

# Punctuality Statistics

Regulatory Policy Group



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

**Full and Summary Analysis**

**March 2014**

**Disclaimer**

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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:

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

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

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

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

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

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

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

## INTRODUCTORY NOTES

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

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

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

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

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



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

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2014

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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	60	0	40	0	0	0	19	0	0	0
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	2	80	14	10
	TYROLEAN AIRWAYS	C	10	0	0	90	10	0	0	0	0	3	80	7	10
<b>TOTAL INNSBRUCK</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>10</b>	<b>20</b>
<b>SALZBURG</b>															
	FLYBE LTD	C	12	0	0	83	8	8	0	0	0	6	77	14	13
	THOMSON AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	1	100	1	7
<b>TOTAL SALZBURG</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>10</b>	<b>20</b>
<b>TOTAL AUSTRIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>10</b>	<b>40</b>
<b>BARBADOS</b>															
BRIDGETOWN	THOMSON AIRWAYS LTD	C	24	0	0	63	8	8	8	4	8	63	85	17	13
<b>TOTAL BRIDGETOWN</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>8</b>	<b>63</b>	<b>85</b>	<b>17</b>	<b>13</b>
<b>TOTAL BARBADOS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>8</b>	<b>63</b>	<b>85</b>	<b>17</b>	<b>13</b>
<b>BELGIUM</b>															
BRUSSELS	BRUSSELS AIRLINES	S	228	2	4	86	7	4	3	0	0	8	84	9	232
<b>TOTAL BRUSSELS</b>			<b>228</b>	<b>2</b>	<b>4</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>9</b>	<b>232</b>
<b>TOTAL BELGIUM</b>			<b>228</b>	<b>2</b>	<b>4</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>9</b>	<b>232</b>
<b>BULGARIA</b>															
SOFIA	THOMSON AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	1	100	0	3
<b>TOTAL SOFIA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>3</b>
<b>TOTAL BULGARIA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>3</b>
<b>CAPE VERDE ISLANDS</b>															
BOA VISTA (RABIL)	THOMSON AIRWAYS LTD	S	8	0	0	100	0	0	0	0	0	3	100	0	8
<b>TOTAL BOA VISTA (RABIL)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100</b>	<b>0</b>	<b>8</b>
ILHA DO SAL C.VERDE	THOMSON AIRWAYS LTD	S	8	0	0	88	13	0	0	0	0	6	88	6	8
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>6</b>	<b>8</b>
<b>TOTAL CAPE VERDE ISLANDS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>3</b>	<b>16</b>
<b>CYPRUS</b>															
LARNACA	MONARCH AIRLINES	S	20	0	0	75	15	5	5	0	0	11	94	3	17
<b>TOTAL LARNACA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>94</b>	<b>3</b>	<b>17</b>
PAPHOS	MONARCH AIRLINES	S	2	0	0	100	0	0	0	0	0	4	0	0	0
	THOMSON AIRWAYS LTD	C	7	0	0	71	0	29	0	0	0	12	100	1	8
<b>TOTAL PAPHOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>100</b>	<b>0</b>	<b>9</b>
<b>TOTAL CYPRUS</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>96</b>	<b>2</b>	<b>26</b>
<b>DENMARK</b>															
COPENHAGEN	SAS	S	94	0	0	88	11	1	0	0	0	7	82	8	88
<b>TOTAL COPENHAGEN</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>8</b>	<b>88</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2014

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 DENMARK</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>8</b>	<b>88</b>
<b>EGYPT</b>															
HURGHADA	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	75	22	8
<b>TOTAL HURGHADA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>22</b>	<b>8</b>
SHARM EL SHEIKH (OPHIRA)	MONARCH AIRLINES	C	26	0	0	81	4	15	0	0	0	10	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	1	90	2	10
	THOMSON AIRWAYS LTD	C	18	0	0	94	6	0	0	0	0	3	81	7	27
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>9</b>	<b>53</b>
<b>TOTAL EGYPT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>74</b>	<b>11</b>	<b>61</b>
<b>FRANCE</b>															
CHAMBERY	FLYBE LTD	C	10	0	0	60	10	30	0	0	0	18	53	32	15
	FLYBE LTD	S	10	0	0	40	10	20	20	0	10	64	60	62	5
	THOMSON AIRWAYS LTD	C	10	0	0	60	30	0	10	0	0	15	30	69	10
<b>TOTAL CHAMBERY</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>17</b>	<b>17</b>	<b>10</b>	<b>0</b>	<b>3</b>	<b>32</b>	<b>47</b>	<b>50</b>	<b>30</b>
GRENOBLE	EASYJET AIRLINE COMPANY LTD	S	10	0	0	100	0	0	0	0	0	5	70	11	10
	FLYBE LTD	C	4	0	0	75	0	25	0	0	0	14	0	0	0
	MONARCH AIRLINES	C	20	0	0	80	15	5	0	0	0	9	0	0	0
	THOMAS COOK AIRLINES LTD	C	6	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL GRENOBLE</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>11</b>	<b>30</b>
LYON	FLYBE LTD	S	57	0	1	40	26	28	5	0	0	26	0	0	0
<b>TOTAL LYON</b>			<b>57</b>	<b>0</b>	<b>1</b>	<b>40</b>	<b>26</b>	<b>28</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	180	0	0	93	3	4	1	0	0	4	88	8	173
	FLYBE LTD	S	154	0	2	90	5	4	1	1	0	8	85	12	154
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>334</b>	<b>0</b>	<b>2</b>	<b>91</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>10</b>	<b>329</b>
PARIS (LE BOURGET)	SIAVIA	C	2	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL PARIS (LE BOURGET)</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>
TOULOUSE (BLAGNAC)	FLYBE LTD	C	5	0	0	100	0	0	0	0	0	3	100	0	5
	THOMSON AIRWAYS LTD	C	5	0	0	80	20	0	0	0	0	5	100	5	3
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>100</b>	<b>2</b>	<b>8</b>
<b>TOTAL FRANCE</b>			<b>473</b>	<b>0</b>	<b>3</b>	<b>82</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>13</b>	<b>407</b>
<b>GAMBIA</b>															
BANJUL	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	5	100	4	8
<b>TOTAL BANJUL</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>100</b>	<b>4</b>	<b>8</b>
<b>TOTAL GAMBIA</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>100</b>	<b>4</b>	<b>8</b>
<b>GERMANY</b>															
BERLIN (TEGEL)	GERMANWINGS	S	36	0	0	89	6	6	0	0	0	6	0	0	0
<b>TOTAL BERLIN (TEGEL)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>7</b>	<b>40</b>
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	148	0	0	94	3	2	1	0	0	4	71	11	129
	FLYBE LTD	S	175	0	2	90	5	3	2	1	0	9	85	12	141

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2014

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL DUSSELDORF			323	0	2	92	4	2	2	1	0	6	79	11	270
FRANKFURT MAIN	EUROWINGS LUFTVERKEHRS	S	158	0	0	93	1	5	0	1	0	8	90	7	130
	LUFTHANSA	S	86	0	0	95	5	0	0	0	0	3	85	10	97
TOTAL FRANKFURT MAIN			244	1	0	94	2	3	0	1	0	6	88	8	227
HAMBURG	GERMANWINGS	S	48	0	0	79	10	2	8	0	0	10	0	0	0
TOTAL HAMBURG			48	0	0	79	10	2	8	0	0	10	96	2	48
HANOVER	AIR BERLIN	S	18	0	0	72	17	11	0	0	0	12	0	0	0
	FLYBE LTD	S	62	0	0	87	6	5	2	0	0	7	84	15	62
TOTAL HANOVER			80	0	0	84	9	6	1	0	0	8	83	14	80
MUNICH	LUFTHANSA CITY LINE	S	165	0	0	97	2	0	1	0	0	2	94	3	159
TOTAL MUNICH			165	0	0	97	2	0	1	0	0	2	95	2	187
PADERBORN	AIR BERLIN	S	10	0	0	80	10	10	0	0	0	8	0	0	0
TOTAL PADERBORN			10	0	0	80	10	10	0	0	0	8	50	36	10
STUTTGART	FLYBE LTD	S	53	1	1	79	11	8	2	0	0	9	92	5	52
TOTAL STUTTGART			53	1	1	79	11	8	2	0	0	9	92	5	52
TOTAL GERMANY			959	2	3	91	4	3	1	0	0	6	86	8	914
GIBRALTAR															
GIBRALTAR	MONARCH AIRLINES	S	24	0	0	75	8	13	4	0	0	15	88	7	8
TOTAL GIBRALTAR			24	0	0	75	8	13	4	0	0	15	88	7	8
TOTAL GIBRALTAR			24	0	0	75	8	13	4	0	0	15	88	7	8
INDIA															
DELHI	AIR INDIA	S	34	2	0	76	12	3	6	3	0	19	0	0	0
TOTAL DELHI			34	2	0	76	12	3	6	3	0	19	0	0	0
TOTAL INDIA			34	2	0	76	12	3	6	3	0	19	0	0	0
IRISH REPUBLIC															
CORK	AER ARANN	S	126	1	0	95	2	2	0	2	0	6	88	11	124
TOTAL CORK			126	1	0	95	2	2	0	2	0	6	88	11	124
DUBLIN	AER ARANN	S	76	1	0	86	5	4	5	0	0	9	0	0	0
	AER LINGUS	S	155	0	7	94	2	3	1	0	0	4	85	9	202
	RYANAIR	S	239	27	0	89	8	2	2	0	0	7	78	14	200
TOTAL DUBLIN			470	28	7	90	5	3	2	0	0	6	82	11	406
IRELAND WEST(KNOCK)	FLYBE LTD	S	36	0	0	78	6	6	11	0	0	14	0	0	0
TOTAL IRELAND WEST(KNOCK)			36	0	0	78	6	6	11	0	0	14	68	17	62
SHANNON	AER ARANN	S	62	0	0	81	5	5	10	0	0	17	66	16	62
TOTAL SHANNON			62	0	0	81	5	5	10	0	0	17	66	16	62
WATERFORD	FLYBE LTD	S	34	0	0	74	15	6	6	0	0	13	88	7	34
TOTAL WATERFORD			34	0	0	74	15	6	6	0	0	13	88	7	34
TOTAL IRISH REPUBLIC			728	29	7	89	5	3	3	0	0	8	80	12	688

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			Actual (7)	Plan (8)											
<b>ITALY</b>															
BERGAMO	RYANAIR	S	26	0	0	85	4	4	8	0	0	13	85	7	26
<b>TOTAL BERGAMO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>85</b>	<b>7</b>	<b>26</b>
MILAN (MALPENSA)	FLYBE LTD	S	62	0	0	89	8	3	0	0	0	6	95	8	56
<b>TOTAL MILAN (MALPENSA)</b>			<b>62</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>95</b>	<b>8</b>	<b>56</b>
ROME (FIUMICINO)	MONARCH AIRLINES	S	20	0	0	80	10	0	10	0	0	13	86	7	36
<b>TOTAL ROME (FIUMICINO)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>86</b>	<b>7</b>	<b>36</b>
TURIN	FLYBE LTD	C	9	0	0	56	33	11	0	0	0	12	85	18	13
	THOMSON AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	2	80	21	10
<b>TOTAL TURIN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>19</b>	<b>23</b>
<b>TOTAL ITALY</b>			<b>124</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>9</b>	<b>171</b>
<b>MALTA</b>															
MALTA	RYANAIR	S	18	0	0	83	6	11	0	0	0	10	89	3	18
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>3</b>	<b>18</b>
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>3</b>	<b>18</b>
<b>MEXICO</b>															
CANCUN	THOMSON AIRWAYS LTD	C	8	0	0	50	25	25	0	0	0	21	80	30	10
<b>TOTAL CANCUN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>80</b>	<b>30</b>	<b>10</b>
<b>TOTAL MEXICO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>80</b>	<b>30</b>	<b>10</b>
<b>NETHERLANDS</b>															
AMSTERDAM	FLYBE LTD	S	140	0	0	80	11	2	6	1	0	15	83	11	126
	KLM	S	188	0	0	88	11	1	1	0	0	6	94	3	176
	KLM CITYHOPPER	S	112	1	0	88	4	3	4	2	0	13	92	4	120
<b>TOTAL AMSTERDAM</b>			<b>440</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>90</b>	<b>6</b>	<b>422</b>
ROTTERDAM	DENIM AIR	C	2	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL ROTTERDAM</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NETHERLANDS</b>			<b>442</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>90</b>	<b>6</b>	<b>422</b>
<b>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	32	0	2	53	9	25	13	0	0	25	75	16	36
<b>TOTAL ISLAMABAD</b>			<b>32</b>	<b>0</b>	<b>2</b>	<b>53</b>	<b>9</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>75</b>	<b>16</b>	<b>36</b>
<b>TOTAL PAKISTAN</b>			<b>32</b>	<b>0</b>	<b>2</b>	<b>53</b>	<b>9</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>75</b>	<b>16</b>	<b>36</b>
<b>POLAND</b>															
BYDGOSZCZ	RYANAIR	S	26	0	0	81	19	0	0	0	0	8	92	3	26
<b>TOTAL BYDGOSZCZ</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>3</b>	<b>26</b>
KATOWICE	RYANAIR	S	20	0	0	100	0	0	0	0	0	2	94	2	18
<b>TOTAL KATOWICE</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>94</b>	<b>2</b>	<b>18</b>
KRAKOW	MONARCH AIRLINES	C	4	0	0	100	0	0	0	0	0	3	0	0	0
	RYANAIR	S	18	0	0	83	0	6	11	0	0	15	61	16	18

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			Actual (7)	Plan (8)											
TOTAL KRAKOW			22	0	0	86	0	5	9	0	0	13	61	16	18
RZESZOW	RYANAIR	S	16	0	0	88	13	0	0	0	0	5	76	54	25
TOTAL RZESZOW			16	0	0	88	13	0	0	0	0	5	76	54	25
TOTAL POLAND			84	0	0	88	8	1	2	0	0	7	82	20	87
PORTUGAL(EXCLUDING MADEIRA)															
FARO	MONARCH AIRLINES	C	30	0	0	73	10	10	7	0	0	19	0	0	0
	RYANAIR	S	16	0	0	81	19	0	0	0	0	7	95	2	20
TOTAL FARO			46	0	0	76	13	7	4	0	0	15	91	4	44
TOTAL PORTUGAL(EXCLUDING MADEIRA)			46	0	0	76	13	7	4	0	0	15	91	4	44
PORTUGAL(MADEIRA)															
FUNCHAL	MONARCH AIRLINES	S	18	0	0	100	0	0	0	0	0	2	83	6	18
	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	6	88	3	8
TOTAL FUNCHAL			27	0	0	100	0	0	0	0	0	3	85	5	26
TOTAL PORTUGAL(MADEIRA)			27	0	0	100	0	0	0	0	0	3	85	5	26
SLOVAK REPUBLIC															
BRATISLAVA	RYANAIR	S	18	0	0	100	0	0	0	0	0	3	83	28	18
TOTAL BRATISLAVA			18	0	0	100	0	0	0	0	0	3	83	28	18
TOTAL SLOVAK REPUBLIC			18	0	0	100	0	0	0	0	0	3	83	28	18
SPAIN															
ALICANTE	MONARCH AIRLINES	C	46	0	0	74	13	4	9	0	0	14	0	0	0
	RYANAIR	S	30	0	0	93	3	3	0	0	0	4	84	10	38
	THOMSON AIRWAYS LTD	C	8	0	0	75	0	13	13	0	0	16	100	2	10
TOTAL ALICANTE			84	1	0	81	8	5	6	0	0	11	84	10	98
ALMERIA	MONARCH AIRLINES	S	2	0	0	50	50	0	0	0	0	10	0	0	0
TOTAL ALMERIA			2	0	0	50	50	0	0	0	0	10	0	0	0
BARCELONA	MONARCH AIRLINES	C	2	0	0	50	50	0	0	0	0	12	0	0	0
	RYANAIR	S	28	0	0	86	11	4	0	0	0	8	56	16	36
TOTAL BARCELONA			30	0	0	83	13	3	0	0	0	8	56	16	36
MALAGA	MONARCH AIRLINES	C	38	0	0	82	13	3	3	0	0	10	0	0	0
	RYANAIR	S	30	0	0	70	13	13	3	0	0	16	92	7	38
	THOMSON AIRWAYS LTD	C	18	0	0	94	6	0	0	0	0	2	100	1	10
TOTAL MALAGA			87	0	0	80	11	6	2	0	0	10	85	8	86
PALMA DE MALLORCA	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	0	26	0	0	0
	THOMSON AIRWAYS LTD	C	7	0	0	71	0	14	14	0	0	22	89	4	9
TOTAL PALMA DE MALLORCA			9	0	0	67	0	22	11	0	0	22	90	5	31
TOTAL SPAIN			212	1	0	80	10	6	4	0	0	11	81	10	257
SPAIN(CANARY ISLANDS)															
ARRECIFE	MONARCH AIRLINES	C	26	2	0	65	19	8	8	0	0	20	0	0	0
	RYANAIR	S	26	0	0	96	4	0	0	0	0	3	90	7	21

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				Actual (7)	Plan (8)										
ARRECIFE	THOMAS COOK AIRLINES LTD	S	18	0	0	89	0	0	11	0	0	13	0	0	0
	THOMSON AIRWAYS LTD	C	28	0	0	96	0	0	4	0	0	5	78	12	18
<b>TOTAL ARRECIFE</b>			<b>98</b>	<b>2</b>	<b>2</b>	<b>87</b>	<b>6</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>10</b>	<b>75</b>	
FUERTEVENTURA	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	2	0	0	0	
	RYANAIR	S	10	0	0	100	0	0	0	0	2	92	2	12	
	THOMAS COOK AIRLINES LTD	S	18	0	0	100	0	0	0	0	2	0	0	0	
	THOMSON AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	9	100	1	8
<b>TOTAL FUERTEVENTURA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>78</b>	<b>10</b>	<b>46</b>	
LAS PALMAS	MONARCH AIRLINES	C	10	0	0	80	10	10	0	0	9	0	0	0	
	RYANAIR	S	12	0	0	50	25	25	0	0	16	83	7	12	
	THOMSON AIRWAYS LTD	C	18	0	0	94	6	0	0	0	4	88	2	8	
<b>TOTAL LAS PALMAS</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>5</b>	<b>29</b>	
TENERIFE (SURREINA SOFIA)	MONARCH AIRLINES	C	62	0	0	82	10	6	2	0	8	0	0	0	
	RYANAIR	S	18	0	0	72	6	0	17	6	35	94	1	16	
	THOMAS COOK AIRLINES LTD	S	8	0	0	100	0	0	0	0	3	0	0	0	
	THOMSON AIRWAYS LTD	C	26	0	0	92	4	0	4	0	5	89	6	28	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>11</b>	<b>77</b>	<b>11</b>	<b>108</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>296</b>	<b>2</b>	<b>2</b>	<b>86</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>10</b>	<b>258</b>	
<b>SWEDEN</b>															
GOTEBORG	BMI REGIONAL	S	51	0	0	84	10	4	2	0	9	0	0	0	
<b>TOTAL GOTEBORG</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	
KIRUNA	ENTER AIR	C	3	0	0	67	0	0	33	0	27	0	0	0	
<b>TOTAL KIRUNA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	
STOCKHOLM (ARLANDA)	SAS	S	22	1	0	73	27	0	0	0	7	100	2	36	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>22</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>2</b>	<b>36</b>	
<b>TOTAL SWEDEN</b>			<b>76</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>14</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>100</b>	<b>2</b>	<b>36</b>	
<b>SWITZERLAND</b>															
GENEVA	EASYJET AIRLINE COMPANY LTD	S	70	0	0	77	17	3	3	0	9	83	7	54	
	EASYJET SWITZERLAND	S	20	0	0	100	0	0	0	0	1	86	5	28	
	FLYBE LTD	C	10	0	0	80	10	0	10	0	13	70	12	10	
	MONARCH AIRLINES	C	10	0	0	80	20	0	0	0	7	50	25	10	
	THOMSON AIRWAYS LTD	C	5	0	0	100	0	0	0	0	1	80	43	10	
<b>TOTAL GENEVA</b>			<b>115</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>12</b>	<b>112</b>	
ZURICH	HELVETIC AIRWAYS	S	102	0	0	90	6	1	3	0	8	93	3	82	
	SWISS AIRLINES	S	4	0	0	100	0	0	0	0	0	86	7	42	
<b>TOTAL ZURICH</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>4</b>	<b>125</b>	
<b>TOTAL SWITZERLAND</b>			<b>221</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>10</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>8</b>	<b>237</b>	
<b>TUNISIA</b>															
ENFIDHA - HAMMAMET INTL	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	2	78	11	18	
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	2	100	0	11	
<b>TOTAL ENFIDHA - HAMMAMET INTL</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>2</b>	<b>86</b>	<b>7</b>	<b>29</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2014

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL TUNISIA			18	0	0	100	0	0	0	0	0	2	86	7	29
TURKEY															
ANTALYA	FREEBIRD AIRLINES	C	13	0	0	77	23	0	0	0	0	12	0	0	0
	THOMSON AIRWAYS LTD	C	7	0	0	86	14	0	0	0	0	4	100	0	1
TOTAL ANTALYA			20	0	0	80	20	0	0	0	0	10	100	0	2
DALAMAN	MONARCH AIRLINES	C	2	0	0	0	50	50	0	0	0	37	0	0	0
TOTAL DALAMAN			2	0	0	0	50	50	0	0	0	37	100	0	2
ISTANBUL	THY TURK HAVA YOLLARI TURKIS	S	90	0	0	91	8	1	0	0	0	3	92	5	60
TOTAL ISTANBUL			90	0	0	91	8	1	0	0	0	3	92	5	60
TOTAL TURKEY			112	0	0	88	11	2	0	0	0	5	92	4	65
TURKMENISTAN															
ASHKHABAD	TURKMENISTAN AIRLINES	S	36	0	0	56	11	22	8	0	3	46	75	21	36
TOTAL ASHKHABAD			36	0	0	56	11	22	8	0	3	46	75	21	36
TOTAL TURKMENISTAN			36	0	0	56	11	22	8	0	3	46	75	21	36
UNITED ARAB EMIRATES															
DUBAI	EMIRATES	S	124	0	0	54	23	18	5	0	0	19	54	23	124
TOTAL DUBAI			124	0	0	54	23	18	5	0	0	19	54	23	124
TOTAL UNITED ARAB EMIRATES			124	0	0	54	23	18	5	0	0	19	54	23	124
UNITED KINGDOM															
ABERDEEN	FLYBE LTD	S	163	0	5	80	9	9	2	0	0	10	68	22	135
TOTAL ABERDEEN			163	0	5	80	9	9	2	0	0	10	68	22	135
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	320	0	2	83	8	5	4	0	0	9	91	16	339
TOTAL BELFAST CITY (GEORGE BEST)			320	0	2	83	8	5	4	0	0	9	91	16	339
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	130	0	0	88	2	0	6	3	0	15	92	5	104
TOTAL BELFAST INTERNATIONAL			130	0	0	88	2	0	6	3	0	15	92	5	104
CITY OF DERRY (EGLINTON)	RYANAIR	S	28	0	0	93	0	7	0	0	0	4	86	5	36
TOTAL CITY OF DERRY (EGLINTON)			28	0	0	93	0	7	0	0	0	4	86	5	36
DEENETHORPE	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL DEENETHORPE			8	0	0	100	0	0	0	0	0	0	0	0	0
EDINBURGH	FLYBE LTD	S	326	0	7	86	7	4	2	0	0	8	90	6	314
TOTAL EDINBURGH			326	0	7	86	7	4	2	0	0	8	90	6	314
GLASGOW	FLYBE LTD	S	323	0	9	85	7	4	4	0	0	8	92	5	306
TOTAL GLASGOW			323	0	9	85	7	4	4	0	0	8	92	5	306
GUERNSEY	FLYBE LTD	S	50	0	2	62	12	8	18	0	0	27	61	34	36
TOTAL GUERNSEY			50	0	2	62	12	8	18	0	0	27	61	34	36
INVERNESS	FLYBE LTD	S	52	0	0	96	2	2	0	0	0	3	91	5	44
TOTAL INVERNESS			52	0	0	96	2	2	0	0	0	3	91	5	46



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2014

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
ISLE OF MAN	FLYBE LTD	S	61	2	0	66	11	18	5	0	0	17	77	18	94
<b>TOTAL ISLE OF MAN</b>			<b>61</b>	<b>2</b>	<b>0</b>	<b>66</b>	<b>11</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>77</b>	<b>18</b>	<b>94</b>
JERSEY	FLYBE LTD	S	52	0	2	77	8	10	6	0	0	15	80	11	49
<b>TOTAL JERSEY</b>			<b>52</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>8</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>11</b>	<b>49</b>
NEWCASTLE	EASTERN AIRWAYS	S	82	0	2	88	6	4	2	0	0	10	81	14	105
<b>TOTAL NEWCASTLE</b>			<b>82</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>14</b>	<b>105</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1595</b>	<b>5</b>	<b>29</b>	<b>84</b>	<b>7</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>11</b>	<b>1567</b>
<b>USA</b>															
NEW YORK (NEWARK)	UNITED AIRLINES	S	54	0	0	94	2	0	0	4	0	13	71	23	52
<b>TOTAL NEW YORK (NEWARK)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>23</b>	<b>52</b>
<b>TOTAL USA</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>23</b>	<b>52</b>
<b>TOTAL BIRMINGHAM</b>			<b>6274</b>	<b>46</b>	<b>50</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>10</b>	<b>6006</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2014

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
INNSBRUCK	THOMSON AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	3	80	9	10
	TYROLEAN AIRWAYS	C	10	0	0	80	0	20	0	0	0	12	100	0	10
<b>TOTAL INNSBRUCK</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>5</b>	<b>20</b>
SALZBURG	JET2.COM LTD	S	10	0	0	60	40	0	0	0	0	9	50	16	10
<b>TOTAL SALZBURG</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>50</b>	<b>16</b>	<b>10</b>	
<b>TOTAL AUSTRIA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>8</b>	<b>30</b>	
<b>BELGIUM</b>															
BRUSSELS	BRUSSELS AIRLINES	S	104	0	0	90	4	3	2	1	0	9	89	8	53
<b>TOTAL BRUSSELS</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>93</b>	<b>4</b>	<b>199</b>
CHARLEROI	RYANAIR	S	34	0	0	94	6	0	0	0	0	2	88	12	34
<b>TOTAL CHARLEROI</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>12</b>	<b>34</b>
<b>TOTAL BELGIUM</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>92</b>	<b>5</b>	<b>233</b>
<b>CYPRUS</b>															
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	18	0	0	72	6	17	6	0	0	14	94	5	18
<b>TOTAL PAPHOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>6</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>94</b>	<b>5</b>	<b>18</b>
<b>TOTAL CYPRUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>6</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>94</b>	<b>5</b>	<b>18</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	36	0	0	100	0	0	0	0	0	0	100	2	14
	JET2.COM LTD	S	18	0	0	94	6	0	0	0	0	5	85	11	20
<b>TOTAL PRAGUE</b>			<b>54</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>91</b>	<b>7</b>	<b>34</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>54</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>91</b>	<b>7</b>	<b>34</b>
<b>DENMARK</b>															
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	36	0	0	94	6	0	0	0	0	3	100	0	14
	NORWEGIAN AIR SHUTTLE	S	20	0	0	80	15	5	0	0	0	8	50	15	18
<b>TOTAL COPENHAGEN</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>4</b>	<b>132</b>
ODENSE	CITY JET	C	2	0	0	50	0	50	0	0	0	33	0	0	0
<b>TOTAL ODENSE</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>33</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL DENMARK</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>5</b>	<b>143</b>
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	2	100	2	1
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>2</b>	<b>1</b>
<b>TOTAL EGYPT</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>2</b>	<b>1</b>
<b>FRANCE</b>															
BEAUVAIS	RYANAIR	S	28	0	0	82	14	0	4	0	0	8	89	3	27
<b>TOTAL BEAUVAIS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>14</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>3</b>	<b>27</b>
BORDEAUX	RYANAIR	C	6	0	0	33	33	33	0	0	0	23	0	0	0

