
	BIRMINGHAM	CYPRUS AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0	
	BIRMINGHAM	CYPRUS AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	30	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	89	3	2	3	3	0	13	79	8	61	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	87	8	0	3	2	0	13	82	13	62	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	10	0	0	100	0	0	0	0	0	0	89	22	9	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	78	22	0	0	0	0	9	89	30	9	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	79	7	0	14	0	0	11	92	5	13	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	14	0	1	79	7	0	14	0	0	15	93	11	14	
	MANCHESTER	GERMANIA FLUGGESELLSCHAFT	C	A	13	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	GERMANIA FLUGGESELLSCHAFT	C	D	13	0	0	100	0	0	0	0	0	3	0	0	0	
	GATWICK	HERMES AIRLINES	C	A	2	0	0	100	0	0	0	0	0	7	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2012					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
HERAKLION																		
	GATWICK	HERMES AIRLINES	C	D	2	0	0	0	0	100	0	0	0	54	0	0	0	
	GLASGOW	JET2.COM LTD	S	A	9	0	0	78	11	0	11	0	0	13	40	17	5	
	GLASGOW	JET2.COM LTD	S	D	9	0	0	89	0	0	11	0	0	11	100	1	4	
	MANCHESTER	JET2.COM LTD	S	A	9	0	0	89	0	0	0	11	0	22	100	2	4	
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	67	11	11	0	11	0	33	100	2	4	
	NEWCASTLE	JET2.COM LTD	S	A	4	0	0	75	0	0	25	0	0	19	100	2	4	
	NEWCASTLE	JET2.COM LTD	S	D	4	0	0	75	25	0	0	0	0	7	100	4	4	
	GATWICK	MISTRAL AIR	C	A	2	0	0	50	50	0	0	0	0	15	0	0	0	
	GATWICK	MISTRAL AIR	C	D	2	0	0	50	0	50	0	0	0	19	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	S	A	9	0	0	89	0	11	0	0	0	5	89	33	9	
	BIRMINGHAM	MONARCH AIRLINES	S	D	9	0	0	67	22	11	0	0	0	10	67	55	9	
	GATWICK	MONARCH AIRLINES	S	A	12	0	0	92	0	8	0	0	0	4	54	27	13	
	GATWICK	MONARCH AIRLINES	S	D	12	0	0	92	8	0	0	0	0	5	75	13	12	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	50	0	25	25	0	0	45	50	30	4	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	50	25	0	25	0	0	43	50	11	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	11	0	0	0	0	2	78	22	9	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	0	0	78	17	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	22	0	0	77	9	0	9	0	5	35	71	35	17	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	21	0	0	71	14	5	10	0	0	16	63	46	16	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	70	8	10	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	0	100	4	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	92	0	8	0	0	0	3	92	4	13	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	77	23	0	0	0	0	7	92	9	13	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	3	1	0	100	0	0	0	0	0	0	100	5	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	0	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	0	100	0	9	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	0	100	4	9	
	GATWICK	THOMSON AIRWAYS LTD	C	A	18	0	0	83	0	6	11	0	0	14	90	3	21	
	GATWICK	THOMSON AIRWAYS LTD	C	D	18	0	0	67	6	11	17	0	0	26	77	13	22	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	10	80	10	5	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	12	75	9	4	
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	100	0	4	
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	2	4	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
HERAKLION	MANCHESTER	THOMSON AIRWAYS LTD	C	A	18	0	0	100	0	0	0	0	0	1	65	15	17
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	18	0	0	100	0	0	0	0	0	1	67	17	18
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	60	13	5
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	6	100	8	5	
	STANSTED	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	100	0	9	
	STANSTED	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	4	100	0	9	
	GATWICK	TRAVEL SERVICE AIRLINES	C	A	9	0	0	89	0	11	0	0	5	0	0	0	
	GATWICK	TRAVEL SERVICE AIRLINES	C	D	9	0	0	67	22	11	0	0	12	0	0	0	
<b>TOTAL HERAKLION</b>					<b>572</b>	<b>1</b>	<b>1</b>	<b>86</b>	<b>6</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>15</b>	<b>15</b>
HO CHI MINH CITY	GATWICK	VIETNAM AIRLINES	S	A	9	0	0	78	22	0	0	0	6	78	7	9	
	GATWICK	VIETNAM AIRLINES	S	D	9	0	0	67	11	11	11	0	25	75	12	8	
<b>TOTAL HO CHI MINH CITY</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>9</b>	<b>9</b>
HOLGUIN (FRANK PAIS)	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	0	25	0	82	80	12	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	0	0	25	95	60	37	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	20	0	0	24	80	170	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	37	80	83	5
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	20	20	40	20	0	0	39	100	0	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	40	20	40	0	0	0	31	75	12	4
<b>TOTAL HOLGUIN (FRANK PAIS)</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>7</b>	<b>15</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>49</b>	<b>78</b>	<b>57</b>	<b>57</b>
HONG KONG (CHEK LAP KOK)	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	78	7	7	2	0	7	58	79	11	75
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	58	18	13	3	0	7	91	88	9	76
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	155	0	0	62	15	15	7	0	1	21	77	13	115
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	155	0	0	79	10	8	2	0	0	10	83	7	115
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>					<b>430</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>32</b>	<b>80</b>	<b>11</b>	<b>11</b>
HOUSTON	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	76	15	2	3	2	3	29	69	16	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	68	16	8	3	2	3	31	82	9	62
	HEATHROW	UNITED AIRLINES	S	A	92	0	0	73	7	12	8	1	0	17	62	20	61
	HEATHROW	UNITED AIRLINES	S	D	92	0	0	66	12	13	5	3	0	22	72	12	61

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
HOUSTON																	
<b>TOTAL HOUSTON</b>					<b>308</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>12</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>24</b>	<b>72</b>	<b>14</b>	<b>14</b>
HURGHADA																	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	89	11	0	0	0	0	2	78	24	9
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	56	22	22	0	0	0	16	78	14	9
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	60	0	20	20	0	0	27	80	12	5
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	60	0	40	0	0	0	22	80	8	5
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	40	20	20	20	0	0	31	75	10	4
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	40	20	20	20	0	0	29	40	17	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	10	0	0	50	0	20	0	20	10	145	89	5	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	0	30	10	10	20	20	10	122	67	11	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	0	0	11	0	11	130	78	21	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	44	11	22	11	11	0	43	67	28	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	0	0	0
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	8	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	67	11	22	0	0	0	13	100	4	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	67	11	11	11	0	0	19	100	5	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	9	0	0	78	22	0	0	0	0	7	75	8	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	9	0	0	78	0	22	0	0	0	13	60	9	5
<b>TOTAL HURGHADA</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>10</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>45</b>	<b>76</b>	<b>14</b>	<b>14</b>
HYDERABAD ( RAJIV GHANDI )																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	0	85	4	4	4	4	0	17	91	2	22
	HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	0	48	22	19	7	4	0	34	64	11	22
<b>TOTAL HYDERABAD ( RAJIV GHANDI )</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>13</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>26</b>	<b>77</b>	<b>6</b>	<b>6</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							AUG 2012			
					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
IASI	HEATHROW	TAROM	S	A	9	0	0	44	44	11	0	0	0	18	0	0	0
	HEATHROW	TAROM	S	D	8	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL IASI</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>24</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>
IBIZA	EDINBURGH	BA CITYFLYER LTD	C	A	5	0	0	80	20	0	0	0	0	9	100	2	4
	EDINBURGH	BA CITYFLYER LTD	C	D	5	0	0	100	0	0	0	0	0	4	100	2	4
	GLASGOW	BA CITYFLYER LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	3	4
	GLASGOW	BA CITYFLYER LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	4	4
	LONDON CITY	BA CITYFLYER LTD	S	A	77	0	0	92	4	4	0	0	0	4	75	15	57
	LONDON CITY	BA CITYFLYER LTD	S	D	79	0	0	90	6	3	1	0	0	5	77	14	57
	GATWICK	BRITISH AIRWAYS PLC	S	A	43	0	1	74	5	14	7	0	0	17	58	24	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	45	0	0	76	4	13	7	0	0	15	55	27	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	33	22	33	11	0	0	33	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	56	44	0	0	0	0	11	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	92	1	1	85	5	4	5	0	0	10	85	9	92
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	93	0	0	86	8	3	3	0	0	9	80	9	94
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	67	22	11	0	0	0	10	63	29	8
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	89	11	0	0	0	0	4	88	6	8
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	22	1	0	82	9	5	5	0	0	11	100	1	22
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	87	4	4	4	0	0	10	100	2	22
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	53	2	1	94	0	4	2	0	0	4	89	9	53
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	54	0	0	94	0	6	0	0	0	3	98	3	53
	EDINBURGH	JET2.COM LTD	S	A	9	0	0	78	11	0	11	0	0	15	44	24	9
	EDINBURGH	JET2.COM LTD	S	D	9	0	0	100	0	0	0	0	0	4	89	4	9
	GLASGOW	JET2.COM LTD	S	A	17	0	0	41	41	6	12	0	0	22	44	42	9
	GLASGOW	JET2.COM LTD	S	D	17	0	0	88	6	6	0	0	0	6	44	34	9
	MANCHESTER	JET2.COM LTD	S	A	40	0	0	75	18	8	0	0	0	10	77	22	31
	MANCHESTER	JET2.COM LTD	S	D	40	0	0	80	18	3	0	0	0	10	77	25	31
	NEWCASTLE	JET2.COM LTD	S	A	23	0	0	83	13	4	0	0	0	6	72	36	18
	NEWCASTLE	JET2.COM LTD	S	D	23	0	0	87	9	4	0	0	0	7	94	29	18
	BIRMINGHAM	MONARCH AIRLINES	S	A	26	0	0	96	4	0	0	0	0	1	85	19	26
	BIRMINGHAM	MONARCH AIRLINES	S	D	27	0	0	93	4	4	0	0	0	4	74	24	27
	GATWICK	MONARCH AIRLINES	S	A	26	0	0	73	8	8	12	0	0	17	86	26	21

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE						AUG 2012				
			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)												
IBIZA																		
	GATWICK	MONARCH AIRLINES	S	D	27	0	0	78	11	7	4	0	0	9	82	23	22	
	MANCHESTER	MONARCH AIRLINES	S	A	30	0	0	73	3	3	17	3	0	27	44	45	25	
	MANCHESTER	MONARCH AIRLINES	S	D	31	0	0	61	16	6	13	3	0	28	50	42	26	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	4	0	0	75	25	0	0	0	0	9	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	5	0	0	80	20	0	0	0	0	7	0	0	0	
	BIRMINGHAM	RYANAIR	S	A	13	0	0	92	0	8	0	0	0	7	100	1	13	
	BIRMINGHAM	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	0	100	3	13	
	MANCHESTER	RYANAIR	S	A	18	0	0	50	28	17	6	0	0	20	77	12	13	
	MANCHESTER	RYANAIR	S	D	18	0	0	100	0	0	0	0	0	6	100	1	13	
	STANSTED	RYANAIR	S	A	36	0	0	83	11	3	3	0	0	12	68	15	37	
	STANSTED	RYANAIR	S	D	36	0	0	94	3	0	3	0	0	5	97	4	37	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	0	0	13	0	0	9	89	9	9	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	0	0	13	0	0	11	89	14	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	13	0	0	62	8	31	0	0	0	15	57	18	14	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	12	1	0	83	0	17	0	0	0	8	71	10	14	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	11	0	11	0	0	22	89	2	9	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	11	0	11	0	0	22	89	5	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	23	0	0	87	0	4	9	0	0	11	75	18	24	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	22	0	0	86	5	0	9	0	0	9	83	20	24	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	13	0	0	69	8	15	8	0	0	13	92	2	13	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	13	0	0	92	0	0	8	0	0	12	92	4	13	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	9	60	54	5	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	8	60	46	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	19	0	0	95	5	0	0	0	0	2	100	0	17	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	18	0	0	100	0	0	0	0	0	0	94	6	18	
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	80	11	5	
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	80	11	5	
	GATWICK	THOMSON AIRWAYS LTD	C	A	28	0	0	79	11	11	0	0	0	9	91	9	22	
	GATWICK	THOMSON AIRWAYS LTD	C	D	28	0	0	93	4	4	0	0	0	6	91	10	23	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	9	0	0	56	22	22	0	0	0	17	89	7	9	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	9	0	0	89	0	11	0	0	0	6	89	5	9	
	LUTON	THOMSON AIRWAYS LTD	C	A	10	0	0	90	0	10	0	0	0	5	100	1	9	
	LUTON	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	2	89	2	9	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
IBIZA																		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	28	0	0	71	4	14	11	0	0	19	85	5	27	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	28	0	0	79	14	0	7	0	0	14	89	12	28	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	13	0	0	92	8	0	0	0	0	3	85	5	13	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	14	0	0	100	0	0	0	0	0	1	85	5	13	
	STANSTED	THOMSON AIRWAYS LTD	C	A	9	0	0	78	11	11	0	0	0	10	88	7	8	
	STANSTED	THOMSON AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	3	100	1	8	
<b>TOTAL IBIZA</b>					<b>1500</b>	<b>8</b>	<b>3</b>	<b>84</b>	<b>7</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>14</b>	<b>14</b>	
ILHA DO SAL C.VERDE																		
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	A	4	0	0	50	25	25	0	0	0	19	60	13	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	75	7	4		
	GATWICK	THOMSON AIRWAYS LTD	S	A	5	0	0	80	0	0	0	20	0	55	67	40	9	
	GATWICK	THOMSON AIRWAYS LTD	S	D	5	0	0	60	20	0	0	0	20	94	78	38	9	
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	5	0	0	80	20	0	0	0	0	6	100	6	4	
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	4	0	0	75	25	0	0	0	0	7	80	6	5	
<b>TOTAL ILHA DO SAL C.VERDE</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>33</b>	<b>75</b>	<b>24</b>	<b>24</b>	
INNSBRUCK																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	79	14	7	0	0	0	8	71	14	14	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	86	7	7	0	0	0	8	71	15	14	
	BIRMINGHAM	FLYBE LTD	C	A	5	0	0	80	0	0	0	0	20	283	100	0	4	
	BIRMINGHAM	FLYBE LTD	C	D	5	0	0	100	0	0	0	0	0	6	75	10	4	
	EDINBURGH	FLYBE LTD	C	A	5	0	0	80	0	0	0	20	0	42	75	25	4	
	EDINBURGH	FLYBE LTD	C	D	5	0	0	60	20	0	20	0	0	44	50	40	4	
	GATWICK	FLYBE LTD	C	A	5	0	0	80	20	0	0	0	0	4	0	0	0	
	GATWICK	FLYBE LTD	C	D	5	0	0	40	0	40	20	0	0	52	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	2	100	2	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	4	75	12	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	8	50	23	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	10	50	34	4	
<b>TOTAL INNSBRUCK</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>32</b>	<b>72</b>	<b>17</b>	<b>17</b>	
INVERNESS																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	49	0	0	59	27	6	8	0	0	20	65	18	54	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	49	0	0	73	16	4	6	0	0	16	69	13	54	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	97	3	0	0	0	0	2	90	6	31	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
INVERNESS	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	97	3	0	0	0	0	1	94	6	31
	BIRMINGHAM	FLYBE LTD	S	A	31	0	0	90	10	0	0	0	0	4	70	14	30
	BIRMINGHAM	FLYBE LTD	S	D	31	0	0	84	3	13	0	0	0	6	61	20	31
	GATWICK	FLYBE LTD	S	A	83	0	0	93	1	4	2	0	0	6	90	4	80
	GATWICK	FLYBE LTD	S	D	83	0	0	86	7	2	5	0	0	10	78	8	80
	MANCHESTER	FLYBE LTD	S	A	52	0	0	98	2	0	0	0	0	1	80	14	49
	MANCHESTER	FLYBE LTD	S	D	52	0	0	83	17	0	0	0	0	8	72	16	50
<b>TOTAL INVERNESS</b>					<b>492</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>11</b>	<b>11</b>
IRELAND WEST(KNOCK)	BIRMINGHAM	AER ARANN	S	A	30	0	0	80	7	10	3	0	0	10	94	16	31
	BIRMINGHAM	AER ARANN	S	D	31	0	0	81	10	6	3	0	0	8	100	2	31
	GATWICK	AER LINGUS	S	A	31	0	0	74	13	13	0	0	0	10	61	14	31
	GATWICK	AER LINGUS	S	D	31	0	0	77	13	6	3	0	0	11	77	9	31
	EDINBURGH	FLYBE LTD	S	A	13	0	0	92	8	0	0	0	0	3	85	11	13
	EDINBURGH	FLYBE LTD	S	D	13	0	0	92	8	0	0	0	0	7	77	9	13
	MANCHESTER	FLYBE LTD	S	A	31	0	0	55	13	16	16	0	0	30	73	15	30
	MANCHESTER	FLYBE LTD	S	D	31	0	0	55	16	13	16	0	0	29	67	19	30
	LUTON	RYANAIR	S	A	31	0	0	74	23	3	0	0	0	8	52	24	23
	LUTON	RYANAIR	S	D	31	0	0	84	13	3	0	0	0	8	65	21	23
	STANSTED	RYANAIR	S	A	40	0	0	93	5	0	3	0	0	8	77	10	31
	STANSTED	RYANAIR	S	D	40	0	0	95	5	0	0	0	0	4	97	4	31
<b>TOTAL IRELAND WEST(KNOCK)</b>					<b>353</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>13</b>	<b>13</b>
ISLAMABAD	MANCHESTER	AIR BLUE	S	A	12	1	0	50	17	17	17	0	0	21	67	23	12
	MANCHESTER	AIR BLUE	S	D	13	0	0	0	15	31	46	8	0	77	25	48	12
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	A	16	0	0	50	13	13	13	13	0	60	76	26	17
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	D	16	0	0	81	0	0	6	13	0	30	82	11	17
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	17	0	0	35	0	35	29	0	0	48	53	32	17
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	17	0	1	76	18	0	6	0	0	12	76	7	17
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	14	0	0	64	29	0	7	0	0	15	61	20	18
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	14	0	0	86	7	7	0	0	0	8	78	14	18
<b>TOTAL ISLAMABAD</b>					<b>119</b>	<b>1</b>	<b>1</b>	<b>56</b>	<b>12</b>	<b>13</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>34</b>	<b>66</b>	<b>22</b>	<b>22</b>
ISLAY																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012			
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Plan (8)											
ISLAY	GLASGOW	LOGANAIR	S	A	54	2	0	83	7	2	4	2	2	17	91	3	58
	GLASGOW	LOGANAIR	S	D	56	0	0	89	4	2	4	0	2	14	93	4	59
<b>TOTAL ISLAY</b>					<b>110</b>	<b>2</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>15</b>	<b>92</b>	<b>4</b>	<b>4</b>
ISLE OF MAN	LONDON CITY	BA CITYFLYER LTD	S	A	76	0	0	93	1	1	3	1	0	8	100	1	80
	LONDON CITY	BA CITYFLYER LTD	S	D	76	1	0	93	3	0	3	1	0	7	98	2	80
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	90	10	0	0	0	0	4	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	1	77	17	7	0	0	0	10	0	0	0
	BIRMINGHAM	FLYBE LTD	S	A	50	0	1	84	4	0	10	2	0	18	79	10	52
	BIRMINGHAM	FLYBE LTD	S	D	50	0	1	82	8	0	10	0	0	11	70	12	54
	GATWICK	FLYBE LTD	S	A	114	0	1	91	3	3	4	0	0	6	87	7	116
	GATWICK	FLYBE LTD	S	D	114	0	1	82	8	7	4	0	0	9	85	7	116
	LUTON	FLYBE LTD	S	A	22	0	0	91	5	0	5	0	0	4	100	1	22
	LUTON	FLYBE LTD	S	D	22	0	0	91	5	0	5	0	0	7	91	5	22
	MANCHESTER	FLYBE LTD	S	A	124	0	0	89	6	3	1	1	0	8	91	7	133
	MANCHESTER	FLYBE LTD	S	D	124	0	0	86	5	5	4	0	0	8	88	7	133
	NEWCASTLE	LINKSAIR LTD	S	A	15	1	0	100	0	0	0	0	0	0	0	0	0
	NEWCASTLE	LINKSAIR LTD	S	D	10	6	0	100	0	0	0	0	0	1	0	0	0
	NEWCASTLE	VANAIR EUROPE AS	S	A	2	0	0	100	0	0	0	0	0	4	100	1	20
<b>TOTAL ISLE OF MAN</b>					<b>860</b>	<b>9</b>	<b>5</b>	<b>88</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>6</b>	<b>6</b>
ISTANBUL	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	83	9	4	4	0	0	12	85	7	93
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	83	9	6	2	0	0	9	89	8	93
	BIRMINGHAM	THY TURK HAVA YOLLARI TURKISH	S	A	44	0	0	93	2	5	0	0	0	4	68	14	31
	BIRMINGHAM	THY TURK HAVA YOLLARI TURKISH	S	D	44	0	0	100	0	0	0	0	0	1	74	14	31
	EDINBURGH	THY TURK HAVA YOLLARI TURKISH	S	A	31	0	0	90	6	3	0	0	0	3	82	5	17
	EDINBURGH	THY TURK HAVA YOLLARI TURKISH	S	D	31	0	0	94	6	0	0	0	0	3	71	11	17
	GATWICK	THY TURK HAVA YOLLARI TURKISH	S	A	62	0	0	94	3	2	2	0	0	6	89	8	62
	GATWICK	THY TURK HAVA YOLLARI TURKISH	S	D	62	0	0	76	18	5	2	0	0	11	69	15	62

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							AUG 2012				
					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
ISTANBUL		HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	138	0	0	75	13	7	4	1	0	15	77	9	136
		HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	138	0	0	82	10	4	4	1	0	13	89	7	135
		MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	A	62	0	0	84	13	3	0	0	0	9	57	13	44
		MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	D	62	0	0	94	5	2	0	0	0	4	73	14	44
<b>TOTAL ISTANBUL</b>						<b>862</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>9</b>	<b>9</b>
ISTANBUL (SABIHA GOKCEN)		LUTON	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	100	0	0	0	0	0	95	5	22	
		LUTON	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	83	17	0	0	0	0	5	95	6	22
		STANSTED	PEGASUS AIRLINES	S	A	76	0	0	64	22	13	0	0	0	15	82	11	68
		STANSTED	PEGASUS AIRLINES	S	D	78	0	0	54	29	12	5	0	0	18	80	13	70
		GATWICK	THY TURK HAVA YOLLARI TURKISH	S	A	31	0	0	81	16	3	0	0	0	7	0	0	0
		GATWICK	THY TURK HAVA YOLLARI TURKISH	S	D	31	0	0	55	35	6	3	0	0	15	0	0	0
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>						<b>244</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>24</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>85</b>	<b>10</b>	<b>10</b>
IZMIR (ADNAM MENDERES)		GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	94	6	0	0	0	0	2	100	4	8
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	89	6	6	0	0	0	5	88	6	8
		STANSTED	PEGASUS AIRLINES	S	A	13	0	0	100	0	0	0	0	0	1	94	2	17
		STANSTED	PEGASUS AIRLINES	S	D	14	0	0	93	7	0	0	0	0	6	88	8	17
		GATWICK	SUNEXPRESS	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0
		GATWICK	SUNEXPRESS	C	D	5	0	0	80	20	0	0	0	0	10	0	0	0
		BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	0	20	0	0	17	75	12	4
		BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	20	0	20	0	0	19	50	26	4
		GATWICK	THOMAS COOK AIRLINES LTD	C	A	10	0	0	80	0	0	10	10	0	27	78	60	9
		GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	0	40	20	40	0	0	0	22	56	72	9
		MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	11	0	0	0	0	4	67	26	9
		MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	11	11	0	0	0	12	56	39	9
		BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	5	100	0	4
		BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	3	100	1	4
		GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	3	50	17	4



ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
IZMIR (ADNAM MENDERES)	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	2	75	13	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	5	75	45	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	8	75	6	4
<b>TOTAL IZMIR (ADNAM MENDERES)</b>					<b>152</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>21</b>	<b>21</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	31	0	0	97	0	0	3	0	0	3	95	2	22
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	77	16	6	0	0	0	10	82	12	22
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	31	0	0	65	32	3	0	0	0	11	94	5	31
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	31	0	0	94	6	0	0	0	0	2	100	1	31
<b>TOTAL JEDDAH</b>					<b>124</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>13</b>	<b>13</b>
JERBA	MANCHESTER	NOUVELAIR TUNISIE	C	A	5	0	0	80	0	0	20	0	0	20	25	76	4
	MANCHESTER	NOUVELAIR TUNISIE	C	D	5	0	0	80	0	0	20	0	0	15	0	104	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	5	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	100	1	5
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	8	100	0	5
<b>TOTAL JERBA</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>65</b>	<b>32</b>	<b>32</b>
JEREZ	STANSTED	RYANAIR	S	A	22	0	0	68	9	23	0	0	0	15	45	19	22
	STANSTED	RYANAIR	S	D	22	0	0	82	14	5	0	0	0	6	68	16	22
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	1	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL JEREZ</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>57</b>	<b>17</b>	<b>17</b>
JERSEY	STANSTED	AURIGNY AIR SERVICES	S	A	9	0	0	67	11	11	0	11	0	41	38	34	8
	STANSTED	AURIGNY AIR SERVICES	S	D	9	0	0	78	0	11	0	11	0	33	75	21	8
	LONDON CITY	BLUE ISLANDS LIMITED	S	A	47	0	0	98	0	0	2	0	0	3	88	9	48
	LONDON CITY	BLUE ISLANDS LIMITED	S	D	47	0	0	98	0	0	2	0	0	3	85	8	48
	GATWICK	BRITISH AIRWAYS PLC	S	A	146	0	0	76	14	5	3	0	1	15	68	15	151
	GATWICK	BRITISH AIRWAYS PLC	S	D	146	0	0	73	21	5	2	0	0	11	66	15	152
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	100	0	0	0	0	0	3	92	4	13
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	100	0	0	0	0	0	2	100	1	13
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	100	0	0	0	0	0	1	0	0	0
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	100	0	0	0	0	0	5	0	0	0
	BIRMINGHAM	FLYBE LTD	S	A	28	0	0	86	7	4	0	4	0	12	54	32	52
	BIRMINGHAM	FLYBE LTD	S	D	54	0	0	85	11	0	4	0	0	8	63	29	49
	EDINBURGH	FLYBE LTD	S	A	18	0	0	72	11	6	6	6	0	29	71	14	17

