

# Punctuality Statistics

Regulatory Policy Group



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

**Full and Summary Analysis**

**September 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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CAA House  
45/59 Kingsway  
London WC2B 6TE

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

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

Tel: 020-7453-6258

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

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

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

## INTRODUCTORY NOTES

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

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

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

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

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



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

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2013

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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	6	0	0	83	17	0	0	0	0	7	100	3	7
<b>TOTAL INNSBRUCK</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>3</b>	<b>7</b>
SALZBURG	FLYBE LTD	C	10	0	0	90	0	0	10	0	0	14	86	8	7
<b>TOTAL SALZBURG</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>86</b>	<b>8</b>	<b>7</b>
<b>TOTAL AUSTRIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>93</b>	<b>6</b>	<b>14</b>
<b>BELGIUM</b>															
BRUSSELS	BRUSSELS AIRLINES	S	231	1	1	80	10	5	4	0	0	10	88	6	226
<b>TOTAL BRUSSELS</b>			<b>231</b>	<b>1</b>	<b>1</b>	<b>80</b>	<b>10</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>6</b>	<b>226</b>
<b>TOTAL BELGIUM</b>			<b>231</b>	<b>1</b>	<b>1</b>	<b>80</b>	<b>10</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>6</b>	<b>226</b>
<b>BULGARIA</b>															
BURGAS	BH AIR	C	8	0	0	88	0	0	13	0	0	16	40	28	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	13	13	0	0	17	100	4	7
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	100	0	8
<b>TOTAL BURGAS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>12</b>	<b>25</b>
<b>TOTAL BULGARIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>12</b>	<b>25</b>
<b>CANADA</b>															
TORONTO	AIR TRANSAT	S	8	0	0	88	13	0	0	0	0	3	75	6	8
<b>TOTAL TORONTO</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>75</b>	<b>6</b>	<b>8</b>
<b>TOTAL CANADA</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>75</b>	<b>6</b>	<b>8</b>
<b>CAPE VERDE ISLANDS</b>															
BOA VISTA (RABIL)	THOMSON AIRWAYS LTD	S	8	0	0	88	0	0	13	0	0	18	29	43	7
<b>TOTAL BOA VISTA (RABIL)</b>			<b>8</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>18</b>	<b>29</b>	<b>43</b>	<b>7</b>
ILHA DO SAL C.VERDE	THOMSON AIRWAYS LTD	S	8	0	0	63	13	0	13	13	0	48	78	11	9
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>48</b>	<b>78</b>	<b>11</b>	<b>9</b>
<b>TOTAL CAPE VERDE ISLANDS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>33</b>	<b>56</b>	<b>25</b>	<b>16</b>
<b>CROATIA</b>															
DUBROVNIK	FLYBE LTD	S	10	0	0	100	0	0	0	0	0	4	100	3	10
	MONARCH AIRLINES	S	16	0	0	88	0	13	0	0	0	6	83	24	18
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	1	100	1	10
<b>TOTAL DUBROVNIK</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>13</b>	<b>38</b>
PULA	THOMSON AIRWAYS LTD	C	15	0	0	93	7	0	0	0	0	1	100	1	7
<b>TOTAL PULA</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>1</b>	<b>7</b>
SPLIT	MONARCH AIRLINES	S	24	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL SPLIT</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>100</b>	<b>3</b>	<b>4</b>
<b>TOTAL CROATIA</b>			<b>75</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>94</b>	<b>10</b>	<b>49</b>
<b>CYPRUS</b>															

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2013

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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	MONARCH AIRLINES	S	43	0	0	93	5	2	0	0	0	4	61	28	41
	THOMAS COOK AIRLINES LTD	C	18	0	0	94	6	0	0	0	0	3	83	12	18
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	63	17	8
<b>TOTAL LARNACA</b>			<b>69</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>65</b>	<b>22</b>	<b>77</b>
PAPHOS	MONARCH AIRLINES	S	26	0	0	69	19	4	8	0	0	14	78	9	27
	THOMSON AIRWAYS LTD	C	18	0	0	94	6	0	0	0	0	3	78	9	27
<b>TOTAL PAPHOS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>14</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>8</b>	<b>62</b>
<b>TOTAL CYPRUS</b>			<b>113</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>72</b>	<b>16</b>	<b>139</b>
<b>DENMARK</b>															
BILLUND	BMI REGIONAL	S	42	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL BILLUND</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
COPENHAGEN	SAS	S	91	0	0	97	3	0	0	0	0	3	86	7	90
<b>TOTAL COPENHAGEN</b>			<b>91</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>86</b>	<b>7</b>	<b>90</b>
<b>TOTAL DENMARK</b>			<b>133</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>86</b>	<b>7</b>	<b>90</b>
<b>EGYPT</b>															
HURGHADA	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL HURGHADA</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>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
SHARM EL SHEIKH (OPHIRA)	MONARCH AIRLINES	S	25	0	0	88	4	0	8	0	0	11	0	0	0
	THOMAS COOK AIRLINES LTD	C	18	0	0	100	0	0	0	0	0	0	100	3	8
	THOMSON AIRWAYS LTD	C	18	0	0	100	0	0	0	0	0	2	80	6	25
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>6</b>	<b>33</b>
<b>TOTAL EGYPT</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>6</b>	<b>33</b>
<b>FRANCE</b>															
AVIGNON	FLYBE LTD	S	2	0	0	100	0	0	0	0	0	0	100	7	4
<b>TOTAL AVIGNON</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>7</b>	<b>4</b>
BERGERAC	FLYBE LTD	S	4	1	0	75	25	0	0	0	0	8	50	21	4
<b>TOTAL BERGERAC</b>			<b>4</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>50</b>	<b>21</b>	<b>4</b>
BORDEAUX	MONARCH AIRLINES	S	14	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL BORDEAUX</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
LA ROCHELLE	FLYBE LTD	S	6	0	0	100	0	0	0	0	0	0	75	7	4
<b>TOTAL LA ROCHELLE</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>7</b>	<b>4</b>
LYON	BMI REGIONAL	S	24	0	0	88	8	0	4	0	0	6	0	0	0
	FLYBE LTD	S	52	0	0	83	6	6	6	0	0	9	0	0	0
<b>TOTAL LYON</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
MONTPELLIER	RYANAIR	S	18	0	0	100	0	0	0	0	0	0	88	9	16
<b>TOTAL MONTPELLIER</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>16</b>
NICE	MONARCH AIRLINES	S	60	0	0	93	2	3	2	0	0	5	79	18	48
<b>TOTAL NICE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>77</b>	<b>25</b>	<b>66</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	178	0	0	98	2	0	0	0	0	2	97	2	178

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2013

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)										
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	154	0	0	97	3	1	0	0	0	1	85	8	150
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>332</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>92</b>	<b>5</b>	<b>328</b>
PERPIGNAN	RYANAIR	S	23	0	5	100	0	0	0	0	0	0	0	0	0
<b>TOTAL PERPIGNAN</b>			<b>23</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>10</b>	<b>2</b>
TOULOUSE (BLAGNAC)	BMI REGIONAL	S	52	0	0	90	2	4	4	0	9	0	0	0	0
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FRANCE</b>			<b>587</b>	<b>1</b>	<b>5</b>	<b>95</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>8</b>	<b>426</b>	
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	ALBA STAR	C	2	0	0	50	50	0	0	0	8	0	0	0	0
<b>TOTAL BERLIN (SCHONEFELD)</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>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
BERLIN (TEGEL)	AIR BERLIN	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	LUFTHANSA	S	60	0	0	80	13	7	0	0	7	95	5	60	
<b>TOTAL BERLIN (TEGEL)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>95</b>	<b>5</b>	<b>60</b>	
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	152	0	0	78	15	5	3	0	10	77	14	145	
	FLYBE LTD	S	166	0	3	83	8	5	4	0	9	82	8	181	
<b>TOTAL DUSSELDORF</b>			<b>318</b>	<b>0</b>	<b>3</b>	<b>81</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>11</b>	<b>326</b>	
FRANKFURT MAIN	EUROWINGS LUFTVERKEHRS	S	118	0	0	98	2	0	0	0	2	87	7	188	
	LUFTHANSA	S	122	0	0	89	8	2	0	0	5	89	6	44	
<b>TOTAL FRANKFURT MAIN</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>87</b>	<b>7</b>	<b>232</b>	
HAMBURG	LUFTHANSA CITY LINE	S	52	0	0	94	2	4	0	0	4	96	5	98	
<b>TOTAL HAMBURG</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>4</b>	<b>96</b>	<b>4</b>	<b>108</b>	
HANOVER	AIR BERLIN	C	16	0	0	94	6	0	0	0	2	67	12	18	
	FLYBE LTD	S	60	0	0	90	7	3	0	0	4	78	12	98	
<b>TOTAL HANOVER</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>76</b>	<b>12</b>	<b>116</b>	
MUNICH	LUFTHANSA	S	6	0	0	100	0	0	0	0	3	0	0	0	
	LUFTHANSA CITY LINE	S	156	0	0	96	3	1	0	0	2	81	10	159	
<b>TOTAL MUNICH</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>11</b>	<b>165</b>	
PADERBORN	AIR BERLIN	C	10	0	0	80	0	20	0	0	14	40	23	10	
<b>TOTAL PADERBORN</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>14</b>	<b>40</b>	<b>23</b>	<b>10</b>	
STUTTGART	FLYBE LTD	S	93	0	1	87	8	2	3	0	6	76	10	86	
<b>TOTAL STUTTGART</b>			<b>93</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>10</b>	<b>86</b>	
<b>TOTAL GERMANY</b>			<b>1015</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>9</b>	<b>1103</b>	
<b>GIBRALTAR</b>															
GIBRALTAR	MONARCH AIRLINES	S	26	0	0	81	0	8	8	0	4	25	0	0	0
<b>TOTAL GIBRALTAR</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GIBRALTAR</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>GREECE</b>															
CHANIA	MONARCH AIRLINES	C	8	0	0	88	0	13	0	0	6	75	10	8	

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Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>10</b>	8
<b>CORFU</b>	MONARCH AIRLINES	C	10	0	0	90	0	0	0	10	0	20	63	10	8
	THOMAS COOK AIRLINES LTD	C	17	0	0	76	12	0	12	0	0	19	80	12	15
	THOMSON AIRWAYS LTD	C	24	0	0	100	0	0	0	0	0	0	91	12	23
<b>TOTAL CORFU</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>13</b>	54
<b>HERAKLION</b>	MONARCH AIRLINES	S	16	0	0	88	0	0	13	0	0	14	82	20	17
	THOMAS COOK AIRLINES LTD	C	16	0	0	100	0	0	0	0	0	1	70	30	10
	THOMSON AIRWAYS LTD	C	17	0	0	94	6	0	0	0	0	1	94	3	17
<b>TOTAL HERAKLION</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>18</b>	52
<b>KAVALA</b>	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	0	100	1	9
<b>TOTAL KAVALA</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>100</b>	<b>1</b>	9
<b>KEFALLINIA</b>	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	4	88	5	8
	THOMSON AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	0	100	4	7
<b>TOTAL KEFALLINIA</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>93</b>	<b>5</b>	15
<b>KOS</b>	THOMAS COOK AIRLINES LTD	C	16	0	0	69	13	0	19	0	0	23	79	10	14
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	100	1	7
<b>TOTAL KOS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>86</b>	<b>7</b>	21
<b>PREVEZA</b>	FLYBE LTD	C	10	0	0	80	0	0	20	0	0	17	0	0	0
<b>TOTAL PREVEZA</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>0</b>	<b>0</b>	0
<b>RHODES</b>	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	80	33	10
	THOMSON AIRWAYS LTD	C	23	0	0	91	4	4	0	0	0	3	92	10	25
<b>TOTAL RHODES</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>27</b>	43
<b>SKIATHOS</b>	ATLANTIC AIRWAYS	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	GERMANIA FLUGGESELLSCHAFT	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	THOMSON AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	0	86	14	7
<b>TOTAL SKIATHOS</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>14</b>	7
<b>THIRA (SANTORINI)</b>	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	0	0	0	0	0
	THOMSON AIRWAYS LTD	C	7	0	0	86	14	0	0	0	0	4	100	3	7
<b>TOTAL THIRA (SANTORINI)</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>3</b>	7
<b>ZAKINTHOS</b>	MONARCH AIRLINES	C	3	0	0	100	0	0	0	0	0	0	100	8	1
	THOMAS COOK AIRLINES LTD	C	23	0	0	100	0	0	0	0	0	0	79	15	28
	THOMSON AIRWAYS LTD	C	16	0	0	94	6	0	0	0	0	2	69	17	16
<b>TOTAL ZAKINTHOS</b>			<b>43</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>76</b>	<b>14</b>	55
<b>TOTAL GREECE</b>			<b>268</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>15</b>	271
<b>INDIA</b>															
<b>DELHI</b>	AIR INDIA	S	34	0	0	74	15	3	9	0	0	13	0	0	0
<b>TOTAL DELHI</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL INDIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	0
<b>IRISH REPUBLIC</b>															
<b>CORK</b>	AER ARANN	S	117	0	0	86	7	4	3	0	0	8	90	13	144

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			Actual (7)	Plan (8)											
TOTAL CORK			117	0	0	86	7	4	3	0	0	8	90	13	144
DUBLIN	AER ARANN	S	129	0	0	91	8	2	0	0	0	3	0	0	0
	AER LINGUS	S	142	0	0	87	8	1	4	0	0	7	95	3	170
	RYANAIR	S	172	2	0	89	5	3	3	0	0	6	92	4	170
TOTAL DUBLIN			443	2	0	89	7	2	2	0	0	6	94	3	340
IRELAND WEST(KNOCK)	AER ARANN	S	60	0	0	78	5	10	7	0	0	12	97	2	59
TOTAL IRELAND WEST(KNOCK)			60	0	0	78	5	10	7	0	0	12	97	2	59
SHANNON	AER ARANN	S	59	0	0	80	7	8	5	0	0	11	95	6	60
TOTAL SHANNON			59	0	0	80	7	8	5	0	0	11	95	6	60
WATERFORD	FLYBE LTD	S	36	0	0	67	11	14	8	0	0	19	79	8	34
TOTAL WATERFORD			36	0	0	67	11	14	8	0	0	19	79	8	34
TOTAL IRISH REPUBLIC			715	2	0	86	7	4	3	0	0	8	92	6	637
ITALY															
BERGAMO	RYANAIR	S	24	0	0	92	8	0	0	0	0	4	0	0	0
TOTAL BERGAMO			24	0	0	92	8	0	0	0	0	4	0	0	0
MILAN (MALPENSA)	FLYBE LTD	S	60	0	0	80	10	7	3	0	0	10	83	20	60
TOTAL MILAN (MALPENSA)			60	0	0	80	10	7	3	0	0	10	84	15	92
NAPLES	THOMSON AIRWAYS LTD	C	18	0	0	100	0	0	0	0	0	0	88	9	16
TOTAL NAPLES			18	0	0	100	0	0	0	0	0	0	88	9	16
ROME (FIUMICINO)	MONARCH AIRLINES	S	60	0	0	85	7	2	3	0	3	20	58	41	60
TOTAL ROME (FIUMICINO)			60	0	0	85	7	2	3	0	3	20	64	36	70
TRIESTE (RONCHI DEI LEGIONARI)	RYANAIR	S	18	0	0	89	11	0	0	0	0	4	100	2	18
TOTAL TRIESTE (RONCHI DEI LEGIONARI)			18	0	0	89	11	0	0	0	0	4	100	2	18
VENICE	MONARCH AIRLINES	S	34	0	0	82	9	3	6	0	0	12	69	34	36
TOTAL VENICE			34	0	0	82	9	3	6	0	0	12	68	33	38
VERONA VILLAFRANCA	THOMSON AIRWAYS LTD	C	16	0	0	100	0	0	0	0	0	1	89	6	18
TOTAL VERONA VILLAFRANCA			16	0	0	100	0	0	0	0	0	1	89	6	18
TOTAL ITALY			230	0	0	87	7	3	3	0	1	10	78	21	252
JAMAICA															
MONTEGO BAY	THOMSON AIRWAYS LTD	C	8	0	0	75	0	13	13	0	0	17	75	9	8
TOTAL MONTEGO BAY			8	0	0	75	0	13	13	0	0	17	75	9	8
TOTAL JAMAICA			8	0	0	75	0	13	13	0	0	17	75	9	8
LITHUANIA															
KAUNAS	RYANAIR	S	18	0	0	100	0	0	0	0	0	0	94	3	18
TOTAL KAUNAS			18	0	0	100	0	0	0	0	0	0	94	3	18
TOTAL LITHUANIA			18	0	0	100	0	0	0	0	0	0	94	3	18

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			Actual (7)	Plan (8)											
<b>MALTA</b>															
MALTA	AIR MALTA	C	16	0	0	75	13	13	0	0	0	8	88	5	8
MALTA	RYANAIR	S	18	0	0	100	0	0	0	0	0	0	81	8	16
<b>TOTAL MALTA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>7</b>	<b>24</b>
<b>TOTAL MALTA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>7</b>	<b>24</b>
<b>MEXICO</b>															
CANCUN	THOMSON AIRWAYS LTD	C	9	0	0	89	0	11	0	0	0	5	75	10	8
<b>TOTAL CANCUN</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>5</b>	<b>75</b>	<b>10</b>	<b>8</b>
<b>TOTAL MEXICO</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>5</b>	<b>75</b>	<b>10</b>	<b>8</b>
<b>MOROCCO</b>															
MARRAKESH	THOMSON AIRWAYS LTD	S	8	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL MARRAKESH</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>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MOROCCO</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>0</b>	<b>0</b>	<b>0</b>
<b>NETHERLANDS</b>															
AMSTERDAM	FLYBE LTD	S	152	0	2	70	12	13	5	1	1	18	0	0	0
	KLM	S	180	0	0	93	6	1	1	0	0	4	93	5	240
	KLM CITYHOPPER	S	120	0	0	92	7	2	0	0	0	3	90	14	113
<b>TOTAL AMSTERDAM</b>			<b>452</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>8</b>	<b>353</b>
ROTTERDAM	VLM (BELGIUM)	C	2	0	0	100	0	0	0	0	0	3	100	2	5
<b>TOTAL ROTTERDAM</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100</b>	<b>2</b>	<b>5</b>
<b>TOTAL NETHERLANDS</b>			<b>454</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>8</b>	<b>360</b>
<b>PAKISTAN</b>															
ISLAMABAD	AIR BLUE	S	2	0	0	50	50	0	0	0	0	9	0	0	0
	PAKISTAN INTL AIRLINES	S	24	0	0	83	0	0	8	0	8	56	53	32	32
<b>TOTAL ISLAMABAD</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>52</b>	<b>53</b>	<b>32</b>	<b>32</b>
<b>TOTAL PAKISTAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>52</b>	<b>53</b>	<b>32</b>	<b>32</b>
<b>POLAND</b>															
BYDGOSZCZ	RYANAIR	S	24	0	0	92	0	0	8	0	0	10	88	12	26
<b>TOTAL BYDGOSZCZ</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>88</b>	<b>12</b>	<b>26</b>
GDANSK	RYANAIR	S	16	0	0	100	0	0	0	0	0	0	100	2	18
<b>TOTAL GDANSK</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>2</b>	<b>18</b>
KATOWICE	RYANAIR	S	26	0	0	100	0	0	0	0	0	0	100	1	24
<b>TOTAL KATOWICE</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>24</b>
KRAKOW	RYANAIR	S	18	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL KRAKOW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
RZESZOW	RYANAIR	S	18	0	0	100	0	0	0	0	0	0	100	3	18
<b>TOTAL RZESZOW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>3</b>	<b>18</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2013

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 POLAND			102	0	0	98	0	0	2	0	0	2	97	5	86
PORTUGAL(EXCLUDING MADEIRA)															
FARO	FLYBE LTD	C	6	0	0	100	0	0	0	0	0	2	86	3	7
	MONARCH AIRLINES	S	76	0	0	71	18	5	3	3	0	14	73	14	86
	RYANAIR	S	32	0	0	100	0	0	0	0	0	1	92	4	26
	THOMSON AIRWAYS LTD	C	18	0	0	94	0	6	0	0	0	3	94	4	18
TOTAL FARO			132	0	0	83	11	4	2	2	0	9	80	10	157
TOTAL PORTUGAL(EXCLUDING MADEIRA)			132	0	0	83	11	4	2	2	0	9	81	10	163
PORTUGAL(MADEIRA)															
FUNCHAL	MONARCH AIRLINES	S	18	0	0	78	0	17	6	0	0	14	0	0	0
	THOMSON AIRWAYS LTD	C	10	0	0	80	20	0	0	0	0	6	88	3	8
TOTAL FUNCHAL			28	0	0	79	7	11	4	0	0	11	88	3	8
TOTAL PORTUGAL(MADEIRA)			28	0	0	79	7	11	4	0	0	11	88	3	8
SLOVAK REPUBLIC															
BRATISLAVA	RYANAIR	S	24	0	0	92	0	0	8	0	0	7	85	13	26
TOTAL BRATISLAVA			24	0	0	92	0	0	8	0	0	7	85	13	26
TOTAL SLOVAK REPUBLIC			24	0	0	92	0	0	8	0	0	7	85	13	26
SPAIN															
ALICANTE	MONARCH AIRLINES	S	88	0	0	91	2	3	3	0	0	6	85	23	86
	RYANAIR	S	86	0	0	91	3	3	2	0	0	5	93	4	60
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	25	0	0	0	0	7	0	0	0
	THOMSON AIRWAYS LTD	C	16	0	0	100	0	0	0	0	0	2	89	7	18
TOTAL ALICANTE			199	1	0	90	4	3	3	1	0	7	88	14	180
ALMERIA	FLYBE LTD	C	8	0	0	63	25	13	0	0	0	10	100	5	7
	MONARCH AIRLINES	S	18	0	0	78	22	0	0	0	0	9	63	14	16
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL ALMERIA			34	0	0	79	18	3	0	0	0	7	74	11	23
BARCELONA	MONARCH AIRLINES	S	58	0	0	88	3	2	3	0	3	32	86	12	36
	RYANAIR	S	44	0	0	93	5	0	0	2	0	7	0	0	0
TOTAL BARCELONA			102	1	0	90	4	1	2	1	2	21	85	11	46
GIRONA	RYANAIR	S	17	1	0	82	12	0	0	0	6	27	82	7	34
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	78	7	9
TOTAL GIRONA			25	1	0	88	8	0	0	0	4	18	81	7	43
IBIZA	MONARCH AIRLINES	S	52	0	0	83	4	13	0	0	0	7	77	19	52
	RYANAIR	S	26	1	0	88	0	8	4	0	0	6	92	3	26
	THOMAS COOK AIRLINES LTD	C	17	0	0	100	0	0	0	0	0	1	100	1	18
	THOMSON AIRWAYS LTD	C	32	0	0	97	3	0	0	0	0	1	79	9	33
TOTAL IBIZA			127	1	0	90	2	7	1	0	0	5	84	11	129
MAHON	FLYBE LTD	C	2	1	0	50	50	0	0	0	0	17	0	0	0
	MONARCH AIRLINES	S	34	0	0	91	9	0	0	0	0	3	82	10	28
	THOMAS COOK AIRLINES LTD	C	18	0	0	83	0	6	6	6	0	22	94	2	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)											
MAHON	THOMSON AIRWAYS LTD	C	16	0	0	100	0	0	0	0	0	1	100	2	18
<b>TOTAL MAHON</b>			<b>70</b>	<b>1</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>5</b>	<b>62</b>
MALAGA	MONARCH AIRLINES	S	103	0	0	84	12	3	1	0	0	7	56	31	105
	RYANAIR	S	61	1	0	80	13	2	5	0	0	9	97	2	59
<b>TOTAL MALAGA</b>			<b>164</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>19</b>	<b>196</b>
MURCIA SAN JAVIER	RYANAIR	S	34	0	0	97	3	0	0	0	0	2	94	2	34
<b>TOTAL MURCIA SAN JAVIER</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>2</b>	<b>93</b>	<b>3</b>	<b>46</b>
PALMA DE MALLORCA	FLYBE LTD	C	4	0	0	100	0	0	0	0	0	4	0	0	0
	MONARCH AIRLINES	S	99	0	0	78	7	7	7	1	0	15	73	30	86
	RYANAIR	S	48	0	0	79	17	0	4	0	0	8	91	6	44
	THOMAS COOK AIRLINES LTD	C	34	0	0	79	9	3	9	0	0	12	82	15	33
	THOMSON AIRWAYS LTD	C	51	0	0	88	6	4	2	0	0	5	81	19	54
<b>TOTAL PALMA DE MALLORCA</b>			<b>236</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>20</b>	<b>235</b>
REUS	RYANAIR	S	26	0	0	92	8	0	0	0	0	3	92	3	26
	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	0	0	86	18	7
	THOMSON AIRWAYS LTD	C	16	1	0	94	0	6	0	0	0	4	100	2	15
<b>TOTAL REUS</b>			<b>50</b>	<b>1</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>94</b>	<b>5</b>	<b>48</b>
<b>TOTAL SPAIN</b>			<b>1041</b>	<b>7</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>14</b>	<b>1008</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	MONARCH AIRLINES	S	33	1	1	94	0	0	6	0	0	6	67	15	36
	RYANAIR	S	28	0	0	96	4	0	0	0	0	1	96	3	24
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	13	0	0	0	4	25	39	8
	THOMSON AIRWAYS LTD	C	18	0	0	89	0	11	0	0	0	6	78	23	18
<b>TOTAL ARRECIFE</b>			<b>87</b>	<b>1</b>	<b>1</b>	<b>93</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>73</b>	<b>15</b>	<b>86</b>
FUERTEVENTURA	MONARCH AIRLINES	S	17	0	0	88	0	0	0	6	6	79	89	6	18
	RYANAIR	S	18	0	0	83	6	6	6	0	0	8	94	4	16
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	4	88	10	8
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL FUERTEVENTURA</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>30</b>	<b>90</b>	<b>6</b>	<b>42</b>
LAS PALMAS	MONARCH AIRLINES	S	24	1	2	92	0	4	0	4	0	10	58	32	26
	RYANAIR	S	18	0	0	100	0	0	0	0	0	0	100	1	18
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	20	0	0	0	0	5	90	4	10
	THOMSON AIRWAYS LTD	C	10	1	0	80	20	0	0	0	0	6	100	4	8
<b>TOTAL LAS PALMAS</b>			<b>62</b>	<b>2</b>	<b>2</b>	<b>90</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>15</b>	<b>62</b>
TENERIFE (SURREINA SOFIA)	MONARCH AIRLINES	S	62	0	0	85	6	2	3	3	0	16	65	21	62
	RYANAIR	S	24	0	0	92	4	4	0	0	0	3	100	1	26
	THOMAS COOK AIRLINES LTD	C	16	0	0	75	0	6	19	0	0	23	69	25	26
	THOMSON AIRWAYS LTD	C	26	0	0	92	4	4	0	0	0	3	75	16	24
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>5</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>17</b>	<b>138</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>328</b>	<b>3</b>	<b>3</b>	<b>89</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>15</b>	<b>328</b>
<b>SWEDEN</b>															
GOTEBORG	BMI REGIONAL	S	52	0	0	96	0	0	4	0	0	4	0	0	0

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			Actual (7)	Plan (8)											
TOTAL GOTEORG			52	0	0	96	0	0	4	0	0	4	100	10	1
STOCKHOLM (ARLANDA)	SAS	S	52	0	0	88	10	2	0	0	0	5	0	0	0
TOTAL STOCKHOLM (ARLANDA)			52	0	0	88	10	2	0	0	0	5	0	0	0
TOTAL SWEDEN			104	0	0	92	5	1	2	0	0	4	100	10	1
SWITZERLAND															
ZURICH	HELVETIC AIRWAYS	S	58	0	0	95	3	2	0	0	0	3	78	10	177
	SWISS AIRLINES	S	60	0	0	80	10	8	2	0	0	8	0	0	0
TOTAL ZURICH			118	0	0	87	7	5	1	0	0	6	78	10	177
TOTAL SWITZERLAND			118	0	0	87	7	5	1	0	0	6	78	10	177
TUNISIA															
ENFIDHA - HAMMAMET INTL	THOMAS COOK AIRLINES LTD	C	27	0	0	78	4	7	4	0	7	59	81	15	16
	THOMSON AIRWAYS LTD	C	18	0	0	89	0	0	11	0	0	14	0	0	0
TOTAL ENFIDHA - HAMMAMET INTL			45	0	0	82	2	4	7	0	4	41	81	15	16
TOTAL TUNISIA			45	0	0	82	2	4	7	0	4	41	88	9	34
TURKEY															
ANTALYA	FREEBIRD AIRLINES	C	3	0	0	100	0	0	0	0	0	0	0	0	0
	THOMAS COOK AIRLINES LTD	C	17	0	0	76	0	12	12	0	0	20	83	24	24
	THOMSON AIRWAYS LTD	C	16	0	0	100	0	0	0	0	0	2	88	5	17
TOTAL ANTALYA			37	0	0	89	0	5	5	0	0	10	85	16	41
BODRUM (MILAS)	MONARCH AIRLINES	S	22	0	0	91	9	0	0	0	0	4	68	17	22
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	0	100	0	7
	THOMSON AIRWAYS LTD	C	17	0	0	94	6	0	0	0	0	4	100	2	16
TOTAL BODRUM (MILAS)			49	0	0	94	6	0	0	0	0	3	84	9	45
DALAMAN	FREEBIRD AIRLINES	C	8	0	0	88	0	13	0	0	0	8	0	0	0
	MONARCH AIRLINES	S	60	0	0	95	2	2	2	0	0	4	63	23	60
	THOMAS COOK AIRLINES LTD	C	33	0	0	94	0	0	6	0	0	6	96	1	46
	THOMSON AIRWAYS LTD	C	51	0	0	94	4	0	2	0	0	6	83	11	35
TOTAL DALAMAN			152	0	0	94	2	1	3	0	0	5	79	13	141
ISTANBUL	THY TURK HAVA YOLLARI TURKIS	S	88	0	0	85	10	5	0	0	0	6	83	9	60
TOTAL ISTANBUL			88	0	0	85	10	5	0	0	0	6	83	9	60
IZMIR (ADNAM MENDERES)	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	0	25	0	0	28	60	45	10
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	100	2	10
TOTAL IZMIR (ADNAM MENDERES)			16	0	0	88	0	0	13	0	0	15	80	24	20
TOTAL TURKEY			342	0	0	91	4	2	2	0	0	6	81	13	307
TURKMENISTAN															
ASHKHABAD	TURKMENISTAN AIRLINES	S	36	0	0	83	6	8	3	0	0	8	85	9	34
TOTAL ASHKHABAD			36	0	0	83	6	8	3	0	0	8	85	9	34
TOTAL TURKMENISTAN			36	0	0	83	6	8	3	0	0	8	85	9	34

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			Actual (7)	Plan (8)											
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	120	0	0	64	23	13	1	0	0	13	61	16	120
TOTAL DUBAI			<b>120</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>23</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>61</b>	<b>16</b>	<b>120</b>
TOTAL UNITED ARAB EMIRATES			<b>120</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>23</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>61</b>	<b>16</b>	<b>120</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	FLYBE LTD	S	185	0	5	81	6	8	4	1	0	11	74	17	182
TOTAL ABERDEEN			<b>185</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>6</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>17</b>	<b>182</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	346	0	12	90	4	5	2	0	0	5	89	7	349
TOTAL BELFAST CITY (GEORGE BEST)			<b>346</b>	<b>0</b>	<b>12</b>	<b>90</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>7</b>	<b>349</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	112	0	0	99	0	1	0	0	0	1	0	0	0
TOTAL BELFAST INTERNATIONAL			<b>112</b>	<b>0</b>	<b>0</b>	<b>99</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
CITY OF DERRY (EGLINTON)	RYANAIR	S	36	0	0	100	0	0	0	0	0	0	91	5	34
TOTAL CITY OF DERRY (EGLINTON)			<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>0</b>	<b>91</b>	<b>5</b>	<b>34</b>
EDINBURGH	FLYBE LTD	S	342	0	0	89	5	2	4	0	0	7	84	9	324
TOTAL EDINBURGH			<b>342</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>7</b>	<b>84</b>	<b>9</b>	<b>324</b>
GLASGOW	FLYBE LTD	S	329	0	1	98	1	1	1	0	0	2	93	5	339
TOTAL GLASGOW			<b>329</b>	<b>1</b>	<b>1</b>	<b>98</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>93</b>	<b>5</b>	<b>339</b>
GUERNSEY	FLYBE LTD	S	72	0	2	76	3	8	8	4	0	23	87	7	55
TOTAL GUERNSEY			<b>72</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>3</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>87</b>	<b>7</b>	<b>55</b>
INVERNESS	FLYBE LTD	S	58	0	0	86	3	7	3	0	0	8	89	11	57
TOTAL INVERNESS			<b>58</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>3</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>11</b>	<b>57</b>
ISLE OF MAN	FLYBE LTD	S	97	0	5	84	7	5	4	0	0	9	87	11	100
TOTAL ISLE OF MAN			<b>97</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>7</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>11</b>	<b>100</b>
JERSEY	FLYBE LTD	S	74	0	2	81	4	7	5	3	0	16	78	9	96
TOTAL JERSEY			<b>74</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>4</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>9</b>	<b>96</b>
NEWCASTLE	EASTERN AIRWAYS	S	90	0	4	88	1	3	8	0	0	9	90	12	100
TOTAL NEWCASTLE			<b>90</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>1</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>12</b>	<b>100</b>
TOTAL UNITED KINGDOM			<b>1744</b>	<b>3</b>	<b>31</b>	<b>90</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>9</b>	<b>1716</b>
<b>USA</b>															
NEW YORK (NEWARK)	UNITED AIRLINES	S	56	0	0	84	5	4	7	0	0	10	88	18	52
TOTAL NEW YORK (NEWARK)			<b>56</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>18</b>	<b>52</b>
SANFORD	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	0	78	8	9
TOTAL SANFORD			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>9</b>
TOTAL USA			<b>66</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>17</b>	<b>61</b>
TOTAL BIRMINGHAM			<b>8348</b>	<b>17</b>	<b>46</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>10</b>	<b>7834</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2013

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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	5	0	0	100	0	0	0	0	0	4	80	10	5
TOTAL INNSBRUCK			5	0	0	100	0	0	0	0	0	4	80	10	5
TOTAL AUSTRIA			5	0	0	100	0	0	0	0	0	4	86	8	7
<b>BELGIUM</b>															
BRUSSELS	BMI REGIONAL	S	102	0	0	88	5	4	3	0	0	6	93	4	150
	BRUSSELS AIRLINES	S	102	0	1	77	17	2	3	1	0	14	0	0	0
TOTAL BRUSSELS			204	0	1	83	11	3	3	0	0	10	93	4	150
CHARLEROI	RYANAIR	S	36	0	0	92	8	0	0	0	0	4	91	4	34
TOTAL CHARLEROI			36	0	0	92	8	0	0	0	0	4	91	4	34
TOTAL BELGIUM			240	0	1	84	10	3	3	0	0	9	93	4	184
<b>BULGARIA</b>															
BURGAS	BH AIR	C	15	0	0	47	53	0	0	0	0	14	67	10	12
TOTAL BURGAS			15	0	0	47	53	0	0	0	0	14	67	10	12
TOTAL BULGARIA			15	0	0	47	53	0	0	0	0	14	67	10	12
<b>CANADA</b>															
TORONTO	AIR CANADA	S	26	0	0	69	12	15	4	0	0	15	0	0	0
TOTAL TORONTO			26	0	0	69	12	15	4	0	0	15	0	0	0
TOTAL CANADA			26	0	0	69	12	15	4	0	0	15	0	0	0
<b>CROATIA</b>															
DUBROVNIK	EASYJET AIRLINE COMPANY LTD	S	16	0	0	75	13	0	13	0	0	14	0	0	0
	JET2.COM LTD	S	16	0	0	94	6	0	0	0	0	3	81	6	16
TOTAL DUBROVNIK			32	0	0	84	9	0	6	0	0	9	81	6	16
TOTAL CROATIA			32	0	0	84	9	0	6	0	0	9	81	6	16
<b>CYPRUS</b>															
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	16	0	0	75	6	6	13	0	0	22	94	7	18
	THOMSON AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	7	88	6	8
TOTAL PAPHOS			26	0	0	81	8	4	8	0	0	16	92	6	26
TOTAL CYPRUS			26	0	0	81	8	4	8	0	0	16	92	6	26
<b>CZECH REPUBLIC</b>															
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	34	0	0	100	0	0	0	0	0	3	0	0	0
	JET2.COM LTD	S	36	0	0	92	6	0	3	0	0	6	68	31	34
TOTAL PRAGUE			70	0	0	96	3	0	1	0	0	5	68	31	34
TOTAL CZECH REPUBLIC			70	0	0	96	3	0	1	0	0	5	68	31	34
<b>DENMARK</b>															
BILLUND	RYANAIR	S	24	0	0	92	0	8	0	0	0	6	96	4	26
TOTAL BILLUND			24	0	0	92	0	8	0	0	0	6	96	4	26

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2013

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)											
COPENHAGEN	BMI REGIONAL	S	102	0	0	94	2	0	3	1	0	8	91	5	100
	EASYJET AIRLINE COMPANY LTD	S	36	0	0	92	3	6	0	0	0	4	0	0	0
	NORWEGIAN AIR SHUTTLE	S	44	0	0	77	14	7	2	0	0	10	74	9	42
<b>TOTAL COPENHAGEN</b>			<b>182</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>6</b>	<b>142</b>
<b>TOTAL DENMARK</b>			<b>206</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>6</b>	<b>168</b>
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	THOMSON AIRWAYS LTD	C	9	0	0	22	0	56	22	0	0	61	0	0	0
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL EGYPT</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FRANCE</b>															
BEAUVAIS	RYANAIR	S	36	0	0	100	0	0	0	0	0	2	82	11	34
<b>TOTAL BEAUVAIS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>11</b>	<b>34</b>
BERGERAC	FLYBE LTD	S	2	0	0	100	0	0	0	0	0	0	90	5	10
<b>TOTAL BERGERAC</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>90</b>	<b>5</b>	<b>10</b>
BEZIERS	RYANAIR	S	18	0	0	83	11	6	0	0	0	6	0	0	0
<b>TOTAL BEZIERS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
BORDEAUX	RYANAIR	S	24	0	0	79	17	4	0	0	0	9	85	5	26
<b>TOTAL BORDEAUX</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>5</b>	<b>26</b>
LYON	EASYJET AIRLINE COMPANY LTD	S	16	0	0	69	19	13	0	0	0	12	83	10	18
<b>TOTAL LYON</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>10</b>	<b>18</b>
MARSEILLE	RYANAIR	S	16	0	0	63	6	13	13	6	0	38	72	8	18
<b>TOTAL MARSEILLE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>6</b>	<b>13</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>38</b>	<b>72</b>	<b>8</b>	<b>18</b>
NICE	EASYJET AIRLINE COMPANY LTD	S	34	0	0	91	9	0	0	0	0	4	88	9	34
<b>TOTAL NICE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>9</b>	<b>34</b>
PARIS (CHARLES DE GAULLE)	CITY JET	S	238	0	0	78	14	5	3	0	0	11	86	7	240
	EASYJET AIRLINE COMPANY LTD	S	60	0	0	87	7	5	0	2	0	10	92	4	60
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>300</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>7</b>	<b>300</b>
TOULOUSE (BLAGNAC)	JET2.COM LTD	S	10	0	0	100	0	0	0	0	0	1	70	10	10
<b>TOTAL TOULOUSE (BLAGNAC)</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>70</b>	<b>10</b>	<b>10</b>
<b>TOTAL FRANCE</b>			<b>456</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>7</b>	<b>454</b>
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	24	0	0	79	21	0	0	0	0	7	0	0	0
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
BREMEN	RYANAIR	S	18	0	0	100	0	0	0	0	0	2	92	5	24
<b>TOTAL BREMEN</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>92</b>	<b>5</b>	<b>24</b>
COLOGNE BONN	GERMANWINGS	S	52	0	0	63	29	0	8	0	0	22	65	15	52
<b>TOTAL COLOGNE BONN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>29</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>65</b>	<b>15</b>	<b>52</b>
FRANKFURT MAIN	LUFTHANSA	S	120	0	0	84	13	3	0	0	0	8	75	12	116

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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 FRANKFURT MAIN			120	0	0	84	13	3	0	0	0	8	75	12	116
HAHN	RYANAIR	S	22	0	0	86	5	0	9	0	0	16	73	18	26
TOTAL HAHN			22	0	0	86	5	0	9	0	0	16	73	18	26
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	36	0	0	94	3	3	0	0	0	3	0	0	0
TOTAL HAMBURG			36	0	0	94	3	3	0	0	0	3	0	0	0
MEMMINGEN ALLGAU	RYANAIR	S	18	0	0	94	6	0	0	0	0	4	88	6	24
TOTAL MEMMINGEN ALLGAU			18	0	0	94	6	0	0	0	0	4	88	6	24
MUNICH	EASYJET AIRLINE COMPANY LTD	S	60	0	0	83	8	5	3	0	0	8	80	14	60
	TRANSAVIA	C	2	0	0	0	50	0	0	50	0	140	0	0	0
TOTAL MUNICH			62	0	0	81	10	5	3	2	0	12	80	14	60
NIEDERRHEIN	RYANAIR	S	34	0	0	94	6	0	0	0	0	2	95	3	42
TOTAL NIEDERRHEIN			34	0	0	94	6	0	0	0	0	2	95	3	42
STUTTGART	TRANSAVIA	C	2	0	0	100	0	0	0	0	0	8	0	0	0
TOTAL STUTTGART			2	0	0	100	0	0	0	0	0	8	0	0	0
TOTAL GERMANY			388	0	0	84	12	2	2	0	0	9	79	11	396
GREECE															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	18	0	0	72	17	0	11	0	0	20	100	0	18
TOTAL ATHENS			18	0	0	72	17	0	11	0	0	20	100	0	18
CORFU	RYANAIR	S	8	0	0	88	13	0	0	0	0	4	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	63	13	8
TOTAL CORFU			16	0	0	94	6	0	0	0	0	3	63	13	8
TOTAL GREECE			34	0	0	82	12	0	6	0	0	12	88	7	34
HUNGARY															
BUDAPEST	JET2.COM LTD	S	26	0	0	81	15	0	0	4	0	20	81	11	26
TOTAL BUDAPEST			26	0	0	81	15	0	0	4	0	20	81	11	26
TOTAL HUNGARY			26	0	0	81	15	0	0	4	0	20	81	11	26
ICELAND															
KEFLAVIK	EASYJET AIRLINE COMPANY LTD	S	18	0	0	78	17	6	0	0	0	7	0	0	0
TOTAL KEFLAVIK			18	0	0	78	17	6	0	0	0	7	0	0	0
TOTAL ICELAND			19	0	0	74	16	5	0	5	0	25	0	0	0
IRISH REPUBLIC															
CORK	AER ARANN	S	58	0	0	84	12	3	0	0	0	6	77	13	92
	EASTERN AIRWAYS	C	2	0	0	100	0	0	0	0	0	7	0	0	0
TOTAL CORK			60	0	0	85	12	3	0	0	0	6	76	13	93
DUBLIN	AER ARANN	S	318	0	0	82	14	3	0	0	0	8	88	6	180
	RYANAIR	S	148	0	0	87	11	1	0	0	0	5	92	4	154
TOTAL DUBLIN			466	0	0	84	14	3	0	0	0	7	90	5	384
IRELAND WEST(KNOCK)	FLYBE LTD	S	26	0	0	81	4	15	0	0	0	9	96	3	26

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2013

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 IRELAND WEST(KNOCK)			26	0	0	81	4	15	0	0	0	9	96	3	26
SHANNON	AER ARANN	S	60	0	0	88	8	0	0	3	0	10	75	12	60
TOTAL SHANNON			60	0	0	88	8	0	0	3	0	10	75	12	60
TOTAL IRISH REPUBLIC			612	0	0	84	12	3	0	0	0	7	86	7	563
ITALY															
BOLOGNA	RYANAIR	S	16	0	0	88	13	0	0	0	0	9	0	0	0
TOTAL BOLOGNA			16	0	0	88	13	0	0	0	0	9	0	21	1
CAGLIARI (ELMAS)	RYANAIR	S	16	0	0	100	0	0	0	0	0	5	0	0	0
TOTAL CAGLIARI (ELMAS)			16	0	0	100	0	0	0	0	0	5	0	0	0
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	60	0	0	83	5	5	7	0	0	11	67	21	60
TOTAL MILAN (MALPENSA)			60	0	0	83	5	5	7	0	0	11	67	21	61
NAPLES	EASYJET AIRLINE COMPANY LTD	S	18	0	0	89	0	0	11	0	0	9	89	5	18
TOTAL NAPLES			18	0	0	89	0	0	11	0	0	9	89	5	18
OLBIA	JET2.COM LTD	S	8	1	0	38	25	38	0	0	0	23	40	44	10
TOTAL OLBIA			8	1	0	38	25	38	0	0	0	23	40	44	10
PISA	RYANAIR	S	24	0	0	79	4	13	4	0	0	12	92	6	26
TOTAL PISA			24	1	0	79	4	13	4	0	0	12	92	6	26
ROME (CIAMPINO)	RYANAIR	S	36	0	0	97	0	3	0	0	0	5	71	18	34
TOTAL ROME (CIAMPINO)			36	0	0	97	0	3	0	0	0	5	71	18	34
VENICE	JET2.COM LTD	S	34	0	0	85	9	6	0	0	0	8	76	11	34
TOTAL VENICE			34	0	0	85	9	6	0	0	0	8	76	11	34
TOTAL ITALY			213	2	0	86	5	6	3	0	0	9	74	16	202
LITHUANIA															
KAUNAS	RYANAIR	S	18	0	0	100	0	0	0	0	0	1	100	2	18
TOTAL KAUNAS			18	0	0	100	0	0	0	0	0	1	100	2	18
TOTAL LITHUANIA			18	0	0	100	0	0	0	0	0	1	100	2	18
MALTA															
MALTA	RYANAIR	S	24	0	0	79	17	4	0	0	0	9	77	8	26
TOTAL MALTA			24	0	0	79	17	4	0	0	0	9	77	8	26
TOTAL MALTA			24	0	0	79	17	4	0	0	0	9	77	8	26
NETHERLANDS															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	78	0	0	85	5	9	1	0	0	8	88	8	92
	KLM	S	236	0	0	89	8	3	1	0	0	8	82	8	182
	KLM CITYHOPPER	S	114	0	0	89	5	4	1	0	0	7	90	8	178
TOTAL AMSTERDAM			428	0	0	88	7	4	1	0	0	7	87	8	452
TOTAL NETHERLANDS			428	0	0	88	7	4	1	0	0	7	86	8	453

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							SEPT 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>															
BERGEN	NORWEGIAN AIR SHUTTLE	S	16	0	0	88	0	13	0	0	0	7	75	11	16
<b>TOTAL BERGEN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>11</b>	<b>16</b>
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	44	0	0	80	14	5	2	0	0	9	95	4	42
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>44</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>9</b>	<b>95</b>	<b>4</b>	<b>42</b>
SANDEFJORD(TORP)	RYANAIR	S	36	0	0	97	3	0	0	0	0	2	100	2	34
<b>TOTAL SANDEFJORD(TORP)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>2</b>	<b>34</b>
<b>TOTAL NORWAY</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>93</b>	<b>4</b>	<b>92</b>
<b>POLAND</b>															
GDANSK	RYANAIR	S	18	0	0	100	0	0	0	0	0	2	44	15	16
<b>TOTAL GDANSK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>44</b>	<b>15</b>	<b>16</b>
KATOWICE	RYANAIR	S	18	0	0	94	6	0	0	0	0	4	0	0	0
<b>TOTAL KATOWICE</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>
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	36	0	0	94	0	6	0	0	0	3	100	1	34
	JET2.COM LTD	C	2	0	0	0	100	0	0	0	0	17	0	0	0
	RYANAIR	S	32	0	0	84	3	0	13	0	0	19	81	7	26
<b>TOTAL KRAKOW</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>4</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>92</b>	<b>4</b>	<b>60</b>
LODZ LUBLINEK	RYANAIR	S	18	0	0	83	17	0	0	0	0	10	100	4	18
<b>TOTAL LODZ LUBLINEK</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>10</b>	<b>100</b>	<b>4</b>	<b>18</b>
POZNAN	RYANAIR	S	18	0	0	100	0	0	0	0	0	3	94	4	16
<b>TOTAL POZNAN</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>94</b>	<b>4</b>	<b>16</b>
SZCZECIN (GOLENOW)	RYANAIR	S	16	0	0	94	6	0	0	0	0	2	94	3	18
<b>TOTAL SZCZECIN (GOLENOW)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>94</b>	<b>3</b>	<b>18</b>
<b>TOTAL POLAND</b>			<b>158</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>88</b>	<b>5</b>	<b>128</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	BA CITYFLYER LTD	C	4	0	0	100	0	0	0	0	0	2	86	3	7
	JET2.COM LTD	S	34	0	0	76	12	12	0	0	0	11	86	6	36
	RYANAIR	S	42	0	0	90	10	0	0	0	0	5	81	9	26
<b>TOTAL FARO</b>			<b>81</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>8</b>	<b>84</b>	<b>7</b>	<b>69</b>
LISBON	EASYJET AIRLINE COMPANY LTD	S	26	0	0	77	8	8	8	0	0	16	100	1	20
<b>TOTAL LISBON</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>100</b>	<b>1</b>	<b>20</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>107</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>5</b>	<b>89</b>
<b>SLOVAK REPUBLIC</b>															
BRATISLAVA	RYANAIR	S	24	0	0	100	0	0	0	0	0	1	92	6	26
<b>TOTAL BRATISLAVA</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>92</b>	<b>6</b>	<b>26</b>
<b>TOTAL SLOVAK REPUBLIC</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>92</b>	<b>6</b>	<b>26</b>
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	16	0	0	88	6	0	6	0	0	10	89	3	18



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				Actual (7)	Plan (8)										
ALICANTE	JET2.COM LTD	S	44	0	0	73	7	14	7	0	0	14	62	20	26
	RYANAIR	S	52	0	0	79	13	6	2	0	0	9	91	6	34
<b>TOTAL ALICANTE</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>10</b>	<b>78</b>
BARCELONA	RYANAIR	S	36	0	0	83	14	3	0	0	0	8	88	9	34
	VUELING AIRLINES	S	24	0	0	54	38	0	8	0	0	18	42	28	26
<b>TOTAL BARCELONA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>23</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>17</b>	<b>60</b>	
IBIZA	BA CITYFLYER LTD	C	4	0	0	75	25	0	0	0	0	5	86	5	7
	JET2.COM LTD	S	6	0	0	83	0	17	0	0	0	12	67	24	6
	THOMSON AIRWAYS LTD	C	7	0	0	71	29	0	0	0	0	9	67	15	3
<b>TOTAL IBIZA</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>10</b>	<b>75</b>	<b>14</b>	<b>16</b>	
MADRID	AIR EUROPA	C	2	0	0	100	0	0	0	0	0	4	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	60	0	0	80	15	2	3	0	0	12	48	25	62
<b>TOTAL MADRID</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>15</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>52</b>	<b>24</b>	<b>66</b>	
MAHON	FLYBE LTD	C	8	0	0	75	25	0	0	0	0	10	70	13	10
	JET2.COM LTD	S	6	0	0	83	17	0	0	0	0	6	0	0	0
<b>TOTAL MAHON</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>70</b>	<b>13</b>	<b>10</b>	
MALAGA	JET2.COM LTD	S	34	0	0	85	6	6	3	0	0	9	50	18	34
	RYANAIR	S	52	0	0	73	15	12	0	0	0	12	89	7	44
<b>TOTAL MALAGA</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>12</b>	<b>78</b>	
MURCIA SAN JAVIER	JET2.COM LTD	S	20	0	0	100	0	0	0	0	0	4	67	14	36
<b>TOTAL MURCIA SAN JAVIER</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>67</b>	<b>14</b>	<b>36</b>	
PALMA DE MALLORCA	BA CITYFLYER LTD	C	7	0	0	71	29	0	0	0	0	8	71	45	7
	EASYJET AIRLINE COMPANY LTD	S	18	0	0	83	6	11	0	0	0	6	67	13	18
	JET2.COM LTD	S	42	0	0	81	7	10	2	0	0	10	69	13	42
	JETAIRFLY	C	7	0	0	71	29	0	0	0	0	12	0	0	0
	RYANAIR	S	42	0	0	88	10	2	0	0	0	6	83	5	36
	THOMSON AIRWAYS LTD	C	16	0	0	31	19	31	19	0	0	51	44	90	18
<b>TOTAL PALMA DE MALLORCA</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>24</b>	<b>121</b>	
REUS	FLYBE LTD	C	7	0	0	100	0	0	0	0	0	3	100	2	7
<b>TOTAL REUS</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100</b>	<b>2</b>	<b>7</b>	
SANTANDER	RYANAIR	S	18	0	0	83	11	6	0	0	0	7	0	0	0
<b>TOTAL SANTANDER</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SPAIN</b>			<b>529</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>17</b>	<b>472</b>	
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	RYANAIR	S	20	0	0	95	0	5	0	0	0	4	100	5	16
	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	9	38	85	8
<b>TOTAL ARRECIFE</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>6</b>	<b>79</b>	<b>32</b>	<b>24</b>	
FUERTEVENTURA	RYANAIR	S	8	0	0	88	13	0	0	0	0	6	100	2	10
<b>TOTAL FUERTEVENTURA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>2</b>	<b>10</b>	
LAS PALMAS	RYANAIR	S	16	0	0	94	6	0	0	0	0	5	89	6	18
<b>TOTAL LAS PALMAS</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>5</b>	<b>64</b>	<b>33</b>	<b>28</b>	

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				Actual (7)	Plan (8)										
TENERIFE (SURREINA SOFIA)	EASYJET AIRLINE COMPANY LTD	S	26	0	0	81	8	12	0	0	0	9	81	6	16
	RYANAIR	S	24	0	0	96	0	4	0	0	0	9	100	2	26
	THOMSON AIRWAYS LTD	C	8	0	0	63	25	13	0	0	0	13	56	19	9
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>6</b>	<b>51</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>18</b>	<b>113</b>
<b>SWEDEN</b>															
GOTEBORG (SAVE)	RYANAIR	S	26	0	0	92	0	4	4	0	0	8	96	1	24
<b>TOTAL GOTEBORG (SAVE)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>96</b>	<b>1</b>	<b>24</b>
STOCKHOLM (ARLANDA)	NORWEGIAN AIR SHUTTLE	S	26	0	0	92	8	0	0	0	0	4	100	3	26
	SAS	S	18	0	0	56	33	11	0	0	0	14	78	9	18
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>6</b>	<b>44</b>
STOCKHOLM (SKAVSTA)	RYANAIR	S	36	0	0	86	14	0	0	0	0	5	91	3	34
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>3</b>	<b>34</b>
<b>TOTAL SWEDEN</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>93</b>	<b>4</b>	<b>113</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	EASYJET AIRLINE COMPANY LTD	S	44	0	0	86	9	5	0	0	0	6	0	0	0
<b>TOTAL BASLE MULHOUSE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>12</b>	<b>34</b>
GENEVA	EASYJET AIRLINE COMPANY LTD	S	72	0	0	92	4	3	1	0	0	5	68	22	74
<b>TOTAL GENEVA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>68</b>	<b>22</b>	<b>74</b>
ZURICH	BMI REGIONAL	S	50	0	0	86	8	4	2	0	0	8	86	9	56
<b>TOTAL ZURICH</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>9</b>	<b>57</b>
<b>TOTAL SWITZERLAND</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>16</b>	<b>165</b>
<b>TUNISIA</b>															
ENFIDHA - HAMMAMET INTL	THOMSON AIRWAYS LTD	C	8	0	0	50	0	0	50	0	0	44	0	0	0
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>8</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>44</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TUNISIA</b>			<b>8</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>44</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TURKEY</b>															
ANTALYA	FREEBIRD AIRLINES	C	8	0	0	50	50	0	0	0	0	13	0	0	0
<b>TOTAL ANTALYA</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>13</b>	<b>88</b>	<b>9</b>	<b>8</b>
DALAMAN	EASYJET AIRLINE COMPANY LTD	S	16	0	0	88	6	0	0	6	0	25	78	8	18
	FREEBIRD AIRLINES	C	9	0	0	100	0	0	0	0	0	3	0	0	0
	THOMSON AIRWAYS LTD	C	18	0	0	78	22	0	0	0	0	10	75	43	16
<b>TOTAL DALAMAN</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>22</b>	<b>42</b>
ISTANBUL	THY TURK HAVA YOLLARI TURKIS	S	60	0	0	92	8	0	0	0	0	4	85	8	34
<b>TOTAL ISTANBUL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>8</b>	<b>34</b>
<b>TOTAL TURKEY</b>			<b>111</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>15</b>	<b>84</b>
<b>UNITED KINGDOM</b>															
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	246	0	6	82	11	4	3	0	0	10	88	7	246

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2013

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 BELFAST CITY (GEORGE BEST)</b>			<b>246</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>11</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>7</b>	246
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	172	0	0	93	5	2	1	0	0	3	90	4	168
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>172</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>3</b>	<b>90</b>	<b>4</b>	168
BIRMINGHAM	FLYBE LTD	S	342	1	0	90	5	3	1	1	0	7	84	9	324
<b>TOTAL BIRMINGHAM</b>			<b>342</b>	<b>1</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>9</b>	324
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	194	0	0	89	5	3	3	0	0	6	95	6	182
<b>TOTAL BRISTOL</b>			<b>194</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>95</b>	<b>6</b>	182
CARDIFF WALES	FLYBE LTD	S	148	0	4	89	6	2	2	1	0	8	82	12	150
<b>TOTAL CARDIFF WALES</b>			<b>148</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>12</b>	150
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	184	0	8	93	3	1	3	0	0	7	83	9	107
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>184</b>	<b>0</b>	<b>8</b>	<b>93</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>9</b>	107
EXETER	FLYBE LTD	S	60	0	0	63	15	15	7	0	0	16	77	12	70
<b>TOTAL EXETER</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>15</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>12</b>	70
GATWICK	BRITISH AIRWAYS PLC	S	220	0	0	59	20	17	4	0	0	19	69	14	238
	EASYJET AIRLINE COMPANY LTD	S	244	0	0	75	14	6	4	0	0	12	79	12	220
<b>TOTAL GATWICK</b>			<b>464</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>74</b>	<b>13</b>	458
HEATHROW	BRITISH AIRWAYS PLC	S	664	0	0	56	21	17	6	0	0	20	68	14	966
	VIRGIN ATLANTIC AIRWAYS LTD	S	360	0	0	92	5	2	1	0	0	4	0	0	0
<b>TOTAL HEATHROW</b>			<b>1024</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>14</b>	967
JERSEY	FLYBE LTD	S	28	0	0	79	0	21	0	0	0	14	86	8	28
<b>TOTAL JERSEY</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>86</b>	<b>8</b>	28
KIRKWALL	LOGANAIR	S	157	0	0	93	4	2	1	0	0	4	94	3	144
<b>TOTAL KIRKWALL</b>			<b>157</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>94</b>	<b>3</b>	144
LONDON CITY	BA CITYFLYER LTD	S	348	0	0	88	4	3	4	1	0	10	90	6	341
	CITY JET	S	153	0	0	80	7	4	6	3	0	18	87	12	168
<b>TOTAL LONDON CITY</b>			<b>501</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>89</b>	<b>8</b>	509
LUTON	EASYJET AIRLINE COMPANY LTD	S	188	0	0	90	6	2	2	1	0	7	91	6	180
<b>TOTAL LUTON</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>6</b>	180
MANCHESTER	BMI REGIONAL	S	133	0	3	87	6	2	4	1	0	10	93	4	180
	FLYBE LTD	S	196	0	0	86	7	4	3	0	0	8	85	9	212
<b>TOTAL MANCHESTER</b>			<b>329</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>89</b>	<b>7</b>	392
NEWQUAY	FLYBE LTD	S	12	0	0	67	8	17	8	0	0	17	97	3	34
<b>TOTAL NEWQUAY</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>8</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>97</b>	<b>3</b>	34
NORWICH	FLYBE LTD	S	52	0	0	90	10	0	0	0	0	3	93	9	95
<b>TOTAL NORWICH</b>			<b>52</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>93</b>	<b>9</b>	95
SOUTHAMPTON	FLYBE LTD	S	249	0	0	83	10	6	0	0	0	8	70	15	310
<b>TOTAL SOUTHAMPTON</b>			<b>249</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>70</b>	<b>15</b>	310
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	52	0	0	87	4	2	8	0	0	10	0	0	0
<b>TOTAL SOUTHEND</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>4</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2013

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)										
STANSTED	EASYJET AIRLINE COMPANY LTD	S	202	0	0	94	3	3	0	0	0	3	89	7	204
<b>TOTAL STANSTED</b>			<b>202</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>7</b>	<b>204</b>
STORNOWAY	LOGANAIR	S	92	0	0	92	2	3	2	0	0	5	93	5	99
<b>TOTAL STORNOWAY</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>93</b>	<b>5</b>	<b>99</b>
SUMBURGH	LOGANAIR	S	145	0	0	79	14	6	1	0	0	8	92	7	144
<b>TOTAL SUMBURGH</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>7</b>	<b>144</b>
WICK JOHN O GROATS	LOGANAIR	S	53	0	0	85	8	4	4	0	0	7	91	8	53
<b>TOTAL WICK JOHN O GROATS</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>8</b>	<b>53</b>
<b>TOTAL UNITED KINGDOM</b>			<b>4896</b>	<b>2</b>	<b>21</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>10</b>	<b>4916</b>
<b>USA</b>															
NEW YORK (NEWARK)	UNITED AIRLINES	S	60	0	0	75	7	12	7	0	0	15	82	13	103
<b>TOTAL NEW YORK (NEWARK)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>7</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>82</b>	<b>13</b>	<b>103</b>
<b>TOTAL USA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>7</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>82</b>	<b>13</b>	<b>103</b>
<b>TOTAL EDINBURGH</b>			<b>9220</b>	<b>4</b>	<b>22</b>	<b>83</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>10</b>	<b>8957</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2013

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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	26	0	0	46	4	8	42	0	0	57	53	22	43
	SMALL PLANET AIRLINES POLSKA	C	4	0	0	50	25	0	25	0	0	28	0	0	0
<b>TOTAL TIRANA</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>6</b>	<b>6</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>53</b>	<b>22</b>	<b>43</b>
<b>TOTAL ALBANIA</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>6</b>	<b>6</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>53</b>	<b>22</b>	<b>43</b>
<b>ALGERIA</b>															
ALGIERS	BRITISH AIRWAYS PLC	S	60	0	0	50	23	15	12	0	0	23	75	9	60
<b>TOTAL ALGIERS</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>23</b>	<b>15</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>74</b>	<b>10</b>	<b>61</b>
HASSI MESSAOUD	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	5	79	16	24
<b>TOTAL HASSI MESSAOUD</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>16</b>	<b>24</b>
<b>TOTAL ALGERIA</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>21</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>75</b>	<b>12</b>	<b>85</b>
<b>ANTIGUA AND BARBUDA</b>															
ANTIGUA	VIRGIN ATLANTIC AIRWAYS LTD	S	19	0	0	74	21	5	0	0	0	10	78	10	27
<b>TOTAL ANTIGUA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>21</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>10</b>	<b>27</b>
<b>TOTAL ANTIGUA AND BARBUDA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>21</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>10</b>	<b>27</b>
<b>AUSTRIA</b>															
INNSBRUCK	EASYJET AIRLINE COMPANY LTD	S	18	0	0	83	17	0	0	0	0	8	86	10	22
	FLYBE LTD	C	7	0	0	57	29	0	14	0	0	14	0	0	0
	THOMSON AIRWAYS LTD	C	5	0	0	80	20	0	0	0	0	7	100	3	8
<b>TOTAL INNSBRUCK</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>20</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>8</b>	<b>30</b>
SALZBURG	BRITISH AIRWAYS PLC	S	38	0	0	61	34	5	0	0	0	13	72	12	36
	THOMSON AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	0	100	3	7
<b>TOTAL SALZBURG</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>31</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>10</b>	<b>43</b>
VIENNA	EASYJET AIRLINE COMPANY LTD	S	96	0	0	82	13	3	2	0	0	8	87	5	94
<b>TOTAL VIENNA</b>			<b>96</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>87</b>	<b>5</b>	<b>94</b>
<b>TOTAL AUSTRIA</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>18</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>7</b>	<b>167</b>
<b>BARBADOS</b>															
BRIDGETOWN	BRITISH AIRWAYS PLC	S	54	0	0	83	13	4	0	0	0	7	72	20	46
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	88	7	5	0	0	0	5	82	10	28
<b>TOTAL BRIDGETOWN</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>16</b>	<b>74</b>
<b>TOTAL BARBADOS</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>16</b>	<b>74</b>
<b>BELARUS</b>															
MINSK INT'L	BELAVIA (BELARUSSIAN AIRLINES)	S	28	0	0	54	21	11	14	0	0	23	50	31	26
<b>TOTAL MINSK INT'L</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>21</b>	<b>11</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>50</b>	<b>31</b>	<b>26</b>
<b>TOTAL BELARUS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>21</b>	<b>11</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>50</b>	<b>31</b>	<b>26</b>
<b>BERMUDA</b>															
BERMUDA	BRITISH AIRWAYS PLC	S	58	0	0	83	12	3	2	0	0	7	79	24	56

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2013

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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			58	0	0	83	12	3	2	0	0	7	79	24	56
TOTAL BERMUDA			58	0	0	83	12	3	2	0	0	7	79	24	56
<b>BULGARIA</b>															
BURGAS	BH AIR	C	10	0	0	60	20	20	0	0	0	16	30	24	10
	THOMAS COOK AIRLINES LTD	C	9	0	0	67	0	0	22	11	0	38	86	3	7
	THOMSON AIRWAYS LTD	C	15	0	0	80	7	0	13	0	0	20	100	1	14
TOTAL BURGAS			34	0	0	71	9	6	12	3	0	24	74	9	31
SOFIA	EASYJET AIRLINE COMPANY LTD	S	60	0	0	88	10	2	0	0	0	5	80	23	60
TOTAL SOFIA			60	0	0	88	10	2	0	0	0	5	80	23	60
VARNA	BULGARIA AIR	S	6	0	0	67	33	0	0	0	0	8	100	0	8
TOTAL VARNA			6	0	0	67	33	0	0	0	0	8	100	0	8
TOTAL BULGARIA			100	0	0	81	11	3	4	1	0	12	80	17	99
<b>CANADA</b>															
CALGARY	AIR TRANSAT	S	18	0	0	78	22	0	0	0	0	6	80	14	10
TOTAL CALGARY			18	0	0	78	22	0	0	0	0	6	80	14	10
EDMONTON	AIR TRANSAT	S	2	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL EDMONTON			2	0	0	100	0	0	0	0	0	3	0	0	0
MONTREAL (DORVAL)	AIR TRANSAT	S	8	0	0	75	25	0	0	0	0	6	88	3	8
TOTAL MONTREAL (DORVAL)			8	0	0	75	25	0	0	0	0	6	88	3	8
TORONTO	AIR TRANSAT	S	71	0	0	75	14	11	0	0	0	10	83	14	71
TOTAL TORONTO			71	0	0	75	14	11	0	0	0	10	74	59	89
VANCOUVER	AIR TRANSAT	S	33	0	0	94	6	0	0	0	0	3	68	11	44
TOTAL VANCOUVER			33	0	0	94	6	0	0	0	0	3	68	11	44
TOTAL CANADA			132	0	0	80	14	6	0	0	0	7	74	38	157
<b>CAPE VERDE ISLANDS</b>															
BOA VISTA (RABIL)	THOMSON AIRWAYS LTD	S	18	0	0	94	6	0	0	0	0	5	69	34	16
TOTAL BOA VISTA (RABIL)			18	0	0	94	6	0	0	0	0	5	69	34	16
ILHA DO SAL C.VERDE	THOMSON AIRWAYS LTD	S	8	0	0	88	13	0	0	0	0	7	69	16	16
TOTAL ILHA DO SAL C.VERDE			8	0	0	88	13	0	0	0	0	7	69	16	16
TOTAL CAPE VERDE ISLANDS			26	0	0	92	8	0	0	0	0	5	69	25	32
<b>CHINA</b>															
BEIJING	AIR CHINA	S	36	0	0	86	8	6	0	0	0	6	88	10	34
TOTAL BEIJING			36	0	0	86	8	6	0	0	0	6	88	10	34
TOTAL CHINA			36	0	0	86	8	6	0	0	0	6	88	10	34
<b>CROATIA</b>															
DUBROVNIK	BRITISH AIRWAYS PLC	S	60	0	0	75	18	7	0	0	0	10	85	8	60
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	94	2	3	0	2	0	7	88	3	76
	MONARCH AIRLINES	S	26	0	0	73	4	15	8	0	0	17	78	18	27

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2013

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)
DUBROVNIK	MONARCH AIRLINES	C	2	0	0	50	50	0	0	0	0	15	0	0	0
	NORWEGIAN AIR SHUTTLE	S	8	0	0	88	13	0	0	0	0	6	0	0	0
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	0	83	6	12
<b>TOTAL DUBROVNIK</b>			<b>169</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>8</b>	<b>176</b>
PULA	THOMSON AIRWAYS LTD	C	16	0	0	75	6	6	13	0	0	16	94	2	16
<b>TOTAL PULA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>6</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>94</b>	<b>2</b>	<b>16</b>
SPLIT	CROATIA AIRLINES	S	18	0	0	56	17	17	11	0	0	18	50	26	16
	EASYJET AIRLINE COMPANY LTD	S	94	0	0	81	9	10	1	0	0	8	87	8	84
	NORWEGIAN AIR SHUTTLE	S	8	0	0	63	38	0	0	0	0	10	0	0	0
<b>TOTAL SPLIT</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>11</b>	<b>100</b>
ZAGREB	EASYJET AIRLINE COMPANY LTD	S	48	0	0	88	6	2	4	0	0	9	93	12	44
<b>TOTAL ZAGREB</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>12</b>	<b>78</b>
<b>TOTAL CROATIA</b>			<b>353</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>9</b>	<b>370</b>
<b>CUBA</b>															
CUNAGUA (CAYO COCO)	THOMAS COOK AIRLINES LTD	C	4	0	0	75	0	0	25	0	0	24	100	0	4
<b>TOTAL CUNAGUA (CAYO COCO)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>100</b>	<b>0</b>	<b>4</b>
HAVANA	VIRGIN ATLANTIC AIRWAYS LTD	S	17	0	0	76	18	6	0	0	0	10	63	22	16
<b>TOTAL HAVANA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>63</b>	<b>22</b>	<b>16</b>
HOLGUIN (FRANK PAIS)	THOMAS COOK AIRLINES LTD	C	9	0	0	67	11	22	0	0	0	12	88	10	8
	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	8	63	105	8
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>57</b>	<b>16</b>
VARADERO	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	5	50	38	4
<b>TOTAL VARADERO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>50</b>	<b>38</b>	<b>4</b>
<b>TOTAL CUBA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>36</b>	<b>40</b>
<b>CYPRUS</b>															
LARNACA	BRITISH AIRWAYS PLC	S	28	0	0	54	32	14	0	0	0	16	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	51	0	0	61	27	4	8	0	0	17	67	18	52
	MONARCH AIRLINES	S	19	0	0	42	37	21	0	0	0	18	35	46	20
	SMALL PLANET AIRLINES POLSKA	C	8	0	0	63	25	13	0	0	0	10	0	0	0
	THOMAS COOK AIRLINES LTD	C	18	1	0	72	22	6	0	0	0	11	92	5	25
	THOMSON AIRWAYS LTD	C	35	0	0	80	14	6	0	0	0	9	88	7	32
	TRAVEL SERVICE AIRLINES	C	8	0	0	13	38	38	13	0	0	35	0	0	0
	<b>TOTAL LARNACA</b>			<b>167</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>26</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>19</b>
PAPHOS	BRITISH AIRWAYS PLC	S	36	0	0	61	25	3	11	0	0	21	72	10	36
	EASYJET AIRLINE COMPANY LTD	S	120	0	0	80	12	7	2	0	0	9	81	8	119
	MONARCH AIRLINES	S	26	0	0	58	27	15	0	0	0	14	62	14	26
	THOMAS COOK AIRLINES LTD	C	16	0	0	69	6	6	19	0	0	20	67	61	21
	THOMSON AIRWAYS LTD	C	53	0	0	74	17	9	0	0	0	11	69	15	45
<b>TOTAL PAPHOS</b>			<b>251</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>15</b>	<b>247</b>
<b>TOTAL CYPRUS</b>			<b>418</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>20</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>16</b>	<b>394</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2013

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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>CZECH REPUBLIC</b>																
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	98	0	0	72	15	9	3	0	0	13	72	13	96	
TOTAL PRAGUE			98	0	0	72	15	9	3	0	0	13	71	14	97	
TOTAL CZECH REPUBLIC			98	0	0	72	15	9	3	0	0	13	71	14	97	
<b>DENMARK</b>																
AALBORG	NORWEGIAN AIR SHUTTLE	S	26	0	0	73	19	8	0	0	0	9	85	7	26	
TOTAL AALBORG			26	0	0	73	19	8	0	0	0	9	85	7	26	
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	224	0	0	87	7	5	2	0	0	6	88	4	146	
	NORWEGIAN AIR SHUTTLE	S	164	0	0	77	12	6	4	0	0	11	84	8	160	
TOTAL COPENHAGEN			388	0	0	83	9	5	3	0	0	9	86	6	306	
TOTAL DENMARK			414	0	0	82	10	6	3	0	0	9	86	6	332	
<b>DOMINICAN REPUBLIC</b>																
PUERTO PLATA	THOMSON AIRWAYS LTD	C	10	0	0	70	10	10	10	0	0	17	100	2	8	
TOTAL PUERTO PLATA			10	0	0	70	10	10	10	0	0	17	100	1	12	
PUNTA CANA	BRITISH AIRWAYS PLC	S	18	0	0	89	11	0	0	0	0	6	76	20	17	
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	13	13	0	0	21	50	58	8	
	THOMSON AIRWAYS LTD	C	16	0	0	56	19	13	13	0	0	25	53	74	17	
TOTAL PUNTA CANA			42	0	0	71	14	7	7	0	0	16	62	49	42	
SAMANA (EL CATEY)	THOMSON AIRWAYS LTD	C	8	0	0	63	13	25	0	0	0	17	0	0	0	
TOTAL SAMANA (EL CATEY)			8	0	0	63	13	25	0	0	0	17	0	0	0	
TOTAL DOMINICAN REPUBLIC			60	0	0	70	13	10	7	0	0	17	70	39	54	
<b>EGYPT</b>																
HURGHADA	EASYJET AIRLINE COMPANY LTD	S	20	0	0	100	0	0	0	0	0	3	88	6	16	
	MONARCH AIRLINES	C	8	0	0	13	25	50	13	0	0	38	100	2	8	
	THOMAS COOK AIRLINES LTD	C	16	0	0	75	6	13	6	0	0	15	56	68	16	
	THOMSON AIRWAYS LTD	C	18	0	0	100	0	0	0	0	0	3	78	32	9	
TOTAL HURGHADA			62	0	0	82	5	10	3	0	0	11	78	30	49	
MARSA ALAM	THOMSON AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	11	88	6	8	
TOTAL MARSA ALAM			8	0	0	75	13	13	0	0	0	11	88	6	8	
SHARM EL SHEIKH (OPHIRA)	EASYJET AIRLINE COMPANY LTD	S	24	0	0	83	13	4	0	0	0	5	75	10	36	
	MONARCH AIRLINES	S	35	0	1	69	20	3	0	9	0	35	57	51	28	
	THOMAS COOK AIRLINES LTD	C	17	0	0	71	12	18	0	0	0	15	69	9	16	
	THOMSON AIRWAYS LTD	C	52	0	0	73	17	2	8	0	0	17	94	4	52	
TOTAL SHARM EL SHEIKH (OPHIRA)			128	0	1	73	16	5	3	2	0	19	78	16	132	
TABA	MONARCH AIRLINES	C	10	0	0	70	30	0	0	0	0	7	88	4	8	
	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	9	88	7	8	
TOTAL TABA			18	0	0	72	28	0	0	0	0	8	88	6	16	
TOTAL EGYPT			216	0	1	76	14	6	3	1	0	16	79	19	224	



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>ESTONIA</b>															
TALLIN	EASYJET AIRLINE COMPANY LTD	S	36	0	0	94	3	3	0	0	0	2	0	0	0
TOTAL TALLIN			36	0	0	94	3	3	0	0	0	2	73	11	22
TOTAL ESTONIA			36	0	0	94	3	3	0	0	0	2	73	11	22
<b>FAROE ISLANDS</b>															
VAGAR	ATLANTIC AIRWAYS	S	8	0	0	63	38	0	0	0	0	10	100	4	10
TOTAL VAGAR			8	0	0	63	38	0	0	0	0	10	100	4	10
TOTAL FAROE ISLANDS			8	0	0	63	38	0	0	0	0	10	100	4	10
<b>FINLAND</b>															
HELSINKI	NORWEGIAN AIR SHUTTLE	S	112	0	0	79	6	10	4	1	0	12	90	5	60
TOTAL HELSINKI			113	0	0	78	6	10	5	1	0	13	90	5	60
TOTAL FINLAND			113	0	0	78	6	10	5	1	0	13	90	5	60
<b>FRANCE</b>															
AJACCIO	EASYJET AIRLINE COMPANY LTD	S	10	0	0	100	0	0	0	0	0	0	90	2	10
TOTAL AJACCIO			10	0	0	100	0	0	0	0	0	0	90	2	10
BASTIA	EASYJET AIRLINE COMPANY LTD	S	16	0	0	88	0	13	0	0	0	6	88	4	16
TOTAL BASTIA			16	0	0	88	0	13	0	0	0	6	88	4	16
BERGERAC	FLYBE LTD	S	6	0	0	67	17	17	0	0	0	10	75	15	8
TOTAL BERGERAC			6	0	0	67	17	17	0	0	0	10	75	15	8
BIARRITZ	EASYJET AIRLINE COMPANY LTD	S	22	0	0	86	0	5	9	0	0	11	92	3	24
TOTAL BIARRITZ			22	0	0	86	0	5	9	0	0	11	92	3	24
BORDEAUX	BRITISH AIRWAYS PLC	S	93	0	1	52	34	6	8	0	0	18	74	13	102
	EASYJET AIRLINE COMPANY LTD	S	72	0	0	81	7	10	3	0	0	8	82	9	66
TOTAL BORDEAUX			165	0	1	64	22	8	5	0	0	14	77	12	168
LA ROCHELLE	EASYJET AIRLINE COMPANY LTD	S	12	0	0	92	8	0	0	0	0	4	64	39	14
TOTAL LA ROCHELLE			12	0	0	92	8	0	0	0	0	4	64	39	14
LYON	EASYJET AIRLINE COMPANY LTD	S	112	0	0	85	6	5	4	0	0	9	90	4	110
TOTAL LYON			112	0	0	85	6	5	4	0	0	9	90	4	110
MARSEILLE	EASYJET AIRLINE COMPANY LTD	S	102	0	0	80	8	6	6	0	0	12	90	5	82
TOTAL MARSEILLE			102	0	0	80	8	6	6	0	0	12	73	14	262
MONTPELLIER	EASYJET AIRLINE COMPANY LTD	S	84	0	0	76	10	8	6	0	0	12	81	12	78
TOTAL MONTPELLIER			84	0	0	76	10	8	6	0	0	12	81	12	78
NANTES	EASYJET AIRLINE COMPANY LTD	S	44	0	0	89	7	2	2	0	0	7	89	7	18
TOTAL NANTES			44	0	0	89	7	2	2	0	0	7	83	10	116
NICE	BRITISH AIRWAYS PLC	S	169	0	0	63	15	13	7	1	1	24	68	15	177
	EASYJET AIRLINE COMPANY LTD	S	282	0	0	69	17	7	7	1	0	17	78	11	252
	NORWEGIAN AIR SHUTTLE	S	36	0	0	86	3	8	0	3	0	17	0	0	0
TOTAL NICE			487	0	0	68	15	9	6	1	0	20	74	13	431

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2013

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)	EASYJET AIRLINE COMPANY LTD	S	184	0	0	82	8	5	5	0	0	10	77	10	180
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>10</b>	<b>180</b>
<b>TOTAL FRANCE</b>			<b>1244</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>12</b>	<b>1422</b>
<b>GAMBIA</b>															
BANJUL	GAMBIA BIRD	S	16	0	0	81	0	6	13	0	0	14	0	0	0
	MONARCH AIRLINES	C	8	0	0	63	25	13	0	0	0	14	75	13	8
<b>TOTAL BANJUL</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>13</b>	<b>8</b>
<b>TOTAL GAMBIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>13</b>	<b>8</b>
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	218	0	0	81	13	5	1	0	0	9	87	10	188
	JET TIME	C	2	0	0	50	50	0	0	0	0	8	0	0	0
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>220</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>10</b>	<b>188</b>
BERLIN (TEGEL)	AIR BERLIN	C	2	0	0	50	50	0	0	0	0	9	0	0	0
<b>TOTAL BERLIN (TEGEL)</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>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
COLOGNE BONN	EASYJET AIRLINE COMPANY LTD	S	112	0	0	85	5	7	3	0	0	9	80	11	100
<b>TOTAL COLOGNE BONN</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>11</b>	<b>100</b>
DUSSELDORF	EASYJET AIRLINE COMPANY LTD	S	103	0	1	82	8	7	2	1	1	17	84	8	88
<b>TOTAL DUSSELDORF</b>			<b>103</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>17</b>	<b>84</b>	<b>8</b>	<b>88</b>
FRANKFURT MAIN	LUFTHANSA	S	60	0	0	78	7	5	10	0	0	17	75	12	114
<b>TOTAL FRANKFURT MAIN</b>			<b>60</b>	<b>2</b>	<b>0</b>	<b>78</b>	<b>7</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>12</b>	<b>114</b>
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	98	0	0	70	13	8	7	1	0	17	84	10	107
<b>TOTAL HAMBURG</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>84</b>	<b>10</b>	<b>107</b>
MUNICH	EASYJET AIRLINE COMPANY LTD	S	150	0	0	73	18	6	3	0	0	11	72	13	158
<b>TOTAL MUNICH</b>			<b>150</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>11</b>	<b>72</b>	<b>13</b>	<b>158</b>
<b>TOTAL GERMANY</b>			<b>745</b>	<b>2</b>	<b>1</b>	<b>78</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>10</b>	<b>855</b>
<b>GIBRALTAR</b>															
GIBRALTAR	EASYJET AIRLINE COMPANY LTD	S	96	0	0	82	7	3	4	3	0	15	84	15	94
<b>TOTAL GIBRALTAR</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>84</b>	<b>15</b>	<b>94</b>
<b>TOTAL GIBRALTAR</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>84</b>	<b>15</b>	<b>94</b>
<b>GREECE</b>															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	60	0	0	90	7	2	2	0	0	7	84	18	92
	MONARCH AIRLINES	C	2	0	0	50	0	0	50	0	0	38	0	0	0
<b>TOTAL ATHENS</b>			<b>62</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>84</b>	<b>18</b>	<b>92</b>
CHANIA	EASYJET AIRLINE COMPANY LTD	S	34	0	0	59	21	15	6	0	0	21	78	11	36
	GERMANIA FLUGGESELLSCHAFT	C	8	0	0	75	0	25	0	0	0	11	0	0	0
	MONARCH AIRLINES	C	8	0	0	50	25	25	0	0	0	17	75	60	8
	THOMSON AIRWAYS LTD	C	16	0	0	38	13	44	6	0	0	29	88	7	8
<b>TOTAL CHANIA</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>17</b>	<b>24</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>77</b>	<b>17</b>	<b>60</b>
CORFU	EASYJET AIRLINE COMPANY LTD	S	112	0	0	86	7	5	0	2	0	10	80	16	106

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)											
CORFU	GERMANIA FLUGGESELLSCHAFT	C	10	0	0	100	0	0	0	0	0	0	0	0	0
	MONARCH AIRLINES	C	25	0	0	80	12	8	0	0	0	8	80	8	15
	SMALL PLANET AIRLINES POLSKA	C	18	0	0	78	11	0	6	6	0	28	0	0	0
	THOMAS COOK AIRLINES LTD	C	18	0	0	78	0	0	22	0	0	25	80	16	20
	THOMSON AIRWAYS LTD	C	40	0	0	90	5	3	3	0	0	7	79	21	38
	TRAVEL SERVICE AIRLINES	C	16	0	0	56	19	25	0	0	0	18	0	0	0
<b>TOTAL CORFU</b>			<b>239</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>15</b>	209
HERAKLION	EASYJET AIRLINE COMPANY LTD	S	116	0	0	84	14	0	2	0	0	7	75	17	116
	MONARCH AIRLINES	S	20	0	0	85	10	5	0	0	0	5	59	23	22
	THOMAS COOK AIRLINES LTD	C	22	0	0	41	9	5	23	23	0	86	67	27	24
	THOMSON AIRWAYS LTD	C	34	0	0	59	15	9	6	12	0	48	83	18	40
	TRAVEL SERVICE AIRLINES	C	21	0	0	86	10	5	0	0	0	7	0	0	0
<b>TOTAL HERAKLION</b>			<b>213</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>22</b>	<b>75</b>	<b>18</b>	227
KALAMATA	EASYJET AIRLINE COMPANY LTD	S	16	0	0	56	31	0	0	13	0	42	0	0	0
	GERMANIA FLUGGESELLSCHAFT	C	10	0	0	50	10	20	20	0	0	33	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	10	0	0	0	0	4	56	44	9
<b>TOTAL KALAMATA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>19</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>29</b>	<b>71</b>	<b>25</b>	21
KAVALA	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	1	78	9	9
<b>TOTAL KAVALA</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>1</b>	<b>78</b>	<b>9</b>	9
KEFALLINIA	EASYJET AIRLINE COMPANY LTD	S	36	0	0	75	14	8	3	0	0	11	85	7	20
	GERMANIA FLUGGESELLSCHAFT	C	8	0	0	100	0	0	0	0	0	1	0	0	0
	MONARCH AIRLINES	C	18	0	0	100	0	0	0	0	0	2	90	7	20
	SMALL PLANET AIRLINES POLSKA	C	10	0	0	100	0	0	0	0	0	1	0	0	0
	THOMAS COOK AIRLINES LTD	C	15	0	0	87	0	7	7	0	0	11	59	37	17
	THOMSON AIRWAYS LTD	C	29	0	0	90	7	3	0	0	0	5	93	7	29
<b>TOTAL KEFALLINIA</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>15</b>	106
KOS	EASYJET AIRLINE COMPANY LTD	S	34	0	0	74	15	6	6	0	0	13	59	18	34
	GERMANIA FLUGGESELLSCHAFT	C	8	0	0	75	25	0	0	0	0	6	0	0	0
	SMALL PLANET AIRLINES POLSKA	C	17	0	0	76	12	12	0	0	0	11	0	0	0
	THOMAS COOK AIRLINES LTD	C	18	0	0	78	0	6	17	0	0	18	85	42	13
	THOMSON AIRWAYS LTD	C	38	0	0	84	8	3	5	0	0	9	87	14	30
<b>TOTAL KOS</b>			<b>115</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>32</b>	107
LEMNOS	GERMANIA FLUGGESELLSCHAFT	C	3	0	0	100	0	0	0	0	0	2	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	6	50	33	10
<b>TOTAL LEMNOS</b>			<b>11</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>64</b>	<b>25</b>	14
MIKONOS	EASYJET AIRLINE COMPANY LTD	S	48	0	0	81	10	6	2	0	0	9	62	20	39
<b>TOTAL MIKONOS</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>66</b>	<b>17</b>	47
MYTILINI	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	3	90	6	10
<b>TOTAL MYTILINI</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>90</b>	<b>6</b>	10
PREVEZA	GERMANIA FLUGGESELLSCHAFT	C	18	0	0	89	0	0	11	0	0	13	0	0	0
	MONARCH AIRLINES	C	30	0	0	93	7	0	0	0	0	3	90	14	20
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	0	20	0	0	0	12	80	10	10
	THOMSON AIRWAYS LTD	C	20	0	0	65	25	5	5	0	0	12	75	10	20
<b>TOTAL PREVEZA</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>9</b>	78

## 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)											
RHODES	EASYJET AIRLINE COMPANY LTD	S	42	0	0	74	24	2	0	0	0	8	83	16	40
	MONARCH AIRLINES	C	8	0	0	75	25	0	0	0	7	75	8	8	
	THOMAS COOK AIRLINES LTD	C	17	0	0	71	12	18	0	0	12	67	15	18	
	THOMSON AIRWAYS LTD	C	37	0	0	86	5	0	0	8	0	23	71	21	41
	TRAVEL SERVICE AIRLINES	C	21	0	0	62	33	5	0	0	0	10	0	0	0
<b>TOTAL RHODES</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>16</b>	132
SALONIKA	BRITISH AIRWAYS PLC	S	36	0	0	56	14	22	6	3	0	27	56	16	34
	EASYJET AIRLINE COMPANY LTD	S	48	0	0	90	6	4	0	0	5	88	15	42	
	THOMSON AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	100	1	7	
<b>TOTAL SALONIKA</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>9</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>15</b>	93
SAMOS	GERMANIA FLUGGESELLSCHAFT	C	5	0	0	80	20	0	0	0	8	0	0	0	
	THOMSON AIRWAYS LTD	C	7	0	0	100	0	0	0	0	4	100	1	7	
<b>TOTAL SAMOS</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>1</b>	11	
SKIATHOS	GERMANIA FLUGGESELLSCHAFT	C	9	0	0	89	0	0	11	0	11	0	0	0	
	MONARCH AIRLINES	C	4	0	0	75	0	25	0	0	11	50	27	4	
	SMALL PLANET AIRLINES POLSKA	C	4	0	0	100	0	0	0	0	4	0	0	0	
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	25	0	0	0	10	72	30	18	
	THOMSON AIRWAYS LTD	C	13	0	0	92	8	0	0	0	4	62	16	13	
	TRAVEL SERVICE AIRLINES	C	7	0	0	43	29	14	14	0	22	0	0	0	
	<b>TOTAL SKIATHOS</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>64</b>	<b>22</b>	47
THIRA (SANTORINI)	EASYJET AIRLINE COMPANY LTD	S	46	0	0	72	11	13	4	0	13	93	10	40	
	SMALL PLANET AIRLINES POLSKA	C	8	0	0	63	13	13	13	0	22	0	0	0	
	THOMAS COOK AIRLINES LTD	C	7	0	0	43	0	43	14	0	33	100	2	8	
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	7	100	3	8	
<b>TOTAL THIRA (SANTORINI)</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>15</b>	<b>92</b>	<b>8</b>	64	
VOLOS	MONARCH AIRLINES	C	4	0	0	75	0	0	25	0	18	50	31	4	
	SMALL PLANET AIRLINES POLSKA	C	4	0	0	75	25	0	0	0	11	0	0	0	
<b>TOTAL VOLOS</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>14</b>	<b>50</b>	<b>26</b>	8	
ZAKINTHOS	EASYJET AIRLINE COMPANY LTD	S	38	0	0	95	3	0	3	0	5	86	18	36	
	MONARCH AIRLINES	C	10	0	0	70	20	0	0	0	10	86	19	9	
	THOMAS COOK AIRLINES LTD	C	36	0	0	75	14	8	3	0	10	68	19	31	
	THOMSON AIRWAYS LTD	C	42	0	0	83	12	5	0	0	7	87	8	45	
	TRAVEL SERVICE AIRLINES	C	24	0	0	83	0	17	0	0	10	0	0	0	
<b>TOTAL ZAKINTHOS</b>			<b>151</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>13</b>	147	
<b>TOTAL GREECE</b>			<b>1504</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>17</b>	1482
<b>GRENADA</b>															
GRENADA	BRITISH AIRWAYS PLC	S	10	0	0	80	10	10	0	0	8	88	7	17	
	VIRGIN ATLANTIC AIRWAYS LTD	S	8	0	0	25	13	13	50	0	54	50	20	8	
<b>TOTAL GRENADA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>11</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>28</b>	<b>74</b>	<b>12</b>	27	
<b>TOTAL GRENADA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>11</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>28</b>	<b>74</b>	<b>12</b>	27	
<b>HUNGARY</b>															
BUDAPEST	EASYJET AIRLINE COMPANY LTD	S	58	0	0	78	12	10	0	0	10	74	12	58	
<b>TOTAL BUDAPEST</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>12</b>	58	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2013

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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			58	0	0	78	12	10	0	0	0	10	74	12	58
ICELAND															
KEFLAVIK	AVION EXPRESS	S	102	0	0	86	7	7	0	0	0	6	100	7	3
	ICELANDAIR	S	36	0	0	92	3	6	0	0	0	5	0	0	0
TOTAL KEFLAVIK			138	0	0	88	6	7	0	0	0	6	97	3	61
TOTAL ICELAND			138	0	0	88	6	7	0	0	0	6	97	3	61
IRAQ															
BAGHDAD (GECA)	IRAQI AIRWAYS	S	16	0	1	88	13	0	0	0	3	0	0	0	
TOTAL BAGHDAD (GECA)			16	0	1	88	13	0	0	0	3	0	0	0	
SULAYMANIYAH INT	IRAQI AIRWAYS	S	10	0	0	100	0	0	0	0	1	0	0	0	
TOTAL SULAYMANIYAH INT			10	0	0	100	0	0	0	0	1	0	0	0	
TOTAL IRAQ			26	0	1	92	8	0	0	0	2	0	0	0	
IRISH REPUBLIC															
CORK	RYANAIR	S	60	0	0	90	3	0	5	2	0	13	93	3	60
TOTAL CORK			60	0	0	90	3	0	5	2	0	13	91	7	110
DUBLIN	AER LINGUS	S	400	1	0	82	9	6	4	0	10	87	8	309	
	RYANAIR	S	268	0	0	80	10	8	2	0	10	95	4	266	
TOTAL DUBLIN			668	1	0	81	9	7	3	0	10	91	6	575	
IRELAND WEST(KNOCK)	AER LINGUS	S	60	0	0	95	2	0	3	0	4	92	9	60	
TOTAL IRELAND WEST(KNOCK)			60	0	0	95	2	0	3	0	4	92	9	60	
SHANNON	RYANAIR	S	60	0	0	92	8	0	0	0	4	68	16	60	
TOTAL SHANNON			60	0	0	92	8	0	0	0	4	68	16	60	
TOTAL IRISH REPUBLIC			848	1	0	83	8	5	3	0	9	89	7	805	
ISLE OF CURACAO NETH.ANTILLES															
ARUBA	THOMSON AIRWAYS LTD	C	8	0	0	75	0	0	25	0	22	80	14	10	
TOTAL ARUBA			8	0	0	75	0	0	25	0	22	80	14	10	
TOTAL ISLE OF CURACAO NETH.ANTILLES			8	0	0	75	0	0	25	0	22	80	14	10	
ISRAEL															
TEL AVIV	THOMAS COOK AIRLINES LTD	C	3	0	0	0	33	33	33	0	47	0	0	0	
TOTAL TEL AVIV			4	0	0	25	25	25	25	0	38	0	0	0	
TOTAL ISRAEL			4	0	0	25	25	25	25	0	38	0	0	0	
ITALY															
ALGHERO/SASSARI	THOMSON AIRWAYS LTD	C	7	0	0	100	0	0	0	0	4	100	3	9	
TOTAL ALGHERO/SASSARI			7	0	0	100	0	0	0	0	4	100	3	9	
BARI (PALESE)	BRITISH AIRWAYS PLC	S	26	0	0	50	15	23	12	0	25	27	30	26	
	EASYJET AIRLINE COMPANY LTD	S	34	0	0	79	6	9	6	0	14	69	20	26	
TOTAL BARI (PALESE)			60	0	0	67	10	15	8	0	19	48	25	52	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)											
BOLOGNA	EASYJET AIRLINE COMPANY LTD	S	60	0	0	78	3	12	3	3	0	18	78	10	60
<b>TOTAL BOLOGNA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>3</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>76</b>	<b>13</b>	<b>230</b>
CATANIA (FONTANAROSSA)	BRITISH AIRWAYS PLC	S	60	0	0	57	25	18	0	0	0	16	47	21	60
	EASYJET AIRLINE COMPANY LTD	S	52	0	0	75	15	10	0	0	0	9	89	10	36
	THOMSON AIRWAYS LTD	C	10	0	0	80	20	0	0	0	0	7	100	1	10
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>20</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>66</b>	<b>16</b>	<b>106</b>	
GENOA	BRITISH AIRWAYS PLC	S	60	0	0	83	8	5	3	0	0	9	64	15	59
<b>TOTAL GENOA</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>64</b>	<b>15</b>	<b>59</b>	
MILAN (LINATE)	EASYJET AIRLINE COMPANY LTD	S	60	0	0	77	17	3	3	0	0	10	89	6	104
<b>TOTAL MILAN (LINATE)</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>16</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>89</b>	<b>6</b>	<b>104</b>	
MILAN (MALPENSA)	ALITALIA (CAI)	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	294	0	0	73	16	7	3	1	0	14	74	15	269
<b>TOTAL MILAN (MALPENSA)</b>			<b>296</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>16</b>	<b>407</b>
NAPLES	BRITISH AIRWAYS PLC	S	120	0	0	66	20	11	3	0	0	14	60	24	178
	EASYJET AIRLINE COMPANY LTD	S	64	0	0	77	14	8	2	0	0	10	83	7	60
	THOMAS COOK AIRLINES LTD	C	8	0	0	38	25	38	0	0	0	25	22	152	9
	THOMSON AIRWAYS LTD	C	26	0	0	81	8	8	4	0	0	9	75	12	24
<b>TOTAL NAPLES</b>			<b>219</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>65</b>	<b>25</b>	<b>272</b>	
OLBIA	EASYJET AIRLINE COMPANY LTD	S	76	0	0	80	11	4	3	3	0	15	81	17	72
	MERIDIANA AIR	S	8	0	0	100	0	0	0	0	0	3	50	15	10
<b>TOTAL OLBIA</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>17</b>	<b>82</b>
PALERMO	EASYJET AIRLINE COMPANY LTD	S	48	0	0	79	10	8	2	0	0	10	76	10	50
<b>TOTAL PALERMO</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>10</b>	<b>50</b>	
PISA	BRITISH AIRWAYS PLC	S	120	0	0	75	12	8	6	0	0	14	57	18	120
	EASYJET AIRLINE COMPANY LTD	S	102	0	0	80	13	3	3	1	0	13	86	8	104
	THOMSON AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	4	100	5	9
<b>TOTAL PISA</b>			<b>229</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>13</b>	<b>233</b>	
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	119	1	1	54	23	18	6	0	0	20	37	34	86
	EASYJET AIRLINE COMPANY LTD	S	214	0	0	78	14	5	3	0	0	12	66	14	206
	NORWEGIAN AIR SHUTTLE	S	30	0	1	67	20	7	7	0	0	18	0	0	0
<b>TOTAL ROME (FIUMICINO)</b>			<b>363</b>	<b>1</b>	<b>2</b>	<b>69</b>	<b>17</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>15</b>	<b>57</b>	<b>20</b>	<b>293</b>	
TURIN	BRITISH AIRWAYS PLC	S	52	0	0	52	33	12	4	0	0	19	56	19	50
<b>TOTAL TURIN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>33</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>19</b>	<b>58</b>	<b>19</b>	<b>52</b>	
VENICE	AIR BERLIN	C	2	0	0	0	50	50	0	0	0	34	0	0	0
	BRITISH AIRWAYS PLC	S	180	0	0	61	21	13	4	1	0	19	50	29	177
	EASYJET AIRLINE COMPANY LTD	S	176	0	0	82	10	5	3	0	0	9	75	11	173
	MONARCH AIRLINES	S	32	0	0	75	13	3	9	0	0	13	80	8	44
	THOMSON AIRWAYS LTD	C	7	0	0	71	29	0	0	0	0	9	100	4	7
<b>TOTAL VENICE</b>			<b>397</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>18</b>	<b>401</b>	
VERONA VILLAFRANCA	AIR DOLOMITI	C	6	0	0	50	17	33	0	0	0	19	0	0	0
	BRITISH AIRWAYS PLC	S	120	0	0	58	23	16	3	0	0	18	67	23	120
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	82	5	3	10	0	0	11	81	10	64
	MONARCH AIRLINES	S	26	0	0	81	8	8	4	0	0	13	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 VILLAFRANCA	THOMSON AIRWAYS LTD	C	15	0	0	67	13	7	13	0	0	21	68	58	25
<b>TOTAL VERONA VILLAFRANCA</b>			<b>231</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>23</b>	<b>210</b>
<b>TOTAL ITALY</b>			<b>2290</b>	<b>1</b>	<b>2</b>	<b>72</b>	<b>15</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>17</b>	<b>2691</b>
<b>JAMAICA</b>															
KINGSTON	BRITISH AIRWAYS PLC	S	31	0	0	42	29	3	10	16	0	55	71	12	28
<b>TOTAL KINGSTON</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>29</b>	<b>3</b>	<b>10</b>	<b>16</b>	<b>0</b>	<b>55</b>	<b>71</b>	<b>12</b>	<b>28</b>
MONTEGO BAY	THOMSON AIRWAYS LTD	C	17	0	0	88	0	0	12	0	0	15	88	9	8
	VIRGIN ATLANTIC AIRWAYS LTD	S	22	0	0	45	45	9	0	0	0	17	35	26	17
<b>TOTAL MONTEGO BAY</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>26</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>55</b>	<b>20</b>	<b>31</b>
<b>TOTAL JAMAICA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>27</b>	<b>4</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>33</b>	<b>63</b>	<b>16</b>	<b>59</b>
<b>JORDAN</b>															
AMMAN	EASYJET AIRLINE COMPANY LTD	S	26	0	0	50	31	12	8	0	0	18	65	13	26
<b>TOTAL AMMAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>31</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>65</b>	<b>13</b>	<b>26</b>
<b>TOTAL JORDAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>31</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>65</b>	<b>13</b>	<b>26</b>
<b>KENYA</b>															
MOMBASA	THOMSON AIRWAYS LTD	C	9	0	0	67	22	0	11	0	0	16	88	8	8
<b>TOTAL MOMBASA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>22</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>88</b>	<b>8</b>	<b>8</b>
<b>TOTAL KENYA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>22</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>88</b>	<b>8</b>	<b>8</b>
<b>KOSOVO</b>															
PRISTINA	GERMANIA FLUGGESELLSCHAFT	S	15	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL PRISTINA</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>26</b>	<b>18</b>
<b>TOTAL KOSOVO</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>26</b>	<b>18</b>
<b>LATVIA</b>															
RIGA	AIR BALTIC	S	68	0	0	71	24	4	1	0	0	12	58	13	60
<b>TOTAL RIGA</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>24</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>58</b>	<b>13</b>	<b>60</b>
<b>TOTAL LATVIA</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>24</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>58</b>	<b>13</b>	<b>60</b>
<b>LIBYA</b>															
TRIPOLI	AFRIQIYAH AIRWAYS	S	32	0	18	31	6	31	28	3	0	54	4	77	26
<b>TOTAL TRIPOLI</b>			<b>32</b>	<b>0</b>	<b>18</b>	<b>31</b>	<b>6</b>	<b>31</b>	<b>28</b>	<b>3</b>	<b>0</b>	<b>54</b>	<b>4</b>	<b>77</b>	<b>26</b>
<b>TOTAL LIBYA</b>			<b>32</b>	<b>0</b>	<b>18</b>	<b>31</b>	<b>6</b>	<b>31</b>	<b>28</b>	<b>3</b>	<b>0</b>	<b>54</b>	<b>4</b>	<b>77</b>	<b>26</b>
<b>LITHUANIA</b>															
KAUNAS	RYANAIR	S	44	0	0	91	5	2	0	2	0	11	95	5	42
<b>TOTAL KAUNAS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>95</b>	<b>5</b>	<b>42</b>
<b>TOTAL LITHUANIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>95</b>	<b>5</b>	<b>42</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	EASYJET AIRLINE COMPANY LTD	S	52	0	0	90	4	6	0	0	0	3	0	0	0