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			Actual (7)	Plan (8)											
BORDEAUX	VOLOTEA	C	2	0	0	50	50	0	0	0	0	10	0	0	0
<b>TOTAL BORDEAUX</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>100</b>	<b>4</b>	<b>4</b>
CHAMBERY	BA CITYFLYER LTD	C	19	0	0	63	5	26	5	0	0	20	0	0	0
	JET2.COM LTD	S	10	0	0	40	30	0	30	0	0	37	0	76	10
<b>TOTAL CHAMBERY</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>14</b>	<b>17</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>15</b>	<b>66</b>	<b>20</b>
GRENOBLE	EASYJET AIRLINE COMPANY LTD	S	12	0	0	100	0	0	0	0	0	2	93	5	14
	RYANAIR	C	4	0	0	50	25	0	25	0	0	24	0	0	0
<b>TOTAL GRENOBLE</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>8</b>	<b>93</b>	<b>5</b>	<b>14</b>
LYON	ALBA STAR	C	2	0	0	0	50	50	0	0	0	43	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	10	0	0	100	0	0	0	0	0	1	78	8	18
	EUROPE AIRPOST	C	6	0	0	33	50	17	0	0	0	20	0	0	0
	SMALL PLANET AIRLINES POLSKA	C	2	0	0	0	50	50	0	0	0	28	0	0	0
<b>TOTAL LYON</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>25</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>8</b>	<b>18</b>
MARSEILLE	AIREXPLORE	C	2	0	0	100	0	0	0	0	0	6	0	0	0
	EUROPE AIRPOST	C	2	0	0	100	0	0	0	0	0	6	0	0	0
	RYANAIR	C	2	0	0	50	0	0	50	0	0	45	0	0	0
<b>TOTAL MARSEILLE</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
MONTPELLIER	RYANAIR	C	2	0	0	50	50	0	0	0	0	18	0	0	0
<b>TOTAL MONTPELLIER</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>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
NANTES	RYANAIR	C	2	0	0	50	50	0	0	0	0	9	0	0	0
<b>TOTAL NANTES</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>
NICE	EASYJET AIRLINE COMPANY LTD	S	2	0	0	100	0	0	0	0	0	1	86	6	14
<b>TOTAL NICE</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>86</b>	<b>6</b>	<b>14</b>
PARIS (CHARLES DE GAULLE)	CITY JET	C	2	0	0	50	50	0	0	0	0	8	0	0	0
	CITY JET	S	187	0	0	89	5	4	1	1	0	7	83	11	183
	EASYJET AIRLINE COMPANY LTD	S	46	0	0	93	4	0	2	0	0	7	86	6	50
	ENTER AIR	C	6	0	0	33	17	50	0	0	0	27	0	0	0
	EUROPE AIRPOST	C	11	0	0	55	27	18	0	0	0	17	0	0	0
	HOP - AIRLINAIR	C	2	0	0	50	50	0	0	0	0	16	0	0	0
	THOMSON AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	8	0	0	0
	XL AIRWAYS FRANCE	C	2	0	0	100	0	0	0	0	0	9	0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>262</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>10</b>	<b>235</b>
PARIS (LE BOURGET)	HOP - AIRLINAIR	C	2	0	0	100	0	0	0	0	0	4	0	0	0
	LUXAIR	C	2	0	0	100	0	0	0	0	0	8	0	0	0
	SIAVIA	C	2	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL PARIS (LE BOURGET)</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>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
PARIS (ORLY)	CITY JET	C	2	0	0	100	0	0	0	0	0	1	0	0	0
	CORSAIR	C	2	0	0	0	50	50	0	0	0	36	0	0	0
<b>TOTAL PARIS (ORLY)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
PAU	AIREXPLORE	C	2	0	0	50	50	0	0	0	0	9	0	0	0
<b>TOTAL PAU</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>
TOULOUSE (BLAGNAC)	ALBA STAR	C	2	0	0	50	0	50	0	0	0	25	0	0	0
	JET2.COM LTD	C	4	0	0	25	25	0	50	0	0	54	0	0	0

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Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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)	SMALL PLANET AIRLINES POLSKA	C	2	0	0	50	50	0	0	0	0	13	0	0	0
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FRANCE</b>			<b>396</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>12</b>	<b>334</b>
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	26	0	0	96	4	0	0	0	0	2	90	4	10
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>4</b>	<b>10</b>	
COLOGNE BONN	GERMANWINGS	S	4	0	0	100	0	0	0	0	0	8	100	12	2
<b>TOTAL COLOGNE BONN</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>8</b>	<b>100</b>	<b>12</b>	<b>2</b>	
FRANKFURT MAIN	LUFTHANSA	S	120	0	0	89	8	3	0	0	0	6	65	13	60
	LUFTHANSA CITY LINE	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL FRANKFURT MAIN</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>65</b>	<b>13</b>	<b>60</b>	
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	36	0	0	100	0	0	0	0	0	1	100	0	14
<b>TOTAL HAMBURG</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>1</b>	<b>100</b>	<b>0</b>	<b>14</b>	
MUNICH	EASYJET AIRLINE COMPANY LTD	S	46	0	0	80	13	2	4	0	0	10	70	11	46
<b>TOTAL MUNICH</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>11</b>	<b>46</b>	
NIEDERRHEIN	RYANAIR	S	24	0	0	92	4	0	0	4	0	11	91	5	32
<b>TOTAL NIEDERRHEIN</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>91</b>	<b>5</b>	<b>32</b>
<b>TOTAL GERMANY</b>			<b>258</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>8</b>	<b>198</b>	
<b>GREECE</b>															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	18	0	0	78	0	11	0	11	0	44	94	3	18
<b>TOTAL ATHENS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>44</b>	<b>94</b>	<b>3</b>	<b>18</b>
<b>TOTAL GREECE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>44</b>	<b>94</b>	<b>3</b>	<b>18</b>
<b>HUNGARY</b>															
BUDAPEST	JET2.COM LTD	S	18	0	0	89	6	6	0	0	0	4	47	14	17
<b>TOTAL BUDAPEST</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>4</b>	<b>47</b>	<b>14</b>	<b>17</b>	
<b>TOTAL HUNGARY</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>4</b>	<b>47</b>	<b>14</b>	<b>17</b>	
<b>ICELAND</b>															
KEFLAVIK	EASYJET AIRLINE COMPANY LTD	S	18	0	0	89	6	6	0	0	0	4	100	2	6
<b>TOTAL KEFLAVIK</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>4</b>	<b>100</b>	<b>2</b>	<b>6</b>	
<b>TOTAL ICELAND</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>4</b>	<b>100</b>	<b>2</b>	<b>6</b>	
<b>IRISH REPUBLIC</b>															
CORK	AER ARANN	S	60	1	0	88	2	7	3	0	0	11	78	14	59
<b>TOTAL CORK</b>			<b>60</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>2</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>14</b>	<b>59</b>	
DUBLIN	AER ARANN	S	222	4	0	90	3	2	4	1	0	9	80	13	214
	RYANAIR	S	206	0	0	88	11	1	0	0	0	5	80	13	136
<b>TOTAL DUBLIN</b>			<b>428</b>	<b>4</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>13</b>	<b>350</b>	
SHANNON	AER ARANN	S	52	1	0	75	8	6	12	0	0	18	67	21	49

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			Actual (7)	Plan (8)											
TOTAL SHANNON			52	1	0	75	8	6	12	0	0	18	67	21	49
TOTAL IRISH REPUBLIC			540	6	0	88	6	3	3	0	0	8	78	14	460
ITALY															
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	78	0	0	96	1	3	0	0	0	3	91	6	46
TOTAL MILAN (MALPENSA)			78	0	0	96	1	3	0	0	0	3	91	6	46
ROME (CIAMPINO)	RYANAIR	S	20	0	0	55	30	15	0	0	0	14	36	26	14
TOTAL ROME (CIAMPINO)			20	0	0	55	30	15	0	0	0	14	36	26	14
VERONA VILLAFRANCA	FLYBE LTD	C	9	0	0	67	11	22	0	0	0	19	0	0	0
TOTAL VERONA VILLAFRANCA			9	0	0	67	11	22	0	0	0	19	0	0	0
TOTAL ITALY			107	0	0	86	7	7	0	0	0	6	79	11	68
MALTA															
MALTA	RYANAIR	S	16	0	0	88	6	6	0	0	0	9	86	9	14
TOTAL MALTA			16	0	0	88	6	6	0	0	0	9	86	9	14
TOTAL MALTA			16	0	0	88	6	6	0	0	0	9	86	9	14
NETHERLANDS															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	88	0	0	86	11	0	2	0	0	5	95	2	80
	KLM	S	190	0	0	95	4	1	0	0	0	3	89	5	178
	KLM CITYHOPPER	S	124	0	0	90	7	1	2	0	0	4	88	7	131
TOTAL AMSTERDAM			402	0	0	92	6	1	1	0	0	4	90	5	389
TOTAL NETHERLANDS			402	0	0	92	6	1	1	0	0	4	90	5	389
NORWAY															
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	28	0	0	64	18	11	7	0	0	15	54	26	26
TOTAL OSLO (GARDERMOEN)			28	0	0	64	18	11	7	0	0	15	54	26	26
RYGGE	RYANAIR	S	34	0	0	85	15	0	0	0	0	5	0	0	0
TOTAL RYGGE			34	0	0	85	15	0	0	0	0	5	0	0	0
TOTAL NORWAY			62	0	0	76	16	5	3	0	0	10	74	14	61
POLAND															
GDANSK	RYANAIR	S	18	0	0	83	11	6	0	0	0	5	82	6	17
TOTAL GDANSK			18	0	0	83	11	6	0	0	0	5	82	6	17
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	28	0	0	79	11	7	4	0	0	11	96	3	26
	RYANAIR	S	24	0	0	75	17	8	0	0	0	10	88	10	24
TOTAL KRAKOW			52	0	0	77	13	8	2	0	0	10	92	6	50
TOTAL POLAND			70	0	0	79	13	7	1	0	0	9	86	15	109
PORTUGAL(EXCLUDING MADEIRA)															
FARO	JET2.COM LTD	S	18	0	0	100	0	0	0	0	0	2	82	8	22
	RYANAIR	S	18	0	0	83	11	6	0	0	0	7	86	5	22
TOTAL FARO			36	0	0	92	6	3	0	0	0	5	84	6	44

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				Actual (7)	Plan (8)										
LISBON	EASYJET AIRLINE COMPANY LTD	S	18	0	0	83	11	6	0	0	0	9	80	11	20
<b>TOTAL LISBON</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>9</b>	<b>80</b>	<b>11</b>	<b>20</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>8</b>	<b>64</b>
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	18	0	0	83	6	11	0	0	0	8	50	17	18
	JET2.COM LTD	S	22	0	0	73	14	9	5	0	0	13	78	8	18
	RYANAIR	S	22	0	0	73	18	0	9	0	0	15	69	11	32
<b>TOTAL ALICANTE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>66</b>	<b>12</b>	<b>68</b>
MADRID	EASYJET AIRLINE COMPANY LTD	S	62	0	0	95	0	3	2	0	0	6	74	12	62
<b>TOTAL MADRID</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>12</b>	<b>62</b>
MALAGA	JET2.COM LTD	S	18	0	0	50	44	6	0	0	0	12	70	32	20
	RYANAIR	S	22	0	0	82	18	0	0	0	0	9	77	9	30
<b>TOTAL MALAGA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>30</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>18</b>	<b>50</b>
<b>TOTAL SPAIN</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>13</b>	<b>240</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	RYANAIR	S	22	0	0	95	0	5	0	0	0	4	75	16	16
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	3	100	2	10
<b>TOTAL ARRECIFE</b>			<b>30</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>85</b>	<b>11</b>	<b>26</b>
FUERTEVENTURA	RYANAIR	S	8	0	0	100	0	0	0	0	0	3	50	21	6
<b>TOTAL FUERTEVENTURA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>50</b>	<b>21</b>	<b>6</b>
LAS PALMAS	RYANAIR	S	10	0	0	40	10	40	10	0	0	29	79	6	14
<b>TOTAL LAS PALMAS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>10</b>	<b>40</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>79</b>	<b>6</b>	<b>14</b>
TENERIFE (SURREINA SOFIA)	EASYJET AIRLINE COMPANY LTD	S	26	0	0	92	4	4	0	0	0	3	85	8	20
	RYANAIR	S	18	0	0	50	33	17	0	0	0	16	96	4	24
	THOMSON AIRWAYS LTD	C	16	0	0	88	0	13	0	0	0	7	78	26	18
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>11</b>	<b>62</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>11</b>	<b>108</b>
<b>SWEDEN</b>															
STOCKHOLM (ARLANDA)	NORWEGIAN AIR SHUTTLE	S	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWEDEN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>10</b>	<b>46</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	EASYJET AIRLINE COMPANY LTD	S	38	0	0	84	13	3	0	0	0	5	88	6	40
<b>TOTAL BASLE MULHOUSE</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>6</b>	<b>40</b>
GENEVA	EASYJET AIRLINE COMPANY LTD	S	98	0	0	90	4	4	2	0	0	6	87	6	98
	EASYJET SWITZERLAND	S	8	0	0	100	0	0	0	0	0	1	90	6	10
	ENTER AIR	C	2	0	0	100	0	0	0	0	0	1	0	0	0
	FLYBE LTD	C	10	0	0	100	0	0	0	0	0	5	80	11	10
	JET2.COM LTD	C	10	0	0	90	0	10	0	0	0	8	70	10	10
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	4	70	19	10

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			Actual (7)	Plan (8)											
TOTAL GENEVA			138	0	0	92	3	4	1	0	0	6	84	7	138
TOTAL SWITZERLAND			176	0	0	90	5	3	1	0	0	5	86	6	206
TURKEY															
ISTANBUL	THY TURK HAVA YOLLARI TURKIS	S	62	0	0	89	10	2	0	0	0	4	89	5	36
TOTAL ISTANBUL			62	0	0	89	10	2	0	0	0	4	89	5	36
TOTAL TURKEY			63	0	0	89	10	2	0	0	0	4	89	5	36
UNITED KINGDOM															
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	192	0	2	81	11	4	3	0	0	11	82	10	179
TOTAL BELFAST CITY (GEORGE BEST)			192	0	2	81	11	4	3	0	0	11	82	10	179
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	188	0	0	88	6	3	3	0	0	6	89	8	194
TOTAL BELFAST INTERNATIONAL			188	0	0	88	6	3	3	0	0	6	89	8	194
BIRMINGHAM	FLYBE LTD	S	327	0	6	88	7	2	3	0	0	7	88	8	314
TOTAL BIRMINGHAM			327	0	6	88	7	2	3	0	0	7	88	8	314
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	192	0	0	95	4	2	0	0	0	3	92	5	192
TOTAL BRISTOL			192	0	0	95	4	2	0	0	0	3	92	5	192
CARDIFF WALES	ESTONIAN AIR	C	2	0	0	50	0	0	50	0	0	79	0	0	0
	FLYBE LTD	S	131	0	4	88	8	2	1	2	0	10	88	6	136
	VLM (BELGIUM)	S	6	4	0	83	17	0	0	0	0	5	0	0	0
TOTAL CARDIFF WALES			140	4	4	87	8	1	1	2	0	10	88	6	141
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	146	0	2	95	3	2	0	0	0	3	77	19	131
TOTAL EAST MIDLANDS INTERNATIONAL			146	0	2	95	3	2	0	0	0	3	77	19	131
EXETER	FLYBE LTD	S	40	0	0	90	10	0	0	0	0	5	77	11	44
TOTAL EXETER			40	0	0	90	10	0	0	0	0	5	77	11	44
GATWICK	BRITISH AIRWAYS PLC	S	228	0	0	90	4	4	2	0	0	7	74	15	231
	EASYJET AIRLINE COMPANY LTD	S	240	0	0	83	8	8	1	0	0	7	75	13	248
TOTAL GATWICK			468	0	0	87	6	6	1	0	0	7	75	14	479
HEATHROW	BRITISH AIRWAYS PLC	S	625	0	0	87	7	4	2	0	0	6	71	15	672
	VIRGIN ATLANTIC AIRWAYS LTD	S	370	0	2	95	3	2	1	0	0	3	0	0	0
TOTAL HEATHROW			995	0	2	90	5	3	2	0	0	5	71	15	672
KIRKWALL	LOGANAIR	S	131	2	0	79	6	8	6	0	0	12	78	19	132
TOTAL KIRKWALL			131	2	0	79	6	8	6	0	0	12	78	19	132
LONDON CITY	BA CITYFLYER LTD	S	356	0	0	90	2	3	4	1	0	9	88	7	379
TOTAL LONDON CITY			356	0	0	90	2	3	4	1	0	9	87	7	536
LUTON	EASYJET AIRLINE COMPANY LTD	S	192	0	0	93	5	1	1	0	0	3	89	5	192
TOTAL LUTON			192	0	0	93	5	1	1	0	0	3	89	5	192
MANCHESTER	FLYBE LTD	S	170	0	2	92	5	2	1	0	0	6	82	10	154
TOTAL MANCHESTER			170	0	2	92	5	2	1	0	0	6	90	5	332
NORWICH	FLYBE LTD	S	48	0	0	92	6	2	0	0	0	3	83	16	60
	LOGANAIR	S	6	0	0	50	33	17	0	0	0	15	0	0	0

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2014

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 NORWICH			<b>54</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>4</b>	<b>83</b>	<b>16</b>	60
SOUTHAMPTON	FLYBE LTD	S	226	0	4	79	11	4	5	1	0	14	89	6	288
TOTAL SOUTHAMPTON			<b>226</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>11</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>89</b>	<b>6</b>	288
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	58	0	0	97	3	0	0	0	0	1	0	0	0
TOTAL SOUTHEND			<b>58</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>1</b>	<b>0</b>	<b>0</b>	0
STANSTED	EASYJET AIRLINE COMPANY LTD	S	226	0	0	92	4	3	1	0	0	4	91	4	226
TOTAL STANSTED			<b>226</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>4</b>	<b>91</b>	<b>4</b>	226
STORNOWAY	LOGANAIR	S	94	0	0	89	2	1	7	0	0	9	83	11	103
TOTAL STORNOWAY			<b>94</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>2</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>11</b>	103
SUMBURGH	LOGANAIR	S	116	2	0	79	10	3	5	3	0	16	86	9	114
TOTAL SUMBURGH			<b>116</b>	<b>2</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>3</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>86</b>	<b>9</b>	114
WICK JOHN O GROATS	LOGANAIR	S	50	0	0	80	0	2	12	6	0	28	75	19	52
TOTAL WICK JOHN O GROATS			<b>50</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>2</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>28</b>	<b>75</b>	<b>19</b>	52
TOTAL UNITED KINGDOM			<b>4361</b>	<b>8</b>	<b>22</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>10</b>	4459
USA															
NEW YORK (NEWARK)	UNITED AIRLINES	S	61	0	1	90	7	3	0	0	0	4	63	20	62
TOTAL NEW YORK (NEWARK)			<b>61</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>63</b>	<b>20</b>	62
TOTAL USA			<b>61</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>63</b>	<b>20</b>	62
TOTAL EDINBURGH			<b>7202</b>	<b>14</b>	<b>23</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>10</b>	7374



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2014

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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	36	0	0	78	22	0	0	0	0	8	50	24	32
TOTAL TIRANA			36	0	0	78	22	0	0	0	0	8	50	24	32
TOTAL ALBANIA			36	0	0	78	22	0	0	0	0	8	50	24	32
<b>ALGERIA</b>															
ALGIERS	BRITISH AIRWAYS PLC	S	46	0	0	83	15	2	0	0	0	7	53	18	40
TOTAL ALGIERS			46	0	0	83	15	2	0	0	0	7	53	18	40
HASSI MESSAOUD	MONARCH AIRLINES	C	18	0	0	83	0	11	6	0	0	12	85	6	20
TOTAL HASSI MESSAOUD			18	0	0	83	0	11	6	0	0	12	85	6	20
TOTAL ALGERIA			64	0	0	83	11	5	2	0	0	8	63	14	60
<b>ANTIGUA AND BARBUDA</b>															
ANTIGUA	BRITISH AIRWAYS PLC	S	9	0	0	78	11	0	11	0	0	19	88	5	8
	VIRGIN ATLANTIC AIRWAYS LTD	S	35	0	0	91	0	9	0	0	0	5	83	10	23
TOTAL ANTIGUA			44	0	0	89	2	7	2	0	0	8	84	9	31
TOTAL ANTIGUA AND BARBUDA			44	0	0	89	2	7	2	0	0	8	84	9	31
<b>AUSTRIA</b>															
INNSBRUCK	BRITISH AIRWAYS PLC	S	42	0	0	86	7	0	5	2	0	15	61	13	44
	EASYJET AIRLINE COMPANY LTD	S	116	0	0	88	9	1	1	1	1	11	77	14	115
	MONARCH AIRLINES	C	50	0	0	86	6	4	2	2	0	14	66	26	50
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	1	90	2	10
	THOMSON AIRWAYS LTD	C	20	0	0	75	15	10	0	0	0	10	70	17	20
TOTAL INNSBRUCK			238	0	0	87	8	2	2	1	0	12	72	16	239
SALZBURG	BRITISH AIRWAYS PLC	S	72	0	0	86	7	3	4	0	0	10	81	13	64
	EASYJET AIRLINE COMPANY LTD	S	30	0	0	87	10	3	0	0	0	6	73	15	30
	MONARCH AIRLINES	C	6	0	0	67	17	17	0	0	0	17	55	33	11
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	10	0	0	0	0	3	100	3	10
	THOMSON AIRWAYS LTD	C	19	0	0	95	5	0	0	0	0	2	96	5	23
TOTAL SALZBURG			137	0	0	87	8	3	2	0	0	8	81	13	138
VIENNA	EASYJET AIRLINE COMPANY LTD	S	66	0	0	95	2	3	0	0	0	3	73	12	64
TOTAL VIENNA			66	1	0	95	2	3	0	0	0	3	73	12	64
TOTAL AUSTRIA			441	1	0	88	7	2	2	1	0	9	75	15	441
<b>BARBADOS</b>															
BRIDGETOWN	BRITISH AIRWAYS PLC	S	89	0	0	76	13	6	4	0	0	13	73	20	89
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	25	0	13	0	0	26	0	0	0
	THOMSON AIRWAYS LTD	C	26	0	0	62	8	15	8	8	0	37	77	11	22
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	68	15	10	8	0	0	16	73	17	44
TOTAL BRIDGETOWN			185	0	0	71	14	8	6	1	0	18	74	18	155
TOTAL BARBADOS			185	0	0	71	14	8	6	1	0	18	74	18	155
<b>BELARUS</b>															
MINSK INT'L	BELAVIA (BELARUSSIAN AIRLINES)	S	26	0	0	73	8	15	4	0	0	17	71	12	28

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2014

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 MINSK INT'L			26	0	0	73	8	15	4	0	0	17	71	12	28
TOTAL BELARUS			26	0	0	73	8	15	4	0	0	17	71	12	28
<b>BELGIUM</b>															
BRUSSELS	EASYJET AIRLINE COMPANY LTD	S	6	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL BRUSSELS			6	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL BELGIUM			6	0	0	100	0	0	0	0	0	0	0	0	0
<b>BERMUDA</b>															
BERMUDA	BRITISH AIRWAYS PLC	S	44	0	0	82	0	2	2	14	0	41	88	34	42
TOTAL BERMUDA			44	0	0	82	0	2	2	14	0	41	88	34	42
TOTAL BERMUDA			44	0	0	82	0	2	2	14	0	41	88	34	42
<b>BRAZIL</b>															
MANAUS-EDUARDO GOMES	HI FLY	C	2	0	0	0	0	100	0	0	0	47	0	0	0
TOTAL MANAUS-EDUARDO GOMES			2	0	0	0	0	100	0	0	0	47	0	19	2
TOTAL BRAZIL			2	0	0	0	0	100	0	0	0	47	0	19	2
<b>BULGARIA</b>															
SOFIA	BH AIR	C	3	0	0	67	33	0	0	0	0	9	100	0	6
	EASYJET AIRLINE COMPANY LTD	S	80	0	0	93	4	1	3	0	0	6	85	6	80
	THOMAS COOK AIRLINES LTD	C	4	0	0	50	0	0	0	50	0	101	75	12	4
	THOMSON AIRWAYS LTD	C	5	0	0	60	0	0	40	0	0	59	80	6	5
TOTAL SOFIA			92	0	0	88	4	1	4	2	0	13	85	6	95
TOTAL BULGARIA			92	0	0	88	4	1	4	2	0	13	85	6	95
<b>CANADA</b>															
CALGARY	AIR TRANSAT	S	10	0	0	50	30	0	20	0	0	27	56	43	18
TOTAL CALGARY			10	0	0	50	30	0	20	0	0	27	56	43	18
TORONTO	AIR TRANSAT	S	36	0	0	67	11	14	8	0	0	23	56	26	34
TOTAL TORONTO			36	0	0	67	11	14	8	0	0	23	56	26	34
VANCOUVER	AIR TRANSAT	S	8	0	0	75	13	0	13	0	0	16	63	33	8
TOTAL VANCOUVER			8	0	0	75	13	0	13	0	0	16	63	33	8
TOTAL CANADA			54	0	0	65	15	9	11	0	0	23	57	32	60
<b>CAPE VERDE ISLANDS</b>															
BOA VISTA (RABIL)	THOMSON AIRWAYS LTD	S	17	0	0	71	24	0	6	0	0	14	72	13	18
TOTAL BOA VISTA (RABIL)			17	0	0	71	24	0	6	0	0	14	72	13	18
ILHA DO SAL C.VERDE	THOMSON AIRWAYS LTD	S	8	0	0	63	38	0	0	0	0	15	75	10	8
TOTAL ILHA DO SAL C.VERDE			8	0	0	63	38	0	0	0	0	15	75	10	8
TOTAL CAPE VERDE ISLANDS			25	0	0	68	28	0	4	0	0	14	73	12	26
<b>CHINA</b>															
BEIJING	AIR CHINA	S	4	0	0	75	0	0	25	0	0	20	50	33	24

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2014

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 BEIJING			4	0	0	75	0	0	25	0	0	20	50	33	24
TOTAL CHINA			4	0	0	75	0	0	25	0	0	20	50	33	24
<b>CROATIA</b>															
DUBROVNIK	BRITISH AIRWAYS PLC	S	20	0	0	75	15	10	0	0	0	9	58	23	24
TOTAL DUBROVNIK			20	0	0	75	15	10	0	0	0	9	58	23	24
ZAGREB	EASYJET AIRLINE COMPANY LTD	S	36	0	0	94	6	0	0	0	0	2	89	9	36
TOTAL ZAGREB			36	0	0	94	6	0	0	0	0	2	88	8	48
TOTAL CROATIA			56	0	0	88	9	4	0	0	0	5	78	13	72
<b>CUBA</b>															
CUNAGUA (CAYO COCO)	THOMAS COOK AIRLINES LTD	C	3	0	0	67	33	0	0	0	0	9	25	54	4
TOTAL CUNAGUA (CAYO COCO)			3	0	0	67	33	0	0	0	0	9	25	54	4
HAVANA	VIRGIN ATLANTIC AIRWAYS LTD	S	17	0	0	88	6	6	0	0	0	7	57	27	23
TOTAL HAVANA			17	0	0	88	6	6	0	0	0	7	57	27	23
HOLGUIN (FRANK PAIS)	THOMAS COOK AIRLINES LTD	C	6	0	0	83	0	17	0	0	0	7	100	1	4
	THOMSON AIRWAYS LTD	C	8	0	0	63	13	25	0	0	0	17	71	11	7
TOTAL HOLGUIN (FRANK PAIS)			14	0	0	71	7	21	0	0	0	12	82	7	11
TOTAL CUBA			34	0	0	79	9	12	0	0	0	9	61	24	38
<b>CYPRUS</b>															
LARNACA	BRITISH AIRWAYS PLC	S	30	0	0	67	17	17	0	0	0	13	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	46	0	0	83	9	9	0	0	0	8	91	8	45
TOTAL LARNACA			76	0	0	76	12	12	0	0	0	10	92	8	49
PAPHOS	BRITISH AIRWAYS PLC	S	4	0	0	25	50	25	0	0	0	21	50	26	8
	EASYJET AIRLINE COMPANY LTD	S	65	1	0	92	5	0	3	0	0	8	85	8	71
	THOMSON AIRWAYS LTD	C	18	0	0	83	17	0	0	0	0	5	78	11	23
TOTAL PAPHOS			87	1	0	87	9	1	2	0	0	8	80	10	102
TOTAL CYPRUS			163	1	0	82	10	6	1	0	0	9	84	9	151
<b>CZECH REPUBLIC</b>															
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	108	0	0	88	6	4	2	0	0	6	70	20	108
TOTAL PRAGUE			108	0	0	88	6	4	2	0	0	6	70	21	109
TOTAL CZECH REPUBLIC			108	0	0	88	6	4	2	0	0	6	70	21	109
<b>DENMARK</b>															
AALBORG	NORWEGIAN AIR SHUTTLE	S	26	0	0	85	8	8	0	0	0	7	88	4	26
TOTAL AALBORG			26	0	0	85	8	8	0	0	0	7	88	4	26
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	206	0	0	91	6	2	0	0	0	3	83	9	150
	NORWEGIAN AIR SHUTTLE	S	169	0	1	85	9	7	0	0	0	7	80	10	160
TOTAL COPENHAGEN			375	0	1	88	7	4	0	0	0	5	82	10	310
TOTAL DENMARK			401	0	1	88	7	4	0	0	0	5	82	9	336