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						AUG 2012		
			CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
JERSEY	EDINBURGH	FLYBE LTD	S	D	18	0	0	72	28	0	0	0	0	9	76	10	17
	GATWICK	FLYBE LTD	S	A	132	0	0	92	5	1	2	1	0	7	90	7	150
	GATWICK	FLYBE LTD	S	D	132	0	0	80	15	2	2	1	0	11	86	9	150
	GLASGOW	FLYBE LTD	S	A	5	0	0	80	0	0	0	20	0	51	25	27	4
	GLASGOW	FLYBE LTD	S	D	5	0	0	80	0	0	20	0	0	32	50	29	4
	LUTON	FLYBE LTD	S	A	14	0	0	93	0	0	7	0	0	6	73	15	22
	LUTON	FLYBE LTD	S	D	14	0	0	79	14	0	7	0	0	10	77	14	22
	MANCHESTER	FLYBE LTD	S	A	36	0	0	75	14	0	11	0	0	18	60	31	35
	MANCHESTER	FLYBE LTD	S	D	36	0	0	75	17	0	8	0	0	17	74	24	35
	NEWCASTLE	FLYBE LTD	S	A	5	0	0	60	0	20	20	0	0	39	86	9	22
	NEWCASTLE	FLYBE LTD	S	D	5	0	0	80	0	0	20	0	0	35	86	14	22
<b>TOTAL JERSEY</b>					<b>952</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>15</b>	<b>15</b>
JOHANNESBURG	HEATHROW	BRITISH AIRWAYS PLC	S	A	75	0	0	92	7	1	0	0	0	4	85	21	75
	HEATHROW	BRITISH AIRWAYS PLC	S	D	76	0	0	75	5	8	12	0	0	17	75	35	75
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	62	0	0	71	13	15	2	0	0	12	90	20	62
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	62	0	0	95	2	3	0	0	0	5	89	10	62
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	87	6	6	0	0	0	5	87	14	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	97	0	0	3	0	0	4	84	56	31
<b>TOTAL JOHANNESBURG</b>					<b>337</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>25</b>	<b>25</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
KALAMATA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	78	11	0	11	0	0	10	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	89	0	11	0	0	0	8	0	0	0	
	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	2	25	63	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	25	79	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	0	25	25	0	72	50	72	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	0	25	25	0	79	25	82	4	
<b>TOTAL KALAMATA</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>2</b>	<b>2</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>19</b>	<b>45</b>	<b>66</b>	<b>66</b>	
KARACHI																		
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	11	0	0	36	9	9	45	0	0	56	78	9	9	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	13	0	0	92	0	8	0	0	0	6	100	3	14	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	14	0	0	50	29	7	0	7	7	58	54	18	13	
<b>TOTAL KARACHI</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>13</b>	<b>8</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>39</b>	<b>78</b>	<b>10</b>	<b>10</b>	
KARLSRUHE/BADEN BADEN																		
	STANSTED	RYANAIR	S	A	23	0	0	87	13	0	0	0	0	4	94	3	31	
	STANSTED	RYANAIR	S	D	23	0	0	78	22	0	0	0	0	7	84	8	31	
<b>TOTAL KARLSRUHE/BADEN BADEN</b>					<b>46</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>89</b>	<b>6</b>	<b>6</b>	
KARUP																		
<b>TOTAL KARUP</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	
KATOWICE																		
	BIRMINGHAM	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	0	100	0	14	
	BIRMINGHAM	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	0	100	1	14	
	EDINBURGH	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	0	0	0	0	
	EDINBURGH	RYANAIR	S	D	8	0	0	88	13	0	0	0	0	7	0	0	0	
	MANCHESTER	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	1	100	0	9	
	MANCHESTER	RYANAIR	S	D	9	0	0	78	11	11	0	0	0	8	100	4	9	
	STANSTED	RYANAIR	S	A	27	0	0	89	7	4	0	0	0	5	87	4	31	
	STANSTED	RYANAIR	S	D	27	0	0	81	7	7	4	0	0	8	94	5	31	
	LUTON	WIZZ AIR	S	A	62	0	0	94	0	2	5	0	0	5	87	6	62	
	LUTON	WIZZ AIR	S	D	62	0	0	81	6	8	5	0	0	12	53	27	62	
<b>TOTAL KATOWICE</b>					<b>238</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>10</b>	<b>10</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					AUG 2012					
					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)												
KAUNAS																		
	BIRMINGHAM	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	0	89	5	9	
	BIRMINGHAM	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	0	78	12	9	
	EDINBURGH	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	100	0	9		
	EDINBURGH	RYANAIR	S	D	9	0	0	100	0	0	0	0	3	100	2	9		
	GATWICK	RYANAIR	S	A	21	0	1	100	0	0	0	0	1	91	5	23		
	GATWICK	RYANAIR	S	D	22	0	0	95	0	0	0	5	0	15	74	10	23	
	LUTON	RYANAIR	S	A	31	0	0	87	13	0	0	0	0	4	100	0	17	
	LUTON	RYANAIR	S	D	31	0	0	84	16	0	0	0	0	7	94	20	17	
	STANSTED	RYANAIR	S	A	31	1	0	90	6	0	3	0	0	7	87	19	31	
	STANSTED	RYANAIR	S	D	32	0	0	88	6	3	3	0	0	9	90	5	31	
<b>TOTAL KAUNAS</b>					<b>202</b>	<b>1</b>	<b>1</b>	<b>92</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>9</b>	<b>9</b>	
KAVALA																		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	100	1	4		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	100	1	4		
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	4	100	0	4		
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	3	100	0	4		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	100	0	4		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	8	100	5	4	
<b>TOTAL KAVALA</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>1</b>	<b>1</b>	
KEFALLINIA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	91	0	5	5	0	0	6	92	7	12	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	82	9	0	9	0	0	12	75	14	12	
	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	D	5	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	56	22	11	11	0	0	19	100	5	7	
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	78	11	0	11	0	0	12	88	4	8	
	MANCHESTER	MONARCH AIRLINES	C	A	9	0	0	56	22	11	11	0	0	22	100	3	4	
	MANCHESTER	MONARCH AIRLINES	C	D	9	0	0	56	11	22	11	0	0	22	100	5	4	
	STANSTED	RYANAIR	S	A	9	0	0	89	0	11	0	0	0	8	0	0	0	
	STANSTED	RYANAIR	S	D	9	0	0	89	11	0	0	0	0	5	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	100	1	4		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	50	17	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	11	0	0	0	5	78	41	9	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							AUG 2012				
					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
KEFALLINIA																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	11	0	0	0	0	4	44	52	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	0	11	0	0	9	75	8	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	22	0	11	0	0	16	88	23	8	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	44	50	46	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	0	25	0	55	50	46	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	12	100	2	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	80	6	5	
	GATWICK	THOMSON AIRWAYS LTD	C	A	17	0	0	88	12	0	0	0	0	3	94	2	17	
	GATWICK	THOMSON AIRWAYS LTD	C	D	17	0	0	88	6	6	0	0	0	8	88	8	17	
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	0	4	
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	7	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	17	0	0	88	6	0	6	0	0	8	82	9	17	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	17	0	0	88	6	0	6	0	0	9	76	11	17	
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	18	100	1	4	
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	19	100	1	4	
<b>TOTAL KEFALLINIA</b>					<b>254</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>14</b>	<b>14</b>	
KEFLAVIK																		
	GATWICK	AIR VIA BULGARIAN AIRWAYS	S	A	53	0	0	92	4	2	2	0	0	5	0	0	0	
	GATWICK	AIR VIA BULGARIAN AIRWAYS	S	D	54	0	0	83	7	4	4	2	0	13	0	0	0	
	GATWICK	AVION EXPRESS	S	A	3	0	0	33	0	0	33	33	0	118	0	0	0	
	GATWICK	AVION EXPRESS	S	D	2	0	0	0	50	50	0	0	0	32	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	78	11	11	0	0	0	7	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	67	11	22	0	0	0	17	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	94	6	0	0	0	0	2	100	1	13	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	83	11	6	0	0	0	5	92	4	13	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	89	11	0	0	0	0	6	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	100	0	0	0	0	0	3	0	0	0	
	GATWICK	ICELANDAIR	S	A	13	0	0	85	8	8	0	0	0	6	0	0	0	
	GATWICK	ICELANDAIR	S	D	13	0	0	92	8	0	0	0	0	4	0	0	0	
	GLASGOW	ICELANDAIR	S	A	18	0	0	50	17	6	28	0	0	47	85	10	13	
	GLASGOW	ICELANDAIR	S	D	18	0	0	78	6	11	6	0	0	10	100	2	13	
	HEATHROW	ICELANDAIR	S	A	62	0	0	85	10	5	0	0	0	8	79	9	62	
	HEATHROW	ICELANDAIR	S	D	62	0	0	89	3	6	2	0	0	7	73	11	62	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	MANCHESTER	ICELANDAIR	S	A	13	0	0	77	0	0	23	0	0	36	86	14	14	
	MANCHESTER	ICELANDAIR	S	D	13	0	0	69	8	0	23	0	0	28	86	7	14	
<b>TOTAL KEFLAVIK</b>					<b>396</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>84</b>	<b>8</b>	<b>8</b>	
KERRY COUNTY																		
	LUTON	RYANAIR	S	A	31	0	0	90	10	0	0	0	0	5	84	14	31	
	LUTON	RYANAIR	S	D	31	0	0	87	10	3	0	0	0	5	90	5	31	
	STANSTED	RYANAIR	S	A	22	0	0	95	5	0	0	0	0	2	83	9	18	
	STANSTED	RYANAIR	S	D	22	0	0	86	9	5	0	0	0	4	89	3	18	
<b>TOTAL KERRY COUNTY</b>					<b>106</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>87</b>	<b>8</b>	<b>8</b>	
KHARTOUM																		
KIEV (BORISPOL)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	53	0	0	94	4	2	0	0	0	4	81	7	54	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	53	0	0	92	8	0	0	0	0	4	85	5	54	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	62	0	0	48	27	21	3	0	0	22	38	27	40	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	61	0	1	57	11	23	8	0	0	22	18	38	40	
<b>TOTAL KIEV (BORISPOL)</b>					<b>229</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>13</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>58</b>	<b>21</b>	<b>21</b>	
KIEV (ZHULYANY)																		
	LUTON	WIZZ AIR	S	A	13	0	0	100	0	0	0	0	0	1	57	24	14	
	LUTON	WIZZ AIR	S	D	13	0	0	54	38	8	0	0	0	16	64	19	14	
<b>TOTAL KIEV (ZHULYANY)</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>61</b>	<b>21</b>	<b>21</b>	
KINGSTON																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	57	14	21	7	0	0	26	64	30	14	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	46	23	15	15	0	0	33	43	36	14	
<b>TOTAL KINGSTON</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>19</b>	<b>19</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>54</b>	<b>33</b>	<b>33</b>	
KIRKWALL																		
	EDINBURGH	LOGANAIR	S	A	89	0	0	84	3	6	7	0	0	12	98	1	90	
	EDINBURGH	LOGANAIR	S	D	88	0	0	82	2	7	8	1	0	17	93	4	89	
	GLASGOW	LOGANAIR	S	A	31	0	0	74	10	6	6	3	0	22	84	11	31	
	GLASGOW	LOGANAIR	S	D	32	0	0	78	6	6	9	0	0	14	84	14	31	
<b>TOTAL KIRKWALL</b>					<b>240</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>4</b>	<b>6</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>93</b>	<b>5</b>	<b>5</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
KLAGENFURT	STANSTED	RYANAIR	S	A	14	0	0	93	0	0	7	0	0	8	38	30	13
	STANSTED	RYANAIR	S	D	14	0	0	86	7	0	7	0	0	9	77	13	13
<b>TOTAL KLAGENFURT</b>					<b>29</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>3</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>58</b>	<b>21</b>	<b>21</b>
KOS	HEATHROW	BRITISH AIRWAYS PLC	C	A	9	0	0	100	0	0	0	0	0	0	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	C	D	9	0	0	100	0	0	0	0	0	1	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	89	0	11	0	0	0	5	78	22	18
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	72	11	17	0	0	0	12	89	11	18
	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	A	4	0	0	75	25	0	0	0	0	6	0	0	0
	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0
	MANCHESTER	GERMANIA FLUGGESELLSCHAFT	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	GERMANIA FLUGGESELLSCHAFT	C	D	5	0	0	100	0	0	0	0	0	1	0	0	0
	MANCHESTER	JET2.COM LTD	S	A	4	0	0	75	0	25	0	0	0	9	100	0	5
	MANCHESTER	JET2.COM LTD	S	D	4	0	0	75	25	0	0	0	0	11	60	9	5
	STANSTED	RYANAIR	S	A	9	0	0	56	11	22	11	0	0	23	88	14	8
	STANSTED	RYANAIR	S	D	9	0	0	78	22	0	0	0	0	9	88	11	8
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	1	100	1	9
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	0	0	100	0	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	0	80	22	10
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	33	0	0	0	0	8	60	30	10
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	5	80	10	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	0	13	60	16	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	10	0	0	50	10	10	10	20	0	69	67	22	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	10	0	0	60	0	0	20	10	10	82	44	26	9
	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	100	0	0	0	0	0	0	100	3	5
	GATWICK	THOMSON AIRWAYS LTD	C	A	22	0	0	86	9	5	0	0	0	5	89	6	18
	GATWICK	THOMSON AIRWAYS LTD	C	D	22	0	0	82	14	5	0	0	0	8	72	12	18
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	17	0	0	94	6	0	0	0	0	2	77	26	13
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	18	0	0	83	11	6	0	0	0	8	64	37	14
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	1	0	100	0	0	0	0	0	2	100	1	4
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	6	75	8	4
<b>TOTAL KOS</b>					<b>258</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>17</b>	<b>17</b>



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					AUG 2012				
					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
KRAKOW	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	100	0	0	0	0	0	0	83	17	18
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	100	0	0	0	0	0	0	89	5	18
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	84	13	3	0	0	0	6	77	11	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	84	10	6	0	0	0	6	81	11	31
	NEWCASTLE	JET2.COM LTD	S	A	13	0	0	62	38	0	0	0	0	10	64	21	14
	NEWCASTLE	JET2.COM LTD	S	D	13	0	0	85	15	0	0	0	0	8	79	9	14
	BIRMINGHAM	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	1	0	0	0
	BIRMINGHAM	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	0	0	0	0
	EDINBURGH	RYANAIR	S	A	14	0	0	100	0	0	0	0	0	2	92	6	12
	EDINBURGH	RYANAIR	S	D	14	0	0	100	0	0	0	0	0	3	85	16	13
	MANCHESTER	RYANAIR	S	A	14	0	0	100	0	0	0	0	0	2	0	0	0
	MANCHESTER	RYANAIR	S	D	14	0	0	100	0	0	0	0	0	2	0	0	0
	STANSTED	RYANAIR	S	A	53	0	0	87	8	2	2	0	2	15	84	9	62
	STANSTED	RYANAIR	S	D	53	0	0	85	8	6	2	0	0	8	81	9	62
<b>TOTAL KRAKOW</b>					<b>301</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</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>
KRISTIANSAND (KJEVIK)	LONDON CITY	DENIM AIR	S	A	12	0	0	100	0	0	0	0	0	1	0	0	0
	LONDON CITY	DENIM AIR	S	D	12	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL KRISTIANSAND (KJEVIK)</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>
KUALA LUMPUR (SEPANG)	HEATHROW	MALAYSIAN AIRLINES SYSTEM- MAS	S	A	62	0	0	48	15	18	18	2	0	31	87	5	62
	HEATHROW	MALAYSIAN AIRLINES SYSTEM- MAS	S	D	62	0	0	71	24	3	2	0	0	12	79	8	61
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>19</b>	<b>10</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>83</b>	<b>7</b>	<b>7</b>
KUWAIT	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	97	0	3	0	0	0	3	94	3	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	55	35	10	0	0	0	15	87	9	31
	HEATHROW	KUWAIT AIRWAYS	S	A	31	0	0	32	35	13	19	0	0	33	47	48	34
	HEATHROW	KUWAIT AIRWAYS	S	D	31	0	0	58	19	16	6	0	0	19	71	26	34
<b>TOTAL KUWAIT</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>23</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>74</b>	<b>22</b>	<b>22</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012			
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Plan (8)											
LA CORUNA	HEATHROW	VUELING AIRLINES	S	A	31	0	0	77	13	6	3	0	0	11	87	7	31
	HEATHROW	VUELING AIRLINES	S	D	31	0	0	97	3	0	0	0	0	3	84	6	31
<b>TOTAL LA CORUNA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>7</b>	<b>7</b>
LA ROCHELLE	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	73	14	5	9	0	0	19	61	19	36
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	73	14	5	9	0	0	21	57	16	35
	BIRMINGHAM	FLYBE LTD	S	A	9	0	0	100	0	0	0	0	0	0	62	32	13
	BIRMINGHAM	FLYBE LTD	S	D	9	0	0	89	11	0	0	0	0	3	46	42	13
	MANCHESTER	FLYBE LTD	S	A	9	0	0	100	0	0	0	0	0	2	56	28	9
	MANCHESTER	FLYBE LTD	S	D	9	0	0	67	33	0	0	0	0	9	67	26	9
	EDINBURGH	JET2.COM LTD	S	A	5	0	0	100	0	0	0	0	0	3	100	0	4
	EDINBURGH	JET2.COM LTD	S	D	5	0	0	80	20	0	0	0	0	5	100	3	4
	STANSTED	RYANAIR	S	A	22	0	0	91	9	0	0	0	0	6	64	13	22
	STANSTED	RYANAIR	S	D	22	0	0	95	5	0	0	0	0	3	86	7	22
<b>TOTAL LA ROCHELLE</b>					<b>134</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>65</b>	<b>19</b>	<b>19</b>
LAGOS	HEATHROW	ARIK AIR	S	A	31	0	1	52	23	19	3	3	0	28	55	25	31
	HEATHROW	ARIK AIR	S	D	33	0	0	76	18	3	3	0	0	10	87	11	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	81	3	13	3	0	0	11	90	28	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	23	45	26	6	0	0	27	39	36	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	84	10	6	0	0	0	6	97	2	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	65	23	13	0	0	0	13	90	6	31
<b>TOTAL LAGOS</b>					<b>188</b>	<b>3</b>	<b>1</b>	<b>63</b>	<b>20</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>71</b>	<b>20</b>	<b>20</b>
LAHORE	HEATHROW	PAKISTAN INTL AIRLINES	S	A	16	0	0	38	31	19	13	0	0	25	69	45	13
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	14	0	0	64	14	21	0	0	0	16	77	22	13
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	9	0	0	22	22	33	11	11	0	48	70	8	10
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	9	0	0	78	11	0	11	0	0	20	90	10	10
<b>TOTAL LAHORE</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>21</b>	<b>19</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>76</b>	<b>23</b>	<b>23</b>
LAMETIA-TERME	STANSTED	RYANAIR	S	A	20	0	0	80	15	5	0	0	0	7	23	26	22
	STANSTED	RYANAIR	S	D	21	0	0	81	10	10	0	0	0	7	87	11	23

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE								AUG 2012				
			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)											
LAMETIA-TERME																	
<b>TOTAL LAMETIA-TERME</b>					<b>41</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>49</b>	<b>21</b>	<b>21</b>
LARNACA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	85	15	0	0	0	0	5	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	69	15	15	0	0	0	14	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	94	3	0	3	0	0	8	84	17	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	74	23	3	0	0	0	11	71	16	31
	BIRMINGHAM	CYPRUS AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	11	0	0	0
	BIRMINGHAM	CYPRUS AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	4	0	0	0
	GATWICK	CYPRUS AIRWAYS	C	A	2	0	0	50	0	50	0	0	0	21	0	0	0
	GATWICK	CYPRUS AIRWAYS	C	D	2	0	0	0	100	0	0	0	0	22	0	0	0
	HEATHROW	CYPRUS AIRWAYS	S	A	62	0	0	85	8	6	0	0	0	6	73	10	62
	HEATHROW	CYPRUS AIRWAYS	S	D	62	0	0	85	10	2	3	0	0	7	61	15	62
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	69	15	12	4	0	0	15	81	6	26
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	27	0	0	52	22	22	4	0	0	23	74	13	27
	MANCHESTER	GERMANIA FLUGGESELLSCHAFT	C	A	4	0	0	75	25	0	0	0	0	4	0	0	0
	MANCHESTER	GERMANIA FLUGGESELLSCHAFT	C	D	4	0	0	50	50	0	0	0	0	13	0	0	0
	MANCHESTER	JET2.COM LTD	S	A	8	0	0	25	50	13	13	0	0	33	33	49	9
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	44	11	44	0	0	0	21	44	43	9
	BIRMINGHAM	MONARCH AIRLINES	S	A	22	0	1	91	5	5	0	0	0	3	82	11	22
	BIRMINGHAM	MONARCH AIRLINES	S	D	22	0	0	95	0	5	0	0	0	2	65	23	23
	GATWICK	MONARCH AIRLINES	S	A	13	0	0	69	8	8	15	0	0	22	43	22	14
	GATWICK	MONARCH AIRLINES	S	D	13	0	0	62	8	23	8	0	0	24	57	23	14
	LUTON	MONARCH AIRLINES	S	A	16	0	0	75	19	0	6	0	0	10	71	111	17
	LUTON	MONARCH AIRLINES	S	D	17	0	0	47	35	18	0	0	0	19	82	12	17
	MANCHESTER	MONARCH AIRLINES	S	A	32	0	0	75	9	3	13	0	0	14	60	65	35
	MANCHESTER	MONARCH AIRLINES	S	D	31	0	0	48	23	16	13	0	0	26	47	27	36
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	0	0	13	0	0	9	89	6	9
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	0	0	13	0	0	9	56	17	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	25	0	13	0	0	28	64	88	14
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	50	38	0	0	13	0	36	43	105	14
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	67	0	22	11	0	0	24	93	2	14
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	13	13	0	0	0	15	93	5	14
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	85	8	0	8	0	0	8	64	47	14

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 2012				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
LARNACA	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	12	0	0	75	17	0	8	0	0	12	64	52	14
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	25	13	0	0	0	11	78	5	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	25	13	0	0	0	13	67	9	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	1	80	4	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	80	13	5
	GATWICK	THOMSON AIRWAYS LTD	C	A	16	0	0	88	13	0	0	0	0	5	83	6	18
	GATWICK	THOMSON AIRWAYS LTD	C	D	16	0	0	69	31	0	0	0	0	13	89	6	18
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	9	4
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	3	4
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	11	60	11	5
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	17	80	10	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	8	0	0	88	13	0	0	0	0	7	100	2	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	8	0	0	38	50	13	0	0	0	19	56	13	9
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	6	4
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	4	4
	GATWICK	TRAVEL SERVICE AIRLINES	C	A	3	0	0	0	0	67	33	0	0	48	0	0	0
	GATWICK	TRAVEL SERVICE AIRLINES	C	D	3	0	0	0	100	0	0	0	0	21	0	0	0
<b>TOTAL LARNACA</b>					<b>646</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>15</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>23</b>	<b>23</b>
LAS PALMAS	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	89	0	11	0	0	0	5	83	13	18
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	61	33	6	0	0	0	12	78	15	18
	GLASGOW	JET2.COM LTD	S	A	4	0	0	75	25	0	0	0	0	9	0	0	0
	GLASGOW	JET2.COM LTD	S	D	5	0	0	60	20	20	0	0	0	20	0	0	0
	MANCHESTER	JET2.COM LTD	S	A	8	0	1	50	25	13	13	0	0	31	100	0	4
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	44	22	11	11	11	0	45	100	6	4
	NEWCASTLE	JET2.COM LTD	S	A	4	0	0	100	0	0	0	0	0	6	50	24	4
	NEWCASTLE	JET2.COM LTD	S	D	5	0	0	80	20	0	0	0	0	6	50	29	4
	BIRMINGHAM	MONARCH AIRLINES	S	A	14	0	0	93	0	7	0	0	0	5	77	11	13
	BIRMINGHAM	MONARCH AIRLINES	S	D	14	0	0	79	14	7	0	0	0	7	46	19	13
	MANCHESTER	MONARCH AIRLINES	S	A	8	0	0	88	0	13	0	0	0	7	63	62	8
	MANCHESTER	MONARCH AIRLINES	S	D	9	0	0	67	22	0	11	0	0	15	63	70	8
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	9	0	0	100	0	0	0	0	0	1	0	0	0
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	9	0	0	89	11	0	0	0	0	3	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012				
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Plan (8)												
LAS PALMAS																		
	BIRMINGHAM	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	0	100	0	9	
	BIRMINGHAM	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	0	100	2	9	
	EDINBURGH	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	2	89	4	9	
	EDINBURGH	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	4	100	3	9	
	LUTON	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	0	89	4	9	
	LUTON	RYANAIR	S	D	9	0	0	78	11	11	0	0	0	8	89	10	9	
	STANSTED	RYANAIR	S	A	22	0	0	91	9	0	0	0	0	5	88	6	17	
	STANSTED	RYANAIR	S	D	22	0	0	82	18	0	0	0	0	6	88	9	17	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	14	100	0	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	6	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	11	0	0	82	0	9	9	0	0	17	73	9	11	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	11	0	0	64	9	9	18	0	0	27	82	33	11	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	3	0	0	67	0	33	0	0	0	23	67	91	3	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	33	0	0	0	0	9	33	15	3	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	11	0	0	0	0	7	44	43	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	11	0	0	0	0	4	44	51	9	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	5	5	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	7	100	7	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	5	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	18	0	0	83	6	11	0	0	0	8	47	15	17	
	GATWICK	THOMSON AIRWAYS LTD	C	D	19	0	0	79	11	11	0	0	0	10	76	11	17	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	2	100	3	4	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	100	6	4	
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	6	4	
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	14	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	17	0	0	94	6	0	0	0	0	3	85	21	13	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	19	0	0	79	16	5	0	0	0	8	46	30	13	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	5	75	25	4	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	9	75	26	4	
	STANSTED	TRAVEL SERVICE AIRLINES	C	A	4	0	0	75	0	0	0	25	0	85	0	0	0	
	STANSTED	TRAVEL SERVICE AIRLINES	C	D	4	0	0	75	0	0	0	25	0	86	0	0	0	
<b>TOTAL LAS PALMAS</b>					<b>407</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>18</b>	<b>18</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							AUG 2012					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records			
																	MATCHED	UNMATCHED	
LAS VEGAS																			
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	77	0	8	15	0	0	20	0	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	71	0	14	14	0	0	25	0	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	61	19	16	3	0	0	15	32	27	31	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	61	23	16	0	0	0	15	55	18	31	31	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0	50	25	25	0	0	51	0	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	5	0	0	40	20	40	0	0	0	16	0	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	77	6	10	3	3	0	17	42	39	31	31	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	74	16	6	0	3	0	18	39	41	31	31	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	56	22	11	11	0	0	25	67	21	9	9	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	78	11	0	11	0	0	14	89	4	9	9	
<b>TOTAL LAS VEGAS</b>					<b>178</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>48</b>	<b>28</b>	<b>28</b>	<b>28</b>	
LEEDS BRADFORD																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	87	0	0	84	9	7	0	0	0	8	0	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	87	0	0	89	8	2	1	0	0	5	0	0	0	0	
	GLASGOW	LOGANAIR	S	A	34	0	0	88	3	3	6	0	0	11	89	11	37	37	
	GLASGOW	LOGANAIR	S	D	34	0	0	79	9	6	6	0	0	14	84	14	37	37	
<b>TOTAL LEEDS BRADFORD</b>					<b>243</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>15</b>	<b>15</b>	<b>15</b>	
LEIPZIG																			
	STANSTED	RYANAIR	S	A	19	0	0	89	5	5	0	0	0	4	97	1	31	31	
	STANSTED	RYANAIR	S	D	19	0	0	84	11	5	0	0	0	6	94	5	31	31	
<b>TOTAL LEIPZIG</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>95</b>	<b>3</b>	<b>3</b>	<b>3</b>	
LEMNOS																			
	HEATHROW	BRITISH AIRWAYS PLC	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	C	D	4	0	0	100	0	0	0	0	0	4	0	0	0	0	
	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	D	5	0	0	100	0	0	0	0	0	1	0	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	0	20	0	20	129	100	8	4	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	0	0	20	0	20	142	25	18	4	4	
<b>TOTAL LEMNOS</b>					<b>23</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>9</b>	<b>60</b>	<b>77</b>	<b>10</b>	<b>10</b>	<b>10</b>	
LIMOGES																			
	NEWCASTLE	FLYBE LTD	S	A	5	0	0	40	20	20	20	0	0	41	75	16	4	4	
	NEWCASTLE	FLYBE LTD	S	D	5	0	0	20	40	20	20	0	0	55	75	22	4	4	
	STANSTED	RYANAIR	S	A	40	0	0	78	20	3	0	0	0	8	80	10	40	40	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
LIMOGES	STANSTED	RYANAIR	S	D	40	0	0	80	15	5	0	0	0	6	73	11	40
<b>TOTAL LIMOGES</b>					<b>90</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>19</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>11</b>	<b>11</b>
LINZ					2	0	0	50	0	50	0	0	0	31	100	3	3
<b>TOTAL LINZ</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>31</b>	<b>100</b>	<b>3</b>	<b>3</b>
LISBON	GATWICK	AIR PORTUGAL	S	A	22	0	0	41	14	32	14	0	0	35	82	9	22
	GATWICK	AIR PORTUGAL	S	D	22	0	0	41	14	27	18	0	0	39	59	14	22
	HEATHROW	AIR PORTUGAL	S	A	195	0	0	53	15	17	13	1	0	27	57	20	194
	HEATHROW	AIR PORTUGAL	S	D	195	0	0	69	11	10	9	1	0	19	65	20	192
	MANCHESTER	AIR PORTUGAL	S	A	45	0	0	53	18	18	11	0	0	26	44	26	27
	MANCHESTER	AIR PORTUGAL	S	D	45	0	0	51	11	20	18	0	0	36	37	27	27
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	58	24	14	4	0	0	18	91	5	91
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	89	5	4	1	0	0	6	92	4	92
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	69	8	8	8	8	0	34	100	2	13
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	69	8	8	8	8	0	37	100	1	13
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	90	0	10	0	0	0	6	61	24	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	90	3	3	3	0	0	8	71	16	31
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	44	0	0	91	7	0	2	0	0	4	88	9	49
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	44	0	0	82	18	0	0	0	0	7	82	8	49
<b>TOTAL LISBON</b>					<b>887</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>13</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>71</b>	<b>15</b>	<b>15</b>
LIVERPOOL (JOHN LENNON)																	
LJUBLJANA	GATWICK	ADRIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	1	0	0	0
	GATWICK	ADRIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	2	0	0	0
	MANCHESTER	ADRIA AIRWAYS	S	A	9	0	0	89	11	0	0	0	0	6	78	21	9
	MANCHESTER	ADRIA AIRWAYS	S	D	9	0	0	78	22	0	0	0	0	6	78	17	9
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	90	0	3	3	3	0	12	94	5	31
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	97	0	3	0	0	0	3	97	4	31
	LUTON	WIZZ AIR	S	A	14	0	0	79	7	14	0	0	0	10	0	0	0
	LUTON	WIZZ AIR	S	D	14	0	0	86	7	7	0	0	0	9	0	0	0
<b>TOTAL LJUBLJANA</b>					<b>118</b>	<b>0</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>92</b>	<b>7</b>	<b>7</b>
LODZ LUBLINEK																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
LODZ LUBLINEK																		
	EDINBURGH	RYANAIR	S	A	9	0	0	78	22	0	0	0	0	10	78	10	9	
	EDINBURGH	RYANAIR	S	D	9	0	0	78	22	0	0	0	0	8	100	3	9	
	STANSTED	RYANAIR	S	A	27	0	0	89	7	4	0	0	0	5	77	9	31	
	STANSTED	RYANAIR	S	D	27	0	0	89	7	4	0	0	0	6	87	9	31	
<b>TOTAL LODZ LUBLINEK</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>7</b>	<b>7</b>	
LONDON CITY																		
	EDINBURGH	BA CITYFLYER LTD	S	A	165	0	0	92	3	4	1	0	0	4	93	4	169	
	EDINBURGH	BA CITYFLYER LTD	S	D	161	0	0	91	3	2	3	0	0	6	90	5	174	
	GLASGOW	BA CITYFLYER LTD	S	A	103	0	0	92	4	2	2	0	0	4	97	2	122	
	GLASGOW	BA CITYFLYER LTD	S	D	102	0	0	92	3	2	3	0	0	5	98	2	120	
	EDINBURGH	CITY JET	S	A	71	0	0	86	8	6	0	0	0	5	80	11	45	
	EDINBURGH	CITY JET	S	D	71	0	0	89	7	1	3	0	0	7	81	16	48	
<b>TOTAL LONDON CITY</b>					<b>673</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>92</b>	<b>5</b>	<b>5</b>	
LOS ANGELES INTERNATIONAL																		
	HEATHROW	AMERICAN AIRLINES	S	A	31	0	0	84	13	3	0	0	0	4	77	8	31	
	HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	74	23	0	3	0	0	12	84	9	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	73	11	9	4	2	1	33	52	22	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	48	20	19	9	1	2	44	71	14	93	
	HEATHROW	UNITED AIRLINES	S	A	30	0	0	80	13	3	3	0	0	9	52	23	31	
	HEATHROW	UNITED AIRLINES	S	D	30	0	0	83	3	3	3	7	0	22	81	13	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	62	0	0	87	6	0	6	0	0	10	73	19	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	62	0	0	76	11	6	6	0	0	16	65	25	62	
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>432</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>67</b>	<b>18</b>	<b>18</b>	
LUANDA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	78	11	0	11	0	0	10	100	2	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	44	22	11	22	0	0	28	56	22	9	
<b>TOTAL LUANDA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>17</b>	<b>6</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>78</b>	<b>12</b>	<b>12</b>	
LUBLIN (PORT LOTNICZY)																		
	STANSTED	RYANAIR	S	A	17	0	0	100	0	0	0	0	0	0	0	0	0	
	STANSTED	RYANAIR	S	D	17	0	0	100	0	0	0	0	0	2	0	0	0	
	LUTON	WIZZ AIR	S	A	9	0	0	100	0	0	0	0	0	1	0	0	0	
	LUTON	WIZZ AIR	S	D	9	0	0	67	33	0	0	0	0	10	0	0	0	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
LUBLIN (PORT LOTNICZY)																		
<b>TOTAL LUBLIN (PORT LOTNICZY)</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
LUBUMBASHI																		
LUSAKA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	14	0	0	93	0	0	7	0	0	7	69	20	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	77	15	0	8	0	0	14	71	27	14	
<b>TOTAL LUSAKA</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>23</b>	<b>23</b>	
LUTON																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	93	0	0	83	10	6	1	0	0	8	94	5	89	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	93	0	0	89	3	4	1	2	0	11	91	6	90	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	92	0	0	93	2	3	1	0	0	4	98	2	90	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	92	0	0	89	5	2	2	1	0	8	88	9	90	
<b>TOTAL LUTON</b>					<b>370</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>93</b>	<b>5</b>	<b>5</b>	
LUXEMBOURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	85	6	5	3	0	0	11	89	9	54	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	85	6	5	3	0	0	9	89	9	54	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	96	4	0	0	0	0	2	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	96	4	0	0	0	0	5	0	0	0	
	LONDON CITY	LUXAIR	S	A	82	0	0	88	6	4	2	0	0	7	99	1	92	
	LONDON CITY	LUXAIR	S	D	82	0	0	89	6	2	2	0	0	6	99	1	92	
	LONDON CITY	VLM (BELGIUM)	S	A	78	0	0	96	1	0	3	0	0	3	93	6	67	
	LONDON CITY	VLM (BELGIUM)	S	D	78	0	0	96	1	1	1	0	0	2	91	5	68	
<b>TOTAL LUXEMBOURG</b>					<b>497</b>	<b>2</b>	<b>2</b>	<b>91</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>94</b>	<b>4</b>	<b>4</b>	
LUXOR																		
	HEATHROW	EGYPT AIR	S	A	4	0	0	100	0	0	0	0	0	9	75	9	4	
	HEATHROW	EGYPT AIR	S	D	4	0	0	75	0	25	0	0	0	12	100	3	4	
<b>TOTAL LUXOR</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>10</b>	<b>86</b>	<b>6</b>	<b>6</b>	
LYON																		
	BIRMINGHAM	BMI REGIONAL	S	A	13	0	0	77	15	8	0	0	0	9	0	0	0	
	BIRMINGHAM	BMI REGIONAL	S	D	13	0	0	92	8	0	0	0	0	2	0	0	0	
	MANCHESTER	BMI REGIONAL	S	A	21	0	0	81	14	5	0	0	0	7	96	6	23	
	MANCHESTER	BMI REGIONAL	S	D	21	0	0	95	5	0	0	0	0	2	100	2	23	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	119	0	0	83	10	3	3	1	0	12	77	10	93	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					AUG 2012				
					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
LYON	HEATHROW	BRITISH AIRWAYS PLC	S	D	119	0	0	84	8	5	3	0	0	9	85	7	93
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	78	11	0	0	11	0	28	89	8	9
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	78	22	0	0	0	0	7	78	8	9
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	57	0	0	74	12	9	4	2	0	18	88	17	58
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	57	0	0	75	12	9	4	0	0	15	79	10	58
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	81	13	3	0	3	0	14	97	5	31
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	87	13	0	0	0	0	4	94	6	31
	BIRMINGHAM	FLYBE LTD	S	A	26	0	0	46	31	19	4	0	0	19	0	0	0
	BIRMINGHAM	FLYBE LTD	S	D	26	0	0	81	8	12	0	0	0	7	0	0	0
<b>TOTAL LYON</b>					<b>552</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>9</b>	<b>9</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MAASTRICHT	STANSTED	RYANAIR	S	A	22	0	0	95	0	0	5	0	0	9	0	0	0
	STANSTED	RYANAIR	S	D	22	0	0	95	5	0	0	0	0	4	0	0	0
<b>TOTAL MAASTRICHT</b>					<b>44</b>	<b>2</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
MADRID	EDINBURGH	AIR EUROPA	C	A	7	0	0	71	0	29	0	0	0	13	0	0	0
	EDINBURGH	AIR EUROPA	C	D	7	0	0	43	29	14	14	0	0	29	0	0	0
	GATWICK	AIR EUROPA	S	A	62	0	0	87	10	3	0	0	0	6	87	8	62
	GATWICK	AIR EUROPA	S	D	62	0	0	81	13	5	2	0	0	9	84	10	62
	GLASGOW	AIR NOSTRUM	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0
	GLASGOW	AIR NOSTRUM	C	D	4	0	0	75	0	25	0	0	0	12	0	0	0
	LONDON CITY	BA CITYFLYER LTD	S	A	46	0	0	98	2	0	0	0	0	1	100	1	49
	LONDON CITY	BA CITYFLYER LTD	S	D	46	0	0	85	9	0	7	0	0	10	88	9	49
	HEATHROW	BRITISH AIRWAYS PLC	S	A	154	0	0	74	15	6	5	0	0	12	74	13	154
	HEATHROW	BRITISH AIRWAYS PLC	S	D	154	0	0	75	12	10	3	0	0	12	79	12	402
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	84	13	3	0	0	0	7	84	6	44
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	94	0	6	0	0	0	5	70	10	44
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	110	0	0	85	10	1	5	0	0	9	73	17	113
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	110	0	0	78	12	4	6	0	0	13	79	11	114
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	84	10	3	3	0	0	8	93	5	46
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	90	6	3	0	0	0	5	96	5	46
	HEATHROW	IBERIA	S	A	248	1	0	92	7	1	0	0	0	4	85	7	248
	HEATHROW	IBERIA	S	D	247	1	0	83	13	3	1	0	0	8	0	0	0
	MANCHESTER	RYANAIR	S	A	17	0	0	100	0	0	0	0	0	1	94	6	18
	MANCHESTER	RYANAIR	S	D	17	0	0	94	6	0	0	0	0	4	89	21	18
	STANSTED	RYANAIR	S	A	53	0	0	87	9	0	2	0	2	12	78	16	58
	STANSTED	RYANAIR	S	D	53	0	0	70	23	4	4	0	0	14	55	19	58
<b>TOTAL MADRID</b>					<b>1528</b>	<b>3</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>11</b>	<b>11</b>
MAHON	GATWICK	AER LINGUS	C	A	5	0	0	80	20	0	0	0	0	4	0	0	0
	GATWICK	AER LINGUS	C	D	5	0	0	100	0	0	0	0	0	2	0	0	0
	LONDON CITY	BA CITYFLYER LTD	S	A	14	0	0	86	7	0	7	0	0	15	93	3	14
	LONDON CITY	BA CITYFLYER LTD	S	D	14	0	0	86	0	7	7	0	0	15	93	3	14
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	58	0	0	86	12	0	2	0	0	5	82	7	57