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			Actual (7)	Plan (8)											
TOTAL LUXEMBOURG			52	0	0	90	4	6	0	0	0	3	0	0	0
TOTAL LUXEMBOURG			52	0	0	90	4	6	0	0	0	3	0	0	0
<b>MALDIVE ISLANDS</b>															
MALE INTERNATIONAL	THOMSON AIRWAYS LTD	C	10	0	0	40	40	10	10	0	0	21	78	7	9
TOTAL MALE INTERNATIONAL			10	0	0	40	40	10	10	0	0	21	79	17	29
TOTAL MALDIVE ISLANDS			10	0	0	40	40	10	10	0	0	21	79	17	29
<b>MALTA</b>															
MALTA	AIR MALTA	S	60	0	0	75	15	10	0	0	0	10	82	10	60
	EASYJET AIRLINE COMPANY LTD	S	85	0	0	78	9	11	2	0	0	12	89	5	87
	SMALL PLANET AIRLINES POLSKA	C	8	0	0	100	0	0	0	0	0	2	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	5	88	3	8
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	100	1	8
TOTAL MALTA			169	0	0	79	11	9	1	0	0	10	87	7	163
TOTAL MALTA			169	0	0	79	11	9	1	0	0	10	87	7	163
<b>MAURITIUS</b>															
MAURITIUS	BRITISH AIRWAYS PLC	S	25	0	0	56	8	28	8	0	0	22	92	5	26
TOTAL MAURITIUS			25	0	0	56	8	28	8	0	0	22	92	5	26
TOTAL MAURITIUS			25	0	0	56	8	28	8	0	0	22	92	5	26
<b>MEXICO</b>															
CANCUN	BRITISH AIRWAYS PLC	S	26	0	0	73	19	8	0	0	0	11	81	9	26
	THOMAS COOK AIRLINES LTD	C	19	0	0	74	11	11	5	0	0	16	75	37	16
	THOMSON AIRWAYS LTD	C	42	0	0	64	17	5	14	0	0	22	71	15	42
	VIRGIN ATLANTIC AIRWAYS LTD	S	25	0	0	76	12	12	0	0	0	12	78	11	18
TOTAL CANCUN			112	0	0	71	15	8	6	0	0	16	75	16	102
TOTAL MEXICO			112	0	0	71	15	8	6	0	0	16	75	16	102
<b>MOROCCO</b>															
AGADIR	EASYJET AIRLINE COMPANY LTD	S	20	0	0	60	15	15	10	0	0	21	83	9	18
	THOMSON AIRWAYS LTD	S	17	0	0	100	0	0	0	0	0	2	100	1	16
TOTAL AGADIR			37	0	0	78	8	8	5	0	0	12	91	5	34
CASABLANCA MOHAMED V	AIR ARABIA MAROC	S	16	0	28	100	0	0	0	0	0	1	0	0	0
	ROYAL AIR MAROC	S	16	0	0	81	19	0	0	0	0	6	0	0	0
TOTAL CASABLANCA MOHAMED V			32	0	28	91	9	0	0	0	0	3	0	0	0
<b>MARRAKESH</b>															
	BRITISH AIRWAYS PLC	S	56	0	0	55	21	18	5	0	0	22	46	23	26
	EASYJET AIRLINE COMPANY LTD	S	86	0	0	87	7	2	3	0	0	7	87	5	60
	ROYAL AIR MAROC	S	10	0	0	70	30	0	0	0	0	11	0	0	0
	THOMSON AIRWAYS LTD	S	17	0	0	88	0	12	0	0	0	6	100	2	16
TOTAL MARRAKESH			169	0	0	76	12	8	4	0	0	12	78	9	102
TANGIERS (IBN BATUTA)	AIR ARABIA MAROC	S	16	0	18	100	0	0	0	0	0	2	0	0	0
TOTAL TANGIERS (IBN BATUTA)			16	0	18	100	0	0	0	0	0	2	0	0	0



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2013

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 MOROCCO			254	0	46	80	11	7	3	0	0	10	82	8	136
NETHERLANDS															
AMSTERDAM	BRITISH AIRWAYS PLC	S	188	0	0	65	20	13	3	0	0	15	75	13	214
	EASYJET AIRLINE COMPANY LTD	S	308	0	1	75	15	7	4	0	0	12	72	13	268
TOTAL AMSTERDAM			496	0	1	71	17	9	3	0	0	13	73	13	484
TOTAL NETHERLANDS			496	0	1	71	17	9	3	0	0	13	73	13	484
NORWAY															
ALESUND	NORWEGIAN AIR SHUTTLE	S	18	0	0	83	6	0	0	11	0	40	100	1	18
TOTAL ALESUND			18	0	0	83	6	0	0	11	0	40	100	1	18
BERGEN	EASYJET AIRLINE COMPANY LTD	S	60	0	0	83	8	7	2	0	0	8	0	0	0
	NORWEGIAN AIR SHUTTLE	S	104	0	0	93	5	1	1	0	0	4	90	4	94
	TITAN AIRWAYS LTD	C	3	0	0	67	0	33	0	0	0	24	0	0	0
TOTAL BERGEN			167	1	0	89	6	4	1	0	0	6	90	4	94
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	203	0	0	85	11	1	2	0	0	7	90	5	160
TOTAL OSLO (GARDERMOEN)			203	0	0	85	11	1	2	0	0	7	90	5	160
SANDEFJORD(TORP)	NORWEGIAN AIR SHUTTLE	S	52	0	0	81	15	4	0	0	0	8	0	0	0
TOTAL SANDEFJORD(TORP)			52	0	0	81	15	4	0	0	0	8	0	0	0
STAVANGER	NORWEGIAN AIR SHUTTLE	S	52	0	0	98	2	0	0	0	0	1	88	4	50
TOTAL STAVANGER			52	0	0	98	2	0	0	0	0	1	88	4	50
TROMSOE	NORWEGIAN AIR SHUTTLE	S	16	0	0	81	6	13	0	0	0	10	0	0	0
TOTAL TROMSOE			16	0	0	81	6	13	0	0	0	10	0	0	0
TRONDHEIM (VAERNES)	NORWEGIAN AIR SHUTTLE	S	44	0	0	95	0	0	5	0	0	6	88	4	26
TOTAL TRONDHEIM (VAERNES)			44	0	0	95	0	0	5	0	0	6	88	4	26
TOTAL NORWAY			552	1	0	88	8	2	2	0	0	7	89	5	408
POLAND															
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	60	0	0	90	8	0	2	0	0	7	90	5	60
TOTAL KRAKOW			60	0	0	90	8	0	2	0	0	7	90	5	60
TOTAL POLAND			60	0	0	90	8	0	2	0	0	7	90	5	60
PORTUGAL(EXCLUDING MADEIRA)															
AZORES PONTA DELGADA	SATA	S	8	0	0	0	63	38	0	0	0	28	60	77	10
TOTAL AZORES PONTA DELGADA			9	0	0	0	56	33	11	0	0	33	60	77	10
FARO	BRITISH AIRWAYS PLC	S	70	0	0	41	23	17	16	3	0	32	49	25	68
	EASYJET AIRLINE COMPANY LTD	S	271	0	1	78	11	7	4	0	0	12	80	11	275
	MONARCH AIRLINES	S	116	0	0	53	20	15	6	1	5	46	50	24	113
	NORWEGIAN AIR SHUTTLE	S	8	0	0	100	0	0	0	0	0	2	0	0	0
	THOMAS COOK AIRLINES LTD	C	16	0	0	75	6	6	13	0	0	16	65	17	17
	THOMSON AIRWAYS LTD	C	18	0	0	83	6	11	0	0	0	11	70	15	23
TOTAL FARO			499	0	1	68	14	10	6	1	1	23	68	16	497
LISBON	AIR PORTUGAL	S	42	0	0	36	40	10	14	0	0	32	64	15	42

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ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2013

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)											
LISBON	EASYJET AIRLINE COMPANY LTD	S	60	0	0	78	7	8	5	2	0	13	70	20	60
<b>TOTAL LISBON</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>21</b>	<b>9</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>68</b>	<b>18</b>	102
OPORTO (PORTUGAL)	AIR PORTUGAL	S	120	0	0	63	18	8	12	0	0	23	73	12	120
	EASYJET AIRLINE COMPANY LTD	S	60	0	0	48	23	23	3	0	2	29	57	18	60
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>19</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>67</b>	<b>14</b>	180
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>790</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>17</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>67</b>	<b>17</b>	789
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR PORTUGAL	S	60	0	0	82	7	7	5	0	0	14	77	13	60
	EASYJET AIRLINE COMPANY LTD	S	50	0	0	86	8	6	0	0	0	9	68	18	34
	MONARCH AIRLINES	S	26	0	0	85	15	0	0	0	0	4	0	0	0
	THOMSON AIRWAYS LTD	C	10	0	0	80	10	10	0	0	0	9	100	3	8
<b>TOTAL FUNCHAL</b>			<b>146</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>10</b>	<b>75</b>	<b>14</b>	102
PORTO SANTO	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	2	75	12	8
<b>TOTAL PORTO SANTO</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>75</b>	<b>12</b>	8
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>156</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>9</b>	<b>75</b>	<b>14</b>	110
<b>REPUBLIC OF MONTENEGRO</b>															
PODGORICA	MONTENEGRO AIRLINES	S	4	0	0	75	0	25	0	0	0	15	100	0	2
<b>TOTAL PODGORICA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>100</b>	<b>0</b>	2
TIVAT	MONTENEGRO AIRLINES	S	18	0	0	33	44	11	0	11	0	37	78	10	18
<b>TOTAL TIVAT</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>44</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>37</b>	<b>78</b>	<b>10</b>	18
<b>TOTAL REPUBLIC OF MONTENEGRO</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>36</b>	<b>14</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>33</b>	<b>80</b>	<b>9</b>	20
<b>REPUBLIC OF SERBIA</b>															
BELGRADE	JATAIRWAYS	S	2	0	0	100	0	0	0	0	0	0	100	0	2
<b>TOTAL BELGRADE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	2
<b>TOTAL REPUBLIC OF SERBIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	2
<b>RUSSIA</b>															
MOSCOW (DOMODEDOVO)	EASYJET AIRLINE COMPANY LTD	S	119	1	1	76	14	8	2	0	0	10	0	0	0
<b>TOTAL MOSCOW (DOMODEDOVO)</b>			<b>119</b>	<b>1</b>	<b>1</b>	<b>76</b>	<b>14</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL RUSSIA</b>			<b>119</b>	<b>1</b>	<b>1</b>	<b>76</b>	<b>14</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>59</b>	<b>18</b>	44
<b>SAINT KITTS AND NEVIS</b>															
ST KITTS	BRITISH AIRWAYS PLC	S	17	0	0	65	18	12	6	0	0	15	50	92	10
<b>TOTAL ST KITTS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>50</b>	<b>92</b>	10
<b>TOTAL SAINT KITTS AND NEVIS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>50</b>	<b>92</b>	10
<b>SLOVENIA</b>															
LJUBLJANA	ADRIA AIRWAYS	C	5	0	0	80	0	20	0	0	0	14	0	0	0
<b>TOTAL LJUBLJANA</b>			<b>5</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>14</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL SLOVENIA</b>			<b>5</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>14</b>	<b>0</b>	<b>0</b>	0

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			Actual (7)	Plan (8)											
<b>SPAIN</b>															
<b>ALICANTE</b>	BRITISH AIRWAYS PLC	S	176	0	0	56	22	14	8	0	0	21	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	256	1	0	83	7	6	2	1	0	10	76	16	259
	MONARCH AIRLINES	S	97	0	0	54	19	11	14	0	2	34	52	31	102
	NORWEGIAN AIR SHUTTLE	S	24	0	0	79	8	8	4	0	0	11	0	0	0
	THOMSON AIRWAYS LTD	C	16	0	0	88	0	13	0	0	0	8	85	5	26
<b>TOTAL ALICANTE</b>			<b>570</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>70</b>	<b>19</b>	<b>390</b>
<b>ALMERIA</b>	EASYJET AIRLINE COMPANY LTD	S	60	0	0	85	8	3	3	0	0	8	98	3	52
	THOMAS COOK AIRLINES LTD	C	8	0	0	25	25	0	50	0	0	44	86	8	7
<b>TOTAL ALMERIA</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>97</b>	<b>3</b>	<b>59</b>
<b>BARCELONA</b>															
<b>BARCELONA</b>	BRITISH AIRWAYS PLC	S	178	0	0	60	19	10	11	1	0	23	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	360	0	0	83	7	8	3	0	0	9	79	10	360
	MONARCH AIRLINES	S	88	0	0	89	3	3	5	0	0	10	78	18	94
	MONARCH AIRLINES	C	2	0	0	50	50	0	0	0	0	8	50	55	2
	NORWEGIAN AIR SHUTTLE	S	26	0	0	69	8	23	0	0	0	15	0	0	0
	VUELING AIRLINES	S	118	0	0	43	25	25	6	0	0	24	0	0	0
<b>TOTAL BARCELONA</b>			<b>772</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>79</b>	<b>12</b>	<b>456</b>
<b>GIRONA</b>	THOMSON AIRWAYS LTD	C	16	0	0	88	13	0	0	0	0	4	100	3	18
<b>TOTAL GIRONA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>100</b>	<b>3</b>	<b>18</b>
<b>IBIZA</b>															
<b>IBIZA</b>	BRITISH AIRWAYS PLC	S	62	0	0	61	15	18	6	0	0	19	61	20	59
	EASYJET AIRLINE COMPANY LTD	S	147	0	0	88	3	8	1	0	0	6	87	8	146
	MONARCH AIRLINES	S	48	0	0	92	6	2	0	0	0	5	77	22	44
	NORWEGIAN AIR SHUTTLE	S	9	0	0	100	0	0	0	0	0	2	0	0	0
	THOMAS COOK AIRLINES LTD	C	24	0	0	83	8	0	8	0	0	13	95	29	21
	THOMSON AIRWAYS LTD	C	47	0	0	77	11	9	4	0	0	10	83	7	42
<b>TOTAL IBIZA</b>			<b>337</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>13</b>	<b>312</b>
<b>JEREZ</b>	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL JEREZ</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MADRID</b>															
<b>MADRID</b>	AIR EUROPA	S	120	0	0	73	20	6	2	0	0	11	82	11	120
	EASYJET AIRLINE COMPANY LTD	S	258	0	0	80	8	9	3	0	0	11	73	15	254
<b>TOTAL MADRID</b>			<b>379</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>76</b>	<b>14</b>	<b>374</b>
<b>MAHON</b>															
<b>MAHON</b>	EASYJET AIRLINE COMPANY LTD	S	84	0	0	82	11	5	2	0	0	8	88	7	90
	MONARCH AIRLINES	S	32	0	0	78	9	9	3	0	0	12	74	27	34
	THOMAS COOK AIRLINES LTD	C	20	0	0	75	20	5	0	0	0	8	94	5	17
	THOMSON AIRWAYS LTD	C	55	0	0	80	9	4	7	0	0	15	81	13	58
<b>TOTAL MAHON</b>			<b>192</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>11</b>	<b>84</b>	<b>12</b>	<b>199</b>
<b>MALAGA</b>															
<b>MALAGA</b>	BMI REGIONAL	C	2	0	0	50	50	0	0	0	0	10	0	0	0
	BRITISH AIRWAYS PLC	S	232	1	1	61	17	16	5	1	0	20	53	23	228
	EASYJET AIRLINE COMPANY LTD	S	318	0	0	82	12	2	4	0	0	10	80	11	326
	MONARCH AIRLINES	S	107	0	0	67	19	7	7	0	0	16	61	37	109
	NORWEGIAN AIR SHUTTLE	S	26	0	0	92	4	4	0	0	0	4	0	0	0
	THOMSON AIRWAYS LTD	C	27	0	0	85	0	4	11	0	0	18	71	17	34
<b>TOTAL MALAGA</b>			<b>712</b>	<b>1</b>	<b>1</b>	<b>74</b>	<b>14</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>19</b>	<b>697</b>
<b>MURCIA SAN JAVIER</b>	EASYJET AIRLINE COMPANY LTD	S	86	0	0	85	6	7	2	0	0	7	95	3	77

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2013

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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 MURCIA SAN JAVIER</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>95</b>	<b>3</b>	<b>77</b>
<b>PALMA DE MALLORCA</b>	AIR EUROPA	C	2	0	0	100	0	0	0	0	0	11	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	269	1	0	82	9	6	4	0	0	10	75	11	270
	MONARCH AIRLINES	S	117	0	0	56	21	9	8	5	1	35	42	33	89
	NORWEGIAN AIR SHUTTLE	S	10	0	0	50	30	20	0	0	0	20	0	0	0
	THOMAS COOK AIRLINES LTD	C	45	0	0	73	11	11	4	0	0	12	65	36	34
	THOMSON AIRWAYS LTD	C	130	0	0	73	17	4	5	2	0	16	76	13	140
<b>TOTAL PALMA DE MALLORCA</b>			<b>573</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>69</b>	<b>17</b>	<b>536</b>
<b>REUS</b>	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	0	57	24	7
	THOMSON AIRWAYS LTD	C	24	0	0	75	17	4	4	0	0	10	96	4	26
<b>TOTAL REUS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>8</b>	<b>33</b>
<b>SANTIAGO DE COMPOSTELA (SPAIN)</b>	EASYJET AIRLINE COMPANY LTD	S	24	0	0	88	4	4	4	0	0	10	0	0	0
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SEVILLE</b>	EASYJET AIRLINE COMPANY LTD	S	32	0	0	88	3	9	0	0	0	6	88	6	34
	RYANAIR	S	24	0	0	54	25	8	8	4	0	32	92	7	26
<b>TOTAL SEVILLE</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>90</b>	<b>6</b>	<b>60</b>
<b>VALENCIA</b>	EASYJET AIRLINE COMPANY LTD	S	120	0	0	83	10	7	1	0	0	7	81	13	120
<b>TOTAL VALENCIA</b>			<b>120</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>7</b>	<b>81</b>	<b>13</b>	<b>120</b>
<b>TOTAL SPAIN</b>			<b>3947</b>	<b>3</b>	<b>1</b>	<b>75</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>15</b>	<b>3331</b>
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	BRITISH AIRWAYS PLC	S	18	0	0	50	33	6	11	0	0	29	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	33	0	0	82	9	9	0	0	0	8	79	10	28
	MONARCH AIRLINES	S	58	0	0	40	33	16	9	3	0	32	55	27	44
	NORWEGIAN AIR SHUTTLE	S	18	0	0	94	6	0	0	0	0	2	0	0	0
	THOMAS COOK AIRLINES LTD	C	9	0	0	78	0	0	22	0	0	24	63	31	19
	THOMSON AIRWAYS LTD	C	35	0	0	80	3	6	6	6	0	22	88	8	34
	TRAVEL SERVICE AIRLINES	C	11	0	0	36	27	18	18	0	0	33	0	23	1
<b>TOTAL ARRECIFE</b>			<b>182</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>18</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>70</b>	<b>18</b>	<b>127</b>
<b>FUERTEVENTURA</b>	EASYJET AIRLINE COMPANY LTD	S	17	0	0	82	6	12	0	0	0	11	94	8	18
	MONARCH AIRLINES	C	4	0	0	100	0	0	0	0	0	0	0	0	0
	THOMAS COOK AIRLINES LTD	C	17	0	0	59	29	12	0	0	0	13	67	29	18
	THOMSON AIRWAYS LTD	C	16	0	0	81	19	0	0	0	0	8	89	13	18
<b>TOTAL FUERTEVENTURA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>17</b>	<b>54</b>
<b>LAS PALMAS</b>	EASYJET AIRLINE COMPANY LTD	S	32	0	0	88	13	0	0	0	0	5	65	25	26
	NORWEGIAN AIR SHUTTLE	S	34	0	0	88	9	3	0	0	0	6	0	0	0
	SMALL PLANET AIRLINES POLSKA	C	10	0	0	40	40	20	0	0	0	20	0	0	0
	THOMAS COOK AIRLINES LTD	C	18	0	0	72	17	6	6	0	0	13	69	37	16
	THOMSON AIRWAYS LTD	C	35	0	0	86	3	6	6	0	0	10	56	16	36
<b>TOTAL LAS PALMAS</b>			<b>129</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>62</b>	<b>23</b>	<b>78</b>
<b>SANTA CRUZ DE LA PALMA</b>	THOMSON AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	9	88	6	8
<b>TOTAL SANTA CRUZ DE LA PALMA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>6</b>	<b>8</b>
<b>TENERIFE (SURREINA SOFIA)</b>	BRITISH AIRWAYS PLC	S	42	0	0	52	14	26	7	0	0	23	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	78	0	0	87	8	4	1	0	0	7	84	11	69

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2013

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)										
TENERIFE (SURREINA SOFIA)	MONARCH AIRLINES	S	60	0	0	42	32	13	12	2	0	30	51	19	70
	NORWEGIAN AIR SHUTTLE	S	30	0	0	93	7	0	0	0	0	3	0	0	0
	THOMAS COOK AIRLINES LTD	C	20	0	0	65	20	5	0	10	0	42	82	41	11
	THOMSON AIRWAYS LTD	C	52	0	0	87	8	6	0	0	0	6	88	6	51
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>285</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>14</b>	<b>202</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>658</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>72</b>	<b>17</b>	<b>469</b>
<b>SRI LANKA</b>															
COLOMBO	BRITISH AIRWAYS PLC	S	26	0	0	50	12	12	19	0	8	119	0	0	0
<b>TOTAL COLOMBO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>12</b>	<b>12</b>	<b>19</b>	<b>0</b>	<b>8</b>	<b>119</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SRI LANKA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>12</b>	<b>12</b>	<b>19</b>	<b>0</b>	<b>8</b>	<b>119</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>ST LUCIA</b>															
ST LUCIA (HEWANORRA)	VIRGIN ATLANTIC AIRWAYS LTD	S	8	0	0	100	0	0	0	0	0	3	76	11	25
<b>TOTAL ST LUCIA (HEWANORRA)</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>76</b>	<b>11</b>	<b>25</b>
<b>TOTAL ST LUCIA</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>76</b>	<b>11</b>	<b>25</b>
<b>SWEDEN</b>															
GOTEBORG	NORWEGIAN AIR SHUTTLE	S	52	0	0	81	4	8	8	0	0	14	88	4	50
<b>TOTAL GOTEBORG</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>4</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>88</b>	<b>4</b>	<b>50</b>
STOCKHOLM (ARLANDA)	NORWEGIAN AIR SHUTTLE	S	257	0	0	90	4	4	1	0	0	5	83	8	160
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>257</b>	<b>1</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>8</b>	<b>160</b>
<b>TOTAL SWEDEN</b>			<b>309</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>6</b>	<b>270</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	EASYJET AIRLINE COMPANY LTD	S	66	0	0	71	17	9	3	0	0	14	83	9	58
	EASYJET SWITZERLAND	S	86	0	0	93	3	2	1	0	0	6	90	10	84
<b>TOTAL BASLE MULHOUSE</b>			<b>152</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>10</b>	<b>87</b>	<b>10</b>	<b>142</b>
GENEVA	AER LINGUS	C	2	0	0	100	0	0	0	0	0	3	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	118	0	0	75	13	8	4	0	0	11	68	16	108
	EASYJET SWITZERLAND	S	198	0	0	77	15	6	1	2	0	12	80	12	196
<b>TOTAL GENEVA</b>			<b>318</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>13</b>	<b>304</b>
ZURICH	EASYJET AIRLINE COMPANY LTD	S	112	0	0	78	12	4	5	1	0	14	67	16	110
<b>TOTAL ZURICH</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>16</b>	<b>110</b>
<b>TOTAL SWITZERLAND</b>			<b>582</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>13</b>	<b>556</b>
<b>TRINIDAD AND TOBAGO</b>															
PORT OF SPAIN	BRITISH AIRWAYS PLC	S	42	0	0	71	19	5	5	0	0	13	73	16	51
	CARIBBEAN AIRLINES	S	26	0	0	35	15	15	27	0	8	147	67	13	18
<b>TOTAL PORT OF SPAIN</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>18</b>	<b>9</b>	<b>13</b>	<b>0</b>	<b>3</b>	<b>64</b>	<b>71</b>	<b>15</b>	<b>69</b>
TOBAGO	BRITISH AIRWAYS PLC	S	8	0	0	50	25	25	0	0	0	18	67	7	9
	MONARCH AIRLINES	C	8	0	0	38	50	13	0	0	0	19	33	22	6
<b>TOTAL TOBAGO</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>38</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>53</b>	<b>13</b>	<b>15</b>
<b>TOTAL TRINIDAD AND TOBAGO</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>21</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>2</b>	<b>55</b>	<b>68</b>	<b>15</b>	<b>84</b>

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TUNISIA</b>															
ENFIDHA - HAMMAMET INTL	CROATIA AIRLINES	C	8	0	0	63	38	0	0	0	0	12	0	0	0
	MONARCH AIRLINES	C	4	0	0	50	0	50	0	0	0	22	0	0	0
	NOUVELAIR TUNISIE	C	8	0	0	75	25	0	0	0	0	8	33	167	3
	THOMAS COOK AIRLINES LTD	C	48	0	0	77	6	2	15	0	0	17	69	39	42
	THOMSON AIRWAYS LTD	C	34	0	0	94	3	3	0	0	0	5	89	9	36
	TUNISAIR	C	8	0	0	25	25	38	13	0	0	30	0	51	10
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>33</b>	<b>91</b>
JERBA	THOMAS COOK AIRLINES LTD	C	9	0	0	67	11	0	22	0	0	31	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	10	88	16	8
<b>TOTAL JERBA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>65</b>	<b>39</b>	<b>17</b>
TUNIS	BRITISH AIRWAYS PLC	S	24	0	0	29	33	29	8	0	0	29	43	23	44
<b>TOTAL TUNIS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>33</b>	<b>29</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>43</b>	<b>23</b>	<b>44</b>
<b>TOTAL TUNISIA</b>			<b>151</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>61</b>	<b>31</b>	<b>152</b>
<b>TURKEY</b>															
ANTALYA	EASYJET AIRLINE COMPANY LTD	S	46	0	0	74	15	9	2	0	0	12	72	14	46
	FREEBIRD AIRLINES	C	7	0	0	57	0	14	29	0	0	30	100	9	2
	MONARCH AIRLINES	S	26	0	0	62	31	8	0	0	0	14	38	34	26
	ONUR AIR	C	2	0	0	100	0	0	0	0	0	11	33	43	3
	PEGASUS AIRLINES	C	6	0	0	67	0	33	0	0	0	14	100	0	2
	THOMAS COOK AIRLINES LTD	C	57	0	0	74	12	9	5	0	0	14	81	22	68
	THOMSON AIRWAYS LTD	C	40	0	0	80	8	5	8	0	0	16	94	3	32
<b>TOTAL ANTALYA</b>			<b>185</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>18</b>	<b>179</b>
BODRUM (MILAS)	EASYJET AIRLINE COMPANY LTD	S	48	0	0	77	15	6	2	0	0	9	84	12	44
	FREEBIRD AIRLINES	C	2	0	0	100	0	0	0	0	0	7	0	0	0
	MONARCH AIRLINES	S	22	0	0	68	18	5	9	0	0	17	35	19	20
	PEGASUS AIRLINES	C	8	0	0	100	0	0	0	0	0	3	100	6	1
	PEGASUS AIRLINES	S	10	0	0	90	10	0	0	0	0	3	100	1	8
	THOMAS COOK AIRLINES LTD	C	34	0	0	85	6	3	3	3	0	14	74	18	38
	THOMSON AIRWAYS LTD	C	44	0	0	80	9	2	5	5	0	28	87	5	39
<b>TOTAL BODRUM (MILAS)</b>			<b>169</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>12</b>	<b>151</b>
DALAMAN	EASYJET AIRLINE COMPANY LTD	S	44	0	0	86	14	0	0	0	0	6	88	7	42
	FREEBIRD AIRLINES	C	8	0	0	88	13	0	0	0	0	7	100	3	5
	MONARCH AIRLINES	S	98	0	0	72	16	8	3	0	0	12	58	33	91
	MONARCH AIRLINES	C	18	0	0	61	17	0	17	6	0	41	50	80	8
	ONUR AIR	C	26	0	0	58	27	12	4	0	0	16	52	105	21
	PEGASUS AIRLINES	S	10	0	0	50	10	30	10	0	0	26	75	55	8
	THOMAS COOK AIRLINES LTD	C	126	0	0	75	6	4	14	0	0	20	85	16	91
	THOMSON AIRWAYS LTD	C	76	0	0	74	13	7	4	0	3	25	85	15	66
<b>TOTAL DALAMAN</b>			<b>406</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>28</b>	<b>333</b>
ISTANBUL	THY TURK HAVA YOLLARI TURKIS	S	120	0	0	82	13	5	1	0	0	9	85	7	120
<b>TOTAL ISTANBUL</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>7</b>	<b>120</b>
ISTANBUL (SABIHA GOKCEN)	THY TURK HAVA YOLLARI TURKIS	S	60	0	0	52	25	15	8	0	0	21	0	0	0
	TITAN AIRWAYS LTD	C	2	0	0	0	0	50	50	0	0	71	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2013

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 ISTANBUL (SABIHA GOKCEN)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>24</b>	<b>16</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>47</b>	2
<b>IZMIR (ADNAM MENDERES)</b>	EASYJET AIRLINE COMPANY LTD	S	34	0	0	85	9	6	0	0	0	6	83	8	18
	SUNEXPRESS	C	8	0	0	88	13	0	0	0	0	6	0	0	0
	THOMAS COOK AIRLINES LTD	C	16	0	0	44	19	13	25	0	0	37	56	57	18
	THOMSON AIRWAYS LTD	C	8	0	0	50	13	38	0	0	0	22	70	37	10
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>67</b>	<b>35</b>	48
<b>TOTAL TURKEY</b>			<b>1008</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>20</b>	833
<b>UKRAINE</b>															
<b>KIEV (BORISPOL)</b>	UKRAINE INTERNATIONAL AIRLIN	S	114	1	0	54	24	17	6	0	0	20	32	28	62
<b>TOTAL KIEV (BORISPOL)</b>			<b>114</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>24</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>45</b>	<b>26</b>	106
<b>TOTAL UKRAINE</b>			<b>114</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>24</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>45</b>	<b>26</b>	106
<b>UNITED ARAB EMIRATES</b>															
<b>DUBAI</b>	EMIRATES	S	180	0	0	68	20	9	3	0	0	13	76	12	180
<b>TOTAL DUBAI</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>20</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>12</b>	180
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>20</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>12</b>	180
<b>UNITED KINGDOM</b>															
<b>ABERDEEN</b>	EASYJET AIRLINE COMPANY LTD	S	108	0	0	82	12	3	3	0	0	8	78	13	110
<b>TOTAL ABERDEEN</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>11</b>	270
<b>BELFAST CITY (GEORGE BEST)</b>	AER LINGUS	S	170	0	0	90	4	4	2	0	0	5	0	0	0
	FLYBE LTD	S	222	0	1	79	13	7	1	0	0	9	87	7	244
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>392</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>7</b>	244
<b>BELFAST INTERNATIONAL</b>	EASYJET AIRLINE COMPANY LTD	S	266	0	0	88	7	4	1	0	0	6	84	10	220
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>267</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>84</b>	<b>10</b>	220
<b>EDINBURGH</b>	BRITISH AIRWAYS PLC	S	220	0	0	63	18	15	5	0	0	17	76	12	238
	EASYJET AIRLINE COMPANY LTD	S	244	0	0	77	13	5	5	0	0	11	80	10	220
<b>TOTAL EDINBURGH</b>			<b>464</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>11</b>	458
<b>GLASGOW</b>	BRITISH AIRWAYS PLC	S	213	0	0	75	9	7	8	0	0	15	74	12	228
	EASYJET AIRLINE COMPANY LTD	S	198	0	0	69	14	11	7	0	0	17	73	13	200
<b>TOTAL GLASGOW</b>			<b>411</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>12</b>	428
<b>GUERNSEY</b>	AURIGNY AIR SERVICES	S	312	0	20	73	12	6	8	1	0	20	89	7	320
	FLYBE LTD	S	278	0	4	76	11	7	6	0	0	15	88	5	283
<b>TOTAL GUERNSEY</b>			<b>590</b>	<b>0</b>	<b>24</b>	<b>74</b>	<b>12</b>	<b>6</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>89</b>	<b>6</b>	603
<b>INVERNESS</b>	EASYJET AIRLINE COMPANY LTD	S	82	0	0	67	17	10	4	2	0	19	60	18	80
	FLYBE LTD	S	162	0	0	85	12	1	1	1	0	7	93	3	160
<b>TOTAL INVERNESS</b>			<b>244</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>8</b>	240
<b>ISLE OF MAN</b>	EASYJET AIRLINE COMPANY LTD	S	60	0	0	82	10	3	5	0	0	12	0	0	0
	FLYBE LTD	S	220	0	1	80	12	5	1	1	0	11	84	9	220
<b>TOTAL ISLE OF MAN</b>			<b>280</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>9</b>	220
<b>JERSEY</b>	BRITISH AIRWAYS PLC	S	280	0	0	70	16	11	3	0	0	14	68	15	299
	FLYBE LTD	S	258	0	1	81	13	5	1	0	0	9	91	6	300

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2013

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 JERSEY</b>			<b>538</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>14</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>11</b>	599
MANCHESTER	MONARCH AIRLINES	C	5	1	0	60	20	0	20	0	0	32	0	0	0
<b>TOTAL MANCHESTER</b>			<b>6</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>33</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>79</b>	<b>17</b>	174
NEWCASTLE	FLYBE LTD	S	152	0	2	86	11	3	1	0	0	6	77	16	168
<b>TOTAL NEWCASTLE</b>			<b>152</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>16</b>	168
NEWQUAY	FLYBE LTD	S	163	0	5	91	2	2	4	1	0	8	91	8	180
<b>TOTAL NEWQUAY</b>			<b>163</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>8</b>	180
<b>TOTAL UNITED KINGDOM</b>			<b>3616</b>	<b>1</b>	<b>34</b>	<b>78</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>10</b>	3804
<b>USA</b>															
LAS VEGAS	BRITISH AIRWAYS PLC	S	26	0	0	54	19	8	19	0	0	27	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	67	22	5	7	0	0	16	68	25	60
<b>TOTAL LAS VEGAS</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>21</b>	<b>6</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>68</b>	<b>25</b>	60
MINNEAPOLIS-ST PAUL	NORTH AMERICAN AIRLINES	C	2	0	0	50	50	0	0	0	0	10	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL MINNEAPOLIS-ST PAUL</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	0
ORLANDO	BRITISH AIRWAYS PLC	S	86	0	0	65	19	10	6	0	0	19	81	15	84
	VIRGIN ATLANTIC AIRWAYS LTD	S	77	0	0	65	14	17	4	0	0	16	63	21	73
<b>TOTAL ORLANDO</b>			<b>163</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>17</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>73</b>	<b>18</b>	157
PITTSBURGH	VIRGIN ATLANTIC AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	19	0	0	0
<b>TOTAL PITTSBURGH</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	0
SANFORD	THOMAS COOK AIRLINES LTD	S	10	0	0	50	10	10	10	20	0	67	0	0	0
	THOMSON AIRWAYS LTD	C	17	0	0	41	24	12	24	0	0	36	72	59	18
<b>TOTAL SANFORD</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>18</b>	<b>11</b>	<b>18</b>	<b>7</b>	<b>0</b>	<b>46</b>	<b>68</b>	<b>34</b>	47
TAMPA	BRITISH AIRWAYS PLC	S	60	0	0	88	5	3	3	0	0	11	90	7	60
<b>TOTAL TAMPA</b>			<b>60</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>11</b>	<b>90</b>	<b>7</b>	60
<b>TOTAL USA</b>			<b>344</b>	<b>3</b>	<b>0</b>	<b>67</b>	<b>16</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>75</b>	<b>19</b>	383
<b>VIETNAM</b>															
HANOI	VIETNAM AIRLINES	S	16	0	0	50	6	25	6	0	13	188	100	5	16
<b>TOTAL HANOI</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>6</b>	<b>25</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>188</b>	<b>100</b>	<b>5</b>	16
HO CHI MINH CITY	VIETNAM AIRLINES	S	22	0	0	82	5	5	9	0	0	17	82	7	17
<b>TOTAL HO CHI MINH CITY</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>5</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>82</b>	<b>7</b>	17
<b>TOTAL VIETNAM</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>5</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>91</b>	<b>6</b>	33
<b>TOTAL GATWICK</b>			<b>23712</b>	<b>16</b>	<b>108</b>	<b>76</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>14</b>	22833



CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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>															
SALZBURG	FLYBE LTD	C	5	0	0	60	40	0	0	0	0	10	43	20	7
<b>TOTAL SALZBURG</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>43</b>	<b>20</b>	<b>7</b>
<b>TOTAL AUSTRIA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>43</b>	<b>20</b>	<b>7</b>
<b>BELGIUM</b>															
ANTWERP	VLM (BELGIUM)	C	2	0	0	50	50	0	0	0	0	15	0	0	0
<b>TOTAL ANTWERP</b>			<b>2</b>	<b>2</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
BRUSSELS	CITY JET	C	2	0	0	0	50	50	0	0	0	35	0	0	0
	HMY AIRWAYS	C	4	0	0	25	0	75	0	0	0	33	0	0	0
	JETAIRFLY	C	2	0	0	50	50	0	0	0	0	9	100	6	2
<b>TOTAL BRUSSELS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>100</b>	<b>6</b>	<b>2</b>
<b>TOTAL BELGIUM</b>			<b>10</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>30</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>100</b>	<b>6</b>	<b>2</b>
<b>BULGARIA</b>															
BURGAS	BH AIR	C	9	0	0	89	11	0	0	0	0	8	78	10	9
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	0	13	0	0	25	106	50	41	8
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	75	24	8
<b>TOTAL BURGAS</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>37</b>	<b>68</b>	<b>25</b>	<b>25</b>
<b>TOTAL BULGARIA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>37</b>	<b>68</b>	<b>25</b>	<b>25</b>
<b>CANADA</b>															
TORONTO	AIR TRANSAT	S	44	0	0	93	5	0	0	2	0	6	92	6	48
<b>TOTAL TORONTO</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>22</b>	<b>54</b>
VANCOUVER	AIR TRANSAT	S	8	0	0	100	0	0	0	0	0	2	75	15	8
<b>TOTAL VANCOUVER</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>75</b>	<b>15</b>	<b>8</b>
<b>TOTAL CANADA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>20</b>	<b>64</b>
<b>CROATIA</b>															
PULA	JET2.COM LTD	S	6	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL PULA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CROATIA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>50</b>	<b>25</b>	<b>2</b>
<b>CYPRUS</b>															
LARNACA	THOMAS COOK AIRLINES LTD	C	18	0	0	28	33	17	22	0	0	41	68	37	25
	THOMSON AIRWAYS LTD	C	9	0	0	89	11	0	0	0	0	7	100	5	9
<b>TOTAL LARNACA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>26</b>	<b>11</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>76</b>	<b>28</b>	<b>34</b>
PAPHOS	JET2.COM LTD	S	18	0	0	89	6	6	0	0	0	4	78	24	18
	THOMSON AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	5	75	19	8
<b>TOTAL PAPHOS</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>4</b>	<b>69</b>	<b>27</b>	<b>42</b>
<b>TOTAL CYPRUS</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>72</b>	<b>27</b>	<b>76</b>
<b>DENMARK</b>															
COPENHAGEN	BMI REGIONAL	S	60	0	0	88	10	0	0	2	0	7	88	6	60

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2013

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 COPENHAGEN			60	0	0	88	10	0	0	2	0	7	88	6	60
TOTAL DENMARK			60	0	0	88	10	0	0	2	0	7	88	6	60
EGYPT															
SHARM EL SHEIKH (OPHIRA)	THOMAS COOK AIRLINES LTD	C	9	0	0	56	22	11	0	11	0	35	75	47	8
	THOMSON AIRWAYS LTD	C	17	0	0	88	6	6	0	0	0	6	78	11	18
TOTAL SHARM EL SHEIKH (OPHIRA)			26	0	0	77	12	8	0	4	0	16	77	22	26
TOTAL EGYPT			26	0	0	77	12	8	0	4	0	16	77	22	26
FRANCE															
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	60	0	0	85	5	10	0	0	0	6	79	10	52
	FLYBE LTD	S	60	0	0	85	2	8	2	3	0	17	88	14	60
TOTAL PARIS (CHARLES DE GAULLE)			120	0	0	85	3	9	1	2	0	12	84	12	112
TOTAL FRANCE			120	0	0	85	3	9	1	2	0	12	82	13	126
GERMANY															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	44	0	0	84	9	2	5	0	0	13	79	7	52
TOTAL BERLIN (SCHONEFELD)			44	0	0	84	9	2	5	0	0	13	79	7	52
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	52	0	0	83	10	6	2	0	0	9	0	0	0
TOTAL DUSSELDORF			52	0	0	83	10	6	2	0	0	9	0	0	0
TOTAL GERMANY			96	0	0	83	9	4	3	0	0	11	79	7	52
GREECE															
CORFU	THOMAS COOK AIRLINES LTD	C	9	0	0	56	0	0	44	0	0	42	31	39	16
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	38	27	8
TOTAL CORFU			17	0	0	76	0	0	24	0	0	24	33	35	24
HERAKLION	JET2.COM LTD	S	15	0	1	67	20	0	13	0	0	30	88	7	8
	THOMAS COOK AIRLINES LTD	C	16	0	0	63	19	0	6	0	13	71	53	37	15
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	5	75	17	8
TOTAL HERAKLION			39	0	1	69	18	0	8	0	5	41	68	24	31
KOS	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	0	25	0	0	22	75	48	8
TOTAL KOS			8	0	0	75	0	0	25	0	0	22	75	48	8
RHODES	JET2.COM LTD	S	8	0	0	63	38	0	0	0	0	9	50	11	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	0	25	0	0	22	100	4	8
	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	1	80	9	10
TOTAL RHODES			25	0	0	80	12	0	8	0	0	10	77	8	26
ZAKINTHOS	THOMAS COOK AIRLINES LTD	C	18	0	0	89	6	0	6	0	0	11	53	20	17
TOTAL ZAKINTHOS			18	0	0	89	6	0	6	0	0	11	56	22	25
TOTAL GREECE			107	0	1	77	10	0	11	0	2	25	61	24	114
ICELAND															
KEFLAVIK	ICELANDAIR	S	34	0	0	91	6	0	3	0	0	8	97	2	34
TOTAL KEFLAVIK			34	0	0	91	6	0	3	0	0	8	97	2	34

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Reporting Airport: GLASGOW (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 ICELAND			34	0	0	91	6	0	3	0	0	8	97	2	34
IRISH REPUBLIC															
CORK	AER ARANN	S	40	1	0	83	10	8	0	0	0	6	83	15	42
TOTAL CORK			40	1	0	83	10	8	0	0	0	6	83	15	42
DONEGAL	LOGANAIR	S	36	0	0	75	14	6	3	3	0	16	88	8	40
TOTAL DONEGAL			36	0	0	75	14	6	3	3	0	16	88	8	40
DUBLIN	AER ARANN	S	252	0	0	70	17	10	4	0	0	13	94	3	262
	CITY JET	C	2	0	0	50	0	0	50	0	0	72	0	0	0
TOTAL DUBLIN			255	0	0	70	16	9	4	0	0	14	94	3	262
SHANNON	FLYBE LTD	S	26	0	0	92	4	0	4	0	0	5	0	0	0
TOTAL SHANNON			26	0	0	92	4	0	4	0	0	5	0	0	0
TOTAL IRISH REPUBLIC			357	1	0	74	15	8	3	0	0	13	92	5	344
ITALY															
BERGAMO	SMALL PLANET AIRLINES POLSKA	C	2	0	0	0	50	50	0	0	0	31	0	0	0
TOTAL BERGAMO			2	0	0	0	50	50	0	0	0	31	0	0	0
MILAN (MALPENSA)	NEOS SPA	C	2	0	0	50	0	50	0	0	0	28	0	0	0
TOTAL MILAN (MALPENSA)			2	0	0	50	0	50	0	0	0	28	0	0	0
NAPLES	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	9	50	13	8
TOTAL NAPLES			8	0	0	88	13	0	0	0	0	9	50	13	8
ROME (FIUMICINO)	JET2.COM LTD	S	26	0	0	62	19	15	4	0	0	19	58	23	26
TOTAL ROME (FIUMICINO)			26	0	0	62	19	15	4	0	0	19	58	23	26
VENICE	BA CITYFLYER LTD	C	6	0	0	67	17	17	0	0	0	12	70	13	10
TOTAL VENICE			6	0	0	67	17	17	0	0	0	12	82	10	17
VERONA VILLAFRANCA	THOMSON AIRWAYS LTD	C	12	0	0	83	17	0	0	0	0	4	71	74	14
TOTAL VERONA VILLAFRANCA			12	0	0	83	17	0	0	0	0	4	71	74	14
TOTAL ITALY			56	2	0	68	18	13	2	0	0	14	66	29	65
MACEDONIA															
SKOPJE	DANISH AIR TRANSPORT	C	2	0	0	100	0	0	0	0	0	5	0	0	0
TOTAL SKOPJE			2	0	0	100	0	0	0	0	0	5	100	15	1
TOTAL MACEDONIA			2	0	0	100	0	0	0	0	0	5	100	15	1
MALTA															
MALTA	AIR MALTA	C	8	0	0	50	38	0	13	0	0	20	0	0	0
TOTAL MALTA			8	0	0	50	38	0	13	0	0	20	63	18	8
TOTAL MALTA			8	0	0	50	38	0	13	0	0	20	63	18	8
MEXICO															
CANCUN	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	13	13	0	0	32	57	44	7
	THOMSON AIRWAYS LTD	C	9	0	0	89	11	0	0	0	0	9	63	24	8

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			Actual (7)	Plan (8)											
<b>TOTAL CANCUN</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>60</b>	<b>33</b>	<b>15</b>
<b>TOTAL MEXICO</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>60</b>	<b>33</b>	<b>15</b>
<b>NETHERLANDS</b>															
<b>AMSTERDAM</b>	EASYJET AIRLINE COMPANY LTD	S	56	0	0	88	2	5	5	0	0	8	90	4	58
	KLM	S	124	0	0	86	9	2	2	0	0	9	85	6	62
	KLM CITYHOPPER	S	176	0	0	92	6	1	1	0	0	5	83	9	236
<b>TOTAL AMSTERDAM</b>			<b>356</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>8</b>	<b>356</b>
<b>MAASTRICHT</b>	DENIM AIR	C	2	0	0	50	0	50	0	0	0	24	0	0	0
<b>TOTAL MAASTRICHT</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>24</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NETHERLANDS</b>			<b>358</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>8</b>	<b>356</b>
<b>POLAND</b>															
<b>GDANSK</b>	WIZZ AIR	S	18	0	0	67	11	17	6	0	0	15	0	0	0
<b>TOTAL GDANSK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>WARSAW</b>	WIZZ AIR	S	18	0	0	61	22	17	0	0	0	15	0	0	0
<b>TOTAL WARSAW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>22</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL POLAND</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>17</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>50</b>	<b>16</b>	<b>2</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
<b>FARO</b>	BA CITYFLYER LTD	C	8	0	0	100	0	0	0	0	0	2	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	16	0	0	88	6	6	0	0	0	5	89	4	18
	JET2.COM LTD	S	34	0	0	88	3	3	6	0	0	9	78	16	36
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	5	100	2	8
<b>TOTAL FARO</b>			<b>66</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>7</b>	<b>79</b>	<b>13</b>	<b>71</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>66</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>7</b>	<b>77</b>	<b>14</b>	<b>73</b>
<b>PORTUGAL(MADEIRA)</b>															
<b>FUNCHAL</b>	THOMAS COOK AIRLINES LTD	C	10	0	0	70	20	10	0	0	0	12	63	28	8
<b>TOTAL FUNCHAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>63</b>	<b>28</b>	<b>8</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>63</b>	<b>28</b>	<b>8</b>
<b>SPAIN</b>															
<b>ALICANTE</b>	BA CITYFLYER LTD	C	14	0	0	79	21	0	0	0	0	9	75	10	8
	EASYJET AIRLINE COMPANY LTD	S	60	0	0	100	0	0	0	0	0	1	95	3	60
	JET2.COM LTD	S	52	0	0	92	4	0	2	2	0	11	47	24	34
	THOMAS COOK AIRLINES LTD	C	15	0	0	87	7	7	0	0	0	7	41	36	17
	THOMSON AIRWAYS LTD	C	10	0	0	90	0	10	0	0	0	6	80	16	10
<b>TOTAL ALICANTE</b>			<b>151</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>73</b>	<b>14</b>	<b>129</b>
<b>BARCELONA</b>	BA CITYFLYER LTD	C	10	0	0	50	20	10	20	0	0	42	90	7	10
	JET2.COM LTD	S	26	0	0	58	31	12	0	0	0	13	48	38	27
<b>TOTAL BARCELONA</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>27</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>59</b>	<b>29</b>	<b>37</b>
<b>IBIZA</b>	BA CITYFLYER LTD	C	10	0	0	60	0	40	0	0	0	19	100	3	10
	JET2.COM LTD	S	32	0	0	69	13	13	6	0	0	15	36	81	14
	THOMAS COOK AIRLINES LTD	C	16	0	0	63	0	13	25	0	0	33	61	12	18

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				Actual (7)	Plan (8)										
IBIZA	THOMSON AIRWAYS LTD	C	16	0	0	75	25	0	0	0	0	6	83	7	18
<b>TOTAL IBIZA</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>11</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>66</b>	<b>25</b>	<b>62</b>
MAHON	FLYBE LTD	C	6	0	0	50	33	0	17	0	0	39	17	38	6
	JET2.COM LTD	S	6	0	0	100	0	0	0	0	0	0	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	4	88	8	16
	THOMSON AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	12	75	9	8
<b>TOTAL MAHON</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>70</b>	<b>14</b>	<b>30</b>
MALAGA	BA CITYFLYER LTD	C	8	0	0	100	0	0	0	0	0	2	90	5	20
	EASYJET AIRLINE COMPANY LTD	S	60	0	0	90	5	3	2	0	0	4	93	3	60
	JET2.COM LTD	S	34	0	0	88	12	0	0	0	0	5	71	48	31
	THOMSON AIRWAYS LTD	C	8	0	0	75	0	0	25	0	0	18	88	3	8
<b>TOTAL MALAGA</b>			<b>110</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>5</b>	<b>87</b>	<b>15</b>	<b>119</b>
MURCIA SAN JAVIER	JET2.COM LTD	S	18	0	0	94	6	0	0	0	0	4	0	0	0
<b>TOTAL MURCIA SAN JAVIER</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>
PALMA DE MALLORCA	BA CITYFLYER LTD	C	33	0	0	67	9	15	3	6	0	26	90	8	20
	EASYJET AIRLINE COMPANY LTD	S	16	0	0	88	13	0	0	0	0	6	83	7	18
	JET2.COM LTD	S	64	0	0	80	9	6	3	2	0	14	65	15	48
	JETAIRFLY	C	8	0	0	38	38	13	13	0	0	25	0	0	0
	THOMAS COOK AIRLINES LTD	C	42	0	0	71	17	2	5	5	0	25	73	13	41
	THOMSON AIRWAYS LTD	C	32	0	0	81	16	3	0	0	0	7	43	31	28
<b>TOTAL PALMA DE MALLORCA</b>			<b>196</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>68</b>	<b>16</b>	<b>155</b>
REUS	BA CITYFLYER LTD	C	8	1	0	88	13	0	0	0	0	7	100	4	8
	FLYBE LTD	C	14	0	0	86	14	0	0	0	0	5	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	100	2	8
<b>TOTAL REUS</b>			<b>30</b>	<b>1</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>96</b>	<b>3</b>	<b>26</b>
<b>TOTAL SPAIN</b>			<b>644</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>17</b>	<b>558</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	JET2.COM LTD	S	17	1	0	76	18	6	0	0	0	9	75	28	8
	THOMAS COOK AIRLINES LTD	C	16	0	0	100	0	0	0	0	0	1	67	21	24
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	100	3	8
<b>TOTAL ARRECIFE</b>			<b>41</b>	<b>1</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>19</b>	<b>40</b>
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	C	9	0	0	56	22	22	0	0	0	16	30	39	10
<b>TOTAL FUERTEVENTURA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>30</b>	<b>39</b>	<b>10</b>
LAS PALMAS	JET2.COM LTD	S	9	0	0	78	22	0	0	0	0	8	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	25	0	25	0	0	33	88	4	8
	THOMSON AIRWAYS LTD	C	10	0	0	70	20	10	0	0	0	11	63	15	8
<b>TOTAL LAS PALMAS</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>22</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>10</b>	<b>16</b>
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	35	0	0	83	0	9	9	0	0	13	70	10	27
	THOMAS COOK AIRLINES LTD	C	34	0	0	74	24	0	0	0	3	20	72	25	43
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	56	43	9
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>77</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>70</b>	<b>22</b>	<b>80</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>154</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>69</b>	<b>21</b>	<b>146</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2013

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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>TUNISIA</b>															
ENFIDHA - HAMMAMET INTL	THOMAS COOK AIRLINES LTD	C	17	0	0	82	12	6	0	0	0	8	61	28	18
	THOMSON AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	7	0	0	0
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>61</b>	<b>28</b>	<b>18</b>
<b>TOTAL TUNISIA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>61</b>	<b>28</b>	<b>18</b>
<b>TURKEY</b>															
ANTALYA	PEGASUS AIRLINES	C	8	0	0	38	38	0	25	0	0	39	0	0	0
	THOMAS COOK AIRLINES LTD	C	17	0	0	53	24	12	0	12	0	52	73	35	33
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	5	50	26	8
<b>TOTAL ANTALYA</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>21</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>38</b>	<b>68</b>	<b>33</b>	<b>41</b>
BODRUM (MILAS)	JET2.COM LTD	S	16	0	0	75	6	13	0	0	6	34	0	0	0
	THOMAS COOK AIRLINES LTD	C	9	0	0	67	22	11	0	0	0	16	44	28	18
	THOMSON AIRWAYS LTD	C	9	0	0	89	11	0	0	0	0	3	75	16	8
<b>TOTAL BODRUM (MILAS)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>21</b>	<b>54</b>	<b>24</b>	<b>26</b>
DALAMAN	FREEBIRD AIRLINES	C	7	0	0	100	0	0	0	0	0	5	0	0	0
	JET2.COM LTD	S	34	0	0	82	18	0	0	0	0	6	84	7	25
	THOMAS COOK AIRLINES LTD	C	32	0	0	56	22	6	9	6	0	33	69	45	51
	THOMSON AIRWAYS LTD	C	19	0	0	100	0	0	0	0	0	2	63	23	16
<b>TOTAL DALAMAN</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>31</b>	<b>92</b>
<b>TOTAL TURKEY</b>			<b>159</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>21</b>	<b>68</b>	<b>30</b>	<b>159</b>
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	120	0	0	61	23	13	3	0	0	15	72	13	120
<b>TOTAL DUBAI</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>23</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>13</b>	<b>120</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>23</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>13</b>	<b>120</b>
<b>UNITED KINGDOM</b>															
BARRA	LOGANAIR	S	74	0	0	78	8	9	4	0	0	10	84	7	63
<b>TOTAL BARRA</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>7</b>	<b>63</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	253	0	3	91	2	4	2	0	0	6	86	9	243
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>253</b>	<b>0</b>	<b>3</b>	<b>91</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>9</b>	<b>243</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	208	0	0	97	1	1	1	0	0	2	99	1	204
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>208</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>99</b>	<b>1</b>	<b>204</b>
BENBECULA	LOGANAIR	S	93	0	0	82	5	6	6	0	0	11	84	11	92
<b>TOTAL BENBECULA</b>			<b>93</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>5</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>11</b>	<b>92</b>
BIRMINGHAM	FLYBE LTD	S	330	0	1	95	3	1	1	0	0	4	90	6	340
<b>TOTAL BIRMINGHAM</b>			<b>330</b>	<b>0</b>	<b>1</b>	<b>95</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>6</b>	<b>340</b>
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	172	0	0	89	6	3	2	0	0	6	93	8	154
<b>TOTAL BRISTOL</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>93</b>	<b>8</b>	<b>154</b>
CAMPBELTOWN	LOGANAIR	S	94	0	0	94	5	1	0	0	0	3	94	4	81
<b>TOTAL CAMPBELTOWN</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>94</b>	<b>4</b>	<b>81</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2013

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)
CARDIFF WALES	FLYBE LTD	S	39	0	0	87	3	0	8	3	0	16	69	10	16
<b>TOTAL CARDIFF WALES</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>10</b>	<b>16</b>
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	178	0	4	78	9	4	9	0	0	14	85	8	108
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>178</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>9</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>85</b>	<b>8</b>	<b>108</b>
EXETER	FLYBE LTD	S	52	0	0	87	6	6	2	0	0	9	86	7	49
<b>TOTAL EXETER</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>7</b>	<b>49</b>
GATWICK	BRITISH AIRWAYS PLC	S	213	0	0	72	14	6	8	0	0	16	69	13	228
	EASYJET AIRLINE COMPANY LTD	S	198	0	0	70	13	12	6	0	0	15	76	12	200
<b>TOTAL GATWICK</b>			<b>411</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>72</b>	<b>12</b>	<b>428</b>
GUERNSEY	BLUE ISLANDS LIMITED	C	4	0	0	50	0	0	25	25	0	92	0	0	0
<b>TOTAL GUERNSEY</b>			<b>4</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>92</b>	<b>0</b>	<b>0</b>	<b>0</b>
HEATHROW	BRITISH AIRWAYS PLC	S	515	0	0	55	17	19	8	0	0	22	68	14	503
<b>TOTAL HEATHROW</b>			<b>515</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>17</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>68</b>	<b>14</b>	<b>503</b>
ISLAY	LOGANAIR	S	101	5	2	84	3	3	5	5	0	21	93	8	101
<b>TOTAL ISLAY</b>			<b>101</b>	<b>5</b>	<b>2</b>	<b>84</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>21</b>	<b>93</b>	<b>8</b>	<b>101</b>
JERSEY	EASYJET AIRLINE COMPANY LTD	S	24	0	0	92	0	8	0	0	0	4	92	5	26
	FLYBE LTD	S	8	0	0	75	0	0	25	0	0	20	90	4	10
<b>TOTAL JERSEY</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>5</b>	<b>36</b>
KIRKWALL	LOGANAIR	S	59	1	0	80	2	0	19	0	0	23	85	8	60
<b>TOTAL KIRKWALL</b>			<b>59</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>85</b>	<b>8</b>	<b>60</b>
LEEDS BRADFORD	LOGANAIR	S	76	0	0	80	9	7	4	0	0	11	82	14	90
<b>TOTAL LEEDS BRADFORD</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>14</b>	<b>90</b>
LONDON CITY	BA CITYFLYER LTD	S	252	0	0	88	2	4	4	2	0	13	90	6	248
<b>TOTAL LONDON CITY</b>			<b>252</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>90</b>	<b>6</b>	<b>248</b>
LUTON	EASYJET AIRLINE COMPANY LTD	S	190	0	0	93	4	2	1	0	0	4	92	5	180
<b>TOTAL LUTON</b>			<b>190</b>	<b>1</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>92</b>	<b>5</b>	<b>180</b>
MANCHESTER	FLYBE LTD	S	139	0	4	82	7	9	2	0	0	8	87	11	126
<b>TOTAL MANCHESTER</b>			<b>139</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>7</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>11</b>	<b>126</b>
SOUTHAMPTON	FLYBE LTD	S	220	0	2	90	5	2	2	0	0	7	84	8	243
<b>TOTAL SOUTHAMPTON</b>			<b>220</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>8</b>	<b>243</b>
STANSTED	EASYJET AIRLINE COMPANY LTD	S	218	0	0	92	3	4	0	1	0	6	97	2	218
<b>TOTAL STANSTED</b>			<b>218</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>97</b>	<b>2</b>	<b>218</b>
STORNOWAY	LOGANAIR	S	202	0	1	83	7	4	4	1	0	13	89	9	199
<b>TOTAL STORNOWAY</b>			<b>202</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>89</b>	<b>9</b>	<b>199</b>
SUMBURGH	LOGANAIR	S	59	0	2	66	14	14	7	0	0	18	87	11	60
<b>TOTAL SUMBURGH</b>			<b>59</b>	<b>0</b>	<b>2</b>	<b>66</b>	<b>14</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>87</b>	<b>11</b>	<b>60</b>
TREE	LOGANAIR	S	54	0	0	85	4	9	2	0	0	7	80	11	49
<b>TOTAL TREE</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>11</b>	<b>49</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2013

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 UNITED KINGDOM			4025	8	19	82	7	6	4	0	0	11	85	9	3961
USA															
NEW YORK (NEWARK)	UNITED AIRLINES	S	60	0	0	83	5	3	7	2	0	14	88	5	52
TOTAL NEW YORK (NEWARK)			60	0	0	83	5	3	7	2	0	14	88	5	52
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	18	1	0	72	22	6	0	0	0	7	95	4	19
TOTAL ORLANDO			18	1	0	72	22	6	0	0	0	7	95	4	19
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	56	0	0	86	9	2	2	2	0	9	95	2	56
TOTAL PHILADELPHIA INTERNATIONAL			56	0	0	86	9	2	2	2	0	9	95	2	56
SANFORD	THOMAS COOK AIRLINES LTD	S	17	0	0	65	12	0	24	0	0	29	0	0	0
	THOMSON AIRWAYS LTD	C	10	0	0	50	20	20	10	0	0	20	75	10	8
TOTAL SANFORD			27	0	0	59	15	7	19	0	0	26	56	31	25
TOTAL USA			161	1	0	79	10	4	6	1	0	13	86	8	152
TOTAL GLASGOW			6797	17	20	81	9	6	4	1	0	12	82	11	6610



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2013

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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>ALGERIA</b>															
ALGIERS	AIR ALGERIE	S	44	0	0	16	14	30	41	0	0	54	27	40	44
TOTAL ALGIERS			44	0	0	16	14	30	41	0	0	54	27	40	44
TOTAL ALGERIA			44	0	0	16	14	30	41	0	0	54	27	40	44
<b>ANGOLA</b>															
LUANDA	BRITISH AIRWAYS PLC	S	17	0	0	71	12	12	6	0	0	16	88	7	17
TOTAL LUANDA			17	0	0	71	12	12	6	0	0	16	88	7	17
TOTAL ANGOLA			17	0	0	71	12	12	6	0	0	16	88	7	17
<b>ARGENTINA</b>															
BUENOS AIRES	BRITISH AIRWAYS PLC	S	60	0	0	77	18	2	3	0	0	13	83	10	60
TOTAL BUENOS AIRES			60	0	0	77	18	2	3	0	0	13	83	10	60
TOTAL ARGENTINA			60	0	0	77	18	2	3	0	0	13	83	10	60
<b>AUSTRALIA</b>															
MELBOURNE	QANTAS	S	59	0	0	76	17	5	2	0	0	9	80	33	60
TOTAL MELBOURNE			60	0	0	75	17	7	2	0	0	10	80	33	60
SYDNEY	BRITISH AIRWAYS PLC	S	60	0	0	72	8	10	5	3	2	38	77	15	60
	QANTAS	S	59	0	0	59	24	8	7	2	0	21	58	38	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	58	0	0	90	3	3	3	0	0	7	97	3	60
TOTAL SYDNEY			178	0	0	74	12	7	5	2	1	22	77	19	180
TOTAL AUSTRALIA			238	0	0	74	13	7	4	1	0	19	78	22	240
<b>AUSTRIA</b>															
VIENNA	BRITISH AIRWAYS PLC	S	290	0	0	81	11	5	2	0	0	9	86	6	300
	TYROLEAN AIRWAYS	S	179	0	0	80	11	8	1	0	0	9	77	9	240
TOTAL VIENNA			469	0	0	81	11	6	2	0	0	9	82	8	540
TOTAL AUSTRIA			469	0	0	81	11	6	2	0	0	9	82	8	540
<b>AZERBAIJAN</b>															
BAKU (HEYDER ALIYEV INT'L)	AZERBAIJAN AIRLINES (AZAL)	S	40	0	0	75	20	5	0	0	0	8	88	9	26
	BRITISH AIRWAYS PLC	S	60	0	0	82	10	8	0	0	0	9	0	0	0
TOTAL BAKU (HEYDER ALIYEV INT'L)			100	0	0	79	14	7	0	0	0	9	88	9	26
TOTAL AZERBAIJAN			100	0	0	79	14	7	0	0	0	9	88	9	26
<b>BAHRAIN</b>															
BAHRAIN	GULF AIR	S	119	0	1	81	12	6	2	0	0	9	86	6	116
TOTAL BAHRAIN			119	0	1	81	12	6	2	0	0	9	86	6	116
TOTAL BAHRAIN			119	0	1	81	12	6	2	0	0	9	86	6	116
<b>BANGLADESH</b>															
DHAKHA	BIMAN BANGLADESH AIRLINES	S	26	0	0	38	19	12	27	4	0	39	11	85	18
TOTAL DHAKHA			26	0	0	38	19	12	27	4	0	39	11	85	18

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Reporting Airport: HEATHROW (Full Analysis)

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			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL BANGLADESH			26	0	0	38	19	12	27	4	0	39	11	85	18
<b>BELGIUM</b>															
BRUSSELS	BRITISH AIRWAYS PLC	S	346	0	0	73	14	9	5	0	0	14	83	8	344
	BRUSSELS AIRLINES	S	172	0	0	76	13	8	3	0	0	11	83	7	238
TOTAL BRUSSELS			518	0	0	74	14	8	4	0	0	13	83	8	582
TOTAL BELGIUM			518	0	0	74	14	8	4	0	0	13	83	8	582
<b>BRAZIL</b>															
RIO DE JANEIRO (GALEAO)	BRITISH AIRWAYS PLC	S	58	0	0	60	22	12	5	0	0	18	58	27	52
	TAM LINHAS AEREAS	S	26	0	0	62	19	15	4	0	0	16	85	7	26
TOTAL RIO DE JANEIRO (GALEAO)			84	0	0	61	21	13	5	0	0	17	67	21	78
SAO PAULO (GUARULHOS)	BRITISH AIRWAYS PLC	S	60	0	0	75	13	7	5	0	0	11	82	12	60
	TAM LINHAS AEREAS	S	60	0	0	70	15	12	3	0	0	14	78	11	60
TOTAL SAO PAULO (GUARULHOS)			120	0	0	73	14	9	4	0	0	13	80	11	120
TOTAL BRAZIL			204	0	0	68	17	11	4	0	0	15	75	15	198
<b>BRUNEI</b>															
BANDAR SERI BEGAWAN	ROYAL BRUNEI AIRLINES	S	60	0	0	88	7	2	2	2	0	11	73	12	60
TOTAL BANDAR SERI BEGAWAN			60	0	0	88	7	2	2	2	0	11	73	12	60
TOTAL BRUNEI			60	0	0	88	7	2	2	2	0	11	73	12	60
<b>BULGARIA</b>															
SOFIA	BRITISH AIRWAYS PLC	S	60	0	0	75	13	10	2	0	0	9	87	4	60
	BULGARIA AIR	S	56	0	0	52	25	21	2	0	0	17	81	9	52
TOTAL SOFIA			116	0	0	64	19	16	2	0	0	13	84	6	112
TOTAL BULGARIA			116	0	0	64	19	16	2	0	0	13	84	6	112
<b>CANADA</b>															
CALGARY	AIR CANADA	S	60	0	0	83	12	2	3	0	0	10	75	18	60
	BRITISH AIRWAYS PLC	S	60	0	0	82	8	5	5	0	0	9	90	8	59
TOTAL CALGARY			120	0	0	83	10	3	4	0	0	9	82	13	119
EDMONTON	AIR CANADA	S	60	0	0	88	10	0	2	0	0	5	80	26	59
TOTAL EDMONTON			60	0	0	88	10	0	2	0	0	5	80	26	59
HALIFAX INT	AIR CANADA	S	60	0	0	78	18	2	2	0	0	8	83	10	60
TOTAL HALIFAX INT			60	0	0	78	18	2	2	0	0	8	83	10	60
MONTREAL (DORVAL)	AIR CANADA	S	60	0	0	67	20	8	5	0	0	16	80	20	60
	BRITISH AIRWAYS PLC	S	60	0	0	60	20	10	3	7	0	32	60	17	60
TOTAL MONTREAL (DORVAL)			120	0	0	63	20	9	4	3	0	24	70	19	120
OTTAWA INTERNATIONAL	AIR CANADA	S	60	0	0	80	12	3	3	0	2	19	85	6	60
TOTAL OTTAWA INTERNATIONAL			60	0	0	80	12	3	3	0	2	19	85	6	60
ST JOHNS	AIR CANADA	S	60	0	0	87	10	2	2	0	0	5	80	14	60
TOTAL ST JOHNS			60	0	0	87	10	2	2	0	0	5	80	14	60

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ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2013

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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)
TORONTO	AIR CANADA	S	296	1	2	71	16	9	3	1	0	16	74	20	300
	BRITISH AIRWAYS PLC	S	147	0	0	46	24	22	8	0	0	24	69	19	120
<b>TOTAL TORONTO</b>			<b>443</b>	<b>1</b>	<b>2</b>	<b>63</b>	<b>19</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>73</b>	<b>20</b>	<b>420</b>
VANCOUVER	AIR CANADA	S	60	0	0	85	5	7	2	0	2	17	58	38	60
	BRITISH AIRWAYS PLC	S	103	0	0	67	16	6	10	1	1	35	78	12	103
	VIRGIN ATLANTIC AIRWAYS LTD	S	33	0	0	85	9	0	6	0	0	7	83	10	35
<b>TOTAL VANCOUVER</b>			<b>196</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>5</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>73</b>	<b>20</b>	<b>198</b>
<b>TOTAL CANADA</b>			<b>1119</b>	<b>1</b>	<b>2</b>	<b>72</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>76</b>	<b>18</b>	<b>1096</b>
<b>CAYMAN ISLANDS</b>															
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	33	0	0	88	6	3	3	0	0	8	89	5	35
<b>TOTAL GRAND CAYMAN</b>			<b>33</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>89</b>	<b>5</b>	<b>35</b>
<b>TOTAL CAYMAN ISLANDS</b>			<b>33</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>89</b>	<b>5</b>	<b>35</b>
<b>CHINA</b>															
BEIJING	AIR CHINA	S	60	0	0	73	15	8	3	0	0	13	75	14	60
	BRITISH AIRWAYS PLC	S	59	0	1	44	25	22	8	0	0	24	78	14	60
<b>TOTAL BEIJING</b>			<b>119</b>	<b>0</b>	<b>1</b>	<b>59</b>	<b>20</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>77</b>	<b>14</b>	<b>120</b>
CHENGDU	BRITISH AIRWAYS PLC	S	8	0	0	88	13	0	0	0	0	9	0	0	0
<b>TOTAL CHENGDU</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
GUANGZHOU BAIYUN INTERNATIONAL	CHINA SOUTHERN	S	42	0	0	79	19	0	2	0	0	7	58	22	26
<b>TOTAL GUANGZHOU BAIYUN INTERNATIONAL</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>19</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>58</b>	<b>22</b>	<b>26</b>
SHANGHAI (PU DONG)	BRITISH AIRWAYS PLC	S	60	0	0	62	22	5	5	7	0	31	71	20	52
	CHINA EASTERN AIRLINES	S	34	0	1	88	6	6	0	0	0	6	94	5	36
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	80	7	7	7	0	0	13	85	8	59
<b>TOTAL SHANGHAI (PU DONG)</b>			<b>154</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>12</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>82</b>	<b>12</b>	<b>147</b>
<b>TOTAL CHINA</b>			<b>323</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>16</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>78</b>	<b>14</b>	<b>293</b>
<b>CROATIA</b>															
SPLIT	CROATIA AIRLINES	S	8	0	0	38	25	13	13	13	0	48	80	8	10
<b>TOTAL SPLIT</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>48</b>	<b>80</b>	<b>8</b>	<b>10</b>
ZAGREB	BRITISH AIRWAYS PLC	S	60	0	0	65	18	17	0	0	0	13	0	0	0
	CROATIA AIRLINES	S	68	0	0	63	15	16	4	1	0	20	66	15	68
<b>TOTAL ZAGREB</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>16</b>	<b>16</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>66</b>	<b>15</b>	<b>68</b>
<b>TOTAL CROATIA</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>17</b>	<b>16</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>68</b>	<b>14</b>	<b>78</b>
<b>CYPRUS</b>															
LARNACA	BRITISH AIRWAYS PLC	S	60	0	0	63	27	10	0	0	0	13	80	8	60
	CYPRUS AIRWAYS	S	120	0	0	71	17	13	0	0	0	11	78	10	120
<b>TOTAL LARNACA</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>20</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>12</b>	<b>240</b>
<b>TOTAL CYPRUS</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>20</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>12</b>	<b>240</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	BRITISH AIRWAYS PLC	S	278	0	0	73	15	6	5	0	0	13	88	6	300

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			Actual (7)	Plan (8)											
TOTAL PRAGUE			278	0	0	73	15	6	5	0	0	13	88	6	300
TOTAL CZECH REPUBLIC			278	0	0	73	15	6	5	0	0	13	88	6	300
DENMARK															
COPENHAGEN	BRITISH AIRWAYS PLC	S	340	0	0	73	9	12	6	0	0	14	85	8	338
	SAS	S	329	0	0	79	11	8	2	0	0	10	86	8	330
TOTAL COPENHAGEN			669	0	0	76	10	10	4	0	0	12	85	8	668
TOTAL DENMARK			669	0	0	76	10	10	4	0	0	12	85	8	668
EGYPT															
CAIRO	BRITISH AIRWAYS PLC	S	60	0	0	63	25	8	0	3	0	21	88	8	52
	EGYPT AIR	S	120	0	0	52	25	23	0	0	0	18	43	37	94
TOTAL CAIRO			180	0	0	56	25	18	0	1	0	19	60	25	154
LUXOR	EGYPT AIR	S	2	0	0	100	0	0	0	0	0	7	38	30	8
TOTAL LUXOR			2	0	0	100	0	0	0	0	0	7	38	30	8
TOTAL EGYPT			182	0	0	56	25	18	0	1	0	19	63	23	186
ETHIOPIA															
ADDIS ABABA	ETHIOPIAN AIRLINES	S	52	0	0	65	17	10	8	0	0	17	73	37	52
TOTAL ADDIS ABABA			52	0	0	65	17	10	8	0	0	17	73	37	52
TOTAL ETHIOPIA			52	0	0	65	17	10	8	0	0	17	73	37	52
FINLAND															
HELSINKI	BRITISH AIRWAYS PLC	S	120	0	0	63	13	13	10	1	0	23	86	7	120
	FINNAIR	S	241	0	0	84	9	4	4	0	0	8	88	6	240
TOTAL HELSINKI			361	0	0	77	10	7	6	0	0	13	87	6	360
TOTAL FINLAND			361	0	0	77	10	7	6	0	0	13	87	6	360
FRANCE															
BASTIA	BRITISH AIRWAYS PLC	C	7	0	0	86	14	0	0	0	0	4	78	6	9
TOTAL BASTIA			7	0	0	86	14	0	0	0	0	4	78	6	9
FIGARI	BRITISH AIRWAYS PLC	C	10	0	0	60	20	20	0	0	0	14	0	0	0
TOTAL FIGARI			10	0	0	60	20	20	0	0	0	14	0	0	0
LYON	BRITISH AIRWAYS PLC	S	229	0	0	69	12	14	5	0	0	14	78	11	180
TOTAL LYON			229	0	0	69	12	14	5	0	0	14	78	11	180
MARSEILLE	BRITISH AIRWAYS PLC	S	180	0	0	66	12	17	4	0	0	16	0	0	0
TOTAL MARSEILLE			180	0	0	66	12	17	4	0	0	16	0	0	0
NICE	BRITISH AIRWAYS PLC	S	419	0	0	65	18	14	3	0	0	15	79	11	521
TOTAL NICE			419	0	0	65	18	14	3	0	0	15	79	11	521
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	408	0	0	75	13	8	3	0	0	11	82	8	420
	BRITISH AIRWAYS PLC	S	394	0	0	69	15	10	6	0	0	16	84	9	396
TOTAL PARIS (CHARLES DE GAULLE)			802	0	0	72	14	9	4	0	0	13	83	8	816
PARIS (ORLY)	BRITISH AIRWAYS PLC	S	224	0	0	70	15	10	4	0	0	14	87	7	240

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			Actual (7)	Plan (8)											
<b>TOTAL PARIS (ORLY)</b>			<b>224</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>87</b>	<b>7</b>	240
TOULOUSE (BLAGNAC)	BRITISH AIRWAYS PLC	S	180	0	0	73	14	8	4	0	0	13	90	7	180
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>90</b>	<b>7</b>	180
<b>TOTAL FRANCE</b>			<b>2051</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>9</b>	1946
<b>GERMANY</b>															
BERLIN (TEGEL)	BRITISH AIRWAYS PLC	S	394	0	0	68	16	10	7	0	0	16	83	9	314
	LUFTHANSA	S	170	0	0	73	12	10	5	0	0	12	75	11	186
<b>TOTAL BERLIN (TEGEL)</b>			<b>564</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>10</b>	500
COLOGNE BONN	GERMANWINGS	S	154	0	0	74	12	10	5	0	0	14	88	5	178
<b>TOTAL COLOGNE BONN</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>88</b>	<b>5</b>	178
DUSSELDORF	BRITISH AIRWAYS PLC	S	323	0	0	71	15	10	2	1	0	15	84	8	295
	LUFTHANSA	S	287	0	0	74	12	12	2	0	0	11	70	13	282
<b>TOTAL DUSSELDORF</b>			<b>610</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>10</b>	577
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	400	0	0	65	16	14	5	0	0	17	73	13	386
	LUFTHANSA	S	716	0	0	75	16	8	1	0	0	12	76	11	692
<b>TOTAL FRANKFURT MAIN</b>			<b>1116</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>12</b>	1078
HAMBURG	BRITISH AIRWAYS PLC	S	300	0	0	73	15	9	3	0	0	11	85	8	284
	LUFTHANSA	S	170	0	0	78	9	14	0	0	0	9	87	5	172
<b>TOTAL HAMBURG</b>			<b>470</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>7</b>	456
HANOVER	BRITISH AIRWAYS PLC	S	180	0	0	79	6	9	6	0	0	13	86	6	160
<b>TOTAL HANOVER</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>6</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>86</b>	<b>6</b>	160
MUNICH	BRITISH AIRWAYS PLC	S	342	0	0	73	13	8	5	1	0	15	85	9	310
	LUFTHANSA	S	471	0	0	81	12	6	2	0	0	9	81	9	463
<b>TOTAL MUNICH</b>			<b>813</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>83</b>	<b>9</b>	773
STUTTGART	BRITISH AIRWAYS PLC	S	120	0	0	71	18	9	3	0	0	12	85	7	120
	GERMANWINGS	S	154	0	0	82	8	7	3	0	0	9	90	4	180
<b>TOTAL STUTTGART</b>			<b>274</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>10</b>	<b>88</b>	<b>6</b>	300
<b>TOTAL GERMANY</b>			<b>4181</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>9</b>	4022
<b>GHANA</b>															
ACCRA	BRITISH AIRWAYS PLC	S	60	0	0	55	17	18	10	0	0	21	72	15	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	32	0	0	53	38	6	3	0	0	15	71	11	42
<b>TOTAL ACCRA</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>24</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>72</b>	<b>14</b>	102
<b>TOTAL GHANA</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>24</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>72</b>	<b>14</b>	102
<b>GIBRALTAR</b>															
GIBRALTAR	BRITISH AIRWAYS PLC	S	78	0	0	81	9	8	3	0	0	8	88	16	60
<b>TOTAL GIBRALTAR</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>16</b>	60
<b>TOTAL GIBRALTAR</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>16</b>	60
<b>GREECE</b>															
ATHENS	AEGEAN AIRLINES	S	180	0	0	62	24	12	2	0	0	14	81	7	220

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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)										
ATHENS	BRITISH AIRWAYS PLC	S	230	0	0	73	12	10	5	0	0	14	83	10	230
<b>TOTAL ATHENS</b>			<b>410</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>17</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>9</b>	<b>452</b>
KOS	BRITISH AIRWAYS PLC	C	9	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL KOS</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>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
LEMNOS	BRITISH AIRWAYS PLC	C	7	0	0	57	29	14	0	0	0	11	0	0	0
<b>TOTAL LEMNOS</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>29</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
RHODES	BRITISH AIRWAYS PLC	C	8	0	0	88	0	13	0	0	0	9	92	8	12
<b>TOTAL RHODES</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>9</b>	<b>92</b>	<b>8</b>	<b>12</b>
SALONIKA	BRITISH AIRWAYS PLC	C	8	0	0	75	13	13	0	0	0	9	0	0	0
<b>TOTAL SALONIKA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GREECE</b>			<b>442</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>8</b>	<b>464</b>
<b>HONG KONG</b>															
HONG KONG (CHEK LAP KOK)	BRITISH AIRWAYS PLC	S	116	0	0	69	13	12	5	1	0	16	91	6	123
	CATHAY PACIFIC AIRWAYS	S	295	1	6	83	10	5	2	0	0	9	84	10	239
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>			<b>411</b>	<b>1</b>	<b>6</b>	<b>79</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>9</b>	<b>362</b>
<b>TOTAL HONG KONG</b>			<b>411</b>	<b>1</b>	<b>6</b>	<b>79</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>9</b>	<b>362</b>
<b>HUNGARY</b>															
BUDAPEST	BRITISH AIRWAYS PLC	S	180	0	0	59	19	12	9	0	0	20	73	15	180
<b>TOTAL BUDAPEST</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>19</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>73</b>	<b>15</b>	<b>180</b>
<b>TOTAL HUNGARY</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>19</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>73</b>	<b>15</b>	<b>180</b>
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	120	0	0	92	7	2	0	0	0	4	88	5	120
<b>TOTAL KEFLAVIK</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>5</b>	<b>120</b>
<b>TOTAL ICELAND</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>5</b>	<b>120</b>
<b>INDIA</b>															
BANGALORE (BENGALURU)	BRITISH AIRWAYS PLC	S	60	0	0	65	8	12	13	2	0	28	83	13	60
<b>TOTAL BANGALORE (BENGALURU)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>8</b>	<b>12</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>83</b>	<b>13</b>	<b>60</b>
CHENNAI	BRITISH AIRWAYS PLC	S	42	0	0	71	21	2	5	0	0	12	80	10	44
<b>TOTAL CHENNAI</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>21</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>10</b>	<b>44</b>
DELHI	AIR INDIA	S	119	1	0	87	8	3	3	0	0	7	0	0	0
	BRITISH AIRWAYS PLC	S	120	0	0	68	21	8	3	0	1	19	60	20	120
	JET AIRWAYS	S	60	0	0	92	7	2	0	0	0	4	90	5	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	87	10	2	2	0	0	6	73	10	60
<b>TOTAL DELHI</b>			<b>359</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>14</b>	<b>240</b>
HYDERABAD ( RAJIV GHANDI )	BRITISH AIRWAYS PLC	S	50	0	0	54	12	26	4	4	0	27	63	26	43
<b>TOTAL HYDERABAD ( RAJIV GHANDI )</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>12</b>	<b>26</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>27</b>	<b>63</b>	<b>26</b>	<b>43</b>
<b>MUMBAI</b>															
	AIR INDIA	S	59	0	0	68	10	19	3	0	0	15	73	16	44
	BRITISH AIRWAYS PLC	S	118	0	0	78	15	6	1	0	0	8	78	34	118
	JET AIRWAYS	S	120	0	0	88	7	3	2	0	0	6	82	9	120

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				Actual (7)	Plan (8)										
MUMBAI	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	83	10	5	2	0	0	7	0	0	0
<b>TOTAL MUMBAI</b>			<b>357</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>21</b>	282
<b>TOTAL INDIA</b>			<b>868</b>	<b>1</b>	<b>1</b>	<b>78</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>17</b>	755
<b>IRAN</b>															
TEHRAN IMAM KHOMEINI	IRAN AIR	S	26	0	1	38	15	15	19	8	4	61	85	6	26
<b>TOTAL TEHRAN IMAM KHOMEINI</b>			<b>26</b>	<b>0</b>	<b>1</b>	<b>38</b>	<b>15</b>	<b>15</b>	<b>19</b>	<b>8</b>	<b>4</b>	<b>61</b>	<b>83</b>	<b>9</b>	86
<b>TOTAL IRAN</b>			<b>26</b>	<b>0</b>	<b>1</b>	<b>38</b>	<b>15</b>	<b>15</b>	<b>19</b>	<b>8</b>	<b>4</b>	<b>61</b>	<b>83</b>	<b>9</b>	86
<b>IRISH REPUBLIC</b>															
CORK	AER LINGUS	S	232	0	2	86	8	5	0	0	0	8	94	3	240
<b>TOTAL CORK</b>			<b>232</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>94</b>	<b>3</b>	240
DUBLIN	AER LINGUS	S	733	0	2	81	9	6	4	0	10	92	4	755	
	BRITISH AIRWAYS PLC	S	459	0	0	68	15	12	4	0	18	79	11	312	
<b>TOTAL DUBLIN</b>			<b>1192</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>11</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>6</b>	1067	
SHANNON	AER LINGUS	S	181	0	0	83	8	6	4	0	10	90	6	180	
<b>TOTAL SHANNON</b>			<b>181</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>90</b>	<b>6</b>	180	
<b>TOTAL IRISH REPUBLIC</b>			<b>1605</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>10</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>89</b>	<b>6</b>	1487	
<b>ISRAEL</b>															
TEL AVIV	BRITISH AIRWAYS PLC	S	163	0	0	64	19	13	3	1	18	84	10	114	
	EL AL	S	76	0	0	62	20	18	0	0	16	76	13	74	
<b>TOTAL TEL AVIV</b>			<b>239</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>19</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>81</b>	<b>12</b>	188	
<b>TOTAL ISRAEL</b>			<b>239</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>19</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>81</b>	<b>12</b>	188	
<b>ITALY</b>															
BOLOGNA	BRITISH AIRWAYS PLC	S	180	0	0	56	18	16	9	1	1	30	83	8	60
<b>TOTAL BOLOGNA</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>18</b>	<b>16</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>30</b>	<b>83</b>	<b>8</b>	60
CAGLIARI (ELMAS)	BRITISH AIRWAYS PLC	C	15	0	0	87	0	13	0	0	9	95	2	19	
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>95</b>	<b>2</b>	19	
FLORENCE	VUELING AIRLINES	S	60	0	0	68	15	12	5	0	17	0	0	0	
<b>TOTAL FLORENCE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	0	
MILAN (LINATE)	ALITALIA (CAI)	S	221	0	0	80	10	6	4	0	9	79	9	280	
	BRITISH AIRWAYS PLC	S	375	0	0	73	15	7	5	0	14	83	8	319	
<b>TOTAL MILAN (LINATE)</b>			<b>596</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>9</b>	599	
MILAN (MALPENSA)	BRITISH AIRWAYS PLC	S	171	0	0	76	10	11	4	0	13	87	7	163	
<b>TOTAL MILAN (MALPENSA)</b>			<b>171</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>87</b>	<b>7</b>	163	
OLBIA	BRITISH AIRWAYS PLC	C	8	0	0	88	13	0	0	0	8	75	11	8	
<b>TOTAL OLBIA</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>8</b>	<b>75</b>	<b>11</b>	8	
PISA	BRITISH AIRWAYS PLC	S	68	0	0	74	16	6	4	0	12	91	5	70	
<b>TOTAL PISA</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>91</b>	<b>5</b>	70	
ROME (FIUMICINO)	ALITALIA (CAI)	S	180	0	0	76	14	8	2	0	11	54	18	240	

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				Actual (7)	Plan (8)										
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	C	4	0	0	50	0	25	25	0	0	44	50	20	2
	BRITISH AIRWAYS PLC	S	416	0	0	62	15	13	9	0	0	26	66	17	406
<b>TOTAL ROME (FIUMICINO)</b>			<b>600</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>15</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>61</b>	<b>17</b>	<b>648</b>
VENICE	BRITISH AIRWAYS PLC	S	94	0	0	71	17	10	2	0	0	12	79	9	98
	BRITISH AIRWAYS PLC	C	4	0	0	100	0	0	0	0	0	7	100	1	2
<b>TOTAL VENICE</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>9</b>	<b>100</b>
<b>TOTAL ITALY</b>			<b>1796</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>12</b>	<b>1667</b>
<b>JAPAN</b>															
TOKYO (HANEDA)	BRITISH AIRWAYS PLC	S	44	0	0	68	18	5	5	5	0	28	57	25	44
<b>TOTAL TOKYO (HANEDA)</b>			<b>44</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>28</b>	<b>57</b>	<b>25</b>	<b>44</b>
TOKYO (NARITA)	ALL NIPPON AIRWAYS	S	60	0	0	93	3	3	0	0	4	78	9	60	
	BRITISH AIRWAYS PLC	S	60	0	0	77	12	7	2	3	0	20	78	11	60
	JAPAN AIRLINES	S	60	0	0	90	3	2	5	0	0	8	80	10	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	82	12	3	0	0	3	18	78	8	60
<b>TOTAL TOKYO (NARITA)</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>12</b>	<b>79</b>	<b>9</b>	<b>240</b>
<b>TOTAL JAPAN</b>			<b>284</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>15</b>	<b>75</b>	<b>12</b>	<b>284</b>
<b>JORDAN</b>															
AMMAN	BRITISH AIRWAYS PLC	S	94	0	0	78	14	7	1	0	0	10	82	10	68
	ROYAL JORDANIAN	S	60	0	0	75	18	3	3	0	0	10	80	8	60
<b>TOTAL AMMAN</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>9</b>	<b>128</b>
<b>TOTAL JORDAN</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>9</b>	<b>128</b>
<b>KAZAKHSTAN</b>															
ALMATY	AIR ASTANA	S	16	0	0	75	13	13	0	0	0	9	61	23	18
	BRITISH AIRWAYS PLC	S	25	0	0	80	12	4	4	0	0	9	0	0	0
<b>TOTAL ALMATY</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>61</b>	<b>23</b>	<b>18</b>
<b>TOTAL KAZAKHSTAN</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>61</b>	<b>23</b>	<b>18</b>
<b>KENYA</b>															
NAIROBI	BRITISH AIRWAYS PLC	S	69	0	0	72	6	13	4	4	0	26	68	20	60
	KENYA AIRWAYS	S	60	0	0	93	3	3	0	0	0	3	92	5	72
<b>TOTAL NAIROBI</b>			<b>129</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>5</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>79</b>	<b>12</b>	<b>167</b>
<b>TOTAL KENYA</b>			<b>129</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>5</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>79</b>	<b>12</b>	<b>167</b>
<b>KUWAIT</b>															
KUWAIT	BRITISH AIRWAYS PLC	S	58	0	0	59	24	12	5	0	0	18	75	18	60
	KUWAIT AIRWAYS	S	60	0	0	35	25	28	8	3	0	37	44	36	66
<b>TOTAL KUWAIT</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>25</b>	<b>20</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>59</b>	<b>28</b>	<b>126</b>
<b>TOTAL KUWAIT</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>25</b>	<b>20</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>59</b>	<b>28</b>	<b>126</b>
<b>LEBANON</b>															
BEIRUT	BRITISH AIRWAYS PLC	S	85	0	0	72	16	8	4	0	0	12	79	14	58
	MEA	S	60	0	0	62	23	12	3	0	0	16	72	14	60



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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2012		
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			Actual (7)	Plan (8)											
TOTAL BEIRUT			145	0	0	68	19	10	3	0	0	14	75	14	118
TOTAL LEBANON			145	0	0	68	19	10	3	0	0	14	75	14	118
<b>LIBERIA</b>															
MONROVIA (ROBERTS)	BRITISH AIRWAYS PLC	S	26	0	0	65	23	8	4	0	0	17	0	0	0
TOTAL MONROVIA (ROBERTS)			26	0	0	65	23	8	4	0	0	17	0	0	0
TOTAL LIBERIA			26	0	0	65	23	8	4	0	0	17	0	0	0
<b>LIBYA</b>															
TRIPOLI	BRITISH AIRWAYS PLC	S	36	0	0	89	6	6	0	0	0	5	88	7	25
	LIBYAN ARAB AIRLINES	S	16	0	0	19	19	50	0	0	13	84	0	0	0
TOTAL TRIPOLI			52	0	0	67	10	19	0	0	4	30	88	7	25
TOTAL LIBYA			52	0	0	67	10	19	0	0	4	30	88	7	25
<b>LUXEMBOURG</b>															
LUXEMBOURG	BRITISH AIRWAYS PLC	S	120	0	0	86	9	4	1	0	0	7	80	13	100
TOTAL LUXEMBOURG			120	0	0	86	9	4	1	0	0	7	80	13	100
TOTAL LUXEMBOURG			120	0	0	86	9	4	1	0	0	7	80	13	100
<b>MALAYSIA</b>															
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-M	S	120	0	0	53	21	18	7	1	0	22	67	54	120
TOTAL KUALA LUMPUR (SEPANG)			120	0	0	53	21	18	7	1	0	22	67	54	120
TOTAL MALAYSIA			120	0	0	53	21	18	7	1	0	22	67	54	120
<b>MALTA</b>															
MALTA	AIR MALTA	S	128	0	0	84	9	7	0	0	0	8	77	10	128
TOTAL MALTA			128	0	0	84	9	7	0	0	0	8	77	10	128
TOTAL MALTA			128	0	0	84	9	7	0	0	0	8	77	10	128
<b>MAURITIUS</b>															
MAURITIUS	AIR MAURITIUS LTD	S	34	0	0	88	3	6	3	0	0	7	89	3	28
TOTAL MAURITIUS			34	0	0	88	3	6	3	0	0	7	89	3	28
TOTAL MAURITIUS			34	0	0	88	3	6	3	0	0	7	89	3	28
<b>MEXICO</b>															
MEXICO CITY	AEROMEXICO	S	26	0	0	50	8	27	15	0	0	27	0	0	0
	BRITISH AIRWAYS PLC	S	42	0	0	45	21	24	10	0	0	26	57	18	35
TOTAL MEXICO CITY			68	0	0	47	16	25	12	0	0	27	57	18	35
TOTAL MEXICO			68	0	0	47	16	25	12	0	0	27	57	18	35
<b>MOROCCO</b>															
AGADIR	BRITISH AIRWAYS PLC	S	18	0	0	72	11	11	6	0	0	13	89	8	18
TOTAL AGADIR			18	0	0	72	11	11	6	0	0	13	89	8	18
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	60	0	0	55	22	20	3	0	0	19	58	21	60