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2014

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	THOMSON AIRWAYS LTD	C	8	0	0	63	25	13	0	0	0	15	100	8	2
<b>TOTAL PUERTO PLATA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>100</b>	<b>8</b>	<b>2</b>
PUNTA CANA	BRITISH AIRWAYS PLC	S	27	0	0	85	7	7	0	0	0	8	72	14	18
	THOMSON AIRWAYS LTD	C	18	0	0	50	22	28	0	0	0	20	67	13	9
<b>TOTAL PUNTA CANA</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>70</b>	<b>14</b>	<b>27</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>13</b>	<b>29</b>
<b>EGYPT</b>															
HURGHADA	EASYJET AIRLINE COMPANY LTD	S	36	0	0	81	17	3	0	0	0	7	70	19	30
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	4	90	4	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	0	25	0	0	25	61	43	18
	THOMSON AIRWAYS LTD	C	18	0	0	83	0	0	6	11	0	35	73	12	11
<b>TOTAL HURGHADA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>71</b>	<b>22</b>	<b>69</b>
LUXOR	THOMSON AIRWAYS LTD	C	7	0	0	86	14	0	0	0	0	7	63	10	8
<b>TOTAL LUXOR</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>66</b>	<b>22</b>	<b>32</b>
MARSA ALAM	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	100	2	8
<b>TOTAL MARSA ALAM</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>100</b>	<b>2</b>	<b>8</b>
SHARM EL SHEIKH (OPHIRA)	EASYJET AIRLINE COMPANY LTD	S	78	0	0	90	5	4	1	0	0	6	79	21	78
	MONARCH AIRLINES	S	36	0	0	86	11	3	0	0	0	5	63	17	35
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	10	0	0	0	0	3	74	12	27
	THOMSON AIRWAYS LTD	C	46	0	0	76	22	2	0	0	0	8	57	17	60
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>69</b>	<b>18</b>	<b>200</b>
<b>TOTAL EGYPT</b>			<b>255</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>19</b>	<b>327</b>
<b>ESTONIA</b>															
TALLIN	EASYJET AIRLINE COMPANY LTD	S	36	0	0	89	11	0	0	0	0	6	78	10	36
<b>TOTAL TALLIN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>10</b>	<b>36</b>
<b>TOTAL ESTONIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>10</b>	<b>36</b>
<b>FINLAND</b>															
HELSINKI	NORWEGIAN AIR SHUTTLE	S	114	0	0	81	7	10	3	0	0	10	87	6	60
<b>TOTAL HELSINKI</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>7</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>6</b>	<b>60</b>
KITTLA	MONARCH AIRLINES	C	10	0	0	100	0	0	0	0	0	3	30	17	10
<b>TOTAL KITTLA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>30</b>	<b>17</b>	<b>10</b>
ROVANIEMI	ESTONIAN AIR	C	2	0	0	50	0	0	50	0	0	68	0	0	0
<b>TOTAL ROVANIEMI</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FINLAND</b>			<b>126</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>11</b>	<b>79</b>	<b>7</b>	<b>70</b>
<b>FRANCE</b>															
BORDEAUX	BRITISH AIRWAYS PLC	S	84	0	0	83	8	6	1	1	0	11	74	15	120
	EASYJET AIRLINE COMPANY LTD	S	66	0	0	83	12	2	3	0	0	8	82	12	62
<b>TOTAL BORDEAUX</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>14</b>	<b>182</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2014

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
CHAMBERY	FLYBE LTD	C	7	0	0	43	14	29	14	0	0	29	80	14	10
	GERMANIA FLUGGESELLSCHAFT	C	20	0	0	70	5	25	0	0	14	0	0	0	
	THOMSON AIRWAYS LTD	C	35	0	0	54	23	17	6	0	19	40	26	40	
	TITAN AIRWAYS LTD	C	10	0	0	70	20	0	10	0	12	55	26	22	
<b>TOTAL CHAMBERY</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>17</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>18</b>	<b>52</b>	<b>23</b>	<b>82</b>	
GRENOBLE	BRITISH AIRWAYS PLC	C	10	0	0	90	10	0	0	0	4	78	5	9	
	EASYJET AIRLINE COMPANY LTD	S	50	0	0	88	10	2	0	0	4	87	19	62	
	MONARCH AIRLINES	S	20	0	0	90	0	0	0	10	24	93	5	14	
	MONARCH AIRLINES	C	80	0	0	75	8	16	1	0	13	54	22	72	
	THOMAS COOK AIRLINES LTD	C	19	1	0	95	0	5	0	0	5	75	17	20	
	THOMSON AIRWAYS LTD	C	20	0	0	90	0	0	0	10	34	95	2	20	
<b>TOTAL GRENOBLE</b>			<b>200</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>13</b>	<b>71</b>	<b>19</b>	<b>228</b>	
LYON	AER LINGUS	S	10	0	0	20	20	20	40	0	67	0	0	0	
	EASYJET AIRLINE COMPANY LTD	S	122	0	0	84	7	2	5	2	12	84	11	122	
	MONARCH AIRLINES	C	26	0	0	54	35	12	0	0	16	0	0	0	
<b>TOTAL LYON</b>			<b>159</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>16</b>	<b>84</b>	<b>10</b>	<b>132</b>	
MARSEILLE	EASYJET AIRLINE COMPANY LTD	S	82	0	0	84	9	5	2	0	8	78	11	63	
<b>TOTAL MARSEILLE</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>11</b>	<b>63</b>	
MONTPELLIER	EASYJET AIRLINE COMPANY LTD	S	60	0	0	82	10	0	8	0	12	81	14	63	
<b>TOTAL MONTPELLIER</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>14</b>	<b>63</b>	
NANTES	EASYJET AIRLINE COMPANY LTD	S	36	0	0	86	8	6	0	0	5	0	0	0	
<b>TOTAL NANTES</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>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	
NICE	BRITISH AIRWAYS PLC	S	124	0	0	93	3	2	2	0	5	78	10	127	
	EASYJET AIRLINE COMPANY LTD	S	164	0	0	73	13	9	5	0	14	77	11	128	
	NORWEGIAN AIR SHUTTLE	S	20	0	0	95	5	0	0	0	4	0	0	0	
<b>TOTAL NICE</b>			<b>308</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>11</b>	<b>255</b>	
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	7	0	0	71	29	0	0	0	7	0	0	0	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	
STRASBOURG	EASYJET AIRLINE COMPANY LTD	S	4	0	0	100	0	0	0	0	0	0	0	0	
<b>TOTAL STRASBOURG</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TOULOUSE (BLAGNAC)	EASYJET AIRLINE COMPANY LTD	S	154	0	0	90	8	1	0	0	5	82	12	160	
	THOMSON AIRWAYS LTD	C	10	0	0	80	10	0	10	0	10	90	4	10	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>11</b>	<b>170</b>	
<b>TOTAL FRANCE</b>			<b>1242</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>11</b>	<b>76</b>	<b>14</b>	<b>1179</b>	
<b>GAMBIA</b>															
BANJUL	MONARCH AIRLINES	C	16	0	0	81	19	0	0	0	7	61	19	18	
	THOMAS COOK AIRLINES LTD	C	26	0	0	85	8	8	0	0	6	71	14	24	
<b>TOTAL BANJUL</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>69</b>	<b>16</b>	<b>58</b>	
<b>TOTAL GAMBIA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>69</b>	<b>16</b>	<b>58</b>	
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	222	0	0	94	3	2	0	0	3	78	15	222	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2014

Reporting Airport: GATWICK (Full Analysis)

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>222</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>78</b>	<b>15</b>	<b>222</b>
COLOGNE BONN	EASYJET AIRLINE COMPANY LTD	S	86	0	0	95	5	0	0	0	0	3	78	11	80
<b>TOTAL COLOGNE BONN</b>			<b>86</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>78</b>	<b>11</b>	<b>80</b>
DUSSELDORF	EASYJET AIRLINE COMPANY LTD	S	92	0	0	91	5	3	0	0	0	3	80	12	92
<b>TOTAL DUSSELDORF</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>80</b>	<b>12</b>	<b>92</b>
ERFURT	GERMANIA FLUGGESELLSCHAFT	S	18	0	0	89	0	6	6	0	0	7	0	0	0
<b>TOTAL ERFURT</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
FRIEDRICHSHAFEN	AER LINGUS	S	10	0	0	70	30	0	0	0	0	9	0	0	0
	MONARCH AIRLINES	C	10	0	0	70	20	0	0	10	0	38	90	4	10
	MONARCH AIRLINES	S	10	0	1	90	10	0	0	0	0	3	93	4	30
<b>TOTAL FRIEDRICHSHAFEN</b>			<b>30</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>82</b>	<b>7</b>	<b>60</b>
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	98	0	0	90	6	1	3	0	0	6	74	16	114
<b>TOTAL HAMBURG</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>16</b>	<b>114</b>
MUNICH	EASYJET AIRLINE COMPANY LTD	S	116	0	0	84	14	2	0	0	0	5	80	9	128
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL MUNICH</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>80</b>	<b>9</b>	<b>128</b>
<b>TOTAL GERMANY</b>			<b>664</b>	<b>0</b>	<b>1</b>	<b>91</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>78</b>	<b>13</b>	<b>696</b>
<b>GIBRALTAR</b>															
GIBRALTAR	EASYJET AIRLINE COMPANY LTD	S	62	0	0	82	10	5	3	0	0	10	73	37	62
<b>TOTAL GIBRALTAR</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>37</b>	<b>62</b>
<b>TOTAL GIBRALTAR</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>37</b>	<b>62</b>
<b>GREECE</b>															
ATHENS	AEGEAN AIRLINES	S	32	0	0	84	16	0	0	0	0	5	88	7	60
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	94	3	3	0	0	0	4	84	8	68
<b>TOTAL ATHENS</b>			<b>94</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>5</b>	<b>86</b>	<b>7</b>	<b>128</b>
CHANIA	EASYJET AIRLINE COMPANY LTD	S	2	0	0	100	0	0	0	0	0	6	25	64	4
<b>TOTAL CHANIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>25</b>	<b>64</b>	<b>4</b>
CORFU	EASYJET AIRLINE COMPANY LTD	S	4	0	0	100	0	0	0	0	0	3	100	6	8
<b>TOTAL CORFU</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100</b>	<b>6</b>	<b>8</b>
HERAKLION	EASYJET AIRLINE COMPANY LTD	S	4	0	0	100	0	0	0	0	0	3	100	2	6
<b>TOTAL HERAKLION</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100</b>	<b>2</b>	<b>8</b>
SALONIKA	BRITISH AIRWAYS PLC	S	2	0	0	100	0	0	0	0	0	1	0	24	2
	EASYJET AIRLINE COMPANY LTD	S	36	0	0	100	0	0	0	0	0	1	90	6	40
<b>TOTAL SALONIKA</b>			<b>38</b>	<b>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>86</b>	<b>6</b>	<b>42</b>
ZAKINTHOS	EASYJET AIRLINE COMPANY LTD	S	2	0	0	50	50	0	0	0	0	11	100	2	2
<b>TOTAL ZAKINTHOS</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>11</b>	<b>100</b>	<b>2</b>	<b>2</b>
<b>TOTAL GREECE</b>			<b>144</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>4</b>	<b>86</b>	<b>8</b>	<b>205</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			Actual (7)	Plan (8)											
<b>GRENADA</b>															
GRENADA	BRITISH AIRWAYS PLC	S	16	0	0	81	0	6	13	0	0	13	71	25	17
GRENADA	VIRGIN ATLANTIC AIRWAYS LTD	S	16	0	0	75	19	0	6	0	0	12	64	9	11
<b>TOTAL GRENADA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>9</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>18</b>	<b>28</b>
<b>TOTAL GRENADA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>9</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>18</b>	<b>28</b>
<b>HUNGARY</b>															
BUDAPEST	EASYJET AIRLINE COMPANY LTD	S	62	0	0	95	3	2	0	0	0	2	71	24	62
BUDAPEST	NORWEGIAN AIR SHUTTLE	S	2	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL BUDAPEST</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>24</b>	<b>62</b>
<b>TOTAL HUNGARY</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>24</b>	<b>62</b>
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	44	0	0	89	7	0	5	0	0	7	79	12	19
KEFLAVIK	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	0	21	0	0	0
KEFLAVIK	WOW AIR	S	114	0	0	88	10	2	1	0	0	6	0	0	0
<b>TOTAL KEFLAVIK</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>10</b>	<b>79</b>
<b>TOTAL ICELAND</b>			<b>161</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>10</b>	<b>79</b>
<b>INDIA</b>															
GOA	MONARCH AIRLINES	C	10	0	0	40	30	20	10	0	0	28	70	25	10
GOA	THOMAS COOK AIRLINES LTD	C	6	1	0	100	0	0	0	0	0	4	80	13	5
GOA	THOMSON AIRWAYS LTD	C	10	0	0	40	40	10	10	0	0	21	40	36	10
<b>TOTAL GOA</b>			<b>26</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>27</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>60</b>	<b>27</b>	<b>25</b>
<b>TOTAL INDIA</b>			<b>26</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>27</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>60</b>	<b>27</b>	<b>25</b>
<b>IRAQ</b>															
BAGHDAD (GECA)	IRAQI AIRWAYS	S	8	0	0	100	0	0	0	0	0	2	60	31	10
<b>TOTAL BAGHDAD (GECA)</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>60</b>	<b>31</b>	<b>10</b>
SULAYMANIYAH INT	IRAQI AIRWAYS	S	8	0	0	88	13	0	0	0	0	4	67	14	6
<b>TOTAL SULAYMANIYAH INT</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>67</b>	<b>14</b>	<b>6</b>
<b>TOTAL IRAQ</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>63</b>	<b>25</b>	<b>16</b>
<b>IRISH REPUBLIC</b>															
CORK	RYANAIR	S	62	0	0	94	5	2	0	0	0	5	94	4	62
<b>TOTAL CORK</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>94</b>	<b>4</b>	<b>62</b>
DUBLIN	AER LINGUS	S	380	0	8	89	5	3	2	1	0	8	77	13	360
DUBLIN	RYANAIR	S	276	0	0	93	4	2	1	0	0	4	79	11	276
<b>TOTAL DUBLIN</b>			<b>656</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>12</b>	<b>636</b>
IRELAND WEST(KNOCK)	AER LINGUS	S	62	0	0	95	5	0	0	0	0	2	71	23	62
<b>TOTAL IRELAND WEST(KNOCK)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>23</b>	<b>62</b>
SHANNON	RYANAIR	S	46	0	0	96	0	4	0	0	0	4	74	13	62
<b>TOTAL SHANNON</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>74</b>	<b>13</b>	<b>62</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2014

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 IRISH REPUBLIC			827	0	8	92	4	2	1	0	0	6	78	12	822
ITALY															
BARI (PALESE)	BRITISH AIRWAYS PLC	S	2	0	0	100	0	0	0	0	0	11	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	18	0	0	78	17	6	0	0	0	9	33	34	12
TOTAL BARI (PALESE)			20	0	0	80	15	5	0	0	0	9	33	34	12
BOLOGNA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	87	10	3	0	0	0	7	76	13	62
TOTAL BOLOGNA			62	0	0	87	10	3	0	0	0	7	76	13	62
CAGLIARI (ELMAS)	RYANAIR	S	24	0	0	96	4	0	0	0	0	3	0	0	0
TOTAL CAGLIARI (ELMAS)			24	0	0	96	4	0	0	0	0	3	0	0	0
CATANIA (FONTANAROSSA)	AIR ONE	S	2	0	0	100	0	0	0	0	0	1	0	0	0
	BRITISH AIRWAYS PLC	S	4	0	0	50	50	0	0	0	0	11	50	23	10
	EASYJET AIRLINE COMPANY LTD	S	30	0	0	70	7	20	3	0	0	16	83	13	18
TOTAL CATANIA (FONTANAROSSA)			36	0	0	69	11	17	3	0	0	15	71	16	28
FLORENCE	VUELING AIRLINES	S	4	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL FLORENCE			4	0	0	100	0	0	0	0	0	2	0	0	0
GENOA	BRITISH AIRWAYS PLC	S	44	0	0	84	9	5	2	0	0	9	67	21	58
TOTAL GENOA			44	0	0	84	9	5	2	0	0	9	67	21	58
MILAN (LINATE)	EASYJET AIRLINE COMPANY LTD	S	62	0	0	85	15	0	0	0	0	5	83	13	124
TOTAL MILAN (LINATE)			62	1	0	85	15	0	0	0	0	5	83	13	124
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	258	0	0	84	9	4	2	1	0	10	81	13	251
TOTAL MILAN (MALPENSA)			258	0	0	84	9	4	2	1	0	10	81	13	251
NAPLES	BRITISH AIRWAYS PLC	S	92	0	0	79	13	3	4	0	0	12	56	22	98
	EASYJET AIRLINE COMPANY LTD	S	64	0	0	78	19	3	0	0	0	9	71	25	62
TOTAL NAPLES			156	0	0	79	15	3	3	0	0	11	62	23	161
OLBIA	EASYJET AIRLINE COMPANY LTD	S	12	0	0	92	8	0	0	0	0	2	0	0	0
TOTAL OLBIA			12	0	0	92	8	0	0	0	0	2	0	0	0
PALERMO	EASYJET AIRLINE COMPANY LTD	S	28	0	0	93	7	0	0	0	0	6	82	7	28
TOTAL PALERMO			28	0	0	93	7	0	0	0	0	6	82	7	28
PISA	BRITISH AIRWAYS PLC	S	4	0	0	100	0	0	0	0	0	3	75	19	8
	EASYJET AIRLINE COMPANY LTD	S	80	0	0	90	5	4	1	0	0	6	85	9	82
TOTAL PISA			84	0	0	90	5	4	1	0	0	6	84	10	90
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	70	0	0	61	29	7	3	0	0	13	45	30	64
	EASYJET AIRLINE COMPANY LTD	S	222	0	0	84	9	4	2	0	0	9	82	13	211
	MISTRAL AIR	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	0	23	0	0	0
	NORWEGIAN AIR SHUTTLE	S	36	2	0	78	11	11	0	0	0	9	0	0	0
TOTAL ROME (FIUMICINO)			332	2	0	78	14	6	2	0	0	10	73	17	277
TURIN	AER LINGUS	S	10	0	0	40	10	10	40	0	0	56	0	0	0
	BRITISH AIRWAYS PLC	S	90	0	0	74	11	7	8	0	0	14	57	21	90
	EASYJET AIRLINE COMPANY LTD	S	38	0	0	87	13	0	0	0	0	8	75	18	20
	THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	0	1	100	2	10



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2014

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TURIN	THOMSON AIRWAYS LTD	C	19	0	0	100	0	0	0	0	0	1	95	4	20
<b>TOTAL TURIN</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>16</b>	152
VENICE	BRITISH AIRWAYS PLC	S	186	0	0	78	16	6	0	0	0	9	58	23	182
	EASYJET AIRLINE COMPANY LTD	S	128	0	0	78	14	7	1	0	0	8	73	15	126
<b>TOTAL VENICE</b>			<b>314</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>64</b>	<b>20</b>	326
VERONA VILAFRANCA	BRITISH AIRWAYS PLC	S	66	0	0	85	5	8	3	0	0	9	74	22	62
	EASYJET AIRLINE COMPANY LTD	S	46	0	0	91	9	0	0	0	0	4	81	11	62
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	0	100	0	10
<b>TOTAL VERONA VILAFRANCA</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>15</b>	134
<b>TOTAL ITALY</b>			<b>1724</b>	<b>3</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>17</b>	1704
JAMAICA															
KINGSTON	BRITISH AIRWAYS PLC	S	28	0	0	71	14	0	7	4	4	51	32	56	25
<b>TOTAL KINGSTON</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>0</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>51</b>	<b>32</b>	<b>56</b>	25
MONTEGO BAY	THOMSON AIRWAYS LTD	C	17	0	0	35	24	24	12	6	0	43	72	42	18
	VIRGIN ATLANTIC AIRWAYS LTD	S	27	0	0	63	15	7	15	0	0	23	52	33	27
<b>TOTAL MONTEGO BAY</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>18</b>	<b>14</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>60</b>	<b>37</b>	45
<b>TOTAL JAMAICA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>17</b>	<b>8</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>39</b>	<b>50</b>	<b>44</b>	70
JORDAN															
AMMAN	EASYJET AIRLINE COMPANY LTD	S	26	0	0	69	19	4	8	0	0	15	50	26	26
<b>TOTAL AMMAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>50</b>	<b>26</b>	26
<b>TOTAL JORDAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>50</b>	<b>28</b>	28
KENYA															
MOMBASA	THOMSON AIRWAYS LTD	C	9	0	0	78	22	0	0	0	0	10	70	19	10
<b>TOTAL MOMBASA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>19</b>	10
<b>TOTAL KENYA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>19</b>	10
KOSOVO															
PRISTINA	GERMANIA FLUGGESELLSCHAFT	S	10	0	0	80	10	10	0	0	0	9	0	0	0
<b>TOTAL PRISTINA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL KOSOVO</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	0
LATVIA															
RIGA	AIR BALTIC	S	72	0	0	81	19	0	0	0	0	8	72	14	72
<b>TOTAL RIGA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>72</b>	<b>14</b>	72
<b>TOTAL LATVIA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>72</b>	<b>14</b>	72
LIBYA															
TRIPOLI	AFRIQIYAH AIRWAYS	S	36	0	0	44	25	19	0	0	11	77	58	19	26
<b>TOTAL TRIPOLI</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>25</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>58</b>	<b>19</b>	26
<b>TOTAL LIBYA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>25</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>58</b>	<b>19</b>	26

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			Actual (7)	Plan (8)											
<b>LUXEMBOURG</b>															
LUXEMBOURG	EASYJET AIRLINE COMPANY LTD	S	36	0	0	92	3	0	6	0	0	7	89	3	36
TOTAL LUXEMBOURG			36	0	0	92	3	0	6	0	0	7	89	3	36
TOTAL LUXEMBOURG			36	0	0	92	3	0	6	0	0	7	89	3	36
<b>MALDIVE ISLANDS</b>															
MALE INTERNATIONAL	THOMSON AIRWAYS LTD	C	10	0	0	60	10	20	10	0	0	23	56	21	9
TOTAL MALE INTERNATIONAL			10	0	0	60	10	20	10	0	0	23	81	13	36
TOTAL MALDIVE ISLANDS			10	0	0	60	10	20	10	0	0	23	81	13	36
<b>MALTA</b>															
MALTA	AIR MALTA	S	62	0	0	95	3	2	0	0	0	3	91	3	66
	BRITISH AIRWAYS PLC	S	4	0	0	50	25	25	0	0	0	23	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	88	0	0	89	9	0	2	0	0	6	77	13	70
	THOMSON AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	10	75	22	8
TOTAL MALTA			162	0	0	90	7	2	1	0	0	6	83	9	144
TOTAL MALTA			162	0	0	90	7	2	1	0	0	6	83	9	144
<b>MAURITIUS</b>															
MAURITIUS	BRITISH AIRWAYS PLC	S	26	0	0	81	4	0	12	4	0	24	88	12	26
TOTAL MAURITIUS			26	0	0	81	4	0	12	4	0	24	88	12	26
TOTAL MAURITIUS			26	0	0	81	4	0	12	4	0	24	88	12	26
<b>MEXICO</b>															
CANCUN	BRITISH AIRWAYS PLC	S	26	0	0	92	8	0	0	0	0	4	70	21	27
	THOMAS COOK AIRLINES LTD	S	18	0	0	94	6	0	0	0	0	3	0	0	0
	THOMSON AIRWAYS LTD	C	35	1	0	54	23	11	11	0	0	25	57	16	28
	VIRGIN ATLANTIC AIRWAYS LTD	S	18	0	0	56	17	17	6	6	0	34	50	34	18
TOTAL CANCUN			97	1	0	72	14	7	5	1	0	17	66	19	89
TOTAL MEXICO			97	1	0	72	14	7	5	1	0	17	66	19	89
<b>MOROCCO</b>															
AGADIR (AL MASSIRA)	EASYJET AIRLINE COMPANY LTD	S	26	0	0	73	12	15	0	0	0	12	61	22	18
	ROYAL AIR MAROC	C	2	0	0	100	0	0	0	0	0	0	100	12	1
	THOMSON AIRWAYS LTD	S	18	0	0	89	11	0	0	0	0	3	88	4	16
TOTAL AGADIR (AL MASSIRA)			46	0	0	80	11	9	0	0	0	8	74	14	35
CASABLANCA MOHAMED V	AIR ARABIA MAROC	S	18	0	0	83	6	11	0	0	0	7	95	6	19
	ROYAL AIR MAROC	S	10	0	0	90	0	10	0	0	0	6	17	35	6
TOTAL CASABLANCA MOHAMED V			28	0	0	86	4	11	0	0	0	7	76	13	25
<b>MARRAKESH</b>															
	BRITISH AIRWAYS PLC	S	88	0	0	80	10	8	2	0	0	8	44	31	62
	EASYJET AIRLINE COMPANY LTD	S	123	0	1	80	11	7	2	2	0	12	86	9	124
	ROYAL AIR MAROC	S	48	0	0	77	6	10	6	0	0	11	0	0	0
	THOMSON AIRWAYS LTD	S	17	1	0	82	6	0	12	0	0	15	83	7	18
TOTAL MARRAKESH			276	1	1	79	9	7	3	1	0	11	74	15	208
TANGIERS (IBN BATUTA)	AIR ARABIA MAROC	S	18	0	0	94	6	0	0	0	0	4	94	4	17

## 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							MAR 2013		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 TANGIERS (IBN BATUTA)			18	0	0	94	6	0	0	0	0	4	94	4	17
TOTAL MOROCCO			368	1	1	81	9	7	2	1	0	10	75	14	285
NETHERLANDS															
AMSTERDAM	BRITISH AIRWAYS PLC	S	192	0	0	86	9	2	3	0	0	7	68	16	204
	EASYJET AIRLINE COMPANY LTD	S	283	0	0	85	9	5	1	0	0	7	79	13	256
TOTAL AMSTERDAM			475	0	0	86	9	3	2	0	0	7	74	15	460
TOTAL NETHERLANDS			475	0	0	86	9	3	2	0	0	7	74	15	460
NORWAY															
ALESUND	NORWEGIAN AIR SHUTTLE	S	18	0	0	100	0	0	0	0	0	3	78	7	18
TOTAL ALESUND			18	0	0	100	0	0	0	0	0	3	78	7	18
BERGEN	EASYJET AIRLINE COMPANY LTD	S	46	0	1	83	11	0	4	2	0	13	0	0	0
	GERMANIA FLUGGESELLSCHAFT	C	3	0	0	100	0	0	0	0	0	5	0	0	0
	NORWEGIAN AIR SHUTTLE	S	98	0	0	91	6	3	0	0	0	4	79	6	92
TOTAL BERGEN			147	0	1	88	7	2	1	1	0	7	79	7	96
FAGERNES/LEIRIN	THOMSON AIRWAYS LTD	C	5	0	0	80	20	0	0	0	0	6	0	0	0
TOTAL FAGERNES/LEIRIN			5	0	0	80	20	0	0	0	0	6	0	0	0
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	217	0	0	89	5	5	1	0	0	6	76	11	161
TOTAL OSLO (GARDERMOEN)			217	0	0	89	5	5	1	0	0	6	76	11	161
SANDEFJORD(TORP)	NORWEGIAN AIR SHUTTLE	S	36	0	0	69	14	17	0	0	0	13	50	16	34
TOTAL SANDEFJORD(TORP)			36	0	0	69	14	17	0	0	0	13	50	16	34
STAVANGER	NORWEGIAN AIR SHUTTLE	S	52	0	0	100	0	0	0	0	0	0	86	6	50
TOTAL STAVANGER			52	0	0	100	0	0	0	0	0	0	86	6	50
TROMSOE	GERMANIA FLUGGESELLSCHAFT	C	11	0	0	82	9	9	0	0	0	10	0	0	0
	NORWEGIAN AIR SHUTTLE	S	20	0	0	70	15	15	0	0	0	10	0	0	0
TOTAL TROMSOE			31	0	0	74	13	13	0	0	0	10	73	27	15
TRONDHEIM (VAERNES)	NORWEGIAN AIR SHUTTLE	S	36	0	0	86	14	0	0	0	0	5	73	9	26
TOTAL TRONDHEIM (VAERNES)			36	0	0	86	14	0	0	0	0	5	73	9	26
TOTAL NORWAY			542	0	1	88	7	4	1	0	0	6	76	10	400
POLAND															
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	62	0	0	89	11	0	0	0	0	5	89	9	62
TOTAL KRAKOW			62	0	0	89	11	0	0	0	0	5	88	10	64
RZESZOW	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	3	0	37	2
TOTAL RZESZOW			2	0	0	100	0	0	0	0	0	3	0	37	2
TOTAL POLAND			64	0	0	89	11	0	0	0	0	5	85	10	66
PORTUGAL(EXCLUDING MADEIRA)															
FARO	BRITISH AIRWAYS PLC	S	48	0	0	79	6	15	0	0	0	13	62	29	50
	EASYJET AIRLINE COMPANY LTD	S	132	0	0	86	10	2	3	0	0	8	88	7	132
	MONARCH AIRLINES	S	24	0	0	92	8	0	0	0	0	5	50	23	26
	NORWEGIAN AIR SHUTTLE	S	10	0	0	100	0	0	0	0	0	0	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)											
<b>TOTAL FARO</b>			<b>214</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>77</b>	<b>15</b>	<b>209</b>
<b>LISBON</b>	AIR PORTUGAL	S	72	0	0	65	22	8	4	0	0	16	68	16	68
	EASYJET AIRLINE COMPANY LTD	S	109	0	0	81	9	7	3	0	0	10	84	7	62
<b>TOTAL LISBON</b>			<b>181</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>12</b>	<b>130</b>
<b>OPORTO (PORTUGAL)</b>	AIR PORTUGAL	S	120	0	0	83	8	3	4	2	0	11	86	6	124
	EASYJET AIRLINE COMPANY LTD	S	36	0	0	75	6	17	3	0	0	12	68	16	44
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>9</b>	<b>168</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>551</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>12</b>	<b>508</b>
<b>PORTUGAL(MADEIRA)</b>															
<b>FUNCHAL</b>	AIR PORTUGAL	S	3	0	0	100	0	0	0	0	0	0	100	10	1
	EASYJET AIRLINE COMPANY LTD	S	52	0	0	94	4	2	0	0	0	3	85	12	52
	MONARCH AIRLINES	S	25	0	1	84	8	8	0	0	0	8	65	24	26
	THOMSON AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	3	75	7	8
<b>TOTAL FUNCHAL</b>			<b>89</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>15</b>	<b>89</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>89</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>15</b>	<b>89</b>
<b>ROMANIA</b>															
<b>BUCHAREST (OTOPENI)</b>	EASYJET AIRLINE COMPANY LTD	S	36	0	0	97	3	0	0	0	0	2	0	0	0
<b>TOTAL BUCHAREST (OTOPENI)</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>5</b>	<b>2</b>
<b>TOTAL ROMANIA</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>5</b>	<b>2</b>
<b>RUSSIA</b>															
<b>MOSCOW (DOMODEDOVO)</b>	EASYJET AIRLINE COMPANY LTD	S	124	0	0	84	8	5	3	0	0	9	71	17	28
<b>TOTAL MOSCOW (DOMODEDOVO)</b>			<b>124</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>71</b>	<b>17</b>	<b>28</b>
<b>TOTAL RUSSIA</b>			<b>124</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>71</b>	<b>17</b>	<b>28</b>
<b>SAINT KITTS AND NEVIS</b>															
<b>ST KITTS</b>	BRITISH AIRWAYS PLC	S	16	1	1	94	0	0	6	0	0	10	61	65	18
<b>TOTAL ST KITTS</b>			<b>16</b>	<b>1</b>	<b>1</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>61</b>	<b>65</b>	<b>18</b>
<b>TOTAL SAINT KITTS AND NEVIS</b>			<b>16</b>	<b>1</b>	<b>1</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>61</b>	<b>65</b>	<b>18</b>
<b>SIERRA LEONE</b>															
<b>FREETOWN</b>	GAMBIA BIRD	S	27	0	6	85	7	4	4	0	0	10	0	0	0
<b>TOTAL FREETOWN</b>			<b>27</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SIERRA LEONE</b>			<b>27</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>7</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>SPAIN</b>															
<b>ALICANTE</b>	BRITISH AIRWAYS PLC	S	68	0	0	60	32	3	4	0	0	15	100	3	4
	EASYJET AIRLINE COMPANY LTD	S	130	0	0	82	15	2	2	0	0	8	79	12	134
	MONARCH AIRLINES	S	54	0	0	91	9	0	0	0	0	6	46	29	54
	NORWEGIAN AIR SHUTTLE	S	26	0	0	81	12	0	8	0	0	11	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	63	25	13	0	0	0	14	67	17	9
<b>TOTAL ALICANTE</b>			<b>286</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>10</b>	<b>70</b>	<b>17</b>	<b>201</b>
<b>ALMERIA</b>	EASYJET AIRLINE COMPANY LTD	S	30	0	0	90	3	7	0	0	0	8	71	18	28