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2012					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
MAHON																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	58	0	0	88	5	7	0	0	0	7	82	8	57	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	91	5	5	0	0	0	4	89	5	18	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	86	9	5	0	0	0	4	94	2	18	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	5	0	0	100	0	0	0	0	0	0	80	3	5	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	5	0	0	80	0	20	0	0	0	13	100	3	5	
	BIRMINGHAM	FLYBE LTD	C	A	4	0	0	100	0	0	0	0	0	13	0	0	0	
	BIRMINGHAM	FLYBE LTD	C	D	4	0	0	75	25	0	0	0	0	5	0	0	0	
	EDINBURGH	FLYBE LTD	C	A	5	0	0	100	0	0	0	0	0	0	75	22	4	
	EDINBURGH	FLYBE LTD	C	D	5	0	0	80	20	0	0	0	0	7	100	6	4	
	GLASGOW	FLYBE LTD	C	A	5	0	0	100	0	0	0	0	0	4	0	0	0	
	GLASGOW	FLYBE LTD	C	D	5	0	0	40	60	0	0	0	0	17	0	0	0	
	EDINBURGH	JET2.COM LTD	S	A	5	0	0	100	0	0	0	0	0	1	100	3	4	
	EDINBURGH	JET2.COM LTD	S	D	5	0	0	100	0	0	0	0	0	1	60	12	5	
	GLASGOW	JET2.COM LTD	S	A	5	0	0	80	20	0	0	0	0	4	0	0	0	
	GLASGOW	JET2.COM LTD	S	D	5	0	0	100	0	0	0	0	0	2	0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	14	0	0	79	7	0	14	0	0	14	0	0	0	
	MANCHESTER	JET2.COM LTD	S	D	14	0	0	71	7	14	7	0	0	20	0	0	0	
	NEWCASTLE	JET2.COM LTD	S	A	14	0	0	100	0	0	0	0	0	1	67	21	9	
	NEWCASTLE	JET2.COM LTD	S	D	14	0	0	93	0	7	0	0	0	8	78	24	9	
	BIRMINGHAM	MONARCH AIRLINES	S	A	18	0	0	67	11	11	6	6	0	27	89	3	19	
	BIRMINGHAM	MONARCH AIRLINES	S	D	18	0	0	67	11	11	6	6	0	25	78	10	18	
	GATWICK	MONARCH AIRLINES	S	A	18	0	0	72	17	6	6	0	0	17	78	8	18	
	GATWICK	MONARCH AIRLINES	S	D	18	0	0	78	6	6	11	0	0	18	67	9	18	
	LUTON	MONARCH AIRLINES	S	A	13	0	0	77	23	0	0	0	0	8	93	7	14	
	LUTON	MONARCH AIRLINES	S	D	13	0	0	62	31	8	0	0	0	13	79	10	14	
	MANCHESTER	MONARCH AIRLINES	S	A	21	1	0	71	14	10	0	5	0	20	70	19	23	
	MANCHESTER	MONARCH AIRLINES	S	D	21	0	0	76	10	5	5	5	0	21	78	17	23	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	11	0	0	0	0	4	100	0	11	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	0	0	100	2	11	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	14	0	0	79	0	7	14	0	0	21	70	36	10	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	15	0	0	53	13	13	20	0	0	34	80	18	10	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	14	0	0	64	7	7	14	7	0	50	85	30	13	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	14	0	0	64	14	0	14	0	7	50	92	4	13	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							AUG 2012			
					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)											
MAHON	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	1	89	5	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	0	11	0	0	0	9	89	6	9
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	0	0	11	11	0	46	71	34	7
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	0	0	13	0	0	21	86	32	7
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	2	100	0	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	3	100	4	9
	GATWICK	THOMSON AIRWAYS LTD	C	A	36	0	0	86	6	3	6	0	0	7	81	49	31
	GATWICK	THOMSON AIRWAYS LTD	C	D	36	0	0	72	19	3	6	0	0	12	85	14	33
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	2	80	37	5
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	60	40	0	0	0	0	8	60	44	5
	LUTON	THOMSON AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	5	100	1	9
	LUTON	THOMSON AIRWAYS LTD	C	D	9	0	0	78	0	22	0	0	0	11	89	7	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	32	0	0	84	13	0	3	0	0	7	75	15	32
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	32	0	0	78	16	3	3	0	0	9	78	18	32
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	100	0	5
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	1	5
	STANSTED	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	2	89	3	9
	STANSTED	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	1	100	0	9
<b>TOTAL MAHON</b>					<b>772</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>13</b>	<b>13</b>
MALAGA	GLASGOW	BA CITYFLYER LTD	C	A	5	0	0	80	20	0	0	0	0	4	100	0	8
	GLASGOW	BA CITYFLYER LTD	C	D	5	0	0	80	20	0	0	0	0	4	100	2	8
	LONDON CITY	BA CITYFLYER LTD	S	A	26	0	0	85	4	8	4	0	0	11	72	10	18
	LONDON CITY	BA CITYFLYER LTD	S	D	26	0	0	81	12	4	4	0	0	11	83	9	18
	GATWICK	BRITISH AIRWAYS PLC	S	A	151	0	0	73	15	8	4	0	0	13	57	21	119
	GATWICK	BRITISH AIRWAYS PLC	S	D	151	0	0	68	18	8	6	0	0	14	67	16	119
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	181	0	1	79	12	4	4	0	0	11	80	11	183
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	182	0	0	80	11	5	4	0	0	11	79	11	184
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	97	3	0	0	0	0	3	93	3	30
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	97	0	3	0	0	0	2	97	3	31
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	67	0	0	93	3	3	1	0	0	5	91	10	66
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	67	0	0	87	10	0	3	0	0	9	74	12	66
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	77	12	8	4	0	0	12	92	4	26

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012				
					26	MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
MALAGA																		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	88	8	4	0	0	0	6	100	2	26	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	97	3	0	0	0	0	2	90	2	31	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	100	0	0	0	0	0	2	97	2	31	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	39	0	0	87	8	3	0	3	0	14	93	3	46	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	39	0	0	97	0	0	0	3	0	10	91	3	46	
	EDINBURGH	JET2.COM LTD	S	A	18	0	0	61	33	6	0	0	0	11	44	17	18	
	EDINBURGH	JET2.COM LTD	S	D	18	0	0	83	11	6	0	0	0	6	78	8	18	
	GLASGOW	JET2.COM LTD	S	A	18	0	0	67	17	6	11	0	0	26	61	25	18	
	GLASGOW	JET2.COM LTD	S	D	18	0	0	83	6	0	11	0	0	18	78	21	18	
	MANCHESTER	JET2.COM LTD	S	A	31	0	0	81	6	3	6	3	0	22	69	11	26	
	MANCHESTER	JET2.COM LTD	S	D	31	0	0	77	3	10	6	3	0	26	77	10	26	
	NEWCASTLE	JET2.COM LTD	S	A	31	0	0	94	3	0	3	0	0	5	70	17	27	
	NEWCASTLE	JET2.COM LTD	S	D	31	0	0	87	6	6	0	0	0	8	78	16	27	
	BIRMINGHAM	MONARCH AIRLINES	S	A	61	0	0	74	16	3	5	2	0	17	59	27	61	
	BIRMINGHAM	MONARCH AIRLINES	S	D	62	0	0	95	2	0	2	2	0	8	71	24	62	
	GATWICK	MONARCH AIRLINES	S	A	65	1	1	63	14	17	3	3	0	25	53	30	57	
	GATWICK	MONARCH AIRLINES	S	D	67	0	0	66	13	12	6	3	0	25	60	37	58	
	LUTON	MONARCH AIRLINES	S	A	18	0	0	83	17	0	0	0	0	5	61	31	18	
	LUTON	MONARCH AIRLINES	S	D	18	0	0	94	6	0	0	0	0	6	71	17	17	
	MANCHESTER	MONARCH AIRLINES	S	A	43	0	0	23	44	21	9	2	0	34	50	22	36	
	MANCHESTER	MONARCH AIRLINES	S	D	43	0	0	74	7	7	9	2	0	23	73	12	37	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	13	0	0	92	0	0	8	0	0	9	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	13	0	0	77	8	8	8	0	0	11	0	0	0	
	BIRMINGHAM	RYANAIR	S	A	36	0	0	100	0	0	0	0	0	3	95	2	37	
	BIRMINGHAM	RYANAIR	S	D	36	0	0	94	3	0	0	3	0	7	95	4	37	
	EDINBURGH	RYANAIR	S	A	27	0	0	89	11	0	0	0	0	5	82	7	22	
	EDINBURGH	RYANAIR	S	D	27	0	0	93	7	0	0	0	0	5	91	6	22	
	MANCHESTER	RYANAIR	S	A	39	0	0	92	3	5	0	0	0	4	85	13	40	
	MANCHESTER	RYANAIR	S	D	39	0	0	92	3	5	0	0	0	5	85	10	40	
	STANSTED	RYANAIR	S	A	72	0	0	79	14	6	1	0	0	8	81	9	70	
	STANSTED	RYANAIR	S	D	72	0	0	93	4	1	1	0	0	4	87	7	70	
	GATWICK	THOMSON AIRWAYS LTD	C	A	18	0	0	94	6	0	0	0	0	5	83	7	18	
	GATWICK	THOMSON AIRWAYS LTD	C	D	18	0	0	100	0	0	0	0	0	4	94	5	18	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						AUG 2012			
			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)										
MALAGA	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	2	60	39	5	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	80	32	5	
	LUTON	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	2	100	3	9	
	LUTON	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	2	100	2	9	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	18	0	0	72	28	0	0	0	0	10	72	13	18	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	18	0	0	89	11	0	0	0	0	5	89	6	18	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	100	3	4	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	0	4	
<b>TOTAL MALAGA</b>					<b>2174</b>	<b>3</b>	<b>2</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>13</b>	<b>13</b>	
MALE INTERNATIONAL	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	0	50	50	0	0	0	29	100	3	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	20	100	2	4	
<b>TOTAL MALE INTERNATIONAL</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>38</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>94</b>	<b>5</b>	<b>5</b>	
MALMO	EDINBURGH	MALMO AVIATION	C	A	2	0	0	50	50	0	0	0	0	16	50	24	2	
	EDINBURGH	MALMO AVIATION	C	D	2	0	0	50	50	0	0	0	0	22	50	26	2	
	STANSTED	RYANAIR	S	A	17	0	0	76	18	6	0	0	0	9	90	7	31	
	STANSTED	RYANAIR	S	D	17	0	0	71	29	0	0	0	0	11	84	10	31	
<b>TOTAL MALMO</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>26</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>12</b>	<b>12</b>	
MALTA	BIRMINGHAM	AIR MALTA	C	A	9	0	0	78	22	0	0	0	0	7	50	102	4	
	BIRMINGHAM	AIR MALTA	C	D	9	0	0	89	11	0	0	0	0	4	50	100	4	
	GATWICK	AIR MALTA	S	A	31	0	0	90	3	6	0	0	0	7	90	5	31	
	GATWICK	AIR MALTA	S	D	31	0	0	68	16	16	0	0	0	14	94	4	31	
	GLASGOW	AIR MALTA	C	A	4	0	0	50	25	25	0	0	0	20	0	0	0	
	GLASGOW	AIR MALTA	C	D	4	0	0	25	50	25	0	0	0	23	0	0	0	
	HEATHROW	AIR MALTA	S	A	67	0	0	91	7	1	0	0	0	5	88	5	67	
	HEATHROW	AIR MALTA	S	D	67	0	0	91	9	0	0	0	0	4	88	6	67	
	MANCHESTER	AIR MALTA	S	A	19	0	0	84	16	0	0	0	0	7	72	16	18	
	MANCHESTER	AIR MALTA	S	D	19	0	0	58	26	16	0	0	0	17	56	51	18	
	NEWCASTLE	AIR MALTA	C	A	4	0	0	50	0	25	25	0	0	36	75	51	4	
	NEWCASTLE	AIR MALTA	C	D	4	0	0	50	0	25	25	0	0	40	75	55	4	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	44	0	0	73	14	7	7	0	0	15	84	8	44	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012				
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Plan (8)												
MALTA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	45	0	0	87	4	4	4	0	0	9	91	6	44	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	27	0	0	67	15	11	7	0	0	17	100	2	23	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	27	0	0	89	0	0	11	0	0	11	100	0	23	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	8	0	1	75	13	0	13	0	0	25	100	0	8	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	78	0	11	0	11	0	28	100	4	8	
	BIRMINGHAM	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	0	100	0	9	
	BIRMINGHAM	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	0	100	2	9	
	EDINBURGH	RYANAIR	S	A	14	0	0	93	7	0	0	0	0	4	100	1	8	
	EDINBURGH	RYANAIR	S	D	14	0	0	79	7	14	0	0	0	11	88	12	8	
	LUTON	RYANAIR	S	A	31	0	0	81	10	3	6	0	0	13	84	9	31	
	LUTON	RYANAIR	S	D	31	0	0	90	3	3	3	0	0	9	87	8	31	
	STANSTED	RYANAIR	S	A	21	0	0	81	10	10	0	0	0	11	96	21	23	
	STANSTED	RYANAIR	S	D	21	0	0	86	14	0	0	0	0	5	96	5	23	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	7	50	27	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	15	50	31	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	5	78	24	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	89	20	9	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	75	15	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	75	14	4	
<b>TOTAL MALTA</b>					<b>602</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>10</b>	<b>87</b>	<b>11</b>	<b>11</b>	
MANCHESTER																		
	EDINBURGH	BMI REGIONAL	S	A	68	0	0	94	6	0	0	0	0	2	98	2	89	
	EDINBURGH	BMI REGIONAL	S	D	68	0	0	96	0	3	1	0	0	4	97	5	89	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	294	0	0	79	13	6	2	0	0	9	86	7	448	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	296	0	0	85	8	6	2	0	0	8	88	6	445	
	EDINBURGH	FLYBE LTD	S	A	78	0	0	91	4	3	1	1	0	7	73	20	88	
	EDINBURGH	FLYBE LTD	S	D	78	0	0	91	5	3	1	0	0	6	69	18	90	
	GLASGOW	FLYBE LTD	S	A	53	0	0	81	8	4	6	2	0	16	80	13	50	
	GLASGOW	FLYBE LTD	S	D	53	0	0	85	11	4	0	0	0	7	78	12	50	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	124	0	0	94	5	1	0	0	0	2	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	124	0	0	94	5	1	0	0	0	2	0	0	0	
<b>TOTAL MANCHESTER</b>					<b>1239</b>	<b>2</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>9</b>	<b>9</b>	
MARRAKESH																		



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							AUG 2012			
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
MARRAKESH	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	32	23	18	27	0	0	40	67	18	12
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	36	14	36	14	0	0	34	62	20	13
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	97	0	3	0	0	0	2	94	6	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	81	19	0	0	0	0	7	90	11	31
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	67	11	11	11	0	0	17	89	2	9
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	67	11	0	22	0	0	23	78	7	9
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	92	8	0	0	0	0	1	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	100	0	0	0	0	0	1	0	0	0
	LUTON	RYANAIR	S	A	17	0	0	100	0	0	0	0	0	1	62	16	13
	LUTON	RYANAIR	S	D	17	0	0	94	6	0	0	0	0	4	64	21	14
	STANSTED	RYANAIR	S	A	9	0	0	78	11	0	11	0	0	14	56	12	9
	STANSTED	RYANAIR	S	D	9	0	0	89	0	0	11	0	0	12	89	10	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	A	5	0	0	100	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	D	5	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	S	A	9	0	0	100	0	0	0	0	0	1	100	1	9
	GATWICK	THOMSON AIRWAYS LTD	S	D	9	0	0	100	0	0	0	0	0	2	100	1	9
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	9	0	0	78	11	0	11	0	0	17	78	16	9
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	9	0	0	89	0	0	11	0	0	14	78	16	9
<b>TOTAL MARRAKESH</b>					<b>248</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>14</b>	<b>14</b>
MARSA ALAM	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	0	5
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	8	100	1	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	13	0	0	0
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	31	0	0	0
<b>TOTAL MARSA ALAM</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>100</b>	<b>0</b>	<b>0</b>
MARSEILLE	HEATHROW	BRITISH AIRWAYS PLC	S	A	92	0	0	76	15	8	1	0	0	9	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	82	11	8	0	0	0	7	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	79	13	3	5	0	0	13	92	6	62
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	79	13	3	5	0	0	12	82	9	61
	EDINBURGH	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	4	63	50	8
	EDINBURGH	RYANAIR	S	D	9	0	0	89	11	0	0	0	0	7	88	8	8
	STANSTED	RYANAIR	S	A	31	0	0	71	26	3	0	0	0	9	74	22	31