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Reporting Airport: HEATHROW (Full Analysis)

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL CASABLANCA MOHAMED V TANGIERS (IBN BATUTA)	ROYAL AIR MAROC	S	60	0	0	55	22	20	3	0	0	19	55	21	96
TOTAL TANGIERS (IBN BATUTA)			16	0	0	50	13	31	6	0	0	24	28	20	18
TOTAL MOROCCO			94	0	0	57	18	20	4	0	0	19	60	17	178
NETHERLANDS															
AMSTERDAM	BRITISH AIRWAYS PLC	S	453	0	0	62	19	13	5	0	0	17	72	14	446
	KLM	S	458	0	0	85	9	4	2	0	0	7	89	5	459
	KLM CITYHOPPER	S	186	0	0	87	9	3	1	1	0	6	91	5	178
TOTAL AMSTERDAM			1097	0	0	76	13	7	3	0	0	11	82	9	1083
ROTTERDAM	BRITISH AIRWAYS PLC	S	158	0	0	78	11	8	3	0	0	11	0	0	0
TOTAL ROTTERDAM			158	0	0	78	11	8	3	0	0	11	0	0	0
TOTAL NETHERLANDS			1255	0	0	76	13	7	3	0	0	11	82	9	1083
NEW ZEALAND															
AUCKLAND INTERNATIONAL	AIR NEW ZEALAND LTD	S	60	0	0	90	7	3	0	0	0	6	79	11	103
TOTAL AUCKLAND INTERNATIONAL			60	0	0	90	7	3	0	0	0	6	79	11	103
TOTAL NEW ZEALAND			60	0	0	90	7	3	0	0	0	6	79	11	103
NIGERIA															
ABUJA	BRITISH AIRWAYS PLC	S	60	0	0	55	28	17	0	0	0	17	85	11	60
TOTAL ABUJA			60	0	0	55	28	17	0	0	0	17	85	11	60
LAGOS	ARIK AIR	S	60	0	0	63	15	12	5	5	0	27	63	17	60
	BRITISH AIRWAYS PLC	S	60	0	0	37	15	30	13	5	0	42	67	14	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	75	13	5	7	0	0	12	88	4	60
TOTAL LAGOS			180	0	0	58	14	16	8	3	0	27	73	12	180
TOTAL NIGERIA			240	0	0	58	18	16	6	3	0	24	76	11	240
NORWAY															
BERGEN	BRITISH AIRWAYS PLC	S	116	0	0	78	8	8	6	0	0	12	85	7	60
TOTAL BERGEN			116	0	0	78	8	8	6	0	0	12	85	7	60
OSLO (GARDERMOEN)	BRITISH AIRWAYS PLC	S	276	0	0	78	12	8	1	0	0	9	81	10	234
	SAS	S	291	0	0	90	5	3	1	0	0	6	88	7	289
TOTAL OSLO (GARDERMOEN)			567	0	0	84	9	6	1	0	0	7	85	8	523
STAVANGER	BRITISH AIRWAYS PLC	S	120	0	0	72	14	7	8	0	0	14	92	3	60
	SAS	S	112	0	0	84	7	4	5	0	0	8	89	5	100
TOTAL STAVANGER			232	0	0	78	11	5	6	0	0	11	90	4	160
TOTAL NORWAY			915	0	0	82	9	6	3	0	0	9	86	7	743
OMAN															
MUSCAT	BRITISH AIRWAYS PLC	S	60	0	0	82	8	5	3	2	0	12	90	6	58
	OMAN AIR	S	60	0	0	72	18	10	0	0	0	11	88	4	60
TOTAL MUSCAT			120	0	0	77	13	8	2	1	0	12	89	5	118

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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 OMAN</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>89</b>	<b>5</b>	<b>118</b>
<b>PAKISTAN</b>															
<b>ISLAMABAD</b>	PAKISTAN INTL AIRLINES	S	36	0	0	61	8	22	8	0	0	19	61	15	36
<b>TOTAL ISLAMABAD</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>8</b>	<b>22</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>61</b>	<b>15</b>	<b>36</b>
<b>KARACHI</b>	PAKISTAN INTL AIRLINES	S	22	0	0	55	14	27	5	0	0	23	40	74	20
<b>TOTAL KARACHI</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>14</b>	<b>27</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>40</b>	<b>74</b>	<b>20</b>
<b>LAHORE</b>	PAKISTAN INTL AIRLINES	S	24	0	0	58	21	8	13	0	0	23	35	52	26
<b>TOTAL LAHORE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>21</b>	<b>8</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>35</b>	<b>52</b>	<b>26</b>
<b>TOTAL PAKISTAN</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>13</b>	<b>20</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>45</b>	<b>44</b>	<b>86</b>
<b>POLAND</b>															
<b>WARSAW</b>	BRITISH AIRWAYS PLC	S	120	0	0	72	18	5	3	2	0	15	81	9	120
	LOT-POLISH AIRLINES	S	171	0	0	74	14	8	4	0	0	12	69	14	169
<b>TOTAL WARSAW</b>			<b>291</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>12</b>	<b>289</b>
<b>TOTAL POLAND</b>			<b>291</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>12</b>	<b>289</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
<b>LISBON</b>	AIR PORTUGAL	S	376	0	0	58	17	17	8	0	0	20	53	24	377
	BRITISH AIRWAYS PLC	S	180	0	0	62	16	13	7	2	0	20	90	5	180
<b>TOTAL LISBON</b>			<b>556</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>17</b>	<b>16</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>65</b>	<b>18</b>	<b>557</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>556</b>	<b>1</b>	<b>0</b>	<b>59</b>	<b>17</b>	<b>16</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>65</b>	<b>18</b>	<b>557</b>
<b>QATAR</b>															
<b>DOHA</b>	BRITISH AIRWAYS PLC	S	60	0	0	77	18	3	2	0	0	8	85	9	60
	QATAR AIRWAYS	S	300	0	0	76	11	9	2	1	0	13	81	11	300
<b>TOTAL DOHA</b>			<b>360</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>11</b>	<b>360</b>
<b>TOTAL QATAR</b>			<b>360</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>11</b>	<b>360</b>
<b>REPUBLIC OF KOREA</b>															
<b>SEOUL (INCHEON)</b>	ASIANA AIRLINES	S	60	0	0	77	17	5	2	0	0	9	77	13	60
	BRITISH AIRWAYS PLC	S	50	0	0	62	18	10	6	4	0	24	0	0	0
	KOREAN AIR	S	60	0	0	78	15	5	2	0	0	9	73	11	60
<b>TOTAL SEOUL (INCHEON)</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>12</b>	<b>120</b>
<b>TOTAL REPUBLIC OF KOREA</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>12</b>	<b>120</b>
<b>REPUBLIC OF SERBIA</b>															
<b>BELGRADE</b>	JATAIRWAYS	S	78	0	0	82	6	6	5	0	0	10	80	8	80
<b>TOTAL BELGRADE</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>8</b>	<b>80</b>
<b>TOTAL REPUBLIC OF SERBIA</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>8</b>	<b>80</b>
<b>REPUBLIC OF SOUTH AFRICA</b>															
<b>CAPE TOWN</b>	BRITISH AIRWAYS PLC	S	60	0	0	73	13	8	5	0	0	15	65	15	60
<b>TOTAL CAPE TOWN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>65</b>	<b>15</b>	<b>60</b>
<b>JOHANNESBURG</b>	BRITISH AIRWAYS PLC	S	146	0	0	68	16	8	4	1	3	43	83	26	122

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				Actual (7)	Plan (8)										
JOHANNESBURG	SOUTH AFRICAN AIRWAYS	S	119	1	1	80	10	5	3	2	1	25	89	6	120
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	87	10	0	3	0	0	7	90	7	60
<b>TOTAL JOHANNESBURG</b>			<b>325</b>	<b>1</b>	<b>1</b>	<b>76</b>	<b>13</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>30</b>	<b>87</b>	<b>14</b>	<b>302</b>
<b>TOTAL REPUBLIC OF SOUTH AFRICA</b>			<b>385</b>	<b>1</b>	<b>1</b>	<b>76</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>27</b>	<b>83</b>	<b>14</b>	<b>362</b>
<b>ROMANIA</b>															
BUCHAREST (OTOPENI)	BRITISH AIRWAYS PLC	S	120	0	0	68	19	8	3	2	0	15	82	9	120
	TAROM	S	83	0	0	65	19	11	5	0	0	15	85	8	110
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>203</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>83</b>	<b>8</b>	<b>230</b>
IASI	TAROM	S	15	0	0	73	20	7	0	0	0	8	0	0	0
<b>TOTAL IASI</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>20</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 ROMANIA</b>			<b>218</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>83</b>	<b>8</b>	<b>230</b>
<b>RUSSIA</b>															
MOSCOW (DOMODEDOVO)	BRITISH AIRWAYS PLC	S	180	0	0	82	9	4	5	0	0	11	88	16	180
<b>TOTAL MOSCOW (DOMODEDOVO)</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>14</b>	<b>420</b>
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	182	0	0	83	14	3	1	0	0	6	76	16	184
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>182</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>16</b>	<b>184</b>
MOSCOW (VNUKOVO)	TRANSAERO AIRLINES	S	120	0	0	84	8	3	3	1	0	11	0	0	0
<b>TOTAL MOSCOW (VNUKOVO)</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
ST PETERSBURG	BRITISH AIRWAYS PLC	S	56	0	0	86	9	4	2	0	0	9	90	6	60
<b>TOTAL ST PETERSBURG</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>6</b>	<b>60</b>
<b>TOTAL RUSSIA</b>			<b>538</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>13</b>	<b>664</b>
<b>SAUDI ARABIA</b>															
JEDDAH	BRITISH AIRWAYS PLC	S	60	0	0	95	3	0	0	2	0	8	95	7	42
	SAUDI ARABIAN AIRLINES	S	60	0	0	72	13	10	5	0	0	16	80	7	60
<b>TOTAL JEDDAH</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>8</b>	<b>112</b>
RIYADH	BRITISH AIRWAYS PLC	S	60	0	0	65	10	20	5	0	0	17	45	26	58
	SAUDI ARABIAN AIRLINES	S	60	0	0	63	15	18	3	0	0	15	83	16	48
<b>TOTAL RIYADH</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>13</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>61</b>	<b>22</b>	<b>108</b>
<b>TOTAL SAUDI ARABIA</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>10</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>15</b>	<b>238</b>
<b>SINGAPORE</b>															
SINGAPORE	BRITISH AIRWAYS PLC	S	60	0	0	63	22	13	2	0	0	14	78	18	60
	SINGAPORE AIRLINES	S	240	0	0	66	18	14	2	0	0	14	76	11	202
<b>TOTAL SINGAPORE</b>			<b>300</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>12</b>	<b>262</b>
<b>TOTAL SINGAPORE</b>			<b>300</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>12</b>	<b>262</b>
<b>SPAIN</b>															
ALICANTE	BRITISH AIRWAYS PLC	S	15	0	0	47	27	20	7	0	0	23	0	0	0
<b>TOTAL ALICANTE</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>27</b>	<b>20</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
BARCELONA	BRITISH AIRWAYS PLC	S	457	0	0	71	15	12	2	0	0	12	80	10	510

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Reporting Airport: HEATHROW (Full Analysis)

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL BARCELONA</b>			<b>457</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>10</b>	510
BILBAO	VUELING AIRLINES	S	60	0	0	85	8	7	0	0	0	7	77	10	94
<b>TOTAL BILBAO</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>10</b>	94
IBIZA	BRITISH AIRWAYS PLC	S	18	0	0	56	28	11	6	0	17	0	0	0	0
<b>TOTAL IBIZA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>28</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	0
LA CORUNA	VUELING AIRLINES	S	60	0	0	77	13	8	2	0	9	80	11	60	
<b>TOTAL LA CORUNA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>11</b>	60	
MADRID	BRITISH AIRWAYS PLC	S	298	0	0	68	16	10	6	0	16	68	16	534	
	IBERIA	S	480	0	0	79	13	6	2	0	10	75	11	240	
<b>TOTAL MADRID</b>			<b>778</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>14</b>	774	
PALMA DE MALLORCA	BRITISH AIRWAYS PLC	S	18	0	0	44	22	22	11	0	27	0	0	0	
	VUELING AIRLINES	S	60	0	0	60	20	13	7	0	18	0	0	0	
<b>TOTAL PALMA DE MALLORCA</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>21</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	0	
<b>TOTAL SPAIN</b>			<b>1466</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>12</b>	1464	
<b>SRI LANKA</b>															
COLOMBO	SRILANKAN AIRLINES	S	88	0	0	65	10	15	8	0	2	41	82	24	72
<b>TOTAL COLOMBO</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>10</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>41</b>	<b>82</b>	<b>24</b>	72
<b>TOTAL SRI LANKA</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>10</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>41</b>	<b>82</b>	<b>24</b>	72
<b>SWEDEN</b>															
GOTEBORG	BRITISH AIRWAYS PLC	S	120	0	0	79	11	6	4	0	11	93	4	120	
	SAS	S	98	0	0	90	4	5	1	0	5	91	4	109	
<b>TOTAL GOTEBORG</b>			<b>218</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>4</b>	229	
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS PLC	S	332	0	0	73	12	12	3	0	12	77	14	266	
	SAS	S	323	0	0	83	8	6	2	1	9	88	6	315	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>655</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>10</b>	581	
<b>TOTAL SWEDEN</b>			<b>873</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>8</b>	810	
<b>SWITZERLAND</b>															
BASLE MULHOUSE	BRITISH AIRWAYS PLC	S	178	0	0	74	13	9	4	0	12	89	6	338	
<b>TOTAL BASLE MULHOUSE</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>89</b>	<b>6</b>	338	
GENEVA	BRITISH AIRWAYS PLC	S	413	0	0	71	15	13	2	0	12	83	9	484	
	SWISS AIRLINES	S	300	0	0	77	12	8	2	0	9	89	5	349	
<b>TOTAL GENEVA</b>			<b>713</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>8</b>	833	
ZURICH	BRITISH AIRWAYS PLC	S	350	0	0	69	18	10	3	0	14	79	10	350	
	SWISS AIRLINES	S	420	0	0	72	16	10	1	0	12	78	9	414	
<b>TOTAL ZURICH</b>			<b>770</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>10</b>	766	
<b>TOTAL SWITZERLAND</b>			<b>1661</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>8</b>	1937	
<b>TAIWAN</b>															
TAIPEI	EVA AIR	S	60	0	0	73	15	7	5	0	12	91	3	44	

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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)			
				Actual (7)	Plan (8)										
TOTAL TAIPEI			60	0	0	73	15	7	5	0	0	12	91	3	44
TOTAL TAIWAN			60	0	0	73	15	7	5	0	0	12	91	3	44
THAILAND															
BANGKOK SUVARNABHUMI	BRITISH AIRWAYS PLC	S	54	0	0	70	13	13	4	0	0	15	73	10	60
	THAI AIRWAYS INTERNATIONAL	S	120	0	0	77	18	6	0	0	0	9	93	4	120
TOTAL BANGKOK SUVARNABHUMI			174	0	0	75	16	8	1	0	0	11	86	6	180
TOTAL THAILAND			174	0	0	75	16	8	1	0	0	11	86	6	180
TUNISIA															
TUNIS	TUNISAIR	S	42	0	0	12	24	19	40	5	0	62	7	59	44
TOTAL TUNIS			42	0	0	12	24	19	40	5	0	62	7	59	44
TOTAL TUNISIA			42	0	0	12	24	19	40	5	0	62	7	59	44
TURKEY															
BODRUM (MILAS)	BRITISH AIRWAYS PLC	C	8	0	0	88	0	13	0	0	0	10	90	2	10
TOTAL BODRUM (MILAS)			8	0	0	88	0	13	0	0	0	10	90	2	10
ISTANBUL	BRITISH AIRWAYS PLC	S	180	0	0	67	18	11	3	2	0	18	81	13	180
	THY TURK HAVA YOLLARI TURKIS	S	270	0	0	65	21	10	3	1	0	15	79	8	268
TOTAL ISTANBUL			450	0	0	66	20	10	3	1	0	16	80	10	448
TOTAL TURKEY			458	0	0	66	20	10	3	1	0	16	80	10	458
TURKMENISTAN															
ASHKHABAD	TURKMENISTAN AIRLINES	S	16	0	0	69	19	6	6	0	0	14	67	12	18
TOTAL ASHKHABAD			16	0	0	69	19	6	6	0	0	14	67	12	18
TOTAL TURKMENISTAN			16	0	0	69	19	6	6	0	0	14	67	12	18
TURKS AND CAICOS ISLANDS															
PROVIDENCIALES	BRITISH AIRWAYS PLC	S	10	0	0	100	0	0	0	0	0	4	78	6	9
TOTAL PROVIDENCIALES			10	0	0	100	0	0	0	0	0	4	78	6	9
TOTAL TURKS AND CAICOS ISLANDS			10	0	0	100	0	0	0	0	0	4	78	6	9
UGANDA															
ENTEBBE	BRITISH AIRWAYS PLC	S	26	0	0	81	12	4	4	0	0	11	70	82	43
TOTAL ENTEBBE			26	0	0	81	12	4	4	0	0	11	70	82	43
TOTAL UGANDA			26	0	0	81	12	4	4	0	0	11	70	82	43
UKRAINE															
KIEV (BORISPOL)	BRITISH AIRWAYS PLC	S	104	0	0	82	14	3	1	0	0	8	84	9	102
TOTAL KIEV (BORISPOL)			104	0	0	82	14	3	1	0	0	8	84	9	102
TOTAL UKRAINE			104	0	0	82	14	3	1	0	0	8	84	9	102
UNITED ARAB EMIRATES															
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	180	0	0	66	16	13	5	0	0	16	91	5	180

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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 ABU DHABI INTERNATIONAL</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>91</b>	<b>5</b>	180
DUBAI	BRITISH AIRWAYS PLC	S	120	0	0	63	23	9	5	1	0	20	83	8	118
	EMIRATES	S	300	0	0	59	24	13	4	0	0	16	63	16	300
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	62	20	18	0	0	0	13	80	9	60
<b>TOTAL DUBAI</b>			<b>480</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>23</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>13</b>	478
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>660</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>21</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>11</b>	658
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS PLC	S	467	0	0	66	15	12	7	0	0	18	83	9	702
	VIRGIN ATLANTIC AIRWAYS LTD	S	176	0	1	91	4	5	0	0	0	4	0	0	0
<b>TOTAL ABERDEEN</b>			<b>643</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>12</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>9</b>	702
BELFAST CITY (GEORGE BEST)	AER LINGUS	S	176	0	0	93	3	4	0	0	0	3	0	0	0
	BRITISH AIRWAYS PLC	S	349	0	0	74	12	7	7	0	0	14	81	10	354
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>525</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>10</b>	354
EDINBURGH	BRITISH AIRWAYS PLC	S	664	0	0	63	14	17	5	0	0	17	76	11	966
	VIRGIN ATLANTIC AIRWAYS LTD	S	360	0	0	91	5	3	1	0	0	4	0	0	0
<b>TOTAL EDINBURGH</b>			<b>1024</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>11</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>11</b>	967
GLASGOW	BRITISH AIRWAYS PLC	S	515	0	0	61	16	16	7	0	0	19	74	12	503
<b>TOTAL GLASGOW</b>			<b>515</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>16</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>74</b>	<b>12</b>	503
LEEDS BRADFORD	BRITISH AIRWAYS PLC	S	172	0	0	72	16	9	3	0	0	13	0	0	0
<b>TOTAL LEEDS BRADFORD</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	0
MANCHESTER	BRITISH AIRWAYS PLC	S	576	0	0	64	16	15	5	0	0	17	81	10	822
	VIRGIN ATLANTIC AIRWAYS LTD	S	232	0	1	81	12	7	0	0	0	7	0	0	0
<b>TOTAL MANCHESTER</b>			<b>808</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>15</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>81</b>	<b>10</b>	822
NEWCASTLE	BRITISH AIRWAYS PLC	S	334	0	0	67	16	11	6	0	0	17	76	12	316
<b>TOTAL NEWCASTLE</b>			<b>334</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>16</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>76</b>	<b>12</b>	316
<b>TOTAL UNITED KINGDOM</b>			<b>4021</b>	<b>1</b>	<b>2</b>	<b>71</b>	<b>13</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>10</b>	3844
<b>USA</b>															
ATLANTA	BRITISH AIRWAYS PLC	S	60	0	0	48	28	22	2	0	0	21	80	10	60
	DELTA AIRLINES	S	178	0	0	81	10	8	1	0	0	8	89	10	152
<b>TOTAL ATLANTA</b>			<b>238</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>10</b>	212
BALTIMORE	BRITISH AIRWAYS PLC	S	59	0	0	61	20	19	0	0	0	14	70	17	60
<b>TOTAL BALTIMORE</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>20</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>17</b>	60
BOSTON	BRITISH AIRWAYS PLC	S	238	0	0	62	16	12	7	2	1	41	89	4	179
	DELTA AIRLINES	S	58	0	0	83	10	2	2	2	2	17	89	16	56
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	83	10	3	0	2	2	36	85	7	60
<b>TOTAL BOSTON</b>			<b>356</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>36</b>	<b>86</b>	<b>9</b>	473
CHARLOTTE	US AIRWAYS	S	60	0	0	75	12	5	7	0	2	21	0	0	0
<b>TOTAL CHARLOTTE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>21</b>	<b>0</b>	<b>0</b>	0
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	240	0	0	71	13	9	6	2	0	17	73	19	234
	BRITISH AIRWAYS PLC	S	120	0	0	62	23	11	3	1	0	16	84	14	118

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)											
CHICAGO (O'HARE)	UNITED AIRLINES	S	180	0	0	79	12	3	4	1	0	11	72	11	177
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	85	5	7	3	0	0	8	93	5	59
<b>TOTAL CHICAGO (O'HARE)</b>			<b>600</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>14</b>	<b>588</b>
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	179	0	0	63	17	13	6	1	0	20	63	21	216
	BRITISH AIRWAYS PLC	S	60	0	0	57	20	17	7	0	0	20	80	6	60
<b>TOTAL DALLAS/FORT WORTH</b>			<b>239</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>18</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>67</b>	<b>18</b>	<b>276</b>
DENVER INTERNATIONAL	BRITISH AIRWAYS PLC	S	60	0	0	45	27	27	2	0	0	20	78	10	60
<b>TOTAL DENVER INTERNATIONAL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>27</b>	<b>27</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>78</b>	<b>10</b>	<b>60</b>
DETROIT	DELTA AIRLINES	S	60	0	0	83	10	5	2	0	0	6	98	1	84
<b>TOTAL DETROIT</b>			<b>60</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>6</b>	<b>98</b>	<b>1</b>	<b>84</b>
HOUSTON	BRITISH AIRWAYS PLC	S	120	0	0	64	17	13	3	2	1	29	75	12	120
	UNITED AIRLINES	S	178	0	0	58	16	12	9	5	0	31	84	10	120
<b>TOTAL HOUSTON</b>			<b>298</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>16</b>	<b>12</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>30</b>	<b>80</b>	<b>11</b>	<b>240</b>
LAS VEGAS	BRITISH AIRWAYS PLC	S	60	0	1	52	22	18	8	0	0	27	77	8	60
<b>TOTAL LAS VEGAS</b>			<b>60</b>	<b>0</b>	<b>1</b>	<b>52</b>	<b>22</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>77</b>	<b>8</b>	<b>60</b>
LOS ANGELES INTERNATIONAL	AMERICAN AIRLINES	S	60	0	0	88	7	2	3	0	0	8	78	11	60
	BRITISH AIRWAYS PLC	S	180	0	0	61	20	11	7	1	0	20	78	13	180
	UNITED AIRLINES	S	60	0	0	82	8	7	3	0	0	9	72	20	58
	VIRGIN ATLANTIC AIRWAYS LTD	S	120	0	0	83	8	4	4	1	0	11	87	6	120
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>420</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>12</b>	<b>418</b>
MIAMI INTERNATIONAL	AMERICAN AIRLINES	S	120	0	0	79	10	7	3	1	0	11	63	18	60
	BRITISH AIRWAYS PLC	S	120	0	1	60	23	5	10	2	0	25	71	14	178
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	85	12	3	0	0	0	5	80	19	60
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>300</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>16</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>16</b>	<b>298</b>
MINNEAPOLIS-ST PAUL	DELTA AIRLINES	S	60	0	0	92	5	3	0	0	0	5	98	2	60
<b>TOTAL MINNEAPOLIS-ST PAUL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>98</b>	<b>2</b>	<b>60</b>
NEW YORK (JF KENNEDY)	AMERICAN AIRLINES	S	240	0	0	73	13	10	4	0	0	13	72	15	298
	BRITISH AIRWAYS PLC	S	477	0	0	60	21	14	5	0	0	19	77	17	474
	DELTA AIRLINES	S	179	0	0	78	12	7	3	0	0	11	86	9	180
	KUWAIT AIRWAYS	S	25	0	0	32	24	24	12	4	4	53	42	32	26
	VIRGIN ATLANTIC AIRWAYS LTD	S	240	0	0	78	13	7	3	0	0	10	91	5	180
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>1161</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>14</b>	<b>1158</b>
NEW YORK (NEWARK)	BRITISH AIRWAYS PLC	S	120	0	0	72	15	11	3	0	0	13	82	18	167
	UNITED AIRLINES	S	300	0	0	81	9	5	4	0	0	11	79	12	298
	VIRGIN ATLANTIC AIRWAYS LTD	S	116	0	0	87	9	3	1	1	0	8	88	11	120
<b>TOTAL NEW YORK (NEWARK)</b>			<b>536</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>11</b>	<b>82</b>	<b>14</b>	<b>585</b>
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	118	0	0	83	8	7	3	0	0	9	77	12	116
	US AIRWAYS	S	60	0	0	78	7	5	10	0	0	16	87	9	60
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>7</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>11</b>	<b>176</b>
PHOENIX	BRITISH AIRWAYS PLC	S	60	0	0	42	20	27	10	0	2	51	69	35	52
<b>TOTAL PHOENIX</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>20</b>	<b>27</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>51</b>	<b>69</b>	<b>35</b>	<b>52</b>
RALEIGH	AMERICAN AIRLINES	S	58	0	2	88	9	0	2	2	0	13	67	30	60



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Reporting Airport: HEATHROW (Full Analysis)

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL RALEIGH</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>30</b>	<b>60</b>
SAN DIEGO	BRITISH AIRWAYS PLC	S	60	0	0	50	30	12	8	0	0	20	80	10	60
<b>TOTAL SAN DIEGO</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>30</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>80</b>	<b>10</b>	<b>60</b>
SAN FRANCISCO	BRITISH AIRWAYS PLC	S	120	0	0	62	25	10	3	0	0	18	70	23	120
	UNITED AIRLINES	S	120	0	0	70	12	12	7	0	0	16	78	12	118
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	80	12	5	2	0	2	32	91	5	85
<b>TOTAL SAN FRANCISCO</b>			<b>300</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>78</b>	<b>15</b>	<b>323</b>
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	60	0	0	58	23	7	8	3	0	25	62	22	60
<b>TOTAL SEATTLE (TACOMA)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>23</b>	<b>7</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>62</b>	<b>22</b>	<b>60</b>
WASHINGTON (DULLES)	BRITISH AIRWAYS PLC	S	177	0	0	66	18	15	2	0	0	14	82	13	180
	UNITED AIRLINES	S	240	0	0	81	7	9	3	0	0	9	79	14	234
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	88	7	2	3	0	0	5	95	2	60
<b>TOTAL WASHINGTON (DULLES)</b>			<b>477</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>12</b>	<b>474</b>
<b>TOTAL USA</b>			<b>5700</b>	<b>1</b>	<b>4</b>	<b>71</b>	<b>14</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>79</b>	<b>13</b>	<b>5778</b>
<b>UZBEKISTAN</b>															
TASHKENT	UZBEKISTAN AIRLINES	S	16	0	0	94	0	0	6	0	0	7	31	41	16
<b>TOTAL TASHKENT</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>31</b>	<b>41</b>	<b>16</b>
<b>TOTAL UZBEKISTAN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>31</b>	<b>41</b>	<b>16</b>
<b>ZAMBIA</b>															
LUSAKA	BRITISH AIRWAYS PLC	S	26	0	0	69	19	8	4	0	0	14	77	18	26
<b>TOTAL LUSAKA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>18</b>	<b>26</b>
<b>TOTAL ZAMBIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>18</b>	<b>26</b>
<b>TOTAL HEATHROW</b>			<b>40115</b>	<b>8</b>	<b>24</b>	<b>72</b>	<b>14</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>11</b>	<b>39391</b>

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Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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	211	0	0	85	7	6	2	0	0	8	92	6	222
TOTAL ANTWERP			211	0	0	85	7	6	2	0	0	8	92	6	222
TOTAL BELGIUM			211	0	0	85	7	6	2	0	0	8	92	6	222
<b>DENMARK</b>															
BILLUND	SUN AIR OF SCANDINAVIA	S	90	0	0	93	2	2	2	0	0	5	88	6	78
TOTAL BILLUND			90	0	0	93	2	2	2	0	0	5	88	6	78
TOTAL DENMARK			90	0	0	93	2	2	2	0	0	5	88	6	78
<b>FRANCE</b>															
ANGERS- MARCE	BA CITYFLYER LTD	S	2	0	0	50	50	0	0	0	0	12	100	1	26
TOTAL ANGERS- MARCE			2	0	0	50	50	0	0	0	0	12	100	1	26
AVIGNON	CITY JET	S	9	0	0	100	0	0	0	0	0	1	100	1	9
TOTAL AVIGNON			9	0	0	100	0	0	0	0	0	1	100	1	9
BREST	VLM (BELGIUM)	S	18	0	0	94	6	0	0	0	0	2	94	2	18
TOTAL BREST			18	0	0	94	6	0	0	0	0	2	94	2	18
BRIVE-LA-GAILLARDE	CITY JET	S	18	0	0	83	17	0	0	0	0	7	100	3	20
TOTAL BRIVE-LA-GAILLARDE			18	0	0	83	17	0	0	0	0	7	100	3	20
DEAUVILLE	VLM (BELGIUM)	S	18	0	0	94	6	0	0	0	0	2	100	1	18
TOTAL DEAUVILLE			18	0	0	94	6	0	0	0	0	2	100	1	18
NANTES	VLM (BELGIUM)	S	60	0	0	97	3	0	0	0	0	2	92	3	60
TOTAL NANTES			60	0	0	97	3	0	0	0	0	2	92	3	60
NICE	BA CITYFLYER LTD	S	54	0	0	83	6	6	6	0	0	11	83	10	60
TOTAL NICE			54	0	0	83	6	6	6	0	0	11	83	10	60
PARIS (ORLY)	VLM (BELGIUM)	S	268	0	0	78	13	6	3	0	0	10	92	5	265
TOTAL PARIS (ORLY)			268	0	0	78	13	6	3	0	0	10	92	5	265
PAU	CITY JET	S	26	0	0	85	8	0	8	0	0	12	88	4	25
TOTAL PAU			26	0	0	85	8	0	8	0	0	12	88	4	25
QUIMPER	BA CITYFLYER LTD	S	6	0	0	67	0	0	33	0	0	59	88	5	8
TOTAL QUIMPER			6	0	0	67	0	0	33	0	0	59	88	5	8
TOULON / HYERES	CITY JET	S	17	0	0	82	18	0	0	0	0	4	87	5	23
TOTAL TOULON / HYERES			17	0	0	82	18	0	0	0	0	4	87	5	23
TOTAL FRANCE			496	0	0	83	10	4	3	0	0	9	92	5	532
<b>GERMANY</b>															
DRESDEN	CITY JET	S	51	0	0	96	0	2	2	0	0	5	0	0	0
TOTAL DRESDEN			51	0	0	96	0	2	2	0	0	5	0	0	0
DUSSELDORF	BA CITYFLYER LTD	S	135	0	0	89	4	1	5	0	0	10	0	0	0
TOTAL DUSSELDORF			135	0	0	89	4	1	5	0	0	10	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)										
FRANKFURT MAIN	BA CITYFLYER LTD	S	176	0	0	93	3	1	3	0	0	5	91	6	171
	LUFTHANSA CITY LINE	S	155	0	0	90	4	3	3	0	0	7	89	6	148
<b>TOTAL FRANKFURT MAIN</b>			<b>331</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>6</b>	<b>319</b>
MUNSTER-OSNABRUCK	VLM (BELGIUM)	S	56	0	0	88	4	4	5	0	0	7	0	0	0
<b>TOTAL MUNSTER-OSNABRUCK</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
NUREMBERG	CITY JET	S	92	0	0	89	2	4	3	1	0	9	0	0	0
<b>TOTAL NUREMBERG</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
PADERBORN	VLM (BELGIUM)	S	51	0	0	78	8	8	6	0	0	13	0	0	0
<b>TOTAL PADERBORN</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GERMANY</b>			<b>716</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>7</b>	<b>397</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	CITY JET	S	261	0	0	85	7	3	4	0	0	9	85	8	259
<b>TOTAL DUBLIN</b>			<b>261</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>9</b>	<b>85</b>	<b>8</b>	<b>259</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>261</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>9</b>	<b>85</b>	<b>8</b>	<b>259</b>
<b>ITALY</b>															
FLORENCE	CITY JET	S	51	0	0	75	12	8	2	4	0	22	72	19	50
<b>TOTAL FLORENCE</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>22</b>	<b>72</b>	<b>19</b>	<b>50</b>
MILAN (LINATE)	ALITALIA (CAI)	S	154	0	0	84	6	6	3	0	0	10	90	4	84
<b>TOTAL MILAN (LINATE)</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>90</b>	<b>4</b>	<b>84</b>
ROME (FIUMICINO)	ALITALIA (CAI)	S	50	0	0	76	10	4	10	0	0	16	0	0	0
<b>TOTAL ROME (FIUMICINO)</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>4</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
VENICE	BA CITYFLYER LTD	S	50	0	0	82	6	6	6	0	0	9	83	9	24
<b>TOTAL VENICE</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>9</b>	<b>24</b>
<b>TOTAL ITALY</b>			<b>305</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>84</b>	<b>10</b>	<b>158</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	LUXAIR	S	222	0	0	86	9	3	1	1	0	10	91	5	198
LUXEMBOURG	VLM (BELGIUM)	S	152	0	0	96	1	0	1	1	0	6	92	4	110
<b>TOTAL LUXEMBOURG</b>			<b>374</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>4</b>	<b>348</b>
<b>TOTAL LUXEMBOURG</b>			<b>374</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>4</b>	<b>348</b>
<b>NETHERLANDS</b>															
AMSTERDAM	BA CITYFLYER LTD	S	219	0	0	89	4	2	5	0	0	8	93	5	218
AMSTERDAM	CITY JET	S	359	0	0	84	8	2	4	1	0	12	89	7	339
<b>TOTAL AMSTERDAM</b>			<b>578</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>91</b>	<b>6</b>	<b>557</b>
ROTTERDAM	VLM (BELGIUM)	S	373	0	0	93	3	1	3	0	0	5	95	3	326
<b>TOTAL ROTTERDAM</b>			<b>373</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>95</b>	<b>3</b>	<b>326</b>
<b>TOTAL NETHERLANDS</b>			<b>951</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>93</b>	<b>5</b>	<b>962</b>
<b>NORWAY</b>															
KRISTIANSAND (KJEVIK)	DENIM AIR	S	36	0	0	100	0	0	0	0	0	1	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2013

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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 KRISTIANSAND (KJEVIK)			36	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL NORWAY			36	0	0	100	0	0	0	0	0	1	0	0	0
SPAIN															
GRANADA	BA CITYFLYER LTD	S	36	0	0	58	14	22	6	0	0	19	0	0	0
TOTAL GRANADA			36	0	0	58	14	22	6	0	19	0	0	0	
IBIZA	BA CITYFLYER LTD	S	78	0	0	72	14	4	8	3	20	79	9	66	
TOTAL IBIZA			78	0	0	72	14	4	8	3	20	79	9	66	
MADRID	BA CITYFLYER LTD	S	91	0	0	74	12	4	10	0	16	82	10	90	
TOTAL MADRID			91	0	0	74	12	4	10	0	16	82	10	90	
MAHON	BA CITYFLYER LTD	S	22	0	0	86	5	5	5	0	9	85	12	20	
TOTAL MAHON			22	0	0	86	5	5	5	0	9	85	12	20	
MALAGA	BA CITYFLYER LTD	S	50	0	0	78	12	8	2	0	11	59	21	34	
TOTAL MALAGA			50	0	0	78	12	8	2	0	11	59	21	34	
PALMA DE MALLORCA	BA CITYFLYER LTD	S	36	0	0	64	3	14	19	0	24	89	6	44	
TOTAL PALMA DE MALLORCA			36	0	0	64	3	14	19	0	24	89	6	44	
TOTAL SPAIN			313	0	0	72	11	8	8	1	17	82	9	312	
SWEDEN															
STOCKHOLM (ARLANDA)	BA CITYFLYER LTD	S	89	0	0	89	4	0	6	1	0	8	94	5	84
TOTAL STOCKHOLM (ARLANDA)			89	0	0	89	4	0	6	1	0	8	94	5	84
TOTAL SWEDEN			89	0	0	89	4	0	6	1	0	8	94	5	84
SWITZERLAND															
BASLE MULHOUSE	SWISS AIRLINES	S	96	0	0	88	6	3	3	0	0	8	80	8	91
TOTAL BASLE MULHOUSE			96	0	0	88	6	3	3	0	0	8	80	8	91
BERNE	SKY WORK AG	S	96	0	4	93	6	1	0	0	4	82	11	100	
TOTAL BERNE			96	0	4	93	6	1	0	0	4	82	11	100	
GENEVA	SWISS AIRLINES	S	198	0	0	88	7	4	2	1	0	7	84	8	206
TOTAL GENEVA			198	0	0	88	7	4	2	1	0	7	84	8	206
ZURICH	BA CITYFLYER LTD	S	176	0	0	94	2	2	2	0	0	5	89	5	169
	SWISS AIRLINES	S	339	2	0	86	9	3	2	0	0	8	87	7	337
TOTAL ZURICH			515	2	0	89	6	3	2	0	0	7	88	7	506
TOTAL SWITZERLAND			905	2	4	89	6	3	2	0	0	7	85	8	903
UNITED KINGDOM															
ABERDEEN	BA CITYFLYER LTD	S	130	0	0	85	5	4	6	0	0	10	88	8	32
TOTAL ABERDEEN			130	0	0	85	5	4	6	0	0	10	88	8	32
DUNDEE	CITY JET	S	112	0	0	84	9	5	1	1	0	8	90	5	118
TOTAL DUNDEE			112	0	0	84	9	5	1	1	0	8	90	5	118
EDINBURGH	BA CITYFLYER LTD	S	348	0	0	87	5	3	4	1	0	10	91	5	341

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)										
EDINBURGH	CITY JET	S	154	0	0	81	5	5	7	3	0	17	91	9	168
<b>TOTAL EDINBURGH</b>			<b>502</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>91</b>	<b>7</b>	<b>509</b>
GLASGOW	BA CITYFLYER LTD	S	252	0	0	89	2	3	4	2	0	11	92	5	247
<b>TOTAL GLASGOW</b>			<b>252</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>92</b>	<b>5</b>	<b>247</b>
ISLE OF MAN	BA CITYFLYER LTD	S	55	0	0	91	0	2	7	0	0	10	92	5	148
<b>TOTAL ISLE OF MAN</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>92</b>	<b>5</b>	<b>148</b>
JERSEY	BLUE ISLANDS LIMITED	S	92	0	0	84	5	7	4	0	0	11	90	10	78
<b>TOTAL JERSEY</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>90</b>	<b>10</b>	<b>78</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1143</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>4</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>91</b>	<b>6</b>	<b>1132</b>
<b>USA</b>															
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS (BA) LTD	S	85	0	0	94	4	1	1	0	0	3	95	2	87
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>85</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>95</b>	<b>2</b>	<b>87</b>
<b>TOTAL USA</b>			<b>85</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>95</b>	<b>2</b>	<b>87</b>
<b>TOTAL LONDON CITY</b>			<b>5975</b>	<b>2</b>	<b>4</b>	<b>87</b>	<b>6</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>6</b>	<b>5500</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2013

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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	1	88	5	8
	WIZZ AIR	S	52	0	0	85	12	0	4	0	0	9	58	35	43
<b>TOTAL BURGAS</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>63</b>	<b>30</b>	<b>51</b>
SOFIA	WIZZ AIR	S	60	0	0	75	13	10	2	0	0	10	62	35	61
<b>TOTAL SOFIA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>62</b>	<b>35</b>	<b>61</b>
VARNA	WIZZ AIR	S	34	0	0	62	26	9	3	0	0	16	69	15	26
<b>TOTAL VARNA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>26</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>15</b>	<b>26</b>
<b>TOTAL BULGARIA</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>64</b>	<b>29</b>	<b>138</b>
<b>CROATIA</b>															
SPLIT	WIZZ AIR	S	12	0	0	83	0	17	0	0	0	11	55	60	20
<b>TOTAL SPLIT</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>55</b>	<b>60</b>	<b>20</b>
<b>TOTAL CROATIA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>55</b>	<b>60</b>	<b>20</b>
<b>CYPRUS</b>															
LARNACA	MONARCH AIRLINES	S	35	0	0	63	23	14	0	0	0	14	62	17	34
	THOMSON AIRWAYS LTD	C	8	0	0	38	13	50	0	0	0	27	100	6	8
<b>TOTAL LARNACA</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>21</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>69</b>	<b>15</b>	<b>42</b>
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	26	0	0	73	8	15	4	0	0	14	93	5	28
	THOMSON AIRWAYS LTD	C	17	0	0	82	6	6	6	0	0	11	50	15	18
<b>TOTAL PAPHOS</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>7</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>9</b>	<b>46</b>
<b>TOTAL CYPRUS</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>14</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>12</b>	<b>88</b>
<b>CZECH REPUBLIC</b>															
BRNO (TURANY)	WIZZ AIR	S	26	0	0	77	12	4	8	0	0	15	92	3	26
<b>TOTAL BRNO (TURANY)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>92</b>	<b>3</b>	<b>26</b>
PRAGUE	WIZZ AIR	S	70	0	0	83	10	4	3	0	0	10	95	2	94
<b>TOTAL PRAGUE</b>			<b>70</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>10</b>	<b>95</b>	<b>2</b>	<b>94</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>94</b>	<b>3</b>	<b>120</b>
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	EASYJET AIRLINE COMPANY LTD	S	41	0	1	88	2	7	2	0	0	7	90	5	42
	THOMSON AIRWAYS LTD	C	8	0	0	50	0	38	13	0	0	28	88	7	8
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>49</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>2</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>90</b>	<b>5</b>	<b>50</b>
<b>TOTAL EGYPT</b>			<b>49</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>2</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>90</b>	<b>5</b>	<b>50</b>
<b>FRANCE</b>															
BEZIERS	RYANAIR	S	34	0	0	85	6	9	0	0	0	6	94	4	34
<b>TOTAL BEZIERS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>94</b>	<b>4</b>	<b>34</b>
BORDEAUX	EASYJET AIRLINE COMPANY LTD	S	44	0	0	84	5	9	2	0	0	7	97	5	58
<b>TOTAL BORDEAUX</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>97</b>	<b>5</b>	<b>58</b>
MARSEILLE	TITAN AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	17	0	0	0

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2013

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 MARSEILLE			2	0	0	50	50	0	0	0	0	17	0	0	0
MONTPELLIER	EASYJET AIRLINE COMPANY LTD	S	18	0	0	72	11	6	11	0	0	16	92	6	24
TOTAL MONTPELLIER			18	0	0	72	11	6	11	0	0	16	92	6	26
NICE	EASYJET AIRLINE COMPANY LTD	S	122	0	0	82	7	7	4	0	0	10	78	11	116
TOTAL NICE			122	9	0	82	7	7	4	0	0	10	78	11	116
NIMES	RYANAIR	S	60	0	0	87	8	2	3	0	0	6	95	5	60
TOTAL NIMES			60	0	0	87	8	2	3	0	0	6	95	5	60
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	156	0	0	81	9	8	2	0	0	9	82	12	154
TOTAL PARIS (CHARLES DE GAULLE)			156	0	0	81	9	8	2	0	0	9	82	12	154
TOTAL FRANCE			436	13	0	82	8	7	3	0	0	9	86	9	448
GERMANY															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	112	0	0	96	3	0	2	0	0	3	92	4	110
TOTAL BERLIN (SCHONEFELD)			112	0	0	96	3	0	2	0	0	3	92	4	110
DORTMUND	EASYJET AIRLINE COMPANY LTD	S	110	0	0	94	6	0	0	0	0	3	89	5	94
TOTAL DORTMUND			110	0	0	94	6	0	0	0	0	3	89	5	94
FRANKFURT MAIN	TITAN AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL FRANKFURT MAIN			2	2	0	100	0	0	0	0	0	3	0	0	0
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	52	0	0	81	12	4	4	0	0	9	88	6	50
TOTAL HAMBURG			52	1	0	81	12	4	4	0	0	9	88	6	50
TOTAL MUNICH			2	0	0	100	0	0	0	0	0	0	67	9	6
TOTAL GERMANY			279	4	0	92	6	1	1	0	0	4	89	5	262
GIBRALTAR															
GIBRALTAR	MONARCH AIRLINES	S	44	0	0	64	20	5	11	0	0	20	64	14	42
TOTAL GIBRALTAR			44	0	0	64	20	5	11	0	0	20	64	14	42
TOTAL GIBRALTAR			44	0	0	64	20	5	11	0	0	20	64	14	42
GREECE															
CORFU	EASYJET AIRLINE COMPANY LTD	S	34	0	0	94	3	3	0	0	0	4	94	5	18
	MONARCH AIRLINES	S	23	0	0	100	0	0	0	0	0	0	100	2	22
	THOMSON AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	6	88	7	8
TOTAL CORFU			65	0	0	94	3	3	0	0	0	3	96	4	48
HERAKLION	EASYJET AIRLINE COMPANY LTD	S	16	0	0	94	6	0	0	0	0	4	78	22	18
	THOMSON AIRWAYS LTD	C	10	0	0	70	30	0	0	0	0	8	100	1	9
TOTAL HERAKLION			26	0	0	85	15	0	0	0	0	6	85	15	27
KEFALLINIA	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	100	1	8
TOTAL KEFALLINIA			8	0	0	88	13	0	0	0	0	4	100	1	8
MIKONOS	EASYJET AIRLINE COMPANY LTD	S	16	0	0	94	0	6	0	0	0	4	0	0	0
TOTAL MIKONOS			16	1	0	94	0	6	0	0	0	4	0	0	0
RHODES	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	70	21	10

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2013

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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			8	0	0	100	0	0	0	0	0	1	70	21	10
SALONIKA	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	0	100	2	8
TOTAL SALONIKA			9	0	0	100	0	0	0	0	0	0	100	2	8
ZAKINTHOS	MONARCH AIRLINES	C	5	0	0	80	20	0	0	0	0	5	80	5	5
	THOMSON AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	10	100	0	8
TOTAL ZAKINTHOS			13	0	0	85	8	8	0	0	0	8	92	2	13
TOTAL GREECE			145	2	0	92	6	3	0	0	0	4	91	7	114
HUNGARY															
BUDAPEST	EASYJET AIRLINE COMPANY LTD	S	42	0	0	88	2	5	5	0	0	8	75	11	48
	WIZZ AIR	S	176	0	0	85	9	5	1	0	0	7	84	6	174
TOTAL BUDAPEST			218	1	0	86	8	5	2	0	0	7	82	7	222
DEBRECEN	WIZZ AIR	S	44	0	0	73	23	2	2	0	0	13	71	30	24
TOTAL DEBRECEN			44	0	0	73	23	2	2	0	0	13	71	30	24
TOTAL HUNGARY			262	1	0	84	10	4	2	0	0	8	81	9	246
ICELAND															
KEFLAVIK	EASYJET AIRLINE COMPANY LTD	S	34	0	0	94	6	0	0	0	0	2	96	1	26
TOTAL KEFLAVIK			34	0	0	94	6	0	0	0	0	2	96	1	26
TOTAL ICELAND			34	0	0	94	6	0	0	0	0	2	96	1	26
IRISH REPUBLIC															
DUBLIN	RYANAIR	S	188	0	0	84	12	3	2	0	0	7	81	12	180
TOTAL DUBLIN			188	0	0	84	12	3	2	0	0	7	81	12	180
IRELAND WEST(KNOCK)	RYANAIR	S	60	0	0	73	10	17	0	0	0	11	64	14	42
TOTAL IRELAND WEST(KNOCK)			60	0	0	73	10	17	0	0	0	11	64	14	42
KERRY COUNTY	RYANAIR	S	60	0	0	80	13	3	3	0	0	11	88	10	60
TOTAL KERRY COUNTY			60	0	0	80	13	3	3	0	0	11	88	10	60
TOTAL IRISH REPUBLIC			308	0	0	81	12	6	2	0	0	8	84	10	342
ISRAEL															
TEL AVIV	EASYJET AIRLINE COMPANY LTD	S	74	0	0	72	12	8	5	3	0	19	71	30	52
	EL AL	S	58	0	2	52	19	14	14	2	0	34	71	13	34
TOTAL TEL AVIV			132	1	2	63	15	11	9	2	0	26	72	23	88
TOTAL ISRAEL			132	1	2	63	15	11	9	2	0	26	72	23	88
ITALY															
ALGHERO/SASSARI	RYANAIR	S	18	0	0	78	11	11	0	0	0	8	88	10	16
TOTAL ALGHERO/SASSARI			18	0	0	78	11	11	0	0	0	8	88	10	16
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	76	0	0	75	13	12	0	0	0	11	92	5	90
TOTAL MILAN (MALPENSA)			76	2	0	75	13	12	0	0	0	11	92	5	90
OLBIA	EASYJET AIRLINE COMPANY LTD	S	16	0	0	94	0	0	6	0	0	6	0	0	0



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2013

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 OLBIA			16	0	0	94	0	0	6	0	0	6	0	0	0
PISA	EASYJET AIRLINE COMPANY LTD	S	60	0	0	93	2	5	0	0	0	4	83	6	60
TOTAL PISA			60	0	0	93	2	5	0	0	0	4	83	6	60
ROME (FIUMICINO)	MONARCH AIRLINES	S	26	0	0	65	23	8	4	0	0	14	59	28	34
TOTAL ROME (FIUMICINO)			26	0	0	65	23	8	4	0	0	14	59	28	34
TRAPANI	RYANAIR	S	24	0	0	83	4	13	0	0	0	9	83	5	18
TOTAL TRAPANI			24	0	0	83	4	13	0	0	0	9	83	5	18
TOTAL ITALY			221	9	0	81	9	9	1	0	0	9	83	9	221
LATVIA															
RIGA	WIZZ AIR	S	60	0	0	85	5	5	5	0	0	8	74	13	57
TOTAL RIGA			60	0	0	85	5	5	5	0	0	8	74	13	57
TOTAL LATVIA			60	0	0	85	5	5	5	0	0	8	74	13	57
LITHUANIA															
KAUNAS	RYANAIR	S	60	0	0	87	10	2	2	0	0	6	90	7	42
TOTAL KAUNAS			60	0	0	87	10	2	2	0	0	6	90	7	42
VILNIUS	WIZZ AIR	S	88	0	0	93	3	0	3	0	0	4	90	4	62
TOTAL VILNIUS			88	0	0	93	3	0	3	0	0	4	90	4	62
TOTAL LITHUANIA			148	0	0	91	6	1	3	0	0	5	90	5	104
MACEDONIA															
SKOPJE	WIZZ AIR	S	42	0	0	79	14	5	2	0	0	11	48	19	25
TOTAL SKOPJE			42	0	0	79	14	5	2	0	0	11	48	19	25
TOTAL MACEDONIA			42	0	0	79	14	5	2	0	0	11	48	19	25
MALTA															
MALTA	RYANAIR	S	60	0	0	87	5	7	2	0	0	7	73	13	60
TOTAL MALTA			60	0	0	87	5	7	2	0	0	7	73	13	60
TOTAL MALTA			60	0	0	87	5	7	2	0	0	7	73	13	60
MOROCCO															
MARRAKESH	RYANAIR	S	36	0	0	94	3	3	0	0	0	6	85	9	26
TOTAL MARRAKESH			36	1	0	94	3	3	0	0	0	6	85	9	26
TOTAL MOROCCO			36	3	0	94	3	3	0	0	0	6	85	9	26
NETHERLANDS															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	220	0	0	90	6	2	2	0	0	6	87	6	210
TOTAL AMSTERDAM			220	0	0	90	6	2	2	0	0	6	87	6	210
TOTAL NETHERLANDS			220	0	0	90	6	2	2	0	0	6	87	6	210
POLAND															
GDANSK	WIZZ AIR	S	112	0	0	90	3	6	1	0	0	5	81	10	112

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2013

Reporting Airport: LUTON (Full Analysis)

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			Actual (7)	Plan (8)											
TOTAL GDANSK			112	0	0	90	3	6	1	0	0	5	81	10	112
KATOWICE	WIZZ AIR	S	120	0	0	83	8	6	3	0	0	9	80	13	121
TOTAL KATOWICE			120	0	0	83	8	6	3	0	0	9	80	13	121
LUBLIN (PORT LOTNICZY)	WIZZ AIR	S	16	0	0	81	13	6	0	0	0	10	0	0	0
TOTAL LUBLIN (PORT LOTNICZY)			16	0	0	81	13	6	0	0	0	10	0	0	0
POZNAN	WIZZ AIR	S	56	0	0	91	4	4	2	0	0	5	87	11	54
TOTAL POZNAN			56	0	0	91	4	4	2	0	0	5	87	11	54
RZESZOW	RYANAIR	S	28	0	0	86	4	11	0	0	0	7	81	12	26
TOTAL RZESZOW			28	0	0	86	4	11	0	0	0	7	81	12	26
WARSAW	WIZZ AIR	S	158	0	0	68	18	10	4	0	0	16	0	0	0
TOTAL WARSAW			158	0	0	68	18	10	4	0	0	16	0	0	0
WROCLAW	WIZZ AIR	S	44	0	0	75	11	5	9	0	0	20	86	8	42
TOTAL WROCLAW			44	0	0	75	11	5	9	0	0	20	86	8	42
TOTAL POLAND			534	1	0	80	10	7	3	0	0	11	84	11	563
PORTUGAL(EXCLUDING MADEIRA)															
FARO	EASYJET AIRLINE COMPANY LTD	S	96	0	0	84	8	3	4	0	0	8	88	10	94
	MONARCH AIRLINES	S	44	0	0	82	14	0	5	0	0	10	89	5	44
	THOMSON AIRWAYS LTD	C	18	0	0	89	11	0	0	0	0	6	100	2	18
TOTAL FARO			158	0	0	84	10	2	4	0	0	9	90	7	156
LISBON	EASYJET AIRLINE COMPANY LTD	S	112	0	0	79	11	6	4	0	0	10	90	5	105
TOTAL LISBON			112	3	0	79	11	6	4	0	0	10	90	5	105
TOTAL PORTUGAL(EXCLUDING MADEIRA)			270	3	0	82	10	4	4	0	0	9	90	7	261
PORTUGAL(MADEIRA)															
FUNCHAL	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	3	75	7	8
TOTAL FUNCHAL			10	0	0	100	0	0	0	0	0	3	75	7	8
TOTAL PORTUGAL(MADEIRA)			10	0	0	100	0	0	0	0	0	3	75	7	8
REPUBLIC OF SERBIA															
BELGRADE	WIZZ AIR	S	36	0	0	72	17	8	3	0	0	12	90	7	30
TOTAL BELGRADE			36	0	0	72	17	8	3	0	0	12	90	7	30
TOTAL REPUBLIC OF SERBIA			36	0	0	72	17	8	3	0	0	12	90	7	30
ROMANIA															
BACAU	BLUE AIR TRANSPORT AERIAN	S	38	0	0	84	16	0	0	0	0	6	93	5	45
TOTAL BACAU			38	0	0	84	16	0	0	0	0	6	93	5	45
BUCHAREST (OTOPENI)	BLUE AIR TRANSPORT AERIAN	S	52	0	0	67	29	2	0	2	0	15	71	12	52
	WIZZ AIR	S	120	0	0	63	23	12	3	0	0	15	70	12	120
TOTAL BUCHAREST (OTOPENI)			172	0	0	64	24	9	2	1	0	15	70	12	172
CLUJ NAPOCA	WIZZ AIR	S	59	0	0	80	17	2	2	0	0	8	83	14	54

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2013

Reporting Airport: LUTON (Full Analysis)

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			Actual (7)	Plan (8)											
TOTAL CLUJ NAPOCA			59	0	0	80	17	2	2	0	0	8	83	14	54
TIMISOARA	WIZZ AIR	S	24	0	0	83	13	0	4	0	0	8	85	9	26
TOTAL TIMISOARA			24	0	0	83	13	0	4	0	0	8	85	9	26
TIRGU MURES	WIZZ AIR	S	29	0	0	79	17	3	0	0	0	7	87	6	30
TOTAL TIRGU MURES			29	0	0	79	17	3	0	0	0	7	87	6	30
TOTAL ROMANIA			322	0	0	72	20	5	2	0	0	11	78	11	327
SLOVAK REPUBLIC															
BRATISLAVA	RYANAIR	S	36	0	0	83	11	3	3	0	0	10	57	15	44
TOTAL BRATISLAVA			36	0	0	83	11	3	3	0	0	10	57	15	44
KOSICE	WIZZ AIR	S	8	0	0	75	0	25	0	0	0	18	0	0	0
TOTAL KOSICE			8	0	0	75	0	25	0	0	0	18	0	0	0
TOTAL SLOVAK REPUBLIC			44	0	0	82	9	7	2	0	0	11	57	15	44
SLOVENIA															
LJUBLJANA	WIZZ AIR	S	24	0	0	83	17	0	0	0	0	8	0	0	0
TOTAL LJUBLJANA			24	0	0	83	17	0	0	0	0	8	86	6	36
TOTAL SLOVENIA			24	0	0	83	17	0	0	0	0	8	86	6	36
SPAIN															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	95	0	0	98	1	1	0	0	0	2	89	5	84
	MONARCH AIRLINES	S	42	0	0	62	19	14	2	2	0	20	72	15	47
TOTAL ALICANTE			137	0	0	87	7	5	1	1	0	7	83	9	131
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	120	0	0	92	5	3	0	0	0	4	85	7	120
	ENTER AIR	C	2	0	0	0	0	100	0	0	0	34	0	0	0
	EUROPE AIRPOST	C	2	0	0	0	50	50	0	0	0	39	0	0	0
TOTAL BARCELONA			124	3	0	89	6	6	0	0	0	5	85	7	120
GIRONA	RYANAIR	S	60	0	0	80	12	5	3	0	0	10	85	14	60
TOTAL GIRONA			60	0	0	80	12	5	3	0	0	10	85	14	60
IBIZA	EASYJET AIRLINE COMPANY LTD	S	42	0	0	86	5	2	7	0	0	11	86	6	43
	THOMSON AIRWAYS LTD	C	16	0	0	100	0	0	0	0	0	0	94	4	18
TOTAL IBIZA			58	0	0	90	3	2	5	0	0	8	89	5	61
MADRID	EASYJET AIRLINE COMPANY LTD	S	80	0	0	95	3	1	1	0	0	4	88	6	118
TOTAL MADRID			80	3	0	95	3	1	1	0	0	4	88	6	118
MAHON	EASYJET AIRLINE COMPANY LTD	S	18	0	0	100	0	0	0	0	0	2	94	1	18
	MONARCH AIRLINES	S	26	0	0	77	8	4	12	0	0	18	96	4	24
	THOMSON AIRWAYS LTD	C	16	0	0	100	0	0	0	0	0	3	78	32	18
TOTAL MAHON			60	0	0	90	3	2	5	0	0	9	90	12	60
MALAGA	EASYJET AIRLINE COMPANY LTD	S	124	0	0	87	6	4	2	1	0	8	84	8	124
	MONARCH AIRLINES	S	36	0	0	81	17	3	0	0	0	8	69	35	36
	THOMSON AIRWAYS LTD	C	18	0	0	89	6	6	0	0	0	6	72	18	18
TOTAL MALAGA			178	4	0	86	8	4	1	1	0	8	80	14	178

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2013

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			Actual (7)	Plan (8)											
MURCIA SAN JAVIER	RYANAIR	S	60	0	0	90	5	5	0	0	0	7	73	16	60
<b>TOTAL MURCIA SAN JAVIER</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>16</b>	<b>60</b>
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	134	1	0	90	3	5	2	0	0	6	86	7	136
	MONARCH AIRLINES	S	42	0	0	83	14	2	0	0	0	8	67	19	51
	THOMSON AIRWAYS LTD	C	42	0	0	76	12	10	2	0	0	10	74	19	46
<b>TOTAL PALMA DE MALLORCA</b>			<b>218</b>	<b>4</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>12</b>	<b>233</b>	
REUS	RYANAIR	S	32	0	0	81	6	13	0	0	0	8	100	2	34
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	100	0	8
<b>TOTAL REUS</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>2</b>	<b>42</b>	
<b>TOTAL SPAIN</b>			<b>1015</b>	<b>14</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>10</b>	<b>1063</b>	
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	MONARCH AIRLINES	S	8	0	0	88	13	0	0	0	0	7	38	31	8
	RYANAIR	S	18	0	0	78	11	11	0	0	0	12	83	6	18
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	2	90	3	10
<b>TOTAL ARRECIFE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>11</b>	<b>36</b>	
FUERTEVENTURA	RYANAIR	S	16	0	0	63	19	6	13	0	0	17	83	6	18
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	100	3	8
<b>TOTAL FUERTEVENTURA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>12</b>	<b>88</b>	<b>5</b>	<b>26</b>	
LAS PALMAS	RYANAIR	S	18	0	0	100	0	0	0	0	0	1	81	10	16
	THOMSON AIRWAYS LTD	C	9	1	0	100	0	0	0	0	0	2	100	0	8
<b>TOTAL LAS PALMAS</b>			<b>27</b>	<b>1</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>7</b>	<b>24</b>	
TENERIFE (SURREINA SOFIA)	MONARCH AIRLINES	S	32	1	0	56	16	13	13	3	0	28	68	13	34
	RYANAIR	S	26	0	0	96	4	0	0	0	0	2	92	4	26
	THOMSON AIRWAYS LTD	C	16	0	0	88	13	0	0	0	0	5	100	2	16
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>74</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>8</b>	<b>76</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>161</b>	<b>2</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>8</b>	<b>162</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	HAMBURG AIRWAYS	C	2	0	0	100	0	0	0	0	0	8	0	0	0
<b>TOTAL BASLE MULHOUSE</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>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	
GENEVA	EASYJET AIRLINE COMPANY LTD	S	120	0	0	86	11	3	1	0	0	6	89	7	120
			<b>120</b>	<b>5</b>	<b>0</b>	<b>86</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>7</b>	<b>120</b>
ZURICH	EASYJET AIRLINE COMPANY LTD	S	60	0	0	92	2	3	3	0	0	6	83	8	60
<b>TOTAL ZURICH</b>			<b>60</b>	<b>3</b>	<b>0</b>	<b>92</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>8</b>	<b>60</b>	
<b>TOTAL SWITZERLAND</b>			<b>182</b>	<b>9</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>8</b>	<b>180</b>	
<b>TUNISIA</b>															
ENFIDHA - HAMMAMET INTL	THOMSON AIRWAYS LTD	C	10	0	0	80	10	10	0	0	0	7	90	3	10
<b>TOTAL ENFIDHA - HAMMAMET INTL</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>7</b>	<b>90</b>	<b>3</b>	<b>10</b>	
<b>TOTAL TUNISIA</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>7</b>	<b>90</b>	<b>3</b>	<b>10</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2013

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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>TURKEY</b>															
ANTALYA	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	75	13	8
<b>TOTAL ANTALYA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>8</b>
BODRUM (MILAS)	MONARCH AIRLINES	S	26	0	0	38	23	19	12	8	0	46	42	29	26
	THOMSON AIRWAYS LTD	C	8	0	0	75	13	0	13	0	0	16	75	8	8
<b>TOTAL BODRUM (MILAS)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>21</b>	<b>15</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>39</b>	<b>50</b>	<b>24</b>	<b>34</b>
DALAMAN	MONARCH AIRLINES	S	52	0	0	81	12	8	0	0	0	8	64	32	44
	THOMSON AIRWAYS LTD	C	28	0	0	89	11	0	0	0	0	5	85	5	27
<b>TOTAL DALAMAN</b>			<b>80</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>7</b>	<b>72</b>	<b>21</b>	<b>71</b>
ISTANBUL (SABIHA GOKCEN)	EASYJET AIRLINE COMPANY LTD	S	28	0	0	93	4	4	0	0	0	4	96	6	48
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</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>96</b>	<b>6</b>	<b>48</b>
<b>TOTAL TURKEY</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>17</b>	<b>161</b>
<b>UKRAINE</b>															
KIEV (BORISPOL)	TRANSAVIA	C	2	0	0	50	50	0	0	0	0	11	0	0	0
<b>TOTAL KIEV (BORISPOL)</b>			<b>2</b>	<b>2</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>50</b>	<b>71</b>	<b>2</b>
KIEV (ZHULYANY)	WIZZ AIR	S	26	0	0	81	12	8	0	0	0	9	92	34	24
<b>TOTAL KIEV (ZHULYANY)</b>			<b>26</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>92</b>	<b>34</b>	<b>24</b>
<b>TOTAL UKRAINE</b>			<b>28</b>	<b>3</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>37</b>	<b>26</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	60	0	0	90	3	5	2	0	0	7	78	9	88
<b>TOTAL ABERDEEN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>9</b>	<b>88</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	172	0	0	90	3	5	2	0	0	6	88	6	148
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>6</b>	<b>148</b>
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	188	1	0	92	5	1	2	1	0	6	90	5	180
<b>TOTAL EDINBURGH</b>			<b>188</b>	<b>3</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>5</b>	<b>180</b>
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	190	0	0	93	3	3	1	0	0	4	93	5	180
<b>TOTAL GLASGOW</b>			<b>190</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>93</b>	<b>5</b>	<b>180</b>
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	60	0	0	85	7	5	3	0	0	8	83	8	60
<b>TOTAL INVERNESS</b>			<b>60</b>	<b>3</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>8</b>	<b>60</b>
ISLE OF MAN	FLYBE LTD	S	44	0	0	93	2	0	5	0	0	6	61	21	44
<b>TOTAL ISLE OF MAN</b>			<b>44</b>	<b>3</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>61</b>	<b>21</b>	<b>44</b>
JERSEY	FLYBE LTD	S	22	0	2	91	9	0	0	0	0	5	73	12	44
<b>TOTAL JERSEY</b>			<b>22</b>	<b>0</b>	<b>2</b>	<b>91</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>73</b>	<b>12</b>	<b>44</b>
<b>TOTAL UNITED KINGDOM</b>			<b>737</b>	<b>17</b>	<b>2</b>	<b>91</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>7</b>	<b>746</b>
<b>TOTAL LUTON</b>			<b>6349</b>	<b>131</b>	<b>5</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>10</b>	<b>6334</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2013

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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	5	0	0	100	0	0	0	0	0	3	75	71	8
<b>TOTAL INNSBRUCK</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>71</b>	<b>8</b>
SALZBURG	THOMSON AIRWAYS LTD	C	14	0	0	79	7	0	14	0	0	20	100	2	16
<b>TOTAL SALZBURG</b>			<b>14</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>20</b>	<b>100</b>	<b>2</b>	<b>16</b>
<b>TOTAL AUSTRIA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>92</b>	<b>25</b>	<b>24</b>
<b>BARBADOS</b>															
BRIDGETOWN	VIRGIN ATLANTIC AIRWAYS LTD	S	9	0	0	100	0	0	0	0	0	2	88	5	8
<b>TOTAL BRIDGETOWN</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>2</b>	<b>88</b>	<b>5</b>	<b>8</b>
<b>TOTAL BARBADOS</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>2</b>	<b>88</b>	<b>5</b>	<b>8</b>
<b>BELGIUM</b>															
ANTWERP	BMI REGIONAL	S	94	0	0	85	4	6	4	0	0	9	0	0	0
<b>TOTAL ANTWERP</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>92</b>	<b>6</b>	<b>26</b>
BRUSSELS	BRUSSELS AIRLINES	S	163	0	0	66	17	13	2	1	0	17	63	18	198
<b>TOTAL BRUSSELS</b>			<b>163</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>17</b>	<b>13</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>64</b>	<b>18</b>	<b>222</b>
CHARLEROI	RYANAIR	S	112	0	0	94	5	1	0	0	0	3	95	4	110
<b>TOTAL CHARLEROI</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>95</b>	<b>4</b>	<b>110</b>
OSTEND	CITY JET	C	2	0	0	50	0	50	0	0	0	22	0	0	0
<b>TOTAL OSTEND</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>0</b>	<b>44</b>	<b>2</b>
<b>TOTAL BELGIUM</b>			<b>371</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>13</b>	<b>360</b>
<b>BULGARIA</b>															
BURGAS	BH AIR	C	23	0	0	39	43	9	9	0	0	21	42	22	24
	THOMAS COOK AIRLINES LTD	C	18	0	0	78	11	0	11	0	0	12	50	64	18
	THOMSON AIRWAYS LTD	C	24	0	0	79	4	8	8	0	0	18	63	25	16
<b>TOTAL BURGAS</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>20</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>50</b>	<b>36</b>	<b>58</b>
SOFIA	EASYJET AIRLINE COMPANY LTD	S	24	0	0	79	13	0	8	0	0	13	55	24	20
<b>TOTAL SOFIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>55</b>	<b>24</b>	<b>20</b>
VARNA	BH AIR	C	7	0	0	43	14	43	0	0	0	22	29	26	7
<b>TOTAL VARNA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>14</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>29</b>	<b>26</b>	<b>7</b>
<b>TOTAL BULGARIA</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>18</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>49</b>	<b>32</b>	<b>85</b>
<b>CANADA</b>															
CALGARY	AIR TRANSAT	S	10	0	0	80	10	0	10	0	0	16	82	7	11
<b>TOTAL CALGARY</b>			<b>10</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>82</b>	<b>7</b>	<b>11</b>
TORONTO	AIR TRANSAT	S	43	0	0	81	12	2	5	0	0	8	80	7	49
<b>TOTAL TORONTO</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>7</b>	<b>49</b>
VANCOUVER	AIR TRANSAT	S	17	0	0	71	12	0	18	0	0	18	65	12	17
<b>TOTAL VANCOUVER</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>65</b>	<b>12</b>	<b>17</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2013

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 CANADA			70	1	0	79	11	1	9	0	0	12	77	8	77
CAPE VERDE ISLANDS															
BOA VISTA (RABIL)	THOMSON AIRWAYS LTD	S	18	0	0	61	6	17	17	0	0	27	75	47	16
TOTAL BOA VISTA (RABIL)			18	0	0	61	6	17	17	0	0	27	75	47	16
ILHA DO SAL C.VERDE	THOMSON AIRWAYS LTD	S	8	0	0	25	50	25	0	0	0	21	25	38	8
TOTAL ILHA DO SAL C.VERDE			8	0	0	25	50	25	0	0	0	21	25	38	8
TOTAL CAPE VERDE ISLANDS			26	0	0	50	19	19	12	0	0	25	58	44	24
CROATIA															
DUBROVNIK	JET2.COM LTD	S	18	0	0	89	0	6	6	0	0	7	72	20	18
	MONARCH AIRLINES	S	24	0	0	63	17	8	13	0	0	21	46	51	26
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	1	100	1	10
TOTAL DUBROVNIK			52	0	0	79	8	6	8	0	0	12	65	31	54
PULA	JET2.COM LTD	S	8	0	0	38	50	13	0	0	0	17	50	18	10
	THOMSON AIRWAYS LTD	C	16	0	0	94	6	0	0	0	0	6	88	4	8
TOTAL PULA			24	0	0	75	21	4	0	0	0	10	67	12	18
SPLIT	JET2.COM LTD	S	14	0	0	50	29	14	7	0	0	21	40	63	10
TOTAL SPLIT			14	0	0	50	29	14	7	0	0	21	40	63	10
TOTAL CROATIA			90	0	0	73	14	7	6	0	0	13	62	31	82
CUBA															
CUNAGUA (CAYO COCO)	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	5	25	37	4
TOTAL CUNAGUA (CAYO COCO)			8	0	0	88	13	0	0	0	0	5	25	37	4
HOLGUIN (FRANK PAIS)	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	13	0	0	0	9	57	282	7
TOTAL HOLGUIN (FRANK PAIS)			8	0	0	88	0	13	0	0	0	9	76	118	17
SANTA CLARA	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	4	50	45	4
TOTAL SANTA CLARA			4	0	0	100	0	0	0	0	0	4	50	45	4
VARADERO	THOMAS COOK AIRLINES LTD	C	6	0	0	83	0	17	0	0	0	6	60	14	5
	THOMSON AIRWAYS LTD	C	8	0	0	25	25	0	0	50	0	127	50	56	8
TOTAL VARADERO			14	0	0	50	14	7	0	29	0	75	54	40	13
TOTAL CUBA			34	0	0	74	9	6	0	12	0	35	61	75	38
CYPRUS															
LARNACA	GERMANIA FLUGGESELLSCHAFT	C	10	0	0	100	0	0	0	0	0	0	0	0	0
	JET2.COM LTD	S	17	0	0	29	35	35	0	0	0	24	39	23	18
	MONARCH AIRLINES	S	59	0	0	58	8	19	15	0	0	25	58	37	65
	SMALL PLANET AIRLINES POLSKA	C	8	0	0	13	13	13	38	25	0	106	0	0	0
	THOMAS COOK AIRLINES LTD	C	20	0	0	85	5	0	10	0	0	14	36	38	22
	THOMSON AIRWAYS LTD	C	18	0	0	72	28	0	0	0	0	9	67	10	18
TOTAL LARNACA			132	0	0	61	14	14	11	2	0	24	53	31	123
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	63	0	0	68	19	10	3	0	0	13	75	14	63
	JET2.COM LTD	S	18	1	0	50	22	22	6	0	0	24	89	7	18
	MONARCH AIRLINES	S	18	0	0	33	39	11	17	0	0	28	35	34	20

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2013

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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	RYANAIR	S	17	1	0	35	18	18	29	0	0	42	0	0	0
	THOMAS COOK AIRLINES LTD	C	17	0	0	29	24	12	35	0	0	52	59	36	27
	THOMSON AIRWAYS LTD	C	45	0	0	64	20	2	13	0	0	21	50	20	42
<b>TOTAL PAPHOS</b>			<b>178</b>	<b>2</b>	<b>0</b>	<b>55</b>	<b>22</b>	<b>10</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>63</b>	<b>21</b>	<b>170</b>
<b>TOTAL CYPRUS</b>			<b>310</b>	<b>2</b>	<b>0</b>	<b>57</b>	<b>18</b>	<b>12</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>59</b>	<b>25</b>	<b>293</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	26	0	0	88	12	0	0	0	0	4	0	0	0
	JET2.COM LTD	S	52	0	0	60	23	8	10	0	0	22	70	27	50
	JET2.COM LTD	C	2	0	0	50	0	50	0	0	0	18	0	0	0
	TITAN AIRWAYS LTD	C	2	0	0	50	0	0	50	0	0	34	0	0	0
<b>TOTAL PRAGUE</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>70</b>	<b>27</b>	<b>50</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>70</b>	<b>27</b>	<b>50</b>
<b>DENMARK</b>															
AARHUS (TIRSTRUP)	SUN AIR OF SCANDINAVIA	S	64	0	0	89	3	8	0	0	0	5	60	15	90
<b>TOTAL AARHUS (TIRSTRUP)</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>60</b>	<b>15</b>	<b>90</b>
BILLUND	SUN AIR OF SCANDINAVIA	S	94	0	0	79	10	5	4	2	0	15	72	11	94
<b>TOTAL BILLUND</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>11</b>	<b>94</b>
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	78	0	0	83	6	6	4	0	0	9	87	6	60
	SAS	S	120	0	0	91	6	3	0	0	0	5	91	5	120
<b>TOTAL COPENHAGEN</b>			<b>198</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>5</b>	<b>180</b>
<b>TOTAL DENMARK</b>			<b>356</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>9</b>	<b>364</b>
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	THOMSON AIRWAYS LTD	C	10	0	0	70	10	0	0	10	10	86	67	20	9
<b>TOTAL PUERTO PLATA</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>86</b>	<b>46</b>	<b>35</b>	<b>13</b>
PUNTA CANA	THOMAS COOK AIRLINES LTD	C	5	0	0	100	0	0	0	0	0	2	50	126	4
	THOMSON AIRWAYS LTD	C	17	0	0	35	18	0	18	29	0	89	88	8	8
<b>TOTAL PUNTA CANA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>14</b>	<b>0</b>	<b>14</b>	<b>23</b>	<b>0</b>	<b>70</b>	<b>75</b>	<b>47</b>	<b>12</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>13</b>	<b>0</b>	<b>9</b>	<b>19</b>	<b>3</b>	<b>75</b>	<b>60</b>	<b>41</b>	<b>25</b>
<b>EGYPT</b>															
CAIRO	EGYPT AIR	S	42	0	0	83	14	2	0	0	0	7	0	0	0
<b>TOTAL CAIRO</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
HURGHADA	MONARCH AIRLINES	C	8	0	0	63	0	25	13	0	0	25	63	19	8
	THOMAS COOK AIRLINES LTD	C	16	0	0	81	6	13	0	0	0	9	82	21	17
	THOMSON AIRWAYS LTD	C	18	0	0	83	6	11	0	0	0	8	67	10	9
<b>TOTAL HURGHADA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>5</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>18</b>	<b>34</b>
MARSA ALAM	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL MARSA ALAM</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
SHARM EL SHEIKH (OPHIRA)	EASYJET AIRLINE COMPANY LTD	S	17	0	0	65	29	0	6	0	0	12	89	5	18
	MONARCH AIRLINES	S	37	0	0	78	5	5	11	0	0	15	54	66	37
	MONARCH AIRLINES	C	10	0	0	50	40	10	0	0	0	15	80	19	10



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				Actual (7)	Plan (8)										
SHARM EL SHEIKH (OPHIRA)	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	3	75	52	8
	THOMSON AIRWAYS LTD	C	52	0	0	71	13	10	6	0	0	15	90	7	61
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>27</b>	<b>134</b>
<b>TOTAL EGYPT</b>			<b>216</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>24</b>	<b>176</b>
<b>ESTONIA</b>															
TALLIN	RYANAIR	S	18	0	0	94	6	0	0	0	0	2	94	5	16
<b>TOTAL TALLIN</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>94</b>	<b>5</b>	<b>16</b>
<b>TOTAL ESTONIA</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>94</b>	<b>5</b>	<b>16</b>
<b>FINLAND</b>															
HELSINKI	FINNAIR	S	120	0	1	84	7	9	0	0	0	8	81	9	119
<b>TOTAL HELSINKI</b>			<b>120</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>9</b>	<b>119</b>
<b>TOTAL FINLAND</b>			<b>120</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>9</b>	<b>119</b>
<b>FRANCE</b>															
BASTIA	EASYJET AIRLINE COMPANY LTD	S	6	0	0	100	0	0	0	0	0	3	100	1	6
<b>TOTAL BASTIA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100</b>	<b>1</b>	<b>6</b>
BEAUVAIS	RYANAIR	S	34	0	0	65	26	9	0	0	0	12	79	5	34
<b>TOTAL BEAUVAIS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>26</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>5</b>	<b>34</b>
BEZIERS	RYANAIR	S	18	0	0	72	17	11	0	0	0	10	56	31	16
<b>TOTAL BEZIERS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>56</b>	<b>31</b>	<b>16</b>
CALVI	FLYBE LTD	C	9	0	0	89	11	0	0	0	0	4	100	2	9
<b>TOTAL CALVI</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>100</b>	<b>2</b>	<b>9</b>
LA ROCHELLE	FLYBE LTD	S	4	0	0	75	25	0	0	0	0	6	100	2	6
<b>TOTAL LA ROCHELLE</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>2</b>	<b>6</b>
LYON	BMI REGIONAL	S	42	0	1	86	2	12	0	0	0	9	95	2	40
<b>TOTAL LYON</b>			<b>42</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>2</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>95</b>	<b>2</b>	<b>40</b>
NANTES	FLYBE LTD	S	32	0	0	63	3	16	19	0	0	24	63	12	30
<b>TOTAL NANTES</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>3</b>	<b>16</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>63</b>	<b>12</b>	<b>30</b>
NICE	JET2.COM LTD	S	42	0	0	71	10	10	10	0	0	18	78	8	36
<b>TOTAL NICE</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>78</b>	<b>8</b>	<b>36</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	178	0	0	80	11	8	1	0	0	9	83	9	180
	FLYBE LTD	S	204	0	0	87	8	4	1	0	0	6	87	9	200
	JET2.COM LTD	S	44	0	0	70	18	11	0	0	0	10	88	6	34
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>426</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>9</b>	<b>416</b>
RENNES	FLYBE LTD	S	4	0	0	75	25	0	0	0	0	7	50	14	4
<b>TOTAL RENNES</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>50</b>	<b>14</b>	<b>4</b>
TARBES-LOURDES INTERNATIONAL	FLYBE LTD	C	6	0	0	50	50	0	0	0	0	14	56	17	9
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>56</b>	<b>17</b>	<b>9</b>
TOULOUSE (BLAGNAC)	JET2.COM LTD	S	30	0	0	80	17	3	0	0	0	7	92	4	26

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			Actual (7)	Plan (8)											
TOTAL TOULOUSE (BLAGNAC)			30	0	0	80	17	3	0	0	0	7	92	4	26
TOURS	RYANAIR	S	14	0	0	86	14	0	0	0	0	4	81	7	26
TOTAL TOURS			14	0	0	86	14	0	0	0	0	4	81	7	26
TOTAL FRANCE			667	0	1	79	11	7	2	0	0	9	84	8	678
GERMANY															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	44	0	0	84	7	9	0	0	0	7	95	2	42
TOTAL BERLIN (SCHONEFELD)			44	0	0	84	7	9	0	0	0	7	95	2	42
BREMEN	RYANAIR	S	24	0	0	88	4	0	8	0	0	10	69	11	26
TOTAL BREMEN			24	0	0	88	4	0	8	0	0	10	69	11	26
COLOGNE BONN	GERMANWINGS	S	44	0	0	77	23	0	0	0	0	9	55	15	42
	LUFTHANSA	C	2	0	0	50	50	0	0	0	0	15	0	0	0
TOTAL COLOGNE BONN			46	0	0	76	24	0	0	0	0	9	55	15	42
DUSSELDORF	FLYBE LTD	S	126	0	0	59	22	14	4	1	0	19	78	9	130
	LUFTHANSA CITY LINE	S	194	0	0	64	19	15	2	0	0	15	68	15	178
TOTAL DUSSELDORF			320	0	0	62	20	15	3	0	0	17	72	12	308
FRANKFURT MAIN	LUFTHANSA	S	239	0	1	86	9	3	2	0	0	7	73	13	234
TOTAL FRANKFURT MAIN			239	0	1	86	9	3	2	0	0	7	73	13	234
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	52	0	0	77	12	8	4	0	0	13	94	4	50
	LUFTHANSA CITY LINE	S	100	0	0	73	11	13	3	0	0	13	87	8	99
TOTAL HAMBURG			152	0	0	74	11	11	3	0	0	13	89	7	149
HANOVER	FLYBE LTD	S	52	0	0	92	4	4	0	0	0	4	90	7	59
TOTAL HANOVER			52	0	0	92	4	4	0	0	0	4	90	7	59
MUNICH	EASYJET AIRLINE COMPANY LTD	S	36	0	0	86	3	0	11	0	0	10	96	2	46
	LUFTHANSA	S	171	0	0	78	19	2	0	0	0	9	68	14	163
TOTAL MUNICH			207	0	0	80	16	2	2	0	0	9	73	12	217
STUTTGART	GERMANWINGS	S	12	0	0	75	8	0	17	0	0	26	83	10	42
TOTAL STUTTGART			12	0	0	75	8	0	17	0	0	26	83	10	42
TOTAL GERMANY			1096	0	1	76	14	7	2	0	0	11	76	11	1249
GIBRALTAR															
GIBRALTAR	MONARCH AIRLINES	S	36	0	0	72	14	3	8	0	3	27	56	15	16
TOTAL GIBRALTAR			36	0	0	72	14	3	8	0	3	27	56	15	16
TOTAL GIBRALTAR			36	0	0	72	14	3	8	0	3	27	56	15	16
GREECE															
ATHENS	AEGEAN AIRLINES	S	18	0	0	56	33	11	0	0	0	14	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	26	0	0	77	15	8	0	0	0	9	85	11	26
TOTAL ATHENS			44	0	0	68	23	9	0	0	0	12	83	10	30
CHANIA	MONARCH AIRLINES	C	8	0	0	50	13	13	25	0	0	37	50	14	8
	SMALL PLANET AIRLINES POLSKA	C	8	0	0	75	0	13	13	0	0	24	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	100	3	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2013

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>4</b>	<b>8</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>79</b>	<b>7</b>	<b>24</b>
<b>CORFU</b>	EASYJET AIRLINE COMPANY LTD	S	28	0	0	79	7	7	7	0	0	11	93	5	28
	GERMANIA FLUGGESELLSCHAFT	C	18	0	0	94	6	0	0	0	0	3	0	0	0
	JET2.COM LTD	S	8	0	0	75	0	0	13	13	0	46	0	0	0
	MONARCH AIRLINES	C	10	0	0	80	10	10	0	0	0	10	67	21	9
	RYANAIR	S	18	0	0	83	11	6	0	0	0	8	0	0	0
	SMALL PLANET AIRLINES POLSKA	C	8	0	0	38	38	13	13	0	0	21	0	0	0
	THOMAS COOK AIRLINES LTD	C	18	0	0	83	6	6	6	0	0	12	71	52	14
	THOMSON AIRWAYS LTD	C	38	0	0	79	3	5	13	0	0	19	62	23	29
<b>TOTAL CORFU</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>5</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>34</b>	<b>96</b>
<b>HERAKLION</b>	EASYJET AIRLINE COMPANY LTD	S	24	0	0	88	4	4	4	0	0	9	72	25	25
	GERMANIA FLUGGESELLSCHAFT	C	24	0	0	92	8	0	0	0	0	3	0	0	0
	JET2.COM LTD	S	16	0	0	50	31	19	0	0	0	15	75	37	8
	MONARCH AIRLINES	C	8	0	0	38	38	13	13	0	0	22	38	18	8
	THOMAS COOK AIRLINES LTD	C	20	1	0	55	10	20	10	0	5	43	57	58	21
	THOMSON AIRWAYS LTD	C	33	0	0	85	3	0	12	0	0	13	85	13	33
<b>TOTAL HERAKLION</b>			<b>125</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>69</b>	<b>28</b>	<b>112</b>
<b>KALAMATA</b>	THOMAS COOK AIRLINES LTD	C	9	0	0	67	11	0	22	0	0	26	100	1	9
<b>TOTAL KALAMATA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>100</b>	<b>1</b>	<b>9</b>
<b>KAVALA</b>	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	2	86	4	7
<b>TOTAL KAVALA</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>2</b>	<b>86</b>	<b>4</b>	<b>7</b>
<b>KEFALLINIA</b>	MONARCH AIRLINES	C	18	0	0	61	17	11	0	0	11	66	90	4	10
	THOMAS COOK AIRLINES LTD	C	16	0	0	69	19	0	13	0	0	17	70	32	20
	THOMSON AIRWAYS LTD	C	34	0	0	82	6	6	6	0	0	12	91	6	34
<b>TOTAL KEFALLINIA</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>28</b>	<b>84</b>	<b>12</b>	<b>74</b>
<b>KOS</b>	GERMANIA FLUGGESELLSCHAFT	C	9	0	0	100	0	0	0	0	0	2	0	0	0
	JET2.COM LTD	S	8	0	0	75	0	25	0	0	0	16	63	18	8
	SMALL PLANET AIRLINES POLSKA	C	15	0	0	53	13	0	33	0	0	40	0	0	0
	THOMAS COOK AIRLINES LTD	C	18	0	0	61	0	0	28	11	0	56	41	101	17
	THOMSON AIRWAYS LTD	C	28	0	0	64	21	14	0	0	0	11	69	19	26
<b>TOTAL KOS</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>10</b>	<b>8</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>59</b>	<b>49</b>	<b>69</b>
<b>MIKONOS</b>	EASYJET AIRLINE COMPANY LTD	S	16	0	0	88	0	13	0	0	0	8	0	0	0
<b>TOTAL MIKONOS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>100</b>	<b>2</b>	<b>8</b>
<b>MYTILINI</b>	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	7	20	144	10
<b>TOTAL MYTILINI</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>7</b>	<b>20</b>	<b>144</b>	<b>10</b>
<b>PREVEZA</b>	MONARCH AIRLINES	C	10	0	0	40	20	40	0	0	0	27	60	72	10
	SMALL PLANET AIRLINES POLSKA	C	8	0	0	63	13	0	25	0	0	23	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	1	100	1	10
	THOMSON AIRWAYS LTD	C	10	0	0	70	20	10	0	0	0	13	70	11	10
<b>TOTAL PREVEZA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>13</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>78</b>	<b>26</b>	<b>37</b>
<b>RHODES</b>	GERMANIA FLUGGESELLSCHAFT	C	24	0	0	96	4	0	0	0	0	2	0	0	0
	JET2.COM LTD	S	8	0	0	75	13	0	13	0	0	16	25	38	8
	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	6	63	31	8
	THOMAS COOK AIRLINES LTD	C	17	0	0	65	6	6	12	0	12	70	33	54	24

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)										
RHODES	THOMSON AIRWAYS LTD	C	32	0	0	72	9	16	0	3	0	19	55	37	33
<b>TOTAL RHODES</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>23</b>	<b>43</b>	<b>54</b>	<b>91</b>
SALONIKA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	89	6	6	0	0	0	7	0	0	0
	THOMSON AIRWAYS LTD	C	9	0	0	78	0	0	22	0	0	19	100	3	8
<b>TOTAL SALONIKA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>17</b>	<b>18</b>
SKIATHOS	GERMANIA FLUGGESELLSCHAFT	C	7	1	0	86	0	0	14	0	0	13	0	0	0
	MONARCH AIRLINES	C	4	0	0	100	0	0	0	0	0	0	75	10	4
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	2	57	34	7
	THOMSON AIRWAYS LTD	C	14	0	0	79	7	0	7	7	0	29	73	13	15
<b>TOTAL SKIATHOS</b>			<b>33</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>74</b>	<b>16</b>	<b>34</b>
THIRA (SANTORINI)	EASYJET AIRLINE COMPANY LTD	S	16	0	0	69	6	19	6	0	0	15	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	88	2	8
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	88	5	8
<b>TOTAL THIRA (SANTORINI)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>3</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>3</b>	<b>16</b>
VOLOS	MONARCH AIRLINES	C	4	0	0	100	0	0	0	0	0	8	50	12	4
<b>TOTAL VOLOS</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>8</b>	<b>50</b>	<b>12</b>	<b>4</b>
ZAKINTHOS	GERMANIA FLUGGESELLSCHAFT	C	16	0	0	88	6	6	0	0	0	7	0	0	0
	JET2.COM LTD	S	8	0	0	63	25	13	0	0	0	12	0	0	0
	MONARCH AIRLINES	C	7	0	0	86	14	0	0	0	0	5	43	28	7
	THOMAS COOK AIRLINES LTD	C	38	0	0	71	13	5	11	0	0	19	52	67	31
	THOMSON AIRWAYS LTD	C	33	0	0	73	24	0	3	0	0	12	68	14	38
<b>TOTAL ZAKINTHOS</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>60</b>	<b>33</b>	<b>94</b>
<b>TOTAL GREECE</b>			<b>852</b>	<b>2</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>17</b>	<b>68</b>	<b>31</b>	<b>740</b>
HUNGARY															
BUDAPEST	JET2.COM LTD	S	36	0	0	83	17	0	0	0	0	6	80	11	54
	RYANAIR	S	24	0	0	88	4	8	0	0	0	8	62	18	26
<b>TOTAL BUDAPEST</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>14</b>	<b>80</b>
<b>TOTAL HUNGARY</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>14</b>	<b>80</b>
ICELAND															
KEFLAVIK	EASYJET AIRLINE COMPANY LTD	S	18	0	0	89	0	11	0	0	0	8	0	0	0
	ICELANDAIR	S	26	0	0	92	8	0	0	0	0	3	96	2	24
<b>TOTAL KEFLAVIK</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>5</b>	<b>96</b>	<b>2</b>	<b>24</b>
<b>TOTAL ICELAND</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>5</b>	<b>96</b>	<b>2</b>	<b>24</b>
IRISH REPUBLIC															
CORK	AER ARANN	S	116	0	0	76	9	11	3	0	0	12	83	12	138
<b>TOTAL CORK</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>9</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>12</b>	<b>138</b>
DUBLIN	AER ARANN	S	119	0	0	82	11	2	5	0	0	9	0	0	0
	AER LINGUS	S	166	1	0	80	10	7	3	0	0	9	88	6	200
	RYANAIR	S	208	0	0	88	7	2	2	0	0	7	79	8	208
<b>TOTAL DUBLIN</b>			<b>493</b>	<b>1</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>83</b>	<b>7</b>	<b>408</b>
IRELAND WEST(KNOCK)	FLYBE LTD	S	59	0	1	54	20	17	8	0	0	25	71	33	48

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 IRELAND WEST(KNOCK)			59	0	1	54	20	17	8	0	0	25	71	33	48
SHANNON	AER ARANN	S	110	0	0	77	7	8	7	0	0	12	85	13	109
TOTAL SHANNON			110	0	0	77	7	8	7	0	0	12	85	13	109
WATERFORD	FLYBE LTD	S	34	0	1	79	3	6	12	0	0	20	0	0	0
TOTAL WATERFORD			34	0	1	79	3	6	12	0	0	20	100	1	44
TOTAL IRISH REPUBLIC			812	1	2	80	9	6	4	0	0	11	84	10	747
ISRAEL															
TEL AVIV	EASYJET AIRLINE COMPANY LTD	S	18	0	0	39	22	28	6	6	0	37	0	0	0
	JET2.COM LTD	S	16	0	0	38	31	31	0	0	0	22	38	25	16
TOTAL TEL AVIV			34	0	0	38	26	29	3	3	0	30	38	25	16
TOTAL ISRAEL			34	0	0	38	26	29	3	3	0	30	38	25	16
ITALY															
BERGAMO	RYANAIR	S	60	0	0	70	10	17	3	0	0	13	65	20	60
TOTAL BERGAMO			60	0	0	70	10	17	3	0	0	13	65	20	60
CAGLIARI (ELMAS)	FLYBE LTD	C	6	0	0	100	0	0	0	0	0	4	0	0	0
TOTAL CAGLIARI (ELMAS)			6	0	0	100	0	0	0	0	0	4	100	3	7
CATANIA (FONTANAROSSA)	THOMSON AIRWAYS LTD	C	10	0	0	60	20	0	20	0	0	30	70	14	10
TOTAL CATANIA (FONTANAROSSA)			10	1	0	60	20	0	20	0	0	30	70	14	10
MILAN (MALPENSA)	FLYBE LTD	S	60	0	0	95	5	0	0	0	0	3	77	14	60
TOTAL MILAN (MALPENSA)			60	0	0	95	5	0	0	0	0	3	77	13	93
NAPLES	THOMAS COOK AIRLINES LTD	C	16	0	0	75	13	0	0	13	0	39	56	89	16
	THOMSON AIRWAYS LTD	C	26	0	0	85	8	0	8	0	0	14	96	6	24
TOTAL NAPLES			42	0	0	81	10	0	5	5	0	23	80	39	40
OLBIA	FLYBE LTD	C	7	0	0	71	14	0	14	0	0	23	0	0	0
TOTAL OLBIA			7	0	0	71	14	0	14	0	0	23	60	12	5
PISA	JET2.COM LTD	S	42	0	0	55	21	12	5	5	2	35	74	32	42
TOTAL PISA			42	0	0	55	21	12	5	5	2	35	73	31	51
ROME (CIAMPINO)	RYANAIR	S	60	0	0	85	10	5	0	0	0	8	78	12	60
TOTAL ROME (CIAMPINO)			60	0	0	85	10	5	0	0	0	8	78	12	60
ROME (FIUMICINO)	JET2.COM LTD	S	60	0	0	48	33	15	3	0	0	20	55	28	60
	JET2.COM LTD	C	2	0	0	50	0	0	50	0	0	39	0	0	0
TOTAL ROME (FIUMICINO)			62	0	0	48	32	15	5	0	0	21	52	35	69
TRAPANI	RYANAIR	S	18	0	0	61	33	6	0	0	0	12	0	0	0
TOTAL TRAPANI			18	0	0	61	33	6	0	0	0	12	0	0	0
VENICE															
	EASYJET AIRLINE COMPANY LTD	S	24	0	0	88	0	8	4	0	0	8	0	0	0
	JET2.COM LTD	C	2	0	0	50	50	0	0	0	0	11	0	0	0
	JET2.COM LTD	S	50	0	0	70	14	10	6	0	0	16	63	22	52
	MONARCH AIRLINES	S	24	0	0	58	21	8	13	0	0	22	71	14	34
	THOMSON AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	2	55	17	11