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			Actual (7)	Plan (8)											
<b>TOTAL ALMERIA</b>			<b>30</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>8</b>	<b>71</b>	<b>18</b>	28
<b>BARCELONA</b>	ALITALIA (CAI)	C	2	0	0	50	0	50	0	0	0	34	0	0	0
	BRITISH AIRWAYS PLC	S	128	0	0	95	4	2	0	0	0	4	59	21	161
	EASYJET AIRLINE COMPANY LTD	S	344	0	0	84	9	4	3	0	0	8	87	10	344
	MONARCH AIRLINES	S	34	0	0	94	6	0	0	0	0	2	84	8	64
	NORWEGIAN AIR SHUTTLE	S	28	0	0	75	11	14	0	0	0	11	0	0	0
	VUELING AIRLINES	S	124	0	0	68	23	4	5	0	0	14	40	19	42
<b>TOTAL BARCELONA</b>			<b>660</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>13</b>	611
<b>LIEIDA</b>	THOMAS COOK AIRLINES LTD	C	9	0	0	78	22	0	0	0	0	5	0	0	0
<b>TOTAL LIEIDA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	0
<b>MADRID</b>	AIR EUROPA	S	124	0	0	86	8	4	2	0	0	7	89	10	124
	EASYJET AIRLINE COMPANY LTD	S	264	0	0	88	6	6	0	0	0	6	86	8	270
<b>TOTAL MADRID</b>			<b>388</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>9</b>	394
<b>MAHON</b>	MONARCH AIRLINES	S	8	0	0	88	13	0	0	0	0	5	67	12	12
<b>TOTAL MAHON</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>67</b>	<b>12</b>	12
<b>MALAGA</b>	BRITISH AIRWAYS PLC	S	97	1	0	74	13	4	8	0	0	14	52	28	106
	EASYJET AIRLINE COMPANY LTD	S	193	0	0	85	11	3	1	0	0	6	85	9	207
	MONARCH AIRLINES	S	40	0	0	90	8	3	0	0	0	5	53	20	40
	NORWEGIAN AIR SHUTTLE	S	62	0	0	74	13	10	3	0	0	12	0	0	0
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	4	0	0	0
	THOMSON AIRWAYS LTD	C	18	0	0	72	17	11	0	0	0	10	85	5	20
<b>TOTAL MALAGA</b>			<b>413</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>16</b>	373
<b>MURCIA SAN JAVIER</b>	EASYJET AIRLINE COMPANY LTD	S	56	0	0	86	13	2	0	0	0	5	89	6	54
<b>TOTAL MURCIA SAN JAVIER</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>6</b>	54
<b>PALMA DE MALLORCA</b>	EASYJET AIRLINE COMPANY LTD	S	90	0	0	81	8	4	4	0	2	17	70	17	71
	MONARCH AIRLINES	S	16	0	0	81	13	0	6	0	0	11	44	29	18
	NORWEGIAN AIR SHUTTLE	S	8	0	0	88	13	0	0	0	0	5	50	28	2
	THOMSON AIRWAYS LTD	C	14	0	0	86	0	14	0	0	0	8	78	20	18
<b>TOTAL PALMA DE MALLORCA</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>15</b>	<b>67</b>	<b>19</b>	109
<b>SANTIAGO DE COMPOSTELA (SPAIN)</b>	EASYJET AIRLINE COMPANY LTD	S	26	0	0	77	12	12	0	0	0	11	0	0	0
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	0
<b>SEVILLE</b>	EASYJET AIRLINE COMPANY LTD	S	46	0	0	78	9	11	2	0	0	12	93	10	42
<b>TOTAL SEVILLE</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>9</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>93</b>	<b>10</b>	43
<b>VALENCIA</b>	EASYJET AIRLINE COMPANY LTD	S	82	0	0	78	21	1	0	0	0	7	73	16	82
<b>TOTAL VALENCIA</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>16</b>	82
<b>TOTAL SPAIN</b>			<b>2132</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>13</b>	1908
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	BRITISH AIRWAYS PLC	S	18	0	0	67	6	6	22	0	0	30	0	44	2
	EASYJET AIRLINE COMPANY LTD	S	54	0	0	70	13	13	4	0	0	15	70	15	57
	MONARCH AIRLINES	S	28	0	0	61	21	14	4	0	0	18	50	22	32
	NORWEGIAN AIR SHUTTLE	S	18	0	0	100	0	0	0	0	0	0	0	0	0
	THOMAS COOK AIRLINES LTD	S	28	0	0	89	11	0	0	0	0	5	0	0	0

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				Actual (7)	Plan (8)										
ARRECIFE	THOMSON AIRWAYS LTD	C	36	0	0	89	6	6	0	0	0	7	72	9	25
<b>TOTAL ARRECIFE</b>			<b>182</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>12</b>	<b>66</b>	<b>15</b>	<b>133</b>
FUERTEVENTURA	EASYJET AIRLINE COMPANY LTD	S	46	0	0	87	11	2	0	0	0	5	72	9	18
	NORWEGIAN AIR SHUTTLE	S	20	0	0	80	15	5	0	0	0	7	0	0	0
	THOMAS COOK AIRLINES LTD	S	26	0	0	92	8	0	0	0	0	4	0	0	0
	THOMSON AIRWAYS LTD	C	26	0	0	81	4	12	4	0	0	12	61	21	18
<b>TOTAL FUERTEVENTURA</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>67</b>	<b>13</b>	<b>54</b>
LAS PALMAS	EASYJET AIRLINE COMPANY LTD	S	54	0	0	94	4	2	0	0	0	2	89	5	36
	NORWEGIAN AIR SHUTTLE	S	36	0	0	100	0	0	0	0	0	1	0	0	0
	THOMAS COOK AIRLINES LTD	S	18	0	0	89	6	6	0	0	0	6	0	0	0
	THOMSON AIRWAYS LTD	C	36	0	0	83	14	3	0	0	0	8	69	33	26
<b>TOTAL LAS PALMAS</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>80</b>	<b>16</b>	<b>88</b>
SANTA CRUZ DE LA PALMA	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	80	14	10
<b>TOTAL SANTA CRUZ DE LA PALMA</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>80</b>	<b>14</b>	<b>10</b>
TENERIFE (SURREINA SOFIA)	BRITISH AIRWAYS PLC	S	44	0	0	68	14	14	5	0	0	16	50	28	2
	EASYJET AIRLINE COMPANY LTD	S	125	0	0	84	8	3	3	1	1	13	81	10	115
	MONARCH AIRLINES	C	8	0	0	25	38	25	13	0	0	26	0	0	0
	MONARCH AIRLINES	S	59	0	0	78	15	5	2	0	0	11	50	25	66
	NORWEGIAN AIR SHUTTLE	S	62	0	0	90	8	2	0	0	0	5	0	0	0
	THOMAS COOK AIRLINES LTD	S	26	0	0	100	0	0	0	0	0	1	0	0	0
	THOMSON AIRWAYS LTD	C	69	0	0	86	12	3	0	0	0	6	72	22	64
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>393</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>67</b>	<b>19</b>	<b>273</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>845</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>17</b>	<b>558</b>
SRI LANKA															
COLOMBO	BRITISH AIRWAYS PLC	S	26	0	1	42	15	19	15	8	0	48	0	0	0
<b>TOTAL COLOMBO</b>			<b>26</b>	<b>0</b>	<b>1</b>	<b>42</b>	<b>15</b>	<b>19</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>48</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SRI LANKA</b>			<b>26</b>	<b>0</b>	<b>1</b>	<b>42</b>	<b>15</b>	<b>19</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>48</b>	<b>0</b>	<b>0</b>	<b>0</b>
ST LUCIA															
ST LUCIA (HEWANORRA)	VIRGIN ATLANTIC AIRWAYS LTD	S	11	0	0	100	0	0	0	0	0	1	74	13	27
<b>TOTAL ST LUCIA (HEWANORRA)</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>74</b>	<b>13</b>	<b>27</b>
<b>TOTAL ST LUCIA</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>74</b>	<b>13</b>	<b>27</b>
SWEDEN															
GOTEBORG	NORWEGIAN AIR SHUTTLE	S	36	0	0	97	3	0	0	0	0	1	82	16	34
<b>TOTAL GOTEBORG</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>1</b>	<b>82</b>	<b>16</b>	<b>34</b>
KIRUNA	ENTER AIR	C	2	1	0	100	0	0	0	0	0	0	55	17	11
<b>TOTAL KIRUNA</b>			<b>2</b>	<b>1</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>17</b>	<b>11</b>
MALMO	IRAQI AIRWAYS	S	8	0	0	88	13	0	0	0	0	3	0	0	0
<b>TOTAL MALMO</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>0</b>	<b>0</b>	<b>0</b>
STOCKHOLM (ARLANDA)	NORWEGIAN AIR SHUTTLE	S	260	0	0	91	3	3	3	0	1	8	91	5	155
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>260</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>89</b>	<b>5</b>	<b>167</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2014

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 SWEDEN</b>			<b>306</b>	<b>1</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>86</b>	<b>8</b>	<b>212</b>
<b>SWITZERLAND</b>															
<b>BASLE MULHOUSE</b>	EASYJET AIRLINE COMPANY LTD	S	96	0	0	91	4	4	1	0	0	5	70	12	88
	EASYJET SWITZERLAND	S	40	0	2	90	8	3	0	0	0	5	85	7	54
<b>TOTAL BASLE MULHOUSE</b>			<b>136</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>76</b>	<b>10</b>	<b>142</b>
<b>GENEVA</b>	AER LINGUS	C	10	0	0	100	0	0	0	0	0	3	70	10	10
	BRITISH AIRWAYS PLC	S	176	0	0	89	9	1	1	1	0	7	64	18	170
	EASYJET AIRLINE COMPANY LTD	S	258	0	0	86	6	5	2	0	0	8	72	16	250
	EASYJET SWITZERLAND	S	206	0	0	83	10	5	0	2	0	14	69	18	204
	MONARCH AIRLINES	C	62	0	0	79	13	8	0	0	0	8	53	22	58
	SWISS AIRLINES	S	22	0	0	91	9	0	0	0	0	4	0	0	0
	THOMAS COOK AIRLINES LTD	S	10	0	0	70	10	0	0	0	20	122	70	18	10
	THOMSON AIRWAYS LTD	C	25	0	0	72	16	12	0	0	0	10	66	32	38
<b>TOTAL GENEVA</b>			<b>769</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>67</b>	<b>18</b>	<b>750</b>
<b>ZURICH</b>	EASYJET AIRLINE COMPANY LTD	S	110	0	0	89	10	1	0	0	0	4	77	10	114
<b>TOTAL ZURICH</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>77</b>	<b>10</b>	<b>114</b>
<b>TOTAL SWITZERLAND</b>			<b>1015</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>70</b>	<b>16</b>	<b>1006</b>
<b>THAILAND</b>															
<b>PHUKET</b>	THOMSON AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	9	0	0	0
<b>TOTAL PHUKET</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 THAILAND</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>TRINIDAD AND TOBAGO</b>															
<b>PORT OF SPAIN</b>	BRITISH AIRWAYS PLC	S	46	0	0	83	15	2	0	0	0	8	71	21	45
	CARIBBEAN AIRLINES	S	26	0	0	81	15	0	0	0	4	51	71	18	28
<b>TOTAL PORT OF SPAIN</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>23</b>	<b>71</b>	<b>20</b>	<b>73</b>
<b>TOBAGO</b>	BRITISH AIRWAYS PLC	S	8	0	0	88	0	13	0	0	0	7	50	40	8
	MONARCH AIRLINES	C	8	0	0	75	13	13	0	0	0	10	75	13	8
	VIRGIN ATLANTIC AIRWAYS LTD	S	18	0	0	78	6	11	6	0	0	13	0	0	0
<b>TOTAL TOBAGO</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>6</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>63</b>	<b>26</b>	<b>16</b>
<b>TOTAL TRINIDAD AND TOBAGO</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>70</b>	<b>21</b>	<b>89</b>
<b>TUNISIA</b>															
<b>ENFIDHA - HAMMAMET INTL</b>	THOMAS COOK AIRLINES LTD	C	18	0	0	89	6	0	0	6	0	19	95	8	21
	THOMSON AIRWAYS LTD	C	18	0	0	100	0	0	0	0	0	2	100	2	18
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>97</b>	<b>5</b>	<b>39</b>
<b>TOTAL TUNISIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>15</b>	<b>81</b>
<b>TURKEY</b>															
<b>ANTALYA</b>	EASYJET AIRLINE COMPANY LTD	S	2	0	0	100	0	0	0	0	0	4	50	15	4
	FREEBIRD AIRLINES	C	16	0	0	69	19	13	0	0	0	9	50	28	8
	MONARCH AIRLINES	S	2	0	0	100	0	0	0	0	0	8	0	0	0
	THOMAS COOK AIRLINES LTD	C	19	0	0	79	16	5	0	0	0	7	40	24	25
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	6	70	12	10

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			Actual (7)	Plan (8)											
TOTAL ANTALYA			47	0	0	79	15	6	0	0	0	7	49	21	47
BODRUM (MILAS)	EASYJET AIRLINE COMPANY LTD	S	2	0	0	100	0	0	0	0	0	3	100	1	4
TOTAL BODRUM (MILAS)			2	0	0	100	0	0	0	0	0	3	100	1	4
DALAMAN	THOMAS COOK AIRLINES LTD	C	11	0	0	45	27	9	18	0	0	24	75	4	4
TOTAL DALAMAN			11	0	0	45	27	9	18	0	0	24	75	4	9
ISTANBUL	THY TURK HAVA YOLLARI TURKIS	S	128	0	0	89	8	2	2	0	0	6	85	6	124
TOTAL ISTANBUL			128	0	0	89	8	2	2	0	0	6	85	6	124
ISTANBUL (SABIHA GOKCEN)	THY TURK HAVA YOLLARI TURKIS	S	62	0	0	97	2	2	0	0	0	3	0	0	0
TOTAL ISTANBUL (SABIHA GOKCEN)			62	0	0	97	2	2	0	0	0	3	0	0	0
IZMIR (ADNAM MENDERES)	FREEBIRD AIRLINES	C	8	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL IZMIR (ADNAM MENDERES)			8	0	0	100	0	0	0	0	0	1	75	12	4
TOTAL TURKEY			258	0	0	88	8	3	2	0	0	6	77	10	188
UKRAINE															
KIEV (BORISPOL)	UKRAINE INTERNATIONAL AIRLIN	S	62	0	0	63	19	16	2	0	0	16	24	45	58
TOTAL KIEV (BORISPOL)			62	0	0	63	19	16	2	0	0	16	24	45	58
TOTAL UKRAINE			62	0	0	63	19	16	2	0	0	16	24	45	58
UNITED ARAB EMIRATES															
DUBAI	EMIRATES	S	186	0	1	70	13	13	3	0	0	13	45	25	186
TOTAL DUBAI			186	0	1	70	13	13	3	0	0	13	45	25	186
TOTAL UNITED ARAB EMIRATES			186	0	1	70	13	13	3	0	0	13	45	25	186
UNITED KINGDOM															
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	114	0	0	96	4	0	0	0	0	2	69	17	114
TOTAL ABERDEEN			114	0	0	96	4	0	0	0	0	2	69	17	114
BELFAST CITY (GEORGE BEST)	AER LINGUS	S	150	0	0	97	2	1	0	0	0	2	92	5	178
	FLYBE LTD	S	222	0	0	85	9	3	3	0	0	9	87	11	200
TOTAL BELFAST CITY (GEORGE BEST)			372	0	0	90	6	2	2	0	0	6	89	9	378
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	272	0	0	89	7	4	0	0	0	5	82	15	252
TOTAL BELFAST INTERNATIONAL			272	0	0	89	7	4	0	0	0	5	82	15	252
EDINBURGH	BRITISH AIRWAYS PLC	S	228	0	0	87	7	4	2	0	0	8	70	18	231
	EASYJET AIRLINE COMPANY LTD	S	240	0	0	85	8	6	1	0	0	6	77	12	248
TOTAL EDINBURGH			468	0	0	86	7	5	1	0	0	7	73	15	479
GLASGOW	BRITISH AIRWAYS PLC	S	227	0	0	85	10	5	0	0	0	6	73	16	227
	EASYJET AIRLINE COMPANY LTD	S	192	0	0	89	6	4	1	0	0	6	81	10	202
TOTAL GLASGOW			419	0	0	87	8	5	0	0	0	6	76	13	429
GUERNSEY	AURIGNY AIR SERVICES	S	342	0	10	84	9	3	2	2	0	13	80	17	318
	FLYBE LTD	S	203	0	5	88	2	6	3	0	0	8	89	9	204
TOTAL GUERNSEY			545	0	15	86	6	4	3	1	0	11	84	14	522
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	65	0	0	78	9	9	3	0	0	10	76	17	66



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			Actual (7)	Plan (8)											
INVERNESS	FLYBE LTD	S	111	1	1	89	5	5	1	0	0	5	81	10	124
<b>TOTAL INVERNESS</b>			<b>176</b>	<b>1</b>	<b>1</b>	<b>85</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>12</b>	<b>190</b>
ISLE OF MAN	EASYJET AIRLINE COMPANY LTD	S	64	0	0	97	3	0	0	0	0	1	80	22	54
	FLYBE LTD	S	206	0	2	87	4	5	3	0	0	9	86	8	226
<b>TOTAL ISLE OF MAN</b>			<b>270</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>11</b>	<b>280</b>
JERSEY	BRITISH AIRWAYS PLC	S	284	0	0	81	8	5	3	2	1	22	70	21	272
	EASYJET AIRLINE COMPANY LTD	S	12	0	0	75	25	0	0	0	0	7	0	0	0
	FLYBE LTD	S	213	0	8	93	4	1	2	0	0	4	89	8	213
<b>TOTAL JERSEY</b>			<b>509</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>14</b>	<b>78</b>	<b>16</b>	<b>486</b>
NEWCASTLE	DENIM AIR	C	2	2	0	100	0	0	0	0	0	0	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	8	0	0	88	13	0	0	0	0	4	0	0	0
	FLYBE LTD	S	128	0	0	79	7	8	6	0	0	13	87	13	147
<b>TOTAL NEWCASTLE</b>			<b>138</b>	<b>2</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>87</b>	<b>13</b>	<b>148</b>
NEWQUAY	FLYBE LTD	S	163	0	0	91	2	1	4	2	0	12	90	6	148
<b>TOTAL NEWQUAY</b>			<b>163</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>90</b>	<b>6</b>	<b>148</b>
<b>TOTAL UNITED KINGDOM</b>			<b>3447</b>	<b>4</b>	<b>26</b>	<b>87</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>13</b>	<b>3611</b>
USA															
LAS VEGAS	BRITISH AIRWAYS PLC	S	27	0	0	74	7	4	7	4	4	41	54	29	26
	VIRGIN ATLANTIC AIRWAYS LTD	S	53	0	0	87	8	6	0	0	0	6	55	27	58
<b>TOTAL LAS VEGAS</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>18</b>	<b>55</b>	<b>27</b>	<b>84</b>
ORLANDO	BRITISH AIRWAYS PLC	S	65	0	0	77	12	3	2	6	0	20	68	13	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	75	0	1	76	8	11	4	0	1	31	61	24	105
<b>TOTAL ORLANDO</b>			<b>140</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>26</b>	<b>63</b>	<b>20</b>	<b>167</b>
TAMPA	BRITISH AIRWAYS PLC	S	53	0	0	83	6	2	6	4	0	21	79	24	48
<b>TOTAL TAMPA</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>2</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>21</b>	<b>79</b>	<b>24</b>	<b>48</b>
<b>TOTAL USA</b>			<b>274</b>	<b>3</b>	<b>1</b>	<b>79</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>23</b>	<b>66</b>	<b>23</b>	<b>371</b>
VIETNAM															
HANOI	VIETNAM AIRLINES	S	16	0	0	63	0	25	0	6	6	65	100	5	18
<b>TOTAL HANOI</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>65</b>	<b>100</b>	<b>5</b>	<b>18</b>
HO CHI MINH CITY	VIETNAM AIRLINES	S	18	0	0	50	28	17	6	0	0	20	67	67	18
<b>TOTAL HO CHI MINH CITY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>28</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>67</b>	<b>67</b>	<b>18</b>
<b>TOTAL VIETNAM</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>15</b>	<b>21</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>41</b>	<b>83</b>	<b>36</b>	<b>36</b>
<b>TOTAL GATWICK</b>			<b>18855</b>	<b>19</b>	<b>51</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>15</b>	<b>17859</b>

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Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013			
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			Actual (7)	Plan (8)												
<b>AUSTRIA</b>																
SALZBURG	THOMSON AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	1	100	1	3	
TOTAL SALZBURG			3	0	0	100	0	0	0	0	0	1	100	1	3	
TOTAL AUSTRIA			3	0	0	100	0	0	0	0	0	1	100	1	3	
<b>BARBADOS</b>																
BRIDGETOWN	THOMSON AIRWAYS LTD	C	3	0	0	33	67	0	0	0	0	18	33	18	3	
TOTAL BRIDGETOWN			3	0	0	33	67	0	0	0	18	33	18	3		
TOTAL BARBADOS			3	0	0	33	67	0	0	0	18	33	18	3		
<b>BULGARIA</b>																
SOFIA	BH AIR	C	4	0	0	100	0	0	0	0	0	0	0	0	0	
TOTAL SOFIA			4	0	0	100	0	0	0	0	0	0	0	0		
TOTAL BULGARIA			4	0	0	100	0	0	0	0	0	0	0	0		
<b>CANADA</b>																
TORONTO	AIR TRANSAT	S	8	0	0	63	13	13	13	0	0	19	50	25	8	
TOTAL TORONTO			8	0	0	63	13	13	13	0	0	19	50	25	8	
TOTAL CANADA			8	0	0	63	13	13	13	0	0	19	50	25	8	
<b>CYPRUS</b>																
PAPHOS	THOMSON AIRWAYS LTD	C	7	0	0	86	14	0	0	0	0	7	100	5	7	
TOTAL PAPHOS			7	0	0	86	14	0	0	0	0	7	100	5	7	
TOTAL CYPRUS			7	0	0	86	14	0	0	0	0	7	100	5	7	
<b>EGYPT</b>																
SHARM EL SHEIKH (OPHIRA)	THOMSON AIRWAYS LTD	C	18	0	0	89	0	11	0	0	0	7	75	8	16	
TOTAL SHARM EL SHEIKH (OPHIRA)			18	0	0	89	0	11	0	0	0	7	75	8	16	
TOTAL EGYPT			18	0	0	89	0	11	0	0	0	7	75	8	16	
<b>FRANCE</b>																
CHAMBERY	THOMSON AIRWAYS LTD	C	10	0	0	40	30	20	10	0	0	31	30	40	10	
TOTAL CHAMBERY			10	0	0	40	30	20	10	0	0	31	30	40	10	
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	46	0	0	93	2	0	4	0	0	8	85	10	52	
TOTAL PARIS (CHARLES DE GAULLE)			46	0	0	93	2	0	4	0	0	8	88	9	116	
TOTAL FRANCE			56	0	0	84	7	4	5	0	0	12	83	12	126	
<b>GERMANY</b>																
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	44	0	0	98	0	2	0	0	0	5	93	4	44	
TOTAL BERLIN (SCHONEFELD)			44	0	0	98	0	2	0	0	0	5	93	4	44	
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	52	0	0	90	4	0	6	0	0	7	0	0	0	
TOTAL DUSSELDORF			52	0	0	90	4	0	6	0	0	7	0	48	2	
TOTAL GERMANY			96	0	0	94	2	1	3	0	0	6	89	6	46	

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			Actual (7)	Plan (8)											
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	34	0	0	91	6	3	0	0	0	5	88	8	32
TOTAL KEFLAVIK			34	0	0	91	6	3	0	0	0	5	88	8	32
TOTAL ICELAND			34	0	0	91	6	3	0	0	0	5	88	8	32
<b>IRISH REPUBLIC</b>															
CORK	AER ARANN	S	36	0	0	92	3	6	0	0	0	5	54	50	39
TOTAL CORK			36	0	0	92	3	6	0	0	0	5	54	50	39
DONEGAL	LOGANAIR	S	36	0	0	94	0	3	3	0	0	6	81	18	37
TOTAL DONEGAL			36	0	0	94	0	3	3	0	0	6	81	18	37
DUBLIN	AER ARANN	S	234	0	0	90	7	2	2	0	0	6	74	20	232
TOTAL DUBLIN			234	0	0	90	7	2	2	0	0	6	74	20	232
TOTAL IRISH REPUBLIC			306	0	0	91	6	2	2	0	0	6	72	23	308
<b>ITALY</b>															
TURIN	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	4	90	4	10
TOTAL TURIN			10	0	0	100	0	0	0	0	0	4	90	6	20
TOTAL ITALY			10	0	0	100	0	0	0	0	0	4	75	30	24
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	36	0	0	94	3	3	0	0	0	3	86	11	44
	KLM	S	176	0	0	92	7	1	0	0	0	4	82	11	115
	KLM CITYHOPPER	S	76	0	0	93	3	3	1	0	0	4	88	7	134
TOTAL AMSTERDAM			288	0	0	93	5	2	0	0	0	4	85	9	293
TOTAL NETHERLANDS			288	0	0	93	5	2	0	0	0	4	85	9	293
<b>POLAND</b>															
GDANSK	WIZZ AIR	S	18	0	0	56	22	11	11	0	0	29	79	9	14
TOTAL GDANSK			18	0	0	56	22	11	11	0	0	29	79	9	14
WARSAW (CHOPIN)	JET2.COM LTD	C	4	0	0	75	25	0	0	0	0	9	0	0	0
	WIZZ AIR	S	20	0	0	60	15	5	20	0	0	30	56	20	18
TOTAL WARSAW (CHOPIN)			24	0	0	63	17	4	17	0	0	26	56	20	18
TOTAL POLAND			42	0	0	60	19	7	14	0	0	28	66	15	32
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	EASYJET AIRLINE COMPANY LTD	S	18	0	0	100	0	0	0	0	0	2	100	2	18
TOTAL FARO			18	0	0	100	0	0	0	0	0	2	96	3	24
TOTAL PORTUGAL(EXCLUDING MADEIRA)			18	0	0	100	0	0	0	0	0	2	96	3	24
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	THOMSON AIRWAYS LTD	C	9	0	0	78	22	0	0	0	0	10	88	4	8
TOTAL FUNCHAL			9	0	0	78	22	0	0	0	0	10	88	4	8
TOTAL PORTUGAL(MADEIRA)			9	0	0	78	22	0	0	0	0	10	88	4	8