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MARSEILLE	STANSTED	RYANAIR	S	D	31	0	0	81	16	3	0	0	0	9	81	9	31
<b>TOTAL MARSEILLE</b>					<b>389</b>	<b>1</b>	<b>1</b>	<b>79</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>15</b>	<b>15</b>
MAURITIUS	HEATHROW	AIR MAURITIUS LTD	S	A	18	0	0	100	0	0	0	0	1	100	0	18	
	HEATHROW	AIR MAURITIUS LTD	S	D	18	0	0	100	0	0	0	0	2	89	8	18	
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	85	0	8	8	0	18	100	1	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	57	14	21	0	7	29	85	9	13	
<b>TOTAL MAURITIUS</b>					<b>63</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>3</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>94</b>	<b>5</b>	<b>5</b>
MELBOURNE	HEATHROW	QANTAS	S	A	31	0	0	55	26	10	10	0	25	77	22	31	
	HEATHROW	QANTAS	S	D	31	0	0	74	19	3	3	0	11	94	4	31	
<b>TOTAL MELBOURNE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>23</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>85</b>	<b>13</b>	<b>13</b>
MEMMINGEN ALLGAU	EDINBURGH	RYANAIR	S	A	9	0	0	67	22	11	0	0	11	93	3	14	
	EDINBURGH	RYANAIR	S	D	9	0	0	67	33	0	0	0	10	86	8	14	
	STANSTED	RYANAIR	S	A	22	0	0	86	5	0	9	0	10	68	17	31	
	STANSTED	RYANAIR	S	D	22	0	0	86	9	0	5	0	9	81	12	31	
<b>TOTAL MEMMINGEN ALLGAU</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>8</b>	<b>8</b>
MEXICO CITY	HEATHROW	AEROMEXICO	S	A	14	0	0	79	14	0	7	0	10	0	0	0	
	HEATHROW	AEROMEXICO	S	D	14	0	0	93	7	0	0	0	4	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	59	9	18	14	0	23	53	25	17	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	55	5	18	23	0	38	83	17	18	
<b>TOTAL MEXICO CITY</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>8</b>	<b>11</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>69</b>	<b>21</b>	<b>21</b>
MIAMI INTERNATIONAL	HEATHROW	AMERICAN AIRLINES	S	A	61	0	0	87	7	0	3	3	16	63	30	30	
	HEATHROW	AMERICAN AIRLINES	S	D	61	0	0	69	20	10	2	0	12	87	8	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	60	18	13	5	5	28	57	38	90	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	60	19	10	10	0	2	33	72	15	90
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	94	6	0	0	0	2	81	14	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	81	0	3	16	0	19	61	19	31	
<b>TOTAL MIAMI INTERNATIONAL</b>					<b>308</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>68</b>	<b>23</b>	<b>23</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
MIKONOS																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	84	3	6	3	3	0	17	63	15	27	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	48	26	19	3	3	0	27	52	22	27	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	78	22	0	0	0	0	5	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	56	33	11	0	0	0	15	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	89	0	0	11	0	0	21	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	67	11	11	0	11	0	29	0	0	0	
<b>TOTAL MIKONOS</b>					<b>98</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>59</b>	<b>16</b>	<b>16</b>	
MILAN (LINATE)																		
	HEATHROW	ALITALIA (CAI)	S	A	115	0	0	93	3	3	1	0	0	4	79	9	146	
	HEATHROW	ALITALIA (CAI)	S	D	116	0	0	91	7	3	0	0	0	5	92	5	146	
	LONDON CITY	ALITALIA (CAI)	S	A	79	0	0	96	3	1	0	0	0	2	96	2	46	
	LONDON CITY	ALITALIA (CAI)	S	D	79	0	0	92	4	3	1	0	0	4	98	2	46	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	189	0	0	84	9	5	2	0	0	9	82	8	163	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	193	0	0	80	10	8	2	0	0	9	85	8	163	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	87	13	0	0	0	0	5	84	7	45	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	81	19	0	0	0	0	7	87	7	45	
<b>TOTAL MILAN (LINATE)</b>					<b>833</b>	<b>3</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>7</b>	<b>7</b>	
MILAN (MALPENSA)																		
	EDINBURGH	ALITALIA (CAI)	C	A	4	0	0	75	0	25	0	0	0	11	100	4	4	
	EDINBURGH	ALITALIA (CAI)	C	D	5	0	0	40	20	20	20	0	0	31	50	14	4	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	87	0	0	77	13	8	2	0	0	11	85	7	89	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	88	0	0	76	13	9	2	0	0	11	88	8	89	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	44	0	0	80	11	5	5	0	0	13	91	6	45	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	44	0	0	82	9	7	2	0	0	10	82	10	45	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	141	0	0	82	5	7	4	2	0	15	82	12	138	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	141	0	0	79	10	7	2	1	0	15	77	13	139	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	81	3	13	0	3	0	14	82	7	33	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	84	0	10	0	6	0	23	88	6	33	
	BIRMINGHAM	FLYBE LTD	S	A	31	0	0	87	3	10	0	0	0	5	73	12	30	
	BIRMINGHAM	FLYBE LTD	S	D	31	0	0	87	3	10	0	0	0	7	81	12	31	
	MANCHESTER	FLYBE LTD	S	A	31	0	0	94	3	3	0	0	0	2	86	7	36	
	MANCHESTER	FLYBE LTD	S	D	31	0	0	87	10	3	0	0	0	7	92	3	36	
<b>TOTAL MILAN (MALPENSA)</b>					<b>740</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>12</b>	<b>12</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012			
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Plan (8)												
MINNEAPOLIS-ST PAUL																		
	HEATHROW	DELTA AIRLINES	S	A	31	0	0	97	3	0	0	0	0	1	90	5	31	
	HEATHROW	DELTA AIRLINES	S	D	31	0	0	94	6	0	0	0	0	2	87	9	31	
<b>TOTAL MINNEAPOLIS-ST PAUL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>7</b>	<b>7</b>	
MINSK INT'L																		
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	A	17	0	0	18	53	18	12	0	0	28	44	20	18	
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	D	17	0	0	35	35	24	6	0	0	26	56	19	18	
	MANCHESTER	BELAVIA (BELARUSSIAN AIRLINES)	S	A	5	0	0	100	0	0	0	0	0	4	100	3	4	
	MANCHESTER	BELAVIA (BELARUSSIAN AIRLINES)	S	D	5	0	0	80	20	0	0	0	0	7	100	1	4	
<b>TOTAL MINSK INT'L</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>35</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>59</b>	<b>16</b>	<b>16</b>	
MODLIN MASOVIA																		
MOMBASA																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	1	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	4	75	7	4	
<b>TOTAL MOMBASA</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>4</b>	<b>4</b>	
MONASTIR																		
MONROVIA (ROBERTS)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	92	0	8	0	0	0	4	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	100	0	0	0	0	0	4	0	0	0	
<b>TOTAL MONROVIA (ROBERTS)</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	
MONTEGO BAY																		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	18	50	18	2	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	20	0	20	0	0	26	0	39	2	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	60	40	0	0	0	0	10	60	8	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	100	6	5	
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	67	22	11	0	0	0	11	60	11	5	
	GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	67	33	0	0	0	0	10	50	16	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	16	100	1	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	14	100	5	4	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	14	0	0	57	14	29	0	0	0	17	11	65	9	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	0	46	38	8	8	0	0	20	11	52	9	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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>74</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>22</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>51</b>	<b>27</b>	<b>27</b>
MONTPELLIER																	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	87	8	3	2	0	0	5	80	11	60
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	60	0	2	87	7	5	2	0	0	7	77	9	60
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	94	0	0	6	0	0	6	88	5	17
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	89	6	0	6	0	0	10	94	5	17
	BIRMINGHAM	RYANAIR	S	A	9	0	0	89	11	0	0	0	0	4	78	14	9
	BIRMINGHAM	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	3	89	8	9
<b>TOTAL MONTPELLIER</b>					<b>176</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>9</b>	<b>9</b>
MONTREAL (DORVAL)																	
	HEATHROW	AIR CANADA	S	A	31	0	0	77	13	10	0	0	0	8	65	15	31
	HEATHROW	AIR CANADA	S	D	31	0	0	74	26	0	0	0	0	8	77	17	31
	GATWICK	AIR TRANSAT	S	A	4	0	0	100	0	0	0	0	0	3	100	4	4
	GATWICK	AIR TRANSAT	S	D	4	0	0	75	25	0	0	0	0	9	100	1	4
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	65	16	10	10	0	0	20	42	20	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	68	23	3	6	0	0	14	87	7	31
<b>TOTAL MONTREAL (DORVAL)</b>					<b>132</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>19</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>14</b>	<b>14</b>
MOSCOW (DOMODEDOVO)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	92	0	0	82	8	7	2	1	1	22	88	6	92
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	1	0	83	11	2	4	0	0	8	87	7	92
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	76	8	10	5	2	0	18	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	71	18	10	2	0	0	12	0	0	0
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	65	24	6	6	0	0	13	0	0	0
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	82	12	0	6	0	0	13	0	0	0
<b>TOTAL MOSCOW (DOMODEDOVO)</b>					<b>344</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>81</b>	<b>10</b>	<b>10</b>
MOSCOW (SHEREMETYEVO)																	
	HEATHROW	AEROFLOT	S	A	94	0	0	83	11	4	2	0	0	8	82	7	91
	HEATHROW	AEROFLOT	S	D	94	0	0	84	11	4	0	0	1	14	76	10	91
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>					<b>189</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>77</b>	<b>10</b>	<b>10</b>
MOSCOW (VNUKOVO)																	
	HEATHROW	TRANSAERO AIRLINES	S	A	62	0	0	89	8	2	2	0	0	6	0	0	0
	HEATHROW	TRANSAERO AIRLINES	S	D	61	0	0	87	5	8	0	0	0	6	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
MOSCOW (VNUKOVO)																		
<b>TOTAL MOSCOW (VNUKOVO)</b>					<b>123</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
MUMBAI																		
	HEATHROW	AIR INDIA	S	A	31	0	0	90	3	3	3	0	0	9	92	4	13	
	HEATHROW	AIR INDIA	S	D	31	0	0	81	6	6	6	0	0	11	77	13	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	82	10	2	2	3	2	29	92	23	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	73	16	3	3	3	2	34	76	29	62	
	HEATHROW	JET AIRWAYS	S	A	62	0	0	73	26	2	0	0	0	9	94	3	62	
	HEATHROW	JET AIRWAYS	S	D	62	0	0	94	3	3	0	0	0	3	92	4	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	90	6	0	3	0	0	5	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	87	10	3	0	0	0	4	0	0	0	
<b>TOTAL MUMBAI</b>					<b>372</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>15</b>	<b>88</b>	<b>14</b>	<b>14</b>	
MUNICH																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	177	0	0	89	5	5	2	0	0	6	87	6	147	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	177	0	0	86	9	3	2	0	0	7	84	7	147	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	81	6	10	3	0	0	9	97	2	31	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	71	19	10	0	0	0	11	90	5	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	57	0	0	79	18	2	2	0	0	7	77	12	60	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	57	0	0	81	14	5	0	0	0	7	78	9	60	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	78	17	6	0	0	0	7	72	27	18	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	89	11	0	0	0	0	4	78	10	18	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	84	10	3	3	0	0	11	97	2	58	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	94	0	0	6	0	0	7	93	3	58	
	HEATHROW	LUFTHANSA	S	A	241	0	0	93	5	2	0	0	0	5	87	6	248	
	HEATHROW	LUFTHANSA	S	D	241	0	0	93	5	1	0	0	0	4	93	5	248	
	MANCHESTER	LUFTHANSA	S	A	88	0	0	77	17	2	3	0	0	11	85	9	89	
	MANCHESTER	LUFTHANSA	S	D	89	0	0	87	10	1	2	0	0	6	82	7	89	
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	83	0	0	99	1	0	0	0	0	2	90	6	84	
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	84	0	0	95	4	1	0	0	0	2	85	11	85	
<b>TOTAL MUNICH</b>					<b>1463</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>7</b>	<b>7</b>	
MUNSTER-OSNABRUCK																		
	LONDON CITY	VLM (BELGIUM)	S	A	31	0	0	100	0	0	0	0	0	0	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	D	30	0	0	100	0	0	0	0	0	0	0	0	0	
<b>TOTAL MUNSTER-OSNABRUCK</b>					<b>61</b>	<b>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>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					AUG 2012					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
MURCIA SAN JAVIER																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	54	0	1	81	15	4	0	0	0	6	81	9	53	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	54	0	0	83	9	6	2	0	0	8	79	8	53	
	EDINBURGH	JET2.COM LTD	S	A	14	0	0	93	7	0	0	0	0	5	88	15	17	
	EDINBURGH	JET2.COM LTD	S	D	14	0	0	93	0	7	0	0	0	4	100	5	17	
	GLASGOW	JET2.COM LTD	S	A	9	0	0	100	0	0	0	0	0	0	0	0	0	
	GLASGOW	JET2.COM LTD	S	D	9	0	0	89	0	0	0	11	0	31	0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	31	0	0	84	13	0	3	0	0	8	74	22	31	
	MANCHESTER	JET2.COM LTD	S	D	31	0	0	65	19	6	10	0	0	17	77	27	31	
	NEWCASTLE	JET2.COM LTD	S	A	27	0	0	89	7	0	4	0	0	8	94	7	31	
	NEWCASTLE	JET2.COM LTD	S	D	27	0	0	93	0	7	0	0	0	7	90	10	31	
	BIRMINGHAM	RYANAIR	S	A	18	0	0	94	0	6	0	0	0	4	88	6	17	
	BIRMINGHAM	RYANAIR	S	D	18	0	0	100	0	0	0	0	0	1	94	4	17	
	LUTON	RYANAIR	S	A	31	0	0	94	6	0	0	0	0	3	89	6	35	
	LUTON	RYANAIR	S	D	31	0	0	97	3	0	0	0	0	4	89	7	35	
	MANCHESTER	RYANAIR	S	A	17	0	0	94	6	0	0	0	0	4	100	2	18	
	MANCHESTER	RYANAIR	S	D	17	0	0	94	0	6	0	0	0	3	94	2	18	
	STANSTED	RYANAIR	S	A	53	0	0	91	6	4	0	0	0	4	81	9	58	
	STANSTED	RYANAIR	S	D	53	0	0	89	9	2	0	0	0	4	83	12	58	
<b>TOTAL MURCIA SAN JAVIER</b>					<b>508</b>	<b>2</b>	<b>1</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>10</b>	<b>10</b>	
MUSCAT																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	81	10	6	3	0	0	10	97	3	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	71	10	13	3	3	0	18	87	7	31	
	HEATHROW	OMAN AIR	S	A	31	0	0	74	13	10	3	0	0	16	94	4	31	
	HEATHROW	OMAN AIR	S	D	31	0	0	87	6	0	6	0	0	9	94	2	31	
<b>TOTAL MUSCAT</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>93</b>	<b>4</b>	<b>4</b>	
MYTILINI																		
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	60	20	20	0	0	0	16	0	81	4	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	80	0	20	0	0	0	12	25	52	4	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	80	0	0	20	0	0	16	100	3	4	
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	80	0	0	20	0	0	21	100	7	4	
<b>TOTAL MYTILINI</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>5</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>56</b>	<b>36</b>	<b>36</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	33	0	0	64	18	15	3	0	0	15	81	7	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	33	0	0	79	15	6	0	0	0	9	77	15	31	
	HEATHROW	KENYA AIRWAYS	S	A	31	0	0	45	26	19	10	0	0	25	95	5	38	
	HEATHROW	KENYA AIRWAYS	S	D	31	0	0	97	3	0	0	0	0	2	92	5	38	
<b>TOTAL NAIROBI</b>					<b>128</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>84</b>	<b>10</b>	<b>10</b>	
NANTES																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	94	3	3	0	0	0	3	93	2	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	90	3	6	0	0	0	6	93	5	30	
	MANCHESTER	FLYBE LTD	S	A	18	0	0	44	28	11	17	0	0	30	46	26	26	
	MANCHESTER	FLYBE LTD	S	D	18	0	0	67	6	6	22	0	0	29	77	17	26	
	LONDON CITY	VLM (BELGIUM)	S	A	31	0	0	100	0	0	0	0	0	2	97	2	31	
	LONDON CITY	VLM (BELGIUM)	S	D	31	0	0	97	3	0	0	0	0	2	90	5	31	
<b>TOTAL NANTES</b>					<b>160</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>9</b>	<b>9</b>	
NAPLES																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	61	1	1	69	7	13	10	2	0	25	56	20	93	
	GATWICK	BRITISH AIRWAYS PLC	S	D	62	0	0	71	15	6	8	0	0	16	67	14	93	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	63	25	13	0	0	0	10	78	11	9	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	100	0	0	0	0	0	0	89	4	9	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	36	0	0	61	11	28	0	0	0	17	67	14	33	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	36	0	0	86	8	6	0	0	0	5	97	3	33	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	89	5	6	0	0	0	6	91	5	70	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	95	3	2	0	0	0	2	99	2	70	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	20	20	20	0	0	28	60	26	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	20	0	20	0	0	23	60	33	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	56	11	11	22	0	0	34	22	69	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	11	0	0	0	0	5	33	70	9	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	3	89	3	9	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	3	100	3	9	
	GATWICK	THOMSON AIRWAYS LTD	C	A	14	0	0	50	14	21	14	0	0	28	50	38	14	
	GATWICK	THOMSON AIRWAYS LTD	C	D	14	0	0	71	7	14	7	0	0	20	86	18	14	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	40	0	20	40	0	0	66	60	63	5	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	40	20	0	40	0	0	50	80	30	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	14	0	0	86	0	14	0	0	0	9	86	14	14	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
NAPLES																		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	14	0	0	100	0	0	0	0	0	3	93	5	14	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	60	0	20	0	20	0	64	100	1	4	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	34	100	4	5	
<b>TOTAL NAPLES</b>					<b>459</b>	<b>1</b>	<b>1</b>	<b>77</b>	<b>8</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>14</b>	<b>14</b>	
NEW YORK (JF KENNEDY)																		
	HEATHROW	AMERICAN AIRLINES	S	A	124	0	0	81	8	7	3	1	0	11	68	18	154	
	HEATHROW	AMERICAN AIRLINES	S	D	124	0	1	67	26	4	2	1	0	14	83	12	153	
	MANCHESTER	AMERICAN AIRLINES	S	A	31	0	0	84	3	6	6	0	0	11	71	17	31	
	MANCHESTER	AMERICAN AIRLINES	S	D	31	0	0	90	3	3	3	0	0	6	97	5	31	
	LONDON CITY	BRITISH AIRWAYS (BA) LTD	S	A	22	0	0	91	5	0	5	0	0	5	72	9	29	
	LONDON CITY	BRITISH AIRWAYS (BA) LTD	S	D	21	0	0	100	0	0	0	0	0	0	100	0	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	234	0	0	77	13	6	3	0	0	11	57	21	227	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	234	0	0	55	22	17	6	0	0	22	71	16	230	
	HEATHROW	DELTA AIRLINES	S	A	93	0	0	86	4	3	6	0	0	12	63	22	92	
	HEATHROW	DELTA AIRLINES	S	D	92	0	1	89	5	4	1	0	0	6	84	7	92	
	HEATHROW	KUWAIT AIRWAYS	S	A	13	0	0	62	15	23	0	0	0	14	71	23	14	
	HEATHROW	KUWAIT AIRWAYS	S	D	14	0	0	14	21	43	21	0	0	41	15	73	13	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	14	0	0	21	21	29	14	7	7	76	46	40	13	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	123	1	0	81	6	9	3	0	1	16	81	8	93	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	125	0	0	84	10	2	4	0	0	9	91	5	93	
<b>TOTAL NEW YORK (JF KENNEDY)</b>					<b>1295</b>	<b>1</b>	<b>2</b>	<b>75</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>15</b>	<b>15</b>	
NEW YORK (NEWARK)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	84	10	5	0	2	0	10	73	13	81	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	63	24	11	2	0	0	14	73	12	80	
	BIRMINGHAM	UNITED AIRLINES	S	A	31	0	0	84	6	3	6	0	0	7	61	41	31	
	BIRMINGHAM	UNITED AIRLINES	S	D	31	0	0	87	0	3	10	0	0	12	71	33	31	
	EDINBURGH	UNITED AIRLINES	S	A	60	0	0	78	5	8	7	2	0	17	46	51	57	
	EDINBURGH	UNITED AIRLINES	S	D	60	0	0	82	3	5	8	2	0	14	58	39	57	
	GLASGOW	UNITED AIRLINES	S	A	31	0	0	84	3	10	3	0	0	8	53	40	30	
	GLASGOW	UNITED AIRLINES	S	D	31	0	0	77	10	13	0	0	0	11	57	37	30	
	HEATHROW	UNITED AIRLINES	S	A	155	0	0	85	6	5	3	1	0	9	55	36	152	
	HEATHROW	UNITED AIRLINES	S	D	154	0	0	79	13	7	0	1	0	11	75	16	153	
	MANCHESTER	UNITED AIRLINES	S	A	31	0	0	87	3	6	3	0	0	7	45	40	31	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
NEW YORK (NEWARK)																		
	MANCHESTER	UNITED AIRLINES	S	D	31	0	0	94	3	0	3	0	0	5	65	42	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	62	0	1	77	8	6	8	0	0	18	84	10	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	62	0	0	76	13	3	6	2	0	15	79	11	62	
<b>TOTAL NEW YORK (NEWARK)</b>					<b>863</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>66</b>	<b>26</b>	<b>26</b>	
NEWCASTLE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	172	0	0	84	10	4	2	0	0	8	82	10	169	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	172	0	0	85	10	4	1	0	0	6	86	7	169	
	BIRMINGHAM	EASTERN AIRWAYS	S	A	24	0	5	96	0	0	4	0	0	6	0	0	0	
	BIRMINGHAM	EASTERN AIRWAYS	S	D	23	0	6	96	0	0	4	0	0	4	0	0	0	
	GATWICK	FLYBE LTD	S	A	73	0	0	86	4	8	1	0	0	8	81	10	80	
	GATWICK	FLYBE LTD	S	D	72	0	0	79	10	4	6	1	0	16	70	15	80	
<b>TOTAL NEWCASTLE</b>					<b>542</b>	<b>5</b>	<b>11</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>10</b>	<b>10</b>	
NEWQUAY																		
	EDINBURGH	FLYBE LTD	S	A	9	0	0	78	11	11	0	0	0	6	88	10	17	
	EDINBURGH	FLYBE LTD	S	D	9	0	0	78	11	11	0	0	0	11	88	6	17	
	GATWICK	FLYBE LTD	S	A	88	0	0	93	5	1	1	0	0	5	84	6	93	
	GATWICK	FLYBE LTD	S	D	88	0	0	84	10	2	3	0	0	8	86	7	93	
	MANCHESTER	FLYBE LTD	S	A	31	0	0	81	6	6	3	3	0	17	88	6	26	
	MANCHESTER	FLYBE LTD	S	D	31	0	0	71	13	6	10	0	0	18	85	8	26	
	NEWCASTLE	FLYBE LTD	S	A	5	0	0	100	0	0	0	0	0	1	75	16	4	
	NEWCASTLE	FLYBE LTD	S	D	5	0	0	40	40	20	0	0	0	21	75	17	4	
	GLASGOW	LOGANAIR	S	A	9	0	0	56	33	11	0	0	0	18	44	21	9	
	GLASGOW	LOGANAIR	S	D	9	0	0	89	11	0	0	0	0	5	89	10	9	
<b>TOTAL NEWQUAY</b>					<b>284</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>8</b>	<b>8</b>	
NICE																		
	LONDON CITY	BA CITYFLYER LTD	S	A	30	0	0	93	3	3	0	0	0	3	96	1	26	
	LONDON CITY	BA CITYFLYER LTD	S	D	30	0	0	83	10	3	3	0	0	6	96	2	27	
	GATWICK	BRITISH AIRWAYS PLC	S	A	89	0	0	75	12	9	3	0	0	12	81	13	93	
	GATWICK	BRITISH AIRWAYS PLC	S	D	89	0	0	62	19	10	9	0	0	19	77	12	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	217	0	0	77	11	10	2	0	0	11	81	13	279	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	217	0	0	82	8	6	4	0	0	10	85	8	279	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	94	0	0	6	0	0	7	88	4	17	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	89	6	0	6	0	0	10	94	2	17	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
NICE																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	155	1	0	65	13	14	8	0	0	18	64	20	146	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	155	0	0	69	15	10	5	0	0	15	78	13	146	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	67	0	0	81	12	3	1	3	0	13	80	12	66	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	67	0	1	87	7	6	0	0	0	6	89	5	66	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	86	14	0	0	0	0	4	85	5	13	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	93	7	0	0	0	0	4	92	4	13	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	84	3	10	3	0	0	9	81	8	31	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	87	6	6	0	0	0	4	87	6	31	
	MANCHESTER	JET2.COM LTD	S	A	27	0	0	63	19	7	7	4	0	27	41	21	22	
	MANCHESTER	JET2.COM LTD	S	D	27	0	0	70	11	7	7	4	0	24	73	11	22	
	BIRMINGHAM	MONARCH AIRLINES	S	A	31	0	0	90	3	0	3	0	3	19	62	35	26	
	BIRMINGHAM	MONARCH AIRLINES	S	D	31	0	0	90	3	3	0	0	3	15	81	36	26	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	17	0	0	88	6	0	0	6	0	18	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	17	0	0	82	6	6	0	6	0	20	0	0	0	
<b>TOTAL NICE</b>					<b>1392</b>	<b>11</b>	<b>1</b>	<b>77</b>	<b>11</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>12</b>	<b>12</b>	
NIEDERRHEIN																		
	EDINBURGH	RYANAIR	S	A	18	0	0	100	0	0	0	0	0	95	2	22		
	EDINBURGH	RYANAIR	S	D	18	0	0	89	11	0	0	0	0	4	95	4	22	
	STANSTED	RYANAIR	S	A	62	0	0	85	13	0	2	0	0	6	78	10	36	
	STANSTED	RYANAIR	S	D	62	0	0	90	6	3	0	0	0	6	61	15	36	
<b>TOTAL NIEDERRHEIN</b>					<b>160</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>9</b>	<b>9</b>	
NIMES																		
	LUTON	RYANAIR	S	A	31	0	0	97	3	0	0	0	0	1	94	6	31	
	LUTON	RYANAIR	S	D	31	0	0	97	3	0	0	0	0	3	90	4	31	
<b>TOTAL NIMES</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>5</b>	<b>5</b>	
NORWICH																		
	EDINBURGH	FLYBE LTD	S	A	26	0	0	96	0	0	4	0	0	6	92	6	48	
	EDINBURGH	FLYBE LTD	S	D	26	0	0	77	23	0	0	0	0	7	96	5	49	
	MANCHESTER	LOGANAIR	S	A	53	0	0	96	4	0	0	0	0	3	90	8	59	
	MANCHESTER	LOGANAIR	S	D	53	0	0	94	4	2	0	0	0	4	90	5	59	
<b>TOTAL NORWICH</b>					<b>158</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>92</b>	<b>6</b>	<b>6</b>	
NUREMBERG																		

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE							AUG 2012		
			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)										
NUREMBERG	LONDON CITY	CITY JET	S	A	48	0	0	98	2	0	0	0	0	1	0	0	0	
	LONDON CITY	CITY JET	S	D	48	0	0	100	0	0	0	0	0	1	0	0	0	
	STANSTED	RYANAIR	S	A	31	0	0	87	3	10	0	0	0	5	0	0	0	
	STANSTED	RYANAIR	S	D	31	0	0	84	6	10	0	0	0	7	0	0	0	
<b>TOTAL NUREMBERG</b>					<b>158</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>83</b>	<b>9</b>	<b>9</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012			
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Plan (8)											
OLBIA	HEATHROW	BRITISH AIRWAYS PLC	C	A	5	0	0	40	20	20	20	0	0	31	75	7	4
	HEATHROW	BRITISH AIRWAYS PLC	C	D	5	0	0	100	0	0	0	0	0	1	100	1	4
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	45	0	0	62	22	13	2	0	0	14	72	27	39
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	45	0	0	73	20	7	0	0	0	9	83	13	40
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	78	11	11	0	0	0	7	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	100	0	0	0	0	0	2	0	0	0
	MANCHESTER	FLYBE LTD	C	A	5	0	0	40	20	20	20	0	0	34	0	0	0
	MANCHESTER	FLYBE LTD	C	D	5	0	0	20	80	0	0	0	0	19	0	0	0
	EDINBURGH	JET2.COM LTD	S	A	4	0	1	0	0	75	25	0	0	51	0	62	4
	EDINBURGH	JET2.COM LTD	S	D	5	0	0	80	20	0	0	0	0	7	25	22	4
	GATWICK	MERIDIANA AIR	S	A	5	0	0	80	0	20	0	0	0	12	50	26	4
	GATWICK	MERIDIANA AIR	S	D	5	0	0	60	40	0	0	0	0	9	50	25	4
<b>TOTAL OLBIA</b>					<b>147</b>	<b>3</b>	<b>1</b>	<b>67</b>	<b>20</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>21</b>	<b>21</b>
OPORTO (PORTUGAL)	GATWICK	AIR PORTUGAL	S	A	62	0	0	55	18	11	15	2	0	27	84	7	62
	GATWICK	AIR PORTUGAL	S	D	61	0	0	54	25	15	7	0	0	20	68	13	62
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	52	23	16	6	3	0	31	45	26	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	48	19	26	6	0	0	24	42	27	31
	STANSTED	RYANAIR	S	A	58	0	0	72	22	5	0	0	0	11	76	8	54
	STANSTED	RYANAIR	S	D	58	0	0	67	24	7	0	0	2	19	67	11	54
<b>TOTAL OPORTO (PORTUGAL)</b>					<b>304</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>22</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>67</b>	<b>13</b>	<b>13</b>
ORLANDO	GATWICK	BRITISH AIRWAYS PLC	S	A	45	0	0	64	13	9	11	2	0	26	66	16	44
	GATWICK	BRITISH AIRWAYS PLC	S	D	44	0	0	61	7	18	11	2	0	34	73	18	44
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	67	0	0	82	7	7	3	0	0	10	62	24	66
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	67	0	0	87	10	3	0	0	0	6	61	31	66
	GLASGOW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	0	0	88	13	0	0	0	0	6	88	6	8
	GLASGOW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	100	0	0	0	0	0	2	75	13	8
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	49	0	0	94	4	0	2	0	0	4	94	9	49
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	49	0	0	92	8	0	0	0	0	3	82	9	49
<b>TOTAL ORLANDO</b>					<b>338</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>18</b>	<b>18</b>
OSLO (GARDERMOEN)	HEATHROW	BRITISH AIRWAYS PLC	S	A	138	0	0	84	9	5	1	0	0	7	82	8	122

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							AUG 2012			
					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)											
OSLO (GARDERMOEN)	HEATHROW	BRITISH AIRWAYS PLC	S	D	138	0	0	83	7	7	4	0	0	10	86	8	123
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	24	0	0	88	13	0	0	0	0	6	74	14	23
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	24	0	0	75	25	0	0	0	0	9	70	26	23
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	101	0	0	90	6	2	2	0	0	5	93	4	85
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	101	0	0	78	11	7	4	0	0	11	85	8	85
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	13	0	0	100	0	0	0	0	0	2	93	3	14
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	D	13	0	0	85	8	8	0	0	0	6	79	9	14
	HEATHROW	SAS	S	A	106	0	0	92	6	3	0	0	0	5	90	5	119
	HEATHROW	SAS	S	D	106	0	0	97	0	2	1	0	0	2	94	3	119
	MANCHESTER	SAS	S	A	17	0	0	100	0	0	0	0	0	1	88	7	17
	MANCHESTER	SAS	S	D	17	0	0	100	0	0	0	0	0	4	82	6	17
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>798</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>7</b>	<b>7</b>
OSTRAVA	STANSTED	RYANAIR	S	A	14	0	0	86	7	0	7	0	0	9	0	0	0
	STANSTED	RYANAIR	S	D	14	0	0	86	7	0	7	0	0	11	0	0	0
<b>TOTAL OSTRAVA</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
OTTAWA INTERNATIONAL	HEATHROW	AIR CANADA	S	A	31	0	0	87	6	6	0	0	0	5	48	24	31
	HEATHROW	AIR CANADA	S	D	31	0	0	84	10	6	0	0	0	8	74	55	31
	GATWICK	AIR TRANSAT	S	A	4	0	0	100	0	0	0	0	0	0	80	10	5
	GATWICK	AIR TRANSAT	S	D	4	0	0	100	0	0	0	0	0	3	75	17	4
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>63</b>	<b>36</b>	<b>36</b>
OXFORD (KIDLINGTON)	EDINBURGH	MINOAN AIR	S	A	4	0	5	75	0	0	25	0	0	17	0	0	0
	EDINBURGH	MINOAN AIR	S	D	4	0	5	75	0	25	0	0	0	12	0	0	0
<b>TOTAL OXFORD (KIDLINGTON)</b>					<b>8</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	75	25	0	0	0	0	12	75	7	4	
	BIRMINGHAM	AIR BERLIN	C	D	4	0	0	100	0	0	0	0	0	0	50	14	4	
	LONDON CITY	VLM (BELGIUM)	S	A	26	0	0	96	0	4	0	0	0	3	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	D	26	0	0	92	4	4	0	0	0	3	0	0	0	
<b>TOTAL PADERBORN</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>63</b>	<b>10</b>	<b>10</b>	
PALERMO																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	77	10	10	3	0	0	11	74	13	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	84	6	6	3	0	0	9	81	9	31	
	STANSTED	RYANAIR	S	A	36	0	0	83	8	8	0	0	0	7	57	20	35	
	STANSTED	RYANAIR	S	D	36	0	0	92	8	0	0	0	0	5	97	4	35	
<b>TOTAL PALERMO</b>					<b>134</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>11</b>	<b>11</b>	
PALMA DE MALLORCA																		
	EDINBURGH	BA CITYFLYER LTD	C	A	4	0	0	100	0	0	0	0	0	6	50	11	4	
	EDINBURGH	BA CITYFLYER LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	6	4	
	GLASGOW	BA CITYFLYER LTD	C	A	24	0	0	71	13	4	13	0	0	15	69	19	16	
	GLASGOW	BA CITYFLYER LTD	C	D	23	0	0	83	0	9	9	0	0	13	86	9	14	
	LONDON CITY	BA CITYFLYER LTD	S	A	39	0	0	87	10	0	3	0	0	7	85	8	40	
	LONDON CITY	BA CITYFLYER LTD	S	D	39	0	0	90	5	3	3	0	0	5	93	4	40	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	56	22	22	0	0	0	16	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	89	11	0	0	0	0	5	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	85	8	0	0	0	8	73	92	3	13	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	85	15	0	0	0	0	4	92	4	13	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	161	0	0	81	6	7	6	1	0	14	78	14	157	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	160	0	0	76	11	8	5	1	0	15	73	14	158	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	89	0	0	11	0	0	13	100	1	9	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	78	22	0	0	0	0	8	89	4	9	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	81	0	0	85	9	4	2	0	0	8	85	5	79	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	81	0	0	86	4	9	1	0	0	8	87	7	79	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	73	23	5	0	0	0	10	77	9	26	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	86	14	0	0	0	0	7	85	8	26	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	84	10	3	3	0	0	9	84	5	31	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	81	10	10	0	0	0	9	97	3	31	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	48	0	1	83	13	4	0	0	0	7	94	6	53	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