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2013

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 VENICE</b>			<b>107</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>65</b>	<b>20</b>	<b>105</b>
<b>VERONA VILAFRANCA</b>	FLYBE LTD	C	6	0	0	83	17	0	0	0	0	3	57	82	7
	MONARCH AIRLINES	S	18	0	0	78	11	11	0	0	0	11	50	30	18
	THOMSON AIRWAYS LTD	C	23	0	0	87	13	0	0	0	0	7	64	15	25
<b>TOTAL VERONA VILAFRANCA</b>			<b>47</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>8</b>	<b>58</b>	<b>30</b>	<b>50</b>
<b>TOTAL ITALY</b>			<b>521</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>23</b>	<b>550</b>
<b>JAMAICA</b>															
<b>MONTEGO BAY</b>	THOMAS COOK AIRLINES LTD	C	9	0	0	67	11	11	11	0	0	26	80	4	5
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	8	86	12	7
<b>TOTAL MONTEGO BAY</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>83</b>	<b>9</b>	<b>12</b>
<b>TOTAL JAMAICA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>83</b>	<b>9</b>	<b>12</b>
<b>LATVIA</b>															
<b>RIGA</b>	RYANAIR	S	24	0	0	75	21	0	4	0	0	10	0	0	0
<b>TOTAL RIGA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>21</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL LATVIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>21</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>LIBYA</b>															
<b>TRIPOLI</b>	LIBYAN ARAB AIRLINES	S	26	0	1	23	19	23	23	8	4	76	23	88	22
<b>TOTAL TRIPOLI</b>			<b>26</b>	<b>0</b>	<b>1</b>	<b>23</b>	<b>19</b>	<b>23</b>	<b>23</b>	<b>8</b>	<b>4</b>	<b>76</b>	<b>23</b>	<b>88</b>	<b>22</b>
<b>TOTAL LIBYA</b>			<b>26</b>	<b>0</b>	<b>1</b>	<b>23</b>	<b>19</b>	<b>23</b>	<b>23</b>	<b>8</b>	<b>4</b>	<b>76</b>	<b>23</b>	<b>88</b>	<b>22</b>
<b>MALTA</b>															
<b>MALTA</b>	AIR MALTA	S	34	0	0	47	29	15	6	3	0	27	38	29	34
	EASYJET AIRLINE COMPANY LTD	S	50	0	0	78	20	2	0	0	0	9	93	9	42
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	25	0	0	0	0	5	69	26	16
<b>TOTAL MALTA</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>24</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>18</b>	<b>100</b>
<b>TOTAL MALTA</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>24</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>18</b>	<b>100</b>
<b>MEXICO</b>															
<b>CANCUN</b>	THOMAS COOK AIRLINES LTD	C	25	0	0	64	24	4	0	8	0	30	79	25	19
	THOMSON AIRWAYS LTD	C	36	8	0	72	6	6	11	6	0	32	85	15	34
<b>TOTAL CANCUN</b>			<b>61</b>	<b>8</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>5</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>32</b>	<b>83</b>	<b>19</b>	<b>53</b>
<b>TOTAL MEXICO</b>			<b>61</b>	<b>8</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>5</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>32</b>	<b>83</b>	<b>19</b>	<b>53</b>
<b>MOROCCO</b>															
<b>AGADIR</b>	THOMSON AIRWAYS LTD	S	17	0	0	71	6	0	24	0	0	22	81	33	16
<b>TOTAL AGADIR</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>6</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>81</b>	<b>33</b>	<b>16</b>
<b>MARRAKESH</b>	EASYJET AIRLINE COMPANY LTD	S	16	0	0	75	13	6	6	0	0	13	83	5	18
	THOMSON AIRWAYS LTD	S	17	0	0	76	12	0	12	0	0	17	69	18	16
<b>TOTAL MARRAKESH</b>			<b>33</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>76</b>	<b>11</b>	<b>34</b>
<b>TOTAL MOROCCO</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>10</b>	<b>2</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>78</b>	<b>18</b>	<b>50</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2013

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	112	0	0	84	6	4	5	0	0	11	86	6	106
	KLM	S	354	0	0	85	8	5	2	0	0	8	88	6	290
	KLM CITYHOPPER	S	2	0	0	0	50	50	0	0	0	26	90	4	70
<b>TOTAL AMSTERDAM</b>			<b>468</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>6</b>	<b>468</b>
<b>TOTAL NETHERLANDS</b>			<b>468</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>6</b>	<b>468</b>
<b>NORWAY</b>															
BERGEN	SAS	S	18	0	0	78	11	0	11	0	0	12	74	10	34
<b>TOTAL BERGEN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>11</b>	<b>36</b>
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	26	0	0	100	0	0	0	0	0	3	82	8	28
	SAS	S	52	0	0	90	6	4	0	0	0	5	90	6	42
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>7</b>	<b>70</b>
RYGGE	RYANAIR	S	36	0	0	94	6	0	0	0	0	4	65	20	34
<b>TOTAL RYGGE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>65</b>	<b>20</b>	<b>34</b>
STAVANGER	NORWEGIAN AIR SHUTTLE	S	18	0	0	94	6	0	0	0	0	3	0	0	0
<b>TOTAL STAVANGER</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>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NORWAY</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>77</b>	<b>11</b>	<b>140</b>
<b>PAKISTAN</b>															
ISLAMABAD	AIR BLUE	S	26	0	0	27	15	31	19	8	0	58	15	54	26
	PAKISTAN INTL AIRLINES	S	20	0	0	55	15	15	15	0	0	24	30	39	30
<b>TOTAL ISLAMABAD</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>15</b>	<b>24</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>43</b>	<b>23</b>	<b>46</b>	<b>56</b>
KARACHI	PAKISTAN INTL AIRLINES	S	10	0	0	70	20	10	0	0	0	15	23	22	13
<b>TOTAL KARACHI</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>23</b>	<b>22</b>	<b>13</b>
LAHORE	PAKISTAN INTL AIRLINES	S	16	0	0	44	25	25	6	0	0	24	44	50	16
<b>TOTAL LAHORE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>25</b>	<b>25</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>44</b>	<b>50</b>	<b>16</b>
<b>TOTAL PAKISTAN</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>18</b>	<b>22</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>35</b>	<b>27</b>	<b>43</b>	<b>85</b>
<b>POLAND</b>															
GDANSK	RYANAIR	S	18	0	0	89	11	0	0	0	0	2	0	0	0
<b>TOTAL GDANSK</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>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
KATOWICE	RYANAIR	S	18	0	0	100	0	0	0	0	0	1	94	5	16
<b>TOTAL KATOWICE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>94</b>	<b>5</b>	<b>16</b>
KRAKOW	RYANAIR	S	24	0	0	67	25	8	0	0	0	11	0	0	0
<b>TOTAL KRAKOW</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>25</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
RZESZOW	RYANAIR	S	18	0	0	78	17	6	0	0	0	7	78	9	18
<b>TOTAL RZESZOW</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>78</b>	<b>9</b>	<b>18</b>
WARSAW	RYANAIR	S	24	0	0	75	17	8	0	0	0	10	0	0	0
<b>TOTAL WARSAW</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL POLAND</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>5</b>	<b>60</b>

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			Actual (7)	Plan (8)											
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
<b>FARO</b>	JET2.COM LTD	S	84	0	0	68	11	13	8	0	0	20	69	12	54
	MONARCH AIRLINES	S	86	0	0	57	24	9	9	0	0	20	71	26	80
	RYANAIR	S	94	0	0	87	7	2	3	0	0	8	83	7	60
	THOMAS COOK AIRLINES LTD	C	16	0	0	75	19	0	0	6	0	21	67	58	12
	THOMSON AIRWAYS LTD	C	27	0	0	93	0	4	4	0	0	6	75	14	28
<b>TOTAL FARO</b>			<b>307</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>74</b>	<b>18</b>	<b>234</b>
<b>LISBON</b>	AIR PORTUGAL	S	72	0	0	49	14	25	10	3	0	29	38	45	52
<b>TOTAL LISBON</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>14</b>	<b>25</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>38</b>	<b>45</b>	<b>52</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>379</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>67</b>	<b>23</b>	<b>286</b>
<b>PORTUGAL(MADEIRA)</b>															
<b>FUNCHAL</b>	JET2.COM LTD	S	18	0	0	72	22	0	0	6	0	18	75	10	16
	THOMSON AIRWAYS LTD	C	10	0	0	70	10	0	20	0	0	32	63	47	8
<b>TOTAL FUNCHAL</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>0</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>71</b>	<b>23</b>	<b>24</b>
<b>PORTO SANTO</b>	THOMSON AIRWAYS LTD	C	10	0	0	70	10	10	10	0	0	15	100	1	8
<b>TOTAL PORTO SANTO</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>15</b>	<b>100</b>	<b>1</b>	<b>8</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>3</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>78</b>	<b>17</b>	<b>32</b>
<b>QATAR</b>															
<b>DOHA</b>	QATAR AIRWAYS	S	86	0	0	65	22	13	0	0	0	13	69	12	86
<b>TOTAL DOHA</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>22</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>12</b>	<b>86</b>
<b>TOTAL QATAR</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>22</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>12</b>	<b>86</b>
<b>RUSSIA</b>															
<b>MOSCOW (DOMODEDOVO)</b>	EASYJET AIRLINE COMPANY LTD	S	36	0	0	67	19	8	6	0	0	14	0	0	0
<b>TOTAL MOSCOW (DOMODEDOVO)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL RUSSIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SINGAPORE</b>															
<b>SINGAPORE</b>	SINGAPORE AIRLINES	S	60	0	0	87	12	2	0	0	0	5	83	10	58
<b>TOTAL SINGAPORE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>10</b>	<b>58</b>
<b>TOTAL SINGAPORE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>10</b>	<b>58</b>
<b>SLOVENIA</b>															
<b>LJUBLJANA</b>	ADRIA AIRWAYS	S	12	0	0	67	0	0	33	0	0	28	100	6	16
<b>TOTAL LJUBLJANA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>100</b>	<b>6</b>	<b>16</b>
<b>TOTAL SLOVENIA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>100</b>	<b>6</b>	<b>16</b>
<b>SPAIN</b>															
<b>ALICANTE</b>	EASYJET AIRLINE COMPANY LTD	S	52	0	0	83	8	6	4	0	0	9	88	4	52
	JET2.COM LTD	S	94	0	0	72	16	5	6	0	0	15	62	24	60
	MONARCH AIRLINES	S	88	0	0	61	19	6	13	1	0	26	72	32	68
	RYANAIR	S	102	0	0	83	10	4	3	0	0	8	71	13	34
	THOMAS COOK AIRLINES LTD	C	16	0	0	94	6	0	0	0	0	4	47	82	19



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2013

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)											
ALICANTE	THOMSON AIRWAYS LTD	C	24	0	0	63	17	13	8	0	0	16	73	10	26
<b>TOTAL ALICANTE</b>			<b>376</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>23</b>	<b>259</b>
ALMERIA	FLYBE LTD	C	8	0	0	63	25	13	0	0	0	15	0	0	0
	MONARCH AIRLINES	S	18	0	0	56	11	17	17	0	0	28	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	2	86	6	7
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	9	0	0	0
<b>TOTAL ALMERIA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>86</b>	<b>6</b>	<b>7</b>
BARCELONA	JET2.COM LTD	C	2	0	0	50	0	50	0	0	0	19	0	0	0
	JET2.COM LTD	S	44	0	0	73	20	2	5	0	0	11	68	19	44
	MONARCH AIRLINES	S	54	0	0	76	13	2	9	0	0	14	69	33	54
	MONARCH AIRLINES	C	2	0	0	0	100	0	0	0	0	19	0	0	0
<b>TOTAL BARCELONA</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>27</b>	<b>98</b>
BILBAO	EASYJET AIRLINE COMPANY LTD	S	26	0	0	77	0	8	8	8	0	25	96	2	26
<b>TOTAL BILBAO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>25</b>	<b>96</b>	<b>2</b>	<b>26</b>
GIRONA	RYANAIR	S	84	0	0	74	18	8	0	0	0	10	82	16	60
	THOMSON AIRWAYS LTD	C	16	0	0	69	6	25	0	0	0	14	50	86	18
<b>TOTAL GIRONA</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>32</b>	<b>78</b>
IBIZA	JET2.COM LTD	S	68	0	0	72	19	7	1	0	0	11	75	13	52
	MONARCH AIRLINES	S	62	0	0	69	8	10	13	0	0	21	62	61	52
	RYANAIR	S	34	0	0	74	9	12	6	0	0	17	77	9	26
	THOMAS COOK AIRLINES LTD	C	41	0	0	90	2	2	5	0	0	9	55	28	40
	THOMSON AIRWAYS LTD	C	46	0	0	65	17	9	9	0	0	19	85	7	47
<b>TOTAL IBIZA</b>			<b>251</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>25</b>	<b>220</b>
MADRID	RYANAIR	S	36	0	0	83	14	3	0	0	0	6	79	9	34
<b>TOTAL MADRID</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>9</b>	<b>34</b>
MAHON	JET2.COM LTD	S	20	0	0	75	0	15	10	0	0	16	0	0	0
	MONARCH AIRLINES	S	44	0	0	64	23	2	11	0	0	23	68	43	37
	THOMAS COOK AIRLINES LTD	C	26	0	0	81	8	8	4	0	0	12	56	62	25
	THOMSON AIRWAYS LTD	C	57	0	0	79	7	4	11	0	0	17	67	14	57
<b>TOTAL MAHON</b>			<b>148</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>64</b>	<b>33</b>	<b>120</b>
MALAGA	EASYJET AIRLINE COMPANY LTD	S	52	0	0	75	12	2	12	0	0	19	92	3	52
	JET2.COM LTD	S	60	0	0	82	8	7	3	0	0	10	74	23	46
	MONARCH AIRLINES	S	84	0	0	55	21	11	13	0	0	26	44	33	72
	RYANAIR	S	84	1	0	77	10	10	2	1	0	15	86	7	78
	THOMSON AIRWAYS LTD	C	34	0	0	79	15	6	0	0	0	9	68	11	34
<b>TOTAL MALAGA</b>			<b>314</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>72</b>	<b>16</b>	<b>282</b>
MURCIA SAN JAVIER	JET2.COM LTD	S	54	0	0	76	9	4	7	0	4	27	85	9	52
	RYANAIR	S	36	0	0	81	19	0	0	0	0	6	94	3	34
<b>TOTAL MURCIA SAN JAVIER</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>18</b>	<b>88</b>	<b>7</b>	<b>86</b>
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	44	0	0	80	11	7	2	0	0	9	76	10	46
	JET2.COM LTD	S	90	0	0	57	28	11	4	0	0	18	60	28	75
	JETAIRFLY	C	8	0	0	75	0	25	0	0	0	13	0	0	0
	MONARCH AIRLINES	S	93	1	0	55	17	12	14	2	0	29	44	49	89
	RYANAIR	S	120	0	0	75	17	4	3	1	0	13	64	14	86

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			Actual (7)	Plan (8)											
PALMA DE MALLORCA	THOMAS COOK AIRLINES LTD	C	56	0	0	70	11	7	7	0	5	46	55	41	58
	THOMSON AIRWAYS LTD	C	119	0	0	66	15	12	8	0	0	18	69	16	125
<b>TOTAL PALMA DE MALLORCA</b>			<b>530</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>17</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>61</b>	<b>26</b>	<b>481</b>
REUS	JET2.COM LTD	S	11	0	0	64	18	9	9	0	0	16	71	22	14
	RYANAIR	S	18	0	0	50	33	6	11	0	0	30	100	1	18
	THOMAS COOK AIRLINES LTD	C	27	0	0	89	4	0	0	7	0	18	71	87	24
	THOMSON AIRWAYS LTD	C	24	0	0	75	0	13	13	0	0	17	85	10	26
<b>TOTAL REUS</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>11</b>	<b>6</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>82</b>	<b>33</b>	<b>82</b>
VALENCIA	RYANAIR	S	18	0	0	67	33	0	0	0	10	63	13	16	
<b>TOTAL VALENCIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>63</b>	<b>13</b>	<b>16</b>	
<b>TOTAL SPAIN</b>			<b>2113</b>	<b>2</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>70</b>	<b>23</b>	<b>1849</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	JET2.COM LTD	S	26	1	0	65	15	12	8	0	0	19	76	10	17
	MONARCH AIRLINES	S	35	0	0	51	23	17	9	0	0	22	41	31	34
	ORBEST	C	7	0	0	100	0	0	0	0	0	2	0	0	0
	RYANAIR	S	18	0	0	100	0	0	0	0	0	4	0	0	0
	THOMAS COOK AIRLINES LTD	C	18	0	0	67	17	6	11	0	0	17	65	38	26
	THOMSON AIRWAYS LTD	C	26	0	0	88	12	0	0	0	0	4	60	21	25
<b>TOTAL ARRECIFE</b>			<b>130</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>14</b>	<b>58</b>	<b>27</b>	<b>102</b>	
FUERTEVENTURA	MONARCH AIRLINES	S	17	0	0	24	41	29	6	0	0	28	44	26	18
	THOMAS COOK AIRLINES LTD	C	16	0	0	88	0	0	13	0	0	14	61	28	18
	THOMSON AIRWAYS LTD	C	25	0	0	80	8	12	0	0	0	10	72	12	18
<b>TOTAL FUERTEVENTURA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>16</b>	<b>59</b>	<b>22</b>	<b>54</b>	
LAS PALMAS	JET2.COM LTD	S	16	1	0	44	25	19	13	0	0	28	90	4	10
	MONARCH AIRLINES	S	18	0	0	67	11	11	11	0	0	26	67	22	18
	THOMAS COOK AIRLINES LTD	C	18	0	0	61	17	11	6	6	0	27	31	81	16
	THOMSON AIRWAYS LTD	C	36	0	0	64	14	11	11	0	0	24	65	18	26
<b>TOTAL LAS PALMAS</b>			<b>88</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>16</b>	<b>13</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>61</b>	<b>31</b>	<b>70</b>
TENERIFE (SURREINA SOFIA)	EASYJET AIRLINE COMPANY LTD	S	49	0	0	80	20	0	0	0	0	6	83	8	48
	JET2.COM LTD	S	42	0	0	74	10	14	2	0	0	13	62	39	26
	MONARCH AIRLINES	S	59	1	0	78	12	3	3	3	0	22	37	54	59
	RYANAIR	S	52	0	0	85	12	4	0	0	0	7	74	14	34
	THOMAS COOK AIRLINES LTD	C	17	0	0	35	29	6	18	0	12	85	54	41	28
	THOMSON AIRWAYS LTD	C	52	0	0	79	10	8	4	0	0	12	71	16	42
TRAVEL SERVICE AIRLINES	C	8	0	0	25	0	25	0	25	25	212	0	0	0	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>279</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>62</b>	<b>29</b>	<b>237</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>555</b>	<b>3</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>20</b>	<b>61</b>	<b>28</b>	<b>471</b>
<b>SWEDEN</b>															
STOCKHOLM (ARLANDA)	NORWEGIAN AIR SHUTTLE	S	36	0	0	75	11	11	3	0	0	12	0	0	0
	SAS	S	94	0	0	85	5	7	2	0	0	7	84	9	88
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>9</b>	<b>88</b>
<b>TOTAL SWEDEN</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>14</b>	<b>96</b>

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			Actual (7)	Plan (8)											
<b>SWITZERLAND</b>															
BASLE MULHOUSE	EASYJET AIRLINE COMPANY LTD	S	36	0	1	75	8	11	6	0	0	14	0	0	0
<b>TOTAL BASLE MULHOUSE</b>			<b>36</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>8</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
GENEVA	EASYJET AIRLINE COMPANY LTD	S	66	0	0	74	15	8	3	0	0	10	97	3	62
	EASYJET SWITZERLAND	S	8	0	0	88	13	0	0	0	0	7	0	0	0
<b>TOTAL GENEVA</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>97</b>	<b>3</b>	<b>62</b>
ZURICH	HELVETIC AIRWAYS	S	100	0	0	65	18	13	4	0	0	15	44	20	18
	SWISS AIRLINES	S	72	0	0	61	36	3	0	0	0	13	54	16	162
<b>TOTAL ZURICH</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>26</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>53</b>	<b>17</b>	<b>180</b>
<b>TOTAL SWITZERLAND</b>			<b>282</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>21</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>64</b>	<b>13</b>	<b>242</b>
<b>TUNISIA</b>															
ENFIDHA - HAMMAMET INTL	THOMAS COOK AIRLINES LTD	C	34	0	0	79	3	6	6	6	0	25	57	119	42
	THOMSON AIRWAYS LTD	C	25	0	0	84	8	4	0	0	4	60	65	12	17
	TUNISAIR	C	8	0	0	25	25	0	25	25	0	87	0	0	0
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>67</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>7</b>	<b>4</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>46</b>	<b>59</b>	<b>88</b>	<b>59</b>
JERBA	NOUVELAIR TUNISIE	C	8	0	0	63	13	25	0	0	0	12	40	17	10
<b>TOTAL JERBA</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>12</b>	<b>40</b>	<b>17</b>	<b>10</b>
TUNIS	TUNISAIR	S	8	0	0	0	0	13	88	0	0	69	13	77	8
<b>TOTAL TUNIS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>77</b>	<b>8</b>
<b>TOTAL TUNISIA</b>			<b>83</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>7</b>	<b>7</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>45</b>	<b>48</b>	<b>74</b>	<b>87</b>
<b>TURKEY</b>															
ANTALYA	EASYJET AIRLINE COMPANY LTD	S	16	0	0	63	19	19	0	0	0	15	0	0	0
	FREEBIRD AIRLINES	C	3	0	0	33	0	0	67	0	0	47	100	0	2
	MONARCH AIRLINES	S	25	0	0	48	20	20	12	0	0	24	37	26	27
	PEGASUS AIRLINES	C	8	0	0	75	0	0	0	25	0	76	0	0	0
	THOMAS COOK AIRLINES LTD	C	36	0	0	56	14	11	14	3	3	59	47	127	36
	THOMSON AIRWAYS LTD	C	24	0	0	79	13	8	0	0	0	9	82	10	22
<b>TOTAL ANTALYA</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>14</b>	<b>13</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>35</b>	<b>53</b>	<b>63</b>	<b>89</b>
BODRUM (MILAS)	FREEBIRD AIRLINES	C	10	0	0	70	10	20	0	0	0	16	0	0	0
	JET2.COM LTD	S	16	0	0	69	13	0	19	0	0	21	86	5	14
	MONARCH AIRLINES	S	18	0	0	44	17	28	11	0	0	28	44	23	16
	THOMAS COOK AIRLINES LTD	C	25	0	0	84	0	8	8	0	0	17	61	38	38
	THOMSON AIRWAYS LTD	C	25	0	0	84	0	8	0	4	4	60	82	30	33
<b>TOTAL BODRUM (MILAS)</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>6</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>31</b>	<b>68</b>	<b>32</b>	<b>102</b>
DALAMAN	EASYJET AIRLINE COMPANY LTD	S	43	1	0	81	9	7	2	0	0	10	91	11	43
	JET2.COM LTD	S	48	1	0	69	21	6	4	0	0	13	78	9	32
	MONARCH AIRLINES	S	68	0	0	60	12	13	15	0	0	25	61	24	62
	ONUR AIR	C	16	0	0	69	25	6	0	0	0	12	38	129	8
	PEGASUS AIRLINES	S	10	0	0	60	30	0	0	10	0	31	81	25	16
	THOMAS COOK AIRLINES LTD	C	104	0	0	76	6	5	10	2	2	29	56	63	111
	THOMSON AIRWAYS LTD	C	63	0	0	79	5	6	6	3	0	17	86	11	58
<b>TOTAL DALAMAN</b>			<b>352</b>	<b>2</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>7</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>70</b>	<b>34</b>	<b>330</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2013

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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	THY TURK HAVA YOLLARI TURKIS	S	120	0	0	68	23	8	1	0	0	11	65	19	86
<b>TOTAL ISTANBUL</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>23</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>65</b>	<b>19</b>	<b>88</b>
IZMIR (ADNAM MENDERES)	THOMAS COOK AIRLINES LTD	C	16	0	0	69	13	19	0	0	0	16	78	43	18
	THOMSON AIRWAYS LTD	C	8	0	0	63	38	0	0	0	0	11	60	65	10
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>24</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>21</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>50</b>	<b>28</b>
<b>TOTAL TURKEY</b>			<b>702</b>	<b>3</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>66</b>	<b>36</b>	<b>637</b>
<b>UNITED ARAB EMIRATES</b>															
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	120	0	0	80	13	6	1	0	0	9	93	5	119
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>93</b>	<b>5</b>	<b>119</b>
DUBAI	EMIRATES	S	180	0	0	61	22	14	2	1	1	21	59	18	180
<b>TOTAL DUBAI</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>22</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>59</b>	<b>18</b>	<b>180</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>300</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>19</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>13</b>	<b>299</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BMI REGIONAL	S	135	0	0	90	2	6	2	0	0	7	96	2	191
	BMI REGIONAL	C	2	0	0	50	50	0	0	0	0	19	0	0	0
	EASTERN AIRWAYS	C	6	0	0	67	17	17	0	0	0	12	50	21	10
	FLYBE LTD	S	254	0	2	67	15	9	9	1	0	20	81	10	247
<b>TOTAL ABERDEEN</b>			<b>397</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>11</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>87</b>	<b>7</b>	<b>448</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	330	0	2	73	17	7	3	0	0	12	80	10	368
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>330</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>17</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>10</b>	<b>368</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	134	0	0	81	4	7	5	1	0	15	93	5	116
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>135</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>4</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>93</b>	<b>5</b>	<b>116</b>
EDINBURGH	BMI REGIONAL	S	133	0	0	89	5	2	5	0	0	10	94	3	180
	FLYBE LTD	S	196	0	0	89	4	5	3	0	0	7	87	8	216
<b>TOTAL EDINBURGH</b>			<b>329</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>8</b>	<b>90</b>	<b>6</b>	<b>396</b>
EXETER	FLYBE LTD	S	144	0	0	74	15	8	3	0	0	12	77	18	119
<b>TOTAL EXETER</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>18</b>	<b>119</b>
GLASGOW	FLYBE LTD	S	141	0	0	82	10	6	2	0	0	8	88	8	125
<b>TOTAL GLASGOW</b>			<b>142</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>88</b>	<b>8</b>	<b>125</b>
GUERNSEY	AURIGNY AIR SERVICES	S	118	0	4	64	19	9	5	2	0	21	85	7	124
<b>TOTAL GUERNSEY</b>			<b>118</b>	<b>0</b>	<b>4</b>	<b>64</b>	<b>19</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>85</b>	<b>7</b>	<b>124</b>
HEATHROW	BRITISH AIRWAYS PLC	S	576	0	0	58	20	16	6	0	0	19	76	12	824
	VIRGIN ATLANTIC AIRWAYS LTD	S	232	0	0	78	13	7	2	0	0	10	0	0	0
<b>TOTAL HEATHROW</b>			<b>809</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>12</b>	<b>824</b>
INVERNESS	FLYBE LTD	S	102	0	0	85	7	6	2	0	0	7	91	9	100
<b>TOTAL INVERNESS</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>9</b>	<b>100</b>
ISLE OF MAN	FLYBE LTD	S	238	0	0	84	11	3	1	0	0	7	86	9	251
<b>TOTAL ISLE OF MAN</b>			<b>238</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>9</b>	<b>251</b>
JERSEY	FLYBE LTD	S	66	0	0	65	21	11	3	0	0	15	62	21	68

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2013

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 JERSEY			66	0	0	65	21	11	3	0	0	15	60	25	129
NEWQUAY	FLYBE LTD	S	60	0	0	88	5	5	2	0	0	6	83	20	53
TOTAL NEWQUAY			60	0	0	88	5	5	2	0	0	6	83	20	53
NORWICH	LOGANAIR	S	128	0	0	86	6	3	5	0	0	10	84	16	120
TOTAL NORWICH			128	0	0	86	6	3	5	0	0	10	84	16	120
SOUTHAMPTON	FLYBE LTD	S	237	0	4	75	15	7	3	0	0	11	74	13	212
TOTAL SOUTHAMPTON			237	0	4	75	15	7	3	0	0	11	74	13	213
STORNOWAY	EASTERN AIRWAYS	C	2	0	0	50	50	0	0	0	0	9	0	0	0
TOTAL STORNOWAY			2	0	0	50	50	0	0	0	0	9	0	0	0
TOTAL UNITED KINGDOM			3238	10	12	75	13	8	4	0	0	13	81	11	3576
USA															
ATLANTA	DELTA AIRLINES	S	60	0	0	80	12	7	2	0	0	9	85	13	60
TOTAL ATLANTA			60	0	0	80	12	7	2	0	0	9	85	13	60
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	60	0	0	73	12	8	5	2	0	16	53	46	58
TOTAL CHICAGO (O'HARE)			60	0	0	73	12	8	5	2	0	16	53	46	58
LAS VEGAS	THOMAS COOK AIRLINES LTD	S	18	0	0	83	6	11	0	0	0	10	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	18	0	0	83	17	0	0	0	0	6	94	3	17
TOTAL LAS VEGAS			36	0	0	83	11	6	0	0	0	8	83	9	24
NEW YORK (JF KENNEDY)	AMERICAN AIRLINES	S	60	0	0	90	2	3	5	0	0	9	80	19	60
	PAKISTAN INTL AIRLINES	S	10	0	0	30	20	40	10	0	0	32	8	40	13
TOTAL NEW YORK (JF KENNEDY)			70	0	0	81	4	9	6	0	0	12	67	23	73
NEW YORK (NEWARK)	UNITED AIRLINES	S	60	0	0	75	10	12	3	0	0	12	70	19	60
TOTAL NEW YORK (NEWARK)			60	0	0	75	10	12	3	0	0	12	70	19	60
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	93	0	0	89	8	0	3	0	0	6	89	5	95
TOTAL ORLANDO			93	0	0	89	8	0	3	0	0	6	89	5	95
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	60	0	0	73	13	8	5	0	0	12	78	13	60
TOTAL PHILADELPHIA INTERNATIONAL			60	0	0	73	13	8	5	0	0	12	78	13	60
SANFORD	THOMAS COOK AIRLINES LTD	S	20	0	0	55	20	0	20	5	0	38	0	0	0
	THOMSON AIRWAYS LTD	C	25	0	0	60	16	12	12	0	0	26	73	21	26
TOTAL SANFORD			45	0	0	58	18	7	16	2	0	31	79	16	66
WASHINGTON (DULLES)	UNITED AIRLINES	S	44	0	0	84	0	7	2	7	0	21	88	6	41
TOTAL WASHINGTON (DULLES)			44	0	0	84	0	7	2	7	0	21	88	6	41
TOTAL USA			528	1	0	78	9	7	5	1	0	13	77	17	537
TOTAL MANCHESTER			15575	35	19	75	13	8	5	1	0	15	75	17	15124

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			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
SALZBURG	THOMSON AIRWAYS LTD	C	5	0	0	100	0	0	0	0	0	2	100	0	5
<b>TOTAL SALZBURG</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>0</b>	<b>5</b>
<b>TOTAL AUSTRIA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>0</b>	<b>5</b>
<b>BULGARIA</b>															
BURGAS	BH AIR	C	16	0	0	88	13	0	0	0	0	7	76	9	17
	THOMAS COOK AIRLINES LTD	C	6	0	0	100	0	0	0	0	0	0	71	50	7
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	100	1	8
<b>TOTAL BURGAS</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>81</b>	<b>16</b>	<b>32</b>
VARNA	BH AIR	C	5	0	0	60	40	0	0	0	0	10	57	32	7
<b>TOTAL VARNA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>57</b>	<b>32</b>	<b>7</b>
<b>TOTAL BULGARIA</b>			<b>35</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>77</b>	<b>19</b>	<b>39</b>
<b>CROATIA</b>															
DUBROVNIK	JET2.COM LTD	S	18	0	0	89	6	6	0	0	0	5	80	11	10
<b>TOTAL DUBROVNIK</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>75</b>	<b>19</b>	<b>12</b>
PULA	JET2.COM LTD	S	2	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL PULA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CROATIA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>75</b>	<b>19</b>	<b>12</b>
<b>CYPRUS</b>															
LARNACA	THOMAS COOK AIRLINES LTD	C	18	0	0	67	17	6	0	0	11	67	76	38	17
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	4	100	2	10
<b>TOTAL LARNACA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>45</b>	<b>85</b>	<b>25</b>	<b>27</b>
PAPHOS	JET2.COM LTD	S	18	0	0	44	33	22	0	0	0	19	33	36	18
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	0	72	80	18
	THOMSON AIRWAYS LTD	C	18	0	0	89	6	6	0	0	0	7	100	4	17
<b>TOTAL PAPHOS</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>41</b>	<b>53</b>
<b>TOTAL CYPRUS</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>26</b>	<b>74</b>	<b>35</b>	<b>80</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	JET2.COM LTD	S	18	0	0	72	17	11	0	0	0	8	77	5	22
<b>TOTAL PRAGUE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>5</b>	<b>22</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>5</b>	<b>22</b>
<b>DENMARK</b>															
COPENHAGEN	CIMBER AIR A/S	S	52	0	0	92	6	2	0	0	0	6	0	0	0
<b>TOTAL COPENHAGEN</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>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL DENMARK</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>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	6	100	2	8
	THOMSON AIRWAYS LTD	C	16	0	0	81	19	0	0	0	0	6	94	3	17

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			Actual (7)	Plan (8)											
TOTAL SHARM EL SHEIKH (OPHIRA)			24	0	0	83	17	0	0	0	0	6	96	3	25
TOTAL EGYPT			24	0	0	83	17	0	0	0	0	6	96	3	25
FRANCE															
NICE	EASYJET AIRLINE COMPANY LTD	S	24	0	0	75	17	8	0	0	0	7	100	2	26
TOTAL NICE			24	0	0	75	17	8	0	0	0	7	100	2	26
PARIS (CHARLES DE GAULLE)	BRIT AIR	S	158	0	0	73	22	4	1	0	0	12	78	10	156
TOTAL PARIS (CHARLES DE GAULLE)			158	0	0	73	22	4	1	0	0	12	80	10	198
TOTAL FRANCE			182	1	0	74	21	4	1	0	0	11	82	9	232
GERMANY															
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	51	0	0	57	27	10	4	2	0	19	83	10	90
TOTAL DUSSELDORF			51	0	0	57	27	10	4	2	0	19	83	10	90
HAMBURG	EASTERN AIRWAYS	C	8	0	0	50	38	13	0	0	0	16	0	0	0
TOTAL HAMBURG			8	0	0	50	38	13	0	0	0	16	0	0	0
TOTAL GERMANY			59	0	0	56	29	10	3	2	0	19	83	10	90
GREECE															
CORFU	JET2.COM LTD	S	8	0	0	75	13	13	0	0	0	15	63	46	8
	THOMAS COOK AIRLINES LTD	C	16	0	0	94	6	0	0	0	0	2	81	14	16
	THOMSON AIRWAYS LTD	C	17	0	0	100	0	0	0	0	0	1	75	12	16
TOTAL CORFU			41	0	0	93	5	2	0	0	0	4	75	19	40
HERAKLION	AEGEAN AIRLINES	C	8	0	0	63	0	13	0	25	0	64	0	0	0
	JET2.COM LTD	S	8	0	0	88	0	13	0	0	0	6	75	18	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	0	25	13	0	0	23	75	72	8
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	63	12	8
TOTAL HERAKLION			32	0	0	78	0	13	3	6	0	24	71	34	24
KEFALLINIA	THOMAS COOK AIRLINES LTD	C	10	0	0	70	0	10	20	0	0	35	78	17	9
TOTAL KEFALLINIA			10	0	0	70	0	10	20	0	0	35	78	17	9
KOS	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	7	60	16	10
TOTAL KOS			8	0	0	75	25	0	0	0	0	7	50	52	20
RHODES	JET2.COM LTD	S	8	0	0	100	0	0	0	0	0	3	75	52	8
	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	0	0	67	63	15
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	6	63	17	8
TOTAL RHODES			23	0	0	96	4	0	0	0	0	3	68	48	31
SKIATHOS	THOMAS COOK AIRLINES LTD	C	7	0	0	86	0	14	0	0	0	9	86	44	7
TOTAL SKIATHOS			7	0	0	86	0	14	0	0	0	9	86	44	7
ZAKINTHOS	THOMAS COOK AIRLINES LTD	C	18	0	0	83	0	6	11	0	0	13	81	16	16
	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	4	78	11	9
TOTAL ZAKINTHOS			27	0	0	89	0	4	7	0	0	10	80	14	25
TOTAL GREECE			148	0	0	86	3	5	3	1	0	12	71	32	156

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			Actual (7)	Plan (8)											
<b>IRISH REPUBLIC</b>															
CORK	JET2.COM LTD	S	18	0	0	100	0	0	0	0	0	6	89	7	18
TOTAL CORK			18	0	0	100	0	0	0	0	0	6	89	7	18
DUBLIN	RYANAIR	S	86	0	0	83	9	8	0	0	0	9	83	7	120
TOTAL DUBLIN			86	0	0	83	9	8	0	0	0	9	83	7	120
TOTAL IRISH REPUBLIC			104	0	0	86	8	7	0	0	0	8	83	7	138
<b>ITALY</b>															
NAPLES	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	6	75	11	8
TOTAL NAPLES			8	0	0	88	13	0	0	0	0	6	75	11	8
PISA	JET2.COM LTD	S	12	0	0	92	0	0	0	8	0	22	79	11	14
TOTAL PISA			12	0	0	92	0	0	0	8	0	22	79	11	14
ROME (FIUMICINO)	JET2.COM LTD	S	18	0	0	72	17	6	6	0	0	13	67	14	18
TOTAL ROME (FIUMICINO)			18	0	0	72	17	6	6	0	0	13	67	14	18
VENICE	JET2.COM LTD	S	18	0	0	89	11	0	0	0	0	6	68	14	28
TOTAL VENICE			18	0	0	89	11	0	0	0	0	6	68	14	28
VERONA VILLAFRANCA	THOMSON AIRWAYS LTD	C	14	0	0	93	7	0	0	0	0	3	94	4	16
TOTAL VERONA VILLAFRANCA			14	0	0	93	7	0	0	0	0	3	94	4	16
TOTAL ITALY			71	0	0	85	11	1	1	1	0	10	74	11	85
<b>MALTA</b>															
MALTA	AIR MALTA	C	8	0	0	75	0	0	25	0	0	40	88	8	8
	EASYJET AIRLINE COMPANY LTD	S	16	0	0	88	0	0	13	0	0	14	72	32	18
TOTAL MALTA			24	0	0	83	0	0	17	0	0	23	77	25	26
TOTAL MALTA			24	0	0	83	0	0	17	0	0	23	77	25	26
<b>MEXICO</b>															
CANCUN	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	6	89	8	9
TOTAL CANCUN			8	0	0	88	13	0	0	0	0	6	89	8	9
TOTAL MEXICO			8	0	0	88	13	0	0	0	0	6	89	8	9
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	36	0	0	100	0	0	0	0	0	3	0	0	0
	KLM	S	50	0	0	94	4	2	0	0	0	5	100	3	50
	KLM CITYHOPPER	S	248	0	0	93	4	2	2	0	0	5	92	4	249
TOTAL AMSTERDAM			334	0	0	94	3	2	1	0	0	5	94	4	299
TOTAL NETHERLANDS			334	0	0	94	3	2	1	0	0	5	94	4	299
<b>NORWAY</b>															
STAVANGER	EASTERN AIRWAYS	S	34	0	4	79	9	6	6	0	0	11	92	3	36
	WIDEROE FLYVESELSKAP A/S	S	42	0	2	93	2	0	5	0	0	6	88	8	34
TOTAL STAVANGER			76	0	6	87	5	3	5	0	0	8	90	6	70



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				Actual (7)	Plan (8)										
TOTAL NORWAY			76	0	6	87	5	3	5	0	0	8	85	7	94
POLAND															
KRAKOW	JET2.COM LTD	S	22	0	0	55	23	14	9	0	0	30	75	22	20
TOTAL KRAKOW			22	0	0	55	23	14	9	0	0	30	75	22	20
TOTAL POLAND			22	0	0	55	23	14	9	0	0	30	75	22	20
PORTUGAL(EXCLUDING MADEIRA)															
FARO	EASYJET AIRLINE COMPANY LTD	S	42	0	0	71	14	0	12	2	0	24	93	4	44
	JET2.COM LTD	S	58	0	0	74	12	9	5	0	0	15	70	14	46
	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	7	63	7	8
TOTAL FARO			108	0	0	73	14	5	7	1	0	18	79	11	105
TOTAL PORTUGAL(EXCLUDING MADEIRA)			108	0	0	73	14	5	7	1	0	18	79	11	107
PORTUGAL(MADEIRA)															
FUNCHAL	THOMSON AIRWAYS LTD	C	10	0	0	80	20	0	0	0	0	7	100	2	8
TOTAL FUNCHAL			10	0	0	80	20	0	0	0	0	7	100	2	8
TOTAL PORTUGAL(MADEIRA)			10	0	0	80	20	0	0	0	0	7	100	2	8
SPAIN															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	60	0	0	78	10	7	5	0	0	13	80	8	60
	JET2.COM LTD	S	84	0	0	89	5	1	4	1	0	13	81	10	62
	THOMAS COOK AIRLINES LTD	C	16	0	0	63	13	6	19	0	0	29	83	54	12
	THOMSON AIRWAYS LTD	C	24	0	0	83	8	8	0	0	0	6	94	5	18
TOTAL ALICANTE			184	0	0	83	8	4	5	1	0	14	82	12	152
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	44	0	0	93	5	2	0	0	0	4	95	3	42
TOTAL BARCELONA			44	0	0	93	5	2	0	0	0	4	95	3	42
GIRONA	RYANAIR	S	32	0	0	59	22	13	6	0	0	17	85	7	26
TOTAL GIRONA			32	0	0	59	22	13	6	0	0	17	85	7	26
IBIZA	JET2.COM LTD	S	38	0	0	79	13	3	5	0	0	12	77	11	26
	THOMAS COOK AIRLINES LTD	C	23	0	0	96	4	0	0	0	0	4	87	50	23
	THOMSON AIRWAYS LTD	C	21	0	0	95	5	0	0	0	0	4	71	10	21
TOTAL IBIZA			82	0	0	88	9	1	2	0	0	8	78	23	72
MAHON	JET2.COM LTD	S	18	0	0	89	0	11	0	0	0	8	75	22	12
	THOMAS COOK AIRLINES LTD	C	15	0	0	87	0	13	0	0	0	8	81	16	16
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	63	10	8
TOTAL MAHON			41	0	0	90	0	10	0	0	0	7	75	17	36
MALAGA	EASYJET AIRLINE COMPANY LTD	S	60	0	0	93	0	2	5	0	0	10	100	2	60
	JET2.COM LTD	S	54	0	0	85	9	2	4	0	0	9	74	24	46
	THOMSON AIRWAYS LTD	C	10	0	0	90	0	10	0	0	0	6	90	4	10
TOTAL MALAGA			124	0	0	90	4	2	4	0	0	9	89	11	116
MURCIA SAN JAVIER	JET2.COM LTD	S	44	0	0	82	9	7	0	2	0	11	93	11	46
TOTAL MURCIA SAN JAVIER			44	0	0	82	9	7	0	2	0	11	93	11	46
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	60	0	0	93	3	3	0	0	0	6	77	10	60

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				Actual (7)	Plan (8)										
PALMA DE MALLORCA	JET2.COM LTD	S	70	0	0	91	6	3	0	0	0	6	77	12	62
	THOMAS COOK AIRLINES LTD	C	31	0	0	81	13	3	0	0	3	46	73	34	40
	THOMSON AIRWAYS LTD	C	48	0	0	85	13	2	0	0	0	5	78	10	49
<b>TOTAL PALMA DE MALLORCA</b>			<b>209</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>12</b>	<b>76</b>	<b>15</b>	<b>211</b>
REUS	JET2.COM LTD	S	14	0	0	71	29	0	0	0	8	71	18	14	
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	0	0	0	20	41	80	49	10	
	THOMSON AIRWAYS LTD	C	15	0	0	100	0	0	0	0	1	100	2	18	
<b>TOTAL REUS</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>14</b>	<b>86</b>	<b>19</b>	<b>42</b>	
<b>TOTAL SPAIN</b>			<b>799</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>14</b>	<b>743</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	JET2.COM LTD	S	18	0	0	78	22	0	0	0	7	82	6	17	
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	4	88	7	8	
	THOMSON AIRWAYS LTD	C	8	0	0	75	0	0	25	0	21	75	25	8	
<b>TOTAL ARRECIFE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>11</b>	<b>33</b>	
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	C	16	0	0	100	0	0	0	0	4	83	7	18	
<b>TOTAL FUERTEVENTURA</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>4</b>	<b>83</b>	<b>7</b>	<b>18</b>	
LAS PALMAS	JET2.COM LTD	S	9	0	0	100	0	0	0	0	1	90	5	10	
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	9	75	19	8	
	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	4	100	4	8	
<b>TOTAL LAS PALMAS</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>5</b>	<b>88</b>	<b>9</b>	<b>26</b>	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	25	0	0	84	16	0	0	0	7	96	6	27	
	THOMAS COOK AIRLINES LTD	C	16	0	0	81	13	6	0	0	6	59	27	17	
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	2	67	14	9	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>14</b>	<b>53</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>11</b>	<b>130</b>	
<b>TUNISIA</b>															
ENFIDHA - HAMMAMET INTL	CROATIA AIRLINES	C	8	0	0	63	13	0	25	0	30	0	0	0	
	THOMAS COOK AIRLINES LTD	C	18	0	0	94	6	0	0	0	4	83	34	18	
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	2	78	18	9	
<b>TOTAL ENFIDHA - HAMMAMET INTL</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>9</b>	<b>81</b>	<b>29</b>	<b>27</b>	
<b>TOTAL TUNISIA</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>9</b>	<b>81</b>	<b>29</b>	<b>27</b>	
<b>TURKEY</b>															
ANTALYA	THOMAS COOK AIRLINES LTD	C	17	0	0	94	6	0	0	0	4	69	12	16	
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	3	75	22	8	
<b>TOTAL ANTALYA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>71</b>	<b>16</b>	<b>24</b>	
BODRUM (MILAS)	JET2.COM LTD	S	9	0	0	100	0	0	0	0	4	75	19	8	
	THOMAS COOK AIRLINES LTD	C	9	0	0	78	22	0	0	0	7	53	98	17	
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	5	88	4	8	
<b>TOTAL BODRUM (MILAS)</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>6</b>	<b>67</b>	<b>56</b>	<b>33</b>	
DALAMAN	JET2.COM LTD	S	25	0	0	72	12	12	4	0	12	70	33	23	
	ONUR AIR	C	10	0	0	100	0	0	0	0	3	0	0	0	
	THOMAS COOK AIRLINES LTD	C	60	0	0	82	13	3	2	0	7	82	14	49	

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				Actual (7)	Plan (8)										
DALAMAN	THOMSON AIRWAYS LTD	C	27	0	0	100	0	0	0	0	0	2	75	8	16
<b>TOTAL DALAMAN</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>18</b>	<b>88</b>
<b>TOTAL TURKEY</b>			<b>173</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>26</b>	<b>145</b>
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	60	0	0	77	22	2	0	0	0	8	78	9	60
<b>TOTAL DUBAI</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>9</b>	<b>60</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>9</b>	<b>60</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	EASTERN AIRWAYS	S	217	0	7	86	6	5	3	0	0	9	92	6	166
<b>TOTAL ABERDEEN</b>			<b>217</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>92</b>	<b>6</b>	<b>166</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	100	0	2	81	7	2	10	0	0	13	76	17	84
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>100</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>7</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>17</b>	<b>84</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	140	0	0	91	4	4	2	0	0	6	85	9	126
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>9</b>	<b>126</b>
BIRMINGHAM	EASTERN AIRWAYS	S	90	0	2	87	2	4	7	0	0	9	88	13	98
	EASTERN AIRWAYS	C	2	0	0	100	0	0	0	0	0	1	100	0	2
<b>TOTAL BIRMINGHAM</b>			<b>92</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>2</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>13</b>	<b>100</b>
BRISTOL	BMI REGIONAL	C	2	0	0	100	0	0	0	0	0	7	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	130	0	0	97	2	0	2	0	0	3	93	4	126
<b>TOTAL BRISTOL</b>			<b>132</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>93</b>	<b>4</b>	<b>126</b>
CARDIFF WALES	EASTERN AIRWAYS	S	90	0	4	86	8	7	0	0	0	7	93	6	90
<b>TOTAL CARDIFF WALES</b>			<b>90</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>93</b>	<b>6</b>	<b>91</b>
EXETER	FLYBE LTD	S	52	0	0	90	4	6	0	0	0	6	86	11	58
<b>TOTAL EXETER</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>11</b>	<b>58</b>
GATWICK	FLYBE LTD	S	153	0	1	86	10	3	0	0	0	7	73	17	168
<b>TOTAL GATWICK</b>			<b>153</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>17</b>	<b>168</b>
HEATHROW	BRITISH AIRWAYS PLC	S	334	0	0	60	17	16	6	0	0	20	71	14	316
<b>TOTAL HEATHROW</b>			<b>334</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>17</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>71</b>	<b>14</b>	<b>316</b>
ISLE OF MAN	VANAIR EUROPE AS	S	36	0	0	100	0	0	0	0	0	0	88	4	32
<b>TOTAL ISLE OF MAN</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>0</b>	<b>90</b>	<b>4</b>	<b>40</b>
JERSEY	EASYJET AIRLINE COMPANY LTD	S	16	0	0	88	0	13	0	0	0	7	0	0	0
	FLYBE LTD	S	4	0	2	100	0	0	0	0	0	0	62	20	42
<b>TOTAL JERSEY</b>			<b>20</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>62</b>	<b>20</b>	<b>42</b>
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>100</b>	<b>3</b>	<b>2</b>
NEWQUAY	FLYBE LTD	S	6	0	0	67	0	0	0	33	0	91	38	47	8
<b>TOTAL NEWQUAY</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>91</b>	<b>38</b>	<b>47</b>	<b>8</b>
SOUTHAMPTON	FLYBE LTD	S	154	0	0	81	6	6	6	0	0	12	77	14	146
<b>TOTAL SOUTHAMPTON</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>14</b>	<b>146</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2013

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE								SEPT 2012		
		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)
TOTAL UNITED KINGDOM			1529	0	18	81	8	7	4	0	0	11	81	12	1485
USA															
SANFORD	THOMSON AIRWAYS LTD	C	9	0	0	89	11	0	0	0	0	4	100	2	8
TOTAL SANFORD			9	0	0	89	11	0	0	0	0	4	100	2	9
TOTAL USA			9	0	0	89	11	0	0	0	0	4	100	2	9
TOTAL NEWCASTLE			4097	1	24	83	9	5	3	0	0	10	82	13	4178

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2013

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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	48	0	0	52	29	15	4	0	0	20	87	8	46
TOTAL TIRANA			48	0	0	52	29	15	4	0	0	20	87	8	46
TOTAL ALBANIA			48	0	0	52	29	15	4	0	0	20	87	8	46
<b>AUSTRIA</b>															
KLAGENFURT	RYANAIR	S	24	0	0	100	0	0	0	0	0	3	85	9	26
TOTAL KLAGENFURT			24	0	0	100	0	0	0	0	0	3	85	9	26
LINZ	RYANAIR	S	24	0	0	100	0	0	0	0	0	2	100	1	34
TOTAL LINZ			24	0	0	100	0	0	0	0	0	2	100	1	34
SALZBURG	RYANAIR	S	34	0	0	94	6	0	0	0	0	5	91	6	34
TOTAL SALZBURG			34	0	0	94	6	0	0	0	0	5	91	6	34
TOTAL AUSTRIA			82	0	0	98	2	0	0	0	0	4	91	6	128
<b>BULGARIA</b>															
PLOVDIV	RYANAIR	S	24	0	0	79	13	8	0	0	0	9	100	4	18
TOTAL PLOVDIV			24	0	0	79	13	8	0	0	0	9	100	4	18
SOFIA	EASYJET AIRLINE COMPANY LTD	S	16	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL SOFIA			16	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL BULGARIA			40	0	0	88	8	5	0	0	0	6	100	4	18
<b>CROATIA</b>															
DUBROVNIK	EASYJET AIRLINE COMPANY LTD	S	26	0	0	100	0	0	0	0	0	2	100	2	26
TOTAL DUBROVNIK			26	0	0	100	0	0	0	0	0	2	100	2	26
PULA	RYANAIR	S	26	0	0	77	12	12	0	0	0	11	78	10	18
TOTAL PULA			26	0	0	77	12	12	0	0	0	11	78	10	18
RIJEKA	RYANAIR	S	10	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL RIJEKA			10	0	0	100	0	0	0	0	0	2	0	0	0
SPLIT	EASYJET AIRLINE COMPANY LTD	S	24	0	0	96	0	0	0	4	0	10	96	1	26
TOTAL SPLIT			24	0	0	96	0	0	0	4	0	10	96	1	26
ZADAR	RYANAIR	S	26	0	0	81	15	4	0	0	0	7	92	5	26
TOTAL ZADAR			26	0	0	81	15	4	0	0	0	7	92	5	26
TOTAL CROATIA			112	0	0	89	6	4	0	1	0	7	93	4	96
<b>CYPRUS</b>															
PAPHOS	RYANAIR	S	42	0	0	69	24	7	0	0	0	11	65	17	34
	THOMSON AIRWAYS LTD	C	17	0	0	94	6	0	0	0	0	3	76	6	17
TOTAL PAPHOS			59	0	0	76	19	5	0	0	0	9	69	13	51
TOTAL CYPRUS			59	0	0	76	19	5	0	0	0	9	74	11	61
<b>CZECH REPUBLIC</b>															
BRNO (TURANY)	RYANAIR	S	52	0	0	90	8	0	2	0	0	6	98	2	60

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2013

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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>52</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>98</b>	<b>2</b>	60
OSTRAVA	RYANAIR	S	24	0	0	79	8	4	8	0	0	12	0	0	0
<b>TOTAL OSTRAVA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	0
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	60	0	0	83	10	0	7	0	0	11	95	4	58
<b>TOTAL PRAGUE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>95</b>	<b>4</b>	58
<b>TOTAL CZECH REPUBLIC</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>97</b>	<b>3</b>	118
<b>DENMARK</b>															
AARHUS (TIRSTRUP)	RYANAIR	S	52	0	0	98	2	0	0	0	0	2	98	1	60
<b>TOTAL AARHUS (TIRSTRUP)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>98</b>	<b>1</b>	60
BILLUND	RYANAIR	S	128	0	0	91	8	2	0	0	0	5	92	5	120
<b>TOTAL BILLUND</b>			<b>128</b>	<b>2</b>	<b>0</b>	<b>91</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>92</b>	<b>5</b>	120
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	111	0	1	92	4	3	0	2	0	7	98	1	110
<b>TOTAL COPENHAGEN</b>			<b>111</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>98</b>	<b>1</b>	110
<b>TOTAL DENMARK</b>			<b>291</b>	<b>2</b>	<b>1</b>	<b>92</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>96</b>	<b>3</b>	290
<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	10	0	0	90	10	0	0	0	0	5	0	0	0
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</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>0</b>	<b>0</b>	0
<b>TOTAL EGYPT</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>0</b>	<b>0</b>	0
<b>ESTONIA</b>															
TALLIN	RYANAIR	S	35	1	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL TALLIN</b>			<b>35</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>3</b>	<b>88</b>	<b>5</b>	26
<b>TOTAL ESTONIA</b>			<b>35</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>3</b>	<b>88</b>	<b>5</b>	26
<b>FINLAND</b>															
TAMPERE	RYANAIR	S	26	0	0	88	8	4	0	0	0	5	100	1	24
<b>TOTAL TAMPERE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>1</b>	24
<b>TOTAL FINLAND</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>98</b>	<b>1</b>	50
<b>FRANCE</b>															
BERGERAC	RYANAIR	S	60	0	0	95	2	3	0	0	0	3	97	4	60
<b>TOTAL BERGERAC</b>			<b>60</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>97</b>	<b>4</b>	60
BIARRITZ	RYANAIR	S	62	0	0	90	8	2	0	0	0	4	95	5	60
<b>TOTAL BIARRITZ</b>			<b>62</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>95</b>	<b>5</b>	60
CALVI	TITAN AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	1	78	9	9
<b>TOTAL CALVI</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>78</b>	<b>9</b>	9
CARCASSONNE	RYANAIR	S	62	0	0	90	5	5	0	0	0	5	95	4	60
<b>TOTAL CARCASSONNE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>95</b>	<b>4</b>	60
DINARD	RYANAIR	S	50	0	0	98	2	0	0	0	0	2	92	2	50

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2013

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 DINARD			50	0	0	98	2	0	0	0	0	2	92	2	50
DOLE	RYANAIR	S	16	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL DOLE			16	0	0	100	0	0	0	0	0	2	0	0	0
LA ROCHELLE	RYANAIR	S	36	0	0	97	3	0	0	0	0	2	71	10	34
TOTAL LA ROCHELLE			36	0	0	97	3	0	0	0	0	2	71	10	34
LIMOGES	RYANAIR	S	62	0	0	97	3	0	0	0	0	3	92	9	60
TOTAL LIMOGES			62	0	0	97	3	0	0	0	0	3	92	9	60
LYON	EASYJET AIRLINE COMPANY LTD	S	60	0	0	90	0	3	7	0	0	11	80	10	60
TOTAL LYON			60	0	0	90	0	3	7	0	0	11	80	10	60
MARSEILLE	RYANAIR	S	60	0	0	70	20	10	0	0	0	11	90	3	60
TOTAL MARSEILLE			60	0	0	70	20	10	0	0	0	11	90	3	60
NICE	EASYJET AIRLINE COMPANY LTD	S	60	0	0	83	8	3	5	0	0	9	87	5	60
TOTAL NICE			60	0	0	83	8	3	5	0	0	9	87	5	60
PERPIGNAN	RYANAIR	S	52	0	0	92	6	2	0	0	0	5	95	4	42
TOTAL PERPIGNAN			52	0	0	92	6	2	0	0	0	5	95	4	42
POITIERS	RYANAIR	S	36	0	0	97	3	0	0	0	0	3	94	4	34
TOTAL POITIERS			36	0	0	97	3	0	0	0	0	3	94	4	34
RODEZ	RYANAIR	S	34	0	0	82	6	9	3	0	0	8	91	6	34
TOTAL RODEZ			34	0	0	82	6	9	3	0	0	8	91	6	34
STRASBOURG	RYANAIR	S	32	0	0	94	6	0	0	0	0	2	0	0	0
TOTAL STRASBOURG			32	0	0	94	6	0	0	0	0	2	0	0	0
TARBES-LOURDES INTERNATIONAL	RYANAIR	S	14	0	0	79	21	0	0	0	0	9	94	4	18
	TITAN AIRWAYS LTD	C	10	0	0	80	10	10	0	0	0	8	100	1	10
TOTAL TARBES-LOURDES INTERNATIONAL			24	0	0	79	17	4	0	0	0	9	96	3	28
TOULON / HYERES	RYANAIR	S	26	0	0	85	12	4	0	0	0	10	85	6	26
TOTAL TOULON / HYERES			26	0	0	85	12	4	0	0	0	10	85	6	26
TOURS	RYANAIR	S	34	0	0	100	0	0	0	0	0	1	94	4	34
TOTAL TOURS			34	0	0	100	0	0	0	0	0	1	94	4	34
TOTAL FRANCE			776	2	0	90	6	3	1	0	0	5	90	6	720
GERMANY															
BERLIN (SCHONEFELD)	RYANAIR	S	76	0	0	92	8	0	0	0	0	5	72	10	86
TOTAL BERLIN (SCHONEFELD)			77	3	0	91	9	0	0	0	0	5	72	10	86
BREMEN	RYANAIR	S	102	0	0	85	10	4	0	0	1	14	93	4	100
TOTAL BREMEN			102	0	0	85	10	4	0	0	1	14	93	4	100
COLOGNE BONN	GERMANWINGS	S	124	0	0	75	15	6	4	0	0	11	68	15	130
TOTAL COLOGNE BONN			124	0	0	75	15	6	4	0	0	11	68	15	130
DUSSELDORF	AIR BERLIN	S	148	0	4	51	21	17	11	0	0	25	55	20	146
TOTAL DUSSELDORF			148	0	4	51	21	17	11	0	0	25	55	20	146

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2013

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)
HAHN	RYANAIR	S	122	0	2	84	8	7	1	1	0	9	90	7	136
<b>TOTAL HAHN</b>			<b>122</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>7</b>	<b>136</b>
HANOVER	GERMANWINGS	S	102	0	0	87	10	3	0	0	0	5	65	19	100
<b>TOTAL HANOVER</b>			<b>102</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>5</b>	<b>65</b>	<b>19</b>	<b>100</b>
KARLSRUHE/BADEN BADEN	RYANAIR	S	58	0	0	97	0	3	0	0	0	4	92	5	60
<b>TOTAL KARLSRUHE/BADEN BADEN</b>			<b>58</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>4</b>	<b>92</b>	<b>5</b>	<b>60</b>
LEIPZIG	RYANAIR	S	40	0	0	88	13	0	0	0	0	5	93	3	60
<b>TOTAL LEIPZIG</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>93</b>	<b>3</b>	<b>61</b>
MEMMINGEN ALLGAU	RYANAIR	S	58	0	0	86	12	0	0	0	2	13	77	15	60
<b>TOTAL MEMMINGEN ALLGAU</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>13</b>	<b>77</b>	<b>15</b>	<b>60</b>
MUNICH	EASYJET AIRLINE COMPANY LTD	S	60	0	0	85	5	7	3	0	0	7	96	5	110
<b>TOTAL MUNICH</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>96</b>	<b>5</b>	<b>110</b>
NIEDERRHEIN	RYANAIR	S	120	0	0	81	13	3	0	3	0	12	84	7	76
<b>TOTAL NIEDERRHEIN</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>84</b>	<b>7</b>	<b>76</b>
NUREMBERG	RYANAIR	S	60	0	0	93	7	0	0	0	0	3	0	0	0
<b>TOTAL NUREMBERG</b>			<b>60</b>	<b>1</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
STUTTGART	GERMANWINGS	S	52	0	0	79	10	10	2	0	0	10	78	22	88
<b>TOTAL STUTTGART</b>			<b>52</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>10</b>	<b>78</b>	<b>22</b>	<b>88</b>
<b>TOTAL GERMANY</b>			<b>1123</b>	<b>4</b>	<b>6</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>12</b>	<b>1153</b>
<b>GREECE</b>															
ATHENS	AEGEAN AIRLINES	S	7	0	0	43	14	43	0	0	0	21	0	0	0
<b>TOTAL ATHENS</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>14</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>42</b>	<b>1</b>
CHANIA	RYANAIR	S	24	0	0	71	17	13	0	0	0	11	67	23	18
<b>TOTAL CHANIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>67</b>	<b>23</b>	<b>18</b>
CORFU	AEGEAN AIRLINES	S	4	0	0	100	0	0	0	0	0	3	0	0	0
	RYANAIR	S	26	0	0	77	15	8	0	0	0	10	75	14	16
	THOMSON AIRWAYS LTD	C	13	0	0	100	0	0	0	0	0	2	85	7	13
<b>TOTAL CORFU</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>11</b>	<b>29</b>
HERAKLION	THOMSON AIRWAYS LTD	C	17	0	0	94	6	0	0	0	0	2	88	5	17
<b>TOTAL HERAKLION</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>2</b>	<b>88</b>	<b>5</b>	<b>17</b>
KEFALLINIA	RYANAIR	S	26	0	0	73	23	4	0	0	0	10	0	0	0
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	0	100	0	10
<b>TOTAL KEFALLINIA</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>100</b>	<b>0</b>	<b>10</b>
KOS	RYANAIR	S	16	0	0	38	13	38	13	0	0	28	56	18	18
<b>TOTAL KOS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>56</b>	<b>18</b>	<b>18</b>
RHODES	AEGEAN AIRLINES	S	6	0	0	67	17	17	0	0	0	12	0	0	0
	RYANAIR	S	26	0	0	85	15	0	0	0	0	6	89	5	18
	THOMSON AIRWAYS LTD	C	17	0	0	100	0	0	0	0	0	1	89	7	18
<b>TOTAL RHODES</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>6</b>	<b>36</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2013

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)
SALONIKA	RYANAIR	S	26	0	0	88	0	4	8	0	0	12	38	21	24
<b>TOTAL SALONIKA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>38</b>	<b>21</b>	<b>24</b>
ZAKINTHOS	THOMAS COOK AIRLINES LTD	C	9	0	0	78	0	0	22	0	0	25	86	7	7
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	7	100	3	8
<b>TOTAL ZAKINTHOS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>93</b>	<b>5</b>	<b>15</b>
<b>TOTAL GREECE</b>			<b>235</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>12</b>	<b>186</b>
<b>HUNGARY</b>															
BUDAPEST	RYANAIR	S	127	0	1	90	9	0	0	1	0	6	93	7	120
<b>TOTAL BUDAPEST</b>			<b>127</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>93</b>	<b>7</b>	<b>120</b>
<b>TOTAL HUNGARY</b>			<b>127</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>93</b>	<b>7</b>	<b>120</b>
<b>IRISH REPUBLIC</b>															
CORK	RYANAIR	S	146	0	0	88	9	3	0	1	0	6	91	4	136
<b>TOTAL CORK</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>91</b>	<b>4</b>	<b>136</b>
DUBLIN	RYANAIR	S	465	0	1	78	12	8	2	0	0	10	90	5	404
<b>TOTAL DUBLIN</b>			<b>465</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>90</b>	<b>5</b>	<b>404</b>
IRELAND WEST(KNOCK)	RYANAIR	S	78	0	0	88	8	4	0	0	0	4	100	4	60
<b>TOTAL IRELAND WEST(KNOCK)</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>100</b>	<b>4</b>	<b>60</b>
KERRY COUNTY	RYANAIR	S	52	0	0	90	0	10	0	0	0	6	100	2	34
<b>TOTAL KERRY COUNTY</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>2</b>	<b>34</b>
SHANNON	RYANAIR	S	128	0	0	84	10	5	0	0	0	5	85	9	120
<b>TOTAL SHANNON</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>9</b>	<b>120</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>869</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>5</b>	<b>754</b>
<b>ITALY</b>															
ALGHERO/SASSARI	RYANAIR	S	44	0	0	93	7	0	0	0	0	3	85	6	34
<b>TOTAL ALGHERO/SASSARI</b>			<b>44</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>85</b>	<b>6</b>	<b>34</b>
ANCONA	RYANAIR	S	68	0	0	66	18	12	4	0	0	15	73	14	70
<b>TOTAL ANCONA</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>14</b>	<b>70</b>
BARI (PALESE)	RYANAIR	S	36	0	0	100	0	0	0	0	0	4	82	12	34
<b>TOTAL BARI (PALESE)</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>4</b>	<b>82</b>	<b>12</b>	<b>34</b>
BERGAMO	RYANAIR	S	178	0	0	75	15	10	1	0	0	12	79	10	180
<b>TOTAL BERGAMO</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>10</b>	<b>180</b>
BOLOGNA	RYANAIR	S	60	0	0	92	5	0	0	2	2	17	92	4	60
<b>TOTAL BOLOGNA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>17</b>	<b>92</b>	<b>4</b>	<b>60</b>
BRINDISI	RYANAIR	S	34	0	0	82	9	9	0	0	0	8	56	14	36
<b>TOTAL BRINDISI</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>56</b>	<b>14</b>	<b>36</b>
CAGLIARI (ELMAS)	EASYJET AIRLINE COMPANY LTD	S	60	0	0	92	2	5	2	0	0	7	93	4	60
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>93</b>	<b>4</b>	<b>60</b>
COMISO	RYANAIR	S	8	0	0	75	25	0	0	0	0	6	0	0	0

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			Actual (7)	Plan (8)											
TOTAL COMISO			8	0	0	75	25	0	0	0	0	6	0	0	0
GENOA	RYANAIR	S	60	0	0	88	7	2	3	0	0	10	85	7	60
TOTAL GENOA			60	0	0	88	7	2	3	0	0	10	85	7	60
LAMETIA-TERME	RYANAIR	S	36	0	0	67	22	11	0	0	0	10	50	28	34
TOTAL LAMETIA-TERME			36	0	0	67	22	11	0	0	0	10	50	28	34
NAPLES	EASYJET AIRLINE COMPANY LTD	S	120	0	0	88	8	2	2	0	0	6	91	6	138
TOTAL NAPLES			120	0	0	88	8	2	2	0	0	6	91	6	138
PALERMO	RYANAIR	S	60	0	0	88	8	3	0	0	0	5	63	14	60
TOTAL PALERMO			60	0	0	88	8	3	0	0	0	5	63	14	60
PARMA	RYANAIR	S	26	0	0	42	35	23	0	0	0	19	54	17	24
TOTAL PARMA			26	0	0	42	35	23	0	0	0	19	54	17	24
PERUGIA	RYANAIR	S	44	0	0	82	5	9	5	0	0	14	95	4	42
TOTAL PERUGIA			44	0	0	82	5	9	5	0	0	14	95	4	42
PESCARA	RYANAIR	S	44	0	0	93	7	0	0	0	0	5	88	13	42
TOTAL PESCARA			44	0	0	93	7	0	0	0	0	5	88	13	42
PISA	RYANAIR	S	190	0	0	68	19	8	3	2	1	21	76	14	180
TOTAL PISA			190	0	0	68	19	8	3	2	1	21	76	14	180
ROME (CIAMPINO)	RYANAIR	S	234	0	0	90	8	2	0	0	0	6	63	17	180
TOTAL ROME (CIAMPINO)			234	0	0	90	8	2	0	0	0	6	63	17	180
TREVISO	RYANAIR	S	118	0	0	89	8	3	0	1	0	7	72	19	120
TOTAL TREVISO			118	0	0	89	8	3	0	1	0	7	72	19	120
TRIESTE (RONCHI DEI LEGIONARI)	RYANAIR	S	58	0	0	98	2	0	0	0	0	4	85	7	60
TOTAL TRIESTE (RONCHI DEI LEGIONARI)			58	0	0	98	2	0	0	0	0	4	85	7	60
TURIN	RYANAIR	S	60	0	0	77	12	10	2	0	0	13	85	6	60
TOTAL TURIN			60	0	0	77	12	10	2	0	0	13	85	6	60
TOTAL ITALY			1539	0	0	83	11	5	1	0	0	10	77	12	1530
LATVIA															
RIGA	RYANAIR	S	92	0	0	93	3	3	0	0	0	4	95	3	79
TOTAL RIGA			92	0	0	93	3	3	0	0	0	4	95	3	79
TOTAL LATVIA			92	0	0	93	3	3	0	0	0	4	95	3	79
LITHUANIA															
KAUNAS	RYANAIR	S	60	0	0	87	12	0	0	2	0	9	93	4	60
TOTAL KAUNAS			60	0	0	87	12	0	0	2	0	9	93	4	60
VILNIUS	RYANAIR	S	60	0	0	95	3	2	0	0	0	3	82	11	60
TOTAL VILNIUS			60	0	0	95	3	2	0	0	0	3	82	11	60
TOTAL LITHUANIA			120	0	0	91	8	1	0	1	0	6	88	7	120

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			Actual (7)	Plan (8)												
<b>MALTA</b>																
MALTA	RYANAIR	S	36	0	0	78	19	3	0	0	0	10	97	5	34	
TOTAL MALTA			36	0	0	78	19	3	0	0	0	10	97	5	34	
TOTAL MALTA			36	0	0	78	19	3	0	0	0	10	97	5	34	
<b>MOROCCO</b>																
AGADIR	THOMSON AIRWAYS LTD	S	8	0	0	100	0	0	0	0	0	1	0	0	0	
TOTAL AGADIR			8	0	0	100	0	0	0	0	0	1	0	0	0	
FEZ	RYANAIR	S	18	0	0	78	22	0	0	0	0	6	67	25	18	
TOTAL FEZ			18	0	0	78	22	0	0	0	0	6	67	25	18	
MARRAKESH	EASYJET AIRLINE COMPANY LTD	S	26	0	0	96	4	0	0	0	0	3	0	0	0	
	RYANAIR	S	18	0	0	83	17	0	0	0	0	5	94	6	18	
TOTAL MARRAKESH			44	0	0	91	9	0	0	0	0	4	94	6	18	
TOTAL MOROCCO			70	0	0	89	11	0	0	0	0	4	81	15	36	
<b>NETHERLANDS</b>																
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	172	0	0	91	3	5	2	0	0	6	89	5	170	
TOTAL AMSTERDAM			172	1	0	91	3	5	2	0	0	6	89	5	170	
EINDHOVEN	RYANAIR	S	117	0	1	95	3	3	0	0	0	4	90	5	128	
TOTAL EINDHOVEN			117	0	1	95	3	3	0	0	0	4	90	5	128	
MAASTRICHT	RYANAIR	S	44	0	0	89	5	5	2	0	0	6	0	0	0	
TOTAL MAASTRICHT			44	0	0	89	5	5	2	0	0	6	0	0	0	
TOTAL NETHERLANDS			333	1	1	92	3	4	1	0	0	5	90	5	299	
<b>NORWAY</b>																
HAUGESUND	RYANAIR	S	26	0	0	92	0	8	0	0	0	4	92	4	26	
TOTAL HAUGESUND			26	0	0	92	0	8	0	0	0	4	92	4	26	
RYGGE	RYANAIR	S	172	0	0	93	2	3	1	1	0	5	91	4	120	
TOTAL RYGGE			172	0	0	93	2	3	1	1	0	5	91	4	120	
SANDEFJORD(TORP)	RYANAIR	S	60	0	0	88	5	5	0	2	0	8	92	3	60	
TOTAL SANDEFJORD(TORP)			60	0	0	88	5	5	0	2	0	8	92	3	60	
TOTAL NORWAY			258	0	0	92	3	4	1	1	0	6	91	4	209	
<b>POLAND</b>																
BYDGOSZCZ	RYANAIR	S	60	0	0	92	5	0	3	0	0	4	80	7	61	
TOTAL BYDGOSZCZ			60	0	0	92	5	0	3	0	0	4	80	7	61	
GDANSK	RYANAIR	S	74	0	0	86	7	3	4	0	0	9	98	2	60	
TOTAL GDANSK			74	0	0	86	7	3	4	0	0	9	98	2	60	
KATOWICE	RYANAIR	S	76	0	0	100	0	0	0	0	0	2	92	4	60	
TOTAL KATOWICE			76	0	0	100	0	0	0	0	0	2	92	4	60	
KRAKOW	RYANAIR	S	117	0	1	86	9	3	2	0	0	8	96	3	121	

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Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 KRAKOW			117	0	1	86	9	3	2	0	0	8	96	3	121
LODZ LUBLINEK	RYANAIR	S	50	0	0	90	10	0	0	0	0	4	97	3	60
TOTAL LODZ LUBLINEK			50	0	0	90	10	0	0	0	0	4	97	3	60
LUBLIN (PORT LOTNICZY)	RYANAIR	S	36	0	0	97	3	0	0	0	0	2	0	0	0
TOTAL LUBLIN (PORT LOTNICZY)			36	0	0	97	3	0	0	0	0	2	0	0	0
MODLIN MASOVIA	RYANAIR	S	6	0	0	100	0	0	0	0	0	2	94	5	172
TOTAL MODLIN MASOVIA			6	0	0	100	0	0	0	0	0	2	94	5	172
POZNAN	RYANAIR	S	60	0	0	98	2	0	0	0	0	3	72	11	60
TOTAL POZNAN			60	0	0	98	2	0	0	0	0	3	72	11	60
RZESZOW	RYANAIR	S	62	0	0	95	5	0	0	0	0	4	92	4	60
TOTAL RZESZOW			62	0	0	95	5	0	0	0	0	4	92	4	60
SZCZECIN (GOLENOW)	RYANAIR	S	36	0	0	94	6	0	0	0	0	2	97	2	34
TOTAL SZCZECIN (GOLENOW)			36	0	0	94	6	0	0	0	0	2	97	2	34
WARSAW	RYANAIR	S	146	0	0	75	16	9	1	0	0	10	0	0	0
TOTAL WARSAW			146	0	0	75	16	9	1	0	0	10	0	0	0
WROCLAW	RYANAIR	S	86	1	0	87	6	1	6	0	0	11	92	8	76
TOTAL WROCLAW			86	1	0	87	6	1	6	0	0	11	92	8	76
TOTAL POLAND			809	1	1	89	7	2	2	0	0	6	92	5	764
PORTUGAL(EXCLUDING MADEIRA)															
FARO	RYANAIR	S	120	0	0	78	13	8	0	0	0	9	82	8	96
	THOMSON AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	5	100	2	10
TOTAL FARO			130	0	0	79	13	8	0	0	0	9	84	7	106
OPORTO (PORTUGAL)	RYANAIR	S	104	0	0	57	28	13	3	0	0	17	82	8	102
TOTAL OPORTO (PORTUGAL)			104	0	0	57	28	13	3	0	0	17	82	8	102
TOTAL PORTUGAL(EXCLUDING MADEIRA)			234	0	0	69	20	10	1	0	0	12	83	8	208
REPUBLIC OF MOLDOVA															
CHISINAU (KISHINEV)	AIR MOLDOVA INTERNATIONAL	S	18	0	0	39	39	17	6	0	0	23	0	0	0
TOTAL CHISINAU (KISHINEV)			18	0	0	39	39	17	6	0	0	23	0	0	0
TOTAL REPUBLIC OF MOLDOVA			18	0	0	39	39	17	6	0	0	23	0	0	0
SLOVAK REPUBLIC															
BRATISLAVA	RYANAIR	S	118	0	0	92	8	1	0	0	0	5	91	7	138
TOTAL BRATISLAVA			118	0	0	92	8	1	0	0	0	5	91	7	138
TOTAL SLOVAK REPUBLIC			118	0	0	92	8	1	0	0	0	5	91	7	138
SLOVENIA															
LJUBLJANA	EASYJET AIRLINE COMPANY LTD	S	60	0	0	95	2	0	0	3	0	13	93	7	60
TOTAL LJUBLJANA			60	0	0	95	2	0	0	3	0	13	93	7	60
TOTAL SLOVENIA			60	0	0	95	2	0	0	3	0	13	93	7	60

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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>SPAIN</b>															
ALICANTE	RYANAIR	S	122	0	0	92	4	3	0	0	1	8	93	4	104
<b>TOTAL ALICANTE</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>90</b>	<b>8</b>	<b>212</b>
ALMERIA	RYANAIR	S	24	0	0	58	21	17	4	0	0	18	92	4	26
<b>TOTAL ALMERIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>21</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>92</b>	<b>4</b>	<b>26</b>
ASTURIAS	EASYJET AIRLINE COMPANY LTD	S	60	0	0	85	7	7	2	0	0	7	98	1	62
<b>TOTAL ASTURIAS</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>98</b>	<b>1</b>	<b>62</b>
BARCELONA	ENTER AIR	C	2	0	0	50	0	50	0	0	0	17	0	0	0
	RYANAIR	S	118	0	0	83	10	4	3	0	0	8	84	9	120
<b>TOTAL BARCELONA</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>7</b>	<b>180</b>
BILBAO	EASYJET AIRLINE COMPANY LTD	S	98	0	0	89	6	5	0	0	0	5	82	8	98
<b>TOTAL BILBAO</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>8</b>	<b>98</b>
GIRONA	RYANAIR	S	60	0	0	78	13	8	0	0	0	10	93	10	60
<b>TOTAL GIRONA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>93</b>	<b>10</b>	<b>60</b>
IBIZA	EASYJET AIRLINE COMPANY LTD	S	101	0	1	89	2	4	5	0	0	7	89	5	102
	RYANAIR	S	66	0	0	86	11	3	0	0	0	6	74	9	66
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	63	59	8
	THOMSON AIRWAYS LTD	C	18	0	0	89	11	0	0	0	0	5	83	20	18
<b>TOTAL IBIZA</b>			<b>193</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>10</b>	<b>194</b>
JEREZ	RYANAIR	S	36	0	0	58	31	11	0	0	0	15	71	9	34
<b>TOTAL JEREZ</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>31</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>9</b>	<b>34</b>
MADRID	RYANAIR	S	126	0	0	63	22	11	4	0	0	15	64	13	110
<b>TOTAL MADRID</b>			<b>126</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>22</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>64</b>	<b>13</b>	<b>110</b>
MAHON	THOMAS COOK AIRLINES LTD	C	15	0	0	93	0	7	0	0	0	4	71	8	7
	THOMSON AIRWAYS LTD	C	18	0	0	94	0	0	6	0	0	7	94	3	16
<b>TOTAL MAHON</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>5</b>	<b>23</b>
MALAGA	EASYJET AIRLINE COMPANY LTD	S	87	0	0	87	7	3	2	0	0	8	91	5	102
	RYANAIR	S	146	0	0	89	8	1	2	0	0	6	95	4	134
<b>TOTAL MALAGA</b>			<b>233</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>93</b>	<b>5</b>	<b>236</b>
MURCIA SAN JAVIER	RYANAIR	S	86	0	0	93	5	1	1	0	0	5	91	5	87
<b>TOTAL MURCIA SAN JAVIER</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>5</b>	<b>87</b>
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	95	1	0	87	8	1	3	0	0	7	88	9	104
	RYANAIR	S	102	0	1	80	15	3	2	0	0	9	73	12	96
	THOMAS COOK AIRLINES LTD	C	9	0	0	89	0	11	0	0	0	8	100	1	7
	THOMSON AIRWAYS LTD	C	24	0	0	79	0	4	17	0	0	20	92	5	26
<b>TOTAL PALMA DE MALLORCA</b>			<b>230</b>	<b>1</b>	<b>1</b>	<b>83</b>	<b>10</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>9</b>	<b>233</b>
REUS	RYANAIR	S	44	0	0	91	7	0	2	0	0	5	98	2	44
<b>TOTAL REUS</b>			<b>45</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>5</b>	<b>98</b>	<b>2</b>	<b>44</b>
SANTANDER	RYANAIR	S	60	0	0	93	3	0	3	0	0	5	92	4	60
<b>TOTAL SANTANDER</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>92</b>	<b>4</b>	<b>60</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)										
SANTIAGO DE COMPOSTELA (SPAIN)	RYANAIR	S	36	0	0	83	14	3	0	0	0	5	94	9	34
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>94</b>	<b>9</b>	<b>34</b>
SEVILLE	RYANAIR	S	58	0	0	78	17	2	2	2	0	13	97	3	60
<b>TOTAL SEVILLE</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>17</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>97</b>	<b>3</b>	<b>60</b>
VALENCIA	RYANAIR	S	62	0	0	90	6	2	2	0	0	6	95	4	60
<b>TOTAL VALENCIA</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>95</b>	<b>4</b>	<b>60</b>
ZARAGOZA	RYANAIR	S	44	0	0	100	0	0	0	0	0	2	80	8	44
<b>TOTAL ZARAGOZA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>8</b>	<b>44</b>
<b>TOTAL SPAIN</b>			<b>1726</b>	<b>2</b>	<b>2</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>7</b>	<b>1883</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	RYANAIR	S	34	0	0	82	9	9	0	0	0	8	100	2	36
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	3	63	32	8
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	100	3	8
	TRAVEL SERVICE AIRLINES	C	8	0	0	63	25	13	0	0	0	16	0	0	0
<b>TOTAL ARRECIFE</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>94</b>	<b>7</b>	<b>52</b>
FUERTEVENTURA	RYANAIR	S	36	0	0	83	17	0	0	0	0	6	85	6	26
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	90	16	10
<b>TOTAL FUERTEVENTURA</b>			<b>44</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>89</b>	<b>7</b>	<b>44</b>
LAS PALMAS	RYANAIR	S	42	0	0	69	12	17	2	0	0	13	91	4	34
	TRAVEL SERVICE AIRLINES	C	10	0	0	70	10	20	0	0	0	13	0	0	0
<b>TOTAL LAS PALMAS</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>12</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>91</b>	<b>4</b>	<b>34</b>
TENERIFE (SURREINA SOFIA)	RYANAIR	S	60	0	0	80	8	5	7	0	0	13	93	4	61
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	25	0	0	0	17	67	16	9
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	5	78	6	9
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>89</b>	<b>6</b>	<b>79</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>230</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>10</b>	<b>90</b>	<b>6</b>	<b>209</b>
<b>SWEDEN</b>															
GOTEBORG (SAVE)	RYANAIR	S	118	0	0	93	5	2	0	0	0	4	88	5	120
<b>TOTAL GOTEBORG (SAVE)</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>5</b>	<b>120</b>
MALMO	RYANAIR	S	36	0	0	92	6	3	0	0	0	5	92	7	60
<b>TOTAL MALMO</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>5</b>	<b>92</b>	<b>7</b>	<b>60</b>
STOCKHOLM (SKAVSTA)	RYANAIR	S	119	0	2	92	4	3	2	0	0	5	95	6	120
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>119</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>95</b>	<b>6</b>	<b>120</b>
VASTERAS	RYANAIR	S	42	0	0	93	5	2	0	0	0	4	98	4	42
<b>TOTAL VASTERAS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>98</b>	<b>4</b>	<b>42</b>
<b>TOTAL SWEDEN</b>			<b>315</b>	<b>1</b>	<b>2</b>	<b>92</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>5</b>	<b>342</b>
<b>TUNISIA</b>															
ENFIDHA - HAMMAMET INTL	THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	0	1	73	28	11
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	63	10	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2013

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)
TOTAL ENFIDHA - HAMMAMET INTL			17	0	0	100	0	0	0	0	0	1	68	20	19
TOTAL TUNISIA			17	0	0	100	0	0	0	0	0	1	68	20	19
TURKEY															
ANTALYA	FUTURA AIRLINES	C	3	0	0	67	0	0	33	0	0	33	0	0	0
	ONUR AIR	C	17	0	0	65	18	12	0	6	0	24	80	13	10
	THOMAS COOK AIRLINES LTD	C	26	0	0	77	8	0	15	0	0	22	70	25	27
	THOMSON AIRWAYS LTD	C	16	0	0	100	0	0	0	0	0	1	82	6	17
TOTAL ANTALYA			62	0	0	79	8	3	8	2	0	18	77	15	64
BODRUM (MILAS)	EASYJET AIRLINE COMPANY LTD	S	25	0	0	88	8	4	0	0	0	6	100	2	26
	PEGASUS AIRLINES	S	9	0	0	89	11	0	0	0	0	3	89	5	9
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	100	2	8
TOTAL BODRUM (MILAS)			42	0	0	90	7	2	0	0	0	4	98	2	43
DALAMAN	EASYJET AIRLINE COMPANY LTD	S	34	1	0	97	3	0	0	0	0	3	82	6	34
	FUTURA AIRLINES	C	8	0	0	100	0	0	0	0	0	8	0	0	0
	THOMAS COOK AIRLINES LTD	C	26	0	0	62	27	8	4	0	0	14	71	23	24
	THOMSON AIRWAYS LTD	C	18	0	0	78	11	11	0	0	0	9	75	66	16
	TITAN AIRWAYS LTD	C	5	5	0	80	0	20	0	0	0	8	80	6	15
TOTAL DALAMAN			91	6	0	82	11	5	1	0	0	8	77	21	90
ISTANBUL (SABIHA GOKCEN)	PEGASUS AIRLINES	S	132	0	0	36	34	23	6	0	0	26	77	12	128
TOTAL ISTANBUL (SABIHA GOKCEN)			132	0	0	36	34	23	6	0	0	26	77	12	128
IZMIR (ADNAM MENDERES)	PEGASUS AIRLINES	S	26	0	0	73	19	8	0	0	0	10	94	3	36
TOTAL IZMIR (ADNAM MENDERES)			26	0	0	73	19	8	0	0	0	10	94	3	36
TOTAL TURKEY			353	6	0	65	19	12	4	0	0	16	82	12	411
UNITED KINGDOM															
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	180	0	0	96	1	1	2	0	0	3	95	4	185
TOTAL BELFAST INTERNATIONAL			180	0	0	96	1	1	2	0	0	3	95	4	185
CARDIFF WALES	BMI REGIONAL	C	2	0	0	100	0	0	0	0	0	5	0	0	0
TOTAL CARDIFF WALES			2	0	0	100	0	0	0	0	0	5	0	0	0
CITY OF DERRY (EGLINTON)	RYANAIR	S	78	0	0	92	6	1	0	0	0	4	97	7	76
TOTAL CITY OF DERRY (EGLINTON)			78	0	0	92	6	1	0	0	0	4	97	7	76
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	202	0	0	95	2	2	0	0	0	2	89	6	204
TOTAL EDINBURGH			202	0	0	95	2	2	0	0	0	2	89	6	204
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	218	0	0	91	4	4	0	1	0	6	96	1	218
TOTAL GLASGOW			218	0	0	91	4	4	0	1	0	6	96	1	218
GUERNSEY	AURIGNY AIR SERVICES	S	52	0	0	79	10	0	12	0	0	18	85	6	60
TOTAL GUERNSEY			52	0	0	79	10	0	12	0	0	18	85	6	60
JERSEY	AURIGNY AIR SERVICES	S	10	0	0	90	10	0	0	0	0	5	90	3	20
TOTAL JERSEY			10	0	0	90	10	0	0	0	0	5	90	3	20
TOTAL UNITED KINGDOM			743	0	0	93	3	2	1	0	0	5	93	4	765
TOTAL STANSTED			11059	27	15	85	9	4	1	0	0	8	87	8	10887

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
AALBORG																		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	13	0	0	69	23	8	0	0	0	10	85	6	13	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	13	0	0	77	15	8	0	0	0	8	85	7	13	
<b>TOTAL AALBORG</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>7</b>	<b>7</b>	
AARHUS (TIRSTRUP)																		
	STANSTED	RYANAIR	S	A	26	0	0	100	0	0	0	0	0	97	1	30		
	STANSTED	RYANAIR	S	D	26	0	0	96	4	0	0	0	4	100	1	30		
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	A	32	0	0	91	0	9	0	0	5	47	19	45		
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	D	32	0	0	88	6	6	0	0	6	73	11	45		
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>116</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>10</b>	<b>10</b>		
ABERDEEN																		
	LONDON CITY	BA CITYFLYER LTD	S	A	65	0	0	88	2	5	6	0	9	93	5	15		
	LONDON CITY	BA CITYFLYER LTD	S	D	65	0	0	83	8	3	6	0	11	82	10	17		
	MANCHESTER	BMI REGIONAL	S	A	68	0	0	93	1	4	1	0	6	97	2	98		
	MANCHESTER	BMI REGIONAL	S	D	67	0	0	87	3	7	3	0	8	96	3	93		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	234	0	0	62	18	12	8	0	19	78	10	348		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	233	0	0	70	11	13	6	0	17	87	7	354		
	MANCHESTER	EASTERN AIRWAYS	C	A	3	0	0	33	33	33	0	0	22	40	26	5		
	MANCHESTER	EASTERN AIRWAYS	C	D	3	0	0	100	0	0	0	0	1	60	15	5		
	NEWCASTLE	EASTERN AIRWAYS	S	A	106	0	4	88	7	4	2	0	7	88	6	81		
	NEWCASTLE	EASTERN AIRWAYS	S	D	111	0	3	84	6	6	4	0	10	95	5	85		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	54	0	0	81	13	2	4	0	8	75	17	55		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	54	0	0	83	11	4	2	0	9	82	8	55		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	93	0	7	0	0	4	82	8	44		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	87	7	3	3	0	9	75	11	44		
	BIRMINGHAM	FLYBE LTD	S	A	92	0	3	84	7	4	4	1	10	74	16	91		
	BIRMINGHAM	FLYBE LTD	S	D	93	0	2	77	6	12	4	0	11	75	18	91		
	MANCHESTER	FLYBE LTD	S	A	127	0	1	71	11	9	9	1	18	83	10	123		
	MANCHESTER	FLYBE LTD	S	D	127	0	1	64	18	9	9	1	22	79	11	124		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	88	0	1	86	7	7	0	0	6	0	0	0		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	88	0	0	97	1	2	0	0	2	0	0	0		
<b>TOTAL ABERDEEN</b>					<b>1740</b>	<b>1</b>	<b>15</b>	<b>78</b>	<b>9</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>9</b>	<b>9</b>		
ABU DHABI INTERNATIONAL																		
	HEATHROW	ETIHAD AIRWAYS	S	A	90	0	0	64	17	13	6	0	16	90	6	90		



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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
ABU DHABI INTERNATIONAL	HEATHROW	ETIHAD AIRWAYS	S	D	90	0	0	67	16	13	4	0	0	17	92	4	90
	MANCHESTER	ETIHAD AIRWAYS	S	A	60	0	0	75	18	7	0	0	0	10	93	4	60
	MANCHESTER	ETIHAD AIRWAYS	S	D	60	0	0	85	8	5	2	0	0	8	93	6	59
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>300</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>92</b>	<b>5</b>	<b>5</b>
ABUJA	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	60	23	17	0	0	0	17	90	9	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	50	33	17	0	0	0	16	80	12	30
<b>TOTAL ABUJA</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>28</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>85</b>	<b>11</b>	<b>11</b>
ACCRA	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	93	3	0	3	0	0	6	87	8	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	17	30	37	17	0	0	36	57	22	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	16	0	0	75	13	13	0	0	0	10	81	7	21
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	16	0	0	31	63	0	6	0	0	19	62	15	21
<b>TOTAL ACCRA</b>					<b>92</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>24</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>72</b>	<b>14</b>	<b>14</b>
ADDIS ABABA	HEATHROW	ETHIOPIAN AIRLINES	S	A	26	0	0	65	19	8	8	0	0	14	69	57	26
	HEATHROW	ETHIOPIAN AIRLINES	S	D	26	0	0	65	15	12	8	0	0	20	77	16	26
<b>TOTAL ADDIS ABABA</b>					<b>52</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>17</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>73</b>	<b>37</b>	<b>37</b>
AGADIR	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	67	22	0	11	0	0	16	78	12	9
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	78	0	22	0	0	0	10	100	5	9
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	10	0	0	60	10	20	10	0	0	23	89	6	9
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	10	0	0	60	20	10	10	0	0	18	78	12	9
	GATWICK	THOMSON AIRWAYS LTD	S	A	8	0	0	100	0	0	0	0	0	1	100	0	8
	GATWICK	THOMSON AIRWAYS LTD	S	D	9	0	0	100	0	0	0	0	0	3	100	1	8
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	8	0	0	75	0	0	25	0	0	21	75	33	8
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	9	0	0	67	11	0	22	0	0	22	88	33	8
	STANSTED	THOMSON AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	1	0	0	0
	STANSTED	THOMSON AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL AGADIR</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>12</b>	<b>12</b>
AJACCIO	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	5	0	0	100	0	0	0	0	0	0	100	0	5

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2012		
					5	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)										
AJACCIO	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	5	0	0	100	0	0	0	0	0	1	80	4	5
<b>TOTAL AJACCIO</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>2</b>	<b>2</b>
ALESUND	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	9	0	0	78	11	0	0	11	0	41	100	1	9
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	9	0	0	89	0	0	0	11	0	39	100	1	9
<b>TOTAL ALESUND</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>40</b>	<b>100</b>	<b>1</b>	<b>1</b>
ALGHERO/SASSARI	LUTON	RYANAIR	S	A	9	0	0	67	22	11	0	0	0	10	88	10	8
	LUTON	RYANAIR	S	D	9	0	0	89	0	11	0	0	0	7	88	11	8
	STANSTED	RYANAIR	S	A	22	0	0	95	5	0	0	0	0	3	71	10	17
	STANSTED	RYANAIR	S	D	22	0	0	91	9	0	0	0	0	3	100	2	17
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	100	3	5
	GATWICK	THOMSON AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	7	100	4	4
<b>TOTAL ALGHERO/SASSARI</b>					<b>69</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>7</b>	<b>7</b>
ALGIERS	HEATHROW	AIR ALGERIE	S	A	22	0	0	0	14	41	45	0	0	62	18	43	22
	HEATHROW	AIR ALGERIE	S	D	22	0	0	32	14	18	36	0	0	47	36	37	22
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	43	30	13	13	0	0	25	67	12	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	57	17	17	10	0	0	21	83	6	30
<b>TOTAL ALGIERS</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>19</b>	<b>21</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>54</b>	<b>23</b>	<b>23</b>
ALICANTE	GLASGOW	BA CITYFLYER LTD	C	A	7	0	0	57	43	0	0	0	0	13	75	12	4
	GLASGOW	BA CITYFLYER LTD	C	D	7	0	0	100	0	0	0	0	0	4	75	9	4
	GATWICK	BRITISH AIRWAYS PLC	S	A	88	0	0	49	26	18	7	0	0	23	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	88	0	0	63	18	10	9	0	0	19	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	7	0	0	29	29	43	0	0	0	29	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	8	0	0	63	25	0	13	0	0	18	0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	75	13	0	13	0	0	17	89	3	9
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	100	0	0	0	0	0	3	89	3	9
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	128	1	0	79	11	7	2	1	0	12	71	19	130
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	128	0	0	88	4	5	2	1	0	9	81	13	129
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	100	0	0	0	0	0	1	97	3	30