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			Actual (7)	Plan (8)											
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	34	0	0	85	15	0	0	0	0	6	89	4	38
	JET2.COM LTD	S	28	0	0	71	18	11	0	0	12	50	35	4	
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	25	0	0	0	6	70	14	10	
	THOMSON AIRWAYS LTD	C	8	0	0	75	0	0	25	0	18	89	3	9	
<b>TOTAL ALICANTE</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>15</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>7</b>	<b>61</b>	
BARCELONA	JET2.COM LTD	S	18	0	0	50	17	28	6	0	22	100	5	4	
<b>TOTAL BARCELONA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>28</b>	<b>6</b>	<b>0</b>	<b>22</b>	<b>100</b>	<b>5</b>	<b>4</b>	
MALAGA	EASYJET AIRLINE COMPANY LTD	S	46	0	0	91	2	2	4	0	9	92	5	48	
	JET2.COM LTD	S	19	0	0	68	21	11	0	0	10	75	19	4	
	THOMSON AIRWAYS LTD	C	5	0	0	60	40	0	0	0	9	100	1	3	
<b>TOTAL MALAGA</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>9</b>	<b>91</b>	<b>6</b>	<b>55</b>	
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	10	0	0	80	0	10	10	0	13	100	2	18	
<b>TOTAL PALMA DE MALLORCA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>13</b>	<b>85</b>	<b>10</b>	<b>27</b>	
<b>TOTAL SPAIN</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>7</b>	<b>147</b>	
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	JET2.COM LTD	S	26	0	0	96	4	0	0	0	4	94	8	18	
	THOMAS COOK AIRLINES LTD	S	18	0	0	94	6	0	0	0	4	0	0	0	
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	1	88	9	8	
<b>TOTAL ARRECIFE</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>8</b>	<b>44</b>	
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	S	18	0	0	78	6	0	17	0	22	0	0	0	
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	2	100	1	8	
<b>TOTAL FUERTEVENTURA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>16</b>	<b>85</b>	<b>4</b>	<b>26</b>	
LAS PALMAS	JET2.COM LTD	S	9	0	0	89	11	0	0	0	5	0	0	0	
	THOMAS COOK AIRLINES LTD	S	8	0	0	100	0	0	0	0	0	0	0	0	
	THOMSON AIRWAYS LTD	C	10	0	0	80	0	20	0	0	10	100	1	10	
<b>TOTAL LAS PALMAS</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>94</b>	<b>4</b>	<b>18</b>	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	36	0	0	75	14	6	6	0	15	71	16	28	
	THOMAS COOK AIRLINES LTD	S	35	0	1	100	0	0	0	0	2	0	0	0	
	THOMSON AIRWAYS LTD	C	26	0	0	100	0	0	0	0	3	82	8	28	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>97</b>	<b>0</b>	<b>1</b>	<b>91</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>11</b>	<b>94</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>202</b>	<b>0</b>	<b>1</b>	<b>91</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>9</b>	<b>182</b>	
<b>SWITZERLAND</b>															
GENEVA	EASYJET AIRLINE COMPANY LTD	S	30	0	0	97	0	0	3	0	3	73	8	22	
<b>TOTAL GENEVA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>73</b>	<b>8</b>	<b>22</b>	
<b>TOTAL SWITZERLAND</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>73</b>	<b>8</b>	<b>22</b>	
<b>TUNISIA</b>															
ENFIDHA - HAMMAMET INTL	THOMAS COOK AIRLINES LTD	C	18	0	0	72	6	17	0	6	25	60	84	10	
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	4	100	12	1	
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>4</b>	<b>11</b>	<b>0</b>	<b>4</b>	<b>17</b>	<b>64</b>	<b>77</b>	<b>11</b>	

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			Actual (7)	Plan (8)											
TOTAL TUNISIA			28	0	0	82	4	11	0	4	0	17	64	77	11
TURKEY															
ANTALYA	FREEBIRD AIRLINES	C	7	0	0	14	14	71	0	0	0	35	0	0	0
	THOMAS COOK AIRLINES LTD	C	18	0	0	78	11	6	6	0	0	11	74	20	19
TOTAL ANTALYA			25	0	0	60	12	24	4	0	0	17	74	20	19
TOTAL TURKEY			25	0	0	60	12	24	4	0	0	17	76	18	21
UNITED ARAB EMIRATES															
DUBAI	EMIRATES	S	124	0	0	65	15	12	8	0	0	17	68	14	124
TOTAL DUBAI			124	0	0	65	15	12	8	0	0	17	68	14	124
TOTAL UNITED ARAB EMIRATES			124	1	0	65	15	12	8	0	0	17	68	14	124
UNITED KINGDOM															
ABERDEEN	EASTERN AIRWAYS	C	2	0	0	50	50	0	0	0	0	20	0	0	0
TOTAL ABERDEEN			2	0	0	50	50	0	0	0	0	20	0	18	1
BARRA	LOGANAIR	S	51	0	0	92	0	2	6	0	0	11	91	4	56
TOTAL BARRA			51	0	0	92	0	2	6	0	0	11	91	4	56
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	194	0	2	85	5	3	7	0	0	11	80	12	182
TOTAL BELFAST CITY (GEORGE BEST)			194	0	2	85	5	3	7	0	0	11	80	12	182
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	196	0	0	94	2	2	2	0	0	4	90	10	204
TOTAL BELFAST INTERNATIONAL			196	0	0	94	2	2	2	0	0	4	90	10	204
BENBECULA	LOGANAIR	S	82	0	0	94	2	2	1	0	0	4	85	9	88
TOTAL BENBECULA			82	0	0	94	2	2	1	0	0	4	85	9	88
BIRMINGHAM	FLYBE LTD	S	323	0	8	86	5	5	4	0	0	9	89	7	306
TOTAL BIRMINGHAM			323	0	8	86	5	5	4	0	0	9	89	7	308
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	164	0	0	96	4	0	0	0	0	2	93	5	184
TOTAL BRISTOL			165	0	0	95	5	0	0	0	0	2	93	5	184
CAMPBELTOWN	LOGANAIR	S	84	0	0	98	0	0	0	2	0	7	87	7	79
TOTAL CAMPBELTOWN			84	0	0	98	0	0	0	2	0	7	87	7	79
CARDIFF WALES	CITY JET	S	94	0	0	96	0	2	2	0	0	5	0	0	0
TOTAL CARDIFF WALES			94	1	0	96	0	2	2	0	0	5	67	10	30
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	140	0	2	88	6	1	4	0	0	9	75	20	107
TOTAL EAST MIDLANDS INTERNATIONAL			140	0	2	88	6	1	4	0	0	9	75	20	107
EXETER	FLYBE LTD	S	18	0	0	83	11	0	0	6	0	17	78	26	23
TOTAL EXETER			18	0	0	83	11	0	0	6	0	17	78	26	23
GATWICK	BRITISH AIRWAYS PLC	S	227	0	0	87	8	5	0	0	0	6	73	15	227
	EASYJET AIRLINE COMPANY LTD	S	192	0	0	92	4	4	1	0	0	4	83	9	202
TOTAL GATWICK			419	1	0	89	6	4	0	0	0	5	78	12	429
HEATHROW	BRITISH AIRWAYS PLC	S	538	0	0	91	4	3	1	0	0	5	77	13	623
TOTAL HEATHROW			538	0	0	91	4	3	1	0	0	5	77	13	623

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2014

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
ISLAY	LOGANAIR	S	103	0	0	91	5	3	1	0	0	5	82	12	101
<b>TOTAL ISLAY</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>12</b>	<b>101</b>
ISLE OF MAN	VANAIR EUROPE AS	S	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL ISLE OF MAN</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>93</b>	<b>10</b>	<b>30</b>
JERSEY	EASYJET AIRLINE COMPANY LTD	S	18	0	0	100	0	0	0	0	0	1	83	24	18
<b>TOTAL JERSEY</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>83</b>	<b>24</b>	<b>18</b>
KIRKWALL	LOGANAIR	S	62	0	3	97	3	0	0	0	0	1	84	9	62
<b>TOTAL KIRKWALL</b>			<b>62</b>	<b>0</b>	<b>3</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>9</b>	<b>62</b>
LEEDS BRADFORD	LOGANAIR	S	76	0	0	91	3	0	7	0	0	8	76	18	66
<b>TOTAL LEEDS BRADFORD</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>18</b>	<b>66</b>
LIVERPOOL (JOHN LENNON)	JET2.COM LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<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>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
LONDON CITY	BA CITYFLYER LTD	S	245	0	0	91	2	4	2	0	0	6	89	5	246
<b>TOTAL LONDON CITY</b>			<b>245</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>5</b>	<b>246</b>
LUTON	EASYJET AIRLINE COMPANY LTD	S	190	0	0	93	3	2	2	0	0	5	90	8	194
<b>TOTAL LUTON</b>			<b>190</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>8</b>	<b>194</b>
MANCHESTER	FLYBE LTD	S	120	0	2	92	7	1	1	0	0	5	86	9	107
<b>TOTAL MANCHESTER</b>			<b>120</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>9</b>	<b>107</b>
SOUTHAMPTON	FLYBE LTD	S	214	0	6	87	6	4	2	0	0	8	82	11	236
<b>TOTAL SOUTHAMPTON</b>			<b>214</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>11</b>	<b>236</b>
STANSTED	EASYJET AIRLINE COMPANY LTD	S	190	0	0	91	3	4	2	0	0	4	93	3	192
<b>TOTAL STANSTED</b>			<b>190</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>93</b>	<b>3</b>	<b>192</b>
STORNOWAY	LOGANAIR	S	191	1	1	92	2	4	3	0	0	6	83	9	192
<b>TOTAL STORNOWAY</b>			<b>191</b>	<b>1</b>	<b>1</b>	<b>92</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>9</b>	<b>192</b>
SUMBURGH	LOGANAIR	S	83	0	0	81	11	5	4	0	0	10	90	6	62
<b>TOTAL SUMBURGH</b>			<b>83</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>90</b>	<b>6</b>	<b>62</b>
TIREE	LOGANAIR	S	52	0	0	100	0	0	0	0	0	1	78	19	51
<b>TOTAL TIREE</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>19</b>	<b>51</b>
<b>TOTAL UNITED KINGDOM</b>			<b>3855</b>	<b>5</b>	<b>25</b>	<b>91</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>10</b>	<b>3872</b>
<b>USA</b>															
NEW YORK (NEWARK)	UNITED AIRLINES	S	62	0	0	92	5	0	3	0	0	5	67	37	54
<b>TOTAL NEW YORK (NEWARK)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>67</b>	<b>37</b>	<b>54</b>
<b>TOTAL USA</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>69</b>	<b>34</b>	<b>62</b>
<b>TOTAL GLASGOW</b>			<b>5406</b>	<b>6</b>	<b>26</b>	<b>89</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>11</b>	<b>5444</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2014

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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	38	0	0	29	13	29	24	0	5	69	8	47	40
TOTAL ALGIERS			<b>38</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>13</b>	<b>29</b>	<b>24</b>	<b>0</b>	<b>5</b>	<b>69</b>	<b>8</b>	<b>47</b>	<b>40</b>
TOTAL ALGERIA			<b>38</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>13</b>	<b>29</b>	<b>24</b>	<b>0</b>	<b>5</b>	<b>69</b>	<b>8</b>	<b>47</b>	<b>40</b>
<b>ANGOLA</b>															
LUANDA	BRITISH AIRWAYS PLC	S	17	0	0	88	6	6	0	0	0	6	78	11	18
TOTAL LUANDA			<b>17</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>6</b>	<b>78</b>	<b>11</b>	<b>18</b>
TOTAL ANGOLA			<b>17</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>6</b>	<b>78</b>	<b>11</b>	<b>18</b>
<b>ARGENTINA</b>															
BUENOS AIRES	BRITISH AIRWAYS PLC	S	62	0	0	77	15	8	0	0	0	9	90	12	62
TOTAL BUENOS AIRES			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>12</b>	<b>62</b>
TOTAL ARGENTINA			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>12</b>	<b>62</b>
<b>AUSTRALIA</b>															
MELBOURNE	QANTAS	S	56	0	0	93	2	2	0	0	4	28	77	15	62
TOTAL MELBOURNE			<b>56</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>28</b>	<b>77</b>	<b>15</b>	<b>62</b>
SYDNEY	BRITISH AIRWAYS PLC	S	62	0	0	90	8	0	2	0	0	4	67	57	61
	QANTAS	S	62	0	0	65	11	18	6	0	0	17	74	15	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	84	8	3	3	2	0	11	81	12	62
TOTAL SYDNEY			<b>186</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>28</b>	<b>185</b>
TOTAL AUSTRALIA			<b>242</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>75</b>	<b>25</b>	<b>247</b>
<b>AUSTRIA</b>															
VIENNA	BRITISH AIRWAYS PLC	S	248	0	0	88	6	2	4	0	0	8	77	11	246
	TYROLEAN AIRWAYS	S	190	0	0	94	4	2	0	0	0	4	72	13	245
TOTAL VIENNA			<b>438</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>12</b>	<b>491</b>
TOTAL AUSTRIA			<b>438</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>12</b>	<b>491</b>
<b>AZERBAIJAN</b>															
BAKU (HEYDER ALIYEV INT'L)	AZERBAIJAN AIRLINES (AZAL)	S	38	0	0	84	11	5	0	0	0	5	80	8	54
	BRITISH AIRWAYS PLC	S	62	0	0	76	21	3	0	0	0	9	79	7	62
TOTAL BAKU (HEYDER ALIYEV INT'L)			<b>100</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>7</b>	<b>79</b>	<b>8</b>	<b>116</b>
TOTAL AZERBAIJAN			<b>100</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>7</b>	<b>79</b>	<b>8</b>	<b>116</b>
<b>BAHRAIN</b>															
BAHRAIN	GULF AIR	S	124	0	0	87	6	4	2	1	0	9	88	5	108
TOTAL BAHRAIN			<b>124</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>5</b>	<b>109</b>
TOTAL BAHRAIN			<b>124</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>5</b>	<b>109</b>
<b>BANGLADESH</b>															
DHAKHA	BIMAN BANGLADESH AIRLINES	S	28	0	0	29	25	39	7	0	0	33	57	36	28
TOTAL DHAKHA			<b>28</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>25</b>	<b>39</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>57</b>	<b>36</b>	<b>28</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2014

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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			28	0	0	29	25	39	7	0	0	33	57	36	28
<b>BELGIUM</b>															
BRUSSELS	BRITISH AIRWAYS PLC	S	336	0	0	90	7	3	1	0	0	5	72	15	352
	BRUSSELS AIRLINES	S	176	0	0	84	9	4	3	0	0	8	65	21	213
TOTAL BRUSSELS			512	0	0	88	7	4	1	0	0	6	69	17	565
TOTAL BELGIUM			512	0	0	88	7	4	1	0	0	6	69	17	565
<b>BRAZIL</b>															
RIO DE JANEIRO (GALEAO)	BRITISH AIRWAYS PLC	S	62	0	0	90	5	3	2	0	0	6	63	27	54
	TAM LINHAS AEREAS	S	12	0	8	92	8	0	0	0	0	2	79	7	28
TOTAL RIO DE JANEIRO (GALEAO)			74	0	8	91	5	3	1	0	0	5	68	20	82
SAO PAULO (GUARULHOS)	BRITISH AIRWAYS PLC	S	62	0	0	84	8	6	2	0	0	8	81	10	62
	TAM LINHAS AEREAS	S	62	0	0	60	10	16	11	2	2	37	79	8	62
TOTAL SAO PAULO (GUARULHOS)			124	0	0	72	9	11	6	1	1	23	80	9	124
TOTAL BRAZIL			198	0	8	79	8	8	5	1	1	16	75	13	206
<b>BRUNEI</b>															
BANDAR SERI BEGAWAN	ROYAL BRUNEI AIRLINES	S	60	0	2	70	18	8	2	0	2	18	74	12	62
TOTAL BANDAR SERI BEGAWAN			60	0	2	70	18	8	2	0	2	18	74	12	62
TOTAL BRUNEI			60	0	2	70	18	8	2	0	2	18	74	12	62
<b>BULGARIA</b>															
SOFIA	BRITISH AIRWAYS PLC	S	62	0	0	87	13	0	0	0	0	5	81	11	62
	BULGARIA AIR	S	44	0	0	52	14	32	2	0	0	20	72	15	46
TOTAL SOFIA			106	0	0	73	13	13	1	0	0	11	77	13	108
TOTAL BULGARIA			106	0	0	73	13	13	1	0	0	11	77	13	108
<b>CANADA</b>															
CALGARY	AIR CANADA	S	60	0	0	70	18	5	5	2	0	15	66	15	62
	BRITISH AIRWAYS PLC	S	62	0	0	71	19	10	0	0	0	10	65	17	62
TOTAL CALGARY			122	0	0	70	19	7	2	1	0	12	65	16	124
EDMONTON	AIR CANADA	S	2	0	0	50	50	0	0	0	0	12	81	7	27
TOTAL EDMONTON			2	0	0	50	50	0	0	0	0	12	81	7	27
HALIFAX INT	AIR CANADA	S	47	0	1	94	4	2	0	0	0	4	63	17	35
TOTAL HALIFAX INT			47	0	1	94	4	2	0	0	0	4	63	17	35
MONTREAL (DORVAL)	AIR CANADA	S	62	0	0	85	6	2	5	2	0	10	68	16	62
	BRITISH AIRWAYS PLC	S	62	0	1	55	19	13	13	0	0	22	37	41	62
TOTAL MONTREAL (DORVAL)			124	1	1	70	13	7	9	1	0	16	52	28	124
OTTAWA INTERNATIONAL	AIR CANADA	S	61	0	0	84	11	2	3	0	0	9	55	20	62
TOTAL OTTAWA INTERNATIONAL			61	0	0	84	11	2	3	0	0	9	55	20	62
TORONTO	AIR CANADA	S	244	0	2	83	8	4	4	1	0	12	60	19	248
	BRITISH AIRWAYS PLC	S	125	0	0	78	7	11	4	0	0	13	50	22	125



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			UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>TOTAL TORONTO</b>			<b>369</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>8</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>57</b>	<b>20</b>	<b>373</b>
VANCOUVER	AIR CANADA	S	62	0	0	66	26	3	3	2	0	17	77	11	62
	BRITISH AIRWAYS PLC	S	62	0	0	71	13	11	5	0	0	14	55	19	62
<b>TOTAL VANCOUVER</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>66</b>	<b>15</b>	<b>124</b>
<b>TOTAL CANADA</b>			<b>849</b>	<b>1</b>	<b>4</b>	<b>77</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>60</b>	<b>19</b>	<b>869</b>
<b>CAYMAN ISLANDS</b>															
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	35	0	0	83	6	6	0	0	6	46	78	25	36
<b>TOTAL GRAND CAYMAN</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>46</b>	<b>78</b>	<b>25</b>	<b>36</b>
<b>TOTAL CAYMAN ISLANDS</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>46</b>	<b>78</b>	<b>25</b>	<b>36</b>
<b>CHINA</b>															
BEIJING	AIR CHINA	S	62	0	0	79	18	3	0	0	0	8	45	40	62
	BRITISH AIRWAYS PLC	S	62	0	0	73	6	15	6	0	0	17	39	36	49
<b>TOTAL BEIJING</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>42</b>	<b>38</b>	<b>111</b>
CHENGDU	BRITISH AIRWAYS PLC	S	26	0	0	81	4	15	0	0	0	9	0	0	0
<b>TOTAL CHENGDU</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>4</b>	<b>15</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	51	3	3	92	4	0	2	2	0	7	63	19	46
<b>TOTAL GUANGZHOU BAIYUN INTERNATIONAL</b>			<b>51</b>	<b>3</b>	<b>3</b>	<b>92</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>63</b>	<b>19</b>	<b>46</b>
SHANGHAI (PU DONG)	BRITISH AIRWAYS PLC	S	62	0	0	68	10	10	13	0	0	21	46	37	54
	CHINA EASTERN AIRLINES	S	40	0	4	93	0	8	0	0	0	6	75	14	32
	VIRGIN ATLANTIC AIRWAYS LTD	S	58	0	0	78	10	5	5	2	0	14	75	10	52
<b>TOTAL SHANGHAI (PU DONG)</b>			<b>160</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>8</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>64</b>	<b>22</b>	<b>138</b>
<b>TOTAL CHINA</b>			<b>361</b>	<b>3</b>	<b>7</b>	<b>79</b>	<b>8</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>56</b>	<b>27</b>	<b>295</b>
<b>CROATIA</b>															
ZAGREB	BRITISH AIRWAYS PLC	S	54	0	0	96	0	0	4	0	0	3	68	21	62
	CROATIA AIRLINES	S	80	0	0	78	15	5	3	0	0	9	59	14	80
<b>TOTAL ZAGREB</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>63</b>	<b>17</b>	<b>142</b>
<b>TOTAL CROATIA</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>63</b>	<b>17</b>	<b>142</b>
<b>CYPRUS</b>															
LARNACA	BRITISH AIRWAYS PLC	S	62	0	0	77	15	6	2	0	0	10	64	23	61
	CYPRUS AIRWAYS	S	96	0	0	92	5	2	1	0	0	4	58	18	92
<b>TOTAL LARNACA</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>58</b>	<b>20</b>	<b>197</b>
<b>TOTAL CYPRUS</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>58</b>	<b>20</b>	<b>197</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	BRITISH AIRWAYS PLC	S	238	0	0	90	3	3	3	0	0	6	75	11	286
<b>TOTAL PRAGUE</b>			<b>238</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>11</b>	<b>286</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>238</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>11</b>	<b>286</b>
<b>DENMARK</b>															
COPENHAGEN	BRITISH AIRWAYS PLC	S	316	0	0	90	6	3	1	0	0	5	75	15	340

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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)										
COPENHAGEN	SAS	S	344	0	0	88	9	2	1	0	0	5	70	13	315
<b>TOTAL COPENHAGEN</b>			<b>660</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>72</b>	<b>14</b>	<b>655</b>
<b>TOTAL DENMARK</b>			<b>660</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>72</b>	<b>14</b>	<b>655</b>
<b>EGYPT</b>															
CAIRO	BRITISH AIRWAYS PLC	S	62	0	0	87	6	5	2	0	0	8	66	18	61
	EGYPT AIR	S	120	0	0	83	13	3	1	0	0	6	71	10	124
<b>TOTAL CAIRO</b>			<b>182</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>69</b>	<b>13</b>	<b>185</b>
LUXOR	EGYPT AIR	S	10	0	0	80	20	0	0	0	0	6	100	2	8
<b>TOTAL LUXOR</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>2</b>	<b>8</b>
<b>TOTAL EGYPT</b>			<b>192</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>70</b>	<b>12</b>	<b>193</b>
<b>ETHIOPIA</b>															
ADDIS ABABA	ETHIOPIAN AIRLINES	S	54	0	0	94	2	0	2	2	0	8	67	17	54
<b>TOTAL ADDIS ABABA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>67</b>	<b>17</b>	<b>54</b>
<b>TOTAL ETHIOPIA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>67</b>	<b>17</b>	<b>54</b>
<b>FINLAND</b>															
HELSINKI	BRITISH AIRWAYS PLC	S	124	0	0	77	12	6	5	0	0	11	77	12	124
	FINNAIR	S	252	0	0	85	9	4	2	0	0	8	82	8	248
<b>TOTAL HELSINKI</b>			<b>376</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>9</b>	<b>372</b>
<b>TOTAL FINLAND</b>			<b>376</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>9</b>	<b>372</b>
<b>FRANCE</b>															
GRENOBLE	BRITISH AIRWAYS PLC	C	10	0	0	70	10	20	0	0	0	12	80	8	10
<b>TOTAL GRENOBLE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>8</b>	<b>10</b>
LYON	BRITISH AIRWAYS PLC	S	168	0	0	82	5	8	5	0	0	11	73	13	245
<b>TOTAL LYON</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>5</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>13</b>	<b>245</b>
MARSEILLE	BRITISH AIRWAYS PLC	S	144	0	0	81	8	6	5	0	0	11	74	14	183
<b>TOTAL MARSEILLE</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>14</b>	<b>183</b>
NICE	BRITISH AIRWAYS PLC	S	272	0	0	89	4	4	3	0	0	7	72	14	312
<b>TOTAL NICE</b>			<b>272</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>7</b>	<b>72</b>	<b>14</b>	<b>312</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	474	0	0	94	4	1	0	0	0	3	74	15	399
	BRITISH AIRWAYS PLC	S	400	0	0	91	4	5	1	0	0	4	67	17	472
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>874</b>	<b>1</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>70</b>	<b>16</b>	<b>871</b>
PARIS (ORLY)	BRITISH AIRWAYS PLC	S	246	0	0	89	6	3	1	0	0	5	79	13	242
<b>TOTAL PARIS (ORLY)</b>			<b>246</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>13</b>	<b>242</b>
TOULOUSE (BLAGNAC)	BRITISH AIRWAYS PLC	S	186	0	0	87	7	5	1	0	0	6	69	15	235
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>69</b>	<b>15</b>	<b>235</b>
<b>TOTAL FRANCE</b>			<b>1900</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>72</b>	<b>15</b>	<b>2098</b>
<b>GERMANY</b>															
BERLIN (TEGEL)	BRITISH AIRWAYS PLC	S	310	0	0	93	3	3	1	0	0	5	70	16	362

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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)											
BERLIN (TEGEL)	GERMANWINGS	S	176	0	0	81	14	3	2	0	0	8	0	0	0
<b>TOTAL BERLIN (TEGEL)</b>			<b>486</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>67</b>	<b>17</b>	547
COLOGNE BONN	GERMANWINGS	S	156	0	0	94	1	1	4	0	0	6	74	12	154
<b>TOTAL COLOGNE BONN</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>12</b>	154
DUSSELDORF	BRITISH AIRWAYS PLC	S	338	0	0	91	5	3	1	0	0	4	70	18	449
	LUFTHANSA	S	281	0	0	93	5	2	0	0	0	3	72	14	227
<b>TOTAL DUSSELDORF</b>			<b>619</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>70</b>	<b>17</b>	676
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	358	0	0	91	5	3	1	0	0	4	72	16	341
	LUFTHANSA	S	729	0	1	92	4	3	1	0	0	4	73	13	674
<b>TOTAL FRANKFURT MAIN</b>			<b>1087</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>73</b>	<b>14</b>	1015
FRIEDRICHSHAFEN	BRITISH AIRWAYS PLC	C	10	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL FRIEDRICHSHAFEN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	0
HAMBURG	BRITISH AIRWAYS PLC	S	316	0	0	91	4	4	1	0	0	5	72	14	302
	GERMANWINGS	S	164	0	0	90	7	1	1	0	0	5	0	0	0
<b>TOTAL HAMBURG</b>			<b>480</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>68</b>	<b>17</b>	456
HANOVER	BRITISH AIRWAYS PLC	S	186	0	0	91	5	1	2	1	0	7	76	18	184
<b>TOTAL HANOVER</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>18</b>	184
MUNICH	BRITISH AIRWAYS PLC	S	418	0	0	90	7	1	1	0	0	5	77	13	368
	LUFTHANSA	S	478	0	0	92	6	1	1	0	0	4	73	12	472
<b>TOTAL MUNICH</b>			<b>896</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>75</b>	<b>12</b>	840
STUTTART	BRITISH AIRWAYS PLC	S	124	0	0	83	8	3	4	2	0	12	82	8	122
	GERMANWINGS	S	156	0	0	94	2	3	2	0	0	4	81	9	154
<b>TOTAL STUTTART</b>			<b>280</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>8</b>	276
<b>TOTAL GERMANY</b>			<b>4200</b>	<b>0</b>	<b>1</b>	<b>91</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>72</b>	<b>15</b>	4148
<b>GHANA</b>															
ACCRA	BRITISH AIRWAYS PLC	S	87	1	1	69	18	8	1	2	1	30	42	23	62
<b>TOTAL ACCRA</b>			<b>87</b>	<b>1</b>	<b>1</b>	<b>69</b>	<b>18</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>30</b>	<b>55</b>	<b>19</b>	102
<b>TOTAL GHANA</b>			<b>87</b>	<b>1</b>	<b>1</b>	<b>69</b>	<b>18</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>30</b>	<b>55</b>	<b>19</b>	102
<b>GIBRALTAR</b>															
GIBRALTAR	BRITISH AIRWAYS PLC	S	82	0	0	87	4	10	0	0	0	6	59	33	76
<b>TOTAL GIBRALTAR</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>4</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>59</b>	<b>33</b>	76
<b>TOTAL GIBRALTAR</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>4</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>59</b>	<b>33</b>	76
<b>GREECE</b>															
ATHENS	AEGEAN AIRLINES	S	150	0	0	95	4	1	0	0	0	2	80	8	108
	BRITISH AIRWAYS PLC	S	130	0	0	90	4	2	2	1	1	17	64	15	134
<b>TOTAL ATHENS</b>			<b>280</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>9</b>	<b>71</b>	<b>12</b>	242
<b>TOTAL GREECE</b>			<b>280</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>9</b>	<b>71</b>	<b>12</b>	242
<b>HONG KONG</b>															
HONG KONG (CHEK LAP KOK)	BRITISH AIRWAYS PLC	S	124	0	0	80	6	6	6	0	2	26	73	15	124