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					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
PALMA DE MALLORCA	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	48	0	0	90	6	2	2	0	0	5	92	9	53
	BIRMINGHAM	FLYBE LTD	C	A	4	0	0	75	25	0	0	0	0	5	0	0	0
	BIRMINGHAM	FLYBE LTD	C	D	4	0	0	100	0	0	0	0	0	4	0	0	0
	EDINBURGH	JET2.COM LTD	S	A	22	0	0	82	9	9	0	0	0	10	52	26	21
	EDINBURGH	JET2.COM LTD	S	D	22	0	0	95	0	5	0	0	0	4	76	16	21
	GLASGOW	JET2.COM LTD	S	A	36	0	0	78	14	8	0	0	0	8	88	5	26
	GLASGOW	JET2.COM LTD	S	D	36	0	0	83	11	3	3	0	0	10	100	4	26
	MANCHESTER	JET2.COM LTD	S	A	54	0	0	63	20	9	7	0	0	16	70	16	44
	MANCHESTER	JET2.COM LTD	S	D	54	0	0	74	15	7	4	0	0	13	73	19	44
	NEWCASTLE	JET2.COM LTD	S	A	41	0	0	88	12	0	0	0	0	3	81	14	31
	NEWCASTLE	JET2.COM LTD	S	D	41	0	0	90	7	2	0	0	0	7	84	19	31
	EDINBURGH	JETAIRFLY	C	A	5	0	0	100	0	0	0	0	0	7	0	0	0
	EDINBURGH	JETAIRFLY	C	D	5	0	0	100	0	0	0	0	0	3	0	0	0
	GLASGOW	JETAIRFLY	C	A	5	0	0	40	20	20	20	0	0	26	0	0	0
	GLASGOW	JETAIRFLY	C	D	5	0	0	40	0	40	20	0	0	31	0	0	0
	MANCHESTER	JETAIRFLY	C	A	5	0	0	60	20	20	0	0	0	12	0	0	0
	MANCHESTER	JETAIRFLY	C	D	5	0	0	60	20	20	0	0	0	20	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	S	A	58	0	0	83	3	5	7	2	0	16	67	28	48
	BIRMINGHAM	MONARCH AIRLINES	S	D	59	0	0	86	3	5	3	2	0	12	83	19	48
	GATWICK	MONARCH AIRLINES	S	A	75	0	1	44	15	28	8	4	1	39	42	37	52
	GATWICK	MONARCH AIRLINES	S	D	76	1	3	63	26	3	8	0	0	17	74	20	53
	LUTON	MONARCH AIRLINES	S	A	33	0	0	61	12	12	12	0	3	37	61	37	33
	LUTON	MONARCH AIRLINES	S	D	33	0	0	82	9	0	6	0	3	25	79	32	34
	MANCHESTER	MONARCH AIRLINES	S	A	53	0	0	32	25	28	11	4	0	39	47	45	47
	MANCHESTER	MONARCH AIRLINES	S	D	53	0	1	60	21	13	4	2	0	24	66	24	47
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	4	0	0	0	25	75	0	0	0	37	0	0	0
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	4	0	0	75	25	0	0	0	0	8	0	0	0
	BIRMINGHAM	RYANAIR	S	A	22	0	0	77	0	23	0	0	0	14	88	4	26
	BIRMINGHAM	RYANAIR	S	D	22	0	0	95	0	5	0	0	0	5	96	3	26
	EDINBURGH	RYANAIR	S	A	22	0	0	77	18	5	0	0	0	9	82	6	17
	EDINBURGH	RYANAIR	S	D	22	0	0	95	0	5	0	0	0	5	94	4	17
	MANCHESTER	RYANAIR	S	A	62	0	0	68	19	13	0	0	0	13	42	29	53
	MANCHESTER	RYANAIR	S	D	62	0	0	94	5	2	0	0	0	5	81	14	53



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
PALMA DE MALLORCA																		
	STANSTED	RYANAIR	S	A	62	0	0	65	23	10	2	0	2	19	56	19	62	
	STANSTED	RYANAIR	S	D	62	0	0	87	8	3	2	0	0	7	76	10	62	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	18	0	0	78	17	0	6	0	0	9	94	4	16	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	18	0	0	100	0	0	0	0	0	0	94	4	16	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	41	0	0	61	17	15	5	2	0	21	79	13	29	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	40	0	0	63	15	8	10	3	3	49	76	16	29	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	25	0	25	0	76	63	25	8	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	6	0	0	83	0	0	17	0	0	16	88	4	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	32	0	0	44	38	3	6	9	0	39	74	14	31	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	32	0	0	69	13	9	3	6	0	31	87	9	30	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	19	0	0	89	5	5	0	0	0	5	81	14	21	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	19	0	0	89	11	0	0	0	0	4	90	7	20	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	0	0	25	92	75	5	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	1	0	75	25	0	0	0	0	9	75	5	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	32	0	0	78	16	6	0	0	0	7	84	7	31	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	31	0	0	97	0	3	0	0	0	1	90	7	30	
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	15	0	0	67	7	20	7	0	0	19	55	38	11	
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	14	0	0	64	21	7	7	0	0	14	90	20	10	
	GATWICK	THOMSON AIRWAYS LTD	C	A	84	1	0	82	7	8	2	0	0	10	73	9	77	
	GATWICK	THOMSON AIRWAYS LTD	C	D	85	0	0	81	11	5	4	0	0	9	88	5	78	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	19	0	0	89	5	5	0	0	0	6	65	55	20	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	19	0	0	100	0	0	0	0	0	1	84	35	19	
	LUTON	THOMSON AIRWAYS LTD	C	A	32	1	0	81	13	3	3	0	0	9	94	6	31	
	LUTON	THOMSON AIRWAYS LTD	C	D	33	0	0	94	3	0	3	0	0	5	94	7	31	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	73	0	0	68	18	12	1	0	0	13	74	12	72	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	73	0	0	84	10	4	3	0	0	9	89	8	74	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	32	0	0	78	16	3	3	0	0	8	96	4	26	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	32	0	0	88	9	0	3	0	0	8	92	4	26	
	STANSTED	THOMSON AIRWAYS LTD	C	A	13	0	0	85	8	8	0	0	0	6	100	1	13	
	STANSTED	THOMSON AIRWAYS LTD	C	D	13	0	0	92	8	0	0	0	0	5	92	2	13	
	HEATHROW	VUELING AIRLINES	S	A	31	0	0	55	29	16	0	0	0	16	0	0	0	
	HEATHROW	VUELING AIRLINES	S	D	31	0	0	90	6	3	0	0	0	5	0	0	0	
<b>TOTAL PALMA DE MALLORCA</b>					<b>2909</b>	<b>4</b>	<b>6</b>	<b>77</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>14</b>	<b>14</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2012					
					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
PAPHOS																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	17	1	1	88	0	6	6	0	0	8	82	8	17	
	GATWICK	BRITISH AIRWAYS PLC	S	D	18	0	0	61	17	17	6	0	0	20	88	13	17	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	100	0	0	0	0	0	1	100	0	9	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	78	22	0	0	0	0	10	100	4	9	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	87	5	3	5	0	0	8	88	18	60	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	69	24	3	3	0	0	15	71	11	62	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	92	0	8	0	0	0	3	92	4	13	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	92	0	8	0	0	0	6	62	17	13	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	31	0	1	55	10	26	10	0	0	21	66	11	32	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	55	13	19	13	0	0	23	69	12	32	
	GLASGOW	JET2.COM LTD	S	A	8	0	0	75	0	13	0	13	0	38	89	3	9	
	GLASGOW	JET2.COM LTD	S	D	8	0	0	63	0	25	0	13	0	43	67	9	9	
	MANCHESTER	JET2.COM LTD	S	A	8	0	0	50	13	25	13	0	0	22	56	15	9	
	MANCHESTER	JET2.COM LTD	S	D	8	0	0	75	0	13	13	0	0	20	67	18	9	
	NEWCASTLE	JET2.COM LTD	S	A	8	0	0	38	50	13	0	0	0	17	67	16	9	
	NEWCASTLE	JET2.COM LTD	S	D	8	0	0	13	25	50	13	0	0	35	22	30	9	
	BIRMINGHAM	MONARCH AIRLINES	S	A	13	0	0	85	15	0	0	0	0	6	85	5	13	
	BIRMINGHAM	MONARCH AIRLINES	S	D	13	0	0	69	0	31	0	0	0	14	54	21	13	
	GATWICK	MONARCH AIRLINES	S	A	13	0	0	62	8	23	8	0	0	19	69	15	13	
	GATWICK	MONARCH AIRLINES	S	D	13	0	0	62	15	8	15	0	0	20	64	19	14	
	MANCHESTER	MONARCH AIRLINES	S	A	8	0	0	50	13	13	25	0	0	35	67	30	9	
	MANCHESTER	MONARCH AIRLINES	S	D	8	0	0	0	38	38	25	0	0	51	22	122	9	
	MANCHESTER	RYANAIR	S	A	8	0	0	25	50	25	0	0	0	22	0	0	0	
	MANCHESTER	RYANAIR	S	D	8	0	0	88	13	0	0	0	0	10	0	0	0	
	STANSTED	RYANAIR	S	A	22	0	0	95	5	0	0	0	0	3	78	12	18	
	STANSTED	RYANAIR	S	D	22	0	0	73	14	14	0	0	0	13	39	31	18	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	11	0	0	11	0	31	69	20	16	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	11	11	0	11	0	40	63	25	16	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	50	0	0	25	13	13	116	75	10	12	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	33	11	11	11	22	11	130	67	16	12	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	1	0	100	0	0	0	0	0	0	75	9	8	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	14	8	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	1	100	0	13	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	8	0	0	75	13	13	0	0	0	11	85	9	13
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	10	100	3	4
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	1	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	24	1	0	96	0	4	0	0	0	3	81	8	21
	GATWICK	THOMSON AIRWAYS LTD	C	D	25	0	0	60	28	8	4	0	0	15	77	11	22
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	80	9	5
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	1	5
	LUTON	THOMSON AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	0	56	11	9
	LUTON	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	5	89	4	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	21	0	0	67	10	14	10	0	0	18	41	28	22
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	21	0	0	67	10	14	10	0	0	21	59	23	22
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	2	89	6	9
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	8	0	0	75	13	13	0	0	0	10	100	1	9
	STANSTED	THOMSON AIRWAYS LTD	C	A	8	1	0	100	0	0	0	0	0	2	56	14	9
	STANSTED	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	5	89	3	9
<b>TOTAL PAPHOS</b>					<b>657</b>	<b>6</b>	<b>2</b>	<b>73</b>	<b>11</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>73</b>	<b>16</b>	<b>16</b>
PARIS (CHARLES DE GAULLE)	BIRMINGHAM	AIR FRANCE	S	A	77	0	0	92	4	3	1	0	0	5	95	2	93
	BIRMINGHAM	AIR FRANCE	S	D	77	0	0	95	3	1	1	0	0	2	99	1	93
	HEATHROW	AIR FRANCE	S	A	217	0	0	75	19	5	1	0	0	10	76	10	217
	HEATHROW	AIR FRANCE	S	D	216	0	0	93	5	2	0	0	0	4	94	4	217
	MANCHESTER	AIR FRANCE	S	A	75	0	0	79	19	3	0	0	0	8	72	13	93
	MANCHESTER	AIR FRANCE	S	D	75	0	0	91	8	1	0	0	0	4	97	4	93
	NEWCASTLE	BRIT AIR	S	A	82	0	0	88	6	6	0	0	0	6	93	4	82
	NEWCASTLE	BRIT AIR	S	D	83	0	0	76	19	4	1	0	0	10	88	8	82
	HEATHROW	BRITISH AIRWAYS PLC	S	A	201	0	0	82	10	5	3	0	0	10	90	5	205
	HEATHROW	BRITISH AIRWAYS PLC	S	D	202	0	0	81	9	6	3	0	0	10	88	6	205
	EDINBURGH	CITY JET	S	A	123	1	0	85	10	3	2	0	0	9	88	5	123
	EDINBURGH	CITY JET	S	D	123	0	0	76	18	6	0	0	0	9	93	5	121
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	87	6	0	3	3	0	19	97	9	31
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	90	3	0	3	3	0	13	97	9	31
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	87	13	0	0	0	0	4	78	12	27
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	90	6	0	3	0	0	7	78	13	27

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
PARIS (CHARLES DE GAULLE)																		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	71	0	0	93	7	0	0	0	0	3	86	8	72	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	71	0	0	97	3	0	0	0	0	3	82	8	72	
	BIRMINGHAM	FLYBE LTD	S	A	68	0	0	90	6	0	3	0	1	18	88	8	69	
	BIRMINGHAM	FLYBE LTD	S	D	67	0	0	88	6	1	4	0	0	7	81	14	69	
	GLASGOW	FLYBE LTD	S	A	30	0	0	93	0	3	3	0	0	7	83	26	30	
	GLASGOW	FLYBE LTD	S	D	31	0	0	77	6	10	6	0	0	15	71	17	31	
	MANCHESTER	FLYBE LTD	S	A	92	0	0	90	9	0	1	0	0	4	93	4	95	
	MANCHESTER	FLYBE LTD	S	D	93	0	0	76	17	5	1	0	0	11	92	6	95	
	MANCHESTER	JET2.COM LTD	S	A	22	0	0	68	14	5	14	0	0	17	83	22	18	
	MANCHESTER	JET2.COM LTD	S	D	22	0	0	68	14	5	14	0	0	18	78	26	18	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>2242</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>7</b>	<b>7</b>	
PARIS (LE BOURGET)																		
PARIS (ORLY)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	79	11	6	4	0	0	12	88	7	124	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	85	10	2	3	0	0	7	90	7	124	
	LONDON CITY	VLM (BELGIUM)	S	A	83	0	0	81	11	7	1	0	0	8	98	1	94	
	LONDON CITY	VLM (BELGIUM)	S	D	84	0	0	86	8	5	1	0	0	6	96	2	94	
<b>TOTAL PARIS (ORLY)</b>					<b>415</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>92</b>	<b>5</b>	<b>5</b>	
PARMA																		
	STANSTED	RYANAIR	S	A	13	0	0	31	8	54	8	0	0	31	63	15	19	
	STANSTED	RYANAIR	S	D	13	0	0	31	31	38	0	0	0	25	79	12	19	
<b>TOTAL PARMA</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>22</b>	<b>44</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>71</b>	<b>13</b>	<b>13</b>	
PATRAS																		
PAU																		
	LONDON CITY	CITY JET	S	A	14	0	0	86	7	7	0	0	0	5	100	0	14	
	LONDON CITY	CITY JET	S	D	14	0	0	79	7	14	0	0	0	9	92	8	13	
<b>TOTAL PAU</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>96</b>	<b>4</b>	<b>4</b>	
PERPIGNAN																		
	BIRMINGHAM	FLYBE LTD	S	A	4	0	0	25	0	50	25	0	0	49	54	23	13	
	BIRMINGHAM	FLYBE LTD	S	D	5	0	0	20	60	0	20	0	0	35	69	13	13	
	BIRMINGHAM	RYANAIR	S	A	14	0	0	93	0	0	0	7	0	18	0	0	0	
	BIRMINGHAM	RYANAIR	S	D	14	0	0	64	0	36	0	0	0	13	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
PERPIGNAN																		
	STANSTED	RYANAIR	S	A	35	0	0	74	14	9	3	0	0	11	95	5	41	
	STANSTED	RYANAIR	S	D	35	0	0	80	14	6	0	0	0	9	95	6	41	
<b>TOTAL PERPIGNAN</b>					<b>107</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>87</b>	<b>8</b>	<b>8</b>	
PERUGIA																		
	STANSTED	RYANAIR	S	A	31	0	0	87	10	0	3	0	0	9	71	14	31	
	STANSTED	RYANAIR	S	D	31	0	0	90	10	0	0	0	0	5	84	8	31	
<b>TOTAL PERUGIA</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>7</b>	<b>77</b>	<b>11</b>	<b>11</b>	
PESCARA																		
	STANSTED	RYANAIR	S	A	31	0	0	90	3	3	3	0	0	8	87	8	31	
	STANSTED	RYANAIR	S	D	31	0	0	94	3	3	0	0	0	5	94	11	31	
<b>TOTAL PESCARA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>9</b>	<b>9</b>	
PESHAWAR																		
PHILADELPHIA INTERNATIONAL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	0	79	8	8	5	0	0	10	76	10	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	76	15	5	5	0	0	13	82	11	62	
	GLASGOW	US AIRWAYS	S	A	31	0	0	94	3	0	3	0	0	4	65	19	31	
	GLASGOW	US AIRWAYS	S	D	30	1	1	90	10	0	0	0	0	3	90	13	31	
	HEATHROW	US AIRWAYS	S	A	31	0	0	87	0	10	3	0	0	6	74	23	31	
	HEATHROW	US AIRWAYS	S	D	31	0	0	74	10	13	3	0	0	13	68	19	31	
	MANCHESTER	US AIRWAYS	S	A	31	0	0	74	6	10	6	3	0	20	74	12	31	
	MANCHESTER	US AIRWAYS	S	D	31	0	0	81	6	0	10	3	0	25	81	7	31	
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>308</b>	<b>1</b>	<b>1</b>	<b>81</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>13</b>	<b>13</b>	
PHOENIX																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	65	13	13	6	3	0	24	38	33	26	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	35	29	26	10	0	0	30	58	23	26	
<b>TOTAL PHOENIX</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>21</b>	<b>19</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>48</b>	<b>28</b>	<b>28</b>	
PISA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	62	0	0	71	15	11	3	0	0	14	39	25	62	
	GATWICK	BRITISH AIRWAYS PLC	S	D	62	0	0	74	8	13	5	0	0	14	58	18	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	36	0	0	86	0	11	3	0	0	7	80	9	35	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	36	0	0	81	14	3	3	0	0	8	97	4	35	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	66	0	0	80	14	2	5	0	0	10	79	12	61	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							AUG 2012			
					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
PISA	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	66	0	0	77	14	6	3	0	0	11	80	8	64
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	90	3	6	0	0	0	4	81	15	31
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	90	6	3	0	0	0	5	81	12	31
	MANCHESTER	JET2.COM LTD	S	A	23	0	0	70	9	13	4	4	0	27	68	18	22
	MANCHESTER	JET2.COM LTD	S	D	23	0	0	74	9	9	9	0	0	15	77	13	22
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	89	11	0	0	0	0	4	67	89	9
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	100	0	0	0	0	0	5	89	25	9
	EDINBURGH	RYANAIR	S	A	14	0	0	64	29	7	0	0	0	13	86	23	22
	EDINBURGH	RYANAIR	S	D	14	0	0	100	0	0	0	0	0	3	91	7	22
	STANSTED	RYANAIR	S	A	95	0	0	46	39	12	2	1	0	22	53	21	97
	STANSTED	RYANAIR	S	D	95	0	0	81	13	6	0	0	0	9	78	10	97
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	1	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	3	4
<b>TOTAL PISA</b>					<b>682</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>15</b>	<b>15</b>
PLOVDIV	STANSTED	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	1	85	6	13
	STANSTED	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	2	77	9	13
<b>TOTAL PLOVDIV</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>81</b>	<b>8</b>	<b>8</b>
PODGORICA	GATWICK	MONTENEGRO AIRLINES	S	A	5	0	0	100	0	0	0	0	0	2	100	3	6
	GATWICK	MONTENEGRO AIRLINES	S	D	5	0	0	80	0	20	0	0	0	15	67	18	6
<b>TOTAL PODGORICA</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>11</b>	<b>11</b>
POITIERS	EDINBURGH	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	0	100	0	6
	EDINBURGH	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	3	100	3	8
	STANSTED	RYANAIR	S	A	21	0	0	76	19	5	0	0	0	9	71	11	24
	STANSTED	RYANAIR	S	D	21	0	0	95	5	0	0	0	0	4	67	15	24
<b>TOTAL POITIERS</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>5</b>	<b>76</b>	<b>10</b>	<b>10</b>
PORT HARCOURT																	
PORT OF SPAIN	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	73	9	18	0	0	0	12	89	6	27
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	68	23	5	5	0	0	15	70	13	27

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012				
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Plan (8)												
PORT OF SPAIN																		
	GATWICK	CARIBBEAN AIRLINES	S	A	13	0	0	54	31	8	8	0	0	22	33	124	9	
	GATWICK	CARIBBEAN AIRLINES	S	D	13	0	0	38	38	15	8	0	0	19	11	202	9	
<b>TOTAL PORT OF SPAIN</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>23</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>65</b>	<b>48</b>	<b>48</b>	
PORTO SANTO																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	50	0	0	50	0	0	37	75	9	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	25	100	0	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	100	0	4		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	4	100	2	4	
<b>TOTAL PORTO SANTO</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>6</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>94</b>	<b>3</b>	<b>3</b>	
POZNAN																		
	EDINBURGH	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	1	100	2	9	
	EDINBURGH	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	2	100	3	9	
	STANSTED	RYANAIR	S	A	31	0	0	87	10	3	0	0	0	5	87	10	31	
	STANSTED	RYANAIR	S	D	31	0	0	81	19	0	0	0	0	6	87	10	31	
	LUTON	WIZZ AIR	S	A	26	0	0	96	4	0	0	0	0	2	96	1	27	
	LUTON	WIZZ AIR	S	D	26	0	0	81	12	4	4	0	0	9	81	7	27	
<b>TOTAL POZNAN</b>					<b>132</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>7</b>	<b>7</b>	
PRAGUE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	145	0	0	84	10	4	2	0	0	7	91	5	155	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	146	0	0	87	6	5	1	0	0	6	90	7	155	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	78	11	0	11	0	0	18	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	89	0	11	0	0	0	7	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	90	6	0	0	3	0	13	52	21	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	77	6	13	3	0	0	13	68	17	31	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	92	0	8	0	0	0	5	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	92	8	0	0	0	0	4	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	88	0	4	4	4	0	17	89	9	27	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	88	4	4	0	4	0	15	81	12	27	
	EDINBURGH	JET2.COM LTD	S	A	18	0	0	56	39	6	0	0	0	14	56	19	18	
	EDINBURGH	JET2.COM LTD	S	D	18	0	0	89	11	0	0	0	0	5	61	14	18	
	MANCHESTER	JET2.COM LTD	S	A	26	0	0	62	19	15	4	0	0	15	78	21	27	
	MANCHESTER	JET2.COM LTD	S	D	26	0	0	69	23	4	4	0	0	12	67	25	27	
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	67	22	11	0	0	0	13	92	11	13	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012			
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Plan (8)											
PRAGUE	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	56	33	0	11	0	0	19	77	17	13
	LUTON	WIZZ AIR	S	A	35	0	0	80	11	3	3	3	0	16	98	2	58
	LUTON	WIZZ AIR	S	D	35	0	0	74	11	14	0	0	0	12	91	5	58
<b>TOTAL PRAGUE</b>					<b>643</b>	<b>2</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>11</b>	<b>11</b>
PREVEZA	BIRMINGHAM	FLYBE LTD	C	A	4	0	0	50	0	25	25	0	0	29	0	0	0
	BIRMINGHAM	FLYBE LTD	C	D	4	0	0	75	0	0	25	0	0	23	0	0	0
	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	A	9	0	0	89	11	0	0	0	0	3	0	0	0
	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	D	9	0	0	89	0	11	0	0	0	7	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	12	0	0	58	25	8	0	8	0	28	63	42	8
	GATWICK	MONARCH AIRLINES	C	D	12	0	0	42	25	17	17	0	0	29	75	40	8
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	25	25	50	0	0	0	29	50	156	4
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	25	50	25	0	0	0	21	25	143	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	50	0	25	0	0	50	80	53	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	0	25	0	0	47	60	68	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	7	50	27	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	13	25	46	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	0	100	2	8
	GATWICK	THOMSON AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	5	100	6	8
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	75	11	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	25	23	4
<b>TOTAL PREVEZA</b>					<b>98</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>72</b>	<b>45</b>	<b>45</b>
PRISTINA	GATWICK	GERMANIA FLUGGESELLSCHAFT	S	A	9	0	1	100	0	0	0	0	0	0	0	0	0
	GATWICK	GERMANIA FLUGGESELLSCHAFT	S	D	9	0	0	78	11	11	0	0	0	10	0	0	0
<b>TOTAL PRISTINA</b>					<b>18</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>60</b>	<b>27</b>	<b>27</b>
PROVIDENCIALES	HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	100	0	0	0	0	0	0	50	16	4
	HEATHROW	BRITISH AIRWAYS PLC	S	D	4	0	0	100	0	0	0	0	0	1	100	0	4
<b>TOTAL PROVIDENCIALES</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>75</b>	<b>8</b>	<b>8</b>
PUERTO PLATA	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	80	6	5



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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
PUERTO PLATA																		
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	80	20	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	50	49	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	8	50	72	4	
<b>TOTAL PUERTO PLATA</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>63</b>	<b>47</b>	<b>47</b>	
PULA																		
	GLASGOW	JET2.COM LTD	S	A	4	0	0	75	0	0	25	0	0	23	0	0	0	
	GLASGOW	JET2.COM LTD	S	D	4	0	0	75	25	0	0	0	0	7	0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	5	0	0	60	0	40	0	0	0	19	100	4	4	
	MANCHESTER	JET2.COM LTD	S	D	5	0	0	20	40	40	0	0	0	26	75	7	4	
	NEWCASTLE	JET2.COM LTD	S	A	4	0	0	100	0	0	0	0	0	2	0	0	0	
	NEWCASTLE	JET2.COM LTD	S	D	4	0	0	100	0	0	0	0	0	4	0	0	0	
	STANSTED	RYANAIR	S	A	18	0	0	78	11	6	6	0	0	13	71	11	17	
	STANSTED	RYANAIR	S	D	18	0	0	83	11	0	6	0	0	10	76	12	17	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	3	100	0	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	89	0	11	0	0	0	6	100	1	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	4	100	0	9	
	GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	2	100	1	9	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	9	0	0	67	22	0	11	0	0	14	100	0	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	9	0	0	78	11	11	0	0	0	8	75	5	4	
<b>TOTAL PULA</b>					<b>116</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>6</b>	<b>6</b>	
PUNTA CANA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	78	0	11	11	0	0	20	67	43	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	50	0	25	25	0	0	38	78	12	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	6	75	56	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	6	75	60	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	100	0	3	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	3	100	1	3	
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	89	0	11	0	0	0	4	100	1	9	
	GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	56	22	22	0	0	0	16	100	1	9	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	9	0	0	67	11	11	0	11	0	32	60	56	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	9	0	0	56	33	0	11	0	0	18	40	76	5	
<b>TOTAL PUNTA CANA</b>					<b>65</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>12</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>80</b>	<b>27</b>	<b>27</b>	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: Q

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							AUG 2012					
			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)											
QUIMPER	LONDON CITY	BA CITYFLYER LTD	S	A	9	0	0	56	11	22	11	0	0	31	22	23	9
	LONDON CITY	BA CITYFLYER LTD	S	D	9	0	0	78	0	22	0	0	0	10	89	3	9
<b>TOTAL QUIMPER</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>6</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>56</b>	<b>13</b>	<b>13</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
RALEIGH	HEATHROW	AMERICAN AIRLINES	S	A	31	0	0	94	0	6	0	0	0	5	81	7	31
	HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	94	3	3	0	0	0	4	94	4	31
<b>TOTAL RALEIGH</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>6</b>	<b>6</b>
RENNES	MANCHESTER	FLYBE LTD	S	A	9	0	0	44	22	22	11	0	0	24	63	24	8
	MANCHESTER	FLYBE LTD	S	D	9	0	0	44	11	33	11	0	0	29	78	18	9
<b>TOTAL RENNES</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>17</b>	<b>28</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>71</b>	<b>20</b>	<b>20</b>
REUS	BIRMINGHAM	BA CITYFLYER LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0
	GLASGOW	BA CITYFLYER LTD	C	A	3	0	0	67	33	0	0	0	0	11	75	4	4
	GLASGOW	BA CITYFLYER LTD	C	D	2	0	0	100	0	0	0	0	0	100	9	4	
	EDINBURGH	FLYBE LTD	C	A	3	0	0	67	33	0	0	0	10	100	0	4	
	EDINBURGH	FLYBE LTD	C	D	3	0	0	67	0	33	0	0	22	100	6	4	
	GLASGOW	FLYBE LTD	C	A	9	0	0	100	0	0	0	0	2	0	0	0	
	GLASGOW	FLYBE LTD	C	D	9	0	0	56	33	11	0	0	11	0	0	0	
	STANSTED	FLYBE LTD	C	D	2	0	0	50	50	0	0	0	21	0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	9	0	0	78	11	11	0	0	8	75	15	8	
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	44	33	22	0	0	18	88	8	8	
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	100	0	0	0	0	0	100	0	8	
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	100	0	0	0	0	6	78	5	9	
	BIRMINGHAM	RYANAIR	S	A	13	0	1	85	15	0	0	0	5	86	4	14	
	BIRMINGHAM	RYANAIR	S	D	13	0	0	92	8	0	0	0	3	86	6	14	
	LUTON	RYANAIR	S	A	19	0	0	84	16	0	0	0	6	87	10	23	
	LUTON	RYANAIR	S	D	19	0	0	95	5	0	0	0	3	78	12	23	
	MANCHESTER	RYANAIR	S	A	8	0	0	75	25	0	0	0	6	100	1	9	
	MANCHESTER	RYANAIR	S	D	8	0	0	88	13	0	0	0	5	100	1	9	
	STANSTED	RYANAIR	S	A	22	0	0	95	5	0	0	0	5	95	3	22	
	STANSTED	RYANAIR	S	D	22	0	0	95	5	0	0	0	4	82	7	22	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	1	80	6	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	100	0	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	25	0	31	75	8	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	29	75	8	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	92	0	8	0	0	5	77	27	13	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							AUG 2012			
					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
REUS	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	100	0	0	0	0	0	3	85	18	13
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	0	25	0	70	75	6	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	0	0	25	0	66	75	4	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	2	89	3	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	89	0	11	0	0	0	4	67	8	9
	GATWICK	THOMSON AIRWAYS LTD	C	A	14	0	0	100	0	0	0	0	0	3	100	1	13
	GATWICK	THOMSON AIRWAYS LTD	C	D	14	0	0	79	21	0	0	0	0	8	85	8	13
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	75	18	4
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	2	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	14	0	0	86	7	7	0	0	0	9	85	5	13
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	14	0	0	79	14	0	7	0	0	14	100	3	13
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	0	88	8	8
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	5	100	1	8
<b>TOTAL REUS</b>					<b>357</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>7</b>	<b>7</b>
REYKJAVIK																	
RHODES	STANSTED	AEGEAN AIRLINES	S	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	STANSTED	AEGEAN AIRLINES	S	D	4	0	0	75	0	25	0	0	0	15	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	C	A	10	0	0	100	0	0	0	0	0	1	63	11	8
	HEATHROW	BRITISH AIRWAYS PLC	C	D	10	0	0	80	20	0	0	0	0	4	88	5	8
	BIRMINGHAM	CYPRUS AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	CYPRUS AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	84	3	10	3	0	0	13	65	15	26
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	81	6	3	10	0	0	14	85	8	26
	MANCHESTER	GERMANIA FLUGGESELLSCHAFT	C	A	14	0	0	93	7	0	0	0	0	1	0	0	0
	MANCHESTER	GERMANIA FLUGGESELLSCHAFT	C	D	13	0	0	77	15	8	0	0	0	10	0	0	0
	GLASGOW	JET2.COM LTD	S	A	5	0	0	60	40	0	0	0	0	8	80	43	5
	GLASGOW	JET2.COM LTD	S	D	4	0	0	100	0	0	0	0	0	3	60	54	5
	MANCHESTER	JET2.COM LTD	S	A	4	0	0	75	0	0	25	0	0	46	100	4	5
	MANCHESTER	JET2.COM LTD	S	D	4	0	0	50	25	0	25	0	0	30	60	14	5
	NEWCASTLE	JET2.COM LTD	S	A	5	0	0	80	20	0	0	0	0	7	80	10	5