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 2012				
					30	0	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
ALICANTE																		
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	100	0	0	0	0	0	1	93	2	30	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	48	0	0	98	0	2	0	0	0	2	95	4	42	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	47	0	0	98	2	0	0	0	0	2	83	7	42	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	77	12	8	4	0	0	10	81	6	26	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	88	4	4	4	0	0	7	96	3	26	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	80	10	10	0	0	0	8	80	8	30	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	77	10	3	10	0	0	17	80	7	30	
	EDINBURGH	JET2.COM LTD	S	A	22	0	0	64	14	14	9	0	0	16	62	28	13	
	EDINBURGH	JET2.COM LTD	S	D	22	0	0	82	0	14	5	0	0	11	62	13	13	
	GLASGOW	JET2.COM LTD	S	A	26	0	0	92	0	0	4	4	0	14	65	19	17	
	GLASGOW	JET2.COM LTD	S	D	26	0	0	92	8	0	0	0	0	8	29	30	17	
	MANCHESTER	JET2.COM LTD	S	A	47	0	0	79	9	6	6	0	0	14	63	22	30	
	MANCHESTER	JET2.COM LTD	S	D	47	0	0	66	23	4	6	0	0	16	60	26	30	
	NEWCASTLE	JET2.COM LTD	S	A	42	0	0	90	5	0	2	2	0	13	84	10	31	
	NEWCASTLE	JET2.COM LTD	S	D	42	0	0	88	5	2	5	0	0	14	77	10	31	
	BIRMINGHAM	MONARCH AIRLINES	S	A	44	0	0	89	5	2	5	0	0	8	88	20	43	
	BIRMINGHAM	MONARCH AIRLINES	S	D	44	0	0	93	0	5	2	0	0	5	81	26	43	
	GATWICK	MONARCH AIRLINES	S	A	49	0	0	39	27	14	18	0	2	41	33	37	51	
	GATWICK	MONARCH AIRLINES	S	D	48	0	0	69	10	8	10	0	2	27	71	25	51	
	LUTON	MONARCH AIRLINES	S	A	21	0	0	52	24	19	0	5	0	25	54	22	24	
	LUTON	MONARCH AIRLINES	S	D	21	0	0	71	14	10	5	0	0	15	91	8	23	
	MANCHESTER	MONARCH AIRLINES	S	A	44	0	0	57	20	7	14	2	0	30	59	38	34	
	MANCHESTER	MONARCH AIRLINES	S	D	44	0	0	66	18	5	11	0	0	23	85	26	34	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	12	0	0	67	17	8	8	0	0	17	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	12	0	0	92	0	8	0	0	0	6	0	0	0	
	BIRMINGHAM	RYANAIR	S	A	43	0	0	86	7	5	2	0	0	7	97	2	30	
	BIRMINGHAM	RYANAIR	S	D	43	0	0	95	0	2	2	0	0	3	90	5	30	
	EDINBURGH	RYANAIR	S	A	26	0	0	73	19	8	0	0	0	10	88	8	17	
	EDINBURGH	RYANAIR	S	D	26	0	0	85	8	4	4	0	0	9	94	5	17	
	MANCHESTER	RYANAIR	S	A	51	0	0	84	8	4	4	0	0	9	88	9	17	
	MANCHESTER	RYANAIR	S	D	51	0	0	82	12	4	2	0	0	8	53	17	17	
	STANSTED	RYANAIR	S	A	61	0	0	90	5	3	0	0	2	12	87	6	52	
	STANSTED	RYANAIR	S	D	61	0	0	93	3	3	0	0	0	3	100	2	52	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	7	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	8	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	7	0	0	86	0	14	0	0	0	9	38	32	8
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	13	0	0	0	0	5	44	40	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	13	0	0	0	0	5	44	84	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	100	0	0	0	0	0	3	50	80	10
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	13	0	25	0	0	28	83	51	6
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	13	13	13	0	0	30	83	57	6
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	4	89	4	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	0	89	9	9
	GATWICK	THOMSON AIRWAYS LTD	C	A	8	0	0	88	0	13	0	0	0	9	85	5	13
	GATWICK	THOMSON AIRWAYS LTD	C	D	8	0	0	88	0	13	0	0	0	7	85	4	13
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	10	80	24	5
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	80	8	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	12	0	0	67	8	17	8	0	0	17	62	12	13
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	12	0	0	58	25	8	8	0	0	15	85	7	13
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	13	0	0	77	15	8	0	0	0	7	100	7	9
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	11	0	0	91	0	9	0	0	0	5	89	4	9
<b>TOTAL ALICANTE</b>					<b>1866</b>	<b>2</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>15</b>	<b>15</b>
ALMATY	HEATHROW	AIR ASTANA	S	A	8	0	0	63	13	25	0	0	0	11	56	32	9
	HEATHROW	AIR ASTANA	S	D	8	0	0	88	13	0	0	0	0	7	67	14	9
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	69	15	8	8	0	0	13	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	12	0	0	92	8	0	0	0	0	5	0	0	0
<b>TOTAL ALMATY</b>					<b>41</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>61</b>	<b>23</b>	<b>23</b>
ALMERIA	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	73	17	3	7	0	0	12	96	5	26
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	97	0	3	0	0	0	4	100	1	26
	BIRMINGHAM	FLYBE LTD	C	A	4	0	0	50	25	25	0	0	0	13	100	5	4
	BIRMINGHAM	FLYBE LTD	C	D	4	0	0	75	25	0	0	0	0	8	100	6	3
	MANCHESTER	FLYBE LTD	C	A	4	0	0	75	0	25	0	0	0	12	0	0	0
	MANCHESTER	FLYBE LTD	C	D	4	0	0	50	50	0	0	0	0	17	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	S	A	9	0	0	78	22	0	0	0	0	8	75	8	8

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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
ALMERIA																		
	BIRMINGHAM	MONARCH AIRLINES	S	D	9	0	0	78	22	0	0	0	0	10	50	20	8	
	MANCHESTER	MONARCH AIRLINES	S	A	9	0	0	44	11	22	22	0	0	32	0	0	0	
	MANCHESTER	MONARCH AIRLINES	S	D	9	0	0	67	11	11	11	0	0	23	0	0	0	
	STANSTED	RYANAIR	S	A	12	0	0	50	25	17	8	0	0	22	85	6	13	
	STANSTED	RYANAIR	S	D	12	0	0	67	17	17	0	0	0	14	100	2	13	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	25	0	50	0	0	43	75	11	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	25	0	50	0	0	45	100	4	3	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	5	100	0	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	67	15	3	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	8	0	0	0	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	9	0	0	0	
<b>TOTAL ALMERIA</b>					<b>168</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>90</b>	<b>5</b>	<b>5</b>	
ALTENRHEIN																		
AMMAN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	47	0	0	62	21	15	2	0	0	16	88	7	34	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	47	0	0	94	6	0	0	0	0	3	76	12	34	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	54	31	8	8	0	0	16	69	11	13	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	46	31	15	8	0	0	21	62	16	13	
	HEATHROW	ROYAL JORDANIAN	S	A	30	0	0	77	20	3	0	0	0	9	77	9	30	
	HEATHROW	ROYAL JORDANIAN	S	D	30	0	0	73	17	3	7	0	0	11	83	7	30	
<b>TOTAL AMMAN</b>					<b>180</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>10</b>	<b>10</b>	
AMRITSAR																		
AMSTERDAM																		
	LONDON CITY	BA CITYFLYER LTD	S	A	109	0	0	93	0	3	5	0	0	8	94	4	109	
	LONDON CITY	BA CITYFLYER LTD	S	D	110	0	0	85	8	2	5	0	0	8	92	5	109	
	GATWICK	BRITISH AIRWAYS PLC	S	A	94	0	0	61	24	13	2	0	0	15	70	14	107	
	GATWICK	BRITISH AIRWAYS PLC	S	D	94	0	0	69	15	13	3	0	0	14	79	11	107	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	226	0	0	59	19	15	7	0	0	20	66	16	223	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	227	0	0	65	19	11	4	0	0	15	77	11	223	
	LONDON CITY	CITY JET	S	A	180	0	0	91	3	2	3	1	0	9	94	5	169	
	LONDON CITY	CITY JET	S	D	179	0	0	78	13	2	6	2	0	15	85	9	170	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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	39	0	0	85	8	5	3	0	0	7	83	12	46	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	39	0	0	85	3	13	0	0	0	8	93	4	46	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	154	0	0	72	16	8	5	0	0	14	66	15	134	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	154	0	1	77	14	6	3	0	0	10	78	12	134	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	28	0	0	86	4	11	0	0	0	7	97	2	29	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	28	0	0	89	0	0	11	0	0	9	83	5	29	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	110	0	0	92	5	2	2	0	0	5	83	7	105	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	110	0	0	87	7	3	3	0	0	6	91	4	105	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	56	0	0	84	5	5	5	0	0	11	87	6	53	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	84	7	4	5	0	0	11	85	7	53	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	100	0	0	0	0	0	2	0	0	0	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	100	0	0	0	0	0	4	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	86	0	0	88	5	5	2	0	0	7	92	5	85	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	86	0	0	93	1	5	1	0	0	5	87	6	85	
	BIRMINGHAM	FLYBE LTD	S	A	76	0	1	57	21	13	7	1	1	27	0	0	0	
	BIRMINGHAM	FLYBE LTD	S	D	76	0	1	83	3	12	3	0	0	10	0	0	0	
	BIRMINGHAM	KLM	S	A	90	0	0	91	8	0	1	0	0	5	94	3	120	
	BIRMINGHAM	KLM	S	D	90	0	0	94	4	1	0	0	0	3	91	7	120	
	EDINBURGH	KLM	S	A	118	0	0	88	8	3	2	0	0	8	77	10	91	
	EDINBURGH	KLM	S	D	118	0	0	89	8	3	1	0	0	7	88	7	91	
	GLASGOW	KLM	S	A	62	0	0	85	11	0	3	0	0	9	87	7	31	
	GLASGOW	KLM	S	D	62	0	0	87	6	5	2	0	0	8	84	5	31	
	HEATHROW	KLM	S	A	229	0	0	81	12	4	3	0	0	9	87	6	230	
	HEATHROW	KLM	S	D	229	0	0	89	7	3	1	0	0	6	91	4	229	
	MANCHESTER	KLM	S	A	177	0	0	84	9	5	2	0	0	10	86	8	145	
	MANCHESTER	KLM	S	D	177	0	0	87	7	4	2	0	0	7	90	5	145	
	NEWCASTLE	KLM	S	A	25	0	0	100	0	0	0	0	0	1	100	1	25	
	NEWCASTLE	KLM	S	D	25	0	0	88	8	4	0	0	0	9	100	5	25	
	BIRMINGHAM	KLM CITYHOPPER	S	A	60	0	0	90	7	3	0	0	0	4	95	5	57	
	BIRMINGHAM	KLM CITYHOPPER	S	D	60	0	0	93	7	0	0	0	0	2	86	23	56	
	EDINBURGH	KLM CITYHOPPER	S	A	57	0	0	91	7	2	0	0	0	6	85	7	89	
	EDINBURGH	KLM CITYHOPPER	S	D	57	0	0	88	4	7	2	0	0	7	94	8	89	
	GLASGOW	KLM CITYHOPPER	S	A	88	0	0	92	7	0	1	0	0	6	80	9	118	

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)												
AMSTERDAM																		
	GLASGOW	KLM CITYHOPPER	S	D	88	0	0	92	6	1	1	0	0	5	86	9	118	
	HEATHROW	KLM CITYHOPPER	S	A	93	0	0	80	14	5	0	1	0	9	83	8	89	
	HEATHROW	KLM CITYHOPPER	S	D	93	0	0	94	4	1	1	0	0	3	99	1	89	
	NEWCASTLE	KLM CITYHOPPER	S	A	124	0	0	94	2	3	2	0	0	4	94	3	125	
	NEWCASTLE	KLM CITYHOPPER	S	D	124	0	0	92	6	1	2	0	0	5	90	5	124	
<b>TOTAL AMSTERDAM</b>					<b>4601</b>	<b>1</b>	<b>3</b>	<b>83</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>8</b>	<b>8</b>	
ANCONA																		
	STANSTED	RYANAIR	S	A	34	0	0	50	29	15	6	0	0	19	63	20	35	
	STANSTED	RYANAIR	S	D	34	0	0	82	6	9	3	0	0	11	83	8	35	
<b>TOTAL ANCONA</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>14</b>	<b>14</b>	
ANGERS- MARCE																		
<b>TOTAL ANGERS- MARCE</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>12</b>	<b>100</b>	<b>1</b>	<b>1</b>	
ANTALYA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	83	9	9	0	0	0	9	70	14	23	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	65	22	9	4	0	0	15	74	14	23	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	75	13	13	0	0	0	13	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	50	25	25	0	0	0	18	0	0	0	
	BIRMINGHAM	FREEBIRD AIRLINES	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	EDINBURGH	FREEBIRD AIRLINES	C	A	4	0	0	50	50	0	0	0	0	12	0	0	0	
	EDINBURGH	FREEBIRD AIRLINES	C	D	4	0	0	50	50	0	0	0	0	13	0	0	0	
	GATWICK	FREEBIRD AIRLINES	C	A	3	0	0	67	0	0	33	0	0	24	100	14	1	
	GATWICK	FREEBIRD AIRLINES	C	D	4	0	0	50	0	25	25	0	0	35	100	3	1	
	MANCHESTER	FREEBIRD AIRLINES	C	D	2	0	0	50	0	0	50	0	0	35	100	0	1	
	STANSTED	FUTURA AIRLINES	C	D	2	0	0	50	0	0	50	0	0	46	0	0	0	
	GATWICK	MONARCH AIRLINES	S	A	13	0	0	46	46	8	0	0	0	16	23	40	13	
	GATWICK	MONARCH AIRLINES	S	D	13	0	0	77	15	8	0	0	0	11	54	28	13	
	MANCHESTER	MONARCH AIRLINES	S	A	13	0	0	38	31	15	15	0	0	26	36	29	14	
	MANCHESTER	MONARCH AIRLINES	S	D	12	0	0	58	8	25	8	0	0	22	38	23	13	
	GATWICK	ONUR AIR	C	A	2	0	0	100	0	0	0	0	0	11	33	43	3	
	STANSTED	ONUR AIR	C	A	9	0	0	67	22	11	0	0	0	13	83	18	6	
	STANSTED	ONUR AIR	C	D	8	0	0	63	13	13	0	13	0	36	75	6	4	
	GATWICK	PEGASUS AIRLINES	C	A	3	0	0	100	0	0	0	0	0	6	100	0	2	
	GATWICK	PEGASUS AIRLINES	C	D	3	0	0	33	0	67	0	0	0	21	0	0	0	

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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	GLASGOW	PEGASUS AIRLINES	C	A	4	0	0	25	50	0	25	0	0	36	0	0	0
	GLASGOW	PEGASUS AIRLINES	C	D	4	0	0	50	25	0	25	0	0	42	0	0	0
	MANCHESTER	PEGASUS AIRLINES	C	A	4	0	0	75	0	0	0	25	0	75	0	0	0
	MANCHESTER	PEGASUS AIRLINES	C	D	4	0	0	75	0	0	0	25	0	78	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	67	0	22	11	0	0	25	83	22	12
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	0	0	13	0	0	14	83	26	12
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	30	0	0	77	10	13	0	0	0	11	80	19	35
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	27	0	0	70	15	4	11	0	0	17	82	25	33
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	0	25	0	13	0	52	75	35	16
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	9	0	0	44	44	0	0	11	0	52	71	36	17
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	18	0	0	61	6	11	17	0	6	79	50	128	18
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	18	0	0	50	22	11	11	6	0	39	44	126	18
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	0	75	7	8
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	11	0	0	0	0	8	63	18	8
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	13	0	0	77	8	0	15	0	0	20	69	25	13
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	13	0	0	77	8	0	15	0	0	24	71	24	14
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	3	89	2	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	2	88	8	8
	GATWICK	THOMSON AIRWAYS LTD	C	A	20	0	0	85	5	5	5	0	0	12	100	2	17
	GATWICK	THOMSON AIRWAYS LTD	C	D	20	0	0	75	10	5	10	0	0	20	87	5	15
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	7	50	28	4
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	50	24	4
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	50	18	4
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	8	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	12	0	0	92	0	8	0	0	0	5	83	10	12
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	12	0	0	67	25	8	0	0	0	13	80	9	10
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	75	18	4
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	75	27	4
	STANSTED	THOMSON AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	2	78	7	9
	STANSTED	THOMSON AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	0	88	6	8
<b>TOTAL ANTALYA</b>					<b>470</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>71</b>	<b>27</b>	<b>27</b>
ANTIGUA	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	10	0	0	70	30	0	0	0	0	9	71	11	14



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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)											
ANTIGUA	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	78	11	11	0	0	0	11	85	9	13
<b>TOTAL ANTIGUA</b>					<b>19</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>21</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>10</b>	<b>10</b>
ANTWERP	MANCHESTER	BMI REGIONAL	S	A	47	0	0	89	4	2	4	0	0	7	0	0	0
	MANCHESTER	BMI REGIONAL	S	D	47	0	0	81	4	11	4	0	0	11	0	0	0
	LONDON CITY	VLM (BELGIUM)	S	A	104	0	0	84	8	6	3	0	0	8	95	5	111
	LONDON CITY	VLM (BELGIUM)	S	D	107	0	0	86	6	7	2	0	0	7	90	7	111
<b>TOTAL ANTWERP</b>					<b>307</b>	<b>2</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>6</b>	<b>6</b>
ARRECIFE	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	44	44	0	11	0	0	31	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	56	22	11	11	0	0	28	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	88	6	6	0	0	0	7	77	11	13
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	16	0	0	75	13	13	0	0	0	10	80	9	15
	GLASGOW	JET2.COM LTD	S	A	8	1	0	75	25	0	0	0	0	6	75	39	4
	GLASGOW	JET2.COM LTD	S	D	9	0	0	78	11	11	0	0	0	12	75	17	4
	MANCHESTER	JET2.COM LTD	S	A	13	1	0	85	0	8	8	0	0	9	100	0	8
	MANCHESTER	JET2.COM LTD	S	D	13	0	0	46	31	15	8	0	0	29	56	19	9
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	100	0	0	0	0	0	1	100	0	8
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	56	44	0	0	0	0	14	67	12	9
	BIRMINGHAM	MONARCH AIRLINES	S	A	16	1	1	94	0	0	6	0	0	6	83	9	18
	BIRMINGHAM	MONARCH AIRLINES	S	D	17	0	0	94	0	0	6	0	0	6	50	21	18
	GATWICK	MONARCH AIRLINES	S	A	29	0	0	31	38	17	10	3	0	37	45	32	22
	GATWICK	MONARCH AIRLINES	S	D	29	0	0	48	28	14	7	3	0	28	64	22	22
	LUTON	MONARCH AIRLINES	S	A	4	0	0	100	0	0	0	0	0	3	0	48	4
	LUTON	MONARCH AIRLINES	S	D	4	0	0	75	25	0	0	0	0	12	75	13	4
	MANCHESTER	MONARCH AIRLINES	S	A	18	0	0	56	28	11	6	0	0	19	47	28	17
	MANCHESTER	MONARCH AIRLINES	S	D	17	0	0	47	18	24	12	0	0	26	35	33	17
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	9	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	9	0	0	89	11	0	0	0	0	3	0	0	0
	MANCHESTER	ORBEST	C	A	4	0	0	100	0	0	0	0	0	4	0	0	0
	MANCHESTER	ORBEST	C	D	3	0	0	100	0	0	0	0	0	1	0	0	0
	BIRMINGHAM	RYANAIR	S	A	14	0	0	93	7	0	0	0	0	2	100	1	12
	BIRMINGHAM	RYANAIR	S	D	14	0	0	100	0	0	0	0	0	0	92	5	12

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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																		
	EDINBURGH	RYANAIR	S	A	10	0	0	90	0	10	0	0	0	6	100	3	8	
	EDINBURGH	RYANAIR	S	D	10	0	0	100	0	0	0	0	0	3	100	8	8	
	LUTON	RYANAIR	S	A	9	0	0	89	0	11	0	0	0	9	100	1	9	
	LUTON	RYANAIR	S	D	9	0	0	67	22	11	0	0	0	15	67	11	9	
	MANCHESTER	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	2	0	0	0	
	MANCHESTER	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	7	0	0	0	
	STANSTED	RYANAIR	S	A	17	0	0	76	12	12	0	0	0	11	100	0	18	
	STANSTED	RYANAIR	S	D	17	0	0	88	6	6	0	0	0	6	100	3	18	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	8	25	49	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	25	28	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	20	0	0	17	70	26	10	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	32	56	35	9	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	7	0	0	100	0	0	0	0	0	1	82	15	11	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	0	1	54	25	13	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	67	22	0	11	0	0	13	69	37	13	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	11	11	11	0	0	21	62	39	13	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	11	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	8	100	3	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	50	44	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	7	75	20	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	89	0	11	0	0	0	5	78	20	9	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	89	0	11	0	0	0	7	78	26	9	
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	8	50	81	4	
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	10	25	90	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	18	0	0	78	0	11	6	6	0	22	82	13	17	
	GATWICK	THOMSON AIRWAYS LTD	C	D	17	0	0	82	6	0	6	6	0	22	94	3	17	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	3	4	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	4	4	
	LUTON	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	0	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	13	0	0	100	0	0	0	0	0	2	58	21	12	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	13	0	0	77	23	0	0	0	0	7	62	21	13	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	21	75	33	4	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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																		
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	20	75	16	4	
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	7	4	
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	0	4	
	GATWICK	TRAVEL SERVICE AIRLINES	C	A	6	0	0	33	50	0	17	0	0	28	0	23	1	
	GATWICK	TRAVEL SERVICE AIRLINES	C	D	5	0	0	40	0	40	20	0	0	39	0	0	0	
	STANSTED	TRAVEL SERVICE AIRLINES	C	A	4	0	0	75	25	0	0	0	0	13	0	0	0	
	STANSTED	TRAVEL SERVICE AIRLINES	C	D	4	0	0	50	25	25	0	0	0	20	0	0	0	
<b>TOTAL ARRECIFE</b>					<b>596</b>	<b>3</b>	<b>1</b>	<b>77</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>18</b>	<b>18</b>	
ARUBA																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	24	80	11	5	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	21	80	16	5	
<b>TOTAL ARUBA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>84</b>	<b>63</b>	<b>63</b>	
ASHKHABAD																		
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	A	18	0	0	78	6	11	6	0	0	11	100	2	17	
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	D	18	0	0	89	6	6	0	0	0	4	71	16	17	
	HEATHROW	TURKMENISTAN AIRLINES	S	A	8	0	0	38	38	13	13	0	0	26	67	16	9	
	HEATHROW	TURKMENISTAN AIRLINES	S	D	8	0	0	100	0	0	0	0	0	3	67	8	9	
<b>TOTAL ASHKHABAD</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>10</b>	<b>10</b>	
ASTANA																		
ASTURIAS																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	80	10	7	3	0	0	9	100	0	31	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	90	3	7	0	0	0	5	97	2	31	
<b>TOTAL ASTURIAS</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>98</b>	<b>1</b>	<b>1</b>	
ATHENS																		
	HEATHROW	AEGEAN AIRLINES	S	A	90	0	0	64	26	9	1	0	0	13	78	8	110	
	HEATHROW	AEGEAN AIRLINES	S	D	90	0	0	60	22	16	2	0	0	15	85	6	110	
	MANCHESTER	AEGEAN AIRLINES	S	A	9	0	0	78	22	0	0	0	0	9	0	0	0	
	MANCHESTER	AEGEAN AIRLINES	S	D	9	0	0	33	44	22	0	0	0	20	0	0	0	
	STANSTED	AEGEAN AIRLINES	S	A	4	0	0	50	25	25	0	0	0	15	0	0	0	
	STANSTED	AEGEAN AIRLINES	S	D	3	0	0	33	0	67	0	0	0	29	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	115	0	0	63	18	15	3	0	0	17	82	10	115	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	115	0	0	83	6	5	6	0	0	11	85	10	115	

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

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					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
ATHENS	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	67	22	0	11	0	0	19	100	0	9
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	78	11	0	11	0	0	21	100	1	9
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	93	3	3	0	0	0	6	83	22	46
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	87	10	0	3	0	0	8	85	13	46
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	69	23	8	0	0	0	12	85	9	13
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	85	8	8	0	0	0	7	85	12	13
<b>TOTAL ATHENS</b>					<b>541</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>10</b>	<b>10</b>
ATLANTA	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	47	23	27	3	0	0	23	87	6	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	50	33	17	0	0	0	19	73	14	30
	HEATHROW	DELTA AIRLINES	S	A	89	0	0	75	10	15	0	0	0	10	86	13	76
	HEATHROW	DELTA AIRLINES	S	D	89	0	0	87	9	2	2	0	0	6	93	7	76
	MANCHESTER	DELTA AIRLINES	S	A	30	0	0	80	10	10	0	0	0	8	90	12	30
	MANCHESTER	DELTA AIRLINES	S	D	30	0	0	80	13	3	3	0	0	9	80	14	30
<b>TOTAL ATLANTA</b>					<b>298</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>11</b>	<b>11</b>
AUCKLAND INTERNATIONAL	HEATHROW	AIR NEW ZEALAND LTD	S	A	30	0	0	93	3	3	0	0	0	4	75	12	51
	HEATHROW	AIR NEW ZEALAND LTD	S	D	30	0	0	87	10	3	0	0	0	8	83	11	52
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>11</b>	<b>11</b>
AVIGNON	LONDON CITY	CITY JET	S	A	5	0	0	100	0	0	0	0	0	100	0	0	5
	LONDON CITY	CITY JET	S	D	4	0	0	100	0	0	0	0	0	3	100	3	4
<b>TOTAL AVIGNON</b>					<b>11</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>3</b>	<b>3</b>
AZORES PONTA DELGADA	GATWICK	SATA	S	A	4	0	0	0	100	0	0	0	0	22	60	78	5
	GATWICK	SATA	S	D	4	0	0	0	25	75	0	0	0	34	60	76	5
<b>TOTAL AZORES PONTA DELGADA</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>33</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>60</b>	<b>77</b>	<b>77</b>

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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	19	0	0	89	11	0	0	0	0	5	95	3	22
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	19	0	0	79	21	0	0	0	0	7	91	7	23
<b>TOTAL BACAU</b>					<b>38</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>93</b>	<b>5</b>	<b>5</b>
BAGHDAD (GEC)	GATWICK	IRAQI AIRWAYS	S	A	8	0	1	75	25	0	0	0	0	5	0	0	0
	GATWICK	IRAQI AIRWAYS	S	D	8	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL BAGHDAD (GEC)</b>					<b>16</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
BAHRAIN	HEATHROW	GULF AIR	S	A	60	0	0	78	17	5	0	0	0	9	83	8	58
	HEATHROW	GULF AIR	S	D	59	0	1	83	7	7	3	0	0	9	90	5	58
<b>TOTAL BAHRAIN</b>					<b>119</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>6</b>	<b>6</b>
BAKU (HEYDER ALIYEV INT'L)	HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	A	20	0	0	75	25	0	0	0	0	8	100	3	13
	HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	D	20	0	0	75	15	10	0	0	0	8	77	14	13
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	77	13	10	0	0	0	11	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	87	7	7	0	0	0	7	0	0	0
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>					<b>100</b>	<b>3</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>9</b>	<b>9</b>
BALTIMORE	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	59	21	21	0	0	0	15	53	21	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	63	20	17	0	0	0	14	87	12	30
<b>TOTAL BALTIMORE</b>					<b>59</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>20</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>17</b>	<b>17</b>
BANDAR SERI BEGAWAN	HEATHROW	ROYAL BRUNEI AIRLINES	S	A	30	0	0	80	10	3	3	3	0	20	53	20	30
	HEATHROW	ROYAL BRUNEI AIRLINES	S	D	30	0	0	97	3	0	0	0	0	2	93	3	30
<b>TOTAL BANDAR SERI BEGAWAN</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>12</b>	<b>12</b>
BANGALORE (BENGALURU)	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	77	7	7	10	0	0	17	87	10	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	53	10	17	17	3	0	40	80	15	30
<b>TOTAL BANGALORE (BENGALURU)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>8</b>	<b>12</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>83</b>	<b>13</b>	<b>13</b>
BANGKOK SUVARNABHUMI	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	0	74	19	4	4	0	0	12	70	9	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	0	67	7	22	4	0	0	17	77	11	30

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2012			
					60	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
BANGKOK SUVARNABHUMI																		
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	A	60	0	0	67	23	10	0	0	0	13	92	5	60	
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	D	60	0	0	87	12	2	0	0	0	4	93	3	60	
<b>TOTAL BANGKOK SUVARNABHUMI</b>					<b>174</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>16</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>6</b>	<b>6</b>	
BANJUL																		
	GATWICK	GAMBIA BIRD	S	A	8	0	0	88	0	0	13	0	0	12	0	0	0	
	GATWICK	GAMBIA BIRD	S	D	8	0	0	75	0	13	13	0	0	16	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	9	75	17	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	25	25	0	0	0	18	75	10	4	
<b>TOTAL BANJUL</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>13</b>	<b>13</b>	
BARCELONA																		
	GLASGOW	BA CITYFLYER LTD	C	A	5	0	0	60	0	0	40	0	0	64	80	7	5	
	GLASGOW	BA CITYFLYER LTD	C	D	5	0	0	40	40	20	0	0	0	21	100	7	5	
	GATWICK	BRITISH AIRWAYS PLC	S	A	89	0	0	58	19	9	12	1	0	24	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	89	0	0	61	18	11	9	1	0	22	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	228	0	0	67	18	13	2	0	0	13	76	12	255	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	229	0	0	75	13	10	2	0	0	11	84	8	255	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	180	0	0	89	2	6	2	0	0	6	84	7	180	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	180	0	0	76	12	9	3	0	0	11	74	13	180	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	95	2	3	0	0	0	2	90	5	60	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	88	8	3	0	0	0	5	80	10	60	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	91	5	5	0	0	0	4	95	2	21	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	95	5	0	0	0	0	4	95	3	21	
	GLASGOW	JET2.COM LTD	S	A	13	0	0	31	46	23	0	0	0	22	31	38	13	
	GLASGOW	JET2.COM LTD	S	D	13	0	0	85	15	0	0	0	0	5	64	38	14	
	MANCHESTER	JET2.COM LTD	S	A	22	0	0	64	27	5	5	0	0	14	55	29	22	
	MANCHESTER	JET2.COM LTD	S	D	22	0	0	82	14	0	5	0	0	9	82	9	22	
	BIRMINGHAM	MONARCH AIRLINES	S	A	29	0	0	86	7	0	3	0	3	33	83	14	18	
	BIRMINGHAM	MONARCH AIRLINES	S	D	29	0	0	90	0	3	3	0	3	31	89	11	18	
	GATWICK	MONARCH AIRLINES	S	A	44	0	0	93	0	2	5	0	0	8	81	15	47	
	GATWICK	MONARCH AIRLINES	S	D	44	0	0	84	7	5	5	0	0	12	74	20	47	
	MANCHESTER	MONARCH AIRLINES	S	A	27	0	0	74	15	0	11	0	0	15	67	33	27	
	MANCHESTER	MONARCH AIRLINES	S	D	27	0	0	78	11	4	7	0	0	13	70	33	27	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	13	0	0	46	15	38	0	0	0	21	0	0	0	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
BARCELONA																		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	13	0	0	92	0	8	0	0	0	9	0	0	0	
	BIRMINGHAM	RYANAIR	S	A	22	0	0	86	9	0	0	5	0	13	0	0	0	
	BIRMINGHAM	RYANAIR	S	D	22	0	0	100	0	0	0	0	0	1	0	0	0	
	EDINBURGH	RYANAIR	S	A	18	0	0	83	11	6	0	0	0	7	88	12	17	
	EDINBURGH	RYANAIR	S	D	18	0	0	83	17	0	0	0	0	8	88	5	17	
	STANSTED	RYANAIR	S	A	59	0	0	83	8	5	3	0	0	9	83	9	60	
	STANSTED	RYANAIR	S	D	59	0	0	83	12	3	2	0	0	8	85	9	60	
	EDINBURGH	VUELING AIRLINES	S	A	12	0	0	75	17	0	8	0	0	14	46	27	13	
	EDINBURGH	VUELING AIRLINES	S	D	12	0	0	33	58	0	8	0	0	23	38	29	13	
	GATWICK	VUELING AIRLINES	S	A	59	0	0	41	27	29	3	0	0	24	0	0	0	
	GATWICK	VUELING AIRLINES	S	D	59	0	0	46	24	22	8	0	0	24	0	0	0	
<b>TOTAL BARCELONA</b>					<b>1818</b>	<b>4</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>11</b>	<b>11</b>	
BARI (PALESE)																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	38	23	23	15	0	0	27	23	33	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	62	8	23	8	0	0	23	31	26	13	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	76	12	6	6	0	0	14	69	22	13	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	82	0	12	6	0	0	13	69	18	13	
	STANSTED	RYANAIR	S	A	18	0	0	100	0	0	0	0	0	3	71	16	17	
	STANSTED	RYANAIR	S	D	18	0	0	100	0	0	0	0	0	5	94	9	17	
<b>TOTAL BARI (PALESE)</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>6</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>62</b>	<b>20</b>	<b>20</b>	
BARRA																		
	GLASGOW	LOGANAIR	S	A	37	0	0	81	5	11	3	0	0	9	84	7	31	
	GLASGOW	LOGANAIR	S	D	37	0	0	76	11	8	5	0	0	11	84	7	32	
<b>TOTAL BARRA</b>					<b>74</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>7</b>	<b>7</b>	
BASLE MULHOUSE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	89	0	0	74	15	6	6	0	0	11	89	6	169	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	89	0	0	73	11	12	3	0	0	12	89	5	169	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	95	0	5	0	0	0	3	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	77	18	5	0	0	0	8	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	33	0	0	73	15	9	3	0	0	13	83	9	29	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	33	0	0	70	18	9	3	0	0	15	83	10	29	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	83	0	11	6	0	0	13	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	18	0	1	67	17	11	6	0	0	16	0	0	0	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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																		
	GATWICK	EASYJET SWITZERLAND	S	A	43	0	0	98	0	2	0	0	0	4	93	11	42	
	GATWICK	EASYJET SWITZERLAND	S	D	43	0	0	88	7	2	2	0	0	9	88	9	42	
	LONDON CITY	SWISS AIRLINES	S	A	47	0	0	98	0	0	2	0	0	4	93	4	44	
	LONDON CITY	SWISS AIRLINES	S	D	49	0	0	78	12	6	4	0	0	11	68	11	47	
<b>TOTAL BASLE MULHOUSE</b>					<b>508</b>	<b>1</b>	<b>1</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>7</b>	<b>7</b>	
BASTIA																		
	HEATHROW	BRITISH AIRWAYS PLC	C	A	4	0	0	75	25	0	0	0	0	5	60	11	5	
	HEATHROW	BRITISH AIRWAYS PLC	C	D	3	0	0	100	0	0	0	0	0	4	100	0	4	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	88	0	13	0	0	0	6	88	2	8	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	88	0	13	0	0	0	7	88	6	8	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	3	0	0	100	0	0	0	0	0	6	100	0	3	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	3	0	0	100	0	0	0	0	0	0	100	2	3	
<b>TOTAL BASTIA</b>					<b>29</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>4</b>	<b>4</b>	
BEAUVAIS																		
	EDINBURGH	RYANAIR	S	A	18	0	0	100	0	0	0	0	0	2	82	10	17	
	EDINBURGH	RYANAIR	S	D	18	0	0	100	0	0	0	0	0	2	82	11	17	
	MANCHESTER	RYANAIR	S	A	17	0	0	59	35	6	0	0	0	12	82	5	17	
	MANCHESTER	RYANAIR	S	D	17	0	0	71	18	12	0	0	0	12	76	6	17	
<b>TOTAL BEAUVAIS</b>					<b>70</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>8</b>	<b>8</b>	
BEIJING																		
	GATWICK	AIR CHINA	S	A	18	0	0	100	0	0	0	0	0	0	82	11	17	
	GATWICK	AIR CHINA	S	D	18	0	0	72	17	11	0	0	0	12	94	9	17	
	HEATHROW	AIR CHINA	S	A	30	0	0	60	20	13	7	0	0	20	63	20	30	
	HEATHROW	AIR CHINA	S	D	30	0	0	87	10	3	0	0	0	6	87	8	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	1	38	21	28	14	0	0	30	80	18	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	50	30	17	3	0	0	17	77	10	30	
<b>TOTAL BEIJING</b>					<b>155</b>	<b>1</b>	<b>1</b>	<b>65</b>	<b>17</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>79</b>	<b>13</b>	<b>13</b>	
BEIRUT																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	42	0	0	62	21	14	2	0	0	14	93	4	29	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	43	0	0	81	12	2	5	0	0	10	66	24	29	
	HEATHROW	MEA	S	A	30	0	0	40	33	23	3	0	0	24	53	20	30	
	HEATHROW	MEA	S	D	30	0	0	83	13	0	3	0	0	8	90	7	30	



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			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)											
BEIRUT																	
<b>TOTAL BEIRUT</b>					<b>145</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>19</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>14</b>	<b>14</b>
BELFAST CITY (GEORGE BE																	
	GATWICK	AER LINGUS	S	A	85	0	0	92	2	5	1	0	0	5	0	0	0
	GATWICK	AER LINGUS	S	D	85	0	0	88	6	4	2	0	0	5	0	0	0
	HEATHROW	AER LINGUS	S	A	88	0	0	93	2	5	0	0	0	4	0	0	0
	HEATHROW	AER LINGUS	S	D	88	0	0	93	3	3	0	0	0	2	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	174	0	0	70	13	10	7	0	0	16	78	11	177
	HEATHROW	BRITISH AIRWAYS PLC	S	D	175	0	0	79	11	4	6	0	0	12	84	9	177
	BIRMINGHAM	FLYBE LTD	S	A	173	0	6	92	2	4	1	0	0	4	91	6	174
	BIRMINGHAM	FLYBE LTD	S	D	173	0	6	87	5	5	2	0	0	6	87	8	175
	EDINBURGH	FLYBE LTD	S	A	123	0	3	85	7	4	4	0	0	9	88	7	123
	EDINBURGH	FLYBE LTD	S	D	123	0	3	79	15	3	2	0	0	10	89	6	123
	GATWICK	FLYBE LTD	S	A	111	0	0	84	9	7	0	0	0	7	89	5	122
	GATWICK	FLYBE LTD	S	D	111	0	1	74	17	7	2	0	0	12	85	10	122
	GLASGOW	FLYBE LTD	S	A	127	0	1	93	2	3	2	0	0	4	84	9	121
	GLASGOW	FLYBE LTD	S	D	126	0	2	90	2	6	2	1	0	7	87	9	122
	MANCHESTER	FLYBE LTD	S	A	165	0	0	77	13	8	2	0	0	10	78	12	184
	MANCHESTER	FLYBE LTD	S	D	165	0	2	70	21	5	4	0	0	14	82	9	184
	NEWCASTLE	FLYBE LTD	S	A	50	0	1	84	4	2	10	0	0	12	81	13	42
	NEWCASTLE	FLYBE LTD	S	D	50	0	1	78	10	2	10	0	0	13	71	20	42
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>					<b>2192</b>	<b>0</b>	<b>26</b>	<b>83</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>9</b>	<b>9</b>
BELFAST INTERNATIONAL																	
	BIRMINGHAM	EASYJET AIRLINE COMPANY LTD	S	A	56	0	0	100	0	0	0	0	0	1	0	0	0
	BIRMINGHAM	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	98	0	2	0	0	0	1	0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	86	0	0	95	2	1	1	0	0	3	92	3	84
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	86	0	0	91	7	2	0	0	0	4	89	5	84
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	133	0	0	90	6	3	1	0	0	5	89	10	110
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	133	0	0	86	8	5	1	0	0	7	79	11	110
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	104	0	0	97	1	1	1	0	0	2	98	1	102
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	104	0	0	97	1	1	1	0	0	2	99	1	102
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	86	0	0	90	5	3	2	0	0	5	91	6	74
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	86	0	0	91	2	6	1	0	0	6	85	7	74
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	67	0	0	82	3	9	4	1	0	14	95	5	58

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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
BELFAST INTERNATIONAL																		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	67	0	0	81	6	6	6	1	0	15	91	5	58	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	70	0	0	93	1	6	0	0	0	5	87	8	63	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	70	0	0	89	6	1	4	0	0	7	83	10	63	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	90	0	0	97	0	1	2	0	0	3	97	2	92	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	90	0	0	96	1	1	2	0	0	4	94	6	93	
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>1386</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>5</b>	<b>91</b>	<b>6</b>	<b>6</b>	
BELGRADE																		
	HEATHROW	JATAIRWAYS	S	A	39	0	0	79	8	8	5	0	0	11	80	9	40	
	HEATHROW	JATAIRWAYS	S	D	39	0	0	85	5	5	5	0	0	9	80	7	40	
	LUTON	WIZZ AIR	S	A	18	0	0	89	11	0	0	0	0	4	100	0	15	
	LUTON	WIZZ AIR	S	D	18	0	0	56	22	17	6	0	0	21	80	13	15	
<b>TOTAL BELGRADE</b>					<b>116</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>7</b>	<b>7</b>	
BENBECULA																		
	GLASGOW	LOGANAIR	S	A	46	0	0	83	2	7	9	0	0	12	83	11	46	
	GLASGOW	LOGANAIR	S	D	47	0	0	81	9	6	4	0	0	9	85	12	46	
<b>TOTAL BENBECULA</b>					<b>93</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>5</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>11</b>	<b>11</b>	
BERGAMO																		
	BIRMINGHAM	RYANAIR	S	A	12	0	0	92	8	0	0	0	0	6	0	0	0	
	BIRMINGHAM	RYANAIR	S	D	12	0	0	92	8	0	0	0	0	2	0	0	0	
	MANCHESTER	RYANAIR	S	A	30	0	0	77	3	13	7	0	0	13	67	16	30	
	MANCHESTER	RYANAIR	S	D	30	0	0	63	17	20	0	0	0	14	63	24	30	
	STANSTED	RYANAIR	S	A	89	0	0	62	22	15	1	0	0	16	62	15	90	
	STANSTED	RYANAIR	S	D	89	0	0	88	7	6	0	0	0	7	96	5	90	
<b>TOTAL BERGAMO</b>					<b>264</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>12</b>	<b>12</b>	
BERGEN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	0	78	5	10	7	0	0	13	83	8	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	58	0	0	79	10	5	5	0	0	11	87	6	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	77	17	3	3	0	0	10	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	90	0	10	0	0	0	5	0	0	0	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	8	0	0	88	0	13	0	0	0	6	75	12	8	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	8	0	0	88	0	13	0	0	0	8	75	10	8	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	52	0	0	94	4	2	0	0	0	3	91	4	47	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	NORWEGIAN AIR SHUTTLE	S	D	52	0	0	92	6	0	2	0	0	4	89	4	47	
	MANCHESTER	SAS	S	A	9	0	0	67	22	0	11	0	0	16	59	15	17	
	MANCHESTER	SAS	S	D	9	0	0	89	0	0	11	0	0	8	88	4	17	
	GATWICK	TITAN AIRWAYS LTD	C	D	2	0	0	50	0	50	0	0	0	36	0	0	0	
<b>TOTAL BERGEN</b>					<b>317</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>7</b>	<b>7</b>	
BERGERAC																		
	BIRMINGHAM	FLYBE LTD	S	A	2	1	0	100	0	0	0	0	0	1	50	10	2	
	BIRMINGHAM	FLYBE LTD	S	D	2	0	0	50	50	0	0	0	0	15	50	33	2	
	GATWICK	FLYBE LTD	S	A	3	0	0	67	33	0	0	0	0	7	75	18	4	
	GATWICK	FLYBE LTD	S	D	3	0	0	67	0	33	0	0	0	12	75	12	4	
	STANSTED	RYANAIR	S	A	30	0	0	93	0	7	0	0	0	3	93	6	30	
	STANSTED	RYANAIR	S	D	30	0	0	97	3	0	0	0	0	2	100	1	30	
<b>TOTAL BERGERAC</b>					<b>72</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>91</b>	<b>6</b>	<b>6</b>	
BERLIN (SCHONEFELD)																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	83	17	0	0	0	0	6	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	75	25	0	0	0	0	8	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	109	0	0	84	10	4	2	0	0	8	90	6	94	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	109	0	0	77	16	6	1	0	0	10	83	13	94	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	77	14	5	5	0	0	14	73	9	26	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	91	5	0	5	0	0	12	85	6	26	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	56	0	0	96	2	0	2	0	0	3	89	5	55	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	95	4	0	2	0	0	4	95	4	55	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	86	5	9	0	0	0	7	100	1	21	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	82	9	9	0	0	0	6	90	4	21	
	STANSTED	RYANAIR	S	A	38	0	0	95	5	0	0	0	0	4	72	10	43	
	STANSTED	RYANAIR	S	D	38	0	0	89	11	0	0	0	0	7	72	10	43	
<b>TOTAL BERLIN (SCHONEFELD)</b>					<b>523</b>	<b>3</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>85</b>	<b>8</b>	<b>8</b>	
BERLIN (TEGEL)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	197	0	0	66	14	12	8	0	0	18	81	11	157	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	197	0	0	70	17	8	5	0	0	14	85	8	157	
	BIRMINGHAM	LUFTHANSA	S	A	30	0	0	67	23	10	0	0	0	11	93	4	30	
	BIRMINGHAM	LUFTHANSA	S	D	30	0	0	93	3	3	0	0	0	3	97	5	30	
	HEATHROW	LUFTHANSA	S	A	85	0	0	67	18	9	6	0	0	14	80	9	93	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)											
BERLIN (TEGEL)	HEATHROW	LUFTHANSA	S	D	85	0	0	79	7	11	4	0	0	11	71	13	93
<b>TOTAL BERLIN (TEGEL)</b>					<b>628</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>10</b>	<b>10</b>
BERMUDA	GATWICK	BRITISH AIRWAYS PLC	S	A	29	0	0	79	14	3	3	0	0	9	79	23	28
	GATWICK	BRITISH AIRWAYS PLC	S	D	29	0	0	86	10	3	0	0	0	6	79	24	28
<b>TOTAL BERMUDA</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>24</b>	<b>24</b>
BERNE	LONDON CITY	SKY WORK AG	S	A	48	0	2	96	4	0	0	0	0	3	84	10	50
	LONDON CITY	SKY WORK AG	S	D	48	0	2	90	8	2	0	0	0	4	80	12	50
<b>TOTAL BERNE</b>					<b>96</b>	<b>0</b>	<b>4</b>	<b>93</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>11</b>	<b>11</b>
BEZIERS	EDINBURGH	RYANAIR	S	A	9	0	0	78	22	0	0	0	0	6	0	0	0
	EDINBURGH	RYANAIR	S	D	9	0	0	89	0	11	0	0	0	6	0	0	0
	LUTON	RYANAIR	S	A	17	0	0	88	6	6	0	0	0	4	94	3	17
	LUTON	RYANAIR	S	D	17	0	0	82	6	12	0	0	0	8	94	4	17
	MANCHESTER	RYANAIR	S	A	9	0	0	78	11	11	0	0	0	10	50	33	8
	MANCHESTER	RYANAIR	S	D	9	0	0	67	22	11	0	0	0	10	63	29	8
<b>TOTAL BEZIERS</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>13</b>	<b>13</b>
BIARRITZ	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	11	0	0	82	0	0	18	0	0	14	100	2	12
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	11	0	0	91	0	9	0	0	0	7	83	5	12
	STANSTED	RYANAIR	S	A	31	0	0	87	13	0	0	0	0	5	93	5	30
	STANSTED	RYANAIR	S	D	31	0	0	94	3	3	0	0	0	4	97	4	30
<b>TOTAL BIARRITZ</b>					<b>84</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>95</b>	<b>4</b>	<b>4</b>
BILBAO	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	77	0	8	8	8	0	26	100	1	13
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	77	0	8	8	8	0	24	92	3	13
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	49	0	0	88	8	4	0	0	0	5	82	8	49
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	49	0	0	90	4	6	0	0	0	5	82	8	49
	HEATHROW	VUELING AIRLINES	S	A	30	0	0	87	10	3	0	0	0	6	70	12	47
	HEATHROW	VUELING AIRLINES	S	D	30	0	0	83	7	10	0	0	0	8	83	8	47
<b>TOTAL BILBAO</b>					<b>184</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>8</b>	<b>8</b>

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					SEPT 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
<b>BILLUND</b>																		
	BIRMINGHAM	BMI REGIONAL	S	A	21	0	0	100	0	0	0	0	0	2	0	0	0	0
	BIRMINGHAM	BMI REGIONAL	S	D	21	0	0	100	0	0	0	0	0	0	0	0	0	0
	EDINBURGH	RYANAIR	S	A	12	0	0	92	0	8	0	0	0	5	92	2	13	
	EDINBURGH	RYANAIR	S	D	12	0	0	92	0	8	0	0	0	8	100	6	13	
	STANSTED	RYANAIR	S	A	64	0	0	94	5	2	0	0	0	3	92	3	60	
	STANSTED	RYANAIR	S	D	64	0	0	88	11	2	0	0	0	6	92	6	60	
	LONDON CITY	SUN AIR OF SCANDINAVIA	S	A	45	0	0	96	0	2	2	0	0	5	95	4	39	
	LONDON CITY	SUN AIR OF SCANDINAVIA	S	D	45	0	0	91	4	2	2	0	0	6	82	9	39	
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	A	47	0	0	85	4	4	4	2	0	14	64	14	47	
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	D	47	0	0	72	15	6	4	2	0	15	81	8	47	
<b>TOTAL BILLUND</b>					<b>378</b>	<b>2</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>7</b>	<b>7</b>	
<b>BIRMINGHAM</b>																		
	NEWCASTLE	EASTERN AIRWAYS	S	A	45	0	1	84	4	4	7	0	0	9	90	12	50	
	NEWCASTLE	EASTERN AIRWAYS	S	D	45	0	1	89	0	4	7	0	0	10	85	14	48	
	EDINBURGH	FLYBE LTD	S	A	171	0	0	92	3	4	1	1	0	5	85	9	162	
	EDINBURGH	FLYBE LTD	S	D	171	1	0	88	7	2	2	1	0	9	83	10	162	
	GLASGOW	FLYBE LTD	S	A	165	0	0	98	1	0	1	0	0	2	94	5	170	
	GLASGOW	FLYBE LTD	S	D	165	0	1	93	5	1	0	1	0	6	86	8	170	
<b>TOTAL BIRMINGHAM</b>					<b>764</b>	<b>1</b>	<b>3</b>	<b>92</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>8</b>	<b>8</b>	
<b>BISHKEK (FRUNZE)</b>																		
<b>BOA VISTA (RABIL)</b>																		
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	A	4	0	0	75	0	0	25	0	0	36	0	67	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	0	67	10	3	
	GATWICK	THOMSON AIRWAYS LTD	S	A	9	0	0	89	11	0	0	0	0	5	63	57	8	
	GATWICK	THOMSON AIRWAYS LTD	S	D	9	0	0	100	0	0	0	0	0	4	75	12	8	
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	9	0	0	56	11	11	22	0	0	26	63	84	8	
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	9	0	0	67	0	22	11	0	0	27	88	10	8	
<b>TOTAL BOA VISTA (RABIL)</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>5</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>65</b>	<b>37</b>	<b>37</b>	
<b>BODRUM (MILAS)</b>																		
	HEATHROW	BRITISH AIRWAYS PLC	C	A	4	0	0	75	0	25	0	0	0	15	80	5	5	
	HEATHROW	BRITISH AIRWAYS PLC	C	D	4	0	0	100	0	0	0	0	0	6	100	0	5	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	24	0	0	88	4	8	0	0	0	7	82	13	22	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2012				
					24	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
BODRUM (MILAS)																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	24	0	0	67	25	4	4	0	0	12	86	10	22	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	85	8	8	0	0	0	9	100	0	13	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	92	8	0	0	0	0	4	100	3	13	
	MANCHESTER	FREEBIRD AIRLINES	C	A	5	0	0	80	20	0	0	0	0	10	0	0	0	
	MANCHESTER	FREEBIRD AIRLINES	C	D	5	0	0	60	0	40	0	0	0	21	0	0	0	
	GLASGOW	JET2.COM LTD	S	A	8	0	0	63	13	25	0	0	0	17	0	0	0	
	GLASGOW	JET2.COM LTD	S	D	8	0	0	88	0	0	0	0	13	51	0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	8	0	0	75	0	0	25	0	0	24	100	1	7	
	MANCHESTER	JET2.COM LTD	S	D	8	0	0	63	25	0	13	0	0	18	71	9	7	
	NEWCASTLE	JET2.COM LTD	S	A	4	0	0	100	0	0	0	0	0	0	75	9	4	
	NEWCASTLE	JET2.COM LTD	S	D	5	0	0	100	0	0	0	0	0	8	75	29	4	
	BIRMINGHAM	MONARCH AIRLINES	S	A	11	0	0	82	18	0	0	0	0	4	82	12	11	
	BIRMINGHAM	MONARCH AIRLINES	S	D	11	0	0	100	0	0	0	0	0	4	55	23	11	
	GATWICK	MONARCH AIRLINES	S	A	11	0	0	73	18	0	9	0	0	14	40	17	10	
	GATWICK	MONARCH AIRLINES	S	D	11	0	0	64	18	9	9	0	0	20	30	21	10	
	LUTON	MONARCH AIRLINES	S	A	13	0	0	46	15	15	15	8	0	45	46	26	13	
	LUTON	MONARCH AIRLINES	S	D	13	0	0	31	31	23	8	8	0	46	38	32	13	
	MANCHESTER	MONARCH AIRLINES	S	A	9	0	0	56	11	22	11	0	0	25	50	17	8	
	MANCHESTER	MONARCH AIRLINES	S	D	9	0	0	33	22	33	11	0	0	31	38	30	8	
	GATWICK	PEGASUS AIRLINES	C	A	4	0	0	100	0	0	0	0	0	3	100	6	1	
	GATWICK	PEGASUS AIRLINES	S	A	5	0	0	100	0	0	0	0	0	2	100	0	4	
	GATWICK	PEGASUS AIRLINES	S	D	5	0	0	80	20	0	0	0	0	5	100	1	4	
	GATWICK	PEGASUS AIRLINES	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0	
	STANSTED	PEGASUS AIRLINES	S	A	5	0	0	80	20	0	0	0	0	5	80	8	5	
	STANSTED	PEGASUS AIRLINES	S	D	4	0	0	100	0	0	0	0	0	0	100	0	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	1	100	0	3	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	0	100	0	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	17	0	0	94	0	0	6	0	0	12	79	15	19	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	17	0	0	76	12	6	0	6	0	17	68	21	19	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	13	56	22	9	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	20	20	0	0	0	19	33	33	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	12	0	0	83	0	8	8	0	0	18	65	33	20	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	85	0	8	8	0	0	17	56	45	18	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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
BODRUM (MILAS)		NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	9	56	94	9
		NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	6	50	104	8
		STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	100	0	4	4
		STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	100	4	4	4
		BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	8	0	0	88	13	0	0	0	0	6	100	0	8
		BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	2	100	4	8	8
		GATWICK	THOMSON AIRWAYS LTD	C	A	22	0	0	82	9	0	5	5	0	26	89	3	19
		GATWICK	THOMSON AIRWAYS LTD	C	D	22	0	0	77	9	5	5	5	0	31	85	7	20
		GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	5	75	15	4
		GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	2	75	17	4
		LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	50	25	0	25	0	0	29	75	7	4
		LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	75	9	4
		MANCHESTER	THOMSON AIRWAYS LTD	C	A	13	0	0	85	0	8	0	0	8	90	88	29	16
		MANCHESTER	THOMSON AIRWAYS LTD	C	D	12	0	0	83	0	8	0	8	0	27	76	31	17
		NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	75	5	4
		NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	7	100	3	4
<b>TOTAL BODRUM (MILAS)</b>						<b>456</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>74</b>	<b>20</b>	<b>20</b>
BOLOGNA		HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	46	20	21	11	1	1	45	73	12	30
		HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	67	17	10	7	0	0	15	93	4	30
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	80	0	13	3	3	0	18	80	8	30
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	77	7	10	3	3	0	18	77	11	30
		EDINBURGH	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	6	0	0	0
		EDINBURGH	RYANAIR	S	D	8	0	0	75	25	0	0	0	0	12	0	0	0
		STANSTED	RYANAIR	S	A	30	0	0	90	3	0	0	3	3	27	87	6	30
		STANSTED	RYANAIR	S	D	30	0	0	93	7	0	0	0	0	6	97	2	30
<b>TOTAL BOLOGNA</b>						<b>316</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>79</b>	<b>11</b>	<b>11</b>
BORDEAUX		GATWICK	BRITISH AIRWAYS PLC	S	A	46	0	1	57	24	11	9	0	0	18	71	15	51
		GATWICK	BRITISH AIRWAYS PLC	S	D	47	0	0	47	45	2	6	0	0	18	76	12	51
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	36	0	0	81	6	11	3	0	0	9	73	11	33
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	36	0	0	81	8	8	3	0	0	8	91	7	33
		LUTON	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	86	0	9	5	0	0	8	97	5	29

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
BORDEAUX																		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	82	9	9	0	0	0	7	97	5	29	
	BIRMINGHAM	MONARCH AIRLINES	S	A	7	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	S	D	7	0	0	100	0	0	0	0	0	0	0	0	0	
	EDINBURGH	RYANAIR	S	A	12	0	0	75	17	8	0	0	0	11	85	5	13	
	EDINBURGH	RYANAIR	S	D	12	0	0	83	17	0	0	0	0	7	85	5	13	
<b>TOTAL BORDEAUX</b>					<b>247</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>17</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>9</b>	<b>9</b>	
BOSTON																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	119	0	0	62	19	9	5	2	3	55	93	2	89	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	119	0	0	61	13	15	8	3	0	26	86	7	90	
	HEATHROW	DELTA AIRLINES	S	A	29	0	0	76	14	3	3	0	3	24	89	22	28	
	HEATHROW	DELTA AIRLINES	S	D	29	0	0	90	7	0	0	3	0	10	89	10	28	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	73	17	7	0	0	3	62	90	7	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	93	3	0	0	3	0	10	80	7	30	
<b>TOTAL BOSTON</b>					<b>356</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>36</b>	<b>86</b>	<b>9</b>	<b>9</b>	
BRATISLAVA																		
	BIRMINGHAM	RYANAIR	S	A	12	0	0	92	0	0	8	0	0	6	85	12	13	
	BIRMINGHAM	RYANAIR	S	D	12	0	0	92	0	0	8	0	0	8	85	13	13	
	EDINBURGH	RYANAIR	S	A	12	0	0	100	0	0	0	0	0	92	6	13		
	EDINBURGH	RYANAIR	S	D	12	0	0	100	0	0	0	0	0	2	92	6	13	
	LUTON	RYANAIR	S	A	18	0	0	83	11	0	6	0	0	10	59	15	22	
	LUTON	RYANAIR	S	D	18	0	0	83	11	6	0	0	0	10	55	15	22	
	STANSTED	RYANAIR	S	A	59	0	0	86	12	2	0	0	0	6	84	12	69	
	STANSTED	RYANAIR	S	D	59	0	0	97	3	0	0	0	0	3	97	3	69	
<b>TOTAL BRATISLAVA</b>					<b>202</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>9</b>	<b>9</b>	
BRAZZAVILLE																		
BREMEN																		
	EDINBURGH	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	1	92	5	12	
	EDINBURGH	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	3	92	5	12	
	MANCHESTER	RYANAIR	S	A	12	0	0	83	8	0	8	0	0	9	69	9	13	
	MANCHESTER	RYANAIR	S	D	12	0	0	92	0	0	8	0	0	10	69	13	13	
	STANSTED	RYANAIR	S	A	51	0	0	82	12	4	0	0	2	21	90	5	50	
	STANSTED	RYANAIR	S	D	51	0	0	88	8	4	0	0	0	6	96	3	50	



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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)												
BREMEN																		
<b>TOTAL BREMEN</b>					<b>144</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>89</b>	<b>5</b>	<b>5</b>	
BREST																		
	LONDON CITY	VLM (BELGIUM)	S	A	9	0	0	89	11	0	0	0	0	5	89	3	9	
	LONDON CITY	VLM (BELGIUM)	S	D	9	0	0	100	0	0	0	0	0	0	100	1	9	
<b>TOTAL BREST</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>90</b>	<b>3</b>	<b>3</b>	
BRIDGETOWN																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	27	0	0	85	15	0	0	0	0	6	61	24	23	
	GATWICK	BRITISH AIRWAYS PLC	S	D	27	0	0	81	11	7	0	0	0	9	83	16	23	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	97	3	0	0	0	0	3	73	15	15	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	80	10	10	0	0	0	8	92	3	13	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	3	75	9	4	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	5	0	0	100	0	0	0	0	0	2	100	0	4	
<b>TOTAL BRIDGETOWN</b>					<b>123</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>15</b>	<b>15</b>	
BRINDISI																		
	STANSTED	RYANAIR	S	A	17	0	0	82	6	12	0	0	0	9	28	20	18	
	STANSTED	RYANAIR	S	D	17	0	0	82	12	6	0	0	0	7	83	9	18	
<b>TOTAL BRINDISI</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>56</b>	<b>14</b>	<b>14</b>	
BRISTOL																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	97	0	0	92	3	2	3	0	0	4	96	6	91	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	97	0	0	86	7	4	3	0	0	7	95	7	91	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	86	0	0	91	5	3	1	0	0	5	94	7	77	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	86	0	0	87	7	2	3	0	0	7	92	8	77	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	65	0	0	98	0	0	2	0	0	2	95	3	63	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	65	0	0	95	3	0	2	0	0	4	90	5	63	
<b>TOTAL BRISTOL</b>					<b>498</b>	<b>4</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>94</b>	<b>6</b>	<b>6</b>	
BRIVE-LA-GAILLARDE																		
	LONDON CITY	CITY JET	S	A	9	0	0	78	22	0	0	0	0	10	100	3	10	
	LONDON CITY	CITY JET	S	D	9	0	0	89	11	0	0	0	0	4	100	2	10	
<b>TOTAL BRIVE-LA-GAILLARDE</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>7</b>	<b>100</b>	<b>3</b>	<b>3</b>	
BRNO (TURANY)																		
	STANSTED	RYANAIR	S	A	26	0	0	96	0	0	4	0	0	6	100	1	30	
	STANSTED	RYANAIR	S	D	26	0	0	85	15	0	0	0	0	6	97	2	30	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
BRNO (TURANY)																		
	LUTON	WIZZ AIR	S	A	13	0	0	85	8	0	8	0	0	10	92	2	13	
	LUTON	WIZZ AIR	S	D	13	0	0	69	15	8	8	0	0	19	92	4	13	
<b>TOTAL BRNO (TURANY)</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>97</b>	<b>2</b>	<b>2</b>	
BRUSSELS																		
	EDINBURGH	BMI REGIONAL	S	A	51	0	0	92	4	2	2	0	0	5	96	4	75	
	EDINBURGH	BMI REGIONAL	S	D	51	0	0	84	6	6	4	0	0	8	91	5	75	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	173	0	0	66	16	12	7	0	0	18	81	9	172	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	173	0	0	79	12	6	3	0	0	10	85	7	172	
	BIRMINGHAM	BRUSSELS AIRLINES	S	A	116	0	1	78	13	4	4	0	0	10	92	5	113	
	BIRMINGHAM	BRUSSELS AIRLINES	S	D	115	1	0	82	8	5	4	1	0	10	85	8	113	
	EDINBURGH	BRUSSELS AIRLINES	S	A	51	0	1	84	10	0	4	2	0	15	0	0	0	
	EDINBURGH	BRUSSELS AIRLINES	S	D	51	0	0	71	24	4	2	0	0	13	0	0	0	
	HEATHROW	BRUSSELS AIRLINES	S	A	86	0	0	72	16	9	2	0	0	12	83	8	119	
	HEATHROW	BRUSSELS AIRLINES	S	D	86	0	0	80	9	7	3	0	0	10	82	7	119	
	MANCHESTER	BRUSSELS AIRLINES	S	A	82	0	0	70	17	10	2	1	0	16	66	16	100	
	MANCHESTER	BRUSSELS AIRLINES	S	D	81	0	0	63	16	17	2	1	0	17	60	21	98	
	GLASGOW	HMY AIRWAYS	C	A	2	0	0	50	0	50	0	0	0	25	0	0	0	
	GLASGOW	HMY AIRWAYS	C	D	2	0	0	0	0	100	0	0	0	42	0	0	0	
<b>TOTAL BRUSSELS</b>					<b>1124</b>	<b>2</b>	<b>2</b>	<b>75</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>9</b>	<b>9</b>	
BUCHAREST (OTOPENI)																		
	LUTON	BLUE AIR TRANSPORT AERIAN	S	A	26	0	0	81	19	0	0	0	0	7	81	9	26	
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	26	0	0	54	38	4	0	4	0	23	62	15	26	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	55	28	12	3	2	0	19	78	9	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	82	10	5	2	2	0	11	85	8	60	
	HEATHROW	TAROM	S	A	42	0	0	60	21	12	7	0	0	18	82	9	55	
	HEATHROW	TAROM	S	D	41	0	0	71	17	10	2	0	0	13	89	7	55	
	LUTON	WIZZ AIR	S	A	60	0	0	77	15	7	2	0	0	9	78	8	60	
	LUTON	WIZZ AIR	S	D	60	0	0	48	30	17	5	0	0	21	62	16	60	
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>376</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>22</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>78</b>	<b>10</b>	<b>10</b>	
BUDAPEST																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	60	20	10	10	0	0	19	77	16	90	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	59	18	14	9	0	0	21	69	13	90	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	29	0	0	66	24	10	0	0	0	12	69	15	29	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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
BUDAPEST																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	29	0	0	90	0	10	0	0	0	8	79	9	29	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	90	0	5	5	0	0	8	79	10	24	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	86	5	5	5	0	0	8	71	11	24	
	EDINBURGH	JET2.COM LTD	S	A	13	0	0	77	15	0	0	8	0	33	77	15	13	
	EDINBURGH	JET2.COM LTD	S	D	13	0	0	85	15	0	0	0	0	6	85	6	13	
	MANCHESTER	JET2.COM LTD	S	A	18	0	0	100	0	0	0	0	0	2	93	9	27	
	MANCHESTER	JET2.COM LTD	S	D	18	0	0	67	33	0	0	0	0	10	67	14	27	
	MANCHESTER	RYANAIR	S	A	12	0	0	92	0	8	0	0	0	6	46	21	13	
	MANCHESTER	RYANAIR	S	D	12	0	0	83	8	8	0	0	0	9	77	16	13	
	STANSTED	RYANAIR	S	A	63	0	1	90	10	0	0	0	0	4	92	9	60	
	STANSTED	RYANAIR	S	D	64	0	0	89	9	0	0	2	0	8	93	6	60	
	LUTON	WIZZ AIR	S	A	88	0	0	92	5	3	0	0	0	3	93	3	87	
	LUTON	WIZZ AIR	S	D	88	0	0	78	14	6	2	0	0	11	76	9	87	
<b>TOTAL BUDAPEST</b>					<b>669</b>	<b>1</b>	<b>1</b>	<b>78</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>10</b>	<b>10</b>	
Buenos Aires																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	87	7	0	7	0	0	13	87	7	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	67	30	3	0	0	0	12	80	13	30	
<b>TOTAL BUENOS AIRES</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>18</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>10</b>	<b>10</b>	
BURGAS																		
	BIRMINGHAM	BH AIR	C	A	5	0	0	80	0	0	20	0	0	24	33	28	6	
	BIRMINGHAM	BH AIR	C	D	3	0	0	100	0	0	0	0	0	3	50	29	4	
	EDINBURGH	BH AIR	C	A	8	0	0	50	50	0	0	0	0	14	57	11	7	
	EDINBURGH	BH AIR	C	D	7	0	0	43	57	0	0	0	0	13	80	9	5	
	GATWICK	BH AIR	C	A	6	0	0	50	17	33	0	0	0	22	33	29	6	
	GATWICK	BH AIR	C	D	4	0	0	75	25	0	0	0	0	8	25	17	4	
	GLASGOW	BH AIR	C	A	5	0	0	80	20	0	0	0	0	11	80	9	5	
	GLASGOW	BH AIR	C	D	4	0	0	100	0	0	0	0	0	4	75	12	4	
	MANCHESTER	BH AIR	C	A	13	0	0	38	38	15	8	0	0	22	46	19	13	
	MANCHESTER	BH AIR	C	D	10	0	0	40	50	0	10	0	0	19	36	25	11	
	NEWCASTLE	BH AIR	C	A	9	0	0	89	11	0	0	0	0	6	78	11	9	
	NEWCASTLE	BH AIR	C	D	7	0	0	86	14	0	0	0	0	7	75	7	8	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	20	100	3	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	15	100	4	3	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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	
BURGAS																			
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	0	25	25	0	64	100	0	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	20	0	0	17	67	7	3		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	25	0	0	25	104	40	45	5		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	0	0	25	108	67	35	3		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	11	0	11	0	0	14	64	49	11		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	11	0	11	0	0	10	29	87	7		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	0	75	40	4		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	1	67	64	3		
	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	1	4		
	GATWICK	THOMSON AIRWAYS LTD	C	A	8	0	0	88	0	0	13	0	0	15	100	0	8		
	GATWICK	THOMSON AIRWAYS LTD	C	D	7	0	0	71	14	0	14	0	0	27	100	1	6		
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	18	4		
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	75	30	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	3	75	7	4		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	13	0	0	85	8	0	8	0	0	14	78	30	9		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	11	0	0	73	0	18	9	0	0	23	43	19	7		
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4		
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	1	4		
	LUTON	WIZZ AIR	S	A	26	0	0	85	8	0	8	0	0	9	64	33	22		
	LUTON	WIZZ AIR	S	D	26	0	0	85	15	0	0	0	0	8	52	37	21		
<b>TOTAL BURGAS</b>					<b>253</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>66</b>	<b>23</b>	<b>23</b>		
BYDGOSZCZ																			
	BIRMINGHAM	RYANAIR	S	A	12	0	0	92	0	0	8	0	0	8	77	19	13		
	BIRMINGHAM	RYANAIR	S	D	12	0	0	92	0	0	8	0	0	11	100	4	13		
	STANSTED	RYANAIR	S	A	30	0	0	93	3	0	3	0	0	3	77	6	30		
	STANSTED	RYANAIR	S	D	30	0	0	90	7	0	3	0	0	6	84	7	31		
<b>TOTAL BYDGOSZCZ</b>					<b>84</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>8</b>	<b>8</b>		

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	8	0	0	75	0	25	0	0	0	15	90	4	10	
	HEATHROW	BRITISH AIRWAYS PLC	C	D	7	0	0	100	0	0	0	0	0	2	100	0	9	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	93	0	7	0	0	0	7	90	5	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	90	3	3	3	0	0	7	97	2	30	
	MANCHESTER	FLYBE LTD	C	A	3	0	0	100	0	0	0	0	0	6	0	0	0	
	MANCHESTER	FLYBE LTD	C	D	3	0	0	100	0	0	0	0	0	2	0	0	0	
	EDINBURGH	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	4	0	0	0	
	EDINBURGH	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	5	0	0	0	
<b>TOTAL CAGLIARI (ELMAS)</b>					<b>97</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>94</b>	<b>3</b>	<b>3</b>	
CAIRO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	90	3	7	0	0	0	4	96	3	26	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	37	47	10	0	7	0	38	81	13	26	
	HEATHROW	EGYPT AIR	S	A	60	0	0	42	25	33	0	0	0	23	40	32	47	
	HEATHROW	EGYPT AIR	S	D	60	0	0	62	25	13	0	0	0	14	45	41	47	
	MANCHESTER	EGYPT AIR	S	A	21	0	0	95	5	0	0	0	0	3	0	0	0	
	MANCHESTER	EGYPT AIR	S	D	21	0	0	71	24	5	0	0	0	11	0	0	0	
<b>TOTAL CAIRO</b>					<b>222</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>23</b>	<b>15</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>60</b>	<b>25</b>	<b>25</b>	
CALGARY																		
	HEATHROW	AIR CANADA	S	A	30	0	0	80	13	3	3	0	0	11	73	19	30	
	HEATHROW	AIR CANADA	S	D	30	0	0	87	10	0	3	0	0	8	77	18	30	
	GATWICK	AIR TRANSAT	S	A	9	0	0	89	11	0	0	0	0	2	80	20	5	
	GATWICK	AIR TRANSAT	S	D	9	0	0	67	33	0	0	0	0	9	80	8	5	
	MANCHESTER	AIR TRANSAT	S	A	5	0	0	100	0	0	0	0	0	0	100	2	5	
	MANCHESTER	AIR TRANSAT	S	D	5	0	0	60	20	0	20	0	0	32	67	11	6	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	87	7	0	7	0	0	7	90	10	29	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	77	10	10	3	0	0	11	90	7	30	
<b>TOTAL CALGARY</b>					<b>148</b>	<b>1</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>82</b>	<b>13</b>	<b>13</b>	
CALVI																		
	MANCHESTER	FLYBE LTD	C	A	5	0	0	80	20	0	0	0	0	6	100	3	5	
	MANCHESTER	FLYBE LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	0	4	
	STANSTED	TITAN AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	60	13	5	
	STANSTED	TITAN AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	100	5	4	
<b>TOTAL CALVI</b>					<b>19</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>6</b>	<b>6</b>	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)												
CAMPBELTOWN																		
	GLASGOW	LOGANAIR	S	A	47	0	0	94	4	2	0	0	0	3	93	3	40	
	GLASGOW	LOGANAIR	S	D	47	0	0	94	6	0	0	0	0	3	95	4	41	
<b>TOTAL CAMPBELTOWN</b>					<b>94</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>94</b>	<b>4</b>	<b>4</b>	
CANCUN																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	69	23	8	0	0	0	12	77	11	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	77	15	8	0	0	0	9	85	8	13	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	10	0	0	80	10	0	10	0	0	18	86	31	7	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	11	22	0	0	0	14	67	42	9	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	4	67	45	3	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	0	20	20	0	0	49	50	44	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	77	8	8	0	8	0	25	90	15	10	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	12	0	0	50	42	0	0	8	0	37	67	37	9	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	8	100	4	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	50	16	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	21	0	0	76	5	5	14	0	0	20	71	12	21	
	GATWICK	THOMSON AIRWAYS LTD	C	D	21	0	0	52	29	5	14	0	0	24	71	19	21	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	7	75	17	4	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	10	50	30	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	18	0	0	72	0	11	11	6	0	31	88	14	17	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	18	8	0	72	11	0	11	6	0	34	82	15	17	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	80	13	5	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	12	100	3	4	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	13	0	0	92	8	0	0	0	0	4	78	9	9	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	12	0	0	58	17	25	0	0	0	20	78	13	9	
<b>TOTAL CANCUN</b>					<b>207</b>	<b>8</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>77</b>	<b>18</b>	<b>18</b>	
CANNES																		
CAPE TOWN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	83	17	0	0	0	0	8	60	15	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	63	10	17	10	0	0	22	70	14	30	
<b>TOTAL CAPE TOWN</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>65</b>	<b>15</b>	<b>15</b>	
CARCASSONNE																		
	STANSTED	RYANAIR	S	A	31	0	0	87	6	6	0	0	0	6	93	5	30	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)											
CARCASSONNE	STANSTED	RYANAIR	S	D	31	0	0	94	3	3	0	0	0	4	97	3	30
<b>TOTAL CARCASSONNE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>95</b>	<b>4</b>	<b>4</b>
CARDIFF WALES	NEWCASTLE	EASTERN AIRWAYS	S	A	45	0	2	91	4	4	0	0	0	5	95	5	44
	NEWCASTLE	EASTERN AIRWAYS	S	D	45	0	2	80	11	9	0	0	0	9	91	7	46
	EDINBURGH	FLYBE LTD	S	A	74	0	2	93	3	1	3	0	0	5	85	12	75
	EDINBURGH	FLYBE LTD	S	D	74	0	2	85	9	3	1	1	0	11	79	13	75
	GLASGOW	FLYBE LTD	S	A	20	0	0	90	0	0	10	0	0	12	75	7	8
	GLASGOW	FLYBE LTD	S	D	19	0	0	84	5	0	5	5	0	19	63	13	8
<b>TOTAL CARDIFF WALES</b>					<b>281</b>	<b>2</b>	<b>8</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>10</b>	<b>10</b>
CASABLANCA MOHAMED V	GATWICK	AIR ARABIA MAROC	S	A	8	0	14	100	0	0	0	0	0	0	0	0	0
	GATWICK	AIR ARABIA MAROC	S	D	8	0	14	100	0	0	0	0	0	2	0	0	0
	GATWICK	ROYAL AIR MAROC	S	A	13	0	0	85	15	0	0	0	0	5	0	0	0
	GATWICK	ROYAL AIR MAROC	S	D	3	0	0	67	33	0	0	0	0	8	0	0	0
	HEATHROW	ROYAL AIR MAROC	S	A	30	0	0	40	30	27	3	0	0	24	40	26	30
	HEATHROW	ROYAL AIR MAROC	S	D	30	0	0	70	13	13	3	0	0	14	77	16	30
<b>TOTAL CASABLANCA MOHAMED V</b>					<b>92</b>	<b>2</b>	<b>28</b>	<b>67</b>	<b>17</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>55</b>	<b>21</b>	<b>21</b>
CATANIA (FONTANAROSSA)	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	67	20	13	0	0	0	14	33	24	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	47	30	23	0	0	0	18	60	19	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	73	12	15	0	0	0	11	89	13	18
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	77	19	4	0	0	0	7	89	7	18
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	60	40	0	0	0	0	10	100	0	5
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	4	100	2	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	60	20	0	20	0	0	32	60	20	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	60	20	0	20	0	0	29	80	8	5
<b>TOTAL CATANIA (FONTANAROSSA)</b>					<b>133</b>	<b>2</b>	<b>0</b>	<b>65</b>	<b>21</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>66</b>	<b>15</b>	<b>15</b>
CHANIA	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	53	35	0	12	0	0	23	83	7	18
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	65	6	29	0	0	0	19	72	15	18
	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	A	4	0	0	75	0	25	0	0	0	12	0	0	0

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					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)												
CHANIA																		
	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	D	4	0	0	75	0	25	0	0	0	10	0	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	75	4	4	4
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	13	75	16	4	4
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	14	75	59	4	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	50	25	0	0	0	19	75	61	4	4
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	25	0	25	50	0	0	66	50	15	4	4
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	9	50	14	4	4
	STANSTED	RYANAIR	S	A	12	0	0	83	8	8	0	0	0	8	67	30	9	9
	STANSTED	RYANAIR	S	D	12	0	0	58	25	17	0	0	0	14	67	16	9	9
	MANCHESTER	SMALL PLANET AIRLINES POLSKA	C	A	4	0	0	75	0	25	0	0	0	16	0	0	0	0
	MANCHESTER	SMALL PLANET AIRLINES POLSKA	C	D	4	0	0	75	0	0	25	0	0	33	0	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	A	8	0	0	63	0	38	0	0	0	19	100	4	4	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	8	0	0	13	25	50	13	0	0	39	75	10	4	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	5	4	4
<b>TOTAL CHANIA</b>					<b>122</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>13</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>15</b>	<b>15</b>	
CHARLEROI																		
	EDINBURGH	RYANAIR	S	A	18	0	0	89	11	0	0	0	0	3	100	3	17	17
	EDINBURGH	RYANAIR	S	D	18	0	0	94	6	0	0	0	0	4	82	6	17	17
	MANCHESTER	RYANAIR	S	A	56	0	0	96	4	0	0	0	0	2	95	3	55	55
	MANCHESTER	RYANAIR	S	D	56	0	0	91	7	2	0	0	0	4	95	4	55	55
<b>TOTAL CHARLEROI</b>					<b>148</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>94</b>	<b>4</b>	<b>4</b>	
CHARLOTTE																		
	HEATHROW	US AIRWAYS	S	A	30	0	0	77	13	3	7	0	0	13	0	0	0	0
	HEATHROW	US AIRWAYS	S	D	30	0	0	73	10	7	7	0	3	29	0	0	0	0
<b>TOTAL CHARLOTTE</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>21</b>	<b>76</b>	<b>17</b>	<b>17</b>	
CHENGDU																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	75	25	0	0	0	0	10	0	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	4	0	0	100	0	0	0	0	0	7	0	0	0	0
<b>TOTAL CHENGDU</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	
CHENNAI																		



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

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					Actual (7)	Plan (8)											
CHENNAI	HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	0	76	19	0	5	0	0	11	82	9	22
	HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	0	67	24	5	5	0	0	14	77	11	22
<b>TOTAL CHENNAI</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>21</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>10</b>	<b>10</b>
CHICAGO (O'HARE)	HEATHROW	AMERICAN AIRLINES	S	A	120	0	0	68	13	11	7	2	0	19	62	26	117
	HEATHROW	AMERICAN AIRLINES	S	D	120	0	0	74	13	7	5	2	0	16	83	12	117
	MANCHESTER	AMERICAN AIRLINES	S	A	30	0	0	60	17	13	7	3	0	24	38	60	29
	MANCHESTER	AMERICAN AIRLINES	S	D	30	0	0	87	7	3	3	0	0	8	69	31	29
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	67	17	13	2	2	0	16	92	10	59
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	57	30	8	5	0	0	16	76	18	59
	HEATHROW	UNITED AIRLINES	S	A	90	0	0	72	18	6	3	1	0	13	56	17	88
	HEATHROW	UNITED AIRLINES	S	D	90	0	0	87	7	1	6	0	0	9	89	5	89
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	80	7	10	3	0	0	12	97	5	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	90	3	3	3	0	0	5	90	6	29
<b>TOTAL CHICAGO (O'HARE)</b>					<b>660</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>17</b>	<b>17</b>
CHISINAU (KISHINEV)	STANSTED	AIR MOLDOVA INTERNATIONAL	S	A	9	0	0	22	56	22	0	0	0	24	0	0	0
	STANSTED	AIR MOLDOVA INTERNATIONAL	S	D	9	0	0	56	22	11	11	0	0	23	0	0	0
<b>TOTAL CHISINAU (KISHINEV)</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>39</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>65</b>	<b>13</b>	<b>13</b>
CITY OF DERRY (EGLINTON)	BIRMINGHAM	RYANAIR	S	A	18	0	0	100	0	0	0	0	0	1	88	4	17
	BIRMINGHAM	RYANAIR	S	D	18	0	0	100	0	0	0	0	0	0	94	6	17
	STANSTED	RYANAIR	S	A	39	0	0	92	8	0	0	0	0	3	95	13	38
	STANSTED	RYANAIR	S	D	39	0	0	92	5	3	0	0	0	4	100	2	38
<b>TOTAL CITY OF DERRY (EGLINTON)</b>					<b>114</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>95</b>	<b>7</b>	<b>7</b>
CLUJ NAPOCA	LUTON	WIZZ AIR	S	A	30	0	0	93	7	0	0	0	0	3	93	10	27
	LUTON	WIZZ AIR	S	D	29	0	0	66	28	3	3	0	0	14	74	19	27
<b>TOTAL CLUJ NAPOCA</b>					<b>59</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>17</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>14</b>	<b>14</b>
COLOGNE BONN	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	56	0	0	86	4	7	4	0	0	9	78	12	50
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	84	7	7	2	0	0	9	82	10	50

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					Actual (7)	Plan (8)												
COLOGNE BONN																		
	EDINBURGH	GERMANWINGS	S	A	26	0	0	69	23	0	8	0	0	20	77	10	26	
	EDINBURGH	GERMANWINGS	S	D	26	0	0	58	35	0	8	0	0	23	54	20	26	
	HEATHROW	GERMANWINGS	S	A	77	0	0	68	18	10	4	0	0	15	88	6	89	
	HEATHROW	GERMANWINGS	S	D	77	0	0	81	5	9	5	0	0	12	89	4	89	
	MANCHESTER	GERMANWINGS	S	A	22	0	0	82	18	0	0	0	0	8	48	16	21	
	MANCHESTER	GERMANWINGS	S	D	22	0	0	73	27	0	0	0	0	10	62	13	21	
	STANSTED	GERMANWINGS	S	A	62	0	0	69	18	8	5	0	0	14	62	17	65	
	STANSTED	GERMANWINGS	S	D	62	0	0	81	11	5	3	0	0	9	75	13	65	
<b>TOTAL COLOGNE BONN</b>					<b>488</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>11</b>	<b>11</b>	
COLOMBO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	38	23	8	23	0	8	121	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	62	0	15	15	0	8	117	0	0	0	
	HEATHROW	SRILANKAN AIRLINES	S	A	44	0	0	73	5	16	5	0	2	36	86	11	36	
	HEATHROW	SRILANKAN AIRLINES	S	D	44	0	0	57	16	14	11	0	2	45	78	36	36	
<b>TOTAL COLOMBO</b>					<b>114</b>	<b>1</b>	<b>0</b>	<b>61</b>	<b>11</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>4</b>	<b>59</b>	<b>82</b>	<b>24</b>	<b>24</b>	
COMISO																		
	STANSTED	RYANAIR	S	A	4	0	0	50	50	0	0	0	0	8	0	0	0	
	STANSTED	RYANAIR	S	D	4	0	0	100	0	0	0	0	0	4	0	0	0	
<b>TOTAL COMISO</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>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	
COPENHAGEN																		
	EDINBURGH	BMI REGIONAL	S	A	51	0	0	96	0	0	4	0	0	8	96	3	50	
	EDINBURGH	BMI REGIONAL	S	D	51	0	0	92	4	0	2	2	0	8	86	7	50	
	GLASGOW	BMI REGIONAL	S	A	30	0	0	90	10	0	0	0	0	3	87	7	30	
	GLASGOW	BMI REGIONAL	S	D	30	0	0	87	10	0	0	3	0	10	90	4	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	170	0	0	74	7	12	7	0	0	15	83	8	168	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	170	0	0	72	12	12	4	0	0	13	87	7	170	
	NEWCASTLE	CIMBER AIR A/S	S	A	26	0	0	100	0	0	0	0	0	4	0	0	0	
	NEWCASTLE	CIMBER AIR A/S	S	D	26	0	0	85	12	4	0	0	0	9	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	94	0	6	0	0	0	2	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	89	6	6	0	0	0	5	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	112	0	0	92	3	3	3	0	0	6	90	4	73	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	112	0	0	81	11	7	1	0	0	7	86	5	73	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	39	0	0	87	3	5	5	0	0	10	90	5	30	

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					Actual (7)	Plan (8)		16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
COPENHAGEN																		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	39	0	0	79	10	8	3	0	0	9	83	8	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	55	0	1	93	2	4	0	2	0	7	98	1	55	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	91	5	2	0	2	0	6	98	2	55	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	22	0	0	86	14	0	0	0	0	5	86	5	21	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	22	0	0	68	14	14	5	0	0	15	62	12	21	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	82	0	0	77	12	7	4	0	0	12	88	8	80	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	82	0	0	78	12	5	5	0	0	11	81	8	80	
	BIRMINGHAM	SAS	S	A	46	0	0	93	7	0	0	0	0	5	87	7	45	
	BIRMINGHAM	SAS	S	D	45	0	0	100	0	0	0	0	0	1	84	8	45	
	HEATHROW	SAS	S	A	165	0	0	72	14	12	3	0	0	13	80	11	165	
	HEATHROW	SAS	S	D	164	0	0	87	7	4	2	0	0	6	92	4	165	
	MANCHESTER	SAS	S	A	60	0	0	92	3	5	0	0	0	6	87	6	60	
	MANCHESTER	SAS	S	D	60	0	0	90	8	2	0	0	0	3	95	3	60	
<b>TOTAL COPENHAGEN</b>					<b>1751</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>6</b>	<b>6</b>	
CORFU																		
	STANSTED	AEGEAN AIRLINES	S	A	2	0	0	100	0	0	0	0	0	4	0	0	0	
	STANSTED	AEGEAN AIRLINES	S	D	2	0	0	100	0	0	0	0	0	3	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	56	0	0	88	7	4	0	2	0	9	77	21	53	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	84	7	7	0	2	0	10	83	12	53	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	94	6	0	0	0	0	4	100	1	9	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	94	0	6	0	0	0	5	89	8	9	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	79	7	7	7	0	0	10	93	5	14	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	79	7	7	7	0	0	12	93	4	14	
	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	
	MANCHESTER	GERMANIA FLUGGESELLSCHAFT	C	A	9	0	0	89	11	0	0	0	0	3	0	0	0	
	MANCHESTER	GERMANIA FLUGGESELLSCHAFT	C	D	9	0	0	100	0	0	0	0	0	2	0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	4	0	0	75	0	0	0	25	0	68	0	0	0	
	MANCHESTER	JET2.COM LTD	S	D	4	0	0	75	0	0	25	0	0	25	0	0	0	
	NEWCASTLE	JET2.COM LTD	S	A	4	0	0	50	25	25	0	0	0	24	75	47	4	
	NEWCASTLE	JET2.COM LTD	S	D	4	0	0	100	0	0	0	0	0	6	50	45	4	
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	80	0	0	0	20	0	40	75	7	4	
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	0	50	13	4	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
CORFU																		
	GATWICK	MONARCH AIRLINES	C	A	13	0	0	85	8	8	0	0	0	7	88	6	8	
	GATWICK	MONARCH AIRLINES	C	D	12	0	0	75	17	8	0	0	0	10	71	10	7	
	LUTON	MONARCH AIRLINES	S	A	12	0	0	100	0	0	0	0	0	0	100	0	11	
	LUTON	MONARCH AIRLINES	S	D	11	0	0	100	0	0	0	0	0	0	100	4	11	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	80	20	0	0	0	0	10	75	20	4	
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	80	0	20	0	0	0	10	60	22	5	
	EDINBURGH	RYANAIR	S	A	4	0	0	100	0	0	0	0	0	4	0	0	0	
	EDINBURGH	RYANAIR	S	D	4	0	0	75	25	0	0	0	0	5	0	0	0	
	MANCHESTER	RYANAIR	S	A	9	0	0	67	22	11	0	0	0	14	0	0	0	
	MANCHESTER	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	1	0	0	0	
	STANSTED	RYANAIR	S	A	13	0	0	69	15	15	0	0	0	13	63	17	8	
	STANSTED	RYANAIR	S	D	13	0	0	85	15	0	0	0	0	7	88	11	8	
	GATWICK	SMALL PLANET AIRLINES POLSKA	C	A	9	0	0	89	0	0	0	11	0	32	0	0	0	
	GATWICK	SMALL PLANET AIRLINES POLSKA	C	D	9	0	0	67	22	0	11	0	0	23	0	0	0	
	MANCHESTER	SMALL PLANET AIRLINES POLSKA	C	A	4	0	0	0	50	25	25	0	0	35	0	0	0	
	MANCHESTER	SMALL PLANET AIRLINES POLSKA	C	D	4	0	0	75	25	0	0	0	0	7	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	10	0	0	70	20	0	10	0	0	17	75	18	8	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	7	0	0	86	0	0	14	0	0	21	86	4	7	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	0	0	22	0	0	25	82	19	11	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	0	0	22	0	0	26	78	12	9	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	0	40	0	0	31	25	36	8	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	0	50	0	0	56	38	41	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	11	0	0	0	7	75	52	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	11	0	11	0	0	17	67	52	6	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	1	75	16	8	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	13	0	0	0	0	3	88	13	8	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	13	0	0	100	0	0	0	0	0	1	92	18	12	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	11	0	0	100	0	0	0	0	0	0	91	7	11	
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	25	23	4	
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	3	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	22	0	0	86	9	0	5	0	0	8	81	21	21	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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
CORFU																	
	GATWICK	THOMSON AIRWAYS LTD	C	D	18	0	0	94	0	6	0	0	0	5	76	21	17
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	6	25	37	4
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	50	18	4
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	8	100	0	4
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	4	75	14	4	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	21	0	0	86	0	5	10	0	0	14	63	21	16
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	17	0	0	71	6	6	18	0	0	24	62	24	13
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	1	75	16	8
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	2	75	7	8
	STANSTED	THOMSON AIRWAYS LTD	C	A	7	0	0	100	0	0	0	0	0	3	71	11	7
	STANSTED	THOMSON AIRWAYS LTD	C	D	6	0	0	100	0	0	0	0	0	0	100	2	6
	GATWICK	TRAVEL SERVICE AIRLINES	C	A	8	0	0	63	25	13	0	0	0	12	0	0	0
	GATWICK	TRAVEL SERVICE AIRLINES	C	D	8	0	0	50	13	38	0	0	0	23	0	0	0
<b>TOTAL CORFU</b>					<b>619</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>18</b>	<b>18</b>
CORK																	
	BIRMINGHAM	AER ARANN	S	A	58	0	0	86	5	7	2	0	0	8	92	12	72
	BIRMINGHAM	AER ARANN	S	D	59	0	0	86	8	2	3	0	0	7	89	14	72
	EDINBURGH	AER ARANN	S	A	29	0	0	83	14	3	0	0	0	8	80	13	46
	EDINBURGH	AER ARANN	S	D	29	0	0	86	10	3	0	0	0	5	74	12	46
	GLASGOW	AER ARANN	S	A	20	0	0	85	10	5	0	0	0	5	81	16	21
	GLASGOW	AER ARANN	S	D	20	1	0	80	10	10	0	0	0	7	86	14	21
	MANCHESTER	AER ARANN	S	A	58	0	0	72	12	12	3	0	0	12	81	12	69
	MANCHESTER	AER ARANN	S	D	58	0	0	79	7	10	3	0	0	11	84	12	69
	HEATHROW	AER LINGUS	S	A	115	0	1	86	10	3	0	0	1	9	93	3	120
	HEATHROW	AER LINGUS	S	D	117	0	1	86	7	6	0	1	0	8	95	2	120
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	100	0	0	0	0	0	8	89	9	9
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	100	0	0	0	0	0	3	89	5	9
	GATWICK	RYANAIR	S	A	30	0	0	90	3	0	3	3	0	18	97	2	30
	GATWICK	RYANAIR	S	D	30	0	0	90	3	0	7	0	0	8	90	4	30
	STANSTED	RYANAIR	S	A	73	0	0	85	8	5	0	1	0	9	90	5	68
	STANSTED	RYANAIR	S	D	73	0	0	90	10	0	0	0	0	4	93	4	68
<b>TOTAL CORK</b>					<b>789</b>	<b>1</b>	<b>2</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>8</b>	<b>8</b>
CUNAGUA (CAYO COCO)																	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE						SEPT 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)									
CUNAGUA (CAYO COCO)																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	0	50	0	0	48	100	0	2	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	0	100	0	2	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	50	19	2		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	10	0	56	2		
<b>TOTAL CUNAGUA (CAYO COCO)</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>63</b>	<b>19</b>	<b>19</b>	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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	8	0	0	75	13	0	0	13	0	49	89	7	9	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	100	0	0	0	0	0	1	67	9	9	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	91	9	0	0	0	0	5	90	5	21	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	82	18	0	0	0	0	8	86	9	21	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	21	1	0	76	14	5	5	0	0	12	86	16	21	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	86	5	9	0	0	0	8	95	6	22	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	17	1	0	94	6	0	0	0	0	2	82	6	17	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	100	0	0	0	0	0	3	82	6	17	
	BIRMINGHAM	FREEBIRD AIRLINES	C	A	4	0	0	75	0	25	0	0	0	15	0	0	0	
	BIRMINGHAM	FREEBIRD AIRLINES	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0	
	EDINBURGH	FREEBIRD AIRLINES	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0	
	EDINBURGH	FREEBIRD AIRLINES	C	D	5	0	0	100	0	0	0	0	0	4	0	0	0	
	GATWICK	FREEBIRD AIRLINES	C	A	6	0	0	83	17	0	0	0	0	9	100	0	3	
	GATWICK	FREEBIRD AIRLINES	C	D	2	0	0	100	0	0	0	0	0	2	100	7	2	
	GLASGOW	FREEBIRD AIRLINES	C	A	3	0	0	100	0	0	0	0	0	5	0	0	0	
	GLASGOW	FREEBIRD AIRLINES	C	D	4	0	0	100	0	0	0	0	0	4	0	0	0	
	STANSTED	FUTURA AIRLINES	C	A	4	0	0	100	0	0	0	0	0	10	0	0	0	
	STANSTED	FUTURA AIRLINES	C	D	4	0	0	100	0	0	0	0	0	6	0	0	0	
	GLASGOW	JET2.COM LTD	S	A	17	0	0	82	18	0	0	0	0	6	85	7	13	
	GLASGOW	JET2.COM LTD	S	D	17	0	0	82	18	0	0	0	0	6	83	7	12	
	MANCHESTER	JET2.COM LTD	S	A	24	1	0	75	17	4	4	0	0	12	81	8	16	
	MANCHESTER	JET2.COM LTD	S	D	24	0	0	63	25	8	4	0	0	15	75	10	16	
	NEWCASTLE	JET2.COM LTD	S	A	12	0	0	92	0	8	0	0	0	5	75	27	12	
	NEWCASTLE	JET2.COM LTD	S	D	13	0	0	54	23	15	8	0	0	19	64	39	11	
	BIRMINGHAM	MONARCH AIRLINES	S	A	30	0	0	93	3	3	0	0	0	5	70	19	30	
	BIRMINGHAM	MONARCH AIRLINES	S	D	30	0	0	97	0	0	3	0	0	4	57	27	30	
	GATWICK	MONARCH AIRLINES	S	A	49	0	0	80	12	6	2	0	0	10	61	31	46	
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	67	11	0	22	0	0	38	50	78	4	
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	56	22	0	11	11	0	45	50	82	4	
	GATWICK	MONARCH AIRLINES	S	D	49	0	0	65	20	10	4	0	0	14	56	36	45	
	LUTON	MONARCH AIRLINES	S	A	26	0	0	88	8	4	0	0	0	5	68	27	22	
	LUTON	MONARCH AIRLINES	S	D	26	0	0	73	15	12	0	0	0	11	59	36	22	
	MANCHESTER	MONARCH AIRLINES	S	A	34	0	0	68	9	9	15	0	0	20	72	19	32	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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																		
	MANCHESTER	MONARCH AIRLINES	S	D	34	0	0	53	15	18	15	0	0	30	50	29	30	
	GATWICK	ONUR AIR	C	A	15	0	0	60	33	7	0	0	0	13	62	143	13	
	GATWICK	ONUR AIR	C	D	11	0	0	55	18	18	9	0	0	22	38	43	8	
	MANCHESTER	ONUR AIR	C	A	9	0	0	89	11	0	0	0	0	8	50	92	4	
	MANCHESTER	ONUR AIR	C	D	7	0	0	43	43	14	0	0	0	17	25	165	4	
	NEWCASTLE	ONUR AIR	C	A	5	0	0	100	0	0	0	0	0	1	0	0	0	
	NEWCASTLE	ONUR AIR	C	D	5	0	0	100	0	0	0	0	0	5	0	0	0	
	GATWICK	PEGASUS AIRLINES	S	A	5	0	0	60	20	20	0	0	0	17	75	49	4	
	GATWICK	PEGASUS AIRLINES	S	D	5	0	0	40	0	40	20	0	0	36	75	60	4	
	MANCHESTER	PEGASUS AIRLINES	S	A	5	0	0	100	0	0	0	0	0	2	88	22	8	
	MANCHESTER	PEGASUS AIRLINES	S	D	5	0	0	20	60	0	0	20	0	61	75	29	8	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	16	0	0	94	0	0	6	0	0	7	100	0	24	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	17	0	0	94	0	0	6	0	0	5	91	3	22	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	64	0	0	75	6	5	14	0	0	19	87	14	47	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	62	0	0	76	6	3	15	0	0	21	82	17	44	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	15	0	0	53	27	7	7	7	0	32	72	69	25	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	17	0	0	59	18	6	12	6	0	34	65	21	26	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	52	0	0	81	6	2	8	2	2	24	61	69	56	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	52	0	0	71	6	8	12	2	2	33	51	57	55	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	30	0	0	90	7	3	0	0	0	4	92	11	24	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	30	0	0	73	20	3	3	0	0	10	72	18	25	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	13	0	0	69	23	8	0	0	0	11	75	27	12	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	13	0	0	54	31	8	8	0	0	17	67	19	12	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	27	0	0	93	4	0	4	0	0	10	94	8	18	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	24	0	0	96	4	0	0	0	0	1	71	15	17	
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	9	0	0	78	22	0	0	0	0	10	75	42	8	
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	9	0	0	78	22	0	0	0	0	10	75	44	8	
	GATWICK	THOMSON AIRWAYS LTD	C	A	39	0	0	82	8	5	3	0	3	20	91	13	33	
	GATWICK	THOMSON AIRWAYS LTD	C	D	37	0	0	65	19	8	5	0	3	30	79	17	33	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	10	0	0	100	0	0	0	0	0	0	63	19	8	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	5	63	27	8	
	LUTON	THOMSON AIRWAYS LTD	C	A	14	0	0	93	7	0	0	0	0	4	93	3	14	
	LUTON	THOMSON AIRWAYS LTD	C	D	14	0	0	86	14	0	0	0	0	6	77	8	13	