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
HONG KONG (CHEK LAP KOK)	CATHAY PACIFIC AIRWAYS	S	302	0	0	73	16	8	2	1	0	14	61	19	248
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>			<b>426</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>65</b>	<b>18</b>	<b>372</b>
<b>TOTAL HONG KONG</b>			<b>426</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>65</b>	<b>18</b>	<b>372</b>
<b>HUNGARY</b>															
BUDAPEST	BRITISH AIRWAYS PLC	S	175	0	0	89	5	1	5	0	0	7	73	13	186
<b>TOTAL BUDAPEST</b>			<b>175</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>13</b>	<b>186</b>
<b>TOTAL HUNGARY</b>			<b>175</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>13</b>	<b>186</b>
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	124	0	0	82	12	4	2	0	0	8	71	12	124
<b>TOTAL KEFLAVIK</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>71</b>	<b>12</b>	<b>124</b>
<b>TOTAL ICELAND</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>71</b>	<b>12</b>	<b>124</b>
<b>INDIA</b>															
BANGALORE (BENGALURU)	BRITISH AIRWAYS PLC	S	62	0	0	87	6	2	5	0	0	9	74	20	62
<b>TOTAL BANGALORE (BENGALURU)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>20</b>	<b>62</b>
CHENNAI	BRITISH AIRWAYS PLC	S	54	0	0	81	7	6	6	0	0	11	82	8	45
<b>TOTAL CHENNAI</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>7</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>8</b>	<b>45</b>
DELHI	AIR INDIA	S	117	7	5	85	4	9	2	0	0	7	68	12	124
	BRITISH AIRWAYS PLC	S	124	0	0	77	11	6	3	2	0	15	68	27	108
	JET AIRWAYS	S	62	0	0	90	2	8	0	0	0	5	81	7	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	81	10	5	5	0	0	11	77	9	62
<b>TOTAL DELHI</b>			<b>365</b>	<b>7</b>	<b>5</b>	<b>83</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>15</b>	<b>356</b>
HYDERABAD ( RAJIV GHANDI )	BRITISH AIRWAYS PLC	S	62	0	0	82	13	3	2	0	0	7	79	13	43
<b>TOTAL HYDERABAD ( RAJIV GHANDI )</b>			<b>62</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>7</b>	<b>79</b>	<b>13</b>	<b>43</b>
<b>MUMBAI</b>															
	AIR INDIA	S	62	0	0	85	6	6	2	0	0	7	85	12	62
	BRITISH AIRWAYS PLC	S	124	0	0	78	14	6	2	0	0	9	80	15	96
	JET AIRWAYS	S	124	0	0	87	7	3	2	0	0	7	72	13	124
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	89	10	2	0	0	0	4	94	4	62
<b>TOTAL MUMBAI</b>			<b>372</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>12</b>	<b>344</b>
<b>TOTAL INDIA</b>			<b>915</b>	<b>7</b>	<b>5</b>	<b>83</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>14</b>	<b>850</b>
<b>IRAN</b>															
TEHRAN IMAM KHOMEINI	IRAN AIR	S	26	0	0	69	12	8	12	0	0	18	58	30	26
<b>TOTAL TEHRAN IMAM KHOMEINI</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>12</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>58</b>	<b>30</b>	<b>26</b>
<b>TOTAL IRAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>12</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>58</b>	<b>30</b>	<b>26</b>
<b>IRISH REPUBLIC</b>															
CORK	AER LINGUS	S	247	0	0	94	3	0	2	0	0	4	81	9	246
<b>TOTAL CORK</b>			<b>247</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>81</b>	<b>9</b>	<b>246</b>
DUBLIN	AER LINGUS	S	715	0	2	90	6	2	1	0	0	5	69	16	718
	BRITISH AIRWAYS PLC	S	439	0	0	85	8	4	3	0	0	8	48	27	483

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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 DUBLIN			1154	0	2	88	7	3	2	0	0	6	61	20	1201
SHANNON	AER LINGUS	S	172	1	1	90	3	3	4	0	0	7	74	11	186
TOTAL SHANNON			172	1	1	90	3	3	4	0	0	7	74	11	186
TOTAL IRISH REPUBLIC			1573	1	3	89	6	3	2	0	0	6	65	18	1633
ISRAEL															
TEL AVIV	BRITISH AIRWAYS PLC	S	174	0	0	74	14	9	3	0	0	12	64	29	176
	EL AL	S	97	0	0	81	14	2	2	0	0	8	55	22	85
TOTAL TEL AVIV			271	2	0	76	14	6	3	0	0	10	61	27	262
TOTAL ISRAEL			271	2	0	76	14	6	3	0	0	10	61	27	262
ITALY															
BOLOGNA	BRITISH AIRWAYS PLC	S	186	0	0	92	5	3	1	0	0	4	51	23	186
TOTAL BOLOGNA			186	0	0	92	5	3	1	0	0	4	51	23	186
FLORENCE	VUELING AIRLINES	S	57	0	0	82	7	5	5	0	0	10	100	0	2
TOTAL FLORENCE			57	0	0	82	7	5	5	0	0	10	100	0	2
MILAN (LINATE)	ALITALIA (CAI)	S	158	0	0	91	5	1	3	0	0	5	78	12	276
	BRITISH AIRWAYS PLC	S	399	0	0	90	5	3	3	0	0	5	76	11	360
TOTAL MILAN (LINATE)			557	0	0	90	5	2	3	0	0	5	77	11	636
MILAN (MALPENSA)	BRITISH AIRWAYS PLC	S	116	0	0	93	3	3	1	0	0	4	79	9	170
TOTAL MILAN (MALPENSA)			116	0	0	93	3	3	1	0	0	4	79	9	170
PISA	BRITISH AIRWAYS PLC	S	62	0	0	76	13	8	3	0	0	11	82	8	60
TOTAL PISA			62	0	0	76	13	8	3	0	0	11	82	8	60
ROME (FIUMICINO)	ALITALIA (CAI)	S	178	0	0	89	8	2	1	0	0	5	63	16	246
	BRITISH AIRWAYS PLC	S	332	0	2	91	5	2	1	0	0	6	70	16	368
	BRITISH AIRWAYS PLC	C	2	0	0	0	100	0	0	0	0	19	0	0	0
TOTAL ROME (FIUMICINO)			512	0	2	90	7	2	1	0	0	6	67	16	614
VENICE	BRITISH AIRWAYS PLC	S	66	0	0	89	5	3	3	0	0	5	72	22	65
TOTAL VENICE			66	0	0	89	5	3	3	0	0	5	72	22	65
TOTAL ITALY			1556	0	2	90	6	3	2	0	0	6	71	14	1733
JAPAN															
TOKYO (HANEDA)	ALL NIPPON AIRWAYS	S	4	0	0	75	25	0	0	0	0	7	0	0	0
	BRITISH AIRWAYS PLC	S	46	0	0	70	15	7	4	4	0	29	67	68	46
TOTAL TOKYO (HANEDA)			50	0	0	70	16	6	4	4	0	27	67	68	46
TOKYO (NARITA)	ALL NIPPON AIRWAYS	S	58	0	0	83	12	5	0	0	0	7	92	8	62
	BRITISH AIRWAYS PLC	S	62	0	0	79	13	5	2	0	2	17	84	12	62
	JAPAN AIRLINES	S	62	0	0	79	15	5	2	0	0	7	95	7	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	77	8	10	5	0	0	11	81	9	62
TOTAL TOKYO (NARITA)			244	0	0	80	12	6	2	0	0	10	88	9	248
TOTAL JAPAN			294	0	0	78	13	6	2	1	0	13	85	18	294

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			Actual (7)	Plan (8)											
<b>JORDAN</b>															
AMMAN	BRITISH AIRWAYS PLC	S	96	0	0	88	8	4	0	0	0	5	81	8	63
	ROYAL JORDANIAN	S	62	1	0	81	10	10	0	0	0	8	55	19	62
<b>TOTAL AMMAN</b>			<b>158</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>68</b>	<b>13</b>	<b>125</b>
<b>TOTAL JORDAN</b>			<b>158</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>68</b>	<b>13</b>	<b>125</b>
<b>KAZAKHSTAN</b>															
ALMATY	AIR ASTANA	S	18	0	0	78	22	0	0	0	0	6	44	22	18
	BRITISH AIRWAYS PLC	S	26	0	0	92	8	0	0	0	0	3	64	21	25
<b>TOTAL ALMATY</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>4</b>	<b>56</b>	<b>22</b>	<b>43</b>
ASTANA	AIR ASTANA	S	8	0	0	75	0	0	13	13	0	51	0	0	0
<b>TOTAL ASTANA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>51</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL KAZAKHSTAN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>56</b>	<b>22</b>	<b>43</b>
<b>KENYA</b>															
NAIROBI	BRITISH AIRWAYS PLC	S	62	0	0	77	11	6	0	0	5	44	77	15	62
	KENYA AIRWAYS	S	62	0	0	92	3	5	0	0	0	3	90	4	62
<b>TOTAL NAIROBI</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>24</b>	<b>84</b>	<b>9</b>	<b>124</b>
<b>TOTAL KENYA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>24</b>	<b>84</b>	<b>9</b>	<b>124</b>
<b>KUWAIT</b>															
KUWAIT	BRITISH AIRWAYS PLC	S	62	0	1	92	6	0	0	0	2	25	73	20	62
	KUWAIT AIRWAYS	S	62	0	0	74	8	10	5	2	2	42	69	15	62
<b>TOTAL KUWAIT</b>			<b>124</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>33</b>	<b>71</b>	<b>18</b>	<b>124</b>
<b>TOTAL KUWAIT</b>			<b>124</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>33</b>	<b>71</b>	<b>18</b>	<b>124</b>
<b>LEBANON</b>															
BEIRUT	BRITISH AIRWAYS PLC	S	88	0	0	93	5	2	0	0	0	4	59	15	63
	MIDDLE EAST AIRLINES (AIR LIBA	S	62	0	0	92	6	2	0	0	0	4	74	11	62
<b>TOTAL BEIRUT</b>			<b>150</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>66</b>	<b>13</b>	<b>125</b>
<b>TOTAL LEBANON</b>			<b>150</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>66</b>	<b>13</b>	<b>125</b>
<b>LIBERIA</b>															
MONROVIA (ROBERTS)	BRITISH AIRWAYS PLC	S	35	0	0	77	17	3	3	0	0	9	58	16	26
<b>TOTAL MONROVIA (ROBERTS)</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>17</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>58</b>	<b>16</b>	<b>26</b>
<b>TOTAL LIBERIA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>17</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>58</b>	<b>16</b>	<b>26</b>
<b>LIBYA</b>															
TRIPOLI	BRITISH AIRWAYS PLC	S	30	0	0	80	13	7	0	0	0	6	73	12	26
	LIBYAN ARAB AIRLINES	S	16	0	2	19	31	25	25	0	0	35	28	34	18
<b>TOTAL TRIPOLI</b>			<b>46</b>	<b>0</b>	<b>2</b>	<b>59</b>	<b>20</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>55</b>	<b>21</b>	<b>44</b>
<b>TOTAL LIBYA</b>			<b>46</b>	<b>0</b>	<b>2</b>	<b>59</b>	<b>20</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>55</b>	<b>21</b>	<b>44</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	BRITISH AIRWAYS PLC	S	124	0	0	90	6	2	2	0	0	5	73	13	162

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			Actual (7)	Plan (8)											
TOTAL LUXEMBOURG			124	0	0	90	6	2	2	0	0	5	73	13	162
TOTAL LUXEMBOURG			124	0	0	90	6	2	2	0	0	5	73	13	162
<b>MALAYSIA</b>															
KUALA LUMPUR (SEPANG)	MALYSIAN AIRLINES SYSTEM-M	S	124	0	0	62	13	11	8	2	3	43	55	65	124
TOTAL KUALA LUMPUR (SEPANG)			124	0	0	62	13	11	8	2	3	43	55	65	124
TOTAL MALAYSIA			124	0	0	62	13	11	8	2	3	43	55	65	124
<b>MALTA</b>															
MALTA	AIR MALTA	S	124	0	0	93	2	2	2	0	0	4	73	11	124
TOTAL MALTA			124	0	0	93	2	2	2	0	0	4	73	11	124
TOTAL MALTA			124	0	0	93	2	2	2	0	0	4	73	11	124
<b>MAURITIUS</b>															
MAURITIUS	AIR MAURITIUS LTD	S	28	0	0	82	18	0	0	0	0	5	63	14	30
TOTAL MAURITIUS			28	0	0	82	18	0	0	0	0	5	63	14	30
TOTAL MAURITIUS			28	0	0	82	18	0	0	0	0	5	63	14	30
<b>MEXICO</b>															
MEXICO CITY	AEROMEXICO	S	27	1	1	74	15	0	4	0	7	66	42	36	26
	BRITISH AIRWAYS PLC	S	34	0	0	65	21	9	6	0	0	14	50	22	26
TOTAL MEXICO CITY			61	1	1	69	18	5	5	0	3	37	46	29	52
TOTAL MEXICO			61	1	1	69	18	5	5	0	3	37	46	29	52
<b>MOROCCO</b>															
AGADIR (AL MASSIRA)	BRITISH AIRWAYS PLC	S	18	0	0	89	11	0	0	0	0	4	70	28	20
TOTAL AGADIR (AL MASSIRA)			18	0	0	89	11	0	0	0	0	4	70	28	20
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	80	0	0	86	9	3	3	0	0	7	81	9	80
TOTAL CASABLANCA MOHAMED V			80	0	0	86	9	3	3	0	0	7	81	9	80
TOTAL MOROCCO			98	0	0	87	9	2	2	0	0	6	79	13	100
<b>NETHERLANDS</b>															
AMSTERDAM	BRITISH AIRWAYS PLC	S	487	0	0	89	6	4	1	0	0	5	77	11	490
	KLM	S	328	0	1	91	5	2	1	1	0	5	81	8	370
	KLM CITYHOPPER	S	347	0	0	95	3	1	1	0	0	2	86	7	301
TOTAL AMSTERDAM			1162	0	1	91	5	3	1	0	0	4	80	9	1161
ROTTERDAM	BRITISH AIRWAYS PLC	S	143	0	0	87	7	3	3	0	0	7	66	15	173
TOTAL ROTTERDAM			143	0	0	87	7	3	3	0	0	7	66	15	173
TOTAL NETHERLANDS			1305	0	1	91	5	3	1	0	0	5	79	10	1334
<b>NEW ZEALAND</b>															
AUCKLAND INTERNATIONAL	AIR NEW ZEALAND LTD	S	62	0	0	97	2	2	0	0	0	3	84	7	68
TOTAL AUCKLAND INTERNATIONAL			62	0	0	97	2	2	0	0	0	3	84	7	68
TOTAL NEW ZEALAND			62	0	0	97	2	2	0	0	0	3	84	7	68

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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>NIGERIA</b>															
ABUJA	BRITISH AIRWAYS PLC	S	62	0	0	90	5	2	0	0	3	40	81	10	62
<b>TOTAL ABUJA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>40</b>	<b>81</b>	<b>10</b>	<b>62</b>
LAGOS	ARIK AIR	S	62	0	0	66	11	8	10	5	0	28	58	24	62
	BRITISH AIRWAYS PLC	S	62	0	0	76	11	8	3	2	0	16	42	35	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	61	1	1	92	5	2	2	0	0	3	81	27	62
<b>TOTAL LAGOS</b>			<b>185</b>	<b>1</b>	<b>1</b>	<b>78</b>	<b>9</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>60</b>	<b>29</b>	<b>186</b>
<b>TOTAL NIGERIA</b>			<b>247</b>	<b>1</b>	<b>1</b>	<b>81</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>22</b>	<b>65</b>	<b>24</b>	<b>248</b>
<b>NORWAY</b>															
BERGEN	BRITISH AIRWAYS PLC	S	124	0	0	90	6	2	2	0	1	13	81	10	124
<b>TOTAL BERGEN</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>81</b>	<b>10</b>	<b>124</b>
OSLO (GARDERMOEN)	BRITISH AIRWAYS PLC	S	254	0	0	89	7	3	1	0	0	6	76	15	293
	SAS	S	298	0	0	92	4	3	1	0	0	4	73	14	275
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>552</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>74</b>	<b>15</b>	<b>568</b>
STAVANGER	BRITISH AIRWAYS PLC	S	123	0	0	85	7	6	2	0	0	6	77	12	124
	SAS	S	112	0	1	88	7	3	2	0	0	5	82	8	106
<b>TOTAL STAVANGER</b>			<b>235</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>10</b>	<b>230</b>
<b>TOTAL NORWAY</b>			<b>911</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>13</b>	<b>922</b>
<b>OMAN</b>															
MUSCAT	BRITISH AIRWAYS PLC	S	62	0	0	82	10	5	3	0	0	9	89	9	61
	OMAN AIR	S	62	0	0	85	5	8	2	0	0	7	68	19	62
<b>TOTAL MUSCAT</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>14</b>	<b>123</b>
<b>TOTAL OMAN</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>14</b>	<b>123</b>
<b>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	38	0	0	68	5	16	5	5	0	30	64	24	36
<b>TOTAL ISLAMABAD</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>5</b>	<b>16</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>30</b>	<b>64</b>	<b>24</b>	<b>36</b>
KARACHI	PAKISTAN INTL AIRLINES	S	26	0	0	42	15	4	27	12	0	69	67	17	12
<b>TOTAL KARACHI</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>15</b>	<b>4</b>	<b>27</b>	<b>12</b>	<b>0</b>	<b>69</b>	<b>67</b>	<b>17</b>	<b>12</b>
LAHORE	PAKISTAN INTL AIRLINES	S	26	0	0	38	19	23	8	8	4	60	61	18	31
<b>TOTAL LAHORE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>19</b>	<b>23</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>60</b>	<b>61</b>	<b>18</b>	<b>31</b>
<b>TOTAL PAKISTAN</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>12</b>	<b>14</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>50</b>	<b>61</b>	<b>22</b>	<b>84</b>
<b>PHILIPPINES</b>															
MANILA	PHILIPPINE AIRLINES	S	39	1	1	69	18	13	0	0	0	12	0	0	0
<b>TOTAL MANILA</b>			<b>39</b>	<b>1</b>	<b>1</b>	<b>69</b>	<b>18</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL PHILIPPINES</b>			<b>39</b>	<b>1</b>	<b>1</b>	<b>69</b>	<b>18</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>POLAND</b>															
WARSAW (CHOPIN)	BRITISH AIRWAYS PLC	S	124	0	0	90	6	2	1	0	0	4	81	9	124
	LOT-POLISH AIRLINES	S	176	0	0	87	5	4	3	1	0	9	83	8	169



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				Actual (7)	Plan (8)										
TOTAL WARSAW (CHOPIN)			300	0	0	88	6	3	2	0	0	7	82	8	293
TOTAL POLAND			300	0	0	88	6	3	2	0	0	7	82	8	293
PORTUGAL(EXCLUDING MADEIRA)															
FARO	BRITISH AIRWAYS PLC	S	2	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL FARO			2	0	0	100	0	0	0	0	0	1	0	0	0
LISBON	AIR PORTUGAL	S	341	0	0	81	9	6	5	0	0	10	77	10	337
	BRITISH AIRWAYS PLC	S	186	0	0	84	9	3	4	0	0	8	75	11	184
TOTAL LISBON			527	0	0	82	9	5	4	0	0	10	76	10	521
OPORTO (PORTUGAL)	BRITISH AIRWAYS PLC	S	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL OPORTO (PORTUGAL)			2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL PORTUGAL(EXCLUDING MADEIRA)			531	0	0	82	9	5	4	0	0	9	76	10	521
PORTUGAL(MADEIRA)															
FUNCHAL	AIR PORTUGAL	S	59	0	0	95	5	0	0	0	0	2	91	4	55
TOTAL FUNCHAL			59	0	0	95	5	0	0	0	0	2	91	4	55
TOTAL PORTUGAL(MADEIRA)			59	0	0	95	5	0	0	0	0	2	91	4	55
QATAR															
DOHA HAMAD	BRITISH AIRWAYS PLC	S	62	0	0	82	10	2	2	2	3	38	92	6	61
	QATAR AIRWAYS	S	309	1	1	73	15	8	4	1	0	13	74	13	290
TOTAL DOHA HAMAD			371	1	1	74	14	7	4	1	1	17	77	12	351
TOTAL QATAR			371	1	1	74	14	7	4	1	1	17	77	12	351
REPUBLIC OF KOREA															
SEOUL (INCHEON)	ASIANA AIRLINES	S	56	0	4	79	14	7	0	0	0	8	58	22	62
	BRITISH AIRWAYS PLC	S	48	0	0	56	23	13	8	0	0	23	50	27	54
	KOREAN AIR	S	62	0	0	73	10	18	0	0	0	12	53	26	62
TOTAL SEOUL (INCHEON)			166	0	4	70	15	13	2	0	0	14	54	25	178
TOTAL REPUBLIC OF KOREA			166	0	4	70	15	13	2	0	0	14	54	25	178
REPUBLIC OF SERBIA															
BELGRADE	AIR SERBIA	S	62	0	0	74	21	5	0	0	0	9	60	17	62
TOTAL BELGRADE			62	0	0	74	21	5	0	0	0	9	60	17	62
TOTAL REPUBLIC OF SERBIA			62	0	0	74	21	5	0	0	0	9	60	17	62
REPUBLIC OF SOUTH AFRICA															
CAPE TOWN	BRITISH AIRWAYS PLC	S	122	0	0	84	11	4	1	0	0	7	71	32	122
	VIRGIN ATLANTIC AIRWAYS LTD	S	61	0	0	85	7	3	3	2	0	10	87	7	62
TOTAL CAPE TOWN			183	0	0	84	10	4	2	1	0	8	77	23	184
JOHANNESBURG	BRITISH AIRWAYS PLC	S	124	0	0	83	10	5	0	2	0	10	75	16	125
	SOUTH AFRICAN AIRWAYS	S	120	0	2	84	11	3	2	1	0	8	78	8	122
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	97	3	0	0	0	0	2	82	6	60
TOTAL JOHANNESBURG			306	0	2	86	9	3	1	1	0	8	78	11	307

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			Actual (7)	Plan (8)											
TOTAL REPUBLIC OF SOUTH AFRICA			489	0	2	85	9	3	1	1	0	8	77	16	491
ROMANIA															
BUCHAREST (OTOPENI)	BRITISH AIRWAYS PLC	S	124	0	0	85	6	6	3	0	0	8	73	12	124
	TAROM	S	56	0	0	86	7	7	0	0	0	7	77	9	94
TOTAL BUCHAREST (OTOPENI)			180	0	0	85	6	7	2	0	0	7	75	11	218
TOTAL ROMANIA			180	0	0	85	6	7	2	0	0	7	75	11	218
RUSSIA															
MOSCOW (DOMODEDOVO)	BRITISH AIRWAYS PLC	S	184	0	0	84	5	7	5	0	0	11	76	12	185
TOTAL MOSCOW (DOMODEDOVO)			184	0	0	84	5	7	5	0	0	11	69	15	249
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	166	0	0	91	7	2	0	0	0	4	70	14	166
TOTAL MOSCOW (SHEREMETYEVO)			166	0	0	91	7	2	0	0	0	4	70	14	166
MOSCOW (VNUKOVO)	TRANSAERO AIRLINES	S	116	0	0	84	9	3	4	0	0	9	73	14	60
TOTAL MOSCOW (VNUKOVO)			116	0	0	84	9	3	4	0	0	9	73	14	60
ST PETERSBURG	BRITISH AIRWAYS PLC	S	62	0	0	95	2	3	0	0	0	3	95	2	60
TOTAL ST PETERSBURG			62	0	0	95	2	3	0	0	0	3	95	2	60
TOTAL RUSSIA			528	0	0	88	6	4	3	0	0	7	73	13	535
SAUDI ARABIA															
JEDDAH	BRITISH AIRWAYS PLC	S	54	0	0	89	7	2	2	0	0	4	59	20	46
	SAUDI ARABIAN AIRLINES	S	62	0	0	87	8	3	2	0	0	6	71	21	62
TOTAL JEDDAH			116	0	0	88	8	3	2	0	0	5	66	21	108
RIYADH	BRITISH AIRWAYS PLC	S	62	0	0	77	13	6	3	0	0	10	69	15	62
	SAUDI ARABIAN AIRLINES	S	62	0	0	79	11	10	0	0	0	9	61	17	62
TOTAL RIYADH			124	0	0	78	12	8	2	0	0	10	65	16	124
TOTAL SAUDI ARABIA			240	0	0	83	10	5	2	0	0	7	66	18	232
SINGAPORE															
SINGAPORE	BRITISH AIRWAYS PLC	S	62	0	0	79	6	8	6	0	0	14	80	13	61
	SINGAPORE AIRLINES	S	244	0	0	83	8	7	2	0	0	7	88	5	248
TOTAL SINGAPORE			306	0	0	82	8	7	3	0	0	8	86	7	309
TOTAL SINGAPORE			306	0	0	82	8	7	3	0	0	8	86	7	309
SPAIN															
ALICANTE	BRITISH AIRWAYS PLC	S	26	0	0	65	27	8	0	0	0	10	35	30	26
TOTAL ALICANTE			26	0	0	65	27	8	0	0	0	10	35	30	26
BARCELONA	BRITISH AIRWAYS PLC	S	382	0	0	89	4	4	2	0	0	7	76	13	411
TOTAL BARCELONA			382	0	0	89	4	4	2	0	0	7	76	13	411
BILBAO	VUELING AIRLINES	S	60	0	0	92	3	2	0	3	0	10	83	11	104
TOTAL BILBAO			60	0	0	92	3	2	0	3	0	10	83	11	104
IBIZA	BRITISH AIRWAYS PLC	S	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL IBIZA			2	0	0	100	0	0	0	0	0	0	0	0	0

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				Actual (7)	Plan (8)										
LA CORUNA	VUELING AIRLINES	S	60	0	0	83	10	7	0	0	0	6	72	15	60
<b>TOTAL LA CORUNA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>72</b>	<b>15</b>	<b>60</b>
MADRID	BRITISH AIRWAYS PLC	S	309	0	1	86	9	3	1	0	7	70	14	290	
	IBERIA	S	490	0	0	86	7	5	1	0	7	70	15	442	
<b>TOTAL MADRID</b>			<b>799</b>	<b>1</b>	<b>1</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>14</b>	<b>732</b>	
MALAGA	BRITISH AIRWAYS PLC	S	2	0	0	0	100	0	0	0	22	25	91	4	
<b>TOTAL MALAGA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>25</b>	<b>91</b>	<b>4</b>	
PALMA DE MALLORCA	BRITISH AIRWAYS PLC	S	4	0	0	100	0	0	0	0	0	50	13	2	
<b>TOTAL PALMA DE MALLORCA</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>38</b>	<b>26</b>	<b>8</b>	
<b>TOTAL SPAIN</b>			<b>1335</b>	<b>1</b>	<b>1</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>14</b>	<b>1345</b>	
<b>SPAIN(CANARY ISLANDS)</b>															
LAS PALMAS	BRITISH AIRWAYS PLC	S	10	0	0	80	20	0	0	0	6	0	0	0	
<b>TOTAL LAS PALMAS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>SRI LANKA</b>															
COLOMBO	SRILANKAN AIRLINES	S	62	0	0	90	5	0	5	0	9	78	10	76	
<b>TOTAL COLOMBO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>10</b>	<b>76</b>	
<b>TOTAL SRI LANKA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>10</b>	<b>76</b>	
<b>SWEDEN</b>															
GOTEBORG	BRITISH AIRWAYS PLC	S	124	0	0	94	5	2	0	0	3	77	11	124	
	SAS	S	102	0	0	94	5	1	0	0	3	79	8	98	
<b>TOTAL GOTEBORG</b>			<b>226</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>77</b>	<b>10</b>	<b>222</b>	
KIRUNA	SAS	C	6	0	0	100	0	0	0	0	2	75	12	4	
<b>TOTAL KIRUNA</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>75</b>	<b>12</b>	<b>4</b>	
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS PLC	S	272	0	0	85	11	2	2	0	7	76	13	338	
	SAS	S	323	0	0	89	6	3	2	0	6	82	8	307	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>595</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>11</b>	<b>645</b>	
<b>TOTAL SWEDEN</b>			<b>827</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>78</b>	<b>11</b>	<b>871</b>	
<b>SWITZERLAND</b>															
BASLE MULHOUSE	BRITISH AIRWAYS PLC	S	195	0	0	89	4	4	3	0	6	76	11	186	
<b>TOTAL BASLE MULHOUSE</b>			<b>195</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>11</b>	<b>186</b>	
GENEVA	BRITISH AIRWAYS PLC	S	589	0	0	89	7	3	2	0	7	63	19	572	
	BRITISH AIRWAYS PLC	C	10	0	0	100	0	0	0	0	4	0	0	0	
	SWISS AIRLINES	S	310	0	0	89	5	5	2	0	6	71	14	370	
<b>TOTAL GENEVA</b>			<b>909</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>66</b>	<b>17</b>	<b>942</b>	
ZURICH	BRITISH AIRWAYS PLC	S	300	0	0	87	7	5	1	0	7	71	15	416	
	HELVETIC AIRWAYS	S	2	0	0	100	0	0	0	0	14	75	10	4	
	SWISS AIRLINES	S	428	0	0	92	5	2	0	0	4	69	14	418	
<b>TOTAL ZURICH</b>			<b>730</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>70</b>	<b>14</b>	<b>838</b>	