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012				
					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
RHODES																		
	NEWCASTLE	JET2.COM LTD	S	D	4	0	0	75	25	0	0	0	0	9	80	10	5	
	GATWICK	MISTRAL AIR	C	A	3	0	0	33	0	33	33	0	0	59	0	0	0	
	GATWICK	MISTRAL AIR	C	D	2	0	0	0	100	0	0	0	0	18	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	1	80	9	5	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	2	80	13	5	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	100	0	5	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	9	60	13	5	
	STANSTED	RYANAIR	S	A	18	0	0	72	28	0	0	0	0	10	82	8	17	
	STANSTED	RYANAIR	S	D	18	0	0	83	17	0	0	0	0	8	82	8	17	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	1	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	0	75	6	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	12	0	0	67	8	17	0	8	0	31	56	35	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	12	0	0	50	17	33	0	0	0	20	33	42	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	0	0	13	0	0	22	79	14	14	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	11	0	0	11	0	33	71	10	14	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	78	7	9	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	1	9	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	13	0	0	100	0	0	0	0	0	0	100	1	14	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	13	0	0	92	8	0	0	0	0	1	100	2	14	
	GATWICK	THOMSON AIRWAYS LTD	C	A	21	1	0	100	0	0	0	0	0	3	87	5	23	
	GATWICK	THOMSON AIRWAYS LTD	C	D	22	0	0	82	9	9	0	0	0	8	70	10	23	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	5	4	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	4	100	6	4	
	LUTON	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	1	4	
	LUTON	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	100	0	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	16	0	0	100	0	0	0	0	0	2	94	37	18	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	18	0	0	94	6	0	0	0	0	4	89	6	18	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	3	1	0	100	0	0	0	0	0	0	100	1	5	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	5	5	
	STANSTED	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	2	89	4	9	
	STANSTED	THOMSON AIRWAYS LTD	C	D	9	0	0	78	11	11	0	0	0	7	78	9	9	
	GATWICK	TRAVEL SERVICE AIRLINES	C	A	9	0	0	89	0	0	11	0	0	8	0	0	0	
	GATWICK	TRAVEL SERVICE AIRLINES	C	D	9	0	0	67	33	0	0	0	0	13	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						AUG 2012			
			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)										
RHODES																		
<b>TOTAL RHODES</b>					<b>437</b>	<b>2</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>14</b>	<b>14</b>	
RIGA																		
	GATWICK	AIR BALTIC	S	A	40	0	0	83	15	3	0	0	0	8	68	11	31	
	GATWICK	AIR BALTIC	S	D	40	0	0	73	13	10	5	0	0	15	58	19	31	
	MANCHESTER	RYANAIR	S	A	14	0	0	36	57	7	0	0	0	19	0	0	0	
	MANCHESTER	RYANAIR	S	D	14	0	0	100	0	0	0	0	0	2	0	0	0	
	STANSTED	RYANAIR	S	A	40	0	0	90	3	8	0	0	0	5	78	17	40	
	STANSTED	RYANAIR	S	D	40	0	0	93	3	5	0	0	0	4	88	6	40	
	LUTON	WIZZ AIR	S	A	31	0	0	97	0	3	0	0	0	2	74	11	31	
	LUTON	WIZZ AIR	S	D	31	0	0	71	19	10	0	0	0	10	61	16	31	
<b>TOTAL RIGA</b>					<b>250</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>72</b>	<b>13</b>	<b>13</b>	
RIJEKA																		
	STANSTED	RYANAIR	S	A	9	0	0	89	11	0	0	0	0	5	100	2	9	
	STANSTED	RYANAIR	S	D	9	0	0	89	11	0	0	0	0	5	100	2	9	
<b>TOTAL RIJEKA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>2</b>	<b>2</b>	
RIMINI																		
RIO DE JANEIRO (GALEAO)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	52	26	23	0	0	0	17	88	8	26	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	84	0	13	3	0	0	10	78	13	27	
	HEATHROW	TAM LINHAS AEREAS	S	A	13	0	0	69	15	15	0	0	0	15	50	17	14	
	HEATHROW	TAM LINHAS AEREAS	S	D	13	0	0	92	0	8	0	0	0	4	100	1	14	
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>10</b>	<b>10</b>	
RIYADH																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	2	65	6	10	16	0	3	37	52	21	29	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	71	10	13	3	3	0	22	79	7	29	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	31	0	0	84	10	3	3	0	0	10	64	10	22	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	31	0	0	97	3	0	0	0	0	2	100	1	27	
<b>TOTAL RIYADH</b>					<b>124</b>	<b>1</b>	<b>2</b>	<b>79</b>	<b>7</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>18</b>	<b>73</b>	<b>13</b>	<b>13</b>	
RODEZ																		
	STANSTED	RYANAIR	S	A	18	0	0	94	6	0	0	0	0	1	74	12	27	
	STANSTED	RYANAIR	S	D	18	0	0	94	6	0	0	0	0	4	85	6	27	
<b>TOTAL RODEZ</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>9</b>	<b>9</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE					AUG 2012				
			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)											
ROME (CIAMPINO)																	
	EDINBURGH	RYANAIR	S	A	17	0	0	88	6	6	0	0	0	6	72	12	18
	EDINBURGH	RYANAIR	S	D	17	0	0	100	0	0	0	0	0	3	94	6	18
	MANCHESTER	RYANAIR	S	A	31	0	0	81	10	6	3	0	0	8	77	8	31
	MANCHESTER	RYANAIR	S	D	31	0	0	74	19	6	0	0	0	9	94	3	31
	STANSTED	RYANAIR	S	A	89	0	0	83	12	3	0	1	0	9	55	21	93
	STANSTED	RYANAIR	S	D	89	0	0	97	2	1	0	0	0	4	77	13	93
<b>TOTAL ROME (CIAMPINO)</b>					<b>274</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>13</b>	<b>13</b>
ROME (FIUMICINO)																	
	EDINBURGH	ALITALIA (CAI)	C	D	2	0	0	0	50	50	0	0	0	37	100	0	1
	GATWICK	ALITALIA (CAI)	C	A	3	0	0	67	33	0	0	0	0	13	0	0	0
	GATWICK	ALITALIA (CAI)	C	D	5	0	0	40	20	20	20	0	0	26	0	0	0
	HEATHROW	ALITALIA (CAI)	S	A	93	0	0	77	11	9	3	0	0	11	67	14	125
	HEATHROW	ALITALIA (CAI)	S	D	93	0	0	78	12	6	3	0	0	10	66	15	124
	LONDON CITY	ALITALIA (CAI)	S	A	27	0	0	67	19	15	0	0	0	11	0	0	0
	LONDON CITY	ALITALIA (CAI)	S	D	27	0	0	63	19	19	0	0	0	13	0	0	0
	MANCHESTER	ALITALIA (CAI)	C	D	3	0	0	0	33	33	33	0	0	59	0	37	3
	GATWICK	BRITISH AIRWAYS PLC	S	A	62	0	0	48	18	23	11	0	0	26	34	38	44
	GATWICK	BRITISH AIRWAYS PLC	S	D	62	0	0	61	18	19	2	0	0	16	66	20	44
	HEATHROW	BRITISH AIRWAYS PLC	S	A	216	0	0	63	16	14	6	0	0	18	74	12	217
	HEATHROW	BRITISH AIRWAYS PLC	S	D	216	0	0	74	13	8	4	0	0	13	84	9	217
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	88	0	0	78	10	6	6	0	0	13	53	22	89
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	88	0	0	81	9	3	7	0	0	12	83	9	89
	GLASGOW	JET2.COM LTD	S	A	13	0	0	23	23	46	8	0	0	35	8	59	13
	GLASGOW	JET2.COM LTD	S	D	13	0	0	92	0	0	8	0	0	8	85	17	13
	MANCHESTER	JET2.COM LTD	S	A	31	0	0	58	26	16	0	0	0	15	48	27	31
	MANCHESTER	JET2.COM LTD	S	D	31	0	0	74	26	0	0	0	0	9	84	7	31
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	67	33	0	0	0	0	13	56	16	9
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	89	11	0	0	0	0	5	78	13	9
	BIRMINGHAM	MISTRAL AIR	C	D	4	0	0	75	0	0	25	0	0	23	0	49	4
	BIRMINGHAM	MONARCH AIRLINES	S	A	31	0	0	52	23	19	6	0	0	21	48	23	31
	BIRMINGHAM	MONARCH AIRLINES	S	D	31	0	0	90	0	3	6	0	0	9	77	8	31
	LUTON	MONARCH AIRLINES	S	A	13	0	0	77	8	8	8	0	0	19	56	22	18
	LUTON	MONARCH AIRLINES	S	D	13	0	0	54	31	0	15	0	0	24	67	15	18

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					AUG 2012					
					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)
ROME (FIUMICINO)																		
<b>TOTAL ROME (FIUMICINO)</b>					<b>1191</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>16</b>	<b>16</b>	
ROTTERDAM																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	84	0	0	75	12	10	4	0	0	14	0	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	84	0	0	94	2	1	2	0	0	4	0	0	0	0
	LONDON CITY	VLM (BELGIUM)	S	A	128	0	0	95	2	3	1	0	0	3	99	1	130	
	LONDON CITY	VLM (BELGIUM)	S	D	128	0	0	95	2	2	2	0	0	3	96	2	129	
<b>TOTAL ROTTERDAM</b>					<b>426</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>96</b>	<b>2</b>	<b>2</b>	
ROVANIEMI																		
RYGGE																		
	MANCHESTER	RYANAIR	S	A	17	0	0	94	6	0	0	0	0	3	61	17	18	
	MANCHESTER	RYANAIR	S	D	17	0	0	94	6	0	0	0	0	6	56	18	18	
	STANSTED	RYANAIR	S	A	89	0	0	96	2	1	0	0	1	6	96	3	53	
	STANSTED	RYANAIR	S	D	89	0	0	94	2	1	2	0	0	5	87	7	53	
<b>TOTAL RYGGE</b>					<b>212</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>7</b>	<b>7</b>	
RZESZOW																		
	BIRMINGHAM	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	1	100	1	9	
	BIRMINGHAM	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	0	89	5	9	
	LUTON	RYANAIR	S	A	12	0	0	67	17	17	0	0	0	12	85	10	13	
	LUTON	RYANAIR	S	D	12	0	0	75	8	8	8	0	0	12	77	15	13	
	MANCHESTER	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	1	100	0	9	
	MANCHESTER	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	3	100	3	9	
	STANSTED	RYANAIR	S	A	35	0	0	94	6	0	0	0	0	2	89	12	35	
	STANSTED	RYANAIR	S	D	35	0	0	97	3	0	0	0	0	4	89	8	35	
<b>TOTAL RZESZOW</b>					<b>126</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>8</b>	<b>8</b>	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					AUG 2012					
					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		
SALONIKA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	18	0	0	56	22	11	11	0	0	24	78	9	18	
	GATWICK	BRITISH AIRWAYS PLC	S	D	18	0	0	50	17	22	11	0	0	27	89	7	18	
	HEATHROW	BRITISH AIRWAYS PLC	C	A	5	0	0	100	0	0	0	0	0	1	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	C	D	5	0	0	80	20	0	0	0	0	6	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	96	0	0	4	0	0	4	83	8	23	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	92	8	0	0	0	0	3	91	5	23	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	100	0	0	0	0	0	3	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	100	0	0	0	0	0	2	0	0	0	
	STANSTED	RYANAIR	S	A	22	0	0	86	5	9	0	0	0	6	68	15	22	
	STANSTED	RYANAIR	S	D	22	0	0	91	9	0	0	0	0	5	86	9	22	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	8	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	3	4	
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	1	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	100	2	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	6	100	2	4	
<b>TOTAL SALONIKA</b>					<b>184</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>8</b>	<b>8</b>	
SALZBURG																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	55	36	9	0	0	0	14	61	26	18	
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	73	23	5	0	0	0	11	67	16	18	
	BIRMINGHAM	FLYBE LTD	C	A	10	0	0	100	0	0	0	0	0	0	50	20	4	
	BIRMINGHAM	FLYBE LTD	C	D	10	0	0	90	10	0	0	0	0	3	75	29	4	
	GLASGOW	FLYBE LTD	C	A	5	0	0	60	40	0	0	0	0	15	50	19	4	
	GLASGOW	FLYBE LTD	C	D	5	0	0	100	0	0	0	0	0	5	100	4	4	
	STANSTED	RYANAIR	S	A	13	0	0	85	8	8	0	0	0	6	67	18	18	
	STANSTED	RYANAIR	S	D	13	0	0	85	15	0	0	0	0	5	89	12	18	
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	4	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	8	75	6	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	1	89	2	9	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	2	89	2	9	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	5	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	0	5	
<b>TOTAL SALZBURG</b>					<b>136</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>13</b>	<b>13</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012			
					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
SAMANA (EL CATEY)																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	1	0	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	60	20	20	0	0	0	17	0	0	0	0
<b>TOTAL SAMANA (EL CATEY)</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
SAMOS																		
	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	80	5	5	5	5
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	60	20	20	0	0	0	12	80	12	5	5
<b>TOTAL SAMOS</b>					<b>15</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>4</b>	<b>88</b>	<b>7</b>	<b>7</b>	<b>7</b>
SAN DIEGO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	65	13	16	6	0	0	20	61	16	31	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	61	19	13	6	0	0	23	74	12	31	31
<b>TOTAL SAN DIEGO</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>16</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>68</b>	<b>14</b>	<b>14</b>	<b>14</b>
SAN FRANCISCO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	65	26	3	5	2	0	18	53	24	62	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	63	15	18	3	2	0	22	79	19	62	62
	HEATHROW	UNITED AIRLINES	S	A	62	0	0	71	11	10	5	2	2	22	56	32	62	62
	HEATHROW	UNITED AIRLINES	S	D	62	0	1	66	10	15	6	3	0	27	74	21	62	62
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	94	0	0	6	0	0	7	86	7	44	44
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	68	16	10	6	0	0	16	84	10	45	45
<b>TOTAL SAN FRANCISCO</b>					<b>310</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>14</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>71</b>	<b>20</b>	<b>20</b>	<b>20</b>
SAN JUAN (PUERTO RICO)																		
SANDEFJORD(TORP)																		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	26	0	0	81	8	8	4	0	0	15	0	0	0	0
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	26	0	0	77	4	15	4	0	0	16	0	0	0	0
	EDINBURGH	RYANAIR	S	A	15	0	0	100	0	0	0	0	0	89	2	18	18	18
	EDINBURGH	RYANAIR	S	D	15	0	0	87	13	0	0	0	0	4	89	5	18	18
	STANSTED	RYANAIR	S	A	31	0	0	74	13	10	3	0	0	9	87	11	31	31
	STANSTED	RYANAIR	S	D	31	0	0	90	6	0	3	0	0	5	87	10	31	31
<b>TOTAL SANDEFJORD(TORP)</b>					<b>144</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>8</b>	<b>8</b>	<b>8</b>
SANFORD																		
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	89	11	0	0	0	0	3	50	67	14	14
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	63	38	0	0	0	0	12	54	71	13	13

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
SANFORD																		
	MANCHESTER	MONARCH AIRLINES	C	A	10	0	0	80	10	10	0	0	0	10	85	8	13	
	MANCHESTER	MONARCH AIRLINES	C	D	7	0	0	57	14	29	0	0	0	16	71	12	14	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	13	0	0	69	8	8	8	8	0	30	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	11	0	0	55	18	0	18	9	0	45	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	3	0	0	33	0	0	33	33	0	109	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	16	0	0	81	6	6	0	6	0	18	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	14	0	0	79	7	7	0	7	0	27	0	0	0	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	2	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	4	5	
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	5	0	17	1	
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	89	0	0	11	0	0	10	100	3	9	
	GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	67	11	11	11	0	0	25	100	2	9	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	12	100	2	4	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	16	100	5	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	14	0	0	71	14	7	7	0	0	15	77	20	13	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	14	0	0	43	21	21	14	0	0	29	62	28	13	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	6	5	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	80	5	5	
<b>TOTAL SANFORD</b>					<b>164</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>76</b>	<b>30</b>	<b>30</b>	
SANTA CLARA																		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	50	18	2	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	1	100	10	2	
<b>TOTAL SANTA CLARA</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>75</b>	<b>14</b>	<b>14</b>	
SANTA CRUZ DE LA PALMA																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	7	80	10	5	
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	60	40	0	0	0	0	12	100	4	5	
<b>TOTAL SANTA CRUZ DE LA PALMA</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>9</b>	<b>9</b>	
SANTANDER																		
	EDINBURGH	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	2	0	0	0	
	EDINBURGH	RYANAIR	S	D	9	0	0	89	11	0	0	0	0	6	0	0	0	
	STANSTED	RYANAIR	S	A	26	0	0	88	8	0	4	0	0	9	77	6	31	
	STANSTED	RYANAIR	S	D	26	0	0	92	4	0	4	0	0	7	94	5	31	
<b>TOTAL SANTANDER</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>6</b>	<b>6</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					AUG 2012					
					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		
SANTIAGO DE COMPOSTELA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	86	7	0	7	0	0	16	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	93	7	0	0	0	0	7	0	0	0	
	STANSTED	RYANAIR	S	A	22	0	0	95	5	0	0	0	0	2	78	18	23	
	STANSTED	RYANAIR	S	D	22	0	0	95	0	5	0	0	0	2	91	7	23	
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>12</b>	<b>12</b>	
SAO PAULO (GUARULHOS)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	81	10	3	0	0	6	71	94	27	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	68	23	6	0	0	3	45	81	50	31	
	HEATHROW	TAM LINHAS AEREAS	S	A	31	0	0	55	29	10	6	0	0	17	74	11	31	
	HEATHROW	TAM LINHAS AEREAS	S	D	31	0	0	94	3	3	0	0	0	2	90	3	31	
<b>TOTAL SAO PAULO (GUARULHOS)</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>34</b>	<b>85</b>	<b>23</b>	<b>23</b>	
SEATTLE (TACOMA)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	74	13	3	10	0	0	18	45	17	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	48	23	16	10	3	0	34	65	16	31	
<b>TOTAL SEATTLE (TACOMA)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>18</b>	<b>10</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>55</b>	<b>17</b>	<b>17</b>	
SEOUL (INCHEON)																		
	HEATHROW	ASIANA AIRLINES	S	A	31	0	0	68	13	16	3	0	0	14	13	45	31	
	HEATHROW	ASIANA AIRLINES	S	D	31	0	0	77	19	3	0	0	0	9	81	8	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	0	70	11	15	4	0	0	13	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	0	89	0	0	11	0	0	13	0	0	0	
	HEATHROW	KOREAN AIR	S	A	31	0	0	74	19	6	0	0	0	10	16	50	31	
	HEATHROW	KOREAN AIR	S	D	31	0	0	100	0	0	0	0	0	2	61	25	31	
<b>TOTAL SEOUL (INCHEON)</b>					<b>178</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>47</b>	<b>35</b>	<b>35</b>	
SEVILLE																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	19	0	0	89	11	0	0	0	0	7	83	9	18	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	19	0	0	89	11	0	0	0	0	7	94	9	18	
	GATWICK	RYANAIR	S	A	14	0	0	100	0	0	0	0	0	1	92	2	13	
	GATWICK	RYANAIR	S	D	14	0	0	79	14	7	0	0	0	7	77	8	13	
	STANSTED	RYANAIR	S	A	27	0	0	81	11	7	0	0	0	7	82	9	22	
	STANSTED	RYANAIR	S	D	27	0	0	52	33	15	0	0	0	15	91	7	22	
<b>TOTAL SEVILLE</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>8</b>	<b>8</b>	
SHANGHAI (PU DONG)																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					AUG 2012					
					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
SHANGHAI (PU DONG)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	68	13	10	6	3	0	21	54	17	26	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	68	19	3	6	3	0	21	78	13	27	
	HEATHROW	CHINA EASTERN AIRLINES	S	A	18	0	0	61	28	6	0	6	0	21	82	5	17	
	HEATHROW	CHINA EASTERN AIRLINES	S	D	18	0	0	78	6	11	6	0	0	14	94	2	17	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	84	10	6	0	0	0	6	84	13	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	77	16	6	0	0	0	8	81	17	31	
<b>TOTAL SHANGHAI (PU DONG)</b>					<b>160</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>78</b>	<b>12</b>	<b>12</b>	
SHANNON																		
	BIRMINGHAM	AER ARANN	S	A	31	0	0	77	13	6	3	0	0	8	100	0	31	
	BIRMINGHAM	AER ARANN	S	D	29	0	0	86	7	7	0	0	0	5	81	21	31	
	EDINBURGH	AER ARANN	S	A	31	0	0	71	6	6	16	0	0	18	65	18	31	
	EDINBURGH	AER ARANN	S	D	31	0	0	81	3	6	10	0	0	16	61	22	31	
	MANCHESTER	AER ARANN	S	A	56	0	0	82	9	4	5	0	0	9	86	7	57	
	MANCHESTER	AER ARANN	S	D	56	0	0	88	2	7	4	0	0	8	72	15	58	
	HEATHROW	AER LINGUS	S	A	93	0	0	88	2	2	5	2	0	14	80	10	93	
	HEATHROW	AER LINGUS	S	D	93	0	0	83	6	3	4	3	0	17	81	12	93	
	GLASGOW	FLYBE LTD	S	A	13	0	0	92	8	0	0	0	0	2	0	0	0	
	GLASGOW	FLYBE LTD	S	D	13	0	0	77	15	8	0	0	0	10	0	0	0	
	GATWICK	RYANAIR	S	A	31	0	0	87	6	6	0	0	0	6	65	17	31	
	GATWICK	RYANAIR	S	D	31	0	0	81	10	3	6	0	0	11	58	20	31	
	STANSTED	RYANAIR	S	A	54	0	0	83	13	2	2	0	0	7	76	10	67	
	STANSTED	RYANAIR	S	D	54	0	0	85	11	4	0	0	0	7	79	11	67	
<b>TOTAL SHANNON</b>					<b>616</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>13</b>	<b>13</b>	
SHARM EL SHEIKH (OPHIRA)																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	93	7	0	0	0	0	2	88	6	17	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	79	14	7	0	0	0	11	71	14	17	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	91	5	5	0	0	0	4	68	16	22	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	77	0	18	5	0	0	13	86	14	22	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	100	0	0	0	0	0	0	100	0	9	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	100	0	0	0	0	0	5	88	6	8	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	89	11	0	0	0	0	2	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	100	0	0	0	0	0	1	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	S	A	13	0	0	92	8	0	0	0	0	4	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

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					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
SHARM EL SHEIKH (OPHIRA)																		
	BIRMINGHAM	MONARCH AIRLINES	S	D	14	0	0	71	29	0	0	0	0	8	0	0	0	
	GATWICK	MONARCH AIRLINES	S	A	18	0	0	67	22	11	0	0	0	13	77	14	13	
	GATWICK	MONARCH AIRLINES	S	D	18	0	0	78	11	11	0	0	0	11	77	16	13	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	50	50	0	0	0	0	16	100	0	4	
	MANCHESTER	MONARCH AIRLINES	S	A	17	0	0	59	12	24	0	6	0	26	47	27	17	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	25	25	50	0	0	0	25	75	8	4	
	MANCHESTER	MONARCH AIRLINES	S	D	18	0	0	50	11	17	11	6	6	69	41	32	17	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	2	80	14	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	8	0	0	100	0	0	0	0	0	0	80	26	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	44	22	33	0	0	0	17	67	36	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	44	0	44	11	0	0	27	33	57	9	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	5	100	4	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	20	0	20	0	0	21	75	15	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	80	53	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	4	100	0	5	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	5	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	6	100	3	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	78	11	11	0	0	0	10	85	8	13	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	2	92	7	13	
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	4	0	0	50	25	0	25	0	0	26	0	0	0	
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	5	0	0	20	20	20	40	0	0	46	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	A	32	0	0	88	6	6	0	0	0	7	73	15	26	
	GATWICK	THOMSON AIRWAYS LTD	C	D	31	0	0	84	3	10	3	0	0	11	78	9	27	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	9	0	0	78	11	11	0	0	0	10	67	137	9	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	7	89	40	9	
	LUTON	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	16	100	0	5	
	LUTON	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	4	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	26	1	0	88	12	0	0	0	0	5	90	4	30	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	26	0	0	85	15	0	0	0	0	9	94	4	32	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	0	89	3	9	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	4	100	6	9	
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	11	0	0	0	
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	7	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
<b>SHARM EL SHEIKH (OPHIRA)</b>					<b>471</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>15</b>	<b>15</b>
SINGAPORE																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	94	6	0	0	0	0	3	87	34	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	52	16	26	6	0	0	21	68	53	31
	HEATHROW	SINGAPORE AIRLINES	S	A	124	0	0	79	17	3	1	0	0	9	83	6	93
	HEATHROW	SINGAPORE AIRLINES	S	D	124	0	0	91	6	2	1	0	0	5	90	4	93
	MANCHESTER	SINGAPORE AIRLINES	S	A	31	0	0	100	0	0	0	0	0	0	94	3	31
	MANCHESTER	SINGAPORE AIRLINES	S	D	31	0	0	97	3	0	0	0	0	2	87	5	31
<b>TOTAL SINGAPORE</b>					<b>372</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>13</b>	<b>13</b>
SKIATHOS																	
	BIRMINGHAM	CYPRUS AIRWAYS	C	A	3	1	0	100	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	CYPRUS AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	15	0	0	0
	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	A	6	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	GERMANIA FLUGGESELLSCHAFT	C	D	5	0	0	100	0	0	0	0	0	3	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	80	0	0	20	0	0	17	60	10	5
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	80	0	20	0	0	0	10	60	70	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	89	5	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	12	78	8	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	1	80	24	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	80	12	5
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	0	20	0	0	16	100	0	5
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	0	20	20	0	0	26	100	1	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	0	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	100	0	5
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	4	78	9	9
	GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	89	0	11	0	0	0	11	89	11	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	0	100	3	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	9	0	0	67	33	0	0	0	0	9	89	6	9
	GATWICK	TRAVEL SERVICE AIRLINES	C	A	3	0	0	67	33	0	0	0	0	10	0	0	0
	GATWICK	TRAVEL SERVICE AIRLINES	C	D	3	0	0	100	0	0	0	0	0	10	0	0	0
<b>TOTAL SKIATHOS</b>					<b>110</b>	<b>5</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>11</b>	<b>11</b>
SKOPJE																	
	LUTON	WIZZ AIR	S	A	22	0	0	91	5	5	0	0	0	3	47	25	17