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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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	32	0	0	84	3	6	3	3	0	14	97	2	29	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	31	0	0	74	6	6	10	3	0	21	76	20	29	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	14	0	0	100	0	0	0	0	0	0	88	5	8	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	13	0	0	100	0	0	0	0	0	3	63	11	8	
	STANSTED	THOMSON AIRWAYS LTD	C	A	9	0	0	67	22	11	0	0	0	12	75	64	8	
	STANSTED	THOMSON AIRWAYS LTD	C	D	9	0	0	89	0	11	0	0	0	7	75	68	8	
	STANSTED	TITAN AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	8	80	6	10	
<b>TOTAL DALAMAN</b>					<b>1338</b>	<b>8</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>74</b>	<b>26</b>	<b>26</b>	
DALLAS/FORT WORTH																		
	HEATHROW	AMERICAN AIRLINES	S	A	90	0	0	52	22	17	7	2	0	26	51	28	108	
	HEATHROW	AMERICAN AIRLINES	S	D	89	0	0	74	11	9	6	0	0	14	76	14	108	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	60	20	17	3	0	0	16	93	2	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	53	20	17	10	0	0	25	67	10	30	
<b>TOTAL DALLAS/FORT WORTH</b>					<b>239</b>	<b>2</b>	<b>0</b>	<b>62</b>	<b>18</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>67</b>	<b>18</b>	<b>18</b>	
DAMMAM																		
DAR-ES-SALAAM																		
DEAUVILLE																		
	LONDON CITY	VLM (BELGIUM)	S	A	9	0	0	89	11	0	0	0	0	3	100	2	9	
	LONDON CITY	VLM (BELGIUM)	S	D	9	0	0	100	0	0	0	0	0	2	100	0	9	
<b>TOTAL DEAUVILLE</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>91</b>	<b>3</b>	<b>3</b>	
DEBRECEN																		
	LUTON	WIZZ AIR	S	A	22	0	0	73	23	5	0	0	0	13	75	29	12	
	LUTON	WIZZ AIR	S	D	22	0	0	73	23	0	5	0	0	14	67	31	12	
<b>TOTAL DEBRECEN</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>23</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>30</b>	<b>30</b>	
DELHI																		
	BIRMINGHAM	AIR INDIA	S	A	17	0	0	47	29	6	18	0	0	25	0	0	0	
	BIRMINGHAM	AIR INDIA	S	D	17	0	0	100	0	0	0	0	0	0	0	0	0	
	HEATHROW	AIR INDIA	S	A	60	0	0	87	10	2	2	0	0	7	0	0	0	
	HEATHROW	AIR INDIA	S	D	59	1	0	88	5	3	3	0	0	8	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	68	23	3	3	0	2	22	52	21	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	67	18	12	3	0	0	17	68	19	60	
	HEATHROW	JET AIRWAYS	S	A	30	0	0	87	13	0	0	0	0	4	87	6	30	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	JET AIRWAYS	S	D	30	0	0	97	0	3	0	0	0	4	93	4	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	80	13	3	3	0	0	9	53	15	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	93	7	0	0	0	0	3	93	4	30
<b>TOTAL DELHI</b>					<b>393</b>	<b>2</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>14</b>	<b>14</b>
DENVER INTERNATIONAL	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	53	20	23	3	0	0	19	83	7	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	37	33	30	0	0	0	21	73	12	30
<b>TOTAL DENVER INTERNATIONAL</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>27</b>	<b>27</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>78</b>	<b>10</b>	<b>10</b>
DETROIT	HEATHROW	DELTA AIRLINES	S	A	30	0	0	73	17	7	3	0	0	11	100	0	42
	HEATHROW	DELTA AIRLINES	S	D	30	0	0	93	3	3	0	0	0	2	95	3	42
<b>TOTAL DETROIT</b>					<b>60</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>6</b>	<b>98</b>	<b>1</b>	<b>1</b>
DHAKHA	HEATHROW	BIMAN BANGLADESH AIRLINES	S	A	13	0	0	31	15	8	38	8	0	52	11	99	9
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	13	0	0	46	23	15	15	0	0	26	11	72	9
<b>TOTAL DHAKHA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>19</b>	<b>12</b>	<b>27</b>	<b>4</b>	<b>0</b>	<b>39</b>	<b>7</b>	<b>94</b>	<b>94</b>
DINARD	STANSTED	RYANAIR	S	A	25	0	0	96	4	0	0	0	0	2	88	2	25
	STANSTED	RYANAIR	S	D	25	0	0	100	0	0	0	0	0	2	96	2	25
<b>TOTAL DINARD</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>2</b>	<b>2</b>
DOHA	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	97	3	0	0	0	0	2	97	3	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	57	33	7	3	0	0	15	73	14	30
	HEATHROW	QATAR AIRWAYS	S	A	150	0	0	71	11	13	3	1	0	16	75	15	150
	HEATHROW	QATAR AIRWAYS	S	D	150	0	0	82	11	5	1	1	0	10	87	7	150
	MANCHESTER	QATAR AIRWAYS	S	A	43	0	0	58	26	16	0	0	0	14	74	11	43
	MANCHESTER	QATAR AIRWAYS	S	D	43	0	0	72	19	9	0	0	0	13	63	14	43
<b>TOTAL DOHA</b>					<b>446</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>11</b>	<b>11</b>
DOLE	STANSTED	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	0	0	0	0
	STANSTED	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL DOLE</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)												
DONEGAL																		
	GLASGOW	LOGANAIR	S	A	18	0	0	78	11	6	0	6	0	20	90	8	20	
	GLASGOW	LOGANAIR	S	D	18	0	0	72	17	6	6	0	0	12	85	8	20	
<b>TOTAL DONEGAL</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>88</b>	<b>8</b>	<b>8</b>	
DORTMUND																		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	55	0	0	93	7	0	0	0	0	2	87	6	47	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	55	0	0	95	5	0	0	0	0	3	91	5	47	
<b>TOTAL DORTMUND</b>					<b>110</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>5</b>	<b>5</b>	
DRESDEN																		
	LONDON CITY	CITY JET	S	A	25	0	0	100	0	0	0	0	0	1	0	0	0	
	LONDON CITY	CITY JET	S	D	26	0	0	92	0	4	4	0	0	8	0	0	0	
<b>TOTAL DRESDEN</b>					<b>51</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	
DUBAI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	67	23	7	3	0	0	17	73	11	59	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	58	22	12	7	2	0	24	93	4	59	
	BIRMINGHAM	EMIRATES	S	A	60	0	0	50	32	18	0	0	0	17	58	15	60	
	BIRMINGHAM	EMIRATES	S	D	60	0	0	78	13	7	2	0	0	10	63	18	60	
	GATWICK	EMIRATES	S	A	90	0	0	71	18	9	2	0	0	12	68	13	90	
	GATWICK	EMIRATES	S	D	90	0	0	66	22	9	3	0	0	14	83	10	90	
	GLASGOW	EMIRATES	S	A	60	0	0	60	25	13	2	0	0	15	72	12	60	
	GLASGOW	EMIRATES	S	D	60	0	0	62	22	13	3	0	0	16	72	13	60	
	HEATHROW	EMIRATES	S	A	150	0	0	49	30	17	5	0	0	19	52	20	150	
	HEATHROW	EMIRATES	S	D	150	0	0	69	18	9	3	0	0	13	73	12	150	
	MANCHESTER	EMIRATES	S	A	90	0	0	50	27	21	2	0	0	18	62	16	90	
	MANCHESTER	EMIRATES	S	D	90	0	0	71	18	8	1	1	1	23	56	20	90	
	NEWCASTLE	EMIRATES	S	A	30	0	0	90	10	0	0	0	0	4	87	5	30	
	NEWCASTLE	EMIRATES	S	D	30	0	0	63	33	3	0	0	0	12	70	13	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	43	30	27	0	0	0	18	67	16	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	80	10	10	0	0	0	8	93	3	30	
<b>TOTAL DUBAI</b>					<b>1140</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>22</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>14</b>	<b>14</b>	
DUBLIN																		
	BIRMINGHAM	AER ARANN	S	A	65	0	0	88	9	3	0	0	0	4	0	0	0	
	BIRMINGHAM	AER ARANN	S	D	64	0	0	94	6	0	0	0	0	2	0	0	0	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	
						Matched	Plan (8)											
DUBLIN																		
	EDINBURGH	AER ARANN	S	A	159	0	0	83	13	4	0	0	0	7	90	5	90	
	EDINBURGH	AER ARANN	S	D	159	0	0	81	16	3	1	0	0	8	86	7	90	
	GLASGOW	AER ARANN	S	A	126	0	0	71	14	11	3	0	0	14	95	3	131	
	GLASGOW	AER ARANN	S	D	126	0	0	69	19	8	4	0	0	13	93	4	131	
	MANCHESTER	AER ARANN	S	A	60	0	0	80	13	2	5	0	0	10	0	0	0	
	MANCHESTER	AER ARANN	S	D	59	0	0	85	8	2	5	0	0	8	0	0	0	
	BIRMINGHAM	AER LINGUS	S	A	71	0	0	83	11	1	4	0	0	9	98	2	85	
	BIRMINGHAM	AER LINGUS	S	D	71	0	0	90	6	1	3	0	0	6	93	4	85	
	GATWICK	AER LINGUS	S	A	200	1	0	81	9	7	4	0	0	10	85	8	155	
	GATWICK	AER LINGUS	S	D	200	0	0	83	8	5	5	0	0	10	88	7	154	
	HEATHROW	AER LINGUS	S	A	367	0	1	74	12	10	4	0	0	13	88	6	378	
	HEATHROW	AER LINGUS	S	D	366	0	1	87	6	3	4	0	0	7	95	2	377	
	MANCHESTER	AER LINGUS	S	A	83	0	0	83	10	5	2	0	0	8	89	6	100	
	MANCHESTER	AER LINGUS	S	D	83	1	0	77	11	8	4	0	0	11	87	6	100	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	229	0	0	60	19	15	5	0	0	25	75	12	156	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	230	0	0	77	10	9	3	0	0	12	82	10	156	
	LONDON CITY	CITY JET	S	A	130	0	0	85	5	4	5	1	0	10	89	6	129	
	LONDON CITY	CITY JET	S	D	131	0	0	85	9	2	4	0	0	7	81	10	130	
	BIRMINGHAM	RYANAIR	S	A	85	2	0	89	6	2	2	0	0	6	95	2	85	
	BIRMINGHAM	RYANAIR	S	D	87	0	0	89	3	5	3	0	0	6	88	6	85	
	EDINBURGH	RYANAIR	S	A	74	0	0	91	8	1	0	0	0	5	92	3	77	
	EDINBURGH	RYANAIR	S	D	74	0	0	84	15	1	0	0	0	6	92	5	77	
	GATWICK	RYANAIR	S	A	134	0	0	81	9	7	3	0	0	11	97	3	133	
	GATWICK	RYANAIR	S	D	134	0	0	79	11	8	1	0	0	10	93	5	133	
	LUTON	RYANAIR	S	A	94	0	0	81	14	2	3	0	0	8	77	11	90	
	LUTON	RYANAIR	S	D	94	0	0	87	10	3	0	0	0	5	86	12	90	
	MANCHESTER	RYANAIR	S	A	104	0	0	90	6	2	2	0	0	6	76	9	104	
	MANCHESTER	RYANAIR	S	D	104	0	0	87	8	3	2	1	0	9	82	7	104	
	NEWCASTLE	RYANAIR	S	A	43	0	0	84	12	5	0	0	0	7	85	6	60	
	NEWCASTLE	RYANAIR	S	D	43	0	0	81	7	12	0	0	0	10	80	7	60	
	STANSTED	RYANAIR	S	A	232	0	1	74	14	9	2	0	0	13	86	6	202	
	STANSTED	RYANAIR	S	D	233	0	0	82	10	6	1	0	0	8	94	4	202	
<b>TOTAL DUBLIN</b>					<b>4517</b>	<b>4</b>	<b>3</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>6</b>	<b>6</b>	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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
DUBROVNIK	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	73	20	7	0	0	0	9	83	8	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	77	17	7	0	0	0	10	87	8	30
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	63	25	0	13	0	0	16	0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	88	0	0	13	0	0	11	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	94	0	3	0	3	0	11	82	5	38
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	94	3	3	0	0	0	4	95	2	38
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	100	0	0	0	0	0	3	100	3	13
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	100	0	0	0	0	0	2	100	1	13
	BIRMINGHAM	FLYBE LTD	S	A	5	0	0	100	0	0	0	0	0	3	100	0	5
	BIRMINGHAM	FLYBE LTD	S	D	5	0	0	100	0	0	0	0	0	5	100	6	5
	EDINBURGH	JET2.COM LTD	S	A	8	0	0	100	0	0	0	0	0	2	75	9	8
	EDINBURGH	JET2.COM LTD	S	D	8	0	0	88	13	0	0	0	0	5	88	3	8
	MANCHESTER	JET2.COM LTD	S	A	9	0	0	89	0	11	0	0	0	6	78	18	9
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	89	0	0	11	0	0	9	67	22	9
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	89	0	11	0	0	0	4	80	9	5
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	89	11	0	0	0	0	6	80	13	5
	BIRMINGHAM	MONARCH AIRLINES	S	A	8	0	0	88	0	13	0	0	0	5	89	19	9
	BIRMINGHAM	MONARCH AIRLINES	S	D	8	0	0	88	0	13	0	0	0	7	78	30	9
	GATWICK	MONARCH AIRLINES	S	A	13	0	0	77	0	15	8	0	0	14	85	13	13
	GATWICK	MONARCH AIRLINES	S	D	13	0	0	69	8	15	8	0	0	20	71	24	14
	MANCHESTER	MONARCH AIRLINES	S	A	12	0	0	58	25	8	8	0	0	19	62	46	13
	MANCHESTER	MONARCH AIRLINES	S	D	12	0	0	67	8	8	17	0	0	24	31	56	13
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	4	0	0	75	25	0	0	0	0	13	0	0	0
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	4	0	0	100	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	2	100	0	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	100	1	5
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	1	83	8	6
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	83	4	6
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	0	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	2	100	2	5
<b>TOTAL DUBROVNIK</b>					<b>334</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>12</b>	<b>12</b>
DUNDEE	LONDON CITY	CITY JET	S	A	56	0	0	86	5	5	2	2	0	9	88	6	59

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)											
DUNDEE	LONDON CITY	CITY JET		S D	56	0	0	82	13	5	0	0	0	6	92	4	59
<b>TOTAL DUNDEE</b>					<b>112</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>5</b>	<b>5</b>
DURHAM TEES VALLEY																	
DUSSELDORF	STANSTED	AIR BERLIN		S A	74	0	2	47	19	22	12	0	0	28	47	23	73
	STANSTED	AIR BERLIN		S D	74	0	2	55	23	12	9	0	0	23	64	17	73
	LONDON CITY	BA CITYFLYER LTD		S A	67	0	0	93	1	0	6	0	0	9	0	0	0
	LONDON CITY	BA CITYFLYER LTD		S D	68	0	0	85	7	3	4	0	0	11	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC		S A	161	0	0	66	17	12	2	2	0	19	82	8	147
	HEATHROW	BRITISH AIRWAYS PLC		S D	162	0	0	76	14	8	1	1	0	11	86	7	148
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	51	0	1	80	6	8	4	0	2	21	86	7	44
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	52	0	0	83	10	6	0	2	0	13	82	8	44
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS		S A	76	0	0	71	22	4	3	0	0	12	81	13	73
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS		S D	76	0	0	84	8	5	3	0	0	8	74	15	72
	GLASGOW	EUROWINGS LUFTVERKEHRS		S A	26	0	0	77	15	8	0	0	0	9	0	0	0
	GLASGOW	EUROWINGS LUFTVERKEHRS		S D	26	0	0	88	4	4	4	0	0	8	0	0	0
	NEWCASTLE	EUROWINGS LUFTVERKEHRS		S A	26	0	0	58	31	8	4	0	0	16	84	8	45
	NEWCASTLE	EUROWINGS LUFTVERKEHRS		S D	25	0	0	56	24	12	4	4	0	23	82	12	45
	BIRMINGHAM	FLYBE LTD		S A	82	0	2	87	7	2	4	0	0	7	90	4	90
	BIRMINGHAM	FLYBE LTD		S D	84	0	1	80	8	7	5	0	0	11	74	12	91
	MANCHESTER	FLYBE LTD		S A	63	0	0	62	14	17	5	2	0	21	77	10	65
	MANCHESTER	FLYBE LTD		S D	63	0	0	56	30	11	3	0	0	18	80	9	65
	HEATHROW	LUFTHANSA		S A	144	0	0	69	15	14	2	0	0	14	64	14	141
	HEATHROW	LUFTHANSA		S D	143	0	0	79	10	10	1	0	0	9	76	11	141
	MANCHESTER	LUFTHANSA CITY LINE		S A	97	0	0	58	25	16	1	0	0	17	66	15	89
	MANCHESTER	LUFTHANSA CITY LINE		S D	97	0	0	70	13	14	2	0	0	13	70	14	89
<b>TOTAL DUSSELDORF</b>					<b>1737</b>	<b>0</b>	<b>8</b>	<b>72</b>	<b>14</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>11</b>	<b>11</b>

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	92	0	4	95	0	1	4	0	0	6	83	8	53
		EDINBURGH	FLYBE LTD	S D	92	0	4	91	5	1	2	0	0	8	83	11	54
		GLASGOW	FLYBE LTD	S A	89	0	2	81	4	6	9	0	0	12	85	9	54
		GLASGOW	FLYBE LTD	S D	89	0	2	74	13	3	9	0	0	16	85	8	54
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>					<b>363</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>6</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>9</b>	<b>9</b>
EDINBURGH		LONDON CITY	BA CITYFLYER LTD	S A	175	0	0	84	7	2	5	2	0	13	90	6	170
		LONDON CITY	BA CITYFLYER LTD	S D	173	0	0	90	3	3	3	1	0	7	92	5	171
		MANCHESTER	BMI REGIONAL	S A	67	0	0	90	4	1	4	0	0	9	94	3	90
		MANCHESTER	BMI REGIONAL	S D	66	0	0	88	5	3	5	0	0	11	93	4	90
		GATWICK	BRITISH AIRWAYS PLC	S A	110	0	0	63	17	14	6	0	0	18	73	13	119
		GATWICK	BRITISH AIRWAYS PLC	S D	110	0	0	64	18	15	3	0	0	17	78	11	119
		HEATHROW	BRITISH AIRWAYS PLC	S A	332	0	0	62	15	17	6	1	0	19	73	12	483
		HEATHROW	BRITISH AIRWAYS PLC	S D	332	0	0	65	14	17	3	0	0	16	79	10	483
		LONDON CITY	CITY JET	S A	76	0	0	75	7	5	9	4	0	24	92	9	84
		LONDON CITY	CITY JET	S D	78	0	0	86	4	4	5	1	0	11	90	8	84
		GATWICK	EASYJET AIRLINE COMPANY LTD	S A	122	0	0	80	10	6	4	0	0	10	80	11	110
		GATWICK	EASYJET AIRLINE COMPANY LTD	S D	122	0	0	75	16	5	5	0	0	12	81	9	110
		LUTON	EASYJET AIRLINE COMPANY LTD	S A	94	1	0	97	2	0	0	1	0	5	91	4	90
		LUTON	EASYJET AIRLINE COMPANY LTD	S D	94	0	0	87	9	1	3	0	0	7	89	6	90
		STANSTED	EASYJET AIRLINE COMPANY LTD	S A	101	0	0	95	3	2	0	0	0	3	86	9	102
		STANSTED	EASYJET AIRLINE COMPANY LTD	S D	101	0	0	95	2	3	0	0	0	2	92	4	102
		BIRMINGHAM	FLYBE LTD	S A	171	0	0	90	4	1	5	1	0	7	90	6	162
		BIRMINGHAM	FLYBE LTD	S D	171	0	0	89	6	2	3	0	0	6	78	13	162
		MANCHESTER	FLYBE LTD	S A	98	0	0	90	4	3	3	0	0	7	83	9	108
		MANCHESTER	FLYBE LTD	S D	98	0	0	88	3	7	2	0	0	8	90	7	108
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S A	180	0	0	91	5	3	2	0	0	5	0	0	0
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S D	180	0	0	92	6	2	1	0	0	3	0	0	0
<b>TOTAL EDINBURGH</b>					<b>3051</b>	<b>3</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>9</b>	<b>9</b>
EDMONTON		HEATHROW	AIR CANADA	S A	30	0	0	83	13	0	3	0	0	6	86	8	29
		HEATHROW	AIR CANADA	S D	30	0	0	93	7	0	0	0	0	4	73	44	30
<b>TOTAL EDMONTON</b>					<b>62</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>80</b>	<b>26</b>	<b>26</b>

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
EINDHOVEN	STANSTED	RYANAIR	S	A	58	0	1	95	2	3	0	0	0	4	84	7	64
	STANSTED	RYANAIR	S	D	59	0	0	95	3	2	0	0	0	3	95	2	64
<b>TOTAL EINDHOVEN</b>					<b>117</b>	<b>0</b>	<b>1</b>	<b>95</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>4</b>	<b>4</b>
ENFIDHA - HAMMAMET INTL	GATWICK	CROATIA AIRLINES	C	A	4	0	0	75	25	0	0	0	0	8	0	0	0
	GATWICK	CROATIA AIRLINES	C	D	4	0	0	50	50	0	0	0	0	16	0	0	0
	NEWCASTLE	CROATIA AIRLINES	C	A	4	0	0	75	0	0	25	0	0	27	0	0	0
	NEWCASTLE	CROATIA AIRLINES	C	D	4	0	0	50	25	0	25	0	0	33	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	50	0	50	0	0	0	20	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	50	0	50	0	0	0	24	0	0	0
	GATWICK	NOUVELAIR TUNISIE	C	A	5	0	0	80	20	0	0	0	0	9	0	245	2
	GATWICK	NOUVELAIR TUNISIE	C	D	3	0	0	67	33	0	0	0	0	7	100	11	1
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	14	0	0	64	7	14	0	0	14	104	88	12	8
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	13	0	0	92	0	0	8	0	0	11	75	18	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	25	0	0	80	4	0	16	0	0	17	71	43	21
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	23	0	0	74	9	4	13	0	0	18	67	35	21
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	13	13	0	0	0	13	44	32	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	11	0	0	0	0	4	78	24	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	17	0	0	82	6	0	6	6	0	22	57	147	21
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	17	0	0	76	0	12	6	6	0	28	57	91	21
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	11	0	0	0	0	3	78	36	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	0	5	89	33	9
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	80	23	5
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	67	32	6
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	89	0	0	11	0	0	12	0	0	0
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	89	0	0	11	0	0	15	0	0	0
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	4	0	0	50	0	0	50	0	0	40	0	0	0
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	4	0	0	50	0	0	50	0	0	47	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	A	18	0	0	100	0	0	0	0	0	2	89	7	18
	GATWICK	THOMSON AIRWAYS LTD	C	D	16	0	0	88	6	6	0	0	0	7	89	11	18
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	3	0	0	0
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	10	0	0	0
	LUTON	THOMSON AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	0	13	80	6	5



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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					SEPT 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	
ENFIDHA - HAMMAMET INTL	LUTON	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	100	0	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	13	0	0	85	0	8	0	0	8	110	75	10	8
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	12	0	0	83	17	0	0	0	0	6	56	13	9
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	3	75	20	4
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	2	80	16	5
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	50	15	4
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	5	4
	GATWICK	TUNISAIR	C	A	4	0	0	0	50	50	0	0	0	30	0	50	5
	GATWICK	TUNISAIR	C	D	4	0	0	50	0	25	25	0	0	31	0	53	5
	MANCHESTER	TUNISAIR	C	A	4	0	0	25	25	0	25	25	0	83	0	0	0
	MANCHESTER	TUNISAIR	C	D	4	0	0	25	25	0	25	25	0	91	0	0	0
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>					<b>320</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>4</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>69</b>	<b>42</b>	<b>42</b>
ENTEBBE	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	77	15	8	0	0	0	10	62	87	21
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	85	8	0	8	0	0	12	77	78	22
<b>TOTAL ENTEBBE</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>82</b>	<b>82</b>
EXETER	EDINBURGH	FLYBE LTD	S	A	30	0	0	70	13	10	7	0	0	13	80	11	35
	EDINBURGH	FLYBE LTD	S	D	30	0	0	57	17	20	7	0	0	19	74	12	35
	GLASGOW	FLYBE LTD	S	A	26	0	0	88	4	4	4	0	0	10	83	9	24
	GLASGOW	FLYBE LTD	S	D	26	0	0	85	8	8	0	0	0	8	88	6	25
	MANCHESTER	FLYBE LTD	S	A	72	0	0	83	7	7	3	0	0	11	75	20	59
	MANCHESTER	FLYBE LTD	S	D	72	0	0	64	24	10	3	0	0	14	80	15	60
	NEWCASTLE	FLYBE LTD	S	A	26	0	0	92	4	4	0	0	0	4	86	11	29
	NEWCASTLE	FLYBE LTD	S	D	26	0	0	88	4	8	0	0	0	8	86	10	29
<b>TOTAL EXETER</b>					<b>308</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>13</b>	<b>13</b>

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					SEPT 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)
FARNBOROUGH																		
FARO																		
	EDINBURGH	BA CITYFLYER LTD	C	A	2	0	0	100	0	0	0	0	0	5	100	0	4	
	EDINBURGH	BA CITYFLYER LTD	C	D	2	0	0	100	0	0	0	0	0	67	7	3		
	GLASGOW	BA CITYFLYER LTD	C	A	4	0	0	100	0	0	0	0	4	0	0	0		
	GLASGOW	BA CITYFLYER LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0		
	GATWICK	BRITISH AIRWAYS PLC	S	A	35	0	0	49	17	14	17	3	0	31	56	22	34	
	GATWICK	BRITISH AIRWAYS PLC	S	D	35	0	0	34	29	20	14	3	0	34	41	28	34	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	135	0	1	81	9	5	5	0	0	12	82	10	137	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	136	0	0	76	13	9	3	0	0	12	78	12	138	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	88	13	0	0	0	0	6	89	3	9	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	88	0	13	0	0	0	4	89	4	9	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	48	0	0	83	10	2	4	0	0	9	89	7	47	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	48	0	0	85	6	4	4	0	0	8	87	12	47	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	76	10	0	14	0	0	20	100	2	22	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	67	19	0	10	5	0	28	86	6	22	
	BIRMINGHAM	FLYBE LTD	C	A	3	0	0	100	0	0	0	0	0	3	100	0	4	
	BIRMINGHAM	FLYBE LTD	C	D	3	0	0	100	0	0	0	0	0	67	8	3		
	EDINBURGH	JET2.COM LTD	S	A	17	0	0	71	18	12	0	0	0	11	89	5	18	
	EDINBURGH	JET2.COM LTD	S	D	17	0	0	82	6	12	0	0	0	10	83	7	18	
	GLASGOW	JET2.COM LTD	S	A	17	0	0	88	6	0	6	0	0	7	83	11	18	
	GLASGOW	JET2.COM LTD	S	D	17	0	0	88	0	6	6	0	0	12	72	21	18	
	MANCHESTER	JET2.COM LTD	S	A	42	0	0	71	10	12	7	0	0	18	70	12	27	
	MANCHESTER	JET2.COM LTD	S	D	42	0	0	64	12	14	10	0	0	23	67	12	27	
	NEWCASTLE	JET2.COM LTD	S	A	29	0	0	69	17	7	7	0	0	16	78	11	23	
	NEWCASTLE	JET2.COM LTD	S	D	29	0	0	79	7	10	3	0	0	13	61	16	23	
	BIRMINGHAM	MONARCH AIRLINES	S	A	38	0	0	61	26	8	3	3	0	18	74	12	43	
	BIRMINGHAM	MONARCH AIRLINES	S	D	38	0	0	82	11	3	3	3	0	11	72	16	43	
	GATWICK	MONARCH AIRLINES	S	A	58	0	0	38	28	19	7	2	7	61	37	29	57	
	GATWICK	MONARCH AIRLINES	S	D	58	0	0	69	12	10	5	0	3	31	63	20	56	
	LUTON	MONARCH AIRLINES	S	A	22	0	0	77	18	0	5	0	0	12	86	6	22	
	LUTON	MONARCH AIRLINES	S	D	22	0	0	86	9	0	5	0	0	9	91	4	22	
	MANCHESTER	MONARCH AIRLINES	S	A	43	0	0	56	28	7	9	0	0	19	68	22	40	
	MANCHESTER	MONARCH AIRLINES	S	D	43	0	0	58	21	12	9	0	0	20	75	31	40	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
FARO																		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	4	0	0	100	0	0	0	0	0	0	0	0	0	0
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	4	0	0	100	0	0	0	0	0	5	0	0	0	0
	BIRMINGHAM	RYANAIR	S	A	16	0	0	100	0	0	0	0	0	1	100	1	13	13
	BIRMINGHAM	RYANAIR	S	D	16	0	0	100	0	0	0	0	0	0	85	7	13	13
	EDINBURGH	RYANAIR	S	A	21	0	0	95	5	0	0	0	0	3	92	5	13	13
	EDINBURGH	RYANAIR	S	D	21	0	0	86	14	0	0	0	0	8	69	12	13	13
	MANCHESTER	RYANAIR	S	A	47	0	0	91	4	2	2	0	0	7	90	5	30	30
	MANCHESTER	RYANAIR	S	D	47	0	0	83	11	2	4	0	0	10	77	9	30	30
	STANSTED	RYANAIR	S	A	60	0	0	80	13	7	0	0	0	7	85	6	48	48
	STANSTED	RYANAIR	S	D	60	0	0	77	13	10	0	0	0	11	79	9	48	48
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	0	13	13	0	0	17	56	20	9	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	13	0	13	0	0	14	75	13	8	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	13	0	0	13	0	33	50	60	6	6
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	25	0	0	0	0	9	83	57	6	6
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	89	0	11	0	0	0	5	89	4	9	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	0	100	4	9	9
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	78	11	11	0	0	0	14	58	17	12	12
	GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	89	0	11	0	0	0	8	82	14	11	11
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	6	100	4	4	4
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	100	0	4	4
	LUTON	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	4	100	1	9	9
	LUTON	THOMSON AIRWAYS LTD	C	D	9	0	0	78	22	0	0	0	0	7	100	2	9	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	14	0	0	93	0	7	0	0	0	5	79	13	14	14
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	13	0	0	92	0	0	8	0	0	7	71	16	14	14
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	4
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	15	25	14	4	4
	STANSTED	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	9	100	5	5	5
	STANSTED	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	100	0	5	5
<b>TOTAL FARO</b>					<b>1481</b>	<b>1</b>	<b>1</b>	<b>75</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>13</b>	<b>13</b>	<b>13</b>
FEZ																		
	STANSTED	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	2	67	28	9	9
	STANSTED	RYANAIR	S	D	9	0	0	56	44	0	0	0	0	11	67	21	9	9
<b>TOTAL FEZ</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>67</b>	<b>25</b>	<b>25</b>	<b>25</b>

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)												
FIGARI																		
	HEATHROW	BRITISH AIRWAYS PLC	C	A	5	0	0	20	40	40	0	0	0	25	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	C	D	5	0	0	100	0	0	0	0	0	3	0	0	0	
<b>TOTAL FIGARI</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>23</b>	<b>23</b>	
FILTON																		
FLORENCE																		
	LONDON CITY	CITY JET	S	A	26	0	0	73	12	8	4	4	0	24	64	20	25	
	LONDON CITY	CITY JET	S	D	25	0	0	76	12	8	0	4	0	21	80	17	25	
	HEATHROW	VUELING AIRLINES	S	A	30	0	0	63	20	10	7	0	0	19	0	0	0	
	HEATHROW	VUELING AIRLINES	S	D	30	0	0	73	10	13	3	0	0	16	0	0	0	
<b>TOTAL FLORENCE</b>					<b>111</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>82</b>	<b>12</b>	<b>12</b>	
FRANKFURT MAIN																		
	LONDON CITY	BA CITYFLYER LTD	S	A	87	0	0	91	5	1	3	0	0	6	91	5	85	
	LONDON CITY	BA CITYFLYER LTD	S	D	89	0	0	94	2	1	2	0	0	5	91	8	86	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	200	0	0	59	23	13	6	1	0	20	64	16	193	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	200	0	0	71	10	16	5	0	0	15	82	9	193	
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	59	0	0	97	3	0	0	0	0	4	93	5	94	
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	59	0	0	100	0	0	0	0	0	0	81	10	94	
	BIRMINGHAM	LUFTHANSA	S	A	61	0	0	82	13	5	0	0	0	7	91	5	22	
	BIRMINGHAM	LUFTHANSA	S	D	61	0	0	97	3	0	0	0	0	2	86	7	22	
	EDINBURGH	LUFTHANSA	S	A	60	0	0	82	15	3	0	0	0	9	72	12	58	
	EDINBURGH	LUFTHANSA	S	D	60	0	0	87	10	3	0	0	0	7	78	12	58	
	GATWICK	LUFTHANSA	S	A	30	0	0	87	0	3	10	0	0	16	68	15	57	
	GATWICK	LUFTHANSA	S	D	30	0	0	70	13	7	10	0	0	19	81	9	57	
	HEATHROW	LUFTHANSA	S	A	358	0	0	68	20	10	1	0	0	13	69	14	346	
	HEATHROW	LUFTHANSA	S	D	358	0	0	81	13	5	1	0	0	10	84	8	346	
	MANCHESTER	LUFTHANSA	S	A	119	0	1	82	13	2	3	0	0	9	72	11	117	
	MANCHESTER	LUFTHANSA	S	D	120	0	0	90	5	3	2	0	0	6	74	15	117	
	LONDON CITY	LUFTHANSA CITY LINE	S	A	78	0	0	92	3	3	3	0	0	7	92	5	74	
	LONDON CITY	LUFTHANSA CITY LINE	S	D	77	0	0	88	5	4	3	0	0	7	85	7	74	
<b>TOTAL FRANKFURT MAIN</b>					<b>2108</b>	<b>5</b>	<b>1</b>	<b>80</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>10</b>	<b>10</b>	
FREETOWN																		
FUERTEVENTURA																		

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
FUERTEVENTURA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	89	0	11	0	0	0	13	89	9	9	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	75	13	13	0	0	0	10	100	7	9	
	BIRMINGHAM	MONARCH AIRLINES	S	A	9	0	0	89	0	0	0	0	11	117	100	1	9	
	BIRMINGHAM	MONARCH AIRLINES	S	D	8	0	0	88	0	0	0	13	0	36	78	11	9	
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	MONARCH AIRLINES	S	A	9	0	0	22	33	33	11	0	0	31	33	24	9	
	MANCHESTER	MONARCH AIRLINES	S	D	8	0	0	25	50	25	0	0	0	26	56	27	9	
	BIRMINGHAM	RYANAIR	S	A	9	0	0	78	11	11	0	0	0	9	88	3	8	
	BIRMINGHAM	RYANAIR	S	D	9	0	0	89	0	0	11	0	0	7	100	6	8	
	EDINBURGH	RYANAIR	S	A	4	0	0	100	0	0	0	0	0	0	100	0	5	
	EDINBURGH	RYANAIR	S	D	4	0	0	75	25	0	0	0	0	12	100	3	5	
	LUTON	RYANAIR	S	A	8	0	0	50	25	13	13	0	0	20	89	4	9	
	LUTON	RYANAIR	S	D	8	0	0	75	13	0	13	0	0	14	78	8	9	
	STANSTED	RYANAIR	S	A	18	0	0	78	22	0	0	0	0	8	92	2	13	
	STANSTED	RYANAIR	S	D	18	0	0	89	11	0	0	0	0	4	77	10	13	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	7	100	10	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	10	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	11	0	0	0	0	4	67	25	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	25	50	25	0	0	0	22	67	33	9	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	20	0	0	0	13	40	34	5	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	25	0	0	0	20	20	43	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	0	0	13	0	0	12	67	24	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	0	0	13	0	0	16	56	33	9	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	3	78	7	9	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	8	0	0	100	0	0	0	0	0	5	89	7	9	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	6	89	13	9	
	GATWICK	THOMSON AIRWAYS LTD	C	D	8	0	0	63	38	0	0	0	0	9	89	13	9	
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	3	4	
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	4	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	13	0	0	85	8	8	0	0	0	7	67	12	9	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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	D	12	0	0	75	8	17	0	0	0	13	78	13	9	
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	80	32	5	
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	0	5	
<b>TOTAL FUERTEVENTURA</b>					<b>264</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>13</b>	<b>13</b>	
FUNCHAL																		
	GATWICK	AIR PORTUGAL	S	A	30	0	0	77	13	7	3	0	0	13	70	17	30	
	GATWICK	AIR PORTUGAL	S	D	30	0	0	87	0	7	7	0	0	14	83	9	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	25	0	0	88	8	4	0	0	0	7	71	15	17	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	25	0	0	84	8	8	0	0	0	10	65	20	17	
	MANCHESTER	JET2.COM LTD	S	A	9	0	0	67	22	0	0	11	0	29	88	4	8	
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	78	22	0	0	0	0	7	63	16	8	
	BIRMINGHAM	MONARCH AIRLINES	S	A	9	0	0	78	0	11	11	0	0	17	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	S	D	9	0	0	78	0	22	0	0	0	12	0	0	0	
	GATWICK	MONARCH AIRLINES	S	A	13	0	0	85	15	0	0	0	0	3	0	0	0	
	GATWICK	MONARCH AIRLINES	S	D	13	0	0	85	15	0	0	0	0	5	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	40	20	0	0	0	15	75	22	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	9	50	33	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	60	40	0	0	0	0	11	100	1	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	75	5	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	0	14	100	2	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	100	5	4	
	LUTON	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	3	100	2	4	
	LUTON	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	2	50	13	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	31	75	44	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	60	20	0	20	0	0	33	50	51	4	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	5	100	0	4	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	9	100	4	4	
<b>TOTAL FUNCHAL</b>					<b>232</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>14</b>	<b>14</b>	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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		
GANDER																		
GATWICK																		
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	110	0	0	56	20	19	5	0	0	20	66	16	119	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	110	0	0	61	21	15	4	0	0	17	72	13	119	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	107	0	0	66	18	6	10	0	0	18	65	15	114	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	106	0	0	77	10	6	7	0	0	14	73	10	114	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	122	0	0	74	17	5	4	0	0	12	81	10	110	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	122	0	0	77	11	7	4	0	0	12	77	13	110	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	99	0	0	65	13	14	8	0	0	18	82	10	100	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	99	0	0	75	12	9	4	0	0	13	70	14	100	
	NEWCASTLE	FLYBE LTD	S	A	76	0	1	87	9	4	0	0	0	6	73	18	84	
	NEWCASTLE	FLYBE LTD	S	D	77	0	0	86	12	3	0	0	0	8	74	16	84	
<b>TOTAL GATWICK</b>					<b>1028</b>	<b>2</b>	<b>1</b>	<b>72</b>	<b>15</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>14</b>	<b>14</b>	
GDANSK																		
	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	4	9	
	EDINBURGH	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	1	50	13	8	
	EDINBURGH	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	3	38	17	8	
	MANCHESTER	RYANAIR	S	A	9	0	0	89	11	0	0	0	0	2	0	0	0	
	MANCHESTER	RYANAIR	S	D	9	0	0	89	11	0	0	0	0	2	0	0	0	
	STANSTED	RYANAIR	S	A	37	0	0	86	5	3	5	0	0	9	97	2	30	
	STANSTED	RYANAIR	S	D	37	0	0	86	8	3	3	0	0	8	100	1	30	
	GLASGOW	WIZZ AIR	S	A	9	0	0	78	0	22	0	0	0	9	0	0	0	
	GLASGOW	WIZZ AIR	S	D	9	0	0	56	22	11	11	0	0	20	0	0	0	
	LUTON	WIZZ AIR	S	A	56	0	0	95	0	4	2	0	0	4	89	7	56	
	LUTON	WIZZ AIR	S	D	56	0	0	86	5	9	0	0	0	7	73	13	56	
<b>TOTAL GDANSK</b>					<b>256</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>6</b>	<b>85</b>	<b>7</b>	<b>7</b>	
GENEVA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	207	0	0	66	17	14	3	0	0	15	78	12	242	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	206	0	0	76	13	11	0	0	0	10	88	7	242	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	36	0	0	86	6	6	3	0	0	6	62	19	37	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	36	0	0	97	3	0	0	0	0	3	73	26	37	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	59	0	0	71	15	8	5	0	0	13	63	19	54	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	59	0	0	78	10	8	3	0	0	10	72	13	54	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
GENEVA																		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	92	5	2	2	0	0	4	85	8	60	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	80	17	3	0	0	0	7	93	6	60	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	33	0	0	67	18	12	3	0	0	11	97	4	31	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	33	0	0	82	12	3	3	0	0	8	97	2	31	
	GATWICK	EASYJET SWITZERLAND	S	A	99	0	0	80	16	2	0	2	0	12	84	11	98	
	GATWICK	EASYJET SWITZERLAND	S	D	99	0	0	75	14	9	1	1	0	12	77	12	98	
	MANCHESTER	EASYJET SWITZERLAND	S	A	4	0	0	100	0	0	0	0	0	4	0	0	0	
	MANCHESTER	EASYJET SWITZERLAND	S	D	4	0	0	75	25	0	0	0	0	9	0	0	0	
	HEATHROW	SWISS AIRLINES	S	A	150	0	0	73	15	10	2	0	0	11	86	6	175	
	HEATHROW	SWISS AIRLINES	S	D	150	0	0	81	10	7	2	0	0	8	92	4	174	
	LONDON CITY	SWISS AIRLINES	S	A	99	0	0	89	4	5	1	1	0	8	85	9	103	
	LONDON CITY	SWISS AIRLINES	S	D	99	0	0	87	9	2	2	0	0	7	83	8	103	
<b>TOTAL GENEVA</b>					<b>1495</b>	<b>5</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>9</b>	<b>9</b>	
GENOA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	83	10	3	3	0	0	10	55	17	29	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	83	7	7	3	0	0	9	73	13	30	
	STANSTED	RYANAIR	S	A	30	0	0	80	13	3	3	0	0	13	77	9	30	
	STANSTED	RYANAIR	S	D	30	0	0	97	0	0	3	0	0	7	93	6	30	
<b>TOTAL GENOA</b>					<b>121</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>11</b>	<b>11</b>	
GIBRALTAR																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	39	0	0	67	18	13	3	0	0	13	80	29	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	39	0	0	95	0	3	3	0	0	4	97	4	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	48	0	0	83	8	0	4	4	0	16	77	21	47	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	48	0	0	81	6	6	4	2	0	15	91	8	47	
	BIRMINGHAM	MONARCH AIRLINES	S	A	13	0	0	77	0	8	8	0	8	40	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	S	D	13	0	0	85	0	8	8	0	0	9	0	0	0	
	LUTON	MONARCH AIRLINES	S	A	22	0	0	64	18	5	14	0	0	22	48	20	21	
	LUTON	MONARCH AIRLINES	S	D	22	0	0	64	23	5	9	0	0	17	81	8	21	
	MANCHESTER	MONARCH AIRLINES	S	A	18	0	0	78	11	6	6	0	0	15	63	14	8	
	MANCHESTER	MONARCH AIRLINES	S	D	18	0	0	67	17	0	11	0	6	39	50	17	8	
<b>TOTAL GIBRALTAR</b>					<b>280</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>16</b>	<b>79</b>	<b>15</b>	<b>15</b>	
GIRONA																		
	BIRMINGHAM	RYANAIR	S	A	8	1	0	88	13	0	0	0	0	3	88	5	17	



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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
GIRONA																	
	BIRMINGHAM	RYANAIR	S	D	9	0	0	78	11	0	0	0	11	48	76	9	17
	LUTON	RYANAIR	S	A	30	0	0	77	13	7	3	0	0	11	87	9	30
	LUTON	RYANAIR	S	D	30	0	0	83	10	3	3	0	0	9	83	19	30
	MANCHESTER	RYANAIR	S	A	42	0	0	79	14	7	0	0	0	8	80	8	30
	MANCHESTER	RYANAIR	S	D	42	0	0	69	21	10	0	0	0	11	83	25	30
	NEWCASTLE	RYANAIR	S	A	16	0	0	75	13	6	6	0	0	11	100	2	13
	NEWCASTLE	RYANAIR	S	D	16	0	0	44	31	19	6	0	0	22	69	12	13
	STANSTED	RYANAIR	S	A	30	0	0	67	20	13	0	0	0	13	87	20	30
	STANSTED	RYANAIR	S	D	30	0	0	90	7	3	0	0	0	7	100	1	30
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	80	4	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	0	75	10	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	1	100	3	9
	GATWICK	THOMSON AIRWAYS LTD	C	D	8	0	0	75	25	0	0	0	0	8	100	2	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	8	0	0	63	13	25	0	0	0	13	56	82	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	8	0	0	75	0	25	0	0	0	14	44	90	9
<b>TOTAL GIRONA</b>					<b>293</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>16</b>	<b>16</b>
GLASGOW																	
	LONDON CITY	BA CITYFLYER LTD	S	A	128	0	0	84	2	5	5	3	0	16	93	5	124
	LONDON CITY	BA CITYFLYER LTD	S	D	124	0	0	94	2	1	3	1	0	6	91	5	123
	GATWICK	BRITISH AIRWAYS PLC	S	A	106	0	0	75	10	6	8	0	0	15	76	10	114
	GATWICK	BRITISH AIRWAYS PLC	S	D	107	0	0	75	8	8	8	0	0	16	71	13	114
	HEATHROW	BRITISH AIRWAYS PLC	S	A	258	0	0	59	14	18	8	0	0	21	70	14	252
	HEATHROW	BRITISH AIRWAYS PLC	S	D	257	0	0	63	18	14	5	0	0	17	77	10	251
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	99	0	0	74	13	8	5	0	0	14	66	15	100
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	99	0	0	64	14	13	9	0	0	19	79	12	100
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	95	0	0	95	2	2	1	0	0	3	92	5	90
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	95	0	0	92	4	3	1	0	0	5	93	4	90
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	109	0	0	89	6	5	0	1	0	7	94	2	109
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	109	0	0	94	2	4	0	1	0	5	98	1	109
	BIRMINGHAM	FLYBE LTD	S	A	164	0	1	98	1	1	0	1	0	2	95	4	170
	BIRMINGHAM	FLYBE LTD	S	D	165	0	0	97	1	1	1	0	0	2	91	7	169
	MANCHESTER	FLYBE LTD	S	A	71	0	0	86	7	6	1	0	0	6	89	6	63
	MANCHESTER	FLYBE LTD	S	D	70	0	0	79	13	6	3	0	0	10	87	11	62

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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																		
<b>TOTAL GLASGOW</b>					<b>2057</b>	<b>1</b>	<b>1</b>	<b>80</b>	<b>8</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>8</b>	<b>8</b>	
GOTEBORG																		
	BIRMINGHAM	BMI REGIONAL	S	A	26	0	0	96	0	0	4	0	0	4	0	0	0	0
	BIRMINGHAM	BMI REGIONAL	S	D	26	0	0	96	0	0	4	0	0	4	0	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	75	13	7	5	0	0	12	92	5	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	83	8	5	3	0	0	9	95	2	60	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	26	0	0	85	0	8	8	0	0	14	88	4	25	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	26	0	0	77	8	8	8	0	0	15	88	4	25	
	HEATHROW	SAS	S	A	49	0	0	84	4	10	2	0	0	9	85	7	55	
	HEATHROW	SAS	S	D	49	0	0	96	4	0	0	0	0	1	96	1	54	
<b>TOTAL GOTEBORG</b>					<b>322</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>6</b>	<b>6</b>	
GOTEBORG (SAVE)																		
	EDINBURGH	RYANAIR	S	A	13	0	0	85	0	8	8	0	0	13	92	2	12	
	EDINBURGH	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	2	100	0	12	
	STANSTED	RYANAIR	S	A	59	0	0	95	2	3	0	0	0	3	90	4	60	
	STANSTED	RYANAIR	S	D	59	0	0	92	8	0	0	0	0	4	87	6	60	
<b>TOTAL GOTEBORG (SAVE)</b>					<b>144</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>90</b>	<b>4</b>	<b>4</b>	
GRANADA																		
	LONDON CITY	BA CITYFLYER LTD	S	A	18	0	0	56	17	28	0	0	0	18	0	0	0	
	LONDON CITY	BA CITYFLYER LTD	S	D	18	0	0	61	11	17	11	0	0	19	0	0	0	
<b>TOTAL GRANADA</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>14</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	
GRAND CAYMAN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	94	6	0	0	0	0	2	100	1	18	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	16	0	0	81	6	6	6	0	0	14	76	8	17	
<b>TOTAL GRAND CAYMAN</b>					<b>33</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>89</b>	<b>5</b>	<b>5</b>	
GRAZ																		
GRENADA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	5	0	0	80	0	20	0	0	0	10	100	2	8	
	GATWICK	BRITISH AIRWAYS PLC	S	D	5	0	0	80	20	0	0	0	0	5	78	12	9	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	4	0	0	25	0	25	50	0	0	62	50	19	4	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	4	0	0	25	25	0	50	0	0	46	50	21	4	
<b>TOTAL GRENADA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>11</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>74</b>	<b>12</b>	<b>12</b>	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)												
GUANGZHOU BAIYUN INTER																		
	HEATHROW	CHINA SOUTHERN	S	A	21	0	0	90	10	0	0	0	0	4	15	43	13	
	HEATHROW	CHINA SOUTHERN	S	D	21	0	0	67	29	0	5	0	0	11	100	0	13	
<b>TOTAL GUANGZHOU BAIYUN INTERNATIONAL</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>19</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>58</b>	<b>22</b>	<b>22</b>	
GUERNSEY																		
	GATWICK	AURIGNY AIR SERVICES	S	A	156	0	10	74	13	5	8	0	0	18	88	8	160	
	GATWICK	AURIGNY AIR SERVICES	S	D	156	0	10	71	12	6	9	2	0	22	90	6	160	
	MANCHESTER	AURIGNY AIR SERVICES	S	A	59	0	2	64	19	12	3	2	0	21	79	9	62	
	MANCHESTER	AURIGNY AIR SERVICES	S	D	59	0	2	64	20	7	7	2	0	21	92	5	62	
	STANSTED	AURIGNY AIR SERVICES	S	A	26	0	0	81	8	0	12	0	0	18	87	7	30	
	STANSTED	AURIGNY AIR SERVICES	S	D	26	0	0	77	12	0	12	0	0	19	83	6	30	
	GLASGOW	BLUE ISLANDS LIMITED	C	A	2	0	0	50	0	0	50	0	0	89	0	0	0	
	GLASGOW	BLUE ISLANDS LIMITED	C	D	2	0	0	50	0	0	0	50	0	95	0	0	0	
	BIRMINGHAM	FLYBE LTD	S	A	48	0	1	75	4	6	10	4	0	25	84	9	25	
	BIRMINGHAM	FLYBE LTD	S	D	24	0	1	79	0	13	4	4	0	18	90	5	30	
	GATWICK	FLYBE LTD	S	A	139	0	1	78	11	6	4	1	0	14	89	5	141	
	GATWICK	FLYBE LTD	S	D	139	0	3	74	11	8	7	0	0	16	88	5	142	
<b>TOTAL GUERNSEY</b>					<b>836</b>	<b>0</b>	<b>30</b>	<b>73</b>	<b>12</b>	<b>6</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>88</b>	<b>6</b>	<b>6</b>	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
HAHN																		
	EDINBURGH	RYANAIR	S	A	11	0	0	91	0	0	9	0	0	14	85	16	13	
	EDINBURGH	RYANAIR	S	D	11	0	0	82	9	0	9	0	0	17	62	20	13	
	STANSTED	RYANAIR	S	A	61	0	1	84	7	7	2	2	0	12	91	9	68	
	STANSTED	RYANAIR	S	D	61	0	1	84	10	7	0	0	0	7	90	6	68	
<b>TOTAL HAHN</b>					<b>144</b>	<b>1</b>	<b>2</b>	<b>84</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>9</b>	<b>9</b>	
HALIFAX INT																		
	HEATHROW	AIR CANADA	S	A	30	0	0	80	13	3	3	0	0	9	83	10	30	
	HEATHROW	AIR CANADA	S	D	30	0	0	77	23	0	0	0	0	7	83	10	30	
<b>TOTAL HALIFAX INT</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>18</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>10</b>	<b>10</b>	
HAMBURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	150	0	0	72	15	10	3	0	0	12	85	8	142	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	150	0	0	75	15	7	3	0	0	10	85	8	142	
	NEWCASTLE	EASTERN AIRWAYS	C	A	4	0	0	25	50	25	0	0	0	26	0	0	0	
	NEWCASTLE	EASTERN AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	6	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	94	0	6	0	0	0	3	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	94	6	0	0	0	0	3	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	49	0	0	69	14	6	8	2	0	19	81	11	53	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	49	0	0	71	12	10	6	0	0	16	87	8	54	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	77	15	4	4	0	0	9	92	5	25	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	85	8	4	4	0	0	8	84	7	25	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	69	19	8	4	0	0	16	88	6	25	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	85	4	8	4	0	0	10	100	1	25	
	HEATHROW	LUFTHANSA	S	A	85	0	0	78	9	13	0	0	0	10	85	5	86	
	HEATHROW	LUFTHANSA	S	D	85	0	0	78	8	14	0	0	0	9	90	5	86	
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	26	0	0	92	4	4	0	0	0	5	98	2	49	
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	26	0	0	96	0	4	0	0	0	2	94	7	49	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	50	0	0	74	12	12	2	0	0	13	84	10	50	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	50	0	0	72	10	14	4	0	0	13	90	6	49	
<b>TOTAL HAMBURG</b>					<b>868</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>7</b>	<b>7</b>	
HANOI																		
	GATWICK	VIETNAM AIRLINES	S	A	8	0	0	50	0	25	13	0	13	192	100	2	8	
	GATWICK	VIETNAM AIRLINES	S	D	8	0	0	50	13	25	0	0	13	183	100	7	8	
<b>TOTAL HANOI</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>6</b>	<b>25</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>188</b>	<b>100</b>	<b>5</b>	<b>5</b>	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					SEPT 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		
HANOVER																		
	BIRMINGHAM	AIR BERLIN	C	A	8	0	0	88	13	0	0	0	0	4	78	5	9	
	BIRMINGHAM	AIR BERLIN	C	D	8	0	0	100	0	0	0	0	0	0	56	20	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	77	8	9	7	0	0	15	83	7	80	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	81	4	9	6	0	0	11	89	4	80	
	BIRMINGHAM	FLYBE LTD	S	A	30	0	0	93	7	0	0	0	0	2	90	9	48	
	BIRMINGHAM	FLYBE LTD	S	D	30	0	0	87	7	7	0	0	0	6	66	15	50	
	MANCHESTER	FLYBE LTD	S	A	26	0	0	100	0	0	0	0	0	1	97	5	29	
	MANCHESTER	FLYBE LTD	S	D	26	0	0	85	8	8	0	0	0	7	83	10	30	
	STANSTED	GERMANWINGS	S	A	51	0	0	82	16	2	0	0	0	7	68	19	50	
	STANSTED	GERMANWINGS	S	D	51	0	0	92	4	4	0	0	0	4	62	20	50	
<b>TOTAL HANOVER</b>					<b>410</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>11</b>	<b>11</b>	
HASSI MESSAOUD																		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	5	58	31	12	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	5	100	1	12	
<b>TOTAL HASSI MESSAOUD</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>16</b>	<b>16</b>	
HAUGESUND																		
	STANSTED	RYANAIR	S	A	13	0	0	92	0	8	0	0	0	4	92	4	13	
	STANSTED	RYANAIR	S	D	13	0	0	92	0	8	0	0	0	4	92	4	13	
<b>TOTAL HAUGESUND</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>4</b>	<b>92</b>	<b>4</b>	<b>4</b>	
HAVANA																		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	0	0	75	13	13	0	0	0	11	88	14	8	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	78	22	0	0	0	0	9	38	31	8	
<b>TOTAL HAVANA</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>63</b>	<b>22</b>	<b>22</b>	
HEATHROW																		
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	332	0	0	46	28	19	7	0	0	23	62	16	483	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	332	0	0	65	14	15	5	1	0	18	74	12	483	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	257	0	0	46	23	22	9	0	0	25	65	16	251	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	258	0	0	64	12	16	8	0	0	19	71	13	252	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	288	0	0	44	27	21	8	0	0	24	71	13	410	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	288	0	0	72	13	11	5	0	0	14	81	10	414	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	167	0	0	57	17	20	5	0	0	21	70	15	158	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	167	0	0	62	18	13	7	1	0	20	72	14	158	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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																		
	EDINBURGH	VIRGIN ATLANTIC AIRWAYS LTD	S	A	180	0	0	93	4	2	1	0	0	3	0	0	0	
	EDINBURGH	VIRGIN ATLANTIC AIRWAYS LTD	S	D	180	0	0	91	6	2	1	0	0	4	0	0	0	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	116	0	0	72	16	10	2	0	0	12	0	0	0	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	116	0	0	84	11	3	2	0	0	7	0	0	0	
<b>TOTAL HEATHROW</b>					<b>2683</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>17</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>13</b>	<b>13</b>	
HELSINKI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	63	13	15	7	2	0	23	83	8	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	63	13	10	13	0	0	24	88	6	60	
	HEATHROW	FINNAIR	S	A	121	0	0	79	11	6	4	0	0	10	86	7	120	
	HEATHROW	FINNAIR	S	D	120	0	0	88	7	2	3	0	0	7	90	4	120	
	MANCHESTER	FINNAIR	S	A	60	0	0	83	8	8	0	0	0	8	77	12	60	
	MANCHESTER	FINNAIR	S	D	60	0	1	85	5	10	0	0	0	8	85	6	59	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	56	0	0	80	4	11	5	0	0	11	87	6	30	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	56	0	0	77	9	9	4	2	0	13	93	4	30	
<b>TOTAL HELSINKI</b>					<b>594</b>	<b>1</b>	<b>1</b>	<b>79</b>	<b>9</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>7</b>	<b>7</b>	
HERAKLION																		
	NEWCASTLE	AEGEAN AIRLINES	C	A	4	0	0	75	0	0	0	25	0	58	0	0	0	
	NEWCASTLE	AEGEAN AIRLINES	C	D	4	0	0	50	0	25	0	25	0	70	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	58	0	0	84	14	0	2	0	0	6	74	20	58	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	58	0	0	84	14	0	2	0	0	8	76	14	58	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	88	13	0	0	0	0	3	78	20	9	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	100	0	0	0	0	0	5	78	25	9	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	83	8	0	8	0	0	10	69	31	13	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	92	0	8	0	0	0	8	75	19	12	
	MANCHESTER	GERMANIA FLUGGESELLSCHAFT	C	A	12	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	GERMANIA FLUGGESELLSCHAFT	C	D	12	0	0	83	17	0	0	0	0	4	0	0	0	
	GLASGOW	JET2.COM LTD	S	A	7	0	1	57	29	0	14	0	0	33	75	11	4	
	GLASGOW	JET2.COM LTD	S	D	8	0	0	75	13	0	13	0	0	27	100	3	4	
	MANCHESTER	JET2.COM LTD	S	A	8	0	0	63	13	25	0	0	0	13	75	53	4	
	MANCHESTER	JET2.COM LTD	S	D	8	0	0	38	50	13	0	0	0	17	75	20	4	
	NEWCASTLE	JET2.COM LTD	S	A	4	0	0	100	0	0	0	0	0	2	75	16	4	
	NEWCASTLE	JET2.COM LTD	S	D	4	0	0	75	0	25	0	0	0	10	75	21	4	
	BIRMINGHAM	MONARCH AIRLINES	S	A	8	0	0	88	0	0	13	0	0	11	78	22	9	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
HERAKLION																		
	BIRMINGHAM	MONARCH AIRLINES	S	D	8	0	0	88	0	0	13	0	0	17	88	18	8	
	GATWICK	MONARCH AIRLINES	S	A	10	0	0	80	20	0	0	0	0	5	64	21	11	
	GATWICK	MONARCH AIRLINES	S	D	10	0	0	90	0	10	0	0	0	6	55	25	11	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	50	25	0	25	0	0	27	25	24	4	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	25	50	25	0	0	0	17	50	13	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	2	80	28	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	8	0	0	100	0	0	0	0	0	0	60	32	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	12	0	0	50	8	0	17	25	0	80	62	26	13	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	0	30	10	10	30	20	0	94	73	28	11	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	0	0	13	0	13	72	63	34	8	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	0	0	50	38	0	0	0	13	69	43	40	7	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	10	0	0	50	20	20	10	0	0	22	58	50	12	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	10	1	0	60	0	20	10	0	10	64	56	68	9	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	25	25	0	0	32	75	71	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	15	75	74	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	2	100	0	9	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	0	88	6	8	
	GATWICK	THOMSON AIRWAYS LTD	C	A	17	0	0	76	0	12	0	12	0	39	86	17	21	
	GATWICK	THOMSON AIRWAYS LTD	C	D	17	0	0	41	29	6	12	12	0	57	79	19	19	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	75	12	4	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	9	75	21	4	
	LUTON	THOMSON AIRWAYS LTD	C	A	5	0	0	60	40	0	0	0	0	8	100	0	4	
	LUTON	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	8	100	2	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	17	0	0	82	6	0	12	0	0	15	76	14	17	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	16	0	0	88	0	0	13	0	0	12	94	13	16	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	75	9	4	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	50	14	4	
	STANSTED	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	1	88	3	8	
	STANSTED	THOMSON AIRWAYS LTD	C	D	8	0	0	88	13	0	0	0	0	5	89	7	9	
	GATWICK	TRAVEL SERVICE AIRLINES	C	A	11	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	TRAVEL SERVICE AIRLINES	C	D	10	0	0	70	20	10	0	0	0	14	0	0	0	
<b>TOTAL HERAKLION</b>					<b>502</b>	<b>1</b>	<b>1</b>	<b>78</b>	<b>11</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>19</b>	<b>74</b>	<b>21</b>	<b>21</b>	
HO CHI MINH CITY																		

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)												
HO CHI MINH CITY																		
	GATWICK	VIETNAM AIRLINES	S	A	11	0	0	82	0	9	9	0	0	22	78	10	9	
	GATWICK	VIETNAM AIRLINES	S	D	11	0	0	82	9	0	9	0	0	12	88	4	8	
<b>TOTAL HO CHI MINH CITY</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>5</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>82</b>	<b>7</b>	<b>7</b>	
HOLGUIN (FRANK PAIS)																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	14	100	0	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	0	11	75	20	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	2	33	554	3	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	15	75	78	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	75	91	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	14	50	118	4	
<b>TOTAL HOLGUIN (FRANK PAIS)</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>88</b>	<b>88</b>	
HONG KONG (CHEK LAP KOK)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	0	81	5	12	2	0	0	8	94	4	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	58	0	0	57	21	12	9	2	0	24	89	8	61	
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	147	1	3	74	14	7	3	1	0	12	76	10	119	
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	148	0	3	91	5	3	0	0	0	6	92	11	120	
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>					<b>411</b>	<b>1</b>	<b>6</b>	<b>79</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>9</b>	<b>9</b>	
HOUSTON																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	60	17	17	3	2	2	40	77	10	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	68	17	10	3	2	0	17	73	14	60	
	HEATHROW	UNITED AIRLINES	S	A	89	0	0	52	22	15	6	6	0	32	85	9	60	
	HEATHROW	UNITED AIRLINES	S	D	89	0	0	64	10	9	12	4	0	29	83	10	60	
<b>TOTAL HOUSTON</b>					<b>298</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>16</b>	<b>12</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>30</b>	<b>80</b>	<b>11</b>	<b>11</b>	
HUMBERSIDE																		
HURGHADA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	10	0	0	100	0	0	0	0	0	0	100	2	8	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	10	0	0	100	0	0	0	0	0	7	75	11	8	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	25	50	25	0	0	54	100	3	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	25	50	0	0	0	23	100	1	4	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	25	0	50	25	0	0	47	75	11	4	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	3	50	28	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	13	13	0	0	0	8	63	65	8	



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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE						SEPT 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		
HURGHADA																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	0	13	13	0	0	21	50	71	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	1	78	21	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	13	25	0	0	0	16	88	21	8	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	0	0	0	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	3	80	29	5	
	GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	2	75	36	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	9	0	0	78	11	11	0	0	0	6	60	13	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	9	0	0	89	0	11	0	0	0	10	75	7	4	
<b>TOTAL HURGHADA</b>					<b>113</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>4</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>25</b>	<b>25</b>	
HYDERABAD ( RAJIV GHANDI )																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	25	0	0	68	4	20	4	4	0	23	64	27	22	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	25	0	0	40	20	32	4	4	0	31	62	25	21	
<b>TOTAL HYDERABAD ( RAJIV GHANDI )</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>12</b>	<b>26</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>27</b>	<b>63</b>	<b>26</b>	<b>26</b>	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)											
IASI	HEATHROW	TAROM	S	A	7	0	0	43	43	14	0	0	0	17	0	0	0
	HEATHROW	TAROM	S	D	8	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL IASI</b>					<b>15</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>20</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>
IBIZA	EDINBURGH	BA CITYFLYER LTD	C	A	2	0	0	50	50	0	0	0	0	9	75	8	4
	EDINBURGH	BA CITYFLYER LTD	C	D	2	0	0	100	0	0	0	0	0	2	100	1	3
	GLASGOW	BA CITYFLYER LTD	C	A	5	0	0	60	0	40	0	0	0	19	100	3	5
	GLASGOW	BA CITYFLYER LTD	C	D	5	0	0	60	0	40	0	0	0	18	100	3	5
	LONDON CITY	BA CITYFLYER LTD	S	A	39	0	0	67	21	3	8	3	0	21	82	9	33
	LONDON CITY	BA CITYFLYER LTD	S	D	39	0	0	77	8	5	8	3	0	19	76	9	33
	GATWICK	BRITISH AIRWAYS PLC	S	A	32	0	0	63	13	19	6	0	0	20	67	19	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	60	17	17	7	0	0	19	55	21	29
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	33	33	22	11	0	0	25	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	78	22	0	0	0	0	8	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	74	0	0	86	3	8	3	0	0	7	89	7	73
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	73	0	0	89	3	8	0	0	0	5	85	8	73
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	86	5	0	10	0	0	12	86	7	22
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	86	5	5	5	0	0	11	86	4	21
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	51	0	1	90	2	4	4	0	0	7	88	5	51
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	50	0	0	88	2	4	6	0	0	8	90	5	51
	EDINBURGH	JET2.COM LTD	S	A	3	0	0	67	0	33	0	0	0	20	33	45	3
	EDINBURGH	JET2.COM LTD	S	D	3	0	0	100	0	0	0	0	0	3	100	3	3
	GLASGOW	JET2.COM LTD	S	A	16	0	0	56	19	19	6	0	0	19	29	86	7
	GLASGOW	JET2.COM LTD	S	D	16	0	0	81	6	6	6	0	0	11	43	75	7
	MANCHESTER	JET2.COM LTD	S	A	34	0	0	76	12	9	3	0	0	11	73	16	26
	MANCHESTER	JET2.COM LTD	S	D	34	0	0	68	26	6	0	0	0	11	77	10	26
	NEWCASTLE	JET2.COM LTD	S	A	19	0	0	74	16	5	5	0	0	12	77	12	13
	NEWCASTLE	JET2.COM LTD	S	D	19	0	0	84	11	0	5	0	0	12	77	9	13
	BIRMINGHAM	MONARCH AIRLINES	S	A	26	0	0	85	4	12	0	0	0	7	81	16	26
	BIRMINGHAM	MONARCH AIRLINES	S	D	26	0	0	81	4	15	0	0	0	7	73	22	26
	GATWICK	MONARCH AIRLINES	S	A	24	0	0	92	4	4	0	0	0	6	82	20	22
	GATWICK	MONARCH AIRLINES	S	D	24	0	0	92	8	0	0	0	0	3	73	23	22
	MANCHESTER	MONARCH AIRLINES	S	A	31	0	0	71	6	13	10	0	0	20	65	62	26

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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
IBIZA																		
	MANCHESTER	MONARCH AIRLINES	S	D	31	0	0	68	10	6	16	0	0	22	58	60	26	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	5	0	0	100	0	0	0	0	0	3	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	4	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	RYANAIR	S	A	13	1	0	85	0	8	8	0	0	9	92	2	13	
	BIRMINGHAM	RYANAIR	S	D	13	0	0	92	0	8	0	0	0	4	92	4	13	
	MANCHESTER	RYANAIR	S	A	17	0	0	59	12	18	12	0	0	25	62	14	13	
	MANCHESTER	RYANAIR	S	D	17	0	0	88	6	6	0	0	0	8	92	4	13	
	STANSTED	RYANAIR	S	A	33	0	0	73	21	6	0	0	0	10	73	11	33	
	STANSTED	RYANAIR	S	D	33	0	0	100	0	0	0	0	0	2	76	8	33	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	1	100	0	9	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	8	0	0	100	0	0	0	0	0	0	100	3	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	12	0	0	83	8	0	8	0	0	14	92	51	12	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	12	0	0	83	8	0	8	0	0	12	100	0	9	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	0	13	25	0	0	30	56	10	9	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	0	13	25	0	0	36	67	15	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	21	0	0	86	5	5	5	0	0	10	48	33	21	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	20	0	0	95	0	0	5	0	0	7	63	22	19	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	12	0	0	100	0	0	0	0	0	1	85	45	13	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	11	0	0	91	9	0	0	0	0	7	90	57	10	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	50	108	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	10	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	17	0	0	94	6	0	0	0	0	2	88	4	17	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	15	0	0	100	0	0	0	0	0	0	69	13	16	
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	9	50	18	2	
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	3	0	0	67	33	0	0	0	0	10	100	9	1	
	GATWICK	THOMSON AIRWAYS LTD	C	A	25	0	0	68	16	12	4	0	0	11	82	5	22	
	GATWICK	THOMSON AIRWAYS LTD	C	D	22	0	0	86	5	5	5	0	0	8	85	9	20	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	8	0	0	63	38	0	0	0	0	10	89	6	9	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	8	0	0	88	13	0	0	0	0	3	78	7	9	
	LUTON	THOMSON AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	0	89	5	9	
	LUTON	THOMSON AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	1	100	3	9	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	24	0	0	71	13	8	8	0	0	17	84	7	25	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	22	0	0	59	23	9	9	0	0	22	86	7	22	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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																		
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	11	0	0	91	9	0	0	0	0	4	73	7	11	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	10	0	0	100	0	0	0	0	0	3	70	13	10	
	STANSTED	THOMSON AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	6	78	19	9	
	STANSTED	THOMSON AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	3	89	22	9	
<b>TOTAL IBIZA</b>					<b>1236</b>	<b>1</b>	<b>1</b>	<b>81</b>	<b>8</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>15</b>	<b>15</b>	
ILHA DO SAL C.VERDE																		
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	A	4	0	0	50	25	0	0	25	0	53	50	19	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	D	4	0	0	75	0	0	25	0	0	44	100	5	5	
	GATWICK	THOMSON AIRWAYS LTD	S	A	4	0	0	75	25	0	0	0	0	7	50	23	8	
	GATWICK	THOMSON AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	7	88	8	8	
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	4	0	0	25	25	50	0	0	0	25	0	56	4	
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	4	0	0	25	75	0	0	0	0	17	50	21	4	
<b>TOTAL ILHA DO SAL C.VERDE</b>					<b>24</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>25</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>25</b>	<b>61</b>	<b>20</b>	<b>20</b>	
INNSBRUCK																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	89	11	0	0	0	0	9	82	10	11	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	78	22	0	0	0	0	8	91	9	11	
	BIRMINGHAM	FLYBE LTD	C	A	3	0	0	100	0	0	0	0	0	5	100	0	4	
	BIRMINGHAM	FLYBE LTD	C	D	3	0	0	67	33	0	0	0	0	8	100	8	3	
	EDINBURGH	FLYBE LTD	C	A	3	0	0	100	0	0	0	0	0	0	100	4	3	
	EDINBURGH	FLYBE LTD	C	D	2	0	0	100	0	0	0	0	0	11	50	19	2	
	GATWICK	FLYBE LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	FLYBE LTD	C	D	3	0	0	0	67	0	33	0	0	33	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	5	100	4	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	9	100	3	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	2	75	71	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	6	75	72	4	
<b>TOTAL INNSBRUCK</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>15</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>18</b>	<b>18</b>	
INVERNESS																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	41	0	0	59	22	12	5	2	0	22	53	20	40	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	41	0	0	76	12	7	2	2	0	16	68	15	40	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	83	10	3	3	0	0	7	83	7	30	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	87	3	7	3	0	0	8	83	9	30	
	BIRMINGHAM	FLYBE LTD	S	A	29	0	0	86	3	7	3	0	0	8	93	12	29	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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)												
INVERNESS																		
	BIRMINGHAM	FLYBE LTD	S	D	29	0	0	86	3	7	3	0	0	8	86	11	28	
	GATWICK	FLYBE LTD	S	A	81	0	0	93	5	1	1	0	0	4	95	2	80	
	GATWICK	FLYBE LTD	S	D	81	0	0	78	19	1	1	1	0	10	91	4	80	
	MANCHESTER	FLYBE LTD	S	A	51	0	0	90	4	4	2	0	0	5	96	9	50	
	MANCHESTER	FLYBE LTD	S	D	51	0	0	80	10	8	2	0	0	10	86	9	50	
<b>TOTAL INVERNESS</b>					<b>464</b>	<b>3</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>9</b>	<b>9</b>	
IRELAND WEST(KNOCK)																		
	BIRMINGHAM	AER ARANN	S	A	30	0	0	73	7	10	10	0	0	15	93	5	30	
	BIRMINGHAM	AER ARANN	S	D	30	0	0	83	3	10	3	0	0	10	100	0	29	
	GATWICK	AER LINGUS	S	A	30	0	0	97	0	0	3	0	0	4	90	10	30	
	GATWICK	AER LINGUS	S	D	30	0	0	93	3	0	3	0	0	4	93	9	30	
	EDINBURGH	FLYBE LTD	S	A	13	0	0	85	8	8	0	0	0	4	100	1	13	
	EDINBURGH	FLYBE LTD	S	D	13	0	0	77	0	23	0	0	0	15	92	5	13	
	MANCHESTER	FLYBE LTD	S	A	29	0	1	59	17	17	7	0	0	23	71	32	24	
	MANCHESTER	FLYBE LTD	S	D	30	0	0	50	23	17	10	0	0	27	71	34	24	
	LUTON	RYANAIR	S	A	30	0	0	73	17	10	0	0	0	10	67	14	21	
	LUTON	RYANAIR	S	D	30	0	0	73	3	23	0	0	0	12	62	14	21	
	STANSTED	RYANAIR	S	A	39	0	0	90	5	5	0	0	0	4	100	5	30	
	STANSTED	RYANAIR	S	D	39	0	0	87	10	3	0	0	0	5	100	2	30	
<b>TOTAL IRELAND WEST(KNOCK)</b>					<b>343</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>8</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>11</b>	<b>11</b>	
ISLAMABAD																		
	MANCHESTER	AIR BLUE	S	A	13	0	0	23	23	23	23	8	0	59	31	39	13	
	MANCHESTER	AIR BLUE	S	D	13	0	0	31	8	38	15	8	0	56	0	69	13	
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	A	12	0	0	75	0	0	17	0	8	68	44	44	16	
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	D	12	0	0	92	0	0	0	0	8	45	63	20	16	
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	18	0	0	44	6	33	17	0	0	30	39	26	18	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	18	0	0	78	11	11	0	0	0	9	83	5	18	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	10	0	0	70	0	10	20	0	0	25	27	45	15	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	10	0	0	40	30	20	10	0	0	22	33	32	15	
<b>TOTAL ISLAMABAD</b>					<b>108</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>10</b>	<b>18</b>	<b>12</b>	<b>2</b>	<b>2</b>	<b>37</b>	<b>42</b>	<b>33</b>	<b>33</b>	
ISLAY																		
	GLASGOW	LOGANAIR	S	A	50	3	1	84	2	4	4	6	0	23	92	9	49	
	GLASGOW	LOGANAIR	S	D	51	2	1	84	4	2	6	4	0	20	94	7	52	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
ISLAY																		
<b>TOTAL ISLAY</b>					<b>101</b>	<b>5</b>	<b>2</b>	<b>84</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>21</b>	<b>93</b>	<b>8</b>	<b>8</b>	
ISLE OF MAN																		
	LONDON CITY	BA CITYFLYER LTD	S	A	28	0	0	89	0	4	7	0	0	10	95	3	74	
	LONDON CITY	BA CITYFLYER LTD	S	D	27	0	0	93	0	0	7	0	0	10	89	7	74	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	83	7	3	7	0	0	12	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	80	13	3	3	0	0	11	0	0	0	
	BIRMINGHAM	FLYBE LTD	S	A	48	0	3	85	4	6	4	0	0	8	84	12	50	
	BIRMINGHAM	FLYBE LTD	S	D	49	0	2	82	10	4	4	0	0	9	90	9	50	
	GATWICK	FLYBE LTD	S	A	110	0	0	86	7	5	1	1	0	8	82	9	110	
	GATWICK	FLYBE LTD	S	D	110	0	1	75	16	5	2	2	0	14	86	8	110	
	LUTON	FLYBE LTD	S	A	22	0	0	95	0	0	5	0	0	5	77	17	22	
	LUTON	FLYBE LTD	S	D	22	0	0	91	5	0	5	0	0	7	45	25	22	
	MANCHESTER	FLYBE LTD	S	A	119	0	0	86	11	2	2	0	0	6	88	11	126	
	MANCHESTER	FLYBE LTD	S	D	119	0	0	83	11	5	1	0	0	8	84	7	125	
	NEWCASTLE	VAN AIR EUROPE AS	S	A	18	0	0	100	0	0	0	0	0	0	82	6	17	
	NEWCASTLE	VAN AIR EUROPE AS	S	D	18	0	0	100	0	0	0	0	0	1	93	3	15	
<b>TOTAL ISLE OF MAN</b>					<b>750</b>	<b>3</b>	<b>6</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>9</b>	<b>9</b>	
ISTANBUL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	61	22	11	4	1	0	19	72	16	90	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	72	14	10	1	2	0	16	90	10	90	
	BIRMINGHAM	THY TURK HAVA YOLLARI TURKISH	S	A	44	0	0	77	14	9	0	0	0	10	87	8	30	
	BIRMINGHAM	THY TURK HAVA YOLLARI TURKISH	S	D	44	0	0	93	7	0	0	0	0	2	80	10	30	
	EDINBURGH	THY TURK HAVA YOLLARI TURKISH	S	A	30	0	0	87	13	0	0	0	0	6	82	10	17	
	EDINBURGH	THY TURK HAVA YOLLARI TURKISH	S	D	30	0	0	97	3	0	0	0	0	2	88	7	17	
	GATWICK	THY TURK HAVA YOLLARI TURKISH	S	A	60	0	0	87	7	7	0	0	0	9	93	3	60	
	GATWICK	THY TURK HAVA YOLLARI TURKISH	S	D	60	0	0	77	18	3	2	0	0	10	77	11	60	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	135	0	0	58	24	13	4	1	0	18	72	10	134	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	135	0	0	72	18	7	2	1	0	12	87	6	134	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
ISTANBUL																		
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	A	60	0	0	55	35	10	0	0	0	14	67	17	43	
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	D	60	0	0	80	12	7	2	0	0	8	63	20	43	
<b>TOTAL ISTANBUL</b>					<b>838</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>18</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>10</b>	<b>10</b>	
ISTANBUL (SABIHA GOKCEN)																		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	86	7	7	0	0	0	6	96	5	24	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	100	0	0	0	0	0	3	96	8	24	
	STANSTED	PEGASUS AIRLINES	S	A	66	0	0	41	35	20	5	0	0	23	77	12	64	
	STANSTED	PEGASUS AIRLINES	S	D	66	0	0	32	33	27	8	0	0	29	77	13	64	
	GATWICK	THY TURK HAVA YOLLARI TURKISH	S	A	30	0	0	50	33	10	7	0	0	20	0	0	0	
	GATWICK	THY TURK HAVA YOLLARI TURKISH	S	D	30	0	0	53	17	20	10	0	0	22	0	0	0	
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>					<b>222</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>27</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>81</b>	<b>11</b>	<b>11</b>	
IZMIR (ADNAM MENDERES)																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	82	18	0	0	0	0	5	100	5	9	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	88	0	12	0	0	0	8	67	10	9	
	STANSTED	PEGASUS AIRLINES	S	A	13	0	0	69	23	8	0	0	0	9	94	3	18	
	STANSTED	PEGASUS AIRLINES	S	D	13	0	0	77	15	8	0	0	0	10	94	3	18	
	GATWICK	SUNEXPRESS	C	A	4	0	0	100	0	0	0	0	0	3	0	0	0	
	GATWICK	SUNEXPRESS	C	D	4	0	0	75	25	0	0	0	0	9	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	31	60	40	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	25	60	50	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	13	0	25	0	0	28	56	51	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	25	25	25	25	0	0	45	56	64	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	13	13	0	0	0	12	78	41	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	13	25	0	0	0	20	78	44	9	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	2	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	4	0	0	50	25	25	0	0	0	23	60	50	5	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	50	0	50	0	0	0	21	80	24	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	11	60	24	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	11	60	105	5	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)																	
<b>TOTAL IZMIR (ADNAM MENDERES)</b>					132	1	0	73	14	9	5	0	0	14	77	28	28



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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	30	0	0	93	3	0	0	3	0	12	95	4	21
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	97	3	0	0	0	0	4	95	9	21
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	30	0	0	53	23	20	3	0	0	21	67	11	30
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	30	0	0	90	3	0	7	0	0	11	93	3	30
<b>TOTAL JEDDAH</b>					<b>120</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>8</b>	<b>8</b>
JERBA	MANCHESTER	NOUVELAIR TUNISIE	C	A	4	0	0	50	25	25	0	0	0	16	60	13	5
	MANCHESTER	NOUVELAIR TUNISIE	C	D	4	0	0	75	0	25	0	0	0	9	20	20	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	20	0	0	25	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	0	25	0	0	38	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	5	75	31	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	14	100	2	4
<b>TOTAL JERBA</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>56</b>	<b>31</b>	<b>31</b>
JEREZ	STANSTED	RYANAIR	S	A	18	0	0	33	44	22	0	0	0	22	65	12	17
	STANSTED	RYANAIR	S	D	18	0	0	83	17	0	0	0	0	8	76	6	17
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL JEREZ</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>25</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>9</b>	<b>9</b>
JERSEY	STANSTED	AURIGNY AIR SERVICES	S	A	5	0	0	80	20	0	0	0	0	9	80	6	10
	STANSTED	AURIGNY AIR SERVICES	S	D	5	0	0	100	0	0	0	0	0	0	100	1	10
	LONDON CITY	BLUE ISLANDS LIMITED	S	A	46	0	0	85	4	7	4	0	0	10	90	10	39
	LONDON CITY	BLUE ISLANDS LIMITED	S	D	46	0	0	83	7	7	4	0	0	12	90	11	39
	GATWICK	BRITISH AIRWAYS PLC	S	A	140	0	0	71	13	13	4	0	0	14	70	14	149
	GATWICK	BRITISH AIRWAYS PLC	S	D	140	0	0	70	19	9	3	0	0	13	66	16	150
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	92	0	8	0	0	0	5	92	6	13
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	92	0	8	0	0	0	4	92	4	13
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	88	0	13	0	0	0	5	0	0	0
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	88	0	13	0	0	0	9	0	0	0
	BIRMINGHAM	FLYBE LTD	S	A	24	0	2	75	8	8	8	0	0	15	80	7	50
	BIRMINGHAM	FLYBE LTD	S	D	50	0	0	84	2	6	4	4	0	17	76	10	46
	EDINBURGH	FLYBE LTD	S	A	14	0	0	79	0	21	0	0	0	13	86	9	14

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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE						SEPT 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	14	0	0	79	0	21	0	0	0	15	86	7	14	
	GATWICK	FLYBE LTD	S	A	129	0	0	86	10	2	1	1	0	8	93	4	150	
	GATWICK	FLYBE LTD	S	D	129	0	1	76	16	8	1	0	0	11	88	8	150	
	GLASGOW	FLYBE LTD	S	A	4	0	0	75	0	0	25	0	0	19	100	2	5	
	GLASGOW	FLYBE LTD	S	D	4	0	0	75	0	0	25	0	0	21	80	6	5	
	LUTON	FLYBE LTD	S	A	11	0	1	91	9	0	0	0	0	3	73	14	22	
	LUTON	FLYBE LTD	S	D	11	0	1	91	9	0	0	0	0	7	73	10	22	
	MANCHESTER	FLYBE LTD	S	A	33	0	0	76	15	6	3	0	0	12	53	31	34	
	MANCHESTER	FLYBE LTD	S	D	33	0	0	55	27	15	3	0	0	18	71	12	34	
	NEWCASTLE	FLYBE LTD	S	A	2	0	1	100	0	0	0	0	0	0	76	16	21	
	NEWCASTLE	FLYBE LTD	S	D	2	0	1	100	0	0	0	0	0	1	48	24	21	
<b>TOTAL JERSEY</b>					<b>882</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>12</b>	<b>12</b>	
JOHANNESBURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	73	0	0	82	8	5	1	1	1	23	85	20	61	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	73	0	0	55	25	10	7	0	4	63	80	33	61	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	59	1	1	73	14	7	2	3	2	42	87	8	60	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	60	0	0	87	7	3	3	0	0	8	92	4	60	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	90	10	0	0	0	0	4	83	8	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	83	10	0	7	0	0	11	97	6	30	
<b>TOTAL JOHANNESBURG</b>					<b>325</b>	<b>1</b>	<b>1</b>	<b>76</b>	<b>13</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>30</b>	<b>87</b>	<b>14</b>	<b>14</b>	

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	8	0	0	63	25	0	0	13	0	42	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	50	38	0	0	13	0	43	0	0	0	
	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	A	5	0	0	80	0	0	20	0	0	16	0	0	0	
	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	D	5	0	0	20	20	40	20	0	0	49	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	5	60	49	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	3	50	37	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	0	20	0	0	27	100	0	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	24	100	3	4	
<b>TOTAL KALAMATA</b>					<b>45</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>4</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>28</b>	<b>80</b>	<b>18</b>	<b>18</b>	
KARACHI																		
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	11	0	0	18	27	45	9	0	0	37	14	100	7	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	11	0	0	91	0	9	0	0	0	9	54	60	13	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	10	0	0	70	20	10	0	0	0	15	23	22	13	
<b>TOTAL KARACHI</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>16</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>33</b>	<b>53</b>	<b>53</b>	
KARLSRUHE/BADEN BADEN																		
	STANSTED	RYANAIR	S	A	29	0	0	97	0	3	0	0	0	2	97	3	30	
	STANSTED	RYANAIR	S	D	29	0	0	97	0	3	0	0	0	5	87	6	30	
<b>TOTAL KARLSRUHE/BADEN BADEN</b>					<b>58</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>4</b>	<b>92</b>	<b>5</b>	<b>5</b>	
KATOWICE																		
	BIRMINGHAM	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	0	100	1	12	
	BIRMINGHAM	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	0	100	2	12	
	EDINBURGH	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	0	0	0	0	
	EDINBURGH	RYANAIR	S	D	9	0	0	89	11	0	0	0	0	9	0	0	0	
	MANCHESTER	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	0	100	2	8	
	MANCHESTER	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	3	88	8	8	
	STANSTED	RYANAIR	S	A	38	0	0	100	0	0	0	0	0	2	97	3	30	
	STANSTED	RYANAIR	S	D	38	0	0	100	0	0	0	0	0	2	87	5	30	
	LUTON	WIZZ AIR	S	A	60	0	0	93	5	2	0	0	0	3	97	3	60	
	LUTON	WIZZ AIR	S	D	60	0	0	72	12	10	7	0	0	15	64	24	61	
<b>TOTAL KATOWICE</b>					<b>258</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>86</b>	<b>9</b>	<b>9</b>	
KAUNAS																		
	BIRMINGHAM	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	0	100	1	9	

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						SEPT 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)										
KAUNAS																		
	BIRMINGHAM	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	0	89	5	9	
	EDINBURGH	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	100	1	9		
	EDINBURGH	RYANAIR	S	D	9	0	0	100	0	0	0	0	2	100	2	9		
	GATWICK	RYANAIR	S	A	22	0	0	95	5	0	0	0	3	100	4	21		
	GATWICK	RYANAIR	S	D	22	0	0	86	5	5	0	5	19	90	6	21		
	LUTON	RYANAIR	S	A	30	0	0	90	7	3	0	0	5	90	6	21		
	LUTON	RYANAIR	S	D	30	0	0	83	13	0	3	0	7	90	9	21		
	STANSTED	RYANAIR	S	A	30	0	0	87	10	0	0	3	13	87	6	30		
	STANSTED	RYANAIR	S	D	30	0	0	87	13	0	0	0	6	100	3	30		
<b>TOTAL KAUNAS</b>					<b>200</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>94</b>	<b>5</b>	<b>5</b>	
KAVALA																		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	100	0	5		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	100	1	4		
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	1	100	2	5		
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	2	50	18	4		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	100	0	4		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	5	67	9	3		
<b>TOTAL KAVALA</b>					<b>27</b>	<b>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>5</b>	<b>5</b>	
KEFALLINIA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	78	11	6	6	0	11	90	7	10		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	72	17	11	0	0	12	80	8	10		
	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	A	4	0	0	100	0	0	0	0	1	0	0	0		
	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	D	4	0	0	100	0	0	0	0	2	0	0	0		
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	100	0	0	0	0	1	90	6	10		
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	100	0	0	0	0	3	90	8	10		
	MANCHESTER	MONARCH AIRLINES	C	A	9	0	0	67	11	11	0	0	11	65	100	2	5	
	MANCHESTER	MONARCH AIRLINES	C	D	9	0	0	56	22	11	0	0	11	68	80	5	5	
	STANSTED	RYANAIR	S	A	13	0	0	62	31	8	0	0	13	0	0	0		
	STANSTED	RYANAIR	S	D	13	0	0	85	15	0	0	0	7	0	0	0		
	GATWICK	SMALL PLANET AIRLINES POLSKA	C	A	5	0	0	100	0	0	0	0	1	0	0	0		
	GATWICK	SMALL PLANET AIRLINES POLSKA	C	D	5	0	0	100	0	0	0	0	0	0	0	0		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	7	100	1	4		

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
KEFALLINIA	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	10	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	0	13	0	0	0	8	67	30	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	7	0	0	86	0	0	14	0	0	15	50	44	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	13	0	13	0	0	12	70	39	10
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	25	0	13	0	0	22	70	25	10
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	20	20	0	0	31	80	13	5
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	20	0	0	39	75	22	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	100	6	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	100	2	3	
	GATWICK	THOMSON AIRWAYS LTD	C	A	16	0	0	88	13	0	0	0	0	4	93	5	15
	GATWICK	THOMSON AIRWAYS LTD	C	D	13	0	0	92	0	8	0	0	0	7	93	10	14
	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	75	25	0	0	0	0	7	100	2	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	17	0	0	88	6	0	6	0	0	9	94	3	17
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	17	0	0	76	6	12	6	0	0	15	88	8	17
	STANSTED	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	100	0	5	
	STANSTED	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	100	0	5	
<b>TOTAL KEFALLINIA</b>					<b>253</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>83</b>	<b>12</b>	<b>12</b>
KEFLAVIK	GATWICK	AVION EXPRESS	S	A	51	0	0	86	6	8	0	0	0	7	100	4	2
	GATWICK	AVION EXPRESS	S	D	51	0	0	86	8	6	0	0	0	6	100	12	1
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	89	11	0	0	0	0	2	0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	67	22	11	0	0	0	13	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	100	0	0	0	0	0	1	100	0	13
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	88	12	0	0	0	0	4	92	2	13
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	89	0	11	0	0	0	10	0	0	0
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	89	0	11	0	0	0	6	0	0	0
	GATWICK	ICELANDAIR	S	A	18	0	0	89	6	6	0	0	0	5	0	0	0
	GATWICK	ICELANDAIR	S	D	18	0	0	94	0	6	0	0	0	5	0	0	0
	GLASGOW	ICELANDAIR	S	A	17	0	0	88	6	0	6	0	0	12	94	2	17
	GLASGOW	ICELANDAIR	S	D	17	0	0	94	6	0	0	0	0	4	100	3	17
	HEATHROW	ICELANDAIR	S	A	60	0	0	88	10	2	0	0	0	5	88	5	60
	HEATHROW	ICELANDAIR	S	D	60	0	0	95	3	2	0	0	0	3	87	5	60

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						SEPT 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)										
KEFLAVIK																		
	MANCHESTER	ICELANDAIR	S	A	13	0	0	85	15	0	0	0	0	6	100	1	12	
	MANCHESTER	ICELANDAIR	S	D	13	0	0	100	0	0	0	0	0	92	4	12		
<b>TOTAL KEFLAVIK</b>					<b>388</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>93</b>	<b>4</b>	<b>4</b>	
KERRY COUNTY																		
	LUTON	RYANAIR	S	A	30	0	0	80	13	3	3	0	0	11	90	9	30	
	LUTON	RYANAIR	S	D	30	0	0	80	13	3	3	0	0	12	87	10	30	
	STANSTED	RYANAIR	S	A	26	0	0	92	0	8	0	0	0	5	100	4	17	
	STANSTED	RYANAIR	S	D	26	0	0	88	0	12	0	0	0	7	100	0	17	
<b>TOTAL KERRY COUNTY</b>					<b>112</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>93</b>	<b>7</b>	<b>7</b>	
KHARTOUM																		
KIEV (BORISPOL)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	52	0	0	75	21	2	2	0	0	10	80	11	51	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	52	0	0	88	8	4	0	0	0	6	88	6	51	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	57	0	0	53	26	16	5	0	0	21	42	24	31	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	57	1	0	54	21	18	7	0	0	20	23	32	31	
<b>TOTAL KIEV (BORISPOL)</b>					<b>220</b>	<b>3</b>	<b>0</b>	<b>67</b>	<b>20</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>64</b>	<b>18</b>	<b>18</b>	
KIEV (ZHULYANY)																		
	LUTON	WIZZ AIR	S	A	13	0	0	85	8	8	0	0	0	7	92	62	12	
	LUTON	WIZZ AIR	S	D	13	0	0	77	15	8	0	0	0	11	92	7	12	
<b>TOTAL KIEV (ZHULYANY)</b>					<b>26</b>	<b>2</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>92</b>	<b>34</b>	<b>34</b>	
KINGSTON																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	15	0	0	60	0	7	20	13	0	60	86	9	14	
	GATWICK	BRITISH AIRWAYS PLC	S	D	16	0	0	25	56	0	0	19	0	50	57	14	14	
<b>TOTAL KINGSTON</b>					<b>31</b>	<b>1</b>	<b>0</b>	<b>42</b>	<b>29</b>	<b>3</b>	<b>10</b>	<b>16</b>	<b>0</b>	<b>55</b>	<b>71</b>	<b>12</b>	<b>12</b>	
KIRKWALL																		
	EDINBURGH	LOGANAIR	S	A	78	0	0	96	1	3	0	0	0	2	96	1	71	
	EDINBURGH	LOGANAIR	S	D	79	0	0	90	8	1	1	0	0	6	93	4	73	
	GLASGOW	LOGANAIR	S	A	29	1	0	79	3	0	17	0	0	22	87	6	30	
	GLASGOW	LOGANAIR	S	D	30	0	0	80	0	0	20	0	0	24	83	10	30	
<b>TOTAL KIRKWALL</b>					<b>216</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>92</b>	<b>4</b>	<b>4</b>	

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
KLAGENFURT	STANSTED	RYANAIR	S	A	12	0	0	100	0	0	0	0	0	4	77	14	13
	STANSTED	RYANAIR	S	D	12	0	0	100	0	0	0	0	0	1	92	4	13
<b>TOTAL KLAGENFURT</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>9</b>	<b>9</b>
KOS	HEATHROW	BRITISH AIRWAYS PLC	C	A	5	0	0	100	0	0	0	0	0	4	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	76	12	0	12	0	0	12	76	16	17
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	71	18	12	0	0	0	13	41	20	17
	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	A	4	0	0	75	25	0	0	0	0	5	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	5	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	GERMANIA FLUGGESELLSCHAFT	C	D	4	0	0	100	0	0	0	0	0	5	0	0	0
	MANCHESTER	JET2.COM LTD	S	A	4	0	0	75	0	25	0	0	0	17	75	13	4
	MANCHESTER	JET2.COM LTD	S	D	4	0	0	75	0	25	0	0	0	15	50	23	4
	STANSTED	RYANAIR	S	A	8	0	0	25	13	50	13	0	0	34	56	20	9
	STANSTED	RYANAIR	S	D	8	0	0	50	13	25	13	0	0	21	56	15	9
	GATWICK	SMALL PLANET AIRLINES POLSKA	C	A	9	0	0	78	0	22	0	0	0	10	0	0	0
	GATWICK	SMALL PLANET AIRLINES POLSKA	C	D	8	0	0	75	25	0	0	0	0	12	0	0	0
	MANCHESTER	SMALL PLANET AIRLINES POLSKA	C	A	8	0	0	50	25	0	25	0	0	33	0	0	0
	MANCHESTER	SMALL PLANET AIRLINES POLSKA	C	D	7	0	0	57	0	0	43	0	0	47	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	56	22	0	22	0	0	29	86	6	7
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	7	0	0	86	0	0	14	0	0	16	71	14	7
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	0	11	11	0	0	15	86	36	7
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	0	0	22	0	0	21	83	48	6
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	17	75	47	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	28	75	50	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	10	0	0	60	0	0	30	10	0	51	44	104	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	0	0	25	13	0	62	38	97	8
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	100	0	0	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	100	3	3	3
	GATWICK	THOMSON AIRWAYS LTD	C	A	21	0	0	86	10	0	5	0	0	7	88	13	16

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
KOS	GATWICK	THOMSON AIRWAYS LTD	C	D	17	0	0	82	6	6	6	0	0	12	86	15	14
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	16	0	0	75	19	6	0	0	0	8	77	16	13
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	12	0	0	50	25	25	0	0	0	16	62	22	13
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	8	80	7	5
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	6	40	25	5
<b>TOTAL KOS</b>					<b>258</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>7</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>66</b>	<b>36</b>	<b>36</b>
KOSICE	LUTON	WIZZ AIR	S	A	4	0	0	75	0	25	0	0	0	15	0	0	0
	LUTON	WIZZ AIR	S	D	4	0	0	75	0	25	0	0	0	22	0	0	0
<b>TOTAL KOSICE</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>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
KRAKOW	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	94	0	6	0	0	0	3	100	1	17
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	94	0	6	0	0	0	2	100	1	17
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	87	10	0	3	0	0	10	87	5	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	93	7	0	0	0	0	4	93	5	30
	NEWCASTLE	JET2.COM LTD	S	A	11	0	0	45	45	0	9	0	0	31	60	31	10
	NEWCASTLE	JET2.COM LTD	S	D	11	0	0	64	0	27	9	0	0	29	90	13	10
	BIRMINGHAM	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	0	0	0	0
	EDINBURGH	RYANAIR	S	A	16	0	0	88	0	0	13	0	0	18	85	7	13
	EDINBURGH	RYANAIR	S	D	16	0	0	81	6	0	13	0	0	21	77	8	13
	MANCHESTER	RYANAIR	S	A	12	0	0	67	25	8	0	0	0	10	0	0	0
	MANCHESTER	RYANAIR	S	D	12	0	0	67	25	8	0	0	0	12	0	0	0
	STANSTED	RYANAIR	S	A	58	0	1	91	5	3	0	0	0	5	95	4	60
	STANSTED	RYANAIR	S	D	59	0	0	81	12	3	3	0	0	11	97	2	61
<b>TOTAL KRAKOW</b>					<b>311</b>	<b>1</b>	<b>1</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>92</b>	<b>5</b>	<b>5</b>
KRISTIANSAND (KJEVIK)	LONDON CITY	DENIM AIR	S	A	18	0	0	100	0	0	0	0	0	0	0	0	0
	LONDON CITY	DENIM AIR	S	D	18	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL KRISTIANSAND (KJEVIK)</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>0</b>	<b>0</b>	<b>0</b>
KUALA LUMPUR (SEPANG)	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	60	0	0	35	22	32	12	0	0	30	65	59	60