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			Actual (7)	Plan (8)											
TOTAL SWITZERLAND			1834	0	0	89	6	3	1	0	0	6	69	15	1966
TAIWAN															
TAIPEI	EVA AIR	S	62	0	0	76	6	11	6	0	0	12	63	15	62
TOTAL TAIPEI			62	0	0	76	6	11	6	0	0	12	63	15	62
TOTAL TAIWAN			62	0	0	76	6	11	6	0	0	12	63	15	62
THAILAND															
BANGKOK SUVARNABHUMI	BRITISH AIRWAYS PLC	S	62	0	0	71	13	5	8	3	0	24	84	7	62
	THAI AIRWAYS INTERNATIONAL	S	116	0	0	78	15	6	1	1	0	11	87	6	124
TOTAL BANGKOK SUVARNABHUMI			178	0	0	75	14	6	3	2	0	15	86	7	186
TOTAL THAILAND			178	0	0	75	14	6	3	2	0	15	86	7	186
TUNISIA															
TUNIS	TUNISAIR	S	40	0	0	23	18	30	30	0	0	44	26	34	42
TOTAL TUNIS			40	0	0	23	18	30	30	0	0	44	26	34	42
TOTAL TUNISIA			40	0	0	23	18	30	30	0	0	44	26	34	42
TURKEY															
ISTANBUL	BRITISH AIRWAYS PLC	S	184	0	0	86	8	5	1	0	0	6	72	13	186
	THY TURK HAVA YOLLARI TURKIS	C	2	0	0	0	100	0	0	0	0	24	0	0	0
	THY TURK HAVA YOLLARI TURKIS	S	268	0	0	80	14	4	2	0	0	8	68	15	266
TOTAL ISTANBUL			454	0	0	82	12	4	2	0	0	7	70	14	452
TOTAL TURKEY			454	0	0	82	12	4	2	0	0	7	70	14	452
TURKMENISTAN															
ASHKHABAD	TURKMENISTAN AIRLINES	S	18	0	0	72	17	6	6	0	0	14	56	32	18
TOTAL ASHKHABAD			18	0	0	72	17	6	6	0	0	14	56	32	18
TOTAL TURKMENISTAN			18	0	0	72	17	6	6	0	0	14	56	32	18
TURKS AND CAICOS ISLANDS															
PROVIDENCIALES	BRITISH AIRWAYS PLC	S	10	0	0	100	0	0	0	0	0	2	56	11	9
TOTAL PROVIDENCIALES			10	0	0	100	0	0	0	0	0	2	56	11	9
TOTAL TURKS AND CAICOS ISLANDS			10	0	0	100	0	0	0	0	0	2	56	11	9
UGANDA															
ENTEBBE	BRITISH AIRWAYS PLC	S	28	0	0	82	11	4	4	0	0	8	38	37	26
TOTAL ENTEBBE			28	0	0	82	11	4	4	0	0	8	38	37	26
TOTAL UGANDA			28	0	0	82	11	4	4	0	0	8	38	37	26
UKRAINE															
KIEV (BORISPOL)	BRITISH AIRWAYS PLC	S	66	0	0	94	3	3	0	0	0	3	82	14	60
TOTAL KIEV (BORISPOL)			66	0	0	94	3	3	0	0	0	3	82	14	60
TOTAL UKRAINE			66	0	0	94	3	3	0	0	0	3	82	14	60

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			Actual (7)	Plan (8)											
<b>UNITED ARAB EMIRATES</b>															
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	185	0	1	54	16	16	11	1	2	39	50	25	186
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>185</b>	<b>0</b>	<b>1</b>	<b>54</b>	<b>16</b>	<b>16</b>	<b>11</b>	<b>1</b>	<b>2</b>	<b>39</b>	<b>50</b>	<b>25</b>	<b>187</b>
DUBAI	BRITISH AIRWAYS PLC	S	181	0	0	83	7	5	4	0	1	21	75	12	171
	EMIRATES	S	310	0	0	71	13	12	4	0	0	13	64	16	310
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	82	5	8	5	0	0	10	87	5	60
<b>TOTAL DUBAI</b>			<b>553</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>13</b>	<b>541</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>738</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>12</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>21</b>	<b>65</b>	<b>16</b>	<b>728</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS PLC	S	454	0	0	91	7	2	1	0	0	5	67	17	496
	VIRGIN ATLANTIC AIRWAYS LTD	S	186	0	0	92	2	4	1	1	0	6	0	0	0
<b>TOTAL ABERDEEN</b>			<b>640</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>67</b>	<b>17</b>	<b>496</b>
BELFAST CITY (GEORGE BEST)	AER LINGUS	S	185	0	0	95	2	2	2	0	0	3	91	5	180
	BRITISH AIRWAYS PLC	S	346	0	0	89	5	3	3	0	0	7	60	21	405
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>531</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>69</b>	<b>16</b>	<b>585</b>
EDINBURGH	BRITISH AIRWAYS PLC	S	625	0	0	90	5	4	2	0	0	6	71	15	672
	VIRGIN ATLANTIC AIRWAYS LTD	S	370	0	0	94	4	2	1	0	0	3	0	0	0
<b>TOTAL EDINBURGH</b>			<b>995</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>71</b>	<b>15</b>	<b>672</b>
GLASGOW	BRITISH AIRWAYS PLC	S	538	0	0	92	4	4	1	0	0	4	74	13	622
<b>TOTAL GLASGOW</b>			<b>538</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>74</b>	<b>13</b>	<b>622</b>
LEEDS BRADFORD	BRITISH AIRWAYS PLC	S	138	0	0	92	5	3	0	0	0	3	71	15	205
<b>TOTAL LEEDS BRADFORD</b>			<b>138</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>3</b>	<b>71</b>	<b>15</b>	<b>205</b>
MANCHESTER	BRITISH AIRWAYS PLC	S	477	0	0	91	5	3	1	0	0	5	73	12	616
	VIRGIN ATLANTIC AIRWAYS LTD	S	244	0	0	76	12	6	6	0	0	12	100	1	8
<b>TOTAL MANCHESTER</b>			<b>721</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>12</b>	<b>624</b>
NEWCASTLE	BRITISH AIRWAYS PLC	S	304	0	0	88	7	3	2	0	0	6	76	12	357
<b>TOTAL NEWCASTLE</b>			<b>304</b>	<b>2</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>12</b>	<b>357</b>
<b>TOTAL UNITED KINGDOM</b>			<b>3867</b>	<b>2</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>72</b>	<b>14</b>	<b>3561</b>
<b>USA</b>															
ATLANTA	BRITISH AIRWAYS PLC	S	62	0	0	76	16	5	3	0	0	10	63	25	62
	DELTA AIRLINES	S	178	0	0	94	3	1	2	0	0	4	79	9	126
<b>TOTAL ATLANTA</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>73</b>	<b>15</b>	<b>188</b>
AUSTIN (BERGSTROM)	BRITISH AIRWAYS PLC	S	41	0	0	61	20	17	2	0	0	14	0	0	0
<b>TOTAL AUSTIN (BERGSTROM)</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>20</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
BALTIMORE	BRITISH AIRWAYS PLC	S	62	0	0	84	6	8	2	0	0	7	60	17	62
<b>TOTAL BALTIMORE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>60</b>	<b>17</b>	<b>62</b>
BOSTON	BRITISH AIRWAYS PLC	S	215	0	0	84	6	4	6	0	0	11	67	14	182
	DELTA AIRLINES	S	60	0	0	98	2	0	0	0	0	1	76	17	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	97	3	0	0	0	0	2	71	15	58

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			Actual (7)	Plan (8)											
TOTAL BOSTON			335	0	0	89	4	3	4	0	0	8	68	16	360
CHARLOTTE	US AIRWAYS	S	62	0	0	68	16	10	6	0	0	16	50	39	2
TOTAL CHARLOTTE			62	0	0	68	16	10	6	0	0	16	50	39	2
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	181	0	0	83	8	4	2	2	1	18	67	16	185
	BRITISH AIRWAYS PLC	S	124	0	0	77	12	8	3	0	0	12	53	23	123
	UNITED AIRLINES	S	180	0	1	89	5	1	4	0	1	13	68	19	173
TOTAL CHICAGO (O'HARE)			485	0	1	84	8	4	3	1	1	14	64	19	481
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	154	0	0	77	13	3	6	0	0	13	56	22	124
	BRITISH AIRWAYS PLC	S	62	0	0	60	26	8	6	0	0	18	39	25	61
TOTAL DALLAS/FORT WORTH			216	0	0	72	17	5	6	0	0	15	50	23	185
DENVER INTERNATIONAL	BRITISH AIRWAYS PLC	S	62	0	0	56	29	6	8	0	0	18	52	29	62
TOTAL DENVER INTERNATIONAL			62	0	0	56	29	6	8	0	0	18	52	29	62
DETROIT	DELTA AIRLINES	S	60	0	0	93	3	3	0	0	0	3	74	20	62
TOTAL DETROIT			60	0	0	93	3	3	0	0	0	3	74	20	62
HOUSTON	BRITISH AIRWAYS PLC	S	122	0	0	64	20	9	6	1	0	17	47	51	121
	UNITED AIRLINES	S	172	0	6	73	12	7	7	1	0	16	65	16	116
TOTAL HOUSTON			294	0	6	69	16	8	6	1	0	17	56	34	237
LAS VEGAS	BRITISH AIRWAYS PLC	S	62	0	0	48	27	18	6	0	0	21	52	25	62
TOTAL LAS VEGAS			62	0	0	48	27	18	6	0	0	21	52	25	62
LOS ANGELES INTERNATIONAL	AMERICAN AIRLINES	S	62	0	0	85	6	5	3	0	0	8	69	12	62
	BRITISH AIRWAYS PLC	S	124	0	0	70	16	11	2	0	0	14	47	34	125
	UNITED AIRLINES	S	62	0	0	92	3	3	2	0	0	6	80	13	59
	VIRGIN ATLANTIC AIRWAYS LTD	S	97	0	0	93	6	1	0	0	0	3	70	19	97
TOTAL LOS ANGELES INTERNATIONAL			345	0	0	83	9	6	2	0	0	8	63	22	343
MIAMI INTERNATIONAL	AMERICAN AIRLINES	S	123	0	1	81	10	5	4	0	0	10	63	25	92
	BRITISH AIRWAYS PLC	S	157	0	0	80	10	5	4	1	0	13	61	24	185
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	82	11	5	2	0	0	7	76	34	62
TOTAL MIAMI INTERNATIONAL			342	0	1	81	10	5	4	0	0	11	64	26	339
MINNEAPOLIS-ST PAUL	DELTA AIRLINES	S	58	0	0	91	7	2	0	0	0	3	76	12	62
TOTAL MINNEAPOLIS-ST PAUL			58	0	0	91	7	2	0	0	0	3	76	12	62
NEW YORK (JF KENNEDY)	AMERICAN AIRLINES	S	231	0	1	91	6	2	1	0	0	4	69	17	295
	BRITISH AIRWAYS PLC	S	472	0	0	83	10	5	2	0	0	9	59	24	413
	DELTA AIRLINES	S	182	0	0	90	5	3	2	1	0	6	76	16	186
	KUWAIT AIRWAYS	S	24	0	2	79	8	4	8	0	0	13	70	17	27
	VIRGIN ATLANTIC AIRWAYS LTD	S	237	0	0	90	5	3	1	0	0	5	80	13	230
TOTAL NEW YORK (JF KENNEDY)			1146	0	3	87	7	3	2	0	0	7	69	18	1151
NEW YORK (NEWARK)	BRITISH AIRWAYS PLC	S	176	0	0	82	10	7	1	0	1	16	56	23	167
	UNITED AIRLINES	S	305	0	0	80	8	7	5	1	0	14	71	18	287
	VIRGIN ATLANTIC AIRWAYS LTD	S	112	0	0	94	1	4	1	0	0	4	62	26	116
TOTAL NEW YORK (NEWARK)			593	1	0	83	7	6	3	0	0	13	65	21	570
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	121	0	0	83	7	7	1	2	0	11	84	17	99
	US AIRWAYS	S	62	0	0	76	6	6	10	2	0	19	61	19	61

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			Actual (7)	Plan (8)											
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>183</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>18</b>	<b>160</b>
PHOENIX	BRITISH AIRWAYS PLC	S	62	0	0	58	19	13	10	0	0	20	33	29	61
<b>TOTAL PHOENIX</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>19</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>33</b>	<b>29</b>	<b>61</b>
RALEIGH	AMERICAN AIRLINES	S	62	0	0	92	5	2	2	0	0	5	62	19	60
<b>TOTAL RALEIGH</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>62</b>	<b>19</b>	<b>60</b>
SAN DIEGO	BRITISH AIRWAYS PLC	S	62	0	0	66	13	10	11	0	0	18	50	45	62
<b>TOTAL SAN DIEGO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>13</b>	<b>10</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>50</b>	<b>45</b>	<b>62</b>
SAN FRANCISCO	BRITISH AIRWAYS PLC	S	124	0	0	77	12	7	2	2	1	19	57	25	122
	UNITED AIRLINES	S	62	0	0	90	3	2	3	2	0	8	62	27	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	94	3	3	0	0	0	5	43	36	58
<b>TOTAL SAN FRANCISCO</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>55</b>	<b>28</b>	<b>240</b>
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	89	0	0	81	6	6	8	0	0	13	50	34	62
	DELTA AIRLINES	S	4	0	0	50	50	0	0	0	0	14	0	0	0
<b>TOTAL SEATTLE (TACOMA)</b>			<b>93</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>50</b>	<b>34</b>	<b>62</b>
WASHINGTON (DULLES)	BRITISH AIRWAYS PLC	S	179	0	0	80	12	3	3	1	1	17	63	18	140
	UNITED AIRLINES	S	182	0	0	88	7	2	2	1	0	7	66	21	176
	VIRGIN ATLANTIC AIRWAYS LTD	S	58	0	0	95	3	2	0	0	0	3	86	8	58
<b>TOTAL WASHINGTON (DULLES)</b>			<b>419</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>68</b>	<b>18</b>	<b>374</b>
<b>TOTAL USA</b>			<b>5532</b>	<b>2</b>	<b>11</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>64</b>	<b>21</b>	<b>5185</b>
<b>UZBEKISTAN</b>															
TASHKENT	UZBEKISTAN AIRLINES	S	16	0	0	81	6	13	0	0	0	8	72	15	18
<b>TOTAL TASHKENT</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>72</b>	<b>15</b>	<b>18</b>
<b>TOTAL UZBEKISTAN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>72</b>	<b>15</b>	<b>18</b>
<b>TOTAL HEATHROW</b>			<b>39226</b>	<b>26</b>	<b>61</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>71</b>	<b>16</b>	<b>39181</b>

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Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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	208	0	0	87	7	3	2	0	0	9	90	6	217
<b>TOTAL ANTWERP</b>			<b>208</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>90</b>	<b>6</b>	<b>217</b>
<b>TOTAL BELGIUM</b>			<b>208</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>90</b>	<b>6</b>	<b>217</b>
<b>DENMARK</b>															
BILLUND	SUN AIR OF SCANDINAVIA	S	90	0	0	90	6	0	4	0	0	8	76	10	80
<b>TOTAL BILLUND</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>10</b>	<b>80</b>
<b>TOTAL DENMARK</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>10</b>	<b>80</b>
<b>FRANCE</b>															
BRIVE-LA-GAILLARDE	CITY JET	S	2	0	0	100	0	0	0	0	0	0	94	2	18
	VLM (BELGIUM)	S	15	0	0	87	0	0	13	0	0	14	0	0	0
<b>TOTAL BRIVE-LA-GAILLARDE</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>94</b>	<b>2</b>	<b>18</b>
CHAMBERY	BA CITYFLYER LTD	S	20	0	0	60	15	20	5	0	0	18	88	9	17
<b>TOTAL CHAMBERY</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>15</b>	<b>20</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>88</b>	<b>9</b>	<b>17</b>
DEAUVILLE	VLM (BELGIUM)	S	16	0	0	100	0	0	0	0	0	1	88	7	16
<b>TOTAL DEAUVILLE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>7</b>	<b>16</b>
NANTES	CITY JET	S	20	0	0	85	5	5	5	0	0	9	0	0	0
	VLM (BELGIUM)	S	42	0	0	81	5	12	2	0	0	8	89	6	61
<b>TOTAL NANTES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>5</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>6</b>	<b>61</b>
NICE	BA CITYFLYER LTD	S	41	0	0	68	5	2	20	5	0	39	85	7	40
<b>TOTAL NICE</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>5</b>	<b>2</b>	<b>20</b>	<b>5</b>	<b>0</b>	<b>39</b>	<b>85</b>	<b>7</b>	<b>40</b>
PARIS (ORLY)	VLM (BELGIUM)	S	266	0	0	80	8	6	5	1	0	12	87	8	254
<b>TOTAL PARIS (ORLY)</b>			<b>266</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>87</b>	<b>8</b>	<b>254</b>
<b>TOTAL FRANCE</b>			<b>422</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>87</b>	<b>8</b>	<b>424</b>
<b>GERMANY</b>															
DRESDEN	CITY JET	S	36	0	0	89	3	3	6	0	0	7	100	2	2
<b>TOTAL DRESDEN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>2</b>	<b>2</b>
DUSSELDORF	BA CITYFLYER LTD	S	142	0	0	93	2	2	3	0	0	5	0	0	0
<b>TOTAL DUSSELDORF</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
FRANKFURT MAIN	BA CITYFLYER LTD	S	163	0	0	96	2	0	2	0	0	3	86	9	156
	LUFTHANSA CITY LINE	S	151	0	0	93	5	1	0	0	0	3	94	4	136
<b>TOTAL FRANKFURT MAIN</b>			<b>314</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>90</b>	<b>7</b>	<b>292</b>
MUNSTER-OSNABRUCK	VLM (BELGIUM)	S	28	0	0	100	0	0	0	0	0	2	93	3	61
<b>TOTAL MUNSTER-OSNABRUCK</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>93</b>	<b>3</b>	<b>61</b>
NUREMBERG	CITY JET	S	86	0	0	91	2	1	5	1	0	8	94	5	94
<b>TOTAL NUREMBERG</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>2</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>94</b>	<b>5</b>	<b>94</b>
PADERBORN	VLM (BELGIUM)	S	32	0	0	94	3	3	0	0	0	3	0	0	0
<b>TOTAL PADERBORN</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>3</b>	<b>0</b>	<b>0</b>	<b>0</b>



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			Actual (7)	Plan (8)											
<b>TOTAL GERMANY</b>			<b>638</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>91</b>	<b>6</b>	<b>449</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	CITY JET	S	249	0	0	88	3	4	5	1	0	12	79	13	246
	VLM (BELGIUM)	S	36	0	0	72	11	6	11	0	0	14	0	0	0
<b>TOTAL DUBLIN</b>			<b>285</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>4</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>13</b>	<b>246</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>285</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>4</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>13</b>	<b>246</b>
<b>ITALY</b>															
FLORENCE	BA CITYFLYER LTD	S	4	0	0	75	25	0	0	0	0	7	0	0	0
	CITY JET	S	62	0	0	85	5	2	5	3	0	18	63	22	52
<b>TOTAL FLORENCE</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>2</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>63</b>	<b>22</b>	<b>52</b>
MILAN (LINATE)	ALITALIA (CAI)	S	121	0	0	92	2	0	7	0	0	9	84	8	90
<b>TOTAL MILAN (LINATE)</b>			<b>121</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>8</b>	<b>90</b>
ROME (FIUMICINO)	ALITALIA (CAI)	S	56	0	0	82	4	4	11	0	0	14	0	0	0
<b>TOTAL ROME (FIUMICINO)</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>4</b>	<b>4</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
VENICE	BA CITYFLYER LTD	S	30	0	0	93	0	3	3	0	0	4	85	7	48
<b>TOTAL VENICE</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>7</b>	<b>48</b>
<b>TOTAL ITALY</b>			<b>273</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>3</b>	<b>1</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>12</b>	<b>190</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	LUXAIR	S	247	0	0	87	7	2	4	0	0	9	86	7	200
	VLM (BELGIUM)	S	140	0	0	93	2	1	4	0	0	5	91	5	111
<b>TOTAL LUXEMBOURG</b>			<b>387</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>8</b>	<b>88</b>	<b>6</b>	<b>349</b>
<b>TOTAL LUXEMBOURG</b>			<b>387</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>8</b>	<b>88</b>	<b>6</b>	<b>349</b>
<b>NETHERLANDS</b>															
AMSTERDAM	BA CITYFLYER LTD	S	237	0	0	86	3	5	5	0	0	10	92	5	237
	CITY JET	S	367	0	0	89	4	2	5	1	0	10	86	8	341
<b>TOTAL AMSTERDAM</b>			<b>604</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>7</b>	<b>578</b>
ROTTERDAM	BA CITYFLYER LTD	S	11	0	0	55	18	27	0	0	0	17	0	0	0
	CITY JET	S	8	0	0	100	0	0	0	0	0	0	0	0	0
	VLM (BELGIUM)	S	359	2	0	92	3	3	2	1	0	6	95	4	344
<b>TOTAL ROTTERDAM</b>			<b>378</b>	<b>2</b>	<b>0</b>	<b>91</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>95</b>	<b>4</b>	<b>344</b>
<b>TOTAL NETHERLANDS</b>			<b>982</b>	<b>2</b>	<b>0</b>	<b>89</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>91</b>	<b>6</b>	<b>999</b>
<b>SPAIN</b>															
GRANADA	BA CITYFLYER LTD	S	34	0	0	94	0	6	0	0	0	4	0	0	0
<b>TOTAL GRANADA</b>			<b>34</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>0</b>	<b>0</b>	<b>0</b>
IBIZA	BA CITYFLYER LTD	S	39	0	0	79	3	10	5	3	0	18	77	8	22
<b>TOTAL IBIZA</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>3</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>77</b>	<b>8</b>	<b>22</b>
MADRID	BA CITYFLYER LTD	S	119	0	0	78	9	7	4	2	0	15	78	8	73
<b>TOTAL MADRID</b>			<b>119</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>78</b>	<b>8</b>	<b>73</b>

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				Actual (7)	Plan (8)										
MALAGA	BA CITYFLYER LTD	S	44	0	0	73	9	7	7	5	0	26	59	28	34
<b>TOTAL MALAGA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>9</b>	<b>7</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>26</b>	<b>59</b>	<b>28</b>	<b>34</b>
PALMA DE MALLORCA	BA CITYFLYER LTD	S	35	1	0	80	6	6	9	0	0	18	95	3	20
<b>TOTAL PALMA DE MALLORCA</b>			<b>35</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>6</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>95</b>	<b>3</b>	<b>20</b>
<b>TOTAL SPAIN</b>			<b>271</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>12</b>	<b>173</b>
<b>SWEDEN</b>															
STOCKHOLM (ARLANDA)	BA CITYFLYER LTD	S	134	0	0	87	4	2	5	1	0	10	90	5	89
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>4</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>90</b>	<b>5</b>	<b>89</b>
<b>TOTAL SWEDEN</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>4</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>90</b>	<b>5</b>	<b>89</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	97	0	0	98	1	1	0	0	0	2	86	6	94
<b>TOTAL BASLE MULHOUSE</b>			<b>97</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>6</b>	<b>94</b>
BERNE	SKY WORK AG	S	114	0	0	90	2	5	3	0	0	6	89	6	120
<b>TOTAL BERNE</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>2</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>6</b>	<b>120</b>
GENEVA	BA CITYFLYER LTD	S	41	0	0	93	0	0	7	0	0	11	93	5	41
	SWISS AIRLINES	S	192	0	4	90	8	2	1	0	0	5	84	7	276
<b>TOTAL GENEVA</b>			<b>233</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>7</b>	<b>317</b>
ZURICH	BA CITYFLYER LTD	S	186	0	0	88	2	3	7	1	0	11	91	4	173
	SWISS AIRLINES	S	295	0	2	94	4	1	1	0	0	4	88	7	345
<b>TOTAL ZURICH</b>			<b>481</b>	<b>0</b>	<b>2</b>	<b>91</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>6</b>	<b>518</b>
<b>TOTAL SWITZERLAND</b>			<b>925</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>6</b>	<b>1049</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BA CITYFLYER LTD	S	134	0	0	83	7	4	7	0	0	10	77	11	128
<b>TOTAL ABERDEEN</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>11</b>	<b>128</b>
DUNDEE	CITY JET	S	97	0	0	89	5	1	5	0	0	9	84	8	116
<b>TOTAL DUNDEE</b>			<b>97</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>8</b>	<b>116</b>
EDINBURGH	BA CITYFLYER LTD	S	355	1	0	89	3	3	4	1	0	9	88	7	375
<b>TOTAL EDINBURGH</b>			<b>355</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>7</b>	<b>530</b>
GLASGOW	BA CITYFLYER LTD	S	245	0	0	91	3	4	1	1	0	6	90	4	244
<b>TOTAL GLASGOW</b>			<b>245</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>4</b>	<b>244</b>
ISLE OF MAN	BA CITYFLYER LTD	S	66	0	0	97	0	0	3	0	0	3	87	5	139
<b>TOTAL ISLE OF MAN</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>87</b>	<b>5</b>	<b>139</b>
JERSEY	BLUE ISLANDS LIMITED	S	88	0	0	86	2	5	7	0	0	11	86	8	76
<b>TOTAL JERSEY</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>2</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>8</b>	<b>76</b>
<b>TOTAL UNITED KINGDOM</b>			<b>985</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>7</b>	<b>1233</b>
<b>USA</b>															
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS (BA) LTD	S	90	0	0	93	3	0	3	0	0	4	83	8	69

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2014

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013		
		CHARTER/ SCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			MATCHED	Actual (7)										
TOTAL NEW YORK (JF KENNEDY)		90	0	0	93	3	0	3	0	0	4	83	8	69
TOTAL USA		90	0	0	93	3	0	3	0	0	4	83	8	69
TOTAL LONDON CITY		5690	4	6	88	4	3	4	1	0	9	87	7	5567

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2014

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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	EASYJET AIRLINE COMPANY LTD	S	10	0	0	100	0	0	0	0	0	0	80	10	20
	THOMSON AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	0	100	3	3
<b>TOTAL SALZBURG</b>			<b>13</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>83</b>	<b>9</b>	<b>24</b>
<b>TOTAL AUSTRIA</b>			<b>13</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>83</b>	<b>9</b>	<b>24</b>
<b>BULGARIA</b>															
BURGAS	WIZZ AIR	S	18	0	0	89	0	11	0	0	0	8	50	21	20
<b>TOTAL BURGAS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>50</b>	<b>21</b>	<b>20</b>
SOFIA	WIZZ AIR	S	62	0	0	85	6	5	2	2	0	8	77	23	64
<b>TOTAL SOFIA</b>			<b>62</b>	<b>2</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>23</b>	<b>64</b>
VARNA	WIZZ AIR	S	20	0	0	95	5	0	0	0	0	5	69	19	16
<b>TOTAL VARNA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>69</b>	<b>19</b>	<b>16</b>
<b>TOTAL BULGARIA</b>			<b>100</b>	<b>2</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>70</b>	<b>22</b>	<b>100</b>
<b>CYPRUS</b>															
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	28	0	0	82	11	7	0	0	0	8	75	9	28
<b>TOTAL PAPHOS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>71</b>	<b>10</b>	<b>35</b>
<b>TOTAL CYPRUS</b>			<b>29</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>58</b>	<b>16</b>	<b>43</b>
<b>CZECH REPUBLIC</b>															
BRNO (TURANY)	WIZZ AIR	S	24	0	0	75	4	4	17	0	0	22	86	8	29
<b>TOTAL BRNO (TURANY)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>4</b>	<b>4</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>86</b>	<b>8</b>	<b>29</b>
PRAGUE	WIZZ AIR	S	72	0	0	81	7	1	11	0	0	18	79	8	62
<b>TOTAL PRAGUE</b>			<b>72</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>7</b>	<b>1</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>79</b>	<b>8</b>	<b>62</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>96</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>6</b>	<b>2</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>81</b>	<b>8</b>	<b>91</b>
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	EASYJET AIRLINE COMPANY LTD	S	52	0	0	90	4	6	0	0	0	5	77	10	44
	MONARCH AIRLINES	S	28	0	0	89	4	0	7	0	0	10	0	0	0
	THOMSON AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	5	81	7	16
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>90</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>7</b>	<b>78</b>	<b>9</b>	<b>60</b>
<b>TOTAL EGYPT</b>			<b>90</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>7</b>	<b>78</b>	<b>9</b>	<b>60</b>
<b>FRANCE</b>															
BEZIERS	RYANAIR	S	20	0	0	70	15	5	10	0	0	18	83	17	18
<b>TOTAL BEZIERS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>83</b>	<b>17</b>	<b>18</b>
BORDEAUX	EASYJET AIRLINE COMPANY LTD	S	28	0	0	75	14	4	7	0	0	12	85	8	34
<b>TOTAL BORDEAUX</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>8</b>	<b>34</b>
GRENOBLE	EASYJET AIRLINE COMPANY LTD	S	14	0	0	64	29	7	0	0	0	12	75	15	20
<b>TOTAL GRENOBLE</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>29</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>15</b>	<b>20</b>
NICE	EASYJET AIRLINE COMPANY LTD	S	72	1	0	75	15	7	3	0	0	12	68	21	62