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
SKOPJE	LUTON	WIZZ AIR		S D	22	0	0	45	27	23	5	0	0	23	53	16	17
<b>TOTAL SKOPJE</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>50</b>	<b>20</b>	<b>20</b>
SOFIA	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	94	3	3	0	0	0	3	97	1	31
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	97	3	0	0	0	0	3	97	2	31
	HEATHROW	BULGARIA AIR		S A	31	0	0	55	29	16	0	0	0	16	42	19	31
	HEATHROW	BULGARIA AIR		S D	31	0	0	68	13	19	0	0	0	13	55	16	31
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	31	0	0	87	10	3	0	0	0	6	71	9	31
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	31	0	0	97	0	3	0	0	0	6	90	6	31
	MANCHESTER	EASYJET AIRLINE COMPANY LTD		S A	14	0	0	79	21	0	0	0	0	9	92	5	12
	MANCHESTER	EASYJET AIRLINE COMPANY LTD		S D	14	0	0	79	21	0	0	0	0	9	100	3	12
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	9	0	0	100	0	0	0	0	0	1	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	9	0	0	89	11	0	0	0	0	3	0	0	0
	LUTON	WIZZ AIR		S A	31	0	0	100	0	0	0	0	0	0	84	5	31
	LUTON	WIZZ AIR		S D	31	0	1	68	16	6	10	0	0	19	29	37	31
<b>TOTAL SOFIA</b>					<b>294</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>11</b>	<b>11</b>
SONDRE STROMFJORD																	
<b>TOTAL SONDRE STROMFJORD</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>
SOUTHAMPTON	EDINBURGH	FLYBE LTD		S A	122	0	1	89	3	7	1	1	0	7	70	12	147
	EDINBURGH	FLYBE LTD		S D	123	0	0	80	12	7	2	0	0	10	65	13	147
	GLASGOW	FLYBE LTD		S A	115	0	0	92	3	4	1	0	0	4	90	5	148
	GLASGOW	FLYBE LTD		S D	115	0	0	83	11	4	2	0	0	10	87	8	148
	MANCHESTER	FLYBE LTD		S A	115	0	0	82	11	3	4	0	0	10	55	19	103
	MANCHESTER	FLYBE LTD		S D	114	0	1	78	14	1	6	1	0	13	67	17	104
	NEWCASTLE	FLYBE LTD		S A	71	0	0	92	7	1	0	0	0	3	94	6	67
	NEWCASTLE	FLYBE LTD		S D	70	0	0	86	9	4	1	0	0	11	85	9	66
<b>TOTAL SOUTHAMPTON</b>					<b>847</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>11</b>	<b>11</b>
SOUTHEND	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S A	26	0	0	88	0	8	4	0	0	7	0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S D	26	0	0	88	0	8	4	0	0	10	0	0	0
<b>TOTAL SOUTHEND</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							AUG 2012				
					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
SPLIT																		
	GATWICK	CROATIA AIRLINES		S A	9	0	0	67	33	0	0	0	0	9	44	16	9	
	GATWICK	CROATIA AIRLINES		S D	9	0	0	89	0	11	0	0	0	10	67	12	9	
	HEATHROW	CROATIA AIRLINES		S A	5	0	0	40	60	0	0	0	0	17	75	13	4	
	HEATHROW	CROATIA AIRLINES		S D	5	0	0	60	0	40	0	0	0	20	25	15	4	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	67	0	0	76	13	6	4	0	0	13	67	16	61	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	67	0	0	81	13	3	3	0	0	8	90	6	62	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	14	0	0	93	0	0	7	0	0	10	92	4	13	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	14	0	0	93	0	0	7	0	0	8	100	0	13	
	MANCHESTER	JET2.COM LTD		S A	9	0	0	67	11	11	11	0	0	18	0	26	4	
	MANCHESTER	JET2.COM LTD		S D	9	0	0	56	33	11	0	0	0	13	50	16	4	
	BIRMINGHAM	MONARCH AIRLINES		S A	13	0	0	92	8	0	0	0	0	3	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES		S D	13	0	0	92	8	0	0	0	0	2	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE		S A	5	0	0	80	0	20	0	0	0	12	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE		S D	5	0	0	80	0	20	0	0	0	8	0	0	0	
	LUTON	WIZZ AIR		S A	14	0	0	71	29	0	0	0	0	9	82	16	17	
	LUTON	WIZZ AIR		S D	14	0	0	71	29	0	0	0	0	8	82	18	17	
<b>TOTAL SPLIT</b>					<b>272</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>12</b>	<b>12</b>	
ST JOHNS																		
	HEATHROW	AIR CANADA		S A	31	0	0	97	0	0	3	0	0	5	57	47	30	
	HEATHROW	AIR CANADA		S D	31	0	0	97	3	0	0	0	0	2	83	15	30	
<b>TOTAL ST JOHNS</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>70</b>	<b>31</b>	<b>31</b>	
ST KITTS																		
	GATWICK	BRITISH AIRWAYS PLC		S A	8	0	0	63	13	13	13	0	0	21	89	5	9	
	GATWICK	BRITISH AIRWAYS PLC		S D	9	0	0	56	22	0	22	0	0	33	50	30	8	
<b>TOTAL ST KITTS</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>18</b>	<b>6</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>71</b>	<b>17</b>	<b>17</b>	
ST LUCIA (HEWANORRA)																		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S A	5	0	0	60	0	40	0	0	0	24	62	14	13	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S D	5	0	0	40	20	40	0	0	0	25	77	7	13	
<b>TOTAL ST LUCIA (HEWANORRA)</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>10</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>69</b>	<b>11</b>	<b>11</b>	
ST MORITZ																		
ST PETERSBURG																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	84	6	10	0	0	0	7	94	2	31	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)										
ST PETERSBURG	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	84	3	10	3	0	0	8	87	5	31
<b>TOTAL ST PETERSBURG</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>9</b>	<b>9</b>
STANSTED	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	96	0	0	94	3	2	1	0	0	4	97	3	103
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	96	0	0	90	7	2	1	0	0	5	94	6	103
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	97	0	0	94	5	0	1	0	0	3	95	5	94
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	97	0	0	90	7	2	1	0	0	4	97	5	94
<b>TOTAL STANSTED</b>					<b>389</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>4</b>	<b>96</b>	<b>5</b>	<b>5</b>
STAVANGER	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	0	85	7	7	0	2	0	9	87	5	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	0	90	3	7	0	0	0	4	90	4	31
	GLASGOW	EASTERN AIRWAYS	S	A	4	0	0	50	25	25	0	0	0	20	92	11	13
	GLASGOW	EASTERN AIRWAYS	S	D	3	0	1	33	33	0	33	0	0	30	79	14	14
	NEWCASTLE	EASTERN AIRWAYS	S	A	19	0	1	79	5	11	5	0	0	9	89	5	19
	NEWCASTLE	EASTERN AIRWAYS	S	D	14	0	1	64	14	7	14	0	0	19	78	14	18
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	24	0	0	100	0	0	0	0	0	1	92	4	25
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	24	0	0	88	13	0	0	0	0	4	88	5	25
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	9	0	0	78	22	0	0	0	0	7	0	0	0
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	D	9	0	0	78	11	11	0	0	0	9	0	0	0
	HEATHROW	SAS	S	A	57	0	0	91	7	2	0	0	0	4	94	3	50
	HEATHROW	SAS	S	D	57	0	0	98	2	0	0	0	0	1	100	0	50
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S	S	A	19	0	1	89	5	0	5	0	0	6	94	4	17
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S	S	D	19	0	1	95	0	5	0	0	0	9	88	6	17
<b>TOTAL STAVANGER</b>					<b>382</b>	<b>1</b>	<b>5</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>91</b>	<b>5</b>	<b>5</b>
STOCKHOLM (ARLANDA)	HEATHROW	BRITISH AIRWAYS PLC	S	A	171	0	0	83	11	5	2	0	0	8	84	7	139
	HEATHROW	BRITISH AIRWAYS PLC	S	D	171	0	0	82	12	4	2	0	0	8	82	9	139
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	13	0	0	100	0	0	0	0	0	0	92	4	13
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	13	0	0	100	0	0	0	0	0	5	77	7	13
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	131	1	1	94	5	0	1	0	0	3	88	7	85
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	131	0	0	90	8	1	1	0	0	7	82	10	85
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	18	0	0	94	6	0	0	0	0	6	0	0	0
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	D	18	0	0	83	17	0	0	0	0	8	0	0	0

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					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
STOCKHOLM (ARLANDA)																		
	BIRMINGHAM	SAS	S	A	8	0	0	75	13	13	0	0	0	10	0	0	0	0
	BIRMINGHAM	SAS	S	D	8	0	0	88	13	0	0	0	0	6	0	0	0	0
	EDINBURGH	SAS	S	A	9	0	0	89	0	11	0	0	0	8	78	13	9	
	EDINBURGH	SAS	S	D	9	0	0	67	11	11	0	0	11	60	89	15	9	
	HEATHROW	SAS	S	A	104	0	0	85	10	5	1	0	0	7	82	9	131	
	HEATHROW	SAS	S	D	104	0	0	92	6	1	1	0	0	3	95	3	131	
	MANCHESTER	SAS	S	A	32	0	0	88	3	3	6	0	0	12	91	6	32	
	MANCHESTER	SAS	S	D	32	0	0	91	0	3	6	0	0	8	97	2	32	
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>972</b>	<b>3</b>	<b>1</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>7</b>	<b>7</b>	
STOCKHOLM (SKAVSTA)																		
	EDINBURGH	RYANAIR	S	A	17	0	0	94	6	0	0	0	0	4	94	4	18	
	EDINBURGH	RYANAIR	S	D	17	0	0	76	18	6	0	0	0	8	94	4	18	
	STANSTED	RYANAIR	S	A	56	0	1	95	4	2	0	0	0	2	86	19	49	
	STANSTED	RYANAIR	S	D	57	0	0	96	2	2	0	0	0	3	94	5	49	
<b>TOTAL STOCKHOLM (SKAVSTA)</b>					<b>147</b>	<b>1</b>	<b>1</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>10</b>	<b>10</b>	
STORNOWAY																		
	EDINBURGH	LOGANAIR	S	A	48	0	0	92	4	2	2	0	0	5	83	7	54	
	EDINBURGH	LOGANAIR	S	D	48	0	0	96	2	0	2	0	0	3	93	6	54	
	GLASGOW	LOGANAIR	S	A	106	0	0	87	7	4	3	0	0	7	92	5	109	
	GLASGOW	LOGANAIR	S	D	106	0	0	82	11	4	3	0	0	10	87	8	110	
<b>TOTAL STORNOWAY</b>					<b>308</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>89</b>	<b>6</b>	<b>6</b>	
STRASBOURG																		
	STANSTED	RYANAIR	S	A	14	0	0	93	0	0	7	0	0	14	0	0	0	
	STANSTED	RYANAIR	S	D	14	0	0	100	0	0	0	0	0	1	0	0	0	
<b>TOTAL STRASBOURG</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>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	
STUTT GART																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	90	6	3	0	0	0	5	94	5	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	81	18	2	0	0	0	7	85	6	62	
	BIRMINGHAM	FLYBE LTD	S	A	45	0	0	87	2	4	7	0	0	8	90	5	42	
	BIRMINGHAM	FLYBE LTD	S	D	45	0	0	71	9	9	11	0	0	19	77	14	43	
	HEATHROW	GERMANWINGS	S	A	79	0	0	90	3	5	3	0	0	8	82	9	90	
	HEATHROW	GERMANWINGS	S	D	79	0	0	85	8	5	3	0	0	8	89	7	89	

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					Actual (7)	Plan (8)												
STUTTGART																		
	MANCHESTER	GERMANWINGS	S	A	22	0	0	73	0	14	14	0	0	17	82	9	22	
	MANCHESTER	GERMANWINGS	S	D	22	0	0	68	14	14	5	0	0	19	55	19	22	
	STANSTED	GERMANWINGS	S	A	26	0	0	69	27	4	0	0	0	10	87	10	54	
	STANSTED	GERMANWINGS	S	D	26	0	0	85	12	4	0	0	0	5	85	9	54	
<b>TOTAL STUTTGART</b>					<b>468</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>9</b>	<b>9</b>	
SULAYMANIYAH INT																		
	GATWICK	IRAQI AIRWAYS	S	A	6	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	IRAQI AIRWAYS	S	D	6	0	0	67	17	17	0	0	0	13	0	0	0	
<b>TOTAL SULAYMANIYAH INT</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>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SUMBURGH																		
	EDINBURGH	LOGANAIR	S	A	79	3	0	84	6	4	6	0	0	11	91	4	78	
	EDINBURGH	LOGANAIR	S	D	83	0	0	84	5	7	4	0	0	11	87	9	78	
	GLASGOW	LOGANAIR	S	A	30	0	0	73	7	7	13	0	0	23	67	29	30	
	GLASGOW	LOGANAIR	S	D	31	0	0	94	0	3	3	0	0	8	71	18	31	
<b>TOTAL SUMBURGH</b>					<b>223</b>	<b>3</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>11</b>	<b>11</b>	
SYDNEY																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	90	0	3	3	0	3	38	81	9	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	81	3	6	10	0	0	15	81	8	31	
	HEATHROW	QANTAS	S	A	31	0	0	48	13	16	19	0	3	42	71	53	31	
	HEATHROW	QANTAS	S	D	31	0	0	84	10	6	0	0	0	9	84	10	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	87	6	0	6	0	0	8	81	10	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	1	84	10	6	0	0	0	8	90	4	31	
<b>TOTAL SYDNEY</b>					<b>186</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>7</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>81</b>	<b>16</b>	<b>16</b>	
SZCZECIN (GOLENOW)																		
	EDINBURGH	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	1	100	0	8	
	EDINBURGH	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	1	100	1	8	
	STANSTED	RYANAIR	S	A	17	0	0	88	12	0	0	0	0	3	89	4	18	
	STANSTED	RYANAIR	S	D	17	0	0	88	12	0	0	0	0	4	83	6	18	
<b>TOTAL SZCZECIN (GOLENOW)</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>3</b>	<b>90</b>	<b>4</b>	<b>4</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
TABA																		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	1	75	17	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	1	75	12	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	2	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	6	4	
<b>TOTAL TABA</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>88</b>	<b>9</b>	<b>9</b>	
TAIPEI																		
	HEATHROW	EVA AIR	S	A	31	0	0	97	3	0	0	0	0	1	93	3	27	
	HEATHROW	EVA AIR	S	D	31	0	0	90	6	3	0	0	0	4	96	5	27	
<b>TOTAL TAIPEI</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>94</b>	<b>4</b>	<b>4</b>	
TALLIN																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	88	0	0	12	0	0	9	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	82	6	0	12	0	0	12	0	0	0	
	MANCHESTER	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	2	100	2	9	
	MANCHESTER	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	1	100	2	9	
	STANSTED	RYANAIR	S	A	17	0	0	100	0	0	0	0	0	1	0	0	0	
	STANSTED	RYANAIR	S	D	17	0	0	100	0	0	0	0	0	3	0	0	0	
<b>TOTAL TALLIN</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>78</b>	<b>12</b>	<b>12</b>	
TAMPA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	68	6	16	10	0	0	18	81	65	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	68	13	3	13	3	0	27	87	16	31	
<b>TOTAL TAMPA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>10</b>	<b>10</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>84</b>	<b>41</b>	<b>41</b>	
TAMPERE																		
	STANSTED	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	2	93	5	14	
	STANSTED	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	3	93	7	14	
<b>TOTAL TAMPERE</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>96</b>	<b>4</b>	<b>4</b>	
TANGIERS (IBN BATUTA)																		
	GATWICK	AIR ARABIA MAROC	S	A	10	0	9	80	0	10	10	0	0	12	0	0	0	
	GATWICK	AIR ARABIA MAROC	S	D	10	0	9	70	10	10	10	0	0	24	0	0	0	
	HEATHROW	ROYAL AIR MAROC	S	A	9	0	0	22	22	22	33	0	0	42	75	15	8	
	HEATHROW	ROYAL AIR MAROC	S	D	9	0	0	11	44	22	22	0	0	43	63	27	8	
<b>TOTAL TANGIERS (IBN BATUTA)</b>					<b>38</b>	<b>0</b>	<b>18</b>	<b>47</b>	<b>18</b>	<b>16</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>69</b>	<b>21</b>	<b>21</b>	
TARBES-LOURDES INTERNA																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012			
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Plan (8)											
TARBES-LOURDES INTERNA																	
	NEWCASTLE	AIR MEDITERRANEE	C	A	2	0	0	50	50	0	0	0	0	10	100	0	2
	MANCHESTER	FLYBE LTD	C	A	5	0	0	0	60	20	20	0	0	36	50	28	4
	MANCHESTER	FLYBE LTD	C	D	5	0	0	20	60	20	0	0	0	27	75	11	4
	STANSTED	RYANAIR	S	A	14	0	0	86	14	0	0	0	4	92	4	13	
	STANSTED	RYANAIR	S	D	14	0	0	86	7	7	0	0	6	100	2	13	
	STANSTED	TITAN AIRWAYS LTD	C	A	8	0	0	63	38	0	0	0	12	43	36	7	
	STANSTED	TITAN AIRWAYS LTD	C	D	8	0	0	75	13	13	0	0	12	57	25	7	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>					<b>61</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>26</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>15</b>	<b>15</b>
TASHKENT																	
	HEATHROW	UZBEKISTAN AIRLINES	S	A	9	0	0	89	11	0	0	0	3	78	11	9	
	HEATHROW	UZBEKISTAN AIRLINES	S	D	9	0	0	89	0	11	0	0	11	33	25	9	
<b>TOTAL TASHKENT</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>7</b>	<b>56</b>	<b>18</b>	<b>18</b>	
TBILISI																	
TEHRAN IMAM KHOMEINI																	
	HEATHROW	IRAN AIR	S	A	13	0	0	31	38	31	0	0	23	69	16	13	
	HEATHROW	IRAN AIR	S	D	13	0	0	69	31	0	0	0	9	85	5	13	
<b>TOTAL TEHRAN IMAM KHOMEINI</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>35</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>14</b>	<b>14</b>	
TEL AVIV																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	88	1	0	84	7	8	0	1	9	79	10	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	88	0	0	75	18	6	1	0	11	79	12	62	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	40	0	0	70	5	13	8	5	25	87	6	31	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	40	0	0	53	23	13	8	5	28	65	14	31	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	78	11	0	11	0	14	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	78	11	11	0	0	11	0	0	0	
	HEATHROW	EL AL	S	A	47	0	0	89	4	4	0	2	8	69	17	49	
	HEATHROW	EL AL	S	D	47	0	0	77	21	0	2	0	13	69	45	48	
	LUTON	EL AL	S	A	50	0	0	78	8	12	2	0	10	91	5	23	
	LUTON	EL AL	S	D	50	0	0	48	26	18	8	0	24	48	18	23	
	MANCHESTER	JET2.COM LTD	S	A	9	0	0	44	22	11	22	0	37	11	92	9	
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	56	22	11	11	0	32	33	59	9	
<b>TOTAL TEL AVIV</b>					<b>486</b>	<b>2</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>19</b>	<b>19</b>
TENERIFE (SURREINA SOFIA)																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						AUG 2012					
					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	BRITISH AIRWAYS PLC	S	A	22	0	0	32	23	14	27	5	0	51	0	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	18	41	18	18	0	5	57	0	0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	92	0	0	8	0	0	11	89	9	9	9
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	77	8	8	8	0	0	20	89	18	9	9
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	36	0	0	89	3	6	3	0	0	6	97	1	35	35
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	36	0	0	78	14	6	3	0	0	12	78	8	36	36
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	95	0	5	0	0	0	3	86	19	22	22
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	91	9	0	0	0	0	4	95	17	22	22
	GLASGOW	JET2.COM LTD	S	A	17	0	0	94	6	0	0	0	0	3	100	1	12	12
	GLASGOW	JET2.COM LTD	S	D	18	0	0	72	17	11	0	0	0	12	69	10	13	13
	MANCHESTER	JET2.COM LTD	S	A	22	0	0	86	5	9	0	0	0	7	85	45	13	13
	MANCHESTER	JET2.COM LTD	S	D	22	0	0	50	32	9	9	0	0	22	77	32	13	13
	NEWCASTLE	JET2.COM LTD	S	A	13	0	0	92	0	8	0	0	0	5	85	15	13	13
	NEWCASTLE	JET2.COM LTD	S	D	14	0	0	57	36	7	0	0	0	12	85	10	13	13
	BIRMINGHAM	MONARCH AIRLINES	S	A	35	0	0	86	3	6	6	0	0	9	81	16	36	36
	BIRMINGHAM	MONARCH AIRLINES	S	D	35	0	0	77	9	9	6	0	0	9	60	29	35	35
	GATWICK	MONARCH AIRLINES	S	A	36	0	1	64	17	6	8	0	6	69	54	17	41	41
	GATWICK	MONARCH AIRLINES	S	D	36	0	1	78	6	8	6	3	0	23	68	13	40	40
	LUTON	MONARCH AIRLINES	S	A	18	0	1	67	28	6	0	0	0	10	78	6	18	18
	LUTON	MONARCH AIRLINES	S	D	19	0	0	47	42	11	0	0	0	18	83	10	18	18
	MANCHESTER	MONARCH AIRLINES	S	A	31	0	0	55	19	10	10	6	0	32	13	67	30	30
	MANCHESTER	MONARCH AIRLINES	S	D	31	0	0	42	23	16	13	6	0	43	48	57	31	31
	GATWICK	ORBEST	C	A	4	0	0	75	25	0	0	0	0	6	0	0	0	0
	GATWICK	ORBEST	C	D	4	0	0	100	0	0	0	0	0	6	0	0	0	0
	BIRMINGHAM	RYANAIR	S	A	14	0	0	93	0	0	7	0	0	11	100	0	13	13
	BIRMINGHAM	RYANAIR	S	D	14	0	0	93	7	0	0	0	0	1	100	2	13	13
	EDINBURGH	RYANAIR	S	A	14	0	0	93	7	0	0	0	0	5	92	3	13	13
	EDINBURGH	RYANAIR	S	D	14	0	0	100	0	0	0	0	0	3	92	3	13	13
	LUTON	RYANAIR	S	A	18	0	0	94	0	0	6	0	0	7	100	0	13	13
	LUTON	RYANAIR	S	D	18	0	0	78	17	0	6	0	0	14	100	2	13	13
	MANCHESTER	RYANAIR	S	A	25	1	1	88	8	4	0	0	0	6	94	2	18	18
	MANCHESTER	RYANAIR	S	D	26	0	0	92	4	4	0	0	0	4	94	4	18	18
	STANSTED	RYANAIR	S	A	35	1	0	94	6	0	0	0	0	3	97	2	36	36