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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)											
KUALA LUMPUR (SEPANG)	HEATHROW	MALAYSIAN AIRLINES SYSTEM- MAS	S	D	60	0	0	72	20	5	2	2	0	15	68	49	60
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>21</b>	<b>18</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>67</b>	<b>54</b>	<b>54</b>
KUWAIT	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	79	10	7	3	0	0	10	83	12	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	38	38	17	7	0	0	25	67	24	30
	HEATHROW	KUWAIT AIRWAYS	S	A	30	0	0	10	33	40	13	3	0	46	27	49	33
	HEATHROW	KUWAIT AIRWAYS	S	D	30	0	0	60	17	17	3	3	0	27	61	23	33
<b>TOTAL KUWAIT</b>					<b>118</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>25</b>	<b>20</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>59</b>	<b>28</b>	<b>28</b>

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	30	0	0	63	20	17	0	0	0	13	70	16	30	
	HEATHROW	VUELING AIRLINES	S	D	30	0	0	90	7	0	3	0	0	6	90	6	30	
<b>TOTAL LA CORUNA</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>11</b>	<b>11</b>	
LA ROCHELLE																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	6	0	0	100	0	0	0	0	0	4	71	38	7	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	6	0	0	83	17	0	0	0	0	4	57	39	7	
	BIRMINGHAM	FLYBE LTD	S	A	3	0	0	100	0	0	0	0	0	100	2	2		
	BIRMINGHAM	FLYBE LTD	S	D	3	0	0	100	0	0	0	0	0	50	12	2		
	MANCHESTER	FLYBE LTD	S	A	2	0	0	100	0	0	0	0	0	100	4	3		
	MANCHESTER	FLYBE LTD	S	D	2	0	0	50	50	0	0	0	13	100	0	3		
	STANSTED	RYANAIR	S	A	18	0	0	94	6	0	0	0	2	65	12	17		
	STANSTED	RYANAIR	S	D	18	0	0	100	0	0	0	0	2	76	7	17		
<b>TOTAL LA ROCHELLE</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>15</b>	<b>15</b>		
LAGOS																		
	HEATHROW	ARIK AIR	S	A	30	0	0	43	20	23	7	7	0	40	53	21	30	
	HEATHROW	ARIK AIR	S	D	30	0	0	83	10	0	3	3	0	14	73	13	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	63	3	30	3	0	0	20	100	2	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	10	27	30	23	10	0	64	33	26	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	83	7	0	10	0	0	11	93	2	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	67	20	10	3	0	0	13	83	7	30	
<b>TOTAL LAGOS</b>					<b>180</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>14</b>	<b>16</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>68</b>	<b>23</b>	<b>23</b>	
LAHORE																		
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	12	0	0	50	25	17	8	0	0	29	14	66	14	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	12	0	0	67	17	0	17	0	0	17	58	36	12	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	8	0	0	13	38	38	13	0	0	34	13	63	8	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	8	0	0	75	13	13	0	0	0	14	75	36	8	
<b>TOTAL LAHORE</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>23</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>38</b>	<b>51</b>	<b>51</b>	
LAMETIA-TERME																		
	STANSTED	RYANAIR	S	A	18	0	0	61	22	17	0	0	0	12	6	48	17	
	STANSTED	RYANAIR	S	D	18	0	0	72	22	6	0	0	0	8	94	8	17	
<b>TOTAL LAMETIA-TERME</b>					<b>36</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>10</b>	<b>61</b>	<b>23</b>	<b>23</b>	
LANNION																		

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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
LARNACA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	64	29	7	0	0	0	13	0	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	43	36	21	0	0	0	19	0	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	67	20	13	0	0	0	12	83	7	30	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	60	33	7	0	0	0	14	77	10	30	30
	HEATHROW	CYPRUS AIRWAYS	S	A	60	0	0	65	25	10	0	0	0	12	77	9	60	60
	HEATHROW	CYPRUS AIRWAYS	S	D	60	0	0	77	8	15	0	0	0	10	78	12	60	60
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	65	23	0	12	0	0	17	73	14	26	26
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	25	0	0	56	32	8	4	0	0	17	62	21	26	26
	MANCHESTER	GERMANIA FLUGGESELLSCHAFT	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0	0
	MANCHESTER	GERMANIA FLUGGESELLSCHAFT	C	D	5	0	0	100	0	0	0	0	0	0	0	0	0	0
	MANCHESTER	JET2.COM LTD	S	A	9	0	0	22	22	56	0	0	0	31	22	25	9	9
	MANCHESTER	JET2.COM LTD	S	D	8	0	0	38	50	13	0	0	0	18	56	22	9	9
	BIRMINGHAM	MONARCH AIRLINES	S	A	21	0	0	100	0	0	0	0	0	3	70	22	20	20
	BIRMINGHAM	MONARCH AIRLINES	S	D	22	0	0	86	9	5	0	0	0	5	52	34	21	21
	GATWICK	MONARCH AIRLINES	S	A	10	0	0	50	30	20	0	0	0	17	40	48	10	10
	GATWICK	MONARCH AIRLINES	S	D	9	0	0	33	44	22	0	0	0	20	30	45	10	10
	LUTON	MONARCH AIRLINES	S	A	18	0	0	61	22	17	0	0	0	15	71	19	17	17
	LUTON	MONARCH AIRLINES	S	D	17	0	0	65	24	12	0	0	0	14	53	14	17	17
	MANCHESTER	MONARCH AIRLINES	S	A	30	0	0	63	7	13	17	0	0	23	61	39	33	33
	MANCHESTER	MONARCH AIRLINES	S	D	29	0	0	52	10	24	14	0	0	28	56	34	32	32
	GATWICK	SMALL PLANET AIRLINES POLSKA	C	A	4	0	0	75	25	0	0	0	0	4	0	0	0	0
	GATWICK	SMALL PLANET AIRLINES POLSKA	C	D	4	0	0	50	25	25	0	0	0	17	0	0	0	0
	MANCHESTER	SMALL PLANET AIRLINES POLSKA	C	A	4	0	0	0	0	25	50	25	0	119	0	0	0	0
	MANCHESTER	SMALL PLANET AIRLINES POLSKA	C	D	4	0	0	25	25	0	25	25	0	94	0	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	11	0	0	0	0	5	78	12	9	9
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	0	0	89	11	9	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	1	0	78	22	0	0	0	0	8	92	4	13	13
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	22	11	0	0	0	13	92	6	12	12
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	22	33	22	22	0	0	41	67	34	12	12
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	9	0	0	33	33	11	22	0	0	41	69	40	13	13
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	10	0	0	80	10	0	10	0	0	14	40	34	10	10

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	10	0	0	90	0	0	10	0	0	15	33	42	12
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	11	0	0	0	11	63	75	40	8
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	56	22	11	0	0	11	72	78	37	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	75	11	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	50	23	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	18	0	0	89	6	6	0	0	0	7	88	6	16
	GATWICK	THOMSON AIRWAYS LTD	C	D	17	0	0	71	24	6	0	0	0	12	88	8	16
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	7	100	5	5
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	7	100	5	4
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	25	0	75	0	0	0	32	100	7	4
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	22	100	4	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	5	67	8	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	9	0	0	56	44	0	0	0	0	13	67	12	9
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	6	100	2	5
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	3	5
	GATWICK	TRAVEL SERVICE AIRLINES	C	A	4	0	0	0	0	75	25	0	0	55	0	0	0
	GATWICK	TRAVEL SERVICE AIRLINES	C	D	4	0	0	25	75	0	0	0	0	16	0	0	0
<b>TOTAL LARNACA</b>					<b>646</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>19</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>69</b>	<b>19</b>	<b>19</b>
LAS PALMAS	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	16	0	0	88	13	0	0	0	0	3	54	33	13
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	16	0	0	88	13	0	0	0	0	7	77	17	13
	GLASGOW	JET2.COM LTD	S	A	5	0	0	80	20	0	0	0	0	5	0	0	0
	GLASGOW	JET2.COM LTD	S	D	4	0	0	75	25	0	0	0	0	12	0	0	0
	MANCHESTER	JET2.COM LTD	S	A	8	1	0	50	13	25	13	0	0	28	100	1	5
	MANCHESTER	JET2.COM LTD	S	D	8	0	0	38	38	13	13	0	0	28	80	7	5
	NEWCASTLE	JET2.COM LTD	S	A	5	0	0	100	0	0	0	0	0	1	100	3	5
	NEWCASTLE	JET2.COM LTD	S	D	4	0	0	100	0	0	0	0	0	2	80	7	5
	BIRMINGHAM	MONARCH AIRLINES	S	A	11	1	2	91	0	9	0	0	0	3	62	28	13
	BIRMINGHAM	MONARCH AIRLINES	S	D	13	0	0	92	0	0	0	8	0	15	54	36	13
	MANCHESTER	MONARCH AIRLINES	S	A	9	0	0	78	11	0	11	0	0	20	78	19	9
	MANCHESTER	MONARCH AIRLINES	S	D	9	0	0	56	11	22	11	0	0	32	56	26	9
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	17	0	0	88	6	6	0	0	0	6	0	0	0
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	17	0	0	88	12	0	0	0	0	6	0	0	0

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						SEPT 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)										
LAS PALMAS																		
	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	1	9	
	EDINBURGH	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	3	100	5	9	
	EDINBURGH	RYANAIR	S	D	8	0	0	88	13	0	0	0	0	7	78	7	9	
	LUTON	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	0	88	4	8	
	LUTON	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	2	75	16	8	
	STANSTED	RYANAIR	S	A	21	0	0	71	14	14	0	0	0	11	88	4	17	
	STANSTED	RYANAIR	S	D	21	0	0	67	10	19	5	0	0	16	94	4	17	
	GATWICK	SMALL PLANET AIRLINES POLSKA	C	A	5	0	0	20	60	20	0	0	0	25	0	0	0	
	GATWICK	SMALL PLANET AIRLINES POLSKA	C	D	5	0	0	60	20	20	0	0	0	15	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	40	0	0	0	0	8	100	0	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	2	80	8	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	11	11	0	0	0	10	63	39	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	22	0	11	0	0	15	75	35	8	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	25	0	0	31	100	0	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	0	25	0	0	34	75	9	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	44	22	22	11	0	0	26	38	73	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	11	0	0	11	0	27	25	89	8	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	9	75	10	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	9	75	28	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	1	0	100	0	0	0	0	0	3	100	3	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	60	40	0	0	0	0	8	100	4	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	18	0	0	89	0	6	6	0	0	8	44	19	18	
	GATWICK	THOMSON AIRWAYS LTD	C	D	17	0	0	82	6	6	6	0	0	12	67	13	18	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	0	15	75	17	4	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	7	50	14	4	
	LUTON	THOMSON AIRWAYS LTD	C	A	4	1	0	100	0	0	0	0	0	1	100	0	4	
	LUTON	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	2	100	0	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	19	0	0	68	16	5	11	0	0	22	85	12	13	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	17	0	0	59	12	18	12	0	0	27	46	24	13	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	5	100	3	4	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	100	5	4	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
LAS PALMAS	STANSTED	TRAVEL SERVICE AIRLINES	C	A	5	0	0	80	0	20	0	0	0	8	0	0	0
	STANSTED	TRAVEL SERVICE AIRLINES	C	D	5	0	0	60	20	20	0	0	0	18	0	0	0
<b>TOTAL LAS PALMAS</b>					<b>427</b>	<b>4</b>	<b>2</b>	<b>79</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>19</b>	<b>19</b>
LAS VEGAS	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	69	8	8	15	0	0	25	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	38	31	8	23	0	0	29	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	1	53	23	13	10	0	0	25	83	6	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	50	20	23	7	0	0	29	70	10	30
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	9	0	0	78	11	11	0	0	0	8	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	9	0	0	89	0	11	0	0	0	11	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	67	20	3	10	0	0	17	67	28	30
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	67	23	7	3	0	0	14	70	23	30
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	78	22	0	0	0	0	6	100	0	8
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	89	11	0	0	0	0	7	89	6	9
<b>TOTAL LAS VEGAS</b>					<b>182</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>19</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>74</b>	<b>16</b>	<b>16</b>
LEEDS BRADFORD	HEATHROW	BRITISH AIRWAYS PLC	S	A	86	0	0	65	20	10	5	0	0	17	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	86	0	0	78	12	8	2	0	0	10	0	0	0
	GLASGOW	LOGANAIR	S	A	38	0	0	76	13	8	3	0	0	11	82	15	45
	GLASGOW	LOGANAIR	S	D	38	0	0	84	5	5	5	0	0	12	82	12	45
<b>TOTAL LEEDS BRADFORD</b>					<b>248</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>14</b>	<b>14</b>
LEIPZIG	STANSTED	RYANAIR	S	A	20	0	0	90	10	0	0	0	0	3	97	2	30
	STANSTED	RYANAIR	S	D	20	0	0	85	15	0	0	0	0	7	90	5	30
<b>TOTAL LEIPZIG</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>93</b>	<b>3</b>	<b>3</b>
LEMNOS	HEATHROW	BRITISH AIRWAYS PLC	C	A	4	0	0	75	0	25	0	0	0	11	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	C	D	3	0	0	33	67	0	0	0	0	12	0	0	0
	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	D	3	0	0	100	0	0	0	0	0	2	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	5	40	34	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	8	60	31	5
<b>TOTAL LEMNOS</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>64</b>	<b>25</b>	<b>25</b>

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
LIMOGES																		
	STANSTED	RYANAIR	S	A	31	0	0	97	3	0	0	0	0	3	90	12	30	
	STANSTED	RYANAIR	S	D	31	0	0	97	3	0	0	0	0	3	93	5	30	
<b>TOTAL LIMOGES</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>3</b>	<b>91</b>	<b>10</b>	<b>10</b>	
LINZ																		
	STANSTED	RYANAIR	S	A	12	0	0	100	0	0	0	0	0	2	100	0	17	
	STANSTED	RYANAIR	S	D	12	0	0	100	0	0	0	0	0	3	100	2	17	
<b>TOTAL LINZ</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>2</b>	<b>100</b>	<b>1</b>	<b>1</b>	
LISBON																		
	GATWICK	AIR PORTUGAL	S	A	21	0	0	43	38	5	14	0	0	30	57	14	21	
	GATWICK	AIR PORTUGAL	S	D	21	0	0	29	43	14	14	0	0	35	71	16	21	
	HEATHROW	AIR PORTUGAL	S	A	188	0	0	47	24	21	7	0	0	23	46	27	189	
	HEATHROW	AIR PORTUGAL	S	D	188	0	0	68	11	12	9	0	0	17	60	22	188	
	MANCHESTER	AIR PORTUGAL	S	A	36	0	0	50	17	22	8	3	0	28	38	44	26	
	MANCHESTER	AIR PORTUGAL	S	D	36	0	0	47	11	28	11	3	0	31	38	46	26	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	44	21	22	10	2	0	29	87	7	90	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	80	11	4	3	1	0	12	93	3	90	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	77	8	8	8	0	0	17	100	1	10	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	77	8	8	8	0	0	16	100	0	10	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	80	3	10	3	3	0	14	60	21	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	77	10	7	7	0	0	13	80	18	30	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	56	0	0	82	13	0	5	0	0	10	88	6	52	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	77	9	13	2	0	0	10	92	5	53	
<b>TOTAL LISBON</b>					<b>868</b>	<b>3</b>	<b>0</b>	<b>62</b>	<b>16</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>68</b>	<b>18</b>	<b>18</b>	
LIVERPOOL (JOHN LENNON)																		
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>					<b>3</b>	<b>3</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>100</b>	<b>3</b>	<b>3</b>	
LJUBLJANA																		
	GATWICK	ADRIA AIRWAYS	C	A	3	0	0	67	0	33	0	0	0	15	0	0	0	
	GATWICK	ADRIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	12	0	0	0	
	MANCHESTER	ADRIA AIRWAYS	S	A	6	0	0	67	0	0	33	0	0	29	100	6	8	
	MANCHESTER	ADRIA AIRWAYS	S	D	6	0	0	67	0	0	33	0	0	26	100	6	8	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	93	3	0	0	3	0	12	97	7	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	97	0	0	0	3	0	13	90	8	30	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
LJUBLJANA	LUTON	WIZZ AIR	S	A	12	0	0	83	17	0	0	0	0	7	0	0	0
	LUTON	WIZZ AIR	S	D	12	0	0	83	17	0	0	0	0	9	0	0	0
<b>TOTAL LJUBLJANA</b>					<b>101</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>92</b>	<b>7</b>	<b>7</b>
LODZ LUBLINEK	EDINBURGH	RYANAIR	S	A	9	0	0	89	11	0	0	0	0	11	100	5	9
	EDINBURGH	RYANAIR	S	D	9	0	0	78	22	0	0	0	0	9	100	2	9
	STANSTED	RYANAIR	S	A	25	0	0	88	12	0	0	0	0	4	97	3	30
	STANSTED	RYANAIR	S	D	25	0	0	92	8	0	0	0	0	4	97	3	30
<b>TOTAL LODZ LUBLINEK</b>					<b>68</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>97</b>	<b>3</b>	<b>3</b>
LONDON CITY	EDINBURGH	BA CITYFLYER LTD	S	A	173	0	0	90	4	3	3	1	0	7	92	5	171
	EDINBURGH	BA CITYFLYER LTD	S	D	175	0	0	87	3	3	5	2	0	13	89	7	170
	GLASGOW	BA CITYFLYER LTD	S	A	124	0	0	94	2	1	3	1	0	6	90	6	123
	GLASGOW	BA CITYFLYER LTD	S	D	128	0	0	82	3	6	5	2	1	18	89	6	125
	EDINBURGH	CITY JET	S	A	78	0	0	83	6	4	4	3	0	14	86	12	84
	EDINBURGH	CITY JET	S	D	75	0	0	77	7	4	8	4	0	22	88	11	84
<b>TOTAL LONDON CITY</b>					<b>753</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>4</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>89</b>	<b>7</b>	<b>7</b>
LOS ANGELES INTERNATIONAL	HEATHROW	AMERICAN AIRLINES	S	A	30	0	0	87	7	3	3	0	0	6	70	15	30
	HEATHROW	AMERICAN AIRLINES	S	D	30	0	0	90	7	0	3	0	0	10	87	7	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	81	6	8	4	1	0	12	79	12	90
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	41	34	13	10	1	0	29	77	14	90
	HEATHROW	UNITED AIRLINES	S	A	30	0	0	83	7	7	3	0	0	10	79	14	29
	HEATHROW	UNITED AIRLINES	S	D	30	0	0	80	10	7	3	0	0	8	66	26	29
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	60	0	0	93	0	3	3	0	0	5	92	4	60
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	60	0	0	73	15	5	5	2	0	17	82	8	60
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>420</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>12</b>	<b>12</b>
LUANDA	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	89	11	0	0	0	0	6	89	7	9
	HEATHROW	BRITISH AIRWAYS PLC	S	D	8	0	0	50	13	25	13	0	0	27	88	7	8
<b>TOTAL LUANDA</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>88</b>	<b>7</b>	<b>7</b>
LUBLIN (PORT LOTNICZY)																	



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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)																		
	STANSTED	RYANAIR		S A	18	0	0	100	0	0	0	0	0	1	0	0	0	0
	STANSTED	RYANAIR		S D	18	0	0	94	6	0	0	0	0	4	0	0	0	0
	LUTON	WIZZ AIR		S A	8	0	0	88	13	0	0	0	0	5	0	0	0	0
	LUTON	WIZZ AIR		S D	8	0	0	75	13	13	0	0	0	15	0	0	0	0
<b>TOTAL LUBLIN (PORT LOTNICZY)</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>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
LUSAKA																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	13	0	0	62	31	8	0	0	0	12	77	19	13	
	HEATHROW	BRITISH AIRWAYS PLC		S D	13	0	0	77	8	8	8	0	0	16	77	17	13	
<b>TOTAL LUSAKA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>18</b>	<b>18</b>	
LUTON																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S A	94	0	0	85	10	2	3	0	0	9	92	5	90	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S D	94	0	0	95	3	1	0	1	0	6	89	6	90	
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S A	95	0	0	93	4	2	1	0	0	4	93	4	90	
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S D	95	0	0	94	3	2	1	0	0	4	91	7	90	
<b>TOTAL LUTON</b>					<b>379</b>	<b>2</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>91</b>	<b>6</b>	<b>6</b>	
LUXEMBOURG																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	60	0	0	85	8	5	2	0	0	7	76	15	50	
	HEATHROW	BRITISH AIRWAYS PLC		S D	60	0	0	87	10	3	0	0	0	6	84	12	50	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	26	0	0	92	4	4	0	0	0	2	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	26	0	0	88	4	8	0	0	0	5	0	0	0	
	LONDON CITY	LUXAIR		S A	111	0	0	86	8	3	2	1	0	9	91	5	99	
	LONDON CITY	LUXAIR		S D	111	0	0	85	10	4	1	1	0	10	91	5	99	
	LONDON CITY	VLM (BELGIUM)		S A	76	0	0	96	1	0	1	1	0	6	96	3	55	
	LONDON CITY	VLM (BELGIUM)		S D	76	0	0	96	1	0	1	1	0	5	87	5	55	
<b>TOTAL LUXEMBOURG</b>					<b>546</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>6</b>	<b>6</b>	
LUXOR																		
<b>TOTAL LUXOR</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>7</b>	<b>63</b>	<b>25</b>	<b>25</b>	
LYON																		
	BIRMINGHAM	BMI REGIONAL		S A	12	0	0	75	17	0	8	0	0	13	0	0	0	
	BIRMINGHAM	BMI REGIONAL		S D	12	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	BMI REGIONAL		S A	20	0	1	85	5	10	0	0	0	9	90	4	20	
	MANCHESTER	BMI REGIONAL		S D	22	0	0	86	0	14	0	0	0	9	100	1	20	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE						SEPT 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	A	115	0	0	67	16	12	5	0	0	15	76	10	90
	HEATHROW	BRITISH AIRWAYS PLC	S	D	114	0	0	72	9	15	4	0	0	13	80	11	90
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	75	25	0	0	0	0	7	78	10	9
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	63	13	25	0	0	0	16	89	10	9
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	56	0	0	88	5	4	4	0	0	9	96	3	55
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	82	7	7	4	0	0	10	84	6	55
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	90	0	3	7	0	0	12	80	10	30
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	90	0	3	7	0	0	11	80	11	30
	BIRMINGHAM	FLYBE LTD	S	A	26	0	0	77	8	12	4	0	0	11	0	0	0
	BIRMINGHAM	FLYBE LTD	S	D	26	0	0	88	4	0	8	0	0	8	0	0	0
<b>TOTAL LYON</b>					<b>535</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>8</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>8</b>	<b>8</b>

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	91	5	5	0	0	0	4	0	0	0	0
	STANSTED	RYANAIR	S	D	22	0	0	86	5	5	5	0	0	8	0	0	0	0
<b>TOTAL MAASTRICHT</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>4</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
MADRID																		
	GATWICK	AIR EUROPA	S	A	60	0	0	72	20	7	2	0	0	11	80	11	60	
	GATWICK	AIR EUROPA	S	D	60	0	0	73	20	5	2	0	0	10	83	10	60	
	LONDON CITY	BA CITYFLYER LTD	S	A	45	0	0	84	7	0	9	0	0	11	91	5	45	
	LONDON CITY	BA CITYFLYER LTD	S	D	46	0	0	63	17	9	11	0	0	21	73	15	45	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	149	0	0	70	14	9	7	1	0	17	59	21	147	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	149	0	0	66	18	11	5	0	0	16	72	14	387	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	80	17	0	3	0	0	12	58	21	31	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	80	13	3	3	0	0	12	39	29	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	129	0	0	84	8	6	2	0	0	9	73	15	127	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	129	0	0	76	9	11	5	0	0	14	72	15	127	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	40	0	0	95	3	0	3	0	0	4	83	7	59	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	40	0	0	95	3	3	0	0	0	4	93	5	59	
	HEATHROW	IBERIA	S	A	240	0	0	83	11	4	2	0	0	7	75	11	240	
	HEATHROW	IBERIA	S	D	240	0	0	75	15	8	3	0	0	12	0	0	0	
	MANCHESTER	RYANAIR	S	A	18	0	0	83	17	0	0	0	0	5	82	10	17	
	MANCHESTER	RYANAIR	S	D	18	0	0	83	11	6	0	0	0	7	76	9	17	
	STANSTED	RYANAIR	S	A	63	0	0	70	22	5	3	0	0	11	69	11	55	
	STANSTED	RYANAIR	S	D	63	0	0	56	22	17	5	0	0	19	58	16	55	
<b>TOTAL MADRID</b>					<b>1552</b>	<b>4</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>13</b>	<b>13</b>	
MAHON																		
	LONDON CITY	BA CITYFLYER LTD	S	A	11	0	0	82	9	9	0	0	0	10	90	10	10	
	LONDON CITY	BA CITYFLYER LTD	S	D	11	0	0	91	0	0	9	0	0	8	80	14	10	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	42	0	0	83	10	5	2	0	0	7	84	7	45	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	42	0	0	81	12	5	2	0	0	9	91	6	45	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	100	0	0	0	0	0	2	89	2	9	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	100	0	0	0	0	0	2	100	1	9	
	EDINBURGH	FLYBE LTD	C	A	4	0	0	75	25	0	0	0	0	7	60	15	5	
	EDINBURGH	FLYBE LTD	C	D	4	0	0	75	25	0	0	0	0	13	80	12	5	
	GLASGOW	FLYBE LTD	C	A	3	0	0	67	0	0	33	0	0	57	33	20	3	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					SEPT 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)
MAHON																		
	GLASGOW	FLYBE LTD	C	D	3	0	0	33	67	0	0	0	0	20	0	56	3	
	EDINBURGH	JET2.COM LTD	S	A	3	0	0	67	33	0	0	0	0	9	0	0	0	
	EDINBURGH	JET2.COM LTD	S	D	3	0	0	100	0	0	0	0	0	3	0	0	0	
	GLASGOW	JET2.COM LTD	S	A	3	0	0	100	0	0	0	0	0	0	0	0	0	
	GLASGOW	JET2.COM LTD	S	D	3	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	10	0	0	70	0	20	10	0	0	15	0	0	0	
	MANCHESTER	JET2.COM LTD	S	D	10	0	0	80	0	10	10	0	0	17	0	0	0	
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	89	0	11	0	0	0	7	67	21	6	
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	89	0	11	0	0	0	9	83	22	6	
	BIRMINGHAM	MONARCH AIRLINES	S	A	17	0	0	88	12	0	0	0	0	3	93	8	14	
	BIRMINGHAM	MONARCH AIRLINES	S	D	17	0	0	94	6	0	0	0	0	3	71	11	14	
	GATWICK	MONARCH AIRLINES	S	A	16	0	0	81	6	6	6	0	0	12	71	28	17	
	GATWICK	MONARCH AIRLINES	S	D	16	0	0	75	13	13	0	0	0	11	76	26	17	
	LUTON	MONARCH AIRLINES	S	A	13	0	0	77	0	8	15	0	0	20	92	4	12	
	LUTON	MONARCH AIRLINES	S	D	13	0	0	77	15	0	8	0	0	16	100	5	12	
	MANCHESTER	MONARCH AIRLINES	S	A	22	0	0	73	14	0	14	0	0	22	56	48	18	
	MANCHESTER	MONARCH AIRLINES	S	D	22	0	0	55	32	5	9	0	0	23	79	38	19	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	67	0	11	11	11	0	45	88	2	8	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	0	0	100	1	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	10	0	0	80	20	0	0	0	0	6	89	9	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	0	70	20	10	0	0	0	10	100	0	8	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	2	88	6	8	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	6	88	10	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	85	0	15	0	0	0	10	62	53	13	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	77	15	0	8	0	0	14	50	71	12	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	0	13	0	0	0	5	88	18	8	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	7	0	0	86	0	14	0	0	0	12	75	14	8	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	11	0	0	0	6	50	14	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	6	0	0	100	0	0	0	0	0	0	100	0	3	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	2	100	1	9	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	0	100	3	9	
	GATWICK	THOMSON AIRWAYS LTD	C	A	29	0	0	83	10	0	7	0	0	13	83	12	29	
	GATWICK	THOMSON AIRWAYS LTD	C	D	26	0	0	77	8	8	8	0	0	18	79	14	29	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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
MAHON	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	9	75	12	4
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	15	75	5	4
	LUTON	THOMSON AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	2	78	57	9
	LUTON	THOMSON AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	3	78	8	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	29	0	0	83	3	7	7	0	0	14	79	11	29
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	28	0	0	75	11	0	14	0	0	21	54	16	28
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	75	11	4
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	50	10	4
	STANSTED	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	5	100	1	8
	STANSTED	THOMSON AIRWAYS LTD	C	D	9	0	0	89	0	0	11	0	0	9	88	6	8
<b>TOTAL MAHON</b>					<b>608</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>16</b>	<b>16</b>
MALAGA	GLASGOW	BA CITYFLYER LTD	C	A	4	0	0	100	0	0	0	0	0	90	4	10	
	GLASGOW	BA CITYFLYER LTD	C	D	4	0	0	100	0	0	0	0	0	4	90	6	10
	LONDON CITY	BA CITYFLYER LTD	S	A	25	0	0	80	8	12	0	0	0	10	65	19	17
	LONDON CITY	BA CITYFLYER LTD	S	D	25	0	0	76	16	4	4	0	0	11	53	22	17
	GATWICK	BRITISH AIRWAYS PLC	S	A	116	1	1	61	16	16	5	1	0	21	47	27	114
	GATWICK	BRITISH AIRWAYS PLC	S	D	116	0	0	61	17	16	5	1	0	20	59	19	114
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	159	0	0	84	8	3	5	0	0	10	79	12	163
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	159	0	0	81	15	1	3	0	0	9	82	10	163
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	90	7	3	0	0	0	4	93	3	30
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	90	3	3	3	0	0	4	93	3	30
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	90	3	3	2	2	0	8	89	7	62
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	84	10	5	2	0	0	9	79	8	62
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	69	15	4	12	0	0	19	88	4	26
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	81	8	0	12	0	0	18	96	3	26
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	90	0	0	10	0	0	14	100	2	30
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	97	0	3	0	0	0	5	100	2	30
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	44	0	0	82	11	5	2	0	0	10	92	5	51
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	43	0	0	93	2	2	2	0	0	6	90	6	51
	EDINBURGH	JET2.COM LTD	S	A	17	0	0	76	12	6	6	0	0	12	35	23	17
	EDINBURGH	JET2.COM LTD	S	D	17	0	0	94	0	6	0	0	0	5	65	13	17
	GLASGOW	JET2.COM LTD	S	A	17	0	0	76	24	0	0	0	0	9	60	64	15

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					SEPT 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
MALAGA	GLASGOW	JET2.COM LTD	S	D	17	0	0	100	0	0	0	0	0	2	81	33	16
	MANCHESTER	JET2.COM LTD	S	A	30	0	0	83	7	7	3	0	0	10	74	23	23
	MANCHESTER	JET2.COM LTD	S	D	30	0	0	80	10	7	3	0	0	10	74	23	23
	NEWCASTLE	JET2.COM LTD	S	A	27	0	0	85	11	0	4	0	0	8	65	31	23
	NEWCASTLE	JET2.COM LTD	S	D	27	0	0	85	7	4	4	0	0	10	83	17	23
	BIRMINGHAM	MONARCH AIRLINES	S	A	52	0	0	75	19	4	2	0	0	11	49	33	53
	BIRMINGHAM	MONARCH AIRLINES	S	D	51	0	0	94	4	2	0	0	0	3	63	30	52
	GATWICK	MONARCH AIRLINES	S	A	54	0	0	61	24	7	7	0	0	17	47	34	55
	GATWICK	MONARCH AIRLINES	S	D	53	0	0	74	13	8	6	0	0	15	74	40	54
	LUTON	MONARCH AIRLINES	S	A	18	0	0	78	17	6	0	0	0	7	61	35	18
	LUTON	MONARCH AIRLINES	S	D	18	0	0	83	17	0	0	0	0	8	78	34	18
	MANCHESTER	MONARCH AIRLINES	S	A	42	0	0	45	24	17	14	0	0	31	31	49	36
	MANCHESTER	MONARCH AIRLINES	S	D	42	0	0	64	19	5	12	0	0	21	58	18	36
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	13	0	0	92	8	0	0	0	0	2	0	0	0
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	13	0	0	92	0	8	0	0	0	6	0	0	0
	BIRMINGHAM	RYANAIR	S	A	30	1	0	73	20	3	3	0	0	10	93	2	29
	BIRMINGHAM	RYANAIR	S	D	31	0	0	87	6	0	6	0	0	9	100	2	30
	EDINBURGH	RYANAIR	S	A	26	0	0	65	15	19	0	0	0	15	86	7	22
	EDINBURGH	RYANAIR	S	D	26	0	0	81	15	4	0	0	0	9	91	6	22
	MANCHESTER	RYANAIR	S	A	42	1	0	83	10	5	2	0	0	14	79	9	39
	MANCHESTER	RYANAIR	S	D	42	0	0	71	10	14	2	2	0	17	92	5	39
	STANSTED	RYANAIR	S	A	73	0	0	84	12	3	1	0	0	8	90	7	67
	STANSTED	RYANAIR	S	D	73	0	0	95	3	0	3	0	0	5	100	1	67
	GATWICK	THOMSON AIRWAYS LTD	C	A	14	0	0	86	0	0	14	0	0	18	65	18	17
	GATWICK	THOMSON AIRWAYS LTD	C	D	13	0	0	85	0	8	8	0	0	17	76	17	17
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	19	75	5	4
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	16	100	1	4
	LUTON	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	5	67	18	9
	LUTON	THOMSON AIRWAYS LTD	C	D	9	0	0	78	11	11	0	0	0	8	78	18	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	17	0	0	71	24	6	0	0	0	11	47	16	17
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	17	0	0	88	6	6	0	0	0	6	88	7	17
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	10	80	7	5
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	100	0	5

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)											
MALAGA																	
<b>TOTAL MALAGA</b>					<b>1971</b>	<b>7</b>	<b>1</b>	<b>79</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>15</b>	<b>15</b>
MALE INTERNATIONAL																	
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	20	40	20	20	0	0	30	100	2	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	60	40	0	0	0	0	11	60	11	5
<b>TOTAL MALE INTERNATIONAL</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>40</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>79</b>	<b>17</b>	<b>17</b>
MALMO																	
	STANSTED	RYANAIR	S	A	18	0	0	94	6	0	0	0	0	4	93	6	30
	STANSTED	RYANAIR	S	D	18	0	0	89	6	6	0	0	0	6	90	8	30
<b>TOTAL MALMO</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>5</b>	<b>92</b>	<b>7</b>	<b>7</b>
MALTA																	
	BIRMINGHAM	AIR MALTA	C	A	8	0	0	75	25	0	0	0	0	5	100	0	4
	BIRMINGHAM	AIR MALTA	C	D	8	0	0	75	0	25	0	0	0	10	75	9	4
	GATWICK	AIR MALTA	S	A	30	0	0	90	7	3	0	0	0	5	83	8	30
	GATWICK	AIR MALTA	S	D	30	0	0	60	23	17	0	0	0	14	80	11	30
	GLASGOW	AIR MALTA	C	A	4	0	0	50	50	0	0	0	0	10	0	0	0
	GLASGOW	AIR MALTA	C	D	4	0	0	50	25	0	25	0	0	30	0	0	0
	HEATHROW	AIR MALTA	S	A	64	0	0	84	9	6	0	0	0	7	73	10	64
	HEATHROW	AIR MALTA	S	D	64	0	0	84	8	8	0	0	0	9	81	10	64
	MANCHESTER	AIR MALTA	S	A	17	0	0	65	18	12	6	0	0	20	47	23	17
	MANCHESTER	AIR MALTA	S	D	17	0	0	29	41	18	6	6	0	34	29	35	17
	NEWCASTLE	AIR MALTA	C	A	4	0	0	75	0	0	25	0	0	38	100	8	4
	NEWCASTLE	AIR MALTA	C	D	4	0	0	75	0	0	25	0	0	43	75	9	4
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	43	0	0	77	9	12	2	0	0	12	86	7	43
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	42	0	0	79	10	10	2	0	0	11	91	3	44
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	25	0	0	64	32	4	0	0	0	12	86	15	21
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	25	0	0	92	8	0	0	0	0	5	100	3	21
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	88	0	0	13	0	0	14	78	30	9
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	88	0	0	13	0	0	14	67	34	9
	BIRMINGHAM	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	0	75	9	8
	BIRMINGHAM	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	0	88	8	8
	EDINBURGH	RYANAIR	S	A	12	0	0	92	8	0	0	0	0	6	92	3	13
	EDINBURGH	RYANAIR	S	D	12	0	0	67	25	8	0	0	0	13	62	13	13
	LUTON	RYANAIR	S	A	30	0	0	87	3	7	3	0	0	7	60	18	30

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
MALTA																		
	LUTON	RYANAIR	S	D	30	0	0	87	7	7	0	0	0	6	87	8	30	
	STANSTED	RYANAIR	S	A	18	0	0	78	17	6	0	0	0	10	100	2	17	
	STANSTED	RYANAIR	S	D	18	0	0	78	22	0	0	0	0	9	94	7	17	
	GATWICK	SMALL PLANET AIRLINES POLSKA	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	SMALL PLANET AIRLINES POLSKA	C	D	4	0	0	100	0	0	0	0	0	4	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	4	75	5	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	7	100	1	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	50	0	0	0	0	10	75	22	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	63	30	8	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	2	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	1	4	
<b>TOTAL MALTA</b>					<b>575</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>11</b>	<b>11</b>	
MANCHESTER																		
	EDINBURGH	BMI REGIONAL	S	A	66	0	2	86	6	3	3	2	0	11	91	5	90	
	EDINBURGH	BMI REGIONAL	S	D	67	0	1	88	6	1	4	0	0	9	94	3	90	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	288	0	0	65	16	13	6	0	0	18	77	12	412	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	288	0	0	64	17	16	3	0	0	16	84	8	410	
	EDINBURGH	FLYBE LTD	S	A	98	0	0	87	5	6	2	0	0	7	86	8	104	
	EDINBURGH	FLYBE LTD	S	D	98	0	0	85	9	2	4	0	0	9	85	9	108	
	GLASGOW	FLYBE LTD	S	A	69	0	3	77	14	7	1	0	0	8	84	15	63	
	GLASGOW	FLYBE LTD	S	D	70	0	1	87	0	10	3	0	0	8	90	7	63	
	GATWICK	MONARCH AIRLINES	C	A	3	0	0	100	0	0	0	0	0	6	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	2	1	0	0	50	0	50	0	0	72	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	116	0	0	77	16	7	1	0	0	8	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	116	0	1	85	8	7	0	0	0	6	0	0	0	
<b>TOTAL MANCHESTER</b>					<b>1282</b>	<b>3</b>	<b>8</b>	<b>75</b>	<b>12</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>10</b>	<b>10</b>	
MARRAKESH																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	28	0	0	57	21	14	7	0	0	22	46	24	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	28	0	0	54	21	21	4	0	0	22	46	22	13	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	43	0	0	93	2	2	2	0	0	4	87	4	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	43	0	0	81	12	2	5	0	0	10	87	5	30	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	75	13	0	13	0	0	17	89	4	9	



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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
MARRAKESH	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	75	13	13	0	0	0	10	78	6	9
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	100	0	0	0	0	0	0	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	92	8	0	0	0	5	0	0	0	
	GATWICK	ROYAL AIR MAROC	S	D	10	0	0	70	30	0	0	0	11	0	0	0	
	LUTON	RYANAIR	S	A	18	0	0	89	6	6	0	0	7	77	13	13	
	LUTON	RYANAIR	S	D	18	0	0	100	0	0	0	0	5	92	5	13	
	STANSTED	RYANAIR	S	A	9	0	0	67	33	0	0	0	9	89	8	9	
	STANSTED	RYANAIR	S	D	9	0	0	100	0	0	0	0	1	100	3	9	
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	0	0	0	
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	S	A	8	0	0	88	0	13	0	0	6	100	1	8	
	GATWICK	THOMSON AIRWAYS LTD	S	D	9	0	0	89	0	11	0	0	6	100	4	8	
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	8	0	0	63	25	0	13	0	20	63	21	8	
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	9	0	0	89	0	0	11	0	15	75	16	8	
<b>TOTAL MARRAKESH</b>					<b>290</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>9</b>	<b>9</b>	
MARSA ALAM	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	8	75	8	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	14	100	5	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	2	0	0	0	
<b>TOTAL MARSA ALAM</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>6</b>	<b>88</b>	<b>6</b>	<b>6</b>	
MARSEILLE	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	62	12	21	4	0	17	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	70	12	13	4	0	14	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	51	0	0	75	12	6	8	0	14	88	6	41	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	51	0	0	86	4	6	4	0	10	93	5	41	
	EDINBURGH	RYANAIR	S	A	8	0	0	50	13	13	13	13	51	67	7	9	
	EDINBURGH	RYANAIR	S	D	8	0	0	75	0	13	13	0	24	78	8	9	
	STANSTED	RYANAIR	S	A	30	0	0	60	27	13	0	0	12	90	2	30	
	STANSTED	RYANAIR	S	D	30	0	0	80	13	7	0	0	9	90	4	30	
<b>TOTAL MARSEILLE</b>					<b>360</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>12</b>	<b>12</b>	
MAURITIUS	HEATHROW	AIR MAURITIUS LTD	S	A	17	0	0	100	0	0	0	0	1	100	1	14	

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)												
MAURITIUS																		
	HEATHROW	AIR MAURITIUS LTD	S	D	17	0	0	76	6	12	6	0	0	13	79	6	14	
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	77	8	8	8	0	0	12	92	4	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	33	8	50	8	0	0	34	92	5	13	
<b>TOTAL MAURITIUS</b>					<b>59</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>5</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>91</b>	<b>4</b>	<b>4</b>	
MELBOURNE																		
	HEATHROW	QANTAS	S	A	29	0	0	69	17	10	3	0	0	12	73	53	30	
	HEATHROW	QANTAS	S	D	30	0	0	83	17	0	0	0	0	7	87	13	30	
<b>TOTAL MELBOURNE</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>33</b>	<b>33</b>	
MEMMINGEN ALLGAU																		
	EDINBURGH	RYANAIR	S	A	9	0	0	89	11	0	0	0	0	4	92	3	12	
	EDINBURGH	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	3	83	8	12	
	STANSTED	RYANAIR	S	A	29	0	0	83	14	0	0	0	3	21	73	23	30	
	STANSTED	RYANAIR	S	D	29	0	0	90	10	0	0	0	0	5	80	8	30	
<b>TOTAL MEMMINGEN ALLGAU</b>					<b>76</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>85</b>	<b>9</b>	<b>9</b>	
MEXICO CITY																		
	HEATHROW	AEROMEXICO	S	A	13	0	0	31	8	46	15	0	0	32	0	0	0	
	HEATHROW	AEROMEXICO	S	D	13	0	0	69	8	8	15	0	0	23	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	0	43	24	24	10	0	0	23	67	15	18	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	0	48	19	24	10	0	0	29	47	22	17	
<b>TOTAL MEXICO CITY</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>16</b>	<b>25</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>57</b>	<b>18</b>	<b>18</b>	
MIAMI INTERNATIONAL																		
	HEATHROW	AMERICAN AIRLINES	S	A	60	0	0	83	10	2	3	2	0	11	47	26	30	
	HEATHROW	AMERICAN AIRLINES	S	D	60	0	0	75	10	12	3	0	0	11	80	11	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	1	60	23	3	12	2	0	25	71	15	89	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	60	23	7	8	2	0	25	71	13	89	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	90	7	3	0	0	0	4	87	16	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	80	17	3	0	0	0	7	73	22	30	
<b>TOTAL MIAMI INTERNATIONAL</b>					<b>300</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>16</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>16</b>	<b>16</b>	
MIKONOS																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	24	0	0	75	13	8	4	0	0	12	58	24	19	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	24	0	0	88	8	4	0	0	0	6	65	16	20	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	100	0	0	0	0	0	1	0	0	0	

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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																		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	88	0	13	0	0	0	7	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	75	0	25	0	0	0	12	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	100	0	0	0	0	0	3	0	0	0	
<b>TOTAL MIKONOS</b>					<b>80</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>71</b>	<b>15</b>	<b>15</b>	
MILAN (LINATE)																		
	HEATHROW	ALITALIA (CAI)	S	A	111	0	0	77	12	8	4	0	0	9	71	13	140	
	HEATHROW	ALITALIA (CAI)	S	D	110	0	0	83	9	4	5	0	0	9	87	6	140	
	LONDON CITY	ALITALIA (CAI)	S	A	77	0	0	90	3	5	3	0	0	8	93	4	42	
	LONDON CITY	ALITALIA (CAI)	S	D	77	0	0	79	9	8	4	0	0	13	88	5	42	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	187	0	0	69	16	10	5	0	0	15	82	9	159	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	188	0	0	76	14	4	5	0	0	12	85	7	160	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	77	17	3	3	0	0	9	85	8	52	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	77	17	3	3	0	0	10	94	4	52	
<b>TOTAL MILAN (LINATE)</b>					<b>811</b>	<b>4</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>8</b>	<b>8</b>	
MILAN (MALPENSA)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	86	0	0	78	7	10	5	0	0	14	86	8	81	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	85	0	0	74	13	11	2	0	0	12	88	7	82	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	80	3	10	7	0	0	12	73	19	30	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	87	7	0	7	0	0	10	60	23	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	147	0	0	73	14	7	4	1	0	16	74	15	135	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	147	0	0	73	18	6	3	0	0	11	73	15	134	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	38	0	0	79	8	13	0	0	0	11	93	6	45	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	38	0	0	71	18	11	0	0	0	11	91	4	45	
	BIRMINGHAM	FLYBE LTD	S	A	30	0	0	83	7	7	3	0	0	11	83	23	30	
	BIRMINGHAM	FLYBE LTD	S	D	30	0	0	77	13	7	3	0	0	9	83	17	30	
	MANCHESTER	FLYBE LTD	S	A	30	0	0	100	0	0	0	0	0	2	70	17	30	
	MANCHESTER	FLYBE LTD	S	D	30	0	0	90	10	0	0	0	0	5	83	12	30	
<b>TOTAL MILAN (MALPENSA)</b>					<b>725</b>	<b>2</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>13</b>	<b>13</b>	
MINNEAPOLIS-ST PAUL																		
	HEATHROW	DELTA AIRLINES	S	A	30	0	0	93	7	0	0	0	0	3	100	1	30	
	HEATHROW	DELTA AIRLINES	S	D	30	0	0	90	3	7	0	0	0	6	97	3	30	
<b>TOTAL MINNEAPOLIS-ST PAUL</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>98</b>	<b>2</b>	<b>2</b>	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
MINSK INT'L																		
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	A	14	0	0	50	29	7	14	0	0	27	31	36	13	
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	D	14	0	0	57	14	14	14	0	0	20	69	26	13	
<b>TOTAL MINSK INT'L</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>21</b>	<b>11</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>54</b>	<b>29</b>	<b>29</b>	
MODLIN MASOVIA																		
	STANSTED	RYANAIR	S	A	3	0	0	100	0	0	0	0	0	95	5	86		
	STANSTED	RYANAIR	S	D	3	0	0	100	0	0	0	0	3	93	4	86		
<b>TOTAL MODLIN MASOVIA</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>9</b>	<b>9</b>		
MOMBASA																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	17	75	8	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	14	100	7	4	
<b>TOTAL MOMBASA</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>22</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>88</b>	<b>8</b>	<b>8</b>	
MONASTIR																		
MONROVIA (ROBERTS)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	69	15	8	8	0	0	20	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	62	31	8	0	0	0	13	0	0	0	
<b>TOTAL MONROVIA (ROBERTS)</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>23</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	
MONTEGO BAY																		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	0	20	0	0	34	50	10	2	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	15	100	0	3	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	13	75	5	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	20	75	13	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	89	0	0	11	0	0	12	75	14	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	8	0	0	88	0	0	13	0	0	18	100	3	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	67	22	3	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	13	100	5	4	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	11	0	0	36	64	0	0	0	0	17	13	34	8	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	11	0	0	55	27	18	0	0	0	18	56	18	9	
<b>TOTAL MONTEGO BAY</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>65</b>	<b>16</b>	<b>16</b>	
MONTPELLIER																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	42	0	0	79	7	10	5	0	0	11	82	11	39	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	42	0	0	74	12	7	7	0	0	13	79	12	39	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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
MONTPELLIER																		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	78	11	0	11	0	0	13	83	11	12	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	67	11	11	11	0	0	19	100	1	12	
	BIRMINGHAM	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	88	10	8		
	BIRMINGHAM	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	88	8	8		
<b>TOTAL MONTPELLIER</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>10</b>	<b>10</b>	
MONTREAL (DORVAL)																		
	HEATHROW	AIR CANADA	S	A	30	0	0	67	20	7	7	0	0	15	83	33	30	
	HEATHROW	AIR CANADA	S	D	30	0	0	67	20	10	3	0	0	17	77	8	30	
	GATWICK	AIR TRANSAT	S	A	4	0	0	75	25	0	0	0	0	7	100	0	4	
	GATWICK	AIR TRANSAT	S	D	4	0	0	75	25	0	0	0	0	4	75	5	4	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	57	20	13	3	7	0	34	40	25	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	63	20	7	3	7	0	30	80	10	30	
<b>TOTAL MONTREAL (DORVAL)</b>					<b>128</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>20</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>71</b>	<b>18</b>	<b>18</b>	
MOSCOW (DOMODEDOVO)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	87	7	2	4	0	0	9	86	17	90	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	77	12	6	6	0	0	12	91	14	90	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	59	1	1	76	12	10	2	0	0	10	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	77	17	5	2	0	0	10	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	56	22	17	6	0	0	18	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	78	17	0	6	0	0	11	0	0	0	
<b>TOTAL MOSCOW (DOMODEDOVO)</b>					<b>336</b>	<b>1</b>	<b>1</b>	<b>78</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>14</b>	<b>14</b>	
MOSCOW (SHEREMETYEVO)																		
	HEATHROW	AEROFLOT	S	A	91	0	0	79	16	3	1	0	0	7	76	15	92	
	HEATHROW	AEROFLOT	S	D	91	0	0	87	11	2	0	0	0	6	76	16	92	
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>					<b>182</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>16</b>	<b>16</b>	
MOSCOW (VNUKOVO)																		
	HEATHROW	TRANSAERO AIRLINES	S	A	60	0	0	78	10	5	5	2	0	16	0	0	0	
	HEATHROW	TRANSAERO AIRLINES	S	D	60	0	0	90	7	2	2	0	0	7	0	0	0	
<b>TOTAL MOSCOW (VNUKOVO)</b>					<b>120</b>	<b>14</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	
MUMBAI																		
	HEATHROW	AIR INDIA	S	A	30	0	0	67	7	27	0	0	0	15	64	20	22	
	HEATHROW	AIR INDIA	S	D	29	0	0	69	14	10	7	0	0	14	82	11	22	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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
MUMBAI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	0	78	20	2	0	0	0	7	78	32	59	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	0	78	10	10	2	0	0	10	78	37	59	
	HEATHROW	JET AIRWAYS	S	A	60	0	0	82	10	7	2	0	0	9	68	15	60	
	HEATHROW	JET AIRWAYS	S	D	60	0	0	95	3	0	2	0	0	4	95	4	60	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	73	17	7	3	0	0	9	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	93	3	3	0	0	0	4	0	0	0	
<b>TOTAL MUMBAI</b>					<b>357</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>21</b>	<b>21</b>	
MUNICH																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	171	0	0	71	13	10	6	1	0	16	85	9	155	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	171	0	0	76	13	6	4	1	0	14	86	8	155	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	87	7	3	3	0	0	6	83	12	30	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	80	10	7	3	0	0	10	77	16	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	75	0	0	71	16	9	4	0	0	12	65	15	79	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	75	0	0	75	20	3	3	0	0	10	78	11	79	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	83	6	0	11	0	0	12	96	2	23	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	89	0	0	11	0	0	9	96	2	23	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	83	3	10	3	0	0	9	96	4	55	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	87	7	3	3	0	0	6	96	5	55	
	BIRMINGHAM	LUFTHANSA	S	A	3	0	0	100	0	0	0	0	0	5	0	0	0	
	BIRMINGHAM	LUFTHANSA	S	D	3	0	0	100	0	0	0	0	0	0	0	0	0	
	HEATHROW	LUFTHANSA	S	A	236	0	0	78	13	8	1	0	0	10	79	10	231	
	HEATHROW	LUFTHANSA	S	D	235	0	0	84	11	3	2	0	0	8	82	8	232	
	MANCHESTER	LUFTHANSA	S	A	86	0	0	72	26	2	0	0	0	11	56	18	81	
	MANCHESTER	LUFTHANSA	S	D	85	0	0	85	13	2	0	0	0	7	80	10	82	
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	78	0	0	94	5	1	0	0	0	3	80	10	80	
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	78	0	0	99	0	1	0	0	0	1	81	10	79	
<b>TOTAL MUNICH</b>					<b>1456</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>10</b>	<b>10</b>	
MUNSTER-OSNABRUCK																		
	LONDON CITY	VLM (BELGIUM)	S	A	28	0	0	89	0	7	4	0	0	6	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	D	28	0	0	86	7	0	7	0	0	8	0	0	0	
<b>TOTAL MUNSTER-OSNABRUCK</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	
MURCIA SAN JAVIER																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	43	0	0	88	2	7	2	0	0	7	97	2	38	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
MURCIA SAN JAVIER	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	43	0	0	81	9	7	2	0	0	8	92	5	39
	EDINBURGH	JET2.COM LTD	S	A	10	0	0	100	0	0	0	0	0	4	61	19	18
	EDINBURGH	JET2.COM LTD	S	D	10	0	0	100	0	0	0	0	0	5	72	10	18
	GLASGOW	JET2.COM LTD	S	A	9	0	0	89	11	0	0	0	0	5	0	0	0
	GLASGOW	JET2.COM LTD	S	D	9	0	0	100	0	0	0	0	0	4	0	0	0
	MANCHESTER	JET2.COM LTD	S	A	27	0	0	78	7	4	7	0	4	25	81	12	26
	MANCHESTER	JET2.COM LTD	S	D	27	0	0	74	11	4	7	0	4	28	88	7	26
	NEWCASTLE	JET2.COM LTD	S	A	22	0	0	82	5	9	0	5	0	14	91	10	23
	NEWCASTLE	JET2.COM LTD	S	D	22	0	0	82	14	5	0	0	0	8	96	12	23
	BIRMINGHAM	RYANAIR	S	A	17	0	0	94	6	0	0	0	0	4	94	1	17
	BIRMINGHAM	RYANAIR	S	D	17	0	0	100	0	0	0	0	0	1	94	3	17
	LUTON	RYANAIR	S	A	30	0	0	90	3	7	0	0	0	7	80	14	30
	LUTON	RYANAIR	S	D	30	0	0	90	7	3	0	0	0	6	67	17	30
	MANCHESTER	RYANAIR	S	A	18	0	0	67	33	0	0	0	0	7	94	4	17
	MANCHESTER	RYANAIR	S	D	18	0	0	94	6	0	0	0	0	5	94	3	17
	STANSTED	RYANAIR	S	A	43	0	0	93	2	2	2	0	0	7	88	5	43
	STANSTED	RYANAIR	S	D	43	0	0	93	7	0	0	0	0	3	93	5	44
<b>TOTAL MURCIA SAN JAVIER</b>					<b>438</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>8</b>	<b>8</b>
MUSCAT	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	93	0	7	0	0	0	5	83	7	29
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	70	17	3	7	3	0	19	97	4	29
	HEATHROW	OMAN AIR	S	A	30	0	0	50	33	17	0	0	0	18	77	8	30
	HEATHROW	OMAN AIR	S	D	30	0	0	93	3	3	0	0	0	4	100	1	30
<b>TOTAL MUSCAT</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>89</b>	<b>5</b>	<b>5</b>
MYTILINI	GATWICK	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	5	80	9	5
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	1	100	2	5
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	6	20	143	5
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	8	20	145	5
<b>TOTAL MYTILINI</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>5</b>	<b>55</b>	<b>75</b>	<b>75</b>

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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	34	0	0	74	6	9	9	3	0	24	73	15	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	35	0	0	71	6	17	0	6	0	27	63	25	30	
	HEATHROW	KENYA AIRWAYS	S	A	30	0	0	93	7	0	0	0	0	2	94	4	36	
	HEATHROW	KENYA AIRWAYS	S	D	30	0	0	93	0	7	0	0	0	3	89	7	36	
<b>TOTAL NAIROBI</b>					<b>129</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>5</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>79</b>	<b>12</b>	<b>12</b>	
NANTES																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	95	0	0	5	0	0	6	89	10	9	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	82	14	5	0	0	0	8	89	4	9	
	MANCHESTER	FLYBE LTD	S	A	16	0	0	63	0	19	19	0	0	24	53	15	15	
	MANCHESTER	FLYBE LTD	S	D	16	0	0	63	6	13	19	0	0	23	73	8	15	
	LONDON CITY	VLM (BELGIUM)	S	A	30	0	0	93	7	0	0	0	0	4	87	4	30	
	LONDON CITY	VLM (BELGIUM)	S	D	30	0	0	100	0	0	0	0	0	1	97	2	30	
<b>TOTAL NANTES</b>					<b>136</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>4</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>8</b>	<b>8</b>	
NAPLES																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	60	0	0	63	22	13	2	0	0	15	56	24	89	
	GATWICK	BRITISH AIRWAYS PLC	S	D	60	0	0	68	18	8	5	0	0	13	63	24	89	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	89	0	0	11	0	0	11	78	9	9	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	89	0	0	11	0	0	8	100	0	9	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	32	0	0	59	22	16	3	0	0	17	70	12	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	32	0	0	94	6	0	0	0	0	4	97	2	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	85	12	2	2	0	0	8	87	8	69	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	92	5	2	2	0	0	4	96	4	69	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	25	50	0	0	0	28	0	156	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	25	0	0	0	22	50	147	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	25	0	0	13	0	40	50	59	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	0	0	0	13	0	38	63	120	8	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	0	88	6	8	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	0	88	11	8	
	GATWICK	THOMSON AIRWAYS LTD	C	A	13	0	0	77	8	15	0	0	0	9	67	15	12	
	GATWICK	THOMSON AIRWAYS LTD	C	D	13	0	0	85	8	0	8	0	0	10	83	10	12	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	11	25	20	4	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	8	75	7	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	13	0	0	77	15	0	8	0	0	14	92	6	12	



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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	13	0	0	92	0	0	8	0	0	14	100	5	12
		NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	75	11	4
		NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	11	75	11	4
<b>TOTAL NAPLES</b>						<b>434</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>19</b>	<b>19</b>
NEW YORK (JF KENNEDY)		HEATHROW	AMERICAN AIRLINES	S	A	120	0	0	68	16	9	7	0	0	15	64	21	149
		HEATHROW	AMERICAN AIRLINES	S	D	120	0	0	78	10	12	1	0	0	11	80	9	149
		MANCHESTER	AMERICAN AIRLINES	S	A	30	0	0	93	0	3	3	0	0	8	77	19	30
		MANCHESTER	AMERICAN AIRLINES	S	D	30	0	0	87	3	3	7	0	0	10	83	19	30
		LONDON CITY	BRITISH AIRWAYS (BA) LTD	S	A	40	0	0	90	8	3	0	0	0	4	93	4	42
		LONDON CITY	BRITISH AIRWAYS (BA) LTD	S	D	45	0	0	98	0	0	2	0	0	2	98	1	45
		HEATHROW	BRITISH AIRWAYS PLC	S	A	238	0	0	63	21	11	5	0	0	16	78	16	236
		HEATHROW	BRITISH AIRWAYS PLC	S	D	239	0	0	57	21	17	4	1	0	23	77	18	238
		HEATHROW	DELTA AIRLINES	S	A	90	0	0	67	19	10	4	0	0	15	82	9	90
		HEATHROW	DELTA AIRLINES	S	D	89	0	0	89	4	4	2	0	0	7	90	8	90
		HEATHROW	KUWAIT AIRWAYS	S	A	13	0	0	62	15	15	0	8	0	35	85	7	13
		HEATHROW	KUWAIT AIRWAYS	S	D	12	0	0	0	33	33	25	0	8	73	0	57	13
		MANCHESTER	PAKISTAN INTL AIRLINES	S	D	10	0	0	30	20	40	10	0	0	32	8	40	13
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	120	0	0	78	13	8	2	0	0	9	92	4	90
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	120	0	0	78	13	7	3	0	0	10	89	6	90
<b>TOTAL NEW YORK (JF KENNEDY)</b>						<b>1316</b>	<b>4</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>79</b>	<b>13</b>	<b>13</b>
NEW YORK (NEWARK)		HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	77	10	10	3	0	0	13	83	12	83
		HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	67	20	12	2	0	0	14	81	23	84
		BIRMINGHAM	UNITED AIRLINES	S	A	28	0	0	79	11	7	4	0	0	12	88	3	26
		BIRMINGHAM	UNITED AIRLINES	S	D	28	0	0	89	0	0	11	0	0	8	88	33	26
		EDINBURGH	UNITED AIRLINES	S	A	30	0	0	77	7	10	7	0	0	15	83	13	52
		EDINBURGH	UNITED AIRLINES	S	D	30	0	0	73	7	13	7	0	0	15	80	12	51
		GLASGOW	UNITED AIRLINES	S	A	30	0	0	83	7	3	7	0	0	11	85	5	26
		GLASGOW	UNITED AIRLINES	S	D	30	0	0	83	3	3	7	3	0	16	92	6	26
		HEATHROW	UNITED AIRLINES	S	A	150	0	0	75	12	9	4	1	0	14	74	12	149
		HEATHROW	UNITED AIRLINES	S	D	150	0	0	88	5	2	5	0	0	8	83	12	149
		MANCHESTER	UNITED AIRLINES	S	A	30	0	0	67	13	17	3	0	0	15	73	11	30

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
NEW YORK (NEWARK)																		
	MANCHESTER	UNITED AIRLINES	S	D	30	0	0	83	7	7	3	0	0	10	67	26	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	58	0	0	86	9	2	2	2	0	10	87	10	60	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	58	0	0	88	9	3	0	0	0	6	90	11	60	
<b>TOTAL NEW YORK (NEWARK)</b>					<b>772</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>14</b>	<b>14</b>	
NEWCASTLE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	167	0	0	64	20	9	7	0	0	19	75	13	158	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	167	0	0	69	13	13	5	0	0	15	77	11	158	
	BIRMINGHAM	EASTERN AIRWAYS	S	A	45	0	2	89	0	4	7	0	0	9	92	13	48	
	BIRMINGHAM	EASTERN AIRWAYS	S	D	45	0	2	87	2	2	9	0	0	9	88	12	52	
	GATWICK	FLYBE LTD	S	A	76	0	1	91	9	0	0	0	0	4	79	14	84	
	GATWICK	FLYBE LTD	S	D	76	0	1	80	13	5	1	0	0	8	75	18	84	
<b>TOTAL NEWCASTLE</b>					<b>578</b>	<b>4</b>	<b>6</b>	<b>75</b>	<b>13</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>13</b>	<b>13</b>	
NEWQUAY																		
	EDINBURGH	FLYBE LTD	S	A	6	0	0	83	0	17	0	0	0	11	100	3	17	
	EDINBURGH	FLYBE LTD	S	D	6	0	0	50	17	17	17	0	0	23	94	4	17	
	GATWICK	FLYBE LTD	S	A	82	0	2	95	0	1	2	1	0	7	91	7	90	
	GATWICK	FLYBE LTD	S	D	81	0	3	88	5	2	5	0	0	8	90	8	90	
	MANCHESTER	FLYBE LTD	S	A	30	0	0	93	0	3	3	0	0	5	85	22	26	
	MANCHESTER	FLYBE LTD	S	D	30	0	0	83	10	7	0	0	0	8	81	17	27	
	NEWCASTLE	FLYBE LTD	S	A	3	0	0	67	0	0	0	33	0	87	50	43	4	
	NEWCASTLE	FLYBE LTD	S	D	3	0	0	67	0	0	0	33	0	95	25	51	4	
<b>TOTAL NEWQUAY</b>					<b>241</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>11</b>	<b>11</b>	
NICE																		
	LONDON CITY	BA CITYFLYER LTD	S	A	27	0	0	81	7	7	4	0	0	11	80	10	30	
	LONDON CITY	BA CITYFLYER LTD	S	D	27	0	0	85	4	4	7	0	0	12	87	10	30	
	GATWICK	BRITISH AIRWAYS PLC	S	A	84	0	0	69	14	10	6	0	1	22	75	10	88	
	GATWICK	BRITISH AIRWAYS PLC	S	D	85	0	0	58	15	16	8	2	0	27	62	19	89	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	209	0	0	63	17	16	3	0	0	16	76	12	260	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	210	0	0	68	19	11	2	0	0	14	81	10	261	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	94	6	0	0	0	0	4	88	9	17	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	88	12	0	0	0	0	4	88	8	17	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	141	0	0	67	15	10	8	1	0	19	75	13	126	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	141	0	0	71	19	4	6	1	0	15	82	10	126	

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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																		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	61	0	0	80	5	10	5	0	0	11	67	16	58	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	61	0	0	84	10	3	3	0	0	8	90	6	58	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	75	17	8	0	0	0	7	100	1	13	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	75	17	8	0	0	0	8	100	2	13	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	77	13	3	7	0	0	11	83	6	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	90	3	3	3	0	0	7	90	4	30	
	MANCHESTER	JET2.COM LTD	S	A	21	0	0	67	10	10	14	0	0	21	78	9	18	
	MANCHESTER	JET2.COM LTD	S	D	21	0	0	76	10	10	5	0	0	14	78	7	18	
	BIRMINGHAM	MONARCH AIRLINES	S	A	30	0	0	90	3	7	0	0	0	6	75	23	24	
	BIRMINGHAM	MONARCH AIRLINES	S	D	30	0	0	97	0	0	3	0	0	4	83	14	24	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	18	0	0	89	0	6	0	6	0	24	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	18	0	0	83	6	11	0	0	0	9	0	0	0	
<b>TOTAL NICE</b>					<b>1302</b>	<b>9</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>78</b>	<b>12</b>	<b>12</b>	
NIEDERRHEIN																		
	EDINBURGH	RYANAIR	S	A	17	0	0	100	0	0	0	0	0	0	90	3	21	
	EDINBURGH	RYANAIR	S	D	17	0	0	88	12	0	0	0	0	4	100	2	21	
	STANSTED	RYANAIR	S	A	60	0	0	88	5	2	0	5	0	13	82	7	38	
	STANSTED	RYANAIR	S	D	60	0	0	73	22	3	0	2	0	11	87	8	38	
<b>TOTAL NIEDERRHEIN</b>					<b>154</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>6</b>	<b>6</b>	
NIMES																		
	LUTON	RYANAIR	S	A	30	0	0	93	3	0	3	0	0	4	90	8	30	
	LUTON	RYANAIR	S	D	30	0	0	80	13	3	3	0	0	8	100	1	30	
<b>TOTAL NIMES</b>					<b>60</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>95</b>	<b>5</b>	<b>5</b>	
NORWICH																		
	EDINBURGH	FLYBE LTD	S	A	26	0	0	92	8	0	0	0	0	2	94	8	47	
	EDINBURGH	FLYBE LTD	S	D	26	0	0	88	12	0	0	0	0	5	92	10	48	
	MANCHESTER	LOGANAIR	S	A	64	0	0	88	5	3	5	0	0	11	83	18	60	
	MANCHESTER	LOGANAIR	S	D	64	0	0	84	8	3	5	0	0	10	85	14	60	
<b>TOTAL NORWICH</b>					<b>180</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>13</b>	<b>13</b>	
NUREMBERG																		
	LONDON CITY	CITY JET	S	A	45	0	0	89	2	4	2	2	0	10	0	0	0	
	LONDON CITY	CITY JET	S	D	47	0	0	89	2	4	4	0	0	8	0	0	0	

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE							SEPT 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)											
NUREMBERG	STANSTED	RYANAIR	S	A	30	0	0	97	3	0	0	0	0	2	0	0	0
	STANSTED	RYANAIR	S	D	30	0	0	90	10	0	0	0	0	5	0	0	0
<b>TOTAL NUREMBERG</b>					<b>152</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>7</b>	<b>86</b>	<b>7</b>	<b>7</b>

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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	4	0	0	75	25	0	0	0	0	11	50	20	4
	HEATHROW	BRITISH AIRWAYS PLC	C	D	4	0	0	100	0	0	0	0	0	4	100	3	4
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	38	0	0	76	13	5	3	3	0	16	75	19	36
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	38	0	0	84	8	3	3	3	0	14	86	15	36
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	88	0	0	13	0	0	11	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	FLYBE LTD	C	A	4	0	0	50	25	0	25	0	0	39	0	0	0
	MANCHESTER	FLYBE LTD	C	D	3	0	0	100	0	0	0	0	0	1	0	0	0
	EDINBURGH	JET2.COM LTD	S	A	4	1	0	0	25	75	0	0	0	41	20	69	5
	EDINBURGH	JET2.COM LTD	S	D	4	0	0	75	25	0	0	0	0	5	60	18	5
	GATWICK	MERIDIANA AIR	S	A	4	0	0	100	0	0	0	0	0	2	40	16	5
	GATWICK	MERIDIANA AIR	S	D	4	0	0	100	0	0	0	0	0	3	60	14	5
<b>TOTAL OLBIA</b>					<b>123</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>19</b>	<b>19</b>
OPORTO (PORTUGAL)	GATWICK	AIR PORTUGAL	S	A	60	0	0	58	17	10	15	0	0	27	75	11	60
	GATWICK	AIR PORTUGAL	S	D	60	0	0	67	18	7	8	0	0	19	70	12	60
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	53	20	20	3	0	3	33	60	18	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	43	27	27	3	0	0	25	53	19	30
	STANSTED	RYANAIR	S	A	52	0	0	58	35	6	2	0	0	16	88	7	51
	STANSTED	RYANAIR	S	D	52	0	0	56	21	19	4	0	0	18	76	10	51
<b>TOTAL OPORTO (PORTUGAL)</b>					<b>284</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>23</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>73</b>	<b>12</b>	<b>12</b>
ORLANDO	GATWICK	BRITISH AIRWAYS PLC	S	A	43	0	0	72	14	9	5	0	0	15	86	12	42
	GATWICK	BRITISH AIRWAYS PLC	S	D	43	0	0	58	23	12	7	0	0	23	76	18	42
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	39	0	0	64	10	23	3	0	0	17	57	20	37
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	38	0	0	66	18	11	5	0	0	14	69	22	36
	GLASGOW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	1	0	67	33	0	0	0	0	6	100	1	9
	GLASGOW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	78	11	11	0	0	0	7	90	7	10
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	47	0	0	89	9	0	2	0	0	4	92	3	48
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	46	0	0	89	7	0	4	0	0	7	87	7	47
<b>TOTAL ORLANDO</b>					<b>274</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>12</b>	<b>12</b>
ORLEANS (ST DENIS DE LHO)																	

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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					SEPT 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
OSLO (GARDERMOEN)	HEATHROW	BRITISH AIRWAYS PLC	S	A	138	0	0	78	11	9	2	0	0	10	79	11	117
	HEATHROW	BRITISH AIRWAYS PLC	S	D	138	0	0	79	13	7	1	0	0	9	83	10	117
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	22	0	0	86	9	5	0	0	0	5	100	3	21
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	22	0	0	73	18	5	5	0	0	13	90	5	21
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	102	0	0	88	10	0	2	0	0	5	94	4	80
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	101	0	0	81	13	3	3	0	0	9	86	6	80
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	13	0	0	100	0	0	0	0	0	3	79	6	14
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	D	13	0	0	100	0	0	0	0	0	3	86	10	14
	HEATHROW	SAS	S	A	146	0	0	86	9	4	1	0	0	8	82	10	145
	HEATHROW	SAS	S	D	145	0	0	94	2	2	1	0	0	3	94	4	144
	MANCHESTER	SAS	S	A	26	0	0	96	0	4	0	0	0	4	90	8	21
	MANCHESTER	SAS	S	D	26	0	0	85	12	4	0	0	0	6	90	5	21
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>892</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>7</b>	<b>7</b>
OSTEND																	
<b>TOTAL OSTEND</b>					<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>79</b>	<b>0</b>	<b>44</b>	<b>44</b>
OSTRAVA																	
	STANSTED	RYANAIR	S	A	12	0	0	75	17	0	8	0	0	14	0	0	0
	STANSTED	RYANAIR	S	D	12	0	0	83	0	8	8	0	0	10	0	0	0
<b>TOTAL OSTRAVA</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
OTTAWA INTERNATIONAL																	
	HEATHROW	AIR CANADA	S	A	30	0	0	73	13	7	3	0	3	30	83	6	30
	HEATHROW	AIR CANADA	S	D	30	0	0	87	10	0	3	0	0	8	87	7	30
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>19</b>	<b>85</b>	<b>6</b>	<b>6</b>

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	5	0	0	80	0	20	0	0	0	12	40	21	5	
	BIRMINGHAM	AIR BERLIN	C	D	5	0	0	80	0	20	0	0	0	17	40	25	5	
	LONDON CITY	VLM (BELGIUM)	S	A	26	0	0	77	8	8	8	0	0	15	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	D	25	0	0	80	8	8	4	0	0	11	0	0	0	
<b>TOTAL PADERBORN</b>					<b>61</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>40</b>	<b>23</b>	<b>23</b>	
PALERMO																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	24	0	0	75	8	13	4	0	0	13	72	12	25	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	24	0	0	83	13	4	0	0	0	7	80	8	25	
	STANSTED	RYANAIR	S	A	30	0	0	87	7	7	0	0	0	6	30	26	30	
	STANSTED	RYANAIR	S	D	30	0	0	90	10	0	0	0	0	4	97	3	30	
<b>TOTAL PALERMO</b>					<b>108</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>69</b>	<b>12</b>	<b>12</b>	
PALMA DE MALLORCA																		
	GATWICK	AIR EUROPA	C	A	2	0	0	100	0	0	0	0	0	11	0	0	0	
	EDINBURGH	BA CITYFLYER LTD	C	A	4	0	0	50	50	0	0	0	0	11	75	37	4	
	EDINBURGH	BA CITYFLYER LTD	C	D	3	0	0	100	0	0	0	0	0	4	67	57	3	
	GLASGOW	BA CITYFLYER LTD	C	A	17	0	0	59	18	12	6	6	0	27	80	12	10	
	GLASGOW	BA CITYFLYER LTD	C	D	16	0	0	75	0	19	0	6	0	25	100	4	10	
	LONDON CITY	BA CITYFLYER LTD	S	A	18	0	0	56	6	22	17	0	0	29	82	8	22	
	LONDON CITY	BA CITYFLYER LTD	S	D	18	0	0	72	0	6	22	0	0	19	95	5	22	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	33	11	33	22	0	0	41	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	56	33	11	0	0	0	13	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	78	11	11	0	0	0	8	67	12	9	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	89	0	11	0	0	0	5	67	14	9	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	134	1	0	82	8	4	5	0	0	10	76	10	135	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	135	0	0	81	9	7	2	0	0	10	73	11	135	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	75	25	0	0	0	0	6	78	10	9	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	100	0	0	0	0	0	5	89	4	9	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	66	1	0	88	3	6	3	0	0	7	84	8	68	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	68	0	0	91	3	4	1	0	0	6	88	6	68	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	68	18	9	5	0	0	14	78	11	23	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	91	5	5	0	0	0	5	74	10	23	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	90	3	7	0	0	0	7	77	10	30	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	97	3	0	0	0	0	4	77	10	30	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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
PALMA DE MALLORCA																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	47	1	0	83	11	2	4	0	0	9	83	13	52	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	48	0	0	92	6	0	2	0	0	4	92	4	52	
	BIRMINGHAM	FLYBE LTD	C	A	2	0	0	100	0	0	0	0	0	2	0	0	0	
	BIRMINGHAM	FLYBE LTD	C	D	2	0	0	100	0	0	0	0	0	5	0	0	0	
	EDINBURGH	JET2.COM LTD	S	A	21	0	0	67	10	19	5	0	0	16	57	18	21	
	EDINBURGH	JET2.COM LTD	S	D	21	0	0	95	5	0	0	0	0	4	81	8	21	
	GLASGOW	JET2.COM LTD	S	A	32	0	0	75	13	6	3	3	0	19	67	17	24	
	GLASGOW	JET2.COM LTD	S	D	32	0	0	84	6	6	3	0	0	10	63	14	24	
	MANCHESTER	JET2.COM LTD	S	A	45	0	0	56	27	13	4	0	0	21	57	33	37	
	MANCHESTER	JET2.COM LTD	S	D	45	0	0	58	29	9	4	0	0	15	63	22	38	
	NEWCASTLE	JET2.COM LTD	S	A	35	0	0	89	6	6	0	0	0	5	81	11	31	
	NEWCASTLE	JET2.COM LTD	S	D	35	0	0	94	6	0	0	0	0	7	74	13	31	
	EDINBURGH	JETAIRFLY	C	A	4	0	0	100	0	0	0	0	0	8	0	0	0	
	EDINBURGH	JETAIRFLY	C	D	3	0	0	33	67	0	0	0	0	19	0	0	0	
	GLASGOW	JETAIRFLY	C	A	4	0	0	50	25	25	0	0	0	21	0	0	0	
	GLASGOW	JETAIRFLY	C	D	4	0	0	25	50	0	25	0	0	29	0	0	0	
	MANCHESTER	JETAIRFLY	C	A	4	0	0	75	0	25	0	0	0	9	0	0	0	
	MANCHESTER	JETAIRFLY	C	D	4	0	0	75	0	25	0	0	0	17	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	S	A	50	0	0	64	14	12	10	0	0	19	63	48	43	
	BIRMINGHAM	MONARCH AIRLINES	S	D	49	0	0	92	0	2	4	2	0	10	84	11	43	
	GATWICK	MONARCH AIRLINES	S	A	59	0	0	41	31	14	8	7	0	41	22	41	45	
	GATWICK	MONARCH AIRLINES	S	D	58	0	0	72	10	5	7	3	2	28	61	24	44	
	LUTON	MONARCH AIRLINES	S	A	21	0	0	71	29	0	0	0	0	11	54	22	26	
	LUTON	MONARCH AIRLINES	S	D	21	0	0	95	0	5	0	0	0	5	80	15	25	
	MANCHESTER	MONARCH AIRLINES	S	A	47	0	0	43	21	17	17	2	0	36	30	51	44	
	MANCHESTER	MONARCH AIRLINES	S	D	46	1	0	67	13	7	11	2	0	22	58	47	45	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	5	0	0	20	40	40	0	0	0	32	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	5	0	0	80	20	0	0	0	0	8	0	0	0	
	BIRMINGHAM	RYANAIR	S	A	24	0	0	71	25	0	4	0	0	10	86	8	22	
	BIRMINGHAM	RYANAIR	S	D	24	0	0	88	8	0	4	0	0	5	95	3	22	
	EDINBURGH	RYANAIR	S	A	21	0	0	81	14	5	0	0	0	8	83	4	18	
	EDINBURGH	RYANAIR	S	D	21	0	0	95	5	0	0	0	0	4	83	7	18	
	MANCHESTER	RYANAIR	S	A	60	0	0	62	28	3	5	2	0	18	40	21	43	



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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						SEPT 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)										
PALMA DE MALLORCA																		
	MANCHESTER	RYANAIR	S	D	60	0	0	88	5	5	2	0	0	8	88	6	43	
	STANSTED	RYANAIR	S	A	51	0	0	80	16	4	0	0	0	9	65	16	48	
	STANSTED	RYANAIR	S	D	51	0	1	80	14	2	4	0	0	9	81	9	48	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	17	0	0	71	12	0	18	0	0	20	88	15	17	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	17	0	0	88	6	6	0	0	0	4	75	16	16	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	24	0	0	67	13	17	4	0	0	15	68	29	19	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	21	0	0	81	10	5	5	0	0	9	60	45	15	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	20	0	0	70	15	5	5	5	0	26	74	12	19	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	22	0	0	73	18	0	5	5	0	25	73	13	22	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	28	0	0	64	11	7	14	0	4	42	55	38	29	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	28	0	0	75	11	7	0	0	7	50	55	45	29	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	16	0	0	81	6	6	0	0	6	80	71	36	21	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	15	0	0	80	20	0	0	0	0	8	74	31	19	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	3	100	2	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	13	100	0	3	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	27	0	0	78	11	7	4	0	0	10	79	19	28	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	24	0	0	100	0	0	0	0	0	0	85	19	26	
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	8	0	0	0	25	50	25	0	0	73	11	104	9	
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	8	0	0	63	13	13	13	0	0	29	78	75	9	
	GATWICK	THOMSON AIRWAYS LTD	C	A	70	0	0	71	17	4	6	1	0	17	73	16	74	
	GATWICK	THOMSON AIRWAYS LTD	C	D	60	0	0	75	17	3	3	2	0	15	79	10	66	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	17	0	0	71	24	6	0	0	0	9	29	37	14	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	15	0	0	93	7	0	0	0	0	4	57	26	14	
	LUTON	THOMSON AIRWAYS LTD	C	A	23	0	0	74	13	9	4	0	0	12	68	22	25	
	LUTON	THOMSON AIRWAYS LTD	C	D	19	0	0	79	11	11	0	0	0	7	81	16	21	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	62	0	0	55	18	19	8	0	0	21	62	20	65	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	57	0	0	77	12	4	7	0	0	15	77	12	60	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	25	0	0	80	20	0	0	0	0	6	71	11	24	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	23	0	0	91	4	4	0	0	0	4	84	9	25	
	STANSTED	THOMSON AIRWAYS LTD	C	A	12	0	0	75	0	8	17	0	0	22	85	7	13	
	STANSTED	THOMSON AIRWAYS LTD	C	D	12	0	0	83	0	0	17	0	0	18	100	2	13	
	HEATHROW	VUELING AIRLINES	S	A	30	0	0	33	33	27	7	0	0	28	0	0	0	
	HEATHROW	VUELING AIRLINES	S	D	30	0	0	87	7	0	7	0	0	9	0	0	0	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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)											
PALMA DE MALLORCA					2438	7	1	76	12	7	5	1	0	15	72	18	18
PAPHOS																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	18	0	0	78	11	0	11	0	0	12	78	6	18
	GATWICK	BRITISH AIRWAYS PLC	S	D	18	0	0	44	39	6	11	0	0	29	67	13	18
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	75	13	0	13	0	0	18	100	4	9
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	75	0	13	13	0	0	27	89	9	9
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	88	5	5	2	0	0	6	92	5	59
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	72	18	8	2	0	0	12	70	12	60
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	77	8	15	0	0	0	9	100	1	14
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	69	8	15	8	0	0	18	86	9	14
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	71	19	6	3	0	0	10	81	13	31
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	32	0	0	66	19	13	3	0	0	16	69	15	32
	GLASGOW	JET2.COM LTD	S	A	9	0	0	89	11	0	0	0	0	3	78	39	9
	GLASGOW	JET2.COM LTD	S	D	9	0	0	89	0	11	0	0	0	5	78	9	9
	MANCHESTER	JET2.COM LTD	S	A	9	1	0	44	22	22	11	0	0	33	100	4	9
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	56	22	22	0	0	0	15	78	11	9
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	67	22	11	0	0	0	13	56	32	9
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	22	44	33	0	0	0	25	11	41	9
	BIRMINGHAM	MONARCH AIRLINES	S	A	13	0	0	69	23	0	8	0	0	13	100	0	13
	BIRMINGHAM	MONARCH AIRLINES	S	D	13	0	0	69	15	8	8	0	0	15	57	17	14
	GATWICK	MONARCH AIRLINES	S	A	13	0	0	54	31	15	0	0	0	13	77	10	13
	GATWICK	MONARCH AIRLINES	S	D	13	0	0	62	23	15	0	0	0	15	46	19	13
	MANCHESTER	MONARCH AIRLINES	S	A	9	0	0	44	33	11	11	0	0	22	50	28	10
	MANCHESTER	MONARCH AIRLINES	S	D	9	0	0	22	44	11	22	0	0	34	20	41	10
	MANCHESTER	RYANAIR	S	A	8	1	0	25	0	38	38	0	0	53	0	0	0
	MANCHESTER	RYANAIR	S	D	9	0	0	44	33	0	22	0	0	33	0	0	0
	STANSTED	RYANAIR	S	A	21	0	0	76	19	5	0	0	0	9	76	12	17
	STANSTED	RYANAIR	S	D	21	0	0	62	29	10	0	0	0	13	53	22	17
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	0	0	25	0	0	17	64	60	11
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	13	13	13	0	0	23	70	63	10
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	33	33	0	33	0	0	45	62	35	13
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	25	13	25	38	0	0	60	57	36	14
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	6	69	9	13

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	9	0	0	100	0	0	0	0	0	0	86	10	14
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	4	75	6	4
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	9	100	7	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	27	0	0	78	22	0	0	0	0	7	73	14	22
	GATWICK	THOMSON AIRWAYS LTD	C	D	26	0	0	69	12	19	0	0	0	16	65	16	23
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	1	75	13	4
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	9	75	25	4
	LUTON	THOMSON AIRWAYS LTD	C	A	9	0	0	89	0	11	0	0	0	7	44	14	9
	LUTON	THOMSON AIRWAYS LTD	C	D	8	0	0	75	13	0	13	0	0	15	56	15	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	23	0	0	61	22	4	13	0	0	21	43	21	21
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	22	0	0	68	18	0	14	0	0	20	57	19	21
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	9	0	0	89	0	11	0	0	0	7	100	4	8
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	6	100	3	9
	STANSTED	THOMSON AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	4	63	10	8
	STANSTED	THOMSON AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	2	89	3	9
<b>TOTAL PAPHOS</b>					<b>667</b>	<b>2</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>18</b>	<b>18</b>
PARIS (CHARLES DE GAULLE)	BIRMINGHAM	AIR FRANCE	S	A	89	0	0	98	2	0	0	0	0	3	98	2	89
	BIRMINGHAM	AIR FRANCE	S	D	89	0	0	99	1	0	0	0	0	0	97	2	89
	HEATHROW	AIR FRANCE	S	A	204	0	0	61	22	13	4	0	0	17	75	11	210
	HEATHROW	AIR FRANCE	S	D	204	0	0	90	5	4	1	0	0	6	90	5	210
	MANCHESTER	AIR FRANCE	S	A	89	0	0	76	11	11	1	0	0	11	73	11	90
	MANCHESTER	AIR FRANCE	S	D	89	0	0	83	11	6	0	0	0	6	93	7	90
	NEWCASTLE	BRIT AIR	S	A	80	0	0	80	14	5	1	0	0	11	79	8	78
	NEWCASTLE	BRIT AIR	S	D	78	0	0	67	29	3	1	0	0	13	77	12	78
	HEATHROW	BRITISH AIRWAYS PLC	S	A	197	0	0	64	18	10	7	1	0	17	83	10	198
	HEATHROW	BRITISH AIRWAYS PLC	S	D	197	0	0	73	12	10	5	0	0	14	85	8	198
	EDINBURGH	CITY JET	S	A	119	0	0	76	14	7	2	1	0	11	88	7	120
	EDINBURGH	CITY JET	S	D	119	0	0	80	14	3	3	0	0	10	84	7	120
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	83	10	3	0	3	0	15	87	4	30
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	90	3	7	0	0	0	5	97	3	30
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	87	3	10	0	0	0	6	85	10	26
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	83	7	10	0	0	0	7	73	9	26

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	78	0	0	79	9	9	3	0	0	10	84	15	77	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	78	0	0	82	9	8	1	0	0	8	81	9	77	
	BIRMINGHAM	FLYBE LTD	S	A	77	0	0	99	0	1	0	0	0	1	91	6	75	
	BIRMINGHAM	FLYBE LTD	S	D	77	0	0	95	5	0	0	0	0	2	80	11	75	
	GLASGOW	FLYBE LTD	S	A	30	0	0	90	0	3	3	3	0	14	87	14	30	
	GLASGOW	FLYBE LTD	S	D	30	0	0	80	3	13	0	3	0	21	90	15	30	
	MANCHESTER	FLYBE LTD	S	A	102	0	0	96	2	2	0	0	0	3	88	8	100	
	MANCHESTER	FLYBE LTD	S	D	102	0	0	77	15	6	2	0	0	10	85	10	100	
	MANCHESTER	JET2.COM LTD	S	A	22	0	0	68	23	9	0	0	0	10	88	5	17	
	MANCHESTER	JET2.COM LTD	S	D	22	0	0	73	14	14	0	0	0	11	88	7	17	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>2294</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>8</b>	<b>8</b>	
PARIS (LE BOURGET)																		
PARIS (ORLY)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	112	0	0	64	16	14	5	0	0	17	88	7	120	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	112	0	0	76	14	6	4	0	0	10	86	6	120	
	LONDON CITY	VLM (BELGIUM)	S	A	134	0	0	72	15	8	4	0	0	13	93	5	133	
	LONDON CITY	VLM (BELGIUM)	S	D	134	0	0	84	11	3	2	0	0	8	92	5	132	
<b>TOTAL PARIS (ORLY)</b>					<b>492</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>90</b>	<b>6</b>	<b>6</b>	
PARMA																		
	STANSTED	RYANAIR	S	A	13	0	0	38	31	31	0	0	0	21	42	20	12	
	STANSTED	RYANAIR	S	D	13	0	0	46	38	15	0	0	0	18	67	13	12	
<b>TOTAL PARMA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>35</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>54</b>	<b>17</b>	<b>17</b>	
PATRAS																		
PAU																		
	LONDON CITY	CITY JET	S	A	13	0	0	85	8	0	8	0	0	10	92	3	12	
	LONDON CITY	CITY JET	S	D	13	0	0	85	8	0	8	0	0	14	85	4	13	
<b>TOTAL PAU</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>88</b>	<b>4</b>	<b>4</b>	
PERPIGNAN																		
	BIRMINGHAM	RYANAIR	S	A	11	0	1	100	0	0	0	0	0	1	0	0	0	
	BIRMINGHAM	RYANAIR	S	D	12	0	4	100	0	0	0	0	0	0	0	0	0	
	STANSTED	RYANAIR	S	A	26	0	0	92	4	4	0	0	0	5	95	6	21	
	STANSTED	RYANAIR	S	D	26	0	0	92	8	0	0	0	0	5	95	3	21	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						SEPT 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)										
PERPIGNAN																		
<b>TOTAL PERPIGNAN</b>					<b>75</b>	<b>0</b>	<b>5</b>	<b>95</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>93</b>	<b>5</b>	<b>5</b>	
PERUGIA																		
	STANSTED	RYANAIR	S	A	22	0	0	73	5	14	9	0	0	20	95	6	21	
	STANSTED	RYANAIR	S	D	22	0	0	91	5	5	0	0	0	7	95	2	21	
<b>TOTAL PERUGIA</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>5</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>95</b>	<b>4</b>	<b>4</b>	
PESCARA																		
	STANSTED	RYANAIR	S	A	22	0	0	91	9	0	0	0	0	5	90	19	21	
	STANSTED	RYANAIR	S	D	22	0	0	95	5	0	0	0	0	4	86	6	21	
<b>TOTAL PESCARA</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>13</b>	<b>13</b>	
PESHAWAR																		
PHILADELPHIA INTERNATIONAL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	0	95	2	2	2	0	0	5	79	12	58	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	0	71	14	12	3	0	0	14	74	12	58	
	GLASGOW	US AIRWAYS	S	A	28	0	0	79	14	4	0	4	0	14	89	3	28	
	GLASGOW	US AIRWAYS	S	D	28	0	0	93	4	0	4	0	0	5	100	0	28	
	HEATHROW	US AIRWAYS	S	A	30	0	0	77	7	3	13	0	0	19	83	9	30	
	HEATHROW	US AIRWAYS	S	D	30	0	0	80	7	7	7	0	0	14	90	10	30	
	MANCHESTER	US AIRWAYS	S	A	30	0	0	67	13	13	7	0	0	16	80	14	30	
	MANCHESTER	US AIRWAYS	S	D	30	0	0	80	13	3	3	0	0	8	77	11	30	
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>294</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>10</b>	<b>10</b>	
PHOENIX																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	50	13	27	7	0	3	70	73	33	26	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	33	27	27	13	0	0	33	65	37	26	
<b>TOTAL PHOENIX</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>20</b>	<b>27</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>51</b>	<b>69</b>	<b>35</b>	<b>35</b>	
PISA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	60	0	0	73	8	10	8	0	0	16	60	19	60	
	GATWICK	BRITISH AIRWAYS PLC	S	D	60	0	0	77	15	5	3	0	0	12	53	17	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	34	0	0	71	21	3	6	0	0	13	86	8	35	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	34	0	0	76	12	9	3	0	0	11	97	2	35	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	51	0	0	82	8	4	4	2	0	15	85	8	52	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	51	0	0	78	18	2	2	0	0	10	87	9	52	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	93	3	3	0	0	0	3	90	5	30	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2012				
					30	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
PISA	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	93	0	7	0	0	0	5	77	7	30	
	MANCHESTER	JET2.COM LTD	S	A	21	0	0	48	19	19	5	5	5	48	67	40	21	
	MANCHESTER	JET2.COM LTD	S	D	21	0	0	62	24	5	5	5	0	23	81	23	21	
	NEWCASTLE	JET2.COM LTD	S	A	6	0	0	83	0	0	0	17	0	39	57	14	7	
	NEWCASTLE	JET2.COM LTD	S	D	6	0	0	100	0	0	0	0	0	6	100	9	7	
	EDINBURGH	RYANAIR	S	A	12	0	0	67	0	25	8	0	0	21	85	9	13	
	EDINBURGH	RYANAIR	S	D	12	0	0	92	8	0	0	0	0	4	100	3	13	
	STANSTED	RYANAIR	S	A	95	0	0	49	28	15	3	3	1	34	66	19	90	
	STANSTED	RYANAIR	S	D	95	0	0	87	9	1	2	0	0	8	87	8	90	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	100	3	5	
	GATWICK	THOMSON AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	6	100	7	4	
<b>TOTAL PISA</b>					<b>625</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>13</b>	<b>13</b>	
PITTSBURGH																		
<b>TOTAL PITTSBURGH</b>					<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	
PLOVDIV																		
	STANSTED	RYANAIR	S	A	12	0	0	75	17	8	0	0	0	10	100	4	9	
	STANSTED	RYANAIR	S	D	12	0	0	83	8	8	0	0	0	8	100	4	9	
<b>TOTAL PLOVDIV</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>9</b>	<b>100</b>	<b>4</b>	<b>4</b>	
PODGORICA																		
	GATWICK	MONTENEGRO AIRLINES	S	A	2	0	0	100	0	0	0	0	0	1	100	0	1	
	GATWICK	MONTENEGRO AIRLINES	S	D	2	0	0	50	0	50	0	0	0	30	100	0	1	
<b>TOTAL PODGORICA</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>100</b>	<b>0</b>	<b>0</b>	
POITIERS																		
	STANSTED	RYANAIR	S	A	18	0	0	94	6	0	0	0	0	3	94	3	17	
	STANSTED	RYANAIR	S	D	18	0	0	100	0	0	0	0	0	3	94	5	17	
<b>TOTAL POITIERS</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>94</b>	<b>4</b>	<b>4</b>	
PORT OF SPAIN																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	21	0	0	62	24	10	5	0	0	13	73	12	26	
	GATWICK	BRITISH AIRWAYS PLC	S	D	21	0	0	81	14	0	5	0	0	13	72	19	25	
	GATWICK	CARIBBEAN AIRLINES	S	A	13	0	0	31	15	15	31	0	8	150	78	9	9	
	GATWICK	CARIBBEAN AIRLINES	S	D	13	0	0	38	15	15	23	0	8	143	56	16	9	
<b>TOTAL PORT OF SPAIN</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>18</b>	<b>9</b>	<b>13</b>	<b>0</b>	<b>3</b>	<b>64</b>	<b>71</b>	<b>15</b>	<b>15</b>	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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
PORTO SANTO																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	3	50	20	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	3	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	10	100	0	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	60	20	0	20	0	0	19	100	2	4	
<b>TOTAL PORTO SANTO</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>6</b>	<b>6</b>	
POZNAN																		
	EDINBURGH	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	3	88	5	8	
	EDINBURGH	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	2	100	3	8	
	STANSTED	RYANAIR	S	A	30	0	0	100	0	0	0	0	0	2	73	11	30	
	STANSTED	RYANAIR	S	D	30	0	0	97	3	0	0	0	0	4	70	12	30	
	LUTON	WIZZ AIR	S	A	28	0	0	96	4	0	0	0	0	1	93	8	27	
	LUTON	WIZZ AIR	S	D	28	0	0	86	4	7	4	0	0	10	81	15	27	
<b>TOTAL POZNAN</b>					<b>134</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>81</b>	<b>11</b>	<b>11</b>	
PRAGUE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	139	0	0	71	17	6	6	0	0	14	89	6	150	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	139	0	0	76	13	6	5	0	0	12	87	6	150	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	100	0	0	0	0	0	3	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	100	0	0	0	0	0	3	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	49	0	0	76	16	6	2	0	0	12	67	14	48	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	49	0	0	69	14	12	4	0	0	15	77	11	48	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	92	8	0	0	0	0	4	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	85	15	0	0	0	0	3	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	83	10	0	7	0	0	11	97	3	29	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	83	10	0	7	0	0	10	93	5	29	
	EDINBURGH	JET2.COM LTD	S	A	18	0	0	89	6	0	6	0	0	10	59	37	17	
	EDINBURGH	JET2.COM LTD	S	D	18	0	0	94	6	0	0	0	0	3	76	25	17	
	MANCHESTER	JET2.COM LTD	S	A	26	0	0	50	27	12	12	0	0	27	72	28	25	
	MANCHESTER	JET2.COM LTD	S	D	26	0	0	69	19	4	8	0	0	17	68	26	25	
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	78	22	0	0	0	0	5	82	4	11	
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	67	11	22	0	0	0	12	73	6	11	
	LUTON	WIZZ AIR	S	A	35	0	0	86	9	3	3	0	0	9	98	1	47	
	LUTON	WIZZ AIR	S	D	35	0	0	80	11	6	3	0	0	12	91	4	47	
<b>TOTAL PRAGUE</b>					<b>676</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>84</b>	<b>9</b>	<b>9</b>	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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
PREVEZA	BIRMINGHAM	FLYBE LTD	C	A	5	0	0	80	0	0	20	0	0	14	0	0	0
	BIRMINGHAM	FLYBE LTD	C	D	5	0	0	80	0	0	20	0	0	21	0	0	0
	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	A	9	0	0	78	0	0	22	0	0	25	0	0	0
	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	D	9	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	15	0	0	87	13	0	0	0	0	6	80	25	10
	GATWICK	MONARCH AIRLINES	C	D	15	0	0	100	0	0	0	0	0	1	100	3	10
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	40	20	40	0	0	0	26	60	69	5
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	40	20	40	0	0	0	27	60	76	5
	MANCHESTER	SMALL PLANET AIRLINES POLSKA	C	A	4	0	0	75	0	0	25	0	0	17	0	0	0
	MANCHESTER	SMALL PLANET AIRLINES POLSKA	C	D	4	0	0	50	25	0	25	0	0	29	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	0	12	80	11	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	0	11	80	10	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	1	100	0	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	2	5
	GATWICK	THOMSON AIRWAYS LTD	C	A	10	0	0	70	20	10	0	0	0	9	90	5	10
	GATWICK	THOMSON AIRWAYS LTD	C	D	10	0	0	60	30	0	10	0	0	16	60	16	10
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	8	80	7	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	40	40	20	0	0	0	17	60	16	5
<b>TOTAL PREVEZA</b>					<b>127</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>15</b>	<b>15</b>
PRISTINA	GATWICK	GERMANIA FLUGGESELLSCHAFT	S	A	8	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	GERMANIA FLUGGESELLSCHAFT	S	D	7	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL PRISTINA</b>					<b>15</b>	<b>1</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>26</b>	<b>26</b>
PROVIDENCIALES	HEATHROW	BRITISH AIRWAYS PLC	S	A	5	0	0	100	0	0	0	0	0	5	100	2	4
	HEATHROW	BRITISH AIRWAYS PLC	S	D	5	0	0	100	0	0	0	0	0	4	60	9	5
<b>TOTAL PROVIDENCIALES</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>4</b>	<b>78</b>	<b>6</b>	<b>6</b>
PUERTO PLATA	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	12	100	1	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	6	0	0	67	17	0	17	0	0	21	100	3	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	0	0	0	20	96	75	12	4



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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)											
PUERTO PLATA	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	60	20	0	0	20	0	75	60	27	5
<b>TOTAL PUERTO PLATA</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>51</b>	<b>72</b>	<b>19</b>	<b>19</b>
PULA	GLASGOW	JET2.COM LTD	S	A	3	0	0	100	0	0	0	0	0	4	0	0	0
	GLASGOW	JET2.COM LTD	S	D	3	0	0	100	0	0	0	0	0	1	0	0	0
	MANCHESTER	JET2.COM LTD	S	A	4	0	0	25	75	0	0	0	0	16	20	28	5
	MANCHESTER	JET2.COM LTD	S	D	4	0	0	50	25	25	0	0	0	18	80	8	5
	STANSTED	RYANAIR	S	A	13	0	0	77	8	15	0	0	0	13	67	12	9
	STANSTED	RYANAIR	S	D	13	0	0	77	15	8	0	0	0	10	89	8	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	8	0	0	88	13	0	0	0	0	2	100	0	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	7	0	0	100	0	0	0	0	0	0	100	2	3
	GATWICK	THOMSON AIRWAYS LTD	C	A	8	0	0	75	0	13	13	0	0	19	100	0	8
	GATWICK	THOMSON AIRWAYS LTD	C	D	8	0	0	75	13	0	13	0	0	14	88	4	8
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	5	100	0	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	8	0	0	88	13	0	0	0	0	8	75	8	4
<b>TOTAL PULA</b>					<b>89</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>7</b>	<b>7</b>
PUNTA CANA	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	89	11	0	0	0	0	6	75	14	8
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	89	11	0	0	0	0	7	78	26	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	19	25	67	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	0	25	0	0	23	75	48	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	50	125	2
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	4	50	127	2
	GATWICK	THOMSON AIRWAYS LTD	C	A	8	0	0	63	0	25	13	0	0	30	56	57	9
	GATWICK	THOMSON AIRWAYS LTD	C	D	8	0	0	50	38	0	13	0	0	20	50	94	8
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	9	0	0	33	22	0	22	22	0	79	75	11	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	8	0	0	38	13	0	13	38	0	100	100	5	4
<b>TOTAL PUNTA CANA</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>5</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>35</b>	<b>65</b>	<b>49</b>	<b>49</b>

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

Origin / Destinations: Q

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						SEPT 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)										
QUIMPER	LONDON CITY	BA CITYFLYER LTD	S	A	3	0	0	67	0	0	33	0	0	62	75	10	4	
	LONDON CITY	BA CITYFLYER LTD	S	D	3	0	0	67	0	0	33	0	0	55	100	0	4	
<b>TOTAL QUIMPER</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>88</b>	<b>5</b>	<b>5</b>	

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	29	0	1	83	10	0	3	3	0	21	63	26	30	
	HEATHROW	AMERICAN AIRLINES	S	D	29	0	1	93	7	0	0	0	0	4	70	34	30	
<b>TOTAL RALEIGH</b>					<b>58</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>30</b>	<b>30</b>	
RENNES																		
	MANCHESTER	FLYBE LTD	S	A	2	0	0	100	0	0	0	0	0	5	50	17	2	
	MANCHESTER	FLYBE LTD	S	D	2	0	0	50	50	0	0	0	0	8	50	10	2	
<b>TOTAL RENNES</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>50</b>	<b>14</b>	<b>14</b>	
REUS																		
	GLASGOW	BA CITYFLYER LTD	C	A	3	1	0	67	33	0	0	0	0	11	100	0	4	
	GLASGOW	BA CITYFLYER LTD	C	D	5	0	0	100	0	0	0	0	0	4	100	7	4	
	EDINBURGH	FLYBE LTD	C	A	3	0	0	100	0	0	0	0	0	0	100	0	4	
	EDINBURGH	FLYBE LTD	C	D	4	0	0	100	0	0	0	0	0	6	100	4	3	
	GLASGOW	FLYBE LTD	C	A	7	0	0	86	14	0	0	0	0	3	0	0	0	
	GLASGOW	FLYBE LTD	C	D	7	0	0	86	14	0	0	0	0	7	0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	6	0	0	67	17	17	0	0	0	12	71	19	7	
	MANCHESTER	JET2.COM LTD	S	D	5	0	0	60	20	0	20	0	0	19	71	25	7	
	NEWCASTLE	JET2.COM LTD	S	A	7	0	0	71	29	0	0	0	0	7	86	11	7	
	NEWCASTLE	JET2.COM LTD	S	D	7	0	0	71	29	0	0	0	0	10	57	25	7	
	BIRMINGHAM	RYANAIR	S	A	13	0	0	92	8	0	0	0	0	1	100	1	13	
	BIRMINGHAM	RYANAIR	S	D	13	0	0	92	8	0	0	0	0	4	85	5	13	
	LUTON	RYANAIR	S	A	16	0	0	81	6	13	0	0	0	8	100	2	17	
	LUTON	RYANAIR	S	D	16	0	0	81	6	13	0	0	0	8	100	2	17	
	MANCHESTER	RYANAIR	S	A	9	0	0	44	33	11	11	0	0	31	100	0	9	
	MANCHESTER	RYANAIR	S	D	9	0	0	56	33	0	11	0	0	29	100	1	9	
	STANSTED	RYANAIR	S	A	22	0	0	95	0	0	5	0	0	6	100	1	22	
	STANSTED	RYANAIR	S	D	22	0	0	86	14	0	0	0	0	4	95	4	22	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	31	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	0	100	0	3	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	1	75	17	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	0	33	33	3	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	14	0	0	93	0	0	0	7	0	15	75	63	12	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	85	8	0	0	8	0	21	67	111	12	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	0	20	0	37	80	4	5	

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
REUS	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	0	20	0	44	80	94	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	8	1	0	100	0	0	0	0	0	3	100	0	7
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	8	0	0	88	0	13	0	0	0	4	100	3	8
	GATWICK	THOMSON AIRWAYS LTD	C	A	12	0	0	75	17	0	8	0	0	10	92	5	13
	GATWICK	THOMSON AIRWAYS LTD	C	D	12	0	0	75	17	8	0	0	0	11	100	4	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	100	4	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	4	100	0	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	12	0	0	75	0	8	17	0	0	18	85	9	13
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	12	0	0	75	0	17	8	0	0	15	85	12	13
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	0	100	1	9
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	7	0	0	100	0	0	0	0	0	1	100	3	9
<b>TOTAL REUS</b>					<b>325</b>	<b>2</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>91</b>	<b>13</b>	<b>13</b>
REYKJAVIK																	
RHODES	STANSTED	AEGEAN AIRLINES	S	A	3	0	0	67	0	33	0	0	0	11	0	0	0
	STANSTED	AEGEAN AIRLINES	S	D	3	0	0	67	33	0	0	0	0	12	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	C	A	4	0	0	75	0	25	0	0	0	15	83	11	6
	HEATHROW	BRITISH AIRWAYS PLC	C	D	4	0	0	100	0	0	0	0	0	2	100	4	6
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	76	19	5	0	0	0	8	85	17	20
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	71	29	0	0	0	0	8	80	14	20
	MANCHESTER	GERMANIA FLUGGESELLSCHAFT	C	A	12	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	GERMANIA FLUGGESELLSCHAFT	C	D	12	0	0	92	8	0	0	0	0	4	0	0	0
	GLASGOW	JET2.COM LTD	S	A	4	0	0	50	50	0	0	0	0	11	50	9	4
	GLASGOW	JET2.COM LTD	S	D	4	0	0	75	25	0	0	0	0	7	50	12	4
	MANCHESTER	JET2.COM LTD	S	A	4	0	0	50	25	0	25	0	0	28	25	45	4
	MANCHESTER	JET2.COM LTD	S	D	4	0	0	100	0	0	0	0	0	4	25	31	4
	NEWCASTLE	JET2.COM LTD	S	A	4	0	0	100	0	0	0	0	0	2	75	46	4
	NEWCASTLE	JET2.COM LTD	S	D	4	0	0	100	0	0	0	0	0	3	75	58	4
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	6	50	12	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	8	100	4	4
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	75	50	4

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
RHODES	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	12	50	12	4
	STANSTED	RYANAIR	S	A	13	0	0	77	23	0	0	0	0	8	78	8	9
	STANSTED	RYANAIR	S	D	13	0	0	92	8	0	0	0	0	5	100	3	9
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	80	29	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	80	37	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	11	11	0	0	0	11	78	11	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	13	25	0	0	0	13	56	20	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	19	100	5	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	26	100	3	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	67	11	0	11	0	11	59	31	63	13
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	0	13	13	0	13	82	36	43	11
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	63	63	8
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	1	71	64	7
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	12	0	0	92	0	8	0	0	0	4	92	8	13
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	11	0	0	91	9	0	0	0	0	1	92	12	12
	GATWICK	THOMSON AIRWAYS LTD	C	A	20	0	0	90	0	0	0	10	0	23	81	18	21
	GATWICK	THOMSON AIRWAYS LTD	C	D	17	0	0	82	12	0	0	6	0	22	60	24	20
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	80	8	5
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	80	10	5
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	60	22	5
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	80	19	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	18	0	0	72	11	11	0	6	0	23	53	35	17
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	14	0	0	71	7	21	0	0	0	15	56	39	16
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	6	75	13	4
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	6	50	21	4
	STANSTED	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	0	89	5	9
	STANSTED	THOMSON AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	2	89	8	9
	GATWICK	TRAVEL SERVICE AIRLINES	C	A	11	0	0	91	0	9	0	0	0	4	0	0	0
	GATWICK	TRAVEL SERVICE AIRLINES	C	D	10	0	0	30	70	0	0	0	0	17	0	0	0
<b>TOTAL RHODES</b>					<b>359</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>12</b>	<b>70</b>	<b>27</b>	<b>27</b>
RIGA	GATWICK	AIR BALTIC	S	A	34	0	0	74	24	3	0	0	0	10	60	12	30
	GATWICK	AIR BALTIC	S	D	34	0	0	68	24	6	3	0	0	15	57	14	30

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
RIGA	MANCHESTER	RYANAIR	S	A	12	0	0	58	33	0	8	0	0	17	0	0	0
	MANCHESTER	RYANAIR	S	D	12	0	0	92	8	0	0	0	0	2	0	0	0
	STANSTED	RYANAIR	S	A	46	0	0	91	2	7	0	0	0	5	92	5	39
	STANSTED	RYANAIR	S	D	46	0	0	96	4	0	0	0	0	2	98	1	40
	LUTON	WIZZ AIR	S	A	30	0	0	90	0	10	0	0	0	5	79	11	28
	LUTON	WIZZ AIR	S	D	30	0	0	80	10	0	10	0	0	12	69	16	29
<b>TOTAL RIGA</b>					<b>244</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>78</b>	<b>9</b>	<b>9</b>
RIJEKA	STANSTED	RYANAIR	S	A	5	0	0	100	0	0	0	0	0	3	0	0	0
	STANSTED	RYANAIR	S	D	5	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL RIJEKA</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>
RIMINI																	
RIO DE JANEIRO (GALEAO)	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	55	31	10	3	0	0	16	50	26	26
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	66	14	14	7	0	0	19	65	29	26
	HEATHROW	TAM LINHAS AEREAS	S	A	13	0	0	38	23	31	8	0	0	26	69	14	13
	HEATHROW	TAM LINHAS AEREAS	S	D	13	0	0	85	15	0	0	0	0	6	100	1	13
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>					<b>84</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>21</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>67</b>	<b>21</b>	<b>21</b>
RIYADH	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	63	3	33	0	0	0	14	10	38	29
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	67	17	7	10	0	0	20	79	14	29
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	30	0	0	37	27	33	3	0	0	22	68	25	22
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	30	0	0	90	3	3	3	0	0	7	96	7	26
<b>TOTAL RIYADH</b>					<b>120</b>	<b>2</b>	<b>0</b>	<b>64</b>	<b>13</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>61</b>	<b>22</b>	<b>22</b>
ROCKFORD																	
RODEZ	STANSTED	RYANAIR	S	A	17	0	0	82	6	12	0	0	0	7	88	7	17
	STANSTED	RYANAIR	S	D	17	0	0	82	6	6	6	0	0	9	94	4	17
<b>TOTAL RODEZ</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>6</b>	<b>6</b>
ROME (CIAMPINO)	EDINBURGH	RYANAIR	S	A	18	0	0	100	0	0	0	0	0	4	41	31	17
	EDINBURGH	RYANAIR	S	D	18	0	0	94	0	6	0	0	0	6	100	5	17

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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)												
ROME (CIAMPINO)																		
	MANCHESTER	RYANAIR	S	A	30	0	0	90	7	3	0	0	0	7	67	17	30	
	MANCHESTER	RYANAIR	S	D	30	0	0	80	13	7	0	0	0	8	90	7	30	
	STANSTED	RYANAIR	S	A	117	0	0	87	9	2	1	1	0	7	41	26	90	
	STANSTED	RYANAIR	S	D	117	0	0	92	6	2	0	0	0	4	86	7	90	
<b>TOTAL ROME (CIAMPINO)</b>					<b>330</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>68</b>	<b>16</b>	<b>16</b>	
ROME (FIUMICINO)																		
	HEATHROW	ALITALIA (CAI)	S	A	90	0	0	73	14	9	3	0	0	12	56	17	120	
	HEATHROW	ALITALIA (CAI)	S	D	90	0	0	78	13	8	1	0	0	9	52	19	120	
	LONDON CITY	ALITALIA (CAI)	S	A	25	0	0	76	12	4	8	0	0	15	0	0	0	
	LONDON CITY	ALITALIA (CAI)	S	D	25	0	0	76	8	4	12	0	0	17	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	59	1	1	44	29	19	8	0	0	25	21	44	43	
	GATWICK	BRITISH AIRWAYS PLC	S	D	60	0	0	63	17	17	3	0	0	16	53	24	43	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	208	0	0	56	16	17	10	0	1	35	53	23	203	
	HEATHROW	BRITISH AIRWAYS PLC	C	A	2	0	0	50	0	0	50	0	0	63	0	33	1	
	HEATHROW	BRITISH AIRWAYS PLC	C	D	2	0	0	50	0	50	0	0	0	25	100	7	1	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	208	0	0	68	15	10	8	0	0	17	78	10	203	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	107	0	0	78	12	7	4	0	0	14	50	21	103	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	107	0	0	79	15	4	3	0	0	10	82	7	103	
	GLASGOW	JET2.COM LTD	S	A	13	0	0	23	38	31	8	0	0	34	31	39	13	
	GLASGOW	JET2.COM LTD	S	D	13	0	0	100	0	0	0	0	0	3	85	6	13	
	MANCHESTER	JET2.COM LTD	S	A	30	0	0	40	37	20	3	0	0	23	40	36	30	
	MANCHESTER	JET2.COM LTD	S	D	30	0	0	57	30	10	3	0	0	17	70	21	30	
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	56	22	11	11	0	0	17	33	25	9	
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	89	11	0	0	0	0	9	100	4	9	
	BIRMINGHAM	MONARCH AIRLINES	S	A	30	0	0	77	10	3	7	0	3	27	33	56	30	
	BIRMINGHAM	MONARCH AIRLINES	S	D	30	0	0	93	3	0	0	0	3	14	83	26	30	
	LUTON	MONARCH AIRLINES	S	A	13	0	0	62	23	15	0	0	0	14	47	35	17	
	LUTON	MONARCH AIRLINES	S	D	13	0	0	69	23	0	8	0	0	13	71	20	17	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	15	0	1	53	33	0	13	0	0	28	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	15	0	0	80	7	13	0	0	0	9	0	0	0	
<b>TOTAL ROME (FIUMICINO)</b>					<b>1205</b>	<b>1</b>	<b>2</b>	<b>67</b>	<b>16</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>60</b>	<b>20</b>	<b>20</b>	
RONNEBY																		
ROTTERDAM																		

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					SEPT 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	
ROTTERDAM																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	79	0	0	66	16	11	6	0	0	17	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	79	0	0	90	6	4	0	0	0	4	0	0	0
	LONDON CITY	VLM (BELGIUM)	S	A	188	0	0	93	2	2	3	0	0	6	95	3	163
	LONDON CITY	VLM (BELGIUM)	S	D	185	0	0	93	3	1	3	0	0	5	94	4	163
<b>TOTAL ROTTERDAM</b>					<b>533</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>95</b>	<b>3</b>	<b>3</b>
RYGGE																	
	MANCHESTER	RYANAIR	S	A	18	0	0	94	6	0	0	0	0	3	71	16	17
	MANCHESTER	RYANAIR	S	D	18	0	0	94	6	0	0	0	0	5	59	25	17
	STANSTED	RYANAIR	S	A	86	0	0	94	1	2	1	1	0	6	90	4	60
	STANSTED	RYANAIR	S	D	86	0	0	92	3	3	1	0	0	4	92	4	60
<b>TOTAL RYGGE</b>					<b>208</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>7</b>	<b>7</b>
RZESZOW																	
	BIRMINGHAM	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	0	100	1	9
	BIRMINGHAM	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	0	100	4	9
	LUTON	RYANAIR	S	A	14	0	0	86	7	7	0	0	0	6	85	10	13
	LUTON	RYANAIR	S	D	14	0	0	86	0	14	0	0	0	7	77	13	13
	MANCHESTER	RYANAIR	S	A	9	0	0	78	11	11	0	0	0	7	78	10	9
	MANCHESTER	RYANAIR	S	D	9	0	0	78	22	0	0	0	0	7	78	8	9
	STANSTED	RYANAIR	S	A	31	0	0	94	6	0	0	0	0	3	87	5	30
	STANSTED	RYANAIR	S	D	31	0	0	97	3	0	0	0	0	5	97	4	30
<b>TOTAL RZESZOW</b>					<b>126</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>6</b>	<b>6</b>



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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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
SALONIKA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	18	0	0	44	22	28	0	6	0	29	53	18	17	
	GATWICK	BRITISH AIRWAYS PLC	S	D	18	0	0	67	6	17	11	0	0	25	59	15	17	
	HEATHROW	BRITISH AIRWAYS PLC	C	A	4	0	0	75	25	0	0	0	0	5	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	C	D	4	0	0	75	0	25	0	0	0	13	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	24	0	0	83	13	4	0	0	0	5	86	19	21	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	24	0	0	96	0	4	0	0	0	5	90	10	21	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	78	11	11	0	0	0	12	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	100	0	0	0	0	0	3	0	0	0	
	STANSTED	RYANAIR	S	A	13	0	0	85	0	8	8	0	0	15	8	28	12	
	STANSTED	RYANAIR	S	D	13	0	0	92	0	0	8	0	0	9	67	14	12	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	1	100	2	3	
	LUTON	THOMSON AIRWAYS LTD	C	A	5	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	4	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	16	100	0	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	23	100	5	4	
<b>TOTAL SALONIKA</b>					<b>162</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>16</b>	<b>16</b>	
SALZBURG																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	19	0	0	53	42	5	0	0	0	13	72	12	18	
	GATWICK	BRITISH AIRWAYS PLC	S	D	19	0	0	68	26	5	0	0	0	13	72	11	18	
	BIRMINGHAM	FLYBE LTD	C	A	6	0	0	83	0	0	17	0	0	23	100	0	4	
	BIRMINGHAM	FLYBE LTD	C	D	4	0	0	100	0	0	0	0	0	0	67	18	3	
	GLASGOW	FLYBE LTD	C	A	3	0	0	33	67	0	0	0	0	12	0	31	4	
	GLASGOW	FLYBE LTD	C	D	2	0	0	100	0	0	0	0	0	7	100	4	3	
	STANSTED	RYANAIR	S	A	17	0	0	100	0	0	0	0	0	5	88	9	17	
	STANSTED	RYANAIR	S	D	17	0	0	88	12	0	0	0	0	6	94	2	17	
	GATWICK	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	100	5	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	1	100	0	3	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	8	0	0	88	0	0	13	0	0	16	100	1	9	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	6	0	0	67	17	0	17	0	0	25	100	3	7	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	1	100	0	3	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	4	100	0	2	
<b>TOTAL SALZBURG</b>					<b>110</b>	<b>1</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>84</b>	<b>8</b>	<b>8</b>	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
SAMANA (EL CATEY)																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	9	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	25	0	0	0	
<b>TOTAL SAMANA (EL CATEY)</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SAMOS																		
	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	A	4	0	0	75	25	0	0	0	0	7	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	0	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	8	100	2	3	
<b>TOTAL SAMOS</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>94</b>	<b>3</b>	<b>3</b>	
SAN DIEGO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	50	27	17	7	0	0	19	80	8	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	50	33	7	10	0	0	21	80	11	30	
<b>TOTAL SAN DIEGO</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>30</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>80</b>	<b>10</b>	<b>10</b>	
SAN FRANCISCO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	68	20	8	3	0	0	16	72	25	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	55	30	12	3	0	0	20	68	21	60	
	HEATHROW	UNITED AIRLINES	S	A	60	0	0	73	7	10	10	0	0	17	68	16	59	
	HEATHROW	UNITED AIRLINES	S	D	60	0	0	67	17	13	3	0	0	16	88	8	59	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	90	3	3	0	0	3	52	93	2	43	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	70	20	7	3	0	0	13	88	9	42	
<b>TOTAL SAN FRANCISCO</b>					<b>300</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>78</b>	<b>15</b>	<b>15</b>	
SAN JUAN (PUERTO RICO)																		
SANDEFJORD(TORP)																		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	26	0	0	81	15	4	0	0	0	9	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	26	0	0	81	15	4	0	0	0	6	0	0	0	
	EDINBURGH	RYANAIR	S	A	18	0	0	100	0	0	0	0	0	100	1	17		
	EDINBURGH	RYANAIR	S	D	18	0	0	94	6	0	0	0	0	4	100	3	17	
	STANSTED	RYANAIR	S	A	30	0	0	90	3	3	0	3	0	11	90	3	30	
	STANSTED	RYANAIR	S	D	30	0	0	87	7	7	0	0	0	5	93	2	30	
<b>TOTAL SANDEFJORD(TORP)</b>					<b>148</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>95</b>	<b>2</b>	<b>2</b>	
SANFORD																		
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	6	0	0	50	0	0	17	33	0	96	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	4	0	0	50	25	25	0	0	0	23	0	0	0	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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																		
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	8	0	0	50	25	0	25	0	0	27	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	9	0	0	78	0	0	22	0	0	32	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	10	0	0	50	20	0	20	10	0	43	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	10	0	0	60	20	0	20	0	0	33	0	0	0	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	1	60	10	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	100	6	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	44	22	11	22	0	0	28	78	51	9	
	GATWICK	THOMSON AIRWAYS LTD	C	D	8	0	0	38	25	13	25	0	0	45	67	68	9	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	11	75	10	4	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	20	40	20	20	0	0	30	75	10	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	12	0	0	67	17	8	8	0	0	23	85	16	13	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	13	0	0	54	15	15	15	0	0	29	62	26	13	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	5	100	0	4	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	100	4	4	
<b>TOTAL SANFORD</b>					<b>119</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>15</b>	<b>7</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>73</b>	<b>23</b>	<b>23</b>	
SANTA CLARA																		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	50	39	2		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	8	50	51	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>4</b>	<b>50</b>	<b>45</b>	<b>45</b>	
SANTA CRUZ DE LA PALMA																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	5	75	8	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	14	100	4	4	
<b>TOTAL SANTA CRUZ DE LA PALMA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>15</b>	<b>15</b>	
SANTANDER																		
	EDINBURGH	RYANAIR	S	A	9	0	0	89	0	11	0	0	0	7	0	0	0	
	EDINBURGH	RYANAIR	S	D	9	0	0	78	22	0	0	0	0	8	0	0	0	
	STANSTED	RYANAIR	S	A	30	0	0	93	3	0	3	0	0	5	90	6	30	
	STANSTED	RYANAIR	S	D	30	0	0	93	3	0	3	0	0	5	93	3	30	
<b>TOTAL SANTANDER</b>					<b>78</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>6</b>	<b>92</b>	<b>4</b>	<b>4</b>	
SANTIAGO DE COMPOSTELA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	83	0	8	8	0	0	14	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	92	8	0	0	0	0	5	0	0	0	

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)												
SANTIAGO DE COMPOSTELA																		
	STANSTED	RYANAIR	S	A	18	0	0	83	17	0	0	0	0	5	88	17	17	
	STANSTED	RYANAIR	S	D	18	0	0	83	11	6	0	0	0	6	100	1	17	
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>					<b>60</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>94</b>	<b>9</b>	<b>9</b>	
SAO PAULO (GUARULHOS)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	80	7	10	3	0	0	9	93	7	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	70	20	3	7	0	0	13	70	17	30	
	HEATHROW	TAM LINHAS AEREAS	S	A	30	0	0	53	23	17	7	0	0	22	57	21	30	
	HEATHROW	TAM LINHAS AEREAS	S	D	30	0	0	87	7	7	0	0	0	6	100	1	30	
<b>TOTAL SAO PAULO (GUARULHOS)</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>11</b>	<b>11</b>	
SCHWERIN/PARCHIM																		
SEATTLE (TACOMA)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	73	13	3	7	3	0	18	63	23	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	43	33	10	10	3	0	31	60	20	30	
<b>TOTAL SEATTLE (TACOMA)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>23</b>	<b>7</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>62</b>	<b>22</b>	<b>22</b>	
SEOUL (INCHEON)																		
	HEATHROW	ASIANA AIRLINES	S	A	30	0	0	77	13	7	3	0	0	11	60	21	30	
	HEATHROW	ASIANA AIRLINES	S	D	30	0	0	77	20	3	0	0	0	8	93	5	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	25	0	0	52	24	12	8	4	0	27	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	25	0	0	72	12	8	4	4	0	22	0	0	0	
	HEATHROW	KOREAN AIR	S	A	30	0	0	67	23	7	3	0	0	14	60	15	30	
	HEATHROW	KOREAN AIR	S	D	30	0	0	90	7	3	0	0	0	4	87	7	30	
<b>TOTAL SEOUL (INCHEON)</b>					<b>170</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>11</b>	<b>11</b>	
SEVILLE																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	16	0	0	88	0	13	0	0	0	7	82	6	17	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	16	0	0	88	6	6	0	0	0	5	94	5	17	
	GATWICK	RYANAIR	S	A	12	0	0	67	17	8	8	0	0	24	100	3	13	
	GATWICK	RYANAIR	S	D	12	0	0	42	33	8	8	8	0	40	85	10	13	
	STANSTED	RYANAIR	S	A	29	0	0	79	17	0	0	3	0	14	97	4	30	
	STANSTED	RYANAIR	S	D	29	0	0	76	17	3	3	0	0	13	97	3	30	
<b>TOTAL SEVILLE</b>					<b>114</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>93</b>	<b>5</b>	<b>5</b>	
SHANGHAI																		
SHANGHAI (PU DONG)																		

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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
SHANGHAI (PU DONG)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	63	23	3	7	3	0	24	58	24	26	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	60	20	7	3	10	0	38	85	17	26	
	HEATHROW	CHINA EASTERN AIRLINES	S	A	17	0	1	82	6	12	0	0	0	10	89	8	18	
	HEATHROW	CHINA EASTERN AIRLINES	S	D	17	0	0	94	6	0	0	0	0	2	100	2	18	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	77	10	7	7	0	0	13	79	11	29	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	83	3	7	7	0	0	14	90	6	30	
<b>TOTAL SHANGHAI (PU DONG)</b>					<b>154</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>12</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>82</b>	<b>12</b>	<b>12</b>	
SHANNON																		
	BIRMINGHAM	AER ARANN	S	A	30	0	0	80	7	7	7	0	0	11	100	0	30	
	BIRMINGHAM	AER ARANN	S	D	29	0	0	79	7	10	3	0	0	10	90	12	30	
	EDINBURGH	AER ARANN	S	A	30	0	0	87	10	0	0	3	0	11	77	11	30	
	EDINBURGH	AER ARANN	S	D	30	0	0	90	7	0	0	3	0	9	73	13	30	
	MANCHESTER	AER ARANN	S	A	55	0	0	75	7	11	7	0	0	13	85	13	55	
	MANCHESTER	AER ARANN	S	D	55	0	0	80	7	5	7	0	0	11	85	13	54	
	HEATHROW	AER LINGUS	S	A	91	0	0	85	7	5	3	0	0	10	90	6	90	
	HEATHROW	AER LINGUS	S	D	90	0	0	81	9	6	4	0	0	10	90	6	90	
	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	92	0	0	8	0	0	8	0	0	0	
	GATWICK	RYANAIR	S	A	30	0	0	93	7	0	0	0	0	4	67	16	30	
	GATWICK	RYANAIR	S	D	30	0	0	90	10	0	0	0	0	4	70	16	30	
	STANSTED	RYANAIR	S	A	64	0	0	81	14	5	0	0	0	6	83	11	60	
	STANSTED	RYANAIR	S	D	64	0	0	88	6	6	0	0	0	5	87	7	60	
<b>TOTAL SHANNON</b>					<b>624</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>85</b>	<b>9</b>	<b>9</b>	
SHARM EL SHEIKH (OPHIRA)																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	83	17	0	0	0	0	4	94	5	18	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	83	8	8	0	0	0	7	56	15	18	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	20	0	1	95	0	5	0	0	0	2	86	4	21	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	81	5	10	5	0	0	11	95	6	21	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	78	11	0	11	0	0	12	100	2	9	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	50	50	0	0	0	0	11	78	8	9	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	100	0	0	0	0	0	0	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	89	11	0	0	0	0	3	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	S	A	13	0	0	92	0	0	8	0	0	11	0	0	0	

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					12	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
SHARM EL SHEIKH (OPHIRA)																		
	BIRMINGHAM	MONARCH AIRLINES	S	D	12	0	0	83	8	0	8	0	0	11	0	0	0	
	GATWICK	MONARCH AIRLINES	S	A	18	0	1	72	22	0	0	6	0	24	57	48	14	
	GATWICK	MONARCH AIRLINES	S	D	17	0	0	65	18	6	0	12	0	47	57	54	14	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	80	20	0	0	0	0	9	80	12	5	
	MANCHESTER	MONARCH AIRLINES	S	A	19	0	0	84	0	5	11	0	0	10	61	88	18	
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	20	60	20	0	0	0	21	80	27	5	
	MANCHESTER	MONARCH AIRLINES	S	D	18	0	0	72	11	6	11	0	0	20	47	46	19	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	0	100	3	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	0	0	100	4	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	0	13	0	0	0	10	75	5	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	56	22	22	0	0	0	19	63	12	8	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	0	20	0	46	75	54	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	50	25	0	0	0	21	75	39	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	1	75	50	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	5	75	54	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	6	100	0	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	6	100	5	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	3	75	7	12	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	2	85	5	13	
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	5	0	0	40	0	40	20	0	0	52	0	0	0	
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	4	0	0	0	0	75	25	0	0	73	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	A	26	0	0	81	12	0	8	0	0	14	96	3	26	
	GATWICK	THOMSON AIRWAYS LTD	C	D	26	0	0	65	23	4	8	0	0	21	92	5	26	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	5	78	13	9	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	8	0	0	88	0	13	0	0	0	7	78	9	9	
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	50	0	25	25	0	0	28	100	5	4	
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	50	0	50	0	0	0	27	75	9	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	26	0	0	77	12	8	4	0	0	11	94	5	31	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	26	0	0	65	15	12	8	0	0	19	87	9	30	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	8	0	0	75	25	0	0	0	0	6	100	2	9	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	8	0	0	88	13	0	0	0	0	5	88	5	8	
	STANSTED	THOMSON AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	6	0	0	0	
	STANSTED	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	4	0	0	0	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
SHARM EL SHEIKH (OPHIRA)																	
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>					<b>449</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>16</b>	<b>16</b>
SINGAPORE																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	83	13	3	0	0	0	6	90	6	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	43	30	23	3	0	0	22	67	30	30
	HEATHROW	SINGAPORE AIRLINES	S	A	120	0	0	50	29	18	3	1	0	20	57	18	101
	HEATHROW	SINGAPORE AIRLINES	S	D	120	0	0	82	7	10	2	0	0	8	95	4	101
	MANCHESTER	SINGAPORE AIRLINES	S	A	30	0	0	93	7	0	0	0	0	3	83	11	29
	MANCHESTER	SINGAPORE AIRLINES	S	D	30	0	0	80	17	3	0	0	0	7	83	9	29
<b>TOTAL SINGAPORE</b>					<b>360</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>12</b>	<b>12</b>
SKIATHOS																	
	BIRMINGHAM	GERMANIA FLUGGESELLSCHAFT	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	A	4	0	0	100	0	0	0	0	0	3	0	0	0
	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	D	5	0	0	80	0	0	20	0	0	17	0	0	0
	MANCHESTER	GERMANIA FLUGGESELLSCHAFT	C	A	3	1	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	GERMANIA FLUGGESELLSCHAFT	C	D	4	0	0	75	0	0	25	0	0	23	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	11	50	27	4
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	75	10	4
	GATWICK	SMALL PLANET AIRLINES POLSKA	C	A	4	0	0	100	0	0	0	0	0	4	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	56	48	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	50	0	0	0	0	20	89	13	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	1	50	50	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	67	13	3
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	75	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	0	33	0	0	0	21	100	2	3
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	20	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	0	100	5	3
	GATWICK	THOMSON AIRWAYS LTD	C	A	7	0	0	100	0	0	0	0	0	0	57	12	7
	GATWICK	THOMSON AIRWAYS LTD	C	D	6	0	0	83	17	0	0	0	0	9	67	19	6
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	8	0	0	88	0	0	13	0	0	21	75	12	8
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	6	0	0	67	17	0	0	17	0	39	71	14	7
	GATWICK	TRAVEL SERVICE AIRLINES	C	A	4	0	0	50	50	0	0	0	0	10	0	0	0
	GATWICK	TRAVEL SERVICE AIRLINES	C	D	3	0	0	33	0	33	33	0	0	37	0	0	0

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
SKIATHOS																		
<b>TOTAL SKIATHOS</b>					<b>96</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>21</b>	<b>21</b>	
SKOPJE																		
	LUTON	WIZZ AIR	S	A	21	0	0	95	5	0	0	0	0	2	50	22	12	
	LUTON	WIZZ AIR	S	D	21	0	0	62	24	10	5	0	0	20	46	16	13	
<b>TOTAL SKOPJE</b>					<b>44</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>11</b>	<b>50</b>	<b>19</b>	<b>19</b>	
SOFIA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	60	20	17	3	0	0	14	83	4	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	90	7	3	0	0	0	4	90	3	30	
	HEATHROW	BULGARIA AIR	S	A	28	0	0	39	36	25	0	0	0	20	69	12	26	
	HEATHROW	BULGARIA AIR	S	D	28	0	0	64	14	18	4	0	0	14	92	7	26	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	87	10	3	0	0	0	7	73	38	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	90	10	0	0	0	0	4	87	9	30	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	75	17	0	8	0	0	13	60	20	10	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	83	8	0	8	0	0	12	50	27	10	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	100	0	0	0	0	0	2	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	100	0	0	0	0	0	3	0	0	0	
	LUTON	WIZZ AIR	S	A	30	0	0	100	0	0	0	0	0	1	84	24	31	
	LUTON	WIZZ AIR	S	D	30	0	0	50	27	20	3	0	0	19	40	46	30	
<b>TOTAL SOFIA</b>					<b>276</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>10</b>	<b>75</b>	<b>19</b>	<b>19</b>	
SONDERBORG																		
SONDRE STROMFJORD																		
SOUTHAMPTON																		
	EDINBURGH	FLYBE LTD	S	A	125	0	0	88	8	3	0	1	0	6	68	15	155	
	EDINBURGH	FLYBE LTD	S	D	124	0	0	78	12	9	1	0	0	10	72	14	155	
	GLASGOW	FLYBE LTD	S	A	110	0	1	93	3	2	3	0	0	5	88	6	120	
	GLASGOW	FLYBE LTD	S	D	110	0	1	87	8	3	2	0	0	9	80	10	123	
	MANCHESTER	FLYBE LTD	S	A	119	0	2	81	10	7	3	0	0	10	70	14	105	
	MANCHESTER	FLYBE LTD	S	D	118	0	2	69	20	8	3	0	0	12	78	12	107	
	NEWCASTLE	FLYBE LTD	S	A	77	0	0	86	4	6	4	0	0	8	82	10	73	
	NEWCASTLE	FLYBE LTD	S	D	77	0	0	77	9	6	8	0	0	17	73	18	73	
<b>TOTAL SOUTHAMPTON</b>					<b>860</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>12</b>	<b>12</b>	
SOUTHEND																		



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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2012				
					26	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
SOUTHEND																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	92	0	0	8	0	0	8	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	81	8	4	8	0	0	12	0	0	0	
<b>TOTAL SOUTHEND</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>4</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SPLIT																		
	GATWICK	CROATIA AIRLINES	S	A	9	0	0	56	22	11	11	0	0	17	38	29	8	
	GATWICK	CROATIA AIRLINES	S	D	9	0	0	56	11	22	11	0	0	19	63	23	8	
	HEATHROW	CROATIA AIRLINES	S	A	4	0	0	25	25	25	25	0	0	35	60	13	5	
	HEATHROW	CROATIA AIRLINES	S	D	4	0	0	50	25	0	0	25	0	62	100	3	5	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	47	0	0	74	11	13	2	0	0	10	83	11	42	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	47	0	0	87	6	6	0	0	0	7	90	5	42	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	92	0	0	0	8	0	20	92	2	13	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	100	0	0	0	0	0	0	100	0	13	
	MANCHESTER	JET2.COM LTD	S	A	7	0	0	43	29	29	0	0	0	23	40	78	5	
	MANCHESTER	JET2.COM LTD	S	D	7	0	0	57	29	0	14	0	0	19	40	48	5	
	BIRMINGHAM	MONARCH AIRLINES	S	A	12	0	0	100	0	0	0	0	0	1	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	S	D	12	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	4	0	0	50	50	0	0	0	0	12	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	4	0	0	75	25	0	0	0	0	8	0	0	0	
	LUTON	WIZZ AIR	S	A	6	0	0	83	0	17	0	0	0	9	50	68	10	
	LUTON	WIZZ AIR	S	D	6	0	0	83	0	17	0	0	0	12	60	52	10	
<b>TOTAL SPLIT</b>					<b>202</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>18</b>	<b>18</b>	
ST JOHNS																		
	HEATHROW	AIR CANADA	S	A	30	0	0	77	17	3	3	0	0	9	67	18	30	
	HEATHROW	AIR CANADA	S	D	30	0	0	97	3	0	0	0	0	2	93	10	30	
<b>TOTAL ST JOHNS</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>80</b>	<b>14</b>	<b>14</b>	
ST KITTS																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	67	22	11	0	0	0	12	40	129	5	
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	63	13	13	13	0	0	17	60	54	5	
<b>TOTAL ST KITTS</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>50</b>	<b>92</b>	<b>92</b>	
ST LUCIA (HEWANORRA)																		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	3	83	7	12	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	3	69	16	13	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)											
ST LUCIA (HEWANORRA)																	
<b>TOTAL ST LUCIA (HEWANORRA)</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>76</b>	<b>11</b>	<b>11</b>
ST PETERSBURG																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	89	7	0	4	0	0	9	93	5	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	82	11	7	0	0	0	8	87	7	30
<b>TOTAL ST PETERSBURG</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>11</b>	<b>11</b>
STANSTED																	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	101	0	0	93	4	3	0	0	0	3	92	4	102
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	101	0	0	94	3	3	0	0	0	3	86	10	102
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	109	0	0	94	3	3	0	1	0	5	99	1	109
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	109	0	0	91	4	5	0	1	0	6	95	2	109
<b>TOTAL STANSTED</b>					<b>420</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>4</b>	<b>93</b>	<b>4</b>	<b>4</b>
STAVANGER																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	65	17	8	10	0	0	18	90	4	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	78	12	5	5	0	0	10	93	2	30
	NEWCASTLE	EASTERN AIRWAYS	S	A	18	0	3	89	6	6	0	0	0	3	100	0	20
	NEWCASTLE	EASTERN AIRWAYS	S	D	16	0	1	69	13	6	13	0	0	19	81	7	16
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	26	0	0	100	0	0	0	0	0	0	92	3	25
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	26	0	0	96	4	0	0	0	0	1	84	5	25
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	9	0	0	100	0	0	0	0	0	2	0	0	0
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	D	9	0	0	89	11	0	0	0	0	4	0	0	0
	HEATHROW	SAS	S	A	56	0	0	77	13	4	7	0	0	12	86	7	50
	HEATHROW	SAS	S	D	56	0	0	91	2	4	4	0	0	5	92	3	50
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S	S	A	21	0	1	95	0	0	5	0	0	6	94	7	17
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S	S	D	21	0	1	90	5	0	5	0	0	7	82	9	17
<b>TOTAL STAVANGER</b>					<b>378</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>8</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>4</b>	<b>4</b>
STOCKHOLM (ARLANDA)																	
	LONDON CITY	BA CITYFLYER LTD	S	A	44	0	0	93	0	0	5	2	0	9	95	4	42
	LONDON CITY	BA CITYFLYER LTD	S	D	45	0	0	84	9	0	7	0	0	8	93	6	42
	HEATHROW	BRITISH AIRWAYS PLC	S	A	166	0	0	72	13	12	2	0	0	12	75	15	133
	HEATHROW	BRITISH AIRWAYS PLC	S	D	166	0	0	74	10	11	4	0	0	12	80	13	133
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	13	0	0	100	0	0	0	0	0	2	100	1	13
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	13	0	0	85	15	0	0	0	0	7	100	5	13

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					SEPT 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
STOCKHOLM (ARLANDA)																		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	128	0	0	91	4	4	2	0	0	5	85	8	80	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	129	0	0	90	5	5	1	0	0	5	81	8	80	
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	18	0	0	78	17	6	0	0	0	9	0	0	0	
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	D	18	0	0	72	6	17	6	0	0	15	0	0	0	
	BIRMINGHAM	SAS	S	A	26	0	0	85	12	4	0	0	0	7	0	0	0	
	BIRMINGHAM	SAS	S	D	26	0	0	92	8	0	0	0	0	3	0	0	0	
	EDINBURGH	SAS	S	A	9	0	0	56	33	11	0	0	0	14	67	11	9	
	EDINBURGH	SAS	S	D	9	0	0	56	33	11	0	0	0	14	89	7	9	
	HEATHROW	SAS	S	A	162	0	0	73	14	9	2	1	0	13	80	10	158	
	HEATHROW	SAS	S	D	161	0	0	93	2	2	2	1	0	5	96	2	157	
	MANCHESTER	SAS	S	A	47	0	0	83	6	6	4	0	0	8	80	12	44	
	MANCHESTER	SAS	S	D	47	0	0	87	4	9	0	0	0	6	89	6	44	
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>1227</b>	<b>2</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>9</b>	<b>9</b>	
STOCKHOLM (SKAVSTA)																		
	EDINBURGH	RYANAIR	S	A	18	0	0	89	11	0	0	0	0	3	94	4	17	
	EDINBURGH	RYANAIR	S	D	18	0	0	83	17	0	0	0	0	6	88	3	17	
	STANSTED	RYANAIR	S	A	59	0	2	90	2	5	3	0	0	6	92	9	60	
	STANSTED	RYANAIR	S	D	60	0	0	93	7	0	0	0	0	4	98	2	60	
<b>TOTAL STOCKHOLM (SKAVSTA)</b>					<b>155</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>93</b>	<b>5</b>	<b>5</b>	
STORNOWAY																		
	EDINBURGH	LOGANAIR	S	A	46	0	0	93	2	2	2	0	0	3	94	3	49	
	EDINBURGH	LOGANAIR	S	D	46	0	0	91	2	4	2	0	0	7	92	7	50	
	GLASGOW	LOGANAIR	S	A	101	0	1	83	7	4	5	1	0	12	89	9	99	
	GLASGOW	LOGANAIR	S	D	101	0	0	82	8	4	4	2	0	14	90	9	100	
<b>TOTAL STORNOWAY</b>					<b>296</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>91</b>	<b>7</b>	<b>7</b>	
STRASBOURG																		
	STANSTED	RYANAIR	S	A	16	0	0	94	6	0	0	0	0	2	0	0	0	
	STANSTED	RYANAIR	S	D	16	0	0	94	6	0	0	0	0	2	0	0	0	
<b>TOTAL STRASBOURG</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	
STUTT GART																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	68	18	8	5	0	0	14	82	9	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	73	17	10	0	0	0	11	88	6	60	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE						SEPT 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		
STUTT GART																		
	BIRMINGHAM	FLYBE LTD	S	A	46	0	1	96	2	0	2	0	0	2	60	13	43	
	BIRMINGHAM	FLYBE LTD	S	D	47	0	0	79	13	4	4	0	0	10	91	7	43	
	HEATHROW	GERMANWINGS	S	A	77	0	0	79	9	9	3	0	0	10	90	5	90	
	HEATHROW	GERMANWINGS	S	D	77	0	0	84	8	5	3	0	0	7	90	4	90	
	MANCHESTER	GERMANWINGS	S	A	6	0	0	83	0	0	17	0	0	24	86	9	21	
	MANCHESTER	GERMANWINGS	S	D	6	0	0	67	17	0	17	0	0	28	81	10	21	
	STANSTED	GERMANWINGS	S	A	26	0	0	77	8	12	4	0	0	12	80	15	44	
	STANSTED	GERMANWINGS	S	D	26	0	0	81	12	8	0	0	0	8	77	30	44	
<b>TOTAL STUTT GART</b>					<b>433</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>10</b>	<b>10</b>	
SULAYMANIYAH INT																		
	GATWICK	IRAQI AIRWAYS	S	A	5	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	IRAQI AIRWAYS	S	D	5	0	0	100	0	0	0	0	0	2	0	0	0	
<b>TOTAL SULAYMANIYAH INT</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>	<b>0</b>	
SUMBURGH																		
	EDINBURGH	LOGANAIR	S	A	72	0	0	79	13	7	1	0	0	8	94	6	71	
	EDINBURGH	LOGANAIR	S	D	73	0	0	78	16	5	0	0	0	7	90	7	73	
	GLASGOW	LOGANAIR	S	A	29	0	1	62	14	14	10	0	0	21	90	14	30	
	GLASGOW	LOGANAIR	S	D	30	0	1	70	13	13	3	0	0	15	83	8	30	
<b>TOTAL SUMBURGH</b>					<b>205</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>91</b>	<b>8</b>	<b>8</b>	
SYDNEY																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	77	3	13	3	3	0	23	87	7	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	67	13	7	7	3	3	54	67	23	30	
	HEATHROW	QANTAS	S	A	30	0	0	47	23	17	10	3	0	31	40	62	30	
	HEATHROW	QANTAS	S	D	29	0	0	72	24	0	3	0	0	10	77	14	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	29	0	0	90	0	7	3	0	0	7	93	4	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	29	0	0	90	7	0	3	0	0	8	100	1	30	
<b>TOTAL SYDNEY</b>					<b>178</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>22</b>	<b>77</b>	<b>18</b>	<b>18</b>	
SZCZECIN (GOLENOW)																		
	EDINBURGH	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	1	100	1	9	
	EDINBURGH	RYANAIR	S	D	8	0	0	88	13	0	0	0	0	3	89	4	9	
	STANSTED	RYANAIR	S	A	18	0	0	94	6	0	0	0	0	2	100	1	17	
	STANSTED	RYANAIR	S	D	18	0	0	94	6	0	0	0	0	3	94	2	17	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)											
SZCZECIN (GOLENOW)																	
<b>TOTAL SZCZECIN (GOLENOW)</b>					52	0	0	94	6	0	0	0	0	2	96	2	2

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	5	0	0	60	40	0	0	0	0	10	100	2	4	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	4	75	6	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	7	100	4	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	12	75	10	4	
<b>TOTAL TABA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>6</b>	<b>6</b>	
TAIPEI																		
	HEATHROW	EVA AIR	S	A	30	0	0	57	27	10	7	0	0	18	86	5	22	
	HEATHROW	EVA AIR	S	D	30	0	0	90	3	3	3	0	0	6	95	1	22	
<b>TOTAL TAIPEI</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>91</b>	<b>3</b>	<b>3</b>	
TALLIN																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	94	6	0	0	0	0	2	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	94	0	6	0	0	0	3	0	0	0	
	MANCHESTER	RYANAIR	S	A	9	0	0	89	11	0	0	0	0	3	88	9	8	
	MANCHESTER	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	1	100	1	8	
	STANSTED	RYANAIR	S	A	17	1	0	100	0	0	0	0	0	2	0	0	0	
	STANSTED	RYANAIR	S	D	18	0	0	100	0	0	0	0	0	4	0	0	0	
<b>TOTAL TALLIN</b>					<b>89</b>	<b>1</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>83</b>	<b>8</b>	<b>8</b>	
TAMPA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	97	0	0	3	0	0	6	90	5	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	80	10	7	3	0	0	15	90	10	30	
<b>TOTAL TAMPA</b>					<b>60</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>11</b>	<b>90</b>	<b>7</b>	<b>7</b>	
TAMPERE																		
	STANSTED	RYANAIR	S	A	13	0	0	85	8	8	0	0	0	6	100	1	12	
	STANSTED	RYANAIR	S	D	13	0	0	92	8	0	0	0	0	5	100	1	12	
<b>TOTAL TAMPERE</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>1</b>	<b>1</b>	
TANGIERS (IBN BATUTA)																		
	GATWICK	AIR ARABIA MAROC	S	A	8	0	9	100	0	0	0	0	0	0	0	0	0	
	GATWICK	AIR ARABIA MAROC	S	D	8	0	9	100	0	0	0	0	0	4	0	0	0	
	HEATHROW	ROYAL AIR MAROC	S	A	8	0	0	38	13	38	13	0	0	29	33	22	9	
	HEATHROW	ROYAL AIR MAROC	S	D	8	0	0	63	13	25	0	0	0	19	22	19	9	
<b>TOTAL TANGIERS (IBN BATUTA)</b>					<b>32</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>6</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>28</b>	<b>20</b>	<b>20</b>	
TARBES-LOURDES INTERNA																		

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)												
TARBES-LOURDES INTERNA																		
	MANCHESTER	FLYBE LTD	C	A	3	0	0	33	67	0	0	0	0	17	40	23	5	
	MANCHESTER	FLYBE LTD	C	D	3	0	0	67	33	0	0	0	0	11	75	9	4	
	STANSTED	RYANAIR	S	A	7	0	0	71	29	0	0	0	9	89	6	9		
	STANSTED	RYANAIR	S	D	7	0	0	86	14	0	0	0	10	100	3	9		
	STANSTED	TITAN AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	8	100	1	5		
	STANSTED	TITAN AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	8	100	1	5		
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>7</b>	<b>7</b>	
TASHKENT																		
	HEATHROW	UZBEKISTAN AIRLINES	S	A	8	0	0	100	0	0	0	0	5	38	39	8		
	HEATHROW	UZBEKISTAN AIRLINES	S	D	8	0	0	88	0	0	13	0	10	25	43	8		
<b>TOTAL TASHKENT</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>7</b>	<b>31</b>	<b>41</b>	<b>41</b>		
TBILISI																		
TEHRAN IMAM KHOMEINI																		
	HEATHROW	IRAN AIR	S	A	13	0	0	8	31	23	23	8	8	84	85	7	13	
	HEATHROW	IRAN AIR	S	D	13	0	1	69	0	8	15	8	0	38	85	4	13	
<b>TOTAL TEHRAN IMAM KHOMEINI</b>					<b>26</b>	<b>0</b>	<b>1</b>	<b>38</b>	<b>15</b>	<b>15</b>	<b>19</b>	<b>8</b>	<b>4</b>	<b>61</b>	<b>83</b>	<b>9</b>	<b>9</b>	
TEL AVIV																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	81	0	0	59	22	15	4	0	19	82	12	57		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	82	0	0	70	16	11	2	1	0	16	86	9	57	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	37	0	0	78	5	5	8	3	0	19	77	29	26	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	37	0	0	65	19	11	3	3	0	19	65	31	26	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	33	22	33	11	0	0	36	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	44	22	22	0	11	0	38	0	0	0	
	HEATHROW	EL AL	S	A	38	0	0	55	24	21	0	0	0	16	73	14	37	
	HEATHROW	EL AL	S	D	38	0	0	68	16	16	0	0	0	15	78	12	37	
	LUTON	EL AL	S	A	29	0	0	59	14	10	14	3	0	35	88	7	17	
	LUTON	EL AL	S	D	29	0	2	45	24	17	14	0	0	33	53	19	17	
	MANCHESTER	JET2.COM LTD	S	A	8	0	0	38	25	38	0	0	0	24	38	34	8	
	MANCHESTER	JET2.COM LTD	S	D	8	0	0	38	38	25	0	0	0	19	38	16	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	0	50	0	50	0	0	49	0	0	0	
<b>TOTAL TEL AVIV</b>					<b>409</b>	<b>1</b>	<b>2</b>	<b>61</b>	<b>19</b>	<b>15</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>76</b>	<b>16</b>	<b>16</b>	
TENERIFE (SURREINA SOFIA)																		

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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	21	0	0	67	5	19	10	0	0	20	0	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	21	0	0	38	24	33	5	0	0	27	0	0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	92	0	8	0	0	0	4	100	2	8	8
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	69	15	15	0	0	0	14	63	10	8	8
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	39	0	0	92	3	3	3	0	0	5	91	8	35	35
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	39	0	0	82	13	5	0	0	0	8	76	13	34	34
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	25	0	0	84	16	0	0	0	0	4	88	7	24	24
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	24	0	0	75	25	0	0	0	0	8	79	10	24	24
	GLASGOW	JET2.COM LTD	S	A	18	0	0	83	0	17	0	0	0	9	86	4	14	14
	GLASGOW	JET2.COM LTD	S	D	17	0	0	82	0	0	18	0	0	17	54	17	13	13
	MANCHESTER	JET2.COM LTD	S	A	21	0	0	81	10	10	0	0	0	8	62	34	13	13
	MANCHESTER	JET2.COM LTD	S	D	21	0	0	67	10	19	5	0	0	18	62	45	13	13
	NEWCASTLE	JET2.COM LTD	S	A	13	0	0	92	8	0	0	0	0	3	100	3	14	14
	NEWCASTLE	JET2.COM LTD	S	D	12	0	0	75	25	0	0	0	0	12	92	9	13	13
	BIRMINGHAM	MONARCH AIRLINES	S	A	31	0	0	90	3	0	3	3	0	14	74	16	31	31
	BIRMINGHAM	MONARCH AIRLINES	S	D	31	0	0	81	10	3	3	3	0	18	55	26	31	31
	GATWICK	MONARCH AIRLINES	S	A	30	0	0	43	23	17	13	3	0	31	37	23	35	35
	GATWICK	MONARCH AIRLINES	S	D	30	0	0	40	40	10	10	0	0	28	66	15	35	35
	LUTON	MONARCH AIRLINES	S	A	16	1	0	56	19	13	13	0	0	27	76	9	17	17
	LUTON	MONARCH AIRLINES	S	D	16	0	0	56	13	13	13	6	0	29	59	16	17	17
	MANCHESTER	MONARCH AIRLINES	S	A	29	1	0	83	10	0	3	3	0	19	23	45	30	30
	MANCHESTER	MONARCH AIRLINES	S	D	30	0	0	73	13	7	3	3	0	26	52	63	29	29
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	15	0	0	100	0	0	0	0	0	1	0	0	0	0
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	15	0	0	87	13	0	0	0	0	4	0	0	0	0
	BIRMINGHAM	RYANAIR	S	A	12	0	0	92	0	8	0	0	0	5	100	0	13	13
	BIRMINGHAM	RYANAIR	S	D	12	0	0	92	8	0	0	0	0	2	100	2	13	13
	EDINBURGH	RYANAIR	S	A	12	0	0	92	0	8	0	0	0	9	100	0	13	13
	EDINBURGH	RYANAIR	S	D	12	0	0	100	0	0	0	0	0	8	100	3	13	13
	LUTON	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	1	92	3	13	13
	LUTON	RYANAIR	S	D	13	0	0	92	8	0	0	0	0	4	92	6	13	13
	MANCHESTER	RYANAIR	S	A	26	0	0	85	12	4	0	0	0	7	88	8	17	17
	MANCHESTER	RYANAIR	S	D	26	0	0	85	12	4	0	0	0	7	59	20	17	17
	STANSTED	RYANAIR	S	A	30	0	0	73	13	7	7	0	0	15	93	3	30	30



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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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	30	0	0	87	3	3	7	0	0	11	94	5	31
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	0	0	25	0	0	24	77	25	13
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	0	13	13	0	0	22	62	24	13
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	10	0	0	60	30	0	0	10	0	44	80	41	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	0	70	10	10	0	10	0	41	83	41	6
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	17	0	0	76	18	0	0	0	6	30	77	23	22
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	17	0	0	71	29	0	0	0	0	10	67	28	21
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	25	50	0	13	0	13	81	64	31	14
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	44	11	11	22	0	11	88	43	51	14
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	25	0	0	0	0	5	67	24	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	0	13	0	0	0	8	50	31	8
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	18	75	13	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	17	60	17	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	13	0	0	92	8	0	0	0	0	2	67	23	12
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	13	0	0	92	0	8	0	0	0	3	83	10	12
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	13	60	17	5
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	14	50	23	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	26	0	0	96	0	4	0	0	0	4	92	4	26
	GATWICK	THOMSON AIRWAYS LTD	C	D	26	0	0	77	15	8	0	0	0	8	84	8	25
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	60	36	5
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	50	50	4
	LUTON	THOMSON AIRWAYS LTD	C	A	8	0	0	88	13	0	0	0	0	3	100	2	8
	LUTON	THOMSON AIRWAYS LTD	C	D	8	0	0	88	13	0	0	0	0	7	100	3	8
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	26	0	0	85	8	4	4	0	0	11	71	14	21
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	26	0	0	73	12	12	4	0	0	14	71	18	21
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	60	13	5
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	75	15	4
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	5	60	11	5
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	6	100	1	4
	MANCHESTER	TRAVEL SERVICE AIRLINES	C	A	4	0	0	25	0	25	0	25	25	198	0	0	0
	MANCHESTER	TRAVEL SERVICE AIRLINES	C	D	4	0	0	25	0	25	0	25	25	226	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>1026</b>	<b>2</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>17</b>	<b>17</b>

TETERBORO

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)												
THIRA (SANTORINI)																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	70	9	22	0	0	0	13	95	16	20	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	74	13	4	9	0	0	12	90	5	20	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	63	13	25	0	0	0	16	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	75	0	13	13	0	0	15	0	0	0	
	GATWICK	SMALL PLANET AIRLINES POLSKA	C	A	4	0	0	75	25	0	0	0	0	11	0	0	0	
	GATWICK	SMALL PLANET AIRLINES POLSKA	C	D	4	0	0	50	0	25	25	0	0	33	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	0	33	0	67	0	0	0	31	100	2	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	25	25	0	0	35	100	2	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	75	4	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	7	100	4	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	0	100	1	3	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	6	100	0	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	7	100	5	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	2	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	75	8	4	
<b>TOTAL THIRA (SANTORINI)</b>					<b>115</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>8</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>92</b>	<b>7</b>	<b>7</b>	
TIMISOARA																		
	LUTON	WIZZ AIR	S	A	12	0	0	100	0	0	0	0	0	1	92	6	13	
	LUTON	WIZZ AIR	S	D	12	0	0	67	25	0	8	0	0	15	77	12	13	
<b>TOTAL TIMISOARA</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>9</b>	<b>9</b>	
TIRANA																		
	STANSTED	BELLE AIR	S	A	24	0	0	42	38	13	8	0	0	21	88	9	24	
	STANSTED	BELLE AIR	S	D	24	0	0	63	21	17	0	0	0	18	86	8	22	
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	46	8	8	38	0	0	56	62	20	21	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	46	0	8	46	0	0	59	45	24	22	
	GATWICK	SMALL PLANET AIRLINES POLSKA	C	A	2	0	0	0	50	0	50	0	0	51	0	0	0	
	GATWICK	SMALL PLANET AIRLINES POLSKA	C	D	2	0	0	100	0	0	0	0	0	6	0	0	0	

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
TIRANA																		
<b>TOTAL TIRANA</b>					<b>79</b>	<b>1</b>	<b>0</b>	<b>51</b>	<b>20</b>	<b>11</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>71</b>	<b>15</b>	<b>15</b>	
TIREE																		
	GLASGOW	LOGANAIR	S	A	27	0	0	81	7	11	0	0	0	6	76	12	25	
	GLASGOW	LOGANAIR	S	D	27	0	0	89	0	7	4	0	0	7	83	10	24	
<b>TOTAL TIREE</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>11</b>	<b>11</b>	
TIRGU MURES																		
	LUTON	WIZZ AIR	S	A	14	0	0	93	7	0	0	0	0	2	93	2	15	
	LUTON	WIZZ AIR	S	D	15	0	0	67	27	7	0	0	0	12	80	9	15	
<b>TOTAL TIRGU MURES</b>					<b>29</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>6</b>	<b>6</b>	
TIVAT																		
	GATWICK	MONTENEGRO AIRLINES	S	A	9	0	0	33	56	0	0	11	0	34	89	7	9	
	GATWICK	MONTENEGRO AIRLINES	S	D	9	0	0	33	33	22	0	11	0	39	67	13	9	
<b>TOTAL TIVAT</b>					<b>18</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>44</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>37</b>	<b>78</b>	<b>10</b>	<b>10</b>	
TOBAGO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	75	0	25	0	0	0	10	40	12	5	
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	25	50	25	0	0	0	26	100	1	4	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	50	0	0	0	0	12	33	23	3	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	50	25	0	0	0	27	33	21	3	
<b>TOTAL TOBAGO</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>38</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>53</b>	<b>13</b>	<b>13</b>	
TOKYO (HANEDA)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	64	23	5	5	5	0	28	41	30	22	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	73	14	5	5	5	0	27	73	19	22	
<b>TOTAL TOKYO (HANEDA)</b>					<b>44</b>	<b>2</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>28</b>	<b>57</b>	<b>25</b>	<b>25</b>	
TOKYO (NARITA)																		
	HEATHROW	ALL NIPPON AIRWAYS	S	A	30	0	0	87	7	7	0	0	0	6	60	16	30	
	HEATHROW	ALL NIPPON AIRWAYS	S	D	30	0	0	100	0	0	0	0	0	1	97	2	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	80	10	3	3	3	0	18	70	14	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	73	13	10	0	3	0	22	87	7	30	
	HEATHROW	JAPAN AIRLINES	S	A	30	0	0	87	7	3	3	0	0	8	67	15	30	
	HEATHROW	JAPAN AIRLINES	S	D	30	0	0	93	0	0	7	0	0	7	93	5	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	80	10	7	0	0	3	21	67	13	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	83	13	0	0	0	3	16	90	4	30	

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

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					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)											
TOKYO (NARITA)																	
<b>TOTAL TOKYO (NARITA)</b>					<b>240</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>12</b>	<b>79</b>	<b>9</b>	<b>9</b>
TORONTO																	
	EDINBURGH	AIR CANADA	S	A	13	0	0	77	8	15	0	0	0	10	0	0	0
	EDINBURGH	AIR CANADA	S	D	13	0	0	62	15	15	8	0	0	19	0	0	0
	HEATHROW	AIR CANADA	S	A	148	0	1	56	23	16	5	0	1	21	71	16	150
	HEATHROW	AIR CANADA	S	D	148	1	1	86	8	2	1	2	0	11	77	25	150
	BIRMINGHAM	AIR TRANSAT	S	A	4	0	0	75	25	0	0	0	0	7	75	4	4
	BIRMINGHAM	AIR TRANSAT	S	D	4	0	0	100	0	0	0	0	0	75	8	4	4
	GATWICK	AIR TRANSAT	S	A	35	0	0	69	11	20	0	0	0	13	86	10	36
	GATWICK	AIR TRANSAT	S	D	36	0	0	81	17	3	0	0	0	7	80	18	35
	GLASGOW	AIR TRANSAT	S	A	22	0	0	95	5	0	0	0	0	1	96	2	24
	GLASGOW	AIR TRANSAT	S	D	22	0	0	91	5	0	0	5	0	11	88	10	24
	MANCHESTER	AIR TRANSAT	S	A	21	0	0	76	14	5	5	0	0	10	83	5	24
	MANCHESTER	AIR TRANSAT	S	D	22	0	0	86	9	0	5	0	0	7	76	8	25
	HEATHROW	BRITISH AIRWAYS PLC	S	A	73	0	0	59	18	15	8	0	0	19	72	20	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	74	0	0	32	31	28	8	0	0	29	67	18	60
<b>TOTAL TORONTO</b>					<b>635</b>	<b>2</b>	<b>2</b>	<b>68</b>	<b>16</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>24</b>	<b>24</b>
TOULON / HYERES																	
	LONDON CITY	CITY JET	S	A	9	0	0	89	11	0	0	0	0	3	83	6	12
	LONDON CITY	CITY JET	S	D	8	0	0	75	25	0	0	0	0	6	91	3	11
	STANSTED	RYANAIR	S	A	13	0	0	77	15	8	0	0	0	12	85	8	13
	STANSTED	RYANAIR	S	D	13	0	0	92	8	0	0	0	0	7	85	5	13
<b>TOTAL TOULON / HYERES</b>					<b>43</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>5</b>	<b>5</b>
TOULOUSE (BLAGNAC)																	
	BIRMINGHAM	BMI REGIONAL	S	A	26	0	0	88	4	4	4	0	0	10	0	0	0
	BIRMINGHAM	BMI REGIONAL	S	D	26	0	0	92	0	4	4	0	0	8	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	80	6	10	4	0	0	12	88	7	90
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	67	22	7	4	0	0	14	92	6	90
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	92	0	0	83	7	5	5	0	0	10	72	11	90
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	92	0	0	80	10	4	5	0	0	11	82	9	90
	EDINBURGH	JET2.COM LTD	S	A	5	0	0	100	0	0	0	0	0	1	40	17	5
	EDINBURGH	JET2.COM LTD	S	D	5	0	0	100	0	0	0	0	0	1	100	2	5
	MANCHESTER	JET2.COM LTD	S	A	15	0	0	87	13	0	0	0	0	6	100	1	13

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
TOULOUSE (BLAGNAC)	MANCHESTER	JET2.COM LTD	S	D	15	0	0	73	20	7	0	0	0	9	85	6	13
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>456</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>84</b>	<b>8</b>	<b>8</b>
TOURS	MANCHESTER	RYANAIR	S	A	7	0	0	100	0	0	0	0	0	2	92	3	13
	MANCHESTER	RYANAIR	S	D	7	0	0	71	29	0	0	0	0	6	69	12	13
	STANSTED	RYANAIR	S	A	17	0	0	100	0	0	0	0	0	1	94	3	17
	STANSTED	RYANAIR	S	D	17	0	0	100	0	0	0	0	0	2	94	4	17
<b>TOTAL TOURS</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>5</b>	<b>5</b>
TRAPANI	LUTON	RYANAIR	S	A	12	0	0	83	8	8	0	0	0	9	78	6	9
	LUTON	RYANAIR	S	D	12	0	0	83	0	17	0	0	0	10	89	5	9
	MANCHESTER	RYANAIR	S	A	9	0	0	56	33	11	0	0	0	14	0	0	0
	MANCHESTER	RYANAIR	S	D	9	0	0	67	33	0	0	0	0	10	0	0	0
<b>TOTAL TRAPANI</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>17</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>5</b>	<b>5</b>
TREVISO	STANSTED	RYANAIR	S	A	59	0	0	81	14	3	0	2	0	10	63	25	60
	STANSTED	RYANAIR	S	D	59	0	0	97	2	2	0	0	0	4	80	14	60
<b>TOTAL TREVISO</b>					<b>118</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>72</b>	<b>19</b>	<b>19</b>
TRIESTE (RONCHI DEI LEGIO)	BIRMINGHAM	RYANAIR	S	A	9	0	0	78	22	0	0	0	0	7	100	1	9
	BIRMINGHAM	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	0	100	2	9
	STANSTED	RYANAIR	S	A	29	0	0	97	3	0	0	0	0	6	70	11	30
	STANSTED	RYANAIR	S	D	29	0	0	100	0	0	0	0	0	2	100	3	30
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</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>4</b>	<b>88</b>	<b>6</b>	<b>6</b>
TRIPOLI	GATWICK	AFRIQIYAH AIRWAYS	S	A	16	0	9	6	6	50	31	6	0	74	0	90	13
	GATWICK	AFRIQIYAH AIRWAYS	S	D	16	0	9	56	6	13	25	0	0	33	8	64	13
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	89	11	0	0	0	0	3	100	2	12
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	89	0	11	0	0	0	8	77	11	13
	HEATHROW	LIBYAN ARAB AIRLINES	S	A	8	0	0	38	13	38	0	0	13	79	0	0	0
	HEATHROW	LIBYAN ARAB AIRLINES	S	D	8	0	0	0	25	63	0	0	13	90	0	0	0
	MANCHESTER	LIBYAN ARAB AIRLINES	S	A	13	0	0	23	15	31	15	8	8	91	18	81	11

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)											
TRIPOLI	MANCHESTER	LIBYAN ARAB AIRLINES		S D	13	0	1	23	23	15	31	8	0	60	27	96	11
<b>TOTAL TRIPOLI</b>					<b>110</b>	<b>0</b>	<b>19</b>	<b>46</b>	<b>11</b>	<b>24</b>	<b>14</b>	<b>3</b>	<b>3</b>	<b>48</b>	<b>38</b>	<b>56</b>	<b>56</b>
TROMSOE	GATWICK	NORWEGIAN AIR SHUTTLE		S A	8	0	0	75	13	13	0	0	0	9	0	0	0
	GATWICK	NORWEGIAN AIR SHUTTLE		S D	8	0	0	88	0	13	0	0	0	11	0	0	0
<b>TOTAL TROMSOE</b>					<b>17</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
TRONDHEIM (VAERNES)	GATWICK	NORWEGIAN AIR SHUTTLE		S A	22	0	0	95	0	0	5	0	0	7	85	4	13
	GATWICK	NORWEGIAN AIR SHUTTLE		S D	22	0	0	95	0	0	5	0	0	6	92	3	13
<b>TOTAL TRONDHEIM (VAERNES)</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>4</b>	<b>4</b>
TUNIS	GATWICK	BRITISH AIRWAYS PLC		S A	12	0	0	33	25	25	17	0	0	30	32	27	22
	GATWICK	BRITISH AIRWAYS PLC		S D	12	0	0	25	42	33	0	0	0	28	55	19	22
	HEATHROW	TUNISAIR		S A	21	0	0	24	14	19	38	5	0	55	9	58	22
	HEATHROW	TUNISAIR		S D	21	0	0	0	33	19	43	5	0	69	5	59	22
	MANCHESTER	TUNISAIR		S A	4	0	0	0	0	25	75	0	0	67	25	67	4
	MANCHESTER	TUNISAIR		S D	4	0	0	0	0	0	100	0	0	71	0	87	4
<b>TOTAL TUNIS</b>					<b>74</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>24</b>	<b>22</b>	<b>35</b>	<b>3</b>	<b>0</b>	<b>52</b>	<b>24</b>	<b>44</b>	<b>44</b>
TURIN	GATWICK	BRITISH AIRWAYS PLC		S A	26	0	0	35	46	15	4	0	0	21	60	17	25
	GATWICK	BRITISH AIRWAYS PLC		S D	26	0	0	69	19	8	4	0	0	17	52	22	25
	STANSTED	RYANAIR		S A	30	0	0	67	17	13	3	0	0	17	70	10	30
	STANSTED	RYANAIR		S D	30	0	0	87	7	7	0	0	0	8	100	2	30
<b>TOTAL TURIN</b>					<b>113</b>	<b>2</b>	<b>0</b>	<b>65</b>	<b>21</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>12</b>	<b>12</b>
TURKU																	

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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	4	0	0	75	25	0	0	0	0	6	100	3	5	
	GATWICK	ATLANTIC AIRWAYS	S	D	4	0	0	50	50	0	0	0	0	14	100	4	5	
<b>TOTAL VAGAR</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>100</b>	<b>4</b>	<b>4</b>	
VALENCIA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	85	8	7	0	0	0	6	77	13	60	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	80	12	7	2	0	0	9	85	12	60	
	MANCHESTER	RYANAIR	S	A	9	0	0	67	33	0	0	0	0	8	75	7	8	
	MANCHESTER	RYANAIR	S	D	9	0	0	67	33	0	0	0	0	11	50	18	8	
	STANSTED	RYANAIR	S	A	31	0	0	90	6	3	0	0	0	5	90	6	30	
	STANSTED	RYANAIR	S	D	31	0	0	90	6	0	3	0	0	6	100	2	30	
<b>TOTAL VALENCIA</b>					<b>200</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>11</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>	
VALLADOLID																		
VANCOUVER																		
	HEATHROW	AIR CANADA	S	A	30	0	0	77	10	7	3	0	3	28	63	26	30	
	HEATHROW	AIR CANADA	S	D	30	0	0	93	0	7	0	0	0	5	53	51	30	
	GATWICK	AIR TRANSAT	S	A	17	0	0	88	12	0	0	0	0	4	77	6	22	
	GATWICK	AIR TRANSAT	S	D	16	0	0	100	0	0	0	0	0	2	59	16	22	
	GLASGOW	AIR TRANSAT	S	A	4	0	0	100	0	0	0	0	0	0	75	13	4	
	GLASGOW	AIR TRANSAT	S	D	4	0	0	100	0	0	0	0	0	4	75	17	4	
	MANCHESTER	AIR TRANSAT	S	A	9	0	0	67	11	0	22	0	0	23	67	9	9	
	MANCHESTER	AIR TRANSAT	S	D	8	0	0	75	13	0	13	0	0	12	63	16	8	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	52	0	0	71	12	6	10	0	2	45	88	8	51	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	51	0	0	63	20	6	10	2	0	24	67	16	52	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	17	0	0	94	0	0	6	0	0	5	82	8	17	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	16	0	0	75	19	0	6	0	0	10	83	11	18	
<b>TOTAL VANCOUVER</b>					<b>254</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>21</b>	<b>72</b>	<b>18</b>	<b>18</b>	
VARADERO																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	3	50	36	2	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	7	50	40	2	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	67	6	3		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	0	33	0	0	0	12	50	27	2	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	0	50	0	0	50	0	130	50	51	4	

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	THOMSON AIRWAYS LTD	C	D	4	0	0	50	0	0	0	50	0	125	50	61	4
<b>TOTAL VARADERO</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>60</b>	<b>53</b>	<b>39</b>	<b>39</b>
VARNA	MANCHESTER	BH AIR	C	A	4	0	0	50	25	25	0	0	0	20	50	19	4
	MANCHESTER	BH AIR	C	D	3	0	0	33	0	67	0	0	0	24	0	34	3
	NEWCASTLE	BH AIR	C	A	3	0	0	33	67	0	0	0	0	15	50	34	4
	NEWCASTLE	BH AIR	C	D	2	0	0	100	0	0	0	0	0	2	67	29	3
	GATWICK	BULGARIA AIR	S	A	3	0	0	33	67	0	0	0	0	13	100	0	4
	GATWICK	BULGARIA AIR	S	D	3	0	0	100	0	0	0	0	0	2	100	0	4
	LUTON	WIZZ AIR	S	A	17	0	0	71	18	6	6	0	0	15	69	17	13
	LUTON	WIZZ AIR	S	D	17	0	0	53	35	12	0	0	0	16	69	12	13
<b>TOTAL VARNA</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>27</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>16</b>	<b>16</b>
VASTERAS	STANSTED	RYANAIR	S	A	21	0	0	95	5	0	0	0	0	3	95	5	21
	STANSTED	RYANAIR	S	D	21	0	0	90	5	5	0	0	0	5	100	2	21
<b>TOTAL VASTERAS</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>98</b>	<b>4</b>	<b>4</b>
VENICE	GLASGOW	BA CITYFLYER LTD	C	A	3	0	0	33	33	33	0	0	0	22	60	17	5
	GLASGOW	BA CITYFLYER LTD	C	D	3	0	0	100	0	0	0	0	0	1	80	9	5
	LONDON CITY	BA CITYFLYER LTD	S	A	25	0	0	84	4	8	4	0	0	8	75	13	12
	LONDON CITY	BA CITYFLYER LTD	S	D	25	0	0	80	8	4	8	0	0	10	92	6	12
	GATWICK	BRITISH AIRWAYS PLC	S	A	90	0	0	59	19	17	4	1	0	22	49	30	88
	GATWICK	BRITISH AIRWAYS PLC	S	D	90	0	0	62	23	10	4	0	0	16	52	28	89
	HEATHROW	BRITISH AIRWAYS PLC	C	A	2	0	0	100	0	0	0	0	0	9	100	2	1
	HEATHROW	BRITISH AIRWAYS PLC	S	A	47	0	0	64	17	15	4	0	0	15	69	13	49
	HEATHROW	BRITISH AIRWAYS PLC	C	D	2	0	0	100	0	0	0	0	0	6	100	0	1
	HEATHROW	BRITISH AIRWAYS PLC	S	D	47	0	0	79	17	4	0	0	0	8	88	5	49
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	88	0	0	78	13	5	5	0	0	11	70	13	86
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	88	0	0	86	8	5	1	0	0	8	80	9	87
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	83	0	17	0	0	0	8	0	0	0
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	92	0	0	8	0	0	7	0	0	0
	EDINBURGH	JET2.COM LTD	S	A	17	0	0	82	12	6	0	0	0	9	53	15	17
	EDINBURGH	JET2.COM LTD	S	D	17	0	0	88	6	6	0	0	0	7	100	6	17



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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2012			
					25	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)										
VENICE	MANCHESTER	JET2.COM LTD	S	A	25	0	0	72	12	12	4	0	0	17	50	27	26
	MANCHESTER	JET2.COM LTD	S	D	25	0	0	68	16	8	8	0	0	16	77	17	26
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	100	0	0	0	0	0	1	71	8	14
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	78	22	0	0	0	0	10	64	20	14
	BIRMINGHAM	MONARCH AIRLINES	S	A	17	0	0	76	18	0	6	0	0	12	72	33	18
	BIRMINGHAM	MONARCH AIRLINES	S	D	17	0	0	88	0	6	6	0	0	11	67	35	18
	GATWICK	MONARCH AIRLINES	S	A	16	0	0	63	19	6	13	0	0	19	64	13	22
	GATWICK	MONARCH AIRLINES	S	D	16	0	0	88	6	0	6	0	0	8	95	3	22
	MANCHESTER	MONARCH AIRLINES	S	A	12	0	0	33	42	8	17	0	0	29	53	22	17
	MANCHESTER	MONARCH AIRLINES	S	D	12	0	0	83	0	8	8	0	0	16	88	6	17
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	9	100	3	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	3	0	0	67	33	0	0	0	0	9	100	6	3
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	33	22	6
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	3	80	12	5
<b>TOTAL VENICE</b>					<b>744</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>17</b>	<b>17</b>
VERONA VILLAFRANCA	GATWICK	AIR DOLOMITI	C	A	3	0	0	100	0	0	0	0	0	4	0	0	0
	GATWICK	AIR DOLOMITI	C	D	3	0	0	0	33	67	0	0	0	33	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	60	0	0	58	22	17	3	0	0	19	68	26	60
	GATWICK	BRITISH AIRWAYS PLC	S	D	60	0	0	58	25	15	2	0	0	16	65	20	60
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	81	3	6	10	0	0	13	72	14	32
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	84	6	0	10	0	0	10	91	7	32
	MANCHESTER	FLYBE LTD	C	A	3	0	0	100	0	0	0	0	0	0	50	130	4
	MANCHESTER	FLYBE LTD	C	D	3	0	0	67	33	0	0	0	0	6	67	18	3
	GATWICK	MONARCH AIRLINES	S	A	13	0	0	69	15	8	8	0	0	18	0	0	0
	GATWICK	MONARCH AIRLINES	S	D	13	0	0	92	0	8	0	0	0	8	0	0	0
	MANCHESTER	MONARCH AIRLINES	S	A	9	0	0	89	11	0	0	0	0	8	44	32	9
	MANCHESTER	MONARCH AIRLINES	S	D	9	0	0	67	11	22	0	0	0	14	56	28	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	2	89	6	9
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	0	89	6	9
	GATWICK	THOMSON AIRWAYS LTD	C	A	8	0	0	88	0	0	13	0	0	13	77	56	13
	GATWICK	THOMSON AIRWAYS LTD	C	D	7	0	0	43	29	14	14	0	0	30	58	60	12
	GLASGOW	THOMSON AIRWAYS LTD	C	A	7	0	0	71	29	0	0	0	0	6	75	65	8

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)											
VERONA VILLAGRANCA	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	67	85	6
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	12	0	0	83	17	0	0	0	0	5	54	18	13
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	11	0	0	91	9	0	0	0	0	8	75	11	12
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	8	0	0	88	13	0	0	0	0	4	89	7	9
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	6	0	0	100	0	0	0	0	0	1	100	1	7
<b>TOTAL VERONA VILLAGRANCA</b>					<b>321</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>23</b>	<b>23</b>
VIENNA	HEATHROW	BRITISH AIRWAYS PLC	S	A	145	0	0	79	14	6	1	0	0	9	85	7	150
	HEATHROW	BRITISH AIRWAYS PLC	S	D	145	0	0	84	8	4	3	0	0	8	88	6	150
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	48	0	0	83	10	4	2	0	0	8	85	6	47
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	48	0	0	81	15	2	2	0	0	8	89	5	47
	HEATHROW	TYROLEAN AIRWAYS	S	A	90	0	0	72	17	11	0	0	0	12	82	8	120
	HEATHROW	TYROLEAN AIRWAYS	S	D	89	0	0	88	6	6	1	0	0	6	72	10	120
<b>TOTAL VIENNA</b>					<b>566</b>	<b>2</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>7</b>	<b>7</b>
VIGO																	
VILNIUS	STANSTED	RYANAIR	S	A	30	0	0	93	7	0	0	0	0	2	70	14	30
	STANSTED	RYANAIR	S	D	30	0	0	97	0	3	0	0	0	3	93	8	30
	LUTON	WIZZ AIR	S	A	44	0	0	100	0	0	0	0	0	0	97	1	31
	LUTON	WIZZ AIR	S	D	44	0	0	86	7	0	7	0	0	9	84	7	31
<b>TOTAL VILNIUS</b>					<b>148</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>86</b>	<b>7</b>	<b>7</b>
VOLOS	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	0	0	25	0	0	18	50	31	4
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	8	50	12	4
	GATWICK	SMALL PLANET AIRLINES POLSKA	C	D	4	0	0	75	25	0	0	0	0	11	0	0	0
<b>TOTAL VOLOS</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>50</b>	<b>21</b>	<b>21</b>

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

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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
WARSAW	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	58	25	8	7	2	0	19	68	13	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	85	12	2	0	2	0	10	93	5	60
	HEATHROW	LOT-POLISH AIRLINES	S	A	86	0	0	66	20	10	3	0	0	16	59	18	85
	HEATHROW	LOT-POLISH AIRLINES	S	D	85	0	0	82	8	6	4	0	0	8	80	11	84
	MANCHESTER	RYANAIR	S	A	12	0	0	50	33	17	0	0	0	17	0	0	0
	MANCHESTER	RYANAIR	S	D	12	0	0	100	0	0	0	0	0	2	0	0	0
	STANSTED	RYANAIR	S	A	73	0	0	60	22	16	1	0	0	15	0	0	0
	STANSTED	RYANAIR	S	D	73	0	0	89	10	1	0	0	0	4	0	0	0
	GLASGOW	WIZZ AIR	S	A	9	0	0	78	22	0	0	0	0	9	0	0	0
	GLASGOW	WIZZ AIR	S	D	9	0	0	44	22	33	0	0	0	20	0	0	0
	LUTON	WIZZ AIR	S	A	79	0	0	77	14	5	4	0	0	12	0	0	0
	LUTON	WIZZ AIR	S	D	79	0	0	58	22	15	5	0	0	20	0	0	0
<b>TOTAL WARSAW</b>					<b>637</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>12</b>	<b>12</b>
WASHINGTON (DULLES)	HEATHROW	BRITISH AIRWAYS PLC	S	A	88	0	0	74	11	14	1	0	0	11	83	13	90
	HEATHROW	BRITISH AIRWAYS PLC	S	D	89	0	0	58	24	16	2	0	0	17	80	13	90
	HEATHROW	UNITED AIRLINES	S	A	120	0	0	79	8	9	3	0	0	10	70	19	117
	HEATHROW	UNITED AIRLINES	S	D	120	0	0	83	6	8	3	0	0	8	88	8	117
	MANCHESTER	UNITED AIRLINES	S	A	22	0	0	86	0	0	0	14	0	32	81	7	21
	MANCHESTER	UNITED AIRLINES	S	D	22	0	0	82	0	14	5	0	0	10	95	4	20
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	93	3	3	0	0	0	4	93	2	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	83	10	0	7	0	0	7	97	3	30
<b>TOTAL WASHINGTON (DULLES)</b>					<b>521</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>11</b>	<b>11</b>
WATERFORD	BIRMINGHAM	FLYBE LTD	S	A	18	0	0	78	6	6	11	0	0	18	88	4	17
	BIRMINGHAM	FLYBE LTD	S	D	18	0	0	56	17	22	6	0	0	20	71	12	17
	MANCHESTER	FLYBE LTD	S	A	17	0	0	76	6	6	12	0	0	21	0	0	0
	MANCHESTER	FLYBE LTD	S	D	17	0	1	82	0	6	12	0	0	19	0	0	0
<b>TOTAL WATERFORD</b>					<b>70</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>7</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>95</b>	<b>3</b>	<b>3</b>
WICK JOHN O GROATS	EDINBURGH	LOGANAIR	S	A	26	0	0	81	12	8	0	0	0	7	89	5	27
	EDINBURGH	LOGANAIR	S	D	27	0	0	89	4	0	7	0	0	7	92	10	26
<b>TOTAL WICK JOHN O GROATS</b>					<b>53</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>8</b>	<b>8</b>

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

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE						SEPT 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	43	0	0	93	0	0	7	0	0	10	89	12	38	
	STANSTED	RYANAIR	S	D	43	1	0	81	12	2	5	0	0	12	95	3	38	
	LUTON	WIZZ AIR	S	A	22	0	0	77	9	5	9	0	0	19	100	2	21	
	LUTON	WIZZ AIR	S	D	22	0	0	73	14	5	9	0	0	21	71	14	21	
<b>TOTAL WROCLAW</b>					<b>130</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>90</b>	<b>8</b>	<b>8</b>	

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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	13	0	0	85	15	0	0	0	0	7	92	5	13
	STANSTED	RYANAIR	S	D	13	0	0	77	15	8	0	0	0	8	92	6	13
<b>TOTAL ZADAR</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>92</b>	<b>5</b>	<b>5</b>
ZAGREB	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	53	27	20	0	0	0	17	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	77	10	13	0	0	0	9	0	0	0
	HEATHROW	CROATIA AIRLINES	S	A	34	0	0	62	21	12	3	3	0	22	74	12	34
	HEATHROW	CROATIA AIRLINES	S	D	34	0	0	65	9	21	6	0	0	19	59	17	34
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	24	0	0	83	8	4	4	0	0	12	91	23	22
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	24	0	0	92	4	0	4	0	0	6	95	2	22
<b>TOTAL ZAGREB</b>					<b>176</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>78</b>	<b>13</b>	<b>13</b>
ZAKINTHOS	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	19	0	0	89	5	0	5	0	0	9	89	27	18
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	19	0	0	100	0	0	0	0	0	1	83	9	18
	MANCHESTER	GERMANIA FLUGGESELLSCHAFT	C	A	8	0	0	88	13	0	0	0	0	6	0	0	0
	MANCHESTER	GERMANIA FLUGGESELLSCHAFT	C	D	8	0	0	88	0	13	0	0	0	8	0	0	0
	MANCHESTER	JET2.COM LTD	S	A	4	0	0	75	25	0	0	0	0	8	0	0	0
	MANCHESTER	JET2.COM LTD	S	D	4	0	0	50	25	25	0	0	0	17	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	0	100	8	1
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	80	20	0	0	0	0	6	80	17	5
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	60	20	0	0	0	20	166	75	21	4
	LUTON	MONARCH AIRLINES	C	A	3	0	0	67	33	0	0	0	0	7	67	8	3
	LUTON	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	3	100	1	2
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	2	50	22	4
	MANCHESTER	MONARCH AIRLINES	C	D	3	0	0	67	33	0	0	0	0	9	33	36	3
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	12	0	0	100	0	0	0	0	0	0	80	13	15
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	11	0	0	100	0	0	0	0	0	0	77	16	13
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	19	0	0	79	11	5	5	0	0	11	76	15	17
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	17	0	0	71	18	12	0	0	0	10	57	23	14
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	0	11	0	0	14	63	17	8
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	11	0	0	0	0	9	44	24	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	20	0	0	65	15	10	10	0	0	22	67	60	15
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	18	0	0	78	11	0	11	0	0	16	38	73	16

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
ZAKINTHOS	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	11	0	0	0	7	75	15	8
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	0	0	22	0	0	19	88	18	8
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	20	0	0	21	100	4	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	30	67	11	3
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	8	0	0	88	13	0	0	0	0	4	75	22	8
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	63	12	8	8
	GATWICK	THOMSON AIRWAYS LTD	C	A	23	0	0	83	9	9	0	0	0	6	92	8	24
	GATWICK	THOMSON AIRWAYS LTD	C	D	19	0	0	84	16	0	0	0	0	7	81	8	21
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	5	100	0	4
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	15	100	0	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	18	0	0	72	22	0	6	0	0	15	75	10	20
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	15	0	0	73	27	0	0	0	0	7	61	17	18
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	1	100	3	5
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	7	50	21	4
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	6	100	4	4
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	9	100	2	4
	GATWICK	TRAVEL SERVICE AIRLINES	C	A	12	0	0	75	0	25	0	0	0	12	0	0	0
	GATWICK	TRAVEL SERVICE AIRLINES	C	D	12	0	0	92	0	8	0	0	0	8	0	0	0
<b>TOTAL ZAKINTHOS</b>					<b>371</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>18</b>	<b>18</b>
ZARAGOZA	STANSTED	RYANAIR	S	A	22	0	0	100	0	0	0	0	0	2	73	11	22
	STANSTED	RYANAIR	S	D	22	0	0	100	0	0	0	0	0	2	86	6	22
<b>TOTAL ZARAGOZA</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>8</b>	<b>8</b>
ZURICH	LONDON CITY	BA CITYFLYER LTD	S	A	87	0	0	95	0	1	3	0	0	6	89	5	84
	LONDON CITY	BA CITYFLYER LTD	S	D	89	0	0	92	4	2	1	0	0	4	89	6	85
	EDINBURGH	BMI REGIONAL	S	A	25	0	0	84	12	4	0	0	0	8	79	10	28
	EDINBURGH	BMI REGIONAL	S	D	25	0	0	88	4	4	4	0	0	8	93	8	28
	HEATHROW	BRITISH AIRWAYS PLC	S	A	175	0	0	59	23	14	3	0	0	17	73	13	175
	HEATHROW	BRITISH AIRWAYS PLC	S	D	175	0	0	79	12	6	3	0	0	10	85	7	175
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	56	0	0	82	7	4	5	2	0	14	65	17	55
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	73	16	5	5	0	0	13	69	14	55
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	93	0	7	0	0	0	4	83	8	30

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE						SEPT 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
ZURICH	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	90	3	0	7	0	0	8	83	8	30
	BIRMINGHAM	HELVETIC AIRWAYS	S	A	29	0	0	93	3	3	0	0	0	5	87	6	89
	BIRMINGHAM	HELVETIC AIRWAYS	S	D	29	0	0	97	3	0	0	0	0	1	69	14	88
	MANCHESTER	HELVETIC AIRWAYS	S	A	50	0	0	72	16	10	2	0	0	13	56	18	9
	MANCHESTER	HELVETIC AIRWAYS	S	D	50	0	0	58	20	16	6	0	0	18	33	23	9
	BIRMINGHAM	SWISS AIRLINES	S	A	30	0	0	80	10	7	3	0	0	10	0	0	0
	BIRMINGHAM	SWISS AIRLINES	S	D	30	0	0	80	10	10	0	0	0	7	0	0	0
	HEATHROW	SWISS AIRLINES	S	A	210	0	0	70	17	12	2	0	0	14	76	10	207
	HEATHROW	SWISS AIRLINES	S	D	210	0	0	75	16	8	1	0	0	10	80	8	207
	LONDON CITY	SWISS AIRLINES	S	A	171	1	0	83	10	4	3	0	0	9	88	7	171
	LONDON CITY	SWISS AIRLINES	S	D	168	1	0	89	7	2	2	0	0	7	86	7	166
	MANCHESTER	SWISS AIRLINES	S	A	36	0	0	58	36	6	0	0	0	13	63	15	81
	MANCHESTER	SWISS AIRLINES	S	D	36	0	0	64	36	0	0	0	0	14	46	18	81
<b>TOTAL ZURICH</b>					<b>1797</b>	<b>5</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>10</b>	<b>10</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2013

Reporting Airport: BIRMINGHAM (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)	1119	5	0	91	4	2	3	0	0	7	84	11	1104
SCHEDULED FLIGHTS(ALL ROUTES)	7229	12	46	88	6	3	2	0	0	8	84	10	6730
AIRPORT TOTAL	8348	17	46	88	6	3	2	0	0	7	84	10	7834



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2013

Reporting Airport: EDINBURGH (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)	185	0	0	66	21	6	5	1	0	20	68	30	183
SCHEDULED FLIGHTS(ALL ROUTES)	9035	4	22	83	9	5	2	0	0	9	83	9	8774
AIRPORT TOTAL	9220	4	22	83	10	5	2	0	0	10	82	10	8957

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2013

Reporting Airport: GATWICK (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)	2893	4	0	75	12	7	6	1	0	16	77	20	2791
SCHEDULED FLIGHTS(ALL ROUTES)	20819	12	108	76	13	7	4	0	0	13	77	13	20042
AIRPORT TOTAL	23712	16	108	76	13	7	4	0	0	14	77	14	22833

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2013

Reporting Airport: GLASGOW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)	795	8	0	74	13	6	5	1	1	19	68	23	865
SCHEDULED FLIGHTS(ALL ROUTES)	6002	9	20	82	8	6	4	0	0	11	84	9	5745
AIRPORT TOTAL	6797	17	20	81	9	6	4	1	0	12	82	11	6610

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2013

Reporting Airport: HEATHROW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)	90	0	0	80	8	11	1	0	0	10	86	6	66
SCHEDULED FLIGHTS(ALL ROUTES)	40025	8	24	72	14	9	4	0	0	14	79	11	39325
AIRPORT TOTAL	40115	8	24	72	14	10	4	0	0	14	79	11	39391

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2013

Reporting Airport: LONDON CITY (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)	5975	2	4	87	6	3	4	1	0	9	90	6	5500
AIRPORT TOTAL	5975	2	4	87	6	3	4	1	0	9	90	6	5500

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2013

Reporting Airport: LUTON (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)	341	125	0	85	8	6	1	0	0	7	84	10	343
SCHEDULED FLIGHTS(ALL ROUTES)	6008	6	5	84	9	5	2	0	0	9	83	10	5991
AIRPORT TOTAL	6349	131	5	84	9	5	2	0	0	9	83	10	6334

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2013

Reporting Airport: MANCHESTER (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)	2535	21	0	74	11	6	7	2	1	22	66	33	2596
SCHEDULED FLIGHTS(ALL ROUTES)	13040	14	19	75	13	8	4	0	0	13	76	14	12528
AIRPORT TOTAL	15575	35	19	75	13	8	5	1	0	15	75	17	15124

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2013

Reporting Airport: NEWCASTLE (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)	786	1	0	87	8	3	2	1	0	11	79	22	799
SCHEDULED FLIGHTS(ALL ROUTES)	3311	0	24	82	9	5	3	0	0	10	82	10	3379
AIRPORT TOTAL	4097	1	24	83	9	5	3	0	0	10	82	13	4178



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2013

Reporting Airport: STANSTED (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)	434	17	0	86	6	4	3	0	0	9	84	12	477
SCHEDULED FLIGHTS(ALL ROUTES)	10625	10	15	85	9	4	1	0	0	8	87	7	10410
AIRPORT TOTAL	11059	27	15	85	9	4	1	0	0	8	87	8	10887