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							AUG 2012			
					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
TENERIFE (SURREINA SOFIA)	STANSTED	RYANAIR	S	D	35	0	0	89	11	0	0	0	0	6	94	5	36
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	1	86	14	14
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	0	11	0	0	0	4	86	18	14
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	22	0	0	68	5	9	14	0	5	51	47	29	17
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	21	0	0	57	10	10	10	14	0	44	40	52	15
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	67	11	11	11	0	0	24	50	46	10
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	11	0	0	82	0	9	0	0	9	70	75	45	12
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	11	0	0	73	18	0	9	0	0	16	63	36	19
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	11	0	0	64	9	18	9	0	0	30	53	44	19
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	67	11	0	11	0	11	133	75	6	8
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	0	0	11	0	0	11	67	10	9
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	20	20	20	0	0	29	50	66	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	0	20	0	63	60	65	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	13	0	0	92	8	0	0	0	0	2	100	3	14
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	13	0	0	100	0	0	0	0	0	0	85	7	13
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	5	0	0	60	0	20	20	0	0	31	100	1	4
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	5	0	0	60	0	0	40	0	0	43	60	12	5
	GATWICK	THOMSON AIRWAYS LTD	C	A	27	0	0	78	11	4	7	0	0	13	89	4	27
	GATWICK	THOMSON AIRWAYS LTD	C	D	27	0	0	67	26	4	4	0	0	14	78	7	27
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	3	75	42	4
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	2	80	40	5
	LUTON	THOMSON AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	3	100	3	10
	LUTON	THOMSON AIRWAYS LTD	C	D	9	0	0	78	11	11	0	0	0	10	89	5	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	28	0	0	79	14	7	0	0	0	8	78	25	23
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	28	0	0	82	7	7	4	0	0	11	73	31	22
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	6	100	3	4
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	2	80	5	5
	STANSTED	THOMSON AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	0	13	100	2	4
	STANSTED	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	1	5
	MANCHESTER	TRAVEL SERVICE AIRLINES	C	A	5	0	0	80	20	0	0	0	0	7	0	0	0
	MANCHESTER	TRAVEL SERVICE AIRLINES	C	D	5	0	0	60	40	0	0	0	0	11	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>1092</b>	<b>2</b>	<b>4</b>	<b>76</b>	<b>12</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>18</b>	<b>77</b>	<b>18</b>	<b>18</b>
TETERBORO																	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012				
					26	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)											
THIRA (SANTORINI)																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	88	4	8	0	0	0	6	92	11	26	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	73	15	12	0	0	0	11	77	17	26	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	78	11	0	11	0	0	20	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	89	0	0	11	0	0	22	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	0	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	8	100	1	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	1	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	75	6	4		
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	100	0	4		
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	100	0	4		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	75	11	4		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	5	75	13	4		
<b>TOTAL THIRA (SANTORINI)</b>					<b>102</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>10</b>	<b>10</b>	
TIMISOARA																		
	LUTON	WIZZ AIR	S	A	14	0	0	100	0	0	0	0	0	0	100	0	13	
	LUTON	WIZZ AIR	S	D	14	0	0	86	14	0	0	0	0	6	77	9	13	
<b>TOTAL TIMISOARA</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>5</b>	<b>5</b>	
TIRANA																		
	STANSTED	BELLE AIR	S	A	32	0	0	59	19	9	9	0	3	36	81	10	36	
	STANSTED	BELLE AIR	S	D	32	0	0	50	28	9	9	0	3	37	71	13	34	
	GATWICK	BRITISH AIRWAYS PLC	S	A	11	1	2	64	18	0	18	0	0	23	76	25	21	
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	33	33	17	17	0	0	34	59	32	22	
<b>TOTAL TIRANA</b>					<b>87</b>	<b>1</b>	<b>2</b>	<b>53</b>	<b>24</b>	<b>9</b>	<b>11</b>	<b>0</b>	<b>2</b>	<b>34</b>	<b>73</b>	<b>18</b>	<b>18</b>	
TIREE																		
	GLASGOW	LOGANAIR	S	A	30	0	0	67	17	7	7	3	0	23	84	17	31	
	GLASGOW	LOGANAIR	S	D	30	0	0	67	10	10	10	3	0	27	87	10	31	
<b>TOTAL TIREE</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>13</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>85</b>	<b>14</b>	<b>14</b>	
TIRGU MURES																		
	LUTON	WIZZ AIR	S	A	17	0	0	94	0	0	0	6	0	14	100	0	17	
	LUTON	WIZZ AIR	S	D	17	0	0	47	29	12	6	6	0	30	59	15	17	
<b>TOTAL TIRGU MURES</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>6</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>22</b>	<b>79</b>	<b>8</b>	<b>8</b>	
TIVAT																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012				
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
						Plan (8)													
TIVAT																			
	GATWICK	MONTENEGRO AIRLINES	S	A	8	0	0	63	25	0	0	13	0	37	78	13	9		
	GATWICK	MONTENEGRO AIRLINES	S	D	8	0	0	38	38	13	0	13	0	44	67	18	9		
<b>TOTAL TIVAT</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>31</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>41</b>	<b>72</b>	<b>16</b>	<b>16</b>		
TOBAGO																			
	GATWICK	BRITISH AIRWAYS PLC	S	A	5	0	0	100	0	0	0	0	0	0	75	32	4		
	GATWICK	BRITISH AIRWAYS PLC	S	D	5	0	0	20	40	20	20	0	0	28	60	48	5		
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	20	0	80	0	0	0	35	40	61	5		
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	16	40	105	5		
<b>TOTAL TOBAGO</b>					<b>19</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>16</b>	<b>26</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>53</b>	<b>63</b>	<b>63</b>		
TOKYO (HANEDA)																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	82	14	5	0	0	0	7	81	10	21		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	23	0	0	83	9	9	0	0	0	7	100	3	22		
<b>TOTAL TOKYO (HANEDA)</b>					<b>45</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>6</b>	<b>6</b>		
TOKYO (NARITA)																			
	HEATHROW	ALL NIPPON AIRWAYS	S	A	31	0	0	74	13	13	0	0	0	10	71	13	31		
	HEATHROW	ALL NIPPON AIRWAYS	S	D	31	0	0	100	0	0	0	0	0	100	0	31			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	68	10	10	10	3	0	28	74	12	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	65	6	16	10	3	0	30	77	12	31		
	HEATHROW	JAPAN AIRLINES	S	A	31	0	0	87	13	0	0	0	0	5	84	8	31		
	HEATHROW	JAPAN AIRLINES	S	D	31	0	0	100	0	0	0	0	0	1	94	3	31		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	84	10	3	3	0	0	11	71	13	31		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	90	3	6	0	0	0	4	87	10	31		
<b>TOTAL TOKYO (NARITA)</b>					<b>250</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>9</b>	<b>9</b>		
TORONTO																			
	EDINBURGH	AIR CANADA	S	A	13	0	0	92	0	8	0	0	0	4	0	0	0		
	EDINBURGH	AIR CANADA	S	D	13	0	0	77	15	0	8	0	0	15	0	0	0		
	HEATHROW	AIR CANADA	S	A	154	0	1	69	19	8	3	1	0	14	44	33	154		
	HEATHROW	AIR CANADA	S	D	154	0	1	83	8	3	3	3	0	14	49	61	154		
	BIRMINGHAM	AIR TRANSAT	S	A	4	0	0	75	0	25	0	0	0	10	80	9	5		
	BIRMINGHAM	AIR TRANSAT	S	D	4	0	0	25	0	50	25	0	0	41	80	9	5		
	GATWICK	AIR TRANSAT	S	A	45	0	0	84	16	0	0	0	0	5	64	14	44		
	GATWICK	AIR TRANSAT	S	D	45	0	0	76	13	4	7	0	0	13	54	22	48		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							AUG 2012				
					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
TORONTO																		
	GLASGOW	AIR TRANSAT	S	A	22	0	0	86	5	9	0	0	0	6	78	8	27	
	GLASGOW	AIR TRANSAT	S	D	22	0	0	91	5	0	5	0	0	8	78	11	27	
	MANCHESTER	AIR TRANSAT	S	A	27	0	0	81	11	4	4	0	0	11	56	14	27	
	MANCHESTER	AIR TRANSAT	S	D	26	0	0	81	12	4	4	0	0	12	96	5	26	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	72	0	0	63	15	10	11	1	0	22	55	20	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	72	0	0	50	19	17	11	3	0	31	63	16	62	
<b>TOTAL TORONTO</b>					<b>673</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>14</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>57</b>	<b>33</b>	<b>33</b>	
TOULON / HYERES																		
	LONDON CITY	CITY JET	S	A	12	0	0	92	0	8	0	0	0	4	94	3	17	
	LONDON CITY	CITY JET	S	D	14	0	0	57	29	14	0	0	0	12	94	1	18	
	STANSTED	RYANAIR	S	A	22	0	0	68	14	14	5	0	0	14	68	21	22	
	STANSTED	RYANAIR	S	D	22	0	0	73	23	5	0	0	0	9	64	13	22	
<b>TOTAL TOULON / HYERES</b>					<b>70</b>	<b>2</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>10</b>	<b>10</b>	
TOULOUSE (BLAGNAC)																		
	BIRMINGHAM	BMI REGIONAL	S	A	22	0	0	95	5	0	0	0	0	2	0	0	0	
	BIRMINGHAM	BMI REGIONAL	S	D	22	0	0	86	9	0	5	0	0	6	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	85	5	4	4	0	1	13	94	4	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	82	10	4	4	0	0	9	95	5	93	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	110	0	0	84	8	6	2	0	0	7	81	12	107	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	110	0	0	84	10	5	1	0	0	8	83	8	107	
	EDINBURGH	JET2.COM LTD	S	A	8	0	0	75	13	13	0	0	0	10	78	7	9	
	EDINBURGH	JET2.COM LTD	S	D	8	0	0	88	0	13	0	0	0	4	89	9	9	
	MANCHESTER	JET2.COM LTD	S	A	17	0	0	76	12	0	12	0	0	14	77	10	13	
	MANCHESTER	JET2.COM LTD	S	D	17	0	0	76	12	6	6	0	0	16	85	9	13	
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>500</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>8</b>	<b>8</b>	
TOURS																		
	MANCHESTER	RYANAIR	S	A	14	0	0	93	7	0	0	0	0	2	69	14	13	
	MANCHESTER	RYANAIR	S	D	14	0	0	93	7	0	0	0	0	3	69	20	13	
	STANSTED	RYANAIR	S	A	17	0	0	88	12	0	0	0	0	4	88	6	16	
	STANSTED	RYANAIR	S	D	17	0	0	88	12	0	0	0	0	5	81	8	16	
<b>TOTAL TOURS</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>12</b>	<b>12</b>	
TRAPANI																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							AUG 2012						
			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)												
TRAPANI																		
	LUTON	RYANAIR	S	A	14	0	0	93	7	0	0	0	0	2	77	14	13	
	LUTON	RYANAIR	S	D	14	0	0	71	14	14	0	0	0	12	85	6	13	
	MANCHESTER	RYANAIR	S	A	9	0	0	78	22	0	0	0	0	7	0	0	0	
	MANCHESTER	RYANAIR	S	D	9	0	0	89	11	0	0	0	0	8	0	0	0	
<b>TOTAL TRAPANI</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>10</b>	<b>10</b>	
TREVISO																		
	STANSTED	RYANAIR	S	A	48	0	0	75	23	2	0	0	0	9	80	8	61	
	STANSTED	RYANAIR	S	D	48	0	0	90	10	0	0	0	0	6	90	7	62	
<b>TOTAL TREVISO</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>8</b>	<b>8</b>	
TRIESTE (RONCHI DEI LEGIO)																		
	BIRMINGHAM	RYANAIR	S	A	9	0	0	67	33	0	0	0	0	10	78	9	9	
	BIRMINGHAM	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	100	2	9		
	STANSTED	RYANAIR	S	A	22	0	0	86	9	5	0	0	0	8	84	11	31	
	STANSTED	RYANAIR	S	D	22	0	0	95	5	0	0	0	0	3	100	4	31	
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>7</b>	<b>7</b>	
TRIPOLI																		
	GATWICK	AFRIQIYAH AIRWAYS	S	A	19	0	8	16	21	11	53	0	0	55	0	145	13	
	GATWICK	AFRIQIYAH AIRWAYS	S	D	19	0	8	37	21	21	21	0	0	32	8	99	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	54	31	15	0	0	0	14	100	3	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	92	8	0	0	0	0	6	92	3	13	
	HEATHROW	LIBYAN ARAB AIRLINES	S	A	9	0	0	11	44	33	11	0	0	34	0	0	0	
	HEATHROW	LIBYAN ARAB AIRLINES	S	D	9	0	0	0	33	33	33	0	0	52	0	0	0	
	MANCHESTER	LIBYAN ARAB AIRLINES	S	A	13	0	0	23	23	38	15	0	0	35	0	0	0	
	MANCHESTER	LIBYAN ARAB AIRLINES	S	D	13	0	0	8	23	38	31	0	0	45	0	0	0	
<b>TOTAL TRIPOLI</b>					<b>108</b>	<b>0</b>	<b>16</b>	<b>31</b>	<b>24</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>50</b>	<b>63</b>	<b>63</b>	
TROMSOE																		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	9	0	0	78	0	22	0	0	0	12	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	9	0	0	67	11	22	0	0	0	16	0	0	0	
<b>TOTAL TROMSOE</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>6</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TRONDHEIM (VAERNES)																		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	22	0	0	95	0	5	0	0	0	5	85	9	13	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	22	0	0	86	9	0	5	0	0	7	77	10	13	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						AUG 2012			
			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)										
TRONDHEIM (VAERNES)																		
<b>TOTAL TRONDHEIM (VAERNES)</b>					<b>44</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>81</b>	<b>9</b>	<b>9</b>	
TUNIS																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	36	21	36	7	0	0	30	68	18	22	
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	29	43	7	21	0	0	35	82	11	22	
	HEATHROW	TUNISAIR	S	A	23	0	0	22	17	22	35	4	0	63	9	46	22	
	HEATHROW	TUNISAIR	S	D	23	0	0	4	4	43	43	4	0	74	14	50	22	
	MANCHESTER	TUNISAIR	S	A	8	0	0	0	50	25	13	13	0	60	40	28	5	
	MANCHESTER	TUNISAIR	S	D	8	0	0	25	0	50	13	13	0	63	0	52	5	
<b>TOTAL TUNIS</b>					<b>90</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>20</b>	<b>30</b>	<b>27</b>	<b>4</b>	<b>0</b>	<b>56</b>	<b>41</b>	<b>32</b>	<b>32</b>	
TURIN																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	26	0	0	58	19	19	4	0	0	22	70	13	27	
	GATWICK	BRITISH AIRWAYS PLC	S	D	26	0	0	50	31	19	0	0	0	19	48	18	27	
	STANSTED	RYANAIR	S	A	31	0	0	74	16	10	0	0	0	10	94	7	31	
	STANSTED	RYANAIR	S	D	31	0	0	90	6	3	0	0	0	4	100	4	31	
<b>TOTAL TURIN</b>					<b>114</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>10</b>	<b>10</b>	
TURKU																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012				
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Plan (8)												
VAGAR																		
	GATWICK	ATLANTIC AIRWAYS	S	A	9	0	0	67	11	0	11	11	0	44	78	13	9	
	GATWICK	ATLANTIC AIRWAYS	S	D	9	0	0	56	11	11	11	11	0	48	67	12	9	
<b>TOTAL VAGAR</b>					<b>19</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>11</b>	<b>5</b>	<b>16</b>	<b>11</b>	<b>0</b>	<b>50</b>	<b>72</b>	<b>13</b>	<b>13</b>	
VALENCIA																		
	GLASGOW	AIR NOSTRUM	C	A	4	0	0	50	0	25	25	0	0	34	0	0	0	
	GLASGOW	AIR NOSTRUM	C	D	4	0	0	50	0	25	25	0	0	34	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	87	5	5	3	0	0	8	77	10	62	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	89	5	3	2	2	0	8	77	13	62	
	MANCHESTER	RYANAIR	S	A	9	0	0	67	33	0	0	0	0	9	78	8	9	
	MANCHESTER	RYANAIR	S	D	9	0	0	56	22	22	0	0	0	13	44	15	9	
	STANSTED	RYANAIR	S	A	40	0	0	90	5	3	0	3	0	9	78	9	49	
	STANSTED	RYANAIR	S	D	40	0	0	88	10	3	0	0	0	6	90	6	49	
<b>TOTAL VALENCIA</b>					<b>230</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>11</b>	<b>11</b>	
VALLADOLID																		
VANCOUVER																		
	HEATHROW	AIR CANADA	S	A	31	0	0	61	26	10	3	0	0	17	23	32	31	
	HEATHROW	AIR CANADA	S	D	31	0	0	81	16	3	0	0	0	7	77	13	31	
	GATWICK	AIR TRANSAT	S	A	23	0	0	87	0	4	9	0	0	11	83	8	24	
	GATWICK	AIR TRANSAT	S	D	24	0	0	67	8	13	13	0	0	21	82	10	22	
	GLASGOW	AIR TRANSAT	S	A	4	0	0	75	25	0	0	0	0	7	60	11	5	
	GLASGOW	AIR TRANSAT	S	D	4	0	0	100	0	0	0	0	0	5	60	13	5	
	MANCHESTER	AIR TRANSAT	S	A	9	0	0	100	0	0	0	0	0	2	50	22	8	
	MANCHESTER	AIR TRANSAT	S	D	10	0	0	100	0	0	0	0	0	1	100	5	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	53	0	0	70	13	13	4	0	0	16	74	13	53	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	53	0	0	60	13	19	8	0	0	21	79	16	52	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	18	0	0	78	11	11	0	0	0	7	89	9	18	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	18	0	0	67	22	11	0	0	0	12	100	0	17	
<b>TOTAL VANCOUVER</b>					<b>278</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>14</b>	<b>14</b>	
VARADERO																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	0	67	33	0	0	0	0	8	100	3	3	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	33	0	0	0	0	11	33	19	3	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	100	0	2	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
VARADERO																		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	8	100	1	3	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	40	21	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	60	33	5	
<b>TOTAL VARADERO</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>67</b>	<b>16</b>	<b>16</b>	
VARNA																		
	MANCHESTER	BH AIR	C	A	5	0	0	100	0	0	0	0	0	4	80	9	5	
	MANCHESTER	BH AIR	C	D	5	0	0	40	60	0	0	0	0	17	40	22	5	
	NEWCASTLE	BH AIR	C	A	5	0	0	100	0	0	0	0	0	6	75	7	4	
	NEWCASTLE	BH AIR	C	D	5	0	0	80	20	0	0	0	0	5	100	0	4	
	GATWICK	BULGARIA AIR	S	A	5	0	0	40	60	0	0	0	0	17	100	1	5	
	GATWICK	BULGARIA AIR	S	D	5	0	0	60	20	20	0	0	0	17	60	14	5	
	LUTON	WIZZ AIR	S	A	18	0	0	83	0	11	6	0	0	15	61	27	18	
	LUTON	WIZZ AIR	S	D	18	0	0	67	22	6	6	0	0	19	61	24	18	
<b>TOTAL VARNA</b>					<b>66</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>18</b>	<b>18</b>	
VASTERAS																		
	STANSTED	RYANAIR	S	A	18	0	0	94	6	0	0	0	0	3	56	14	18	
	STANSTED	RYANAIR	S	D	18	0	0	94	6	0	0	0	0	4	78	7	18	
<b>TOTAL VASTERAS</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>67</b>	<b>10</b>	<b>10</b>	
VENICE																		
	GLASGOW	BA CITYFLYER LTD	C	A	4	0	0	75	25	0	0	0	0	9	50	14	4	
	GLASGOW	BA CITYFLYER LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	0	4	
	LONDON CITY	BA CITYFLYER LTD	S	A	26	0	0	88	4	4	4	0	0	8	0	0	0	
	LONDON CITY	BA CITYFLYER LTD	S	D	26	0	0	88	4	4	4	0	0	8	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	93	0	0	65	17	12	5	1	0	20	62	20	93	
	GATWICK	BRITISH AIRWAYS PLC	S	D	93	0	0	63	17	14	5	0	0	20	64	17	92	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	48	0	0	85	8	4	2	0	0	7	66	16	47	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	48	0	0	90	6	4	0	0	0	5	87	5	47	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	93	0	0	71	22	3	4	0	0	13	80	15	92	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	93	0	0	83	10	4	3	0	0	10	78	14	93	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	79	7	7	7	0	0	11	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	79	14	0	7	0	0	10	0	0	0	
	EDINBURGH	JET2.COM LTD	S	A	18	0	0	83	11	0	6	0	0	9	83	12	18	
	EDINBURGH	JET2.COM LTD	S	D	18	0	0	78	22	0	0	0	0	7	83	9	18	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
VENICE	MANCHESTER	JET2.COM LTD	S	A	27	0	0	78	7	7	7	0	0	16	77	21	26
	MANCHESTER	JET2.COM LTD	S	D	27	0	0	89	7	0	4	0	0	8	92	7	26
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	100	0	0	0	0	0	1	85	4	13
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	89	0	11	0	0	0	11	85	9	13
	BIRMINGHAM	MONARCH AIRLINES	S	A	18	0	0	89	11	0	0	0	0	6	100	4	17
	BIRMINGHAM	MONARCH AIRLINES	S	D	18	0	0	89	6	6	0	0	0	4	76	9	17
	GATWICK	MONARCH AIRLINES	S	A	23	0	0	70	13	4	13	0	0	20	50	22	22
	GATWICK	MONARCH AIRLINES	S	D	23	0	0	70	13	9	9	0	0	21	91	6	22
	MANCHESTER	MONARCH AIRLINES	S	A	14	0	0	36	29	14	21	0	0	43	33	44	18
	MANCHESTER	MONARCH AIRLINES	S	D	14	0	0	79	0	14	7	0	0	16	67	34	18
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	7	60	19	5
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	12	80	14	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	40	40	20	0	0	0	15	80	14	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	7	80	8	5
<b>TOTAL VENICE</b>					<b>794</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>15</b>	<b>15</b>
VERONA VILLAFRANCA	GATWICK	AIR DOLOMITI	C	A	5	0	0	80	0	0	20	0	0	21	0	0	0
	GATWICK	AIR DOLOMITI	C	D	5	0	0	60	20	0	20	0	0	34	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	62	0	0	61	23	8	8	0	0	19	77	13	62
	GATWICK	BRITISH AIRWAYS PLC	S	D	62	0	0	71	15	10	5	0	0	15	74	16	62
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	36	0	0	86	3	6	6	0	0	8	77	9	35
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	36	0	0	78	11	11	0	0	0	10	89	8	35
	MANCHESTER	FLYBE LTD	C	A	5	0	0	80	0	0	0	20	0	45	100	0	4
	MANCHESTER	FLYBE LTD	C	D	5	0	0	100	0	0	0	0	0	5	100	7	4
	GATWICK	MONARCH AIRLINES	S	A	13	0	0	69	31	0	0	0	0	12	0	0	0
	GATWICK	MONARCH AIRLINES	S	D	13	0	0	85	15	0	0	0	0	8	0	0	0
	MANCHESTER	MONARCH AIRLINES	S	A	8	0	0	63	25	13	0	0	0	15	44	23	9
	MANCHESTER	MONARCH AIRLINES	S	D	8	0	0	50	50	0	0	0	0	17	33	25	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	3	100	2	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	0	100	3	9
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	78	22	0	0	0	0	7	77	10	13
	GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	78	0	22	0	0	0	12	69	10	13
	GLASGOW	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	0	78	43	9



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							AUG 2012			
					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)											
VERONA VILLAGRANCA	GLASGOW	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	1	78	31	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	14	0	0	93	0	7	0	0	0	4	62	17	13
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	14	0	0	86	14	0	0	0	0	6	92	5	13
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	2	100	3	9
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	0	100	4	9
<b>TOTAL VERONA VILLAGRANCA</b>					<b>358</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>12</b>	<b>12</b>
VIENNA	HEATHROW	BRITISH AIRWAYS PLC	S	A	152	0	0	93	6	1	1	0	0	4	91	5	154
	HEATHROW	BRITISH AIRWAYS PLC	S	D	151	0	0	89	8	3	0	0	0	4	94	5	154
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	48	0	0	85	6	2	6	0	0	12	86	13	49
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	48	0	0	85	8	4	2	0	0	10	73	15	49
	EDINBURGH	NIKI	C	A	2	0	0	0	0	100	0	0	0	39	0	0	0
	EDINBURGH	NIKI	C	D	3	0	0	33	0	67	0	0	0	23	0	0	0
	GLASGOW	NIKI	C	A	3	0	0	0	67	33	0	0	0	31	100	3	2
	GLASGOW	NIKI	C	D	3	0	0	33	33	0	33	0	0	38	100	2	2
	HEATHROW	TYROLEAN AIRWAYS	S	A	93	0	0	83	14	2	1	0	0	8	87	6	123
	HEATHROW	TYROLEAN AIRWAYS	S	D	93	0	0	94	4	0	2	0	0	5	76	12	123
<b>TOTAL VIENNA</b>					<b>596</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>8</b>	<b>8</b>
VIGO																	
VILNIUS	STANSTED	RYANAIR	S	A	31	0	0	87	6	3	3	0	0	7	77	9	31
	STANSTED	RYANAIR	S	D	31	0	0	90	3	3	3	0	0	7	94	4	31
	LUTON	WIZZ AIR	S	A	48	0	0	100	0	0	0	0	0	0	98	1	49
	LUTON	WIZZ AIR	S	D	48	0	0	90	8	2	0	0	0	6	76	11	49
<b>TOTAL VILNIUS</b>					<b>158</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>86</b>	<b>6</b>	<b>6</b>
VOLOS	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	D	5	0	0	60	20	20	0	0	0	13	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	80	0	0	20	0	0	28	80	8	5
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	60	0	20	20	0	0	22	60	77	5
<b>TOTAL VOLOS</b>					<b>15</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>7</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>73</b>	<b>37</b>	<b>37</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							AUG 2012				
					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
WARSAW																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	74	21	0	5	0	0	12	84	8	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	94	3	2	2	0	0	5	97	2	62	
	HEATHROW	LOT-POLISH AIRLINES	S	A	88	0	0	66	20	7	7	0	0	17	71	14	89	
	HEATHROW	LOT-POLISH AIRLINES	S	D	88	0	0	83	7	8	2	0	0	9	80	15	89	
	MANCHESTER	RYANAIR	S	A	14	0	0	71	14	14	0	0	0	14	0	0	0	
	MANCHESTER	RYANAIR	S	D	14	0	0	93	7	0	0	0	0	3	0	0	0	
	STANSTED	RYANAIR	S	A	62	0	0	69	18	11	2	0	0	13	0	0	0	
	STANSTED	RYANAIR	S	D	62	0	0	94	3	3	0	0	0	5	0	0	0	
	GLASGOW	WIZZ AIR	S	A	8	0	0	75	13	13	0	0	0	12	0	0	0	
	GLASGOW	WIZZ AIR	S	D	8	0	0	63	13	13	13	0	0	23	0	0	0	
	LUTON	WIZZ AIR	S	A	75	0	0	92	8	0	0	0	0	5	0	0	0	
	LUTON	WIZZ AIR	S	D	75	0	0	68	25	7	0	0	0	12	0	0	0	
<b>TOTAL WARSAW</b>					<b>619</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>10</b>	<b>10</b>	
WASHINGTON (DULLES)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	81	0	0	86	5	4	4	0	1	24	75	10	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	80	0	0	63	19	13	6	0	0	18	76	12	93	
	HEATHROW	UNITED AIRLINES	S	A	124	0	0	94	2	3	0	1	0	5	56	30	121	
	HEATHROW	UNITED AIRLINES	S	D	124	0	0	90	4	4	2	0	0	7	74	15	119	
	MANCHESTER	UNITED AIRLINES	S	A	31	0	0	94	3	3	0	0	0	2	55	53	31	
	MANCHESTER	UNITED AIRLINES	S	D	31	0	0	97	3	0	0	0	0	2	61	42	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	94	3	3	0	0	0	2	87	6	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	90	6	3	0	0	0	4	94	3	31	
<b>TOTAL WASHINGTON (DULLES)</b>					<b>534</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>10</b>	<b>71</b>	<b>20</b>	<b>20</b>	
WATERFORD																		
	BIRMINGHAM	FLYBE LTD	S	A	17	0	0	71	12	6	12	0	0	18	69	22	16	
	BIRMINGHAM	FLYBE LTD	S	D	17	0	0	76	6	0	18	0	0	18	63	31	16	
	MANCHESTER	FLYBE LTD	S	A	17	0	0	82	0	12	6	0	0	16	0	0	0	
	MANCHESTER	FLYBE LTD	S	D	17	0	0	88	0	6	6	0	0	14	0	0	0	
<b>TOTAL WATERFORD</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>4</b>	<b>6</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>74</b>	<b>21</b>	<b>21</b>	
WICK JOHN O GROATS																		
	EDINBURGH	LOGANAIR	S	A	26	0	0	92	4	0	4	0	0	8	100	2	20	
	EDINBURGH	LOGANAIR	S	D	26	0	0	92	0	4	4	0	0	10	95	2	22	
<b>TOTAL WICK JOHN O GROATS</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>98</b>	<b>2</b>	<b>2</b>	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE						AUG 2012				
					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)									
WROCLAW																		
	STANSTED	RYANAIR	S	A	44	0	0	100	0	0	0	0	0	3	88	10	40	
	STANSTED	RYANAIR	S	D	44	0	0	89	7	2	2	0	0	10	85	7	40	
	LUTON	WIZZ AIR	S	A	22	0	0	100	0	0	0	0	0	2	91	16	23	
	LUTON	WIZZ AIR	S	D	22	0	0	82	14	5	0	0	0	8	57	16	23	
<b>TOTAL WROCLAW</b>					<b>132</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>6</b>	<b>82</b>	<b>11</b>	<b>11</b>	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: Y

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE						AUG 2012				
					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)
YEREVAN																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							AUG 2012		
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Plan (8)											
ZADAR	STANSTED	RYANAIR	S	A	17	0	0	88	6	0	0	0	6	27	83	8	23
	STANSTED	RYANAIR	S	D	17	0	0	88	6	6	0	0	0	9	74	10	23
<b>TOTAL ZADAR</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>18</b>	<b>78</b>	<b>9</b>	<b>9</b>
ZAGREB	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	71	19	10	0	0	0	10	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	90	3	6	0	0	0	5	0	0	0
	HEATHROW	CROATIA AIRLINES	S	A	35	0	0	77	11	9	3	0	0	14	64	13	36
	HEATHROW	CROATIA AIRLINES	S	D	35	0	0	69	20	9	3	0	0	13	56	22	36
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	77	8	8	8	0	0	14	85	6	27
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	81	8	8	4	0	0	11	93	4	27
<b>TOTAL ZAGREB</b>					<b>184</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>13</b>	<b>13</b>
ZAKINTHOS	BIRMINGHAM	CYPRUS AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	17	0	0	0
	BIRMINGHAM	CYPRUS AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	82	14	0	5	0	0	8	78	15	23
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	86	5	5	5	0	0	7	74	18	23
	MANCHESTER	GERMANIA FLUGGESELLSCHAFT	C	A	9	0	0	89	11	0	0	0	0	4	0	0	0
	MANCHESTER	GERMANIA FLUGGESELLSCHAFT	C	D	9	0	0	100	0	0	0	0	0	1	0	0	0
	MANCHESTER	JET2.COM LTD	S	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	JET2.COM LTD	S	D	4	0	0	100	0	0	0	0	0	5	0	0	0
	GATWICK	MISTRAL AIR	C	A	2	0	0	50	0	50	0	0	0	32	0	0	0
	GATWICK	MISTRAL AIR	C	D	2	0	0	0	100	0	0	0	0	26	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	80	0	20	0	0	0	14	80	8	5
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	80	0	0	20	0	0	13	60	29	5
	GATWICK	MONARCH AIRLINES	C	A	10	0	0	80	20	0	0	0	0	6	45	31	11
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	80	20	0	0	0	0	7	40	34	10
	LUTON	MONARCH AIRLINES	C	A	5	0	0	80	20	0	0	0	0	4	60	17	5
	LUTON	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	10	40	22	5
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	60	40	0	0	0	0	8	60	11	5
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	3	80	8	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	14	0	0	86	14	0	0	0	0	5	83	6	18
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	14	0	0	100	0	0	0	0	0	0	50	17	18
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	23	0	0	74	13	13	0	0	0	12	67	16	18

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							AUG 2012				
					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
ZAKINTHOS																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	23	0	0	43	39	13	4	0	0	18	56	26	18	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	0	22	0	0	0	8	56	16	9	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	33	0	0	0	0	11	56	25	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	22	0	0	77	9	9	5	0	0	10	84	20	19	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	22	0	0	82	9	5	5	0	0	9	61	29	18	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	0	78	6	9	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	0	11	0	0	0	5	56	18	9	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	25	25	0	0	60	75	33	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	0	25	25	0	64	50	33	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	1	78	6	9	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	3	22	27	9	
	GATWICK	THOMSON AIRWAYS LTD	C	A	25	0	0	100	0	0	0	0	0	1	81	7	26	
	GATWICK	THOMSON AIRWAYS LTD	C	D	25	0	0	96	4	0	0	0	0	4	72	10	25	
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	2	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	21	0	0	71	24	5	0	0	0	9	71	13	21	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	21	0	0	81	5	14	0	0	0	12	71	15	21	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	50	11	4	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	6	75	12	4	
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	5	100	1	4	
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	7	100	0	4	
	GATWICK	TRAVEL SERVICE AIRLINES	C	A	9	0	0	44	33	22	0	0	0	19	0	0	0	
	GATWICK	TRAVEL SERVICE AIRLINES	C	D	9	0	0	56	33	0	11	0	0	17	0	0	0	
<b>TOTAL ZAKINTHOS</b>					<b>446</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>66</b>	<b>22</b>	<b>22</b>	
ZARAGOZA																		
	STANSTED	RYANAIR	S	A	17	0	0	100	0	0	0	0	0	2	55	17	22	
	STANSTED	RYANAIR	S	D	17	0	0	100	0	0	0	0	0	2	86	6	22	
<b>TOTAL ZARAGOZA</b>					<b>34</b>	<b>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>70</b>	<b>12</b>	<b>12</b>	
ZURICH																		
	EDINBURGH	BA CITYFLYER LTD	C	A	3	0	0	100	0	0	0	0	0	7	0	0	0	
	EDINBURGH	BA CITYFLYER LTD	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0	
	LONDON CITY	BA CITYFLYER LTD	S	A	84	0	0	93	0	5	1	1	0	6	97	6	93	
	LONDON CITY	BA CITYFLYER LTD	S	D	81	0	0	95	1	1	2	0	0	5	89	6	93	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR AUGUST 2013

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							AUG 2012			
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
ZURICH	EDINBURGH	BMI REGIONAL	S	A	30	0	0	90	7	0	0	3	0	17	77	27	31
	EDINBURGH	BMI REGIONAL	S	D	30	0	0	100	0	0	0	0	0	3	87	24	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	181	0	0	65	27	7	1	0	0	12	76	10	182
	HEATHROW	BRITISH AIRWAYS PLC	S	D	181	0	0	84	9	6	1	0	0	7	90	6	182
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	57	0	0	82	11	4	4	0	0	10	66	17	58
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	57	0	0	84	7	5	4	0	0	11	67	12	58
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	94	3	3	0	0	0	3	81	14	31
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	94	0	3	3	0	0	6	84	15	31
	BIRMINGHAM	HELVETIC AIRWAYS	S	A	35	0	0	94	6	0	0	0	0	2	89	6	54
	BIRMINGHAM	HELVETIC AIRWAYS	S	D	35	0	0	100	0	0	0	0	0	0	72	16	54
	MANCHESTER	HELVETIC AIRWAYS	S	A	44	0	0	84	9	5	2	0	0	10	89	3	9
	MANCHESTER	HELVETIC AIRWAYS	S	D	44	0	0	55	32	11	2	0	0	15	44	16	9
	BIRMINGHAM	SWISS AIRLINES	S	A	27	0	0	81	15	4	0	0	0	6	74	10	39
	BIRMINGHAM	SWISS AIRLINES	S	D	27	0	0	85	15	0	0	0	0	4	74	11	39
	HEATHROW	SWISS AIRLINES	S	A	217	0	0	82	15	2	0	0	0	8	80	10	215
	HEATHROW	SWISS AIRLINES	S	D	217	0	0	89	9	2	0	0	0	5	87	8	214
	LONDON CITY	SWISS AIRLINES	S	A	148	0	0	89	7	2	1	0	0	6	90	5	166
	LONDON CITY	SWISS AIRLINES	S	D	147	0	0	90	7	1	1	0	0	5	91	6	165
	MANCHESTER	SWISS AIRLINES	S	A	39	0	0	72	23	3	3	0	0	14	74	14	84
	MANCHESTER	SWISS AIRLINES	S	D	39	0	0	56	33	5	5	0	0	18	56	18	84
<b>TOTAL ZURICH</b>					<b>1791</b>	<b>2</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>10</b>	<b>10</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2013

Reporting Airport: BIRMINGHAM (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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)	1288	2	0	92	4	2	1	0	0	5	86	10	1201
SCHEDULED FLIGHTS(ALL ROUTES)	7090	2	24	89	5	3	2	0	0	7	82	11	7078
AIRPORT TOTAL	8378	4	24	89	5	3	2	0	0	7	83	11	8279



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2013

Reporting Airport: EDINBURGH (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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)	266	1	0	74	12	8	5	1	0	17	77	14	214
SCHEDULED FLIGHTS(ALL ROUTES)	9296	7	18	86	8	4	2	0	0	9	84	9	8920
AIRPORT TOTAL	9562	8	18	85	8	4	2	0	0	9	83	9	9134

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2013

Reporting Airport: GATWICK (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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)	3321	10	0	76	10	7	5	1	1	19	75	21	3256
SCHEDULED FLIGHTS(ALL ROUTES)	21880	15	94	76	12	7	4	0	0	14	76	13	21332
AIRPORT TOTAL	25201	25	94	76	12	7	4	0	0	14	76	14	24588

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2013

Reporting Airport: GLASGOW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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)	758	4	0	80	9	6	4	0	0	16	77	24	747
SCHEDULED FLIGHTS(ALL ROUTES)	5973	7	10	85	8	4	3	0	0	9	85	9	5868
AIRPORT TOTAL	6731	11	10	84	8	4	3	0	0	10	84	11	6615

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2013

Reporting Airport: HEATHROW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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)	125	0	0	89	7	3	1	0	0	5	75	11	64
SCHEDULED FLIGHTS(ALL ROUTES)	41076	11	22	81	11	6	3	0	0	11	81	11	40800
AIRPORT TOTAL	41201	11	22	81	11	6	3	0	0	11	81	11	40864

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2013

Reporting Airport: LONDON CITY (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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)	5441	2	1	91	4	3	2	0	0	5	92	4	5347
AIRPORT TOTAL	5441	2	1	91	4	3	2	0	0	5	92	4	5347

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2013

Reporting Airport: LUTON (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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)	367	66	0	92	5	2	2	0	0	5	91	5	376
SCHEDULED FLIGHTS(ALL ROUTES)	6312	12	5	85	9	4	2	0	0	8	83	11	6422
AIRPORT TOTAL	6679	78	5	85	9	4	2	0	0	8	83	10	6798

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2013

Reporting Airport: MANCHESTER (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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)	2716	28	0	78	11	5	5	1	0	15	75	23	2785
SCHEDULED FLIGHTS(ALL ROUTES)	13273	3	11	80	11	5	3	0	0	11	78	14	12812
AIRPORT TOTAL	15989	31	11	80	11	5	3	1	0	12	78	15	15597

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2013

Reporting Airport: NEWCASTLE (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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)	873	7	0	86	6	4	3	1	0	11	87	8	845
SCHEDULED FLIGHTS(ALL ROUTES)	3349	8	17	87	7	4	2	0	0	8	86	9	3351
AIRPORT TOTAL	4222	15	17	87	7	4	2	0	0	8	87	9	4196



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR AUGUST 2013

Reporting Airport: STANSTED (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						AUG 2012			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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)	472	24	0	83	8	3	3	2	1	16	82	16	573
SCHEDULED FLIGHTS(ALL ROUTES)	10743	15	8	86	9	4	1	0	0	8	84	9	11337
AIRPORT TOTAL	11215	39	8	86	9	3	1	0	0	8	84	9	11910