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2014

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL NICE			72	4	0	75	15	7	3	0	0	12	68	21	62
NIMES	RYANAIR	S	28	0	0	96	4	0	0	0	0	3	88	7	34
TOTAL NIMES			28	0	0	96	4	0	0	0	0	3	88	7	34
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	169	0	1	81	13	6	0	0	0	7	83	12	162
TOTAL PARIS (CHARLES DE GAULLE)			169	0	1	81	13	6	0	0	0	7	83	12	162
TOTAL FRANCE			331	10	1	79	14	5	2	0	0	9	81	13	331
GERMANY															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	114	0	0	95	4	0	2	0	0	3	78	13	114
TOTAL BERLIN (SCHONEFELD)			114	4	0	95	4	0	2	0	0	3	78	13	114
DORTMUND	EASYJET AIRLINE COMPANY LTD	S	96	0	0	93	4	3	0	0	0	3	91	5	110
TOTAL DORTMUND			96	0	0	93	4	3	0	0	0	3	91	5	110
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	36	0	0	78	14	8	0	0	0	8	89	13	46
TOTAL HAMBURG			36	1	0	78	14	8	0	0	0	8	89	13	46
MUNICH	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	2	75	10	4
	MONARCH AIRLINES	S	12	0	0	83	17	0	0	0	0	5	71	17	42
TOTAL MUNICH			14	2	0	86	14	0	0	0	0	5	71	16	48
TOTAL GERMANY			260	9	0	91	6	2	1	0	0	4	83	11	318
GIBRALTAR															
GIBRALTAR	MONARCH AIRLINES	S	36	0	0	89	6	6	0	0	0	5	57	25	28
TOTAL GIBRALTAR			36	0	0	89	6	6	0	0	0	5	57	25	28
TOTAL GIBRALTAR			36	0	0	89	6	6	0	0	0	5	57	25	28
HUNGARY															
BUDAPEST	EASYJET AIRLINE COMPANY LTD	S	34	0	0	100	0	0	0	0	0	1	92	7	36
	WIZZ AIR	S	206	0	0	85	9	3	2	0	0	8	79	18	186
TOTAL BUDAPEST			240	0	0	88	8	3	2	0	0	7	81	16	222
DEBRECEN	WIZZ AIR	S	36	0	0	78	11	0	8	3	0	18	57	18	28
TOTAL DEBRECEN			36	0	0	78	11	0	8	3	0	18	57	18	28
TOTAL HUNGARY			276	0	0	86	8	3	3	0	0	8	78	17	250
ICELAND															
KEFLAVIK	EASYJET AIRLINE COMPANY LTD	S	62	0	0	89	6	2	3	0	0	7	83	12	36
TOTAL KEFLAVIK			62	0	0	89	6	2	3	0	0	7	83	12	36
TOTAL ICELAND			62	0	0	89	6	2	3	0	0	7	83	12	36
IRISH REPUBLIC															
DUBLIN	RYANAIR	S	187	1	0	78	12	7	3	1	0	12	79	12	155
TOTAL DUBLIN			187	1	0	78	12	7	3	1	0	12	79	12	155
IRELAND WEST(KNOCK)	RYANAIR	S	64	0	0	73	19	8	0	0	0	9	61	25	62
TOTAL IRELAND WEST(KNOCK)			64	0	0	73	19	8	0	0	0	9	61	25	62

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			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
KERRY COUNTY	RYANAIR	S	62	0	0	87	6	5	0	2	0	8	85	9	62
<b>TOTAL KERRY COUNTY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>9</b>	<b>62</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>313</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>14</b>	<b>279</b>
<b>ISRAEL</b>															
TEL AVIV	EASYJET AIRLINE COMPANY LTD	S	98	0	0	70	16	11	2	0	0	12	63	22	78
	EL AL	S	24	0	0	79	4	8	8	0	0	12	45	23	47
<b>TOTAL TEL AVIV</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>55</b>	<b>24</b>	<b>129</b>
<b>TOTAL ISRAEL</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>54</b>	<b>26</b>	<b>131</b>
<b>ITALY</b>															
CATANIA (FONTANAROSSA)	EASYJET AIRLINE COMPANY LTD	S	2	0	0	50	50	0	0	0	0	16	0	0	0
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	64	0	0	69	20	11	0	0	0	11	91	4	88
<b>TOTAL MILAN (MALPENSA)</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>20</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>90</b>	<b>5</b>	<b>90</b>
ROME (FIUMICINO)	JET2.COM LTD	C	2	0	0	100	0	0	0	0	0	3	0	0	0
	MONARCH AIRLINES	S	18	0	0	83	6	0	6	6	0	22	79	17	28
	SMALL PLANET AIRLINES	C	2	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL ROME (FIUMICINO)</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>18</b>	<b>79</b>	<b>17</b>	<b>28</b>
VENICE	EASYJET AIRLINE COMPANY LTD	S	36	0	0	75	14	8	3	0	0	11	0	0	0
<b>TOTAL VENICE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ITALY</b>			<b>124</b>	<b>11</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>8</b>	<b>133</b>
<b>LATVIA</b>															
RIGA	WIZZ AIR	S	62	0	0	87	3	3	6	0	0	14	66	23	44
<b>TOTAL RIGA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>66</b>	<b>23</b>	<b>44</b>
<b>TOTAL LATVIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>66</b>	<b>23</b>	<b>44</b>
<b>LITHUANIA</b>															
KAUNAS	RYANAIR	S	36	0	0	97	3	0	0	0	0	3	0	0	0
<b>TOTAL KAUNAS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
VILNIUS	WIZZ AIR	S	74	0	0	89	5	4	1	0	0	6	82	9	62
<b>TOTAL VILNIUS</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>15</b>	<b>124</b>
<b>TOTAL LITHUANIA</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>78</b>	<b>15</b>	<b>124</b>
<b>MACEDONIA</b>															
SKOPJE	WIZZ AIR	S	36	0	0	72	14	8	6	0	0	16	77	8	26
<b>TOTAL SKOPJE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>8</b>	<b>26</b>
<b>TOTAL MACEDONIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>8</b>	<b>26</b>
<b>MALTA</b>															
MALTA	RYANAIR	S	36	0	0	89	6	6	0	0	0	6	82	14	38
<b>TOTAL MALTA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>14</b>	<b>38</b>

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Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 MALTA			36	0	0	89	6	6	0	0	0	6	82	14	38
MOROCCO															
MARRAKESH	RYANAIR	S	22	0	0	91	0	9	0	0	0	10	66	25	32
TOTAL MARRAKESH			22	1	0	91	0	9	0	0	0	10	66	25	32
TOTAL MOROCCO			22	3	0	91	0	9	0	0	0	10	66	25	32
NETHERLANDS															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	226	0	0	90	6	3	1	0	0	5	89	6	206
TOTAL AMSTERDAM			226	0	0	90	6	3	1	0	0	5	89	6	206
TOTAL NETHERLANDS			226	1	0	90	6	3	1	0	0	5	89	6	206
POLAND															
GDANSK	WIZZ AIR	S	98	0	0	86	1	6	7	0	0	13	73	23	112
TOTAL GDANSK			98	1	0	86	1	6	7	0	0	13	73	23	112
KATOWICE	WIZZ AIR	S	108	0	0	88	8	3	1	0	0	6	68	19	108
TOTAL KATOWICE			108	0	0	88	8	3	1	0	0	6	68	19	108
LUBLIN (PORT LOTNICZY)	WIZZ AIR	S	26	0	0	92	8	0	0	0	0	5	61	34	18
TOTAL LUBLIN (PORT LOTNICZY)			26	0	0	92	8	0	0	0	0	5	61	34	18
POZNAN	WIZZ AIR	S	44	0	0	95	0	2	2	0	0	5	77	11	56
TOTAL POZNAN			44	0	0	95	0	2	2	0	0	5	77	11	56
RZESZOW	RYANAIR	S	26	0	0	92	0	4	0	0	4	19	64	54	25
TOTAL RZESZOW			26	0	0	92	0	4	0	0	4	19	64	54	25
WARSAW (CHOPIN)	WIZZ AIR	S	176	0	0	89	3	1	7	0	0	9	74	13	164
TOTAL WARSAW (CHOPIN)			176	0	0	89	3	1	7	0	0	9	74	13	164
WROCLAW	WIZZ AIR	S	42	0	0	81	2	0	5	12	0	31	79	9	43
TOTAL WROCLAW			42	0	0	81	2	0	5	12	0	31	79	9	43
TOTAL POLAND			520	1	0	88	3	3	5	1	0	11	73	18	546
PORTUGAL(EXCLUDING MADEIRA)															
FARO	EASYJET AIRLINE COMPANY LTD	S	30	0	0	83	13	3	0	0	0	8	81	18	32
	TITAN AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	8	0	0	0
TOTAL FARO			32	0	0	81	16	3	0	0	0	8	81	18	32
LISBON	EASYJET AIRLINE COMPANY LTD	S	64	0	0	80	14	3	3	0	0	10	73	12	64
TOTAL LISBON			64	0	0	80	14	3	3	0	0	10	73	12	64
TOTAL PORTUGAL(EXCLUDING MADEIRA)			96	0	0	80	15	3	2	0	0	9	76	14	97
REPUBLIC OF SERBIA															
BELGRADE	WIZZ AIR	S	28	0	0	93	0	4	4	0	0	9	64	12	28
TOTAL BELGRADE			28	0	0	93	0	4	4	0	0	9	64	12	28
TOTAL REPUBLIC OF SERBIA			28	0	0	93	0	4	4	0	0	9	64	12	28

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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>ROMANIA</b>															
BACAU	BLUE AIR TRANSPORT AERIAN	S	36	0	1	86	6	6	3	0	0	7	64	29	36
<b>TOTAL BACAU</b>			<b>36</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>64</b>	<b>29</b>	<b>36</b>
BUCHAREST (OTOPENI)	BLUE AIR TRANSPORT AERIAN	S	35	0	0	71	9	11	9	0	0	20	84	8	44
	WIZZ AIR	S	98	0	0	79	13	5	3	0	0	11	58	21	86
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>133</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>17</b>	<b>130</b>
CLUJ NAPOCA	WIZZ AIR	S	62	0	0	87	10	2	2	0	0	8	71	21	56
<b>TOTAL CLUJ NAPOCA</b>			<b>62</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>8</b>	<b>71</b>	<b>21</b>	<b>56</b>
CRAIOVA	WIZZ AIR	S	18	0	0	89	11	0	0	0	0	5	0	0	0
<b>TOTAL CRAIOVA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
IASI	TAROM	S	14	0	2	100	0	0	0	0	0	1	0	0	0
<b>TOTAL IASI</b>			<b>14</b>	<b>0</b>	<b>2</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>
TIMISOARA	WIZZ AIR	S	26	0	0	96	4	0	0	0	0	2	88	9	26
<b>TOTAL TIMISOARA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>9</b>	<b>26</b>
TIRGU MURES	WIZZ AIR	S	36	0	0	86	8	3	3	0	0	10	75	13	32
<b>TOTAL TIRGU MURES</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>13</b>	<b>32</b>
<b>TOTAL ROMANIA</b>			<b>325</b>	<b>1</b>	<b>3</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>70</b>	<b>18</b>	<b>280</b>
<b>SLOVAK REPUBLIC</b>															
BRATISLAVA	RYANAIR	S	38	0	0	97	3	0	0	0	0	2	79	8	28
<b>TOTAL BRATISLAVA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>8</b>	<b>28</b>
KOSICE	WIZZ AIR	S	44	0	0	82	7	5	2	5	0	16	0	0	0
<b>TOTAL KOSICE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>8</b>	<b>28</b>
<b>SLOVENIA</b>															
LJUBLJANA	WIZZ AIR	S	26	0	0	69	12	4	15	0	0	27	85	10	26
<b>TOTAL LJUBLJANA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>12</b>	<b>4</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>85</b>	<b>10</b>	<b>26</b>
<b>TOTAL SLOVENIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>12</b>	<b>4</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>85</b>	<b>10</b>	<b>26</b>
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	38	0	0	84	5	0	11	0	0	13	78	10	32
	MONARCH AIRLINES	S	22	0	0	95	0	0	5	0	0	7	45	24	20
<b>TOTAL ALICANTE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>65</b>	<b>15</b>	<b>52</b>
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	124	0	0	88	4	5	3	0	0	7	90	6	124
<b>TOTAL BARCELONA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>6</b>	<b>125</b>
GIRONA	RYANAIR	S	28	0	0	82	7	11	0	0	0	8	79	15	28
<b>TOTAL GIRONA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>15</b>	<b>28</b>
MADRID	EASYJET AIRLINE COMPANY LTD	S	90	0	0	86	8	6	1	0	0	7	85	7	124
<b>TOTAL MADRID</b>			<b>90</b>	<b>6</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>7</b>	<b>124</b>
MALAGA	EASYJET AIRLINE COMPANY LTD	S	49	0	0	67	16	2	14	0	0	21	75	21	59



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				Actual (7)	Plan (8)										
MALAGA	MONARCH AIRLINES	S	20	0	0	95	5	0	0	0	0	3	50	17	22
	THOMSON AIRWAYS LTD	C	5	0	0	80	0	20	0	0	0	10	0	0	0
<b>TOTAL MALAGA</b>			<b>74</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>68</b>	<b>20</b>	<b>81</b>
MURCIA SAN JAVIER	RYANAIR	S	20	0	0	70	15	10	5	0	0	15	79	24	24
<b>TOTAL MURCIA SAN JAVIER</b>			<b>20</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>15</b>	<b>79</b>	<b>24</b>	<b>24</b>
PALMA DE MALLORCA	BMI REGIONAL	C	4	1	0	50	25	25	0	0	0	15	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	4	0	0	100	0	0	0	0	0	1	86	6	14
<b>TOTAL PALMA DE MALLORCA</b>			<b>8</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>5</b>	<b>17</b>
<b>TOTAL SPAIN</b>			<b>404</b>	<b>8</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>11</b>	<b>463</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	MONARCH AIRLINES	S	28	0	0	82	11	4	4	0	0	11	55	24	20
	RYANAIR	S	18	0	0	72	22	6	0	0	0	9	83	10	18
	THOMSON AIRWAYS LTD	C	18	0	0	100	0	0	0	0	0	3	70	17	10
<b>TOTAL ARRECIFE</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>69</b>	<b>17</b>	<b>48</b>
LAS PALMAS	RYANAIR	S	10	0	0	100	0	0	0	0	0	2	100	1	10
	THOMSON AIRWAYS LTD	C	10	0	0	70	10	20	0	0	0	11	80	7	10
<b>TOTAL LAS PALMAS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>4</b>	<b>20</b>
TENERIFE (SURREINA SOFIA)	MONARCH AIRLINES	S	42	0	0	86	7	5	2	0	0	7	47	25	36
	RYANAIR	S	22	0	0	100	0	0	0	0	0	2	72	14	18
	THOMSON AIRWAYS LTD	C	16	0	0	88	6	6	0	0	0	7	56	16	18
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>56</b>	<b>20</b>	<b>72</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>64</b>	<b>19</b>	<b>148</b>
<b>SWITZERLAND</b>															
GENEVA	EASYJET AIRLINE COMPANY LTD	S	298	0	0	80	11	8	1	0	0	9	78	12	296
<b>TOTAL GENEVA</b>			<b>298</b>	<b>3</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>12</b>	<b>296</b>
ZURICH	EASYJET AIRLINE COMPANY LTD	S	46	0	0	96	4	0	0	0	0	2	91	4	56
<b>TOTAL ZURICH</b>			<b>46</b>	<b>2</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>91</b>	<b>4</b>	<b>56</b>
<b>TOTAL SWITZERLAND</b>			<b>344</b>	<b>10</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>11</b>	<b>352</b>
<b>TURKEY</b>															
ISTANBUL (SABIHA GOKCEN)	EASYJET AIRLINE COMPANY LTD	S	24	0	0	92	0	0	0	8	0	19	75	14	40
	EVELOP	C	2	0	0	0	50	0	0	50	0	110	0	0	0
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>26</b>	<b>75</b>	<b>14</b>	<b>40</b>
<b>TOTAL TURKEY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>26</b>	<b>75</b>	<b>14</b>	<b>40</b>
<b>UKRAINE</b>															
KIEV (ZHULYANY)	WIZZ AIR	S	28	0	0	100	0	0	0	0	0	2	54	18	24
<b>TOTAL KIEV (ZHULYANY)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>54</b>	<b>18</b>	<b>24</b>
<b>TOTAL UKRAINE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>54</b>	<b>18</b>	<b>24</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	36	0	0	86	11	0	3	0	0	5	81	8	48

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2014

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 ABERDEEN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>11</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>8</b>	<b>48</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	164	0	0	94	4	1	2	0	0	4	88	5	168
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>5</b>	<b>169</b>
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	192	0	0	94	5	1	1	0	0	3	88	5	192
<b>TOTAL EDINBURGH</b>			<b>192</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>5</b>	<b>192</b>
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	190	0	0	92	3	3	2	0	0	5	86	10	194
<b>TOTAL GLASGOW</b>			<b>190</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>86</b>	<b>10</b>	<b>194</b>
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	54	0	0	85	6	9	0	0	0	6	89	5	62
<b>TOTAL INVERNESS</b>			<b>54</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>89</b>	<b>5</b>	<b>62</b>
<b>TOTAL UNITED KINGDOM</b>			<b>637</b>	<b>4</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>7</b>	<b>675</b>
<b>TOTAL LUTON</b>			<b>5024</b>	<b>97</b>	<b>5</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>13</b>	<b>5035</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2014

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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>															
<b>INNSBRUCK</b>	FLYBE LTD	C	8	0	0	100	0	0	0	0	0	3	80	7	10
	MONARCH AIRLINES	S	28	0	0	96	4	0	0	0	0	1	86	13	14
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	10	10	0	0	0	9	100	5	10
	THOMSON AIRWAYS LTD	C	18	0	0	100	0	0	0	0	0	3	60	14	20
	TYROLEAN AIRWAYS	C	10	0	0	100	0	0	0	0	0	1	84	8	19
<b>TOTAL INNSBRUCK</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>10</b>	<b>73</b>
<b>SALZBURG</b>	JET2.COM LTD	S	10	0	1	80	10	0	0	10	0	23	70	12	10
	JET2.COM LTD	C	8	0	0	63	25	13	0	0	0	15	0	0	0
	THOMAS COOK AIRLINES LTD	C	5	0	0	100	0	0	0	0	0	4	100	2	10
	THOMSON AIRWAYS LTD	C	5	0	0	80	20	0	0	0	0	3	71	14	17
<b>TOTAL SALZBURG</b>			<b>28</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>10</b>	<b>37</b>
<b>TOTAL AUSTRIA</b>			<b>102</b>	<b>0</b>	<b>1</b>	<b>91</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>10</b>	<b>112</b>
<b>BARBADOS</b>															
<b>BRIDGETOWN</b>	THOMAS COOK AIRLINES LTD	C	33	0	0	73	9	9	9	0	0	16	91	5	11
	THOMSON AIRWAYS LTD	C	28	0	0	39	39	21	0	0	0	20	73	15	26
	VIRGIN ATLANTIC AIRWAYS LTD	S	16	0	0	88	13	0	0	0	0	4	100	2	16
<b>TOTAL BRIDGETOWN</b>			<b>77</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>21</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>85</b>	<b>9</b>	<b>53</b>
<b>TOTAL BARBADOS</b>			<b>77</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>21</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>85</b>	<b>9</b>	<b>53</b>
<b>BELGIUM</b>															
<b>BRUSSELS</b>	BRUSSELS AIRLINES	S	163	0	1	82	12	2	4	0	0	9	73	12	166
<b>TOTAL BRUSSELS</b>			<b>163</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>12</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>12</b>	<b>166</b>
<b>CHARLEROI</b>	RYANAIR	S	114	0	0	96	2	1	2	0	0	4	96	3	114
<b>TOTAL CHARLEROI</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>96</b>	<b>3</b>	<b>114</b>
<b>TOTAL BELGIUM</b>			<b>277</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>8</b>	<b>384</b>
<b>BULGARIA</b>															
<b>SOFIA</b>	BH AIR	C	5	0	0	80	0	20	0	0	0	7	100	3	3
	EASYJET AIRLINE COMPANY LTD	S	26	0	0	92	8	0	0	0	0	2	96	1	26
	THOMAS COOK AIRLINES LTD	C	3	0	0	100	0	0	0	0	0	3	100	0	6
	THOMSON AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	1	100	3	3
<b>TOTAL SOFIA</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>97</b>	<b>1</b>	<b>38</b>
<b>TOTAL BULGARIA</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>97</b>	<b>1</b>	<b>38</b>
<b>CANADA</b>															
<b>TORONTO</b>	AIR TRANSAT	S	10	0	0	90	10	0	0	0	0	5	38	19	8
<b>TOTAL TORONTO</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>38</b>	<b>19</b>	<b>8</b>
<b>TOTAL CANADA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>38</b>	<b>19</b>	<b>8</b>
<b>CAPE VERDE ISLANDS</b>															
<b>BOA VISTA (RABIL)</b>	THOMSON AIRWAYS LTD	S	18	0	0	72	17	6	6	0	0	12	69	10	16
<b>TOTAL BOA VISTA (RABIL)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>10</b>	<b>16</b>
<b>ILHA DO SAL C.VERDE</b>	THOMSON AIRWAYS LTD	S	8	0	0	75	13	13	0	0	0	14	13	24	8

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 ILHA DO SAL C.VERDE			8	0	0	75	13	13	0	0	0	14	13	24	8
TOTAL CAPE VERDE ISLANDS			26	0	0	73	15	8	4	0	0	13	50	15	24
<b>CUBA</b>															
CUNAGUA (CAYO COCO)	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	0	25	0	0	27	70	12	10
TOTAL CUNAGUA (CAYO COCO)			8	0	0	63	13	0	25	0	0	27	70	12	10
HOLGUIN (FRANK PAIS)	THOMAS COOK AIRLINES LTD	C	15	0	0	80	13	0	0	0	7	70	71	16	7
TOTAL HOLGUIN (FRANK PAIS)			15	0	0	80	13	0	0	0	7	70	71	16	7
TOTAL CUBA			24	0	0	71	13	0	8	4	4	62	67	14	18
<b>CYPRUS</b>															
LARNACA	MONARCH AIRLINES	S	17	0	0	71	24	6	0	0	0	12	15	34	20
TOTAL LARNACA			17	0	0	71	24	6	0	0	0	12	19	32	21
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	45	0	0	87	4	4	4	0	0	7	80	12	50
	MONARCH AIRLINES	S	2	0	0	50	50	0	0	0	0	10	0	0	0
	RYANAIR	S	18	0	0	56	22	22	0	0	0	15	0	38	7
	THOMSON AIRWAYS LTD	C	18	0	0	94	6	0	0	0	0	3	65	13	23
TOTAL PAPHOS			84	0	0	81	10	7	2	0	0	8	72	13	92
TOTAL CYPRUS			101	0	0	79	12	7	2	0	0	9	62	17	113
<b>CZECH REPUBLIC</b>															
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	26	0	0	81	4	15	0	0	0	8	67	9	6
	JET2.COM LTD	S	36	0	0	81	0	14	6	0	0	16	81	11	36
TOTAL PRAGUE			62	0	0	81	2	15	3	0	0	13	79	11	42
TOTAL CZECH REPUBLIC			62	0	0	81	2	15	3	0	0	13	79	11	42
<b>DENMARK</b>															
AARHUS (TIRSTRUP)	SUN AIR OF SCANDINAVIA	S	50	0	0	92	2	4	2	0	0	4	95	4	78
TOTAL AARHUS (TIRSTRUP)			50	0	0	92	2	4	2	0	0	4	95	4	78
BILLUND	SUN AIR OF SCANDINAVIA	S	90	0	0	94	3	0	2	0	0	4	89	10	84
TOTAL BILLUND			90	0	0	94	3	0	2	0	0	4	89	10	84
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	78	0	0	97	0	0	3	0	0	3	90	4	60
	SAS	S	114	0	0	96	3	0	2	0	0	4	71	13	112
TOTAL COPENHAGEN			192	0	0	96	2	0	2	0	0	3	77	9	172
TOTAL DENMARK			332	0	0	95	2	1	2	0	0	4	84	8	334
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	THOMSON AIRWAYS LTD	C	8	0	0	75	0	25	0	0	0	16	75	6	8
TOTAL PUERTO PLATA			8	0	0	75	0	25	0	0	0	16	75	6	8
PUNTA CANA	THOMSON AIRWAYS LTD	C	9	0	0	67	22	11	0	0	0	12	75	11	12
TOTAL PUNTA CANA			9	0	0	67	22	11	0	0	0	12	75	11	12
TOTAL DOMINICAN REPUBLIC			17	0	0	71	12	18	0	0	0	14	75	9	20

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>EGYPT</b>															
CAIRO	EGYPT AIR	S	43	1	1	91	5	5	0	0	0	4	0	0	0
<b>TOTAL CAIRO</b>			<b>43</b>	<b>1</b>	<b>1</b>	<b>91</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
HURGHADA	MONARCH AIRLINES	C	8	0	0	88	0	13	0	0	0	8	20	45	10
	THOMAS COOK AIRLINES LTD	C	16	0	0	94	6	0	0	0	0	3	89	6	18
	THOMSON AIRWAYS LTD	C	8	0	0	75	0	0	25	0	0	17	60	15	10
<b>TOTAL HURGHADA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>63</b>	<b>19</b>	<b>38</b>
SHARM EL SHEIKH (OPHIRA)	EASYJET AIRLINE COMPANY LTD	S	26	0	0	88	12	0	0	0	0	3	90	5	20
	MONARCH AIRLINES	S	38	0	0	68	21	11	0	0	0	12	69	15	36
	THOMAS COOK AIRLINES LTD	C	28	0	0	93	4	0	4	0	0	5	81	8	27
	THOMSON AIRWAYS LTD	C	44	0	0	84	7	5	5	0	0	9	79	9	61
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>10</b>	<b>144</b>
<b>TOTAL EGYPT</b>			<b>211</b>	<b>1</b>	<b>1</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>11</b>	<b>214</b>
<b>FINLAND</b>															
HELSINKI	FINNAIR	S	124	0	0	81	15	3	2	0	0	7	89	6	124
<b>TOTAL HELSINKI</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>15</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>6</b>	<b>125</b>
KITTLA	JET2.COM LTD	C	3	0	0	33	0	0	67	0	0	53	0	0	0
<b>TOTAL KITTLA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FINLAND</b>			<b>127</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>14</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>6</b>	<b>125</b>
<b>FRANCE</b>															
CHAMBERY	JET2.COM LTD	S	20	0	0	40	20	15	20	5	0	41	25	43	20
	THOMSON AIRWAYS LTD	C	20	0	0	30	25	25	20	0	0	41	20	48	10
<b>TOTAL CHAMBERY</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>23</b>	<b>20</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>41</b>	<b>32</b>	<b>37</b>	<b>60</b>
GRENOBLE	JET2.COM LTD	C	16	0	0	81	6	6	6	0	0	13	100	0	3
	JET2.COM LTD	S	10	0	1	100	0	0	0	0	0	3	70	9	20
	MONARCH AIRLINES	C	20	0	0	80	20	0	0	0	0	6	55	20	20
	MONARCH AIRLINES	S	10	0	0	70	10	20	0	0	0	12	50	19	6
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	20	0	0	0	0	10	80	17	10
<b>TOTAL GRENOBLE</b>			<b>66</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>14</b>	<b>69</b>
LYON	EASYJET AIRLINE COMPANY LTD	S	10	0	0	30	40	10	0	20	0	61	0	0	0
	JET2.COM LTD	C	8	0	0	88	13	0	0	0	0	7	0	0	0
<b>TOTAL LYON</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>28</b>	<b>6</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>37</b>	<b>100</b>	<b>1</b>	<b>42</b>
NANTES	FLYBE LTD	S	22	0	0	100	0	0	0	0	0	4	88	7	26
<b>TOTAL NANTES</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>7</b>	<b>26</b>
NICE	RYANAIR	C	4	0	0	75	0	25	0	0	0	16	50	12	4
<b>TOTAL NICE</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>16</b>	<b>50</b>	<b>12</b>	<b>4</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	180	0	0	90	7	3	0	0	0	5	82	15	176
	FLYBE LTD	S	206	0	0	95	1	1	2	0	0	5	84	16	206
	JET2.COM LTD	S	36	0	0	94	3	3	0	0	0	4	59	23	22
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>422</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>5</b>	<b>82</b>	<b>16</b>	<b>404</b>
PERPIGNAN	SIAVIA	C	2	0	0	100	0	0	0	0	0	5	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2014

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 PERPIGNAN			2	0	0	100	0	0	0	0	0	5	50	27	2
TOULOUSE (BLAGNAC)	THOMSON AIRWAYS LTD	C	9	0	0	78	11	11	0	0	0	10	70	14	10
TOTAL TOULOUSE (BLAGNAC)			9	0	0	78	11	11	0	0	0	10	75	12	12
TOTAL FRANCE			583	0	1	86	7	4	2	1	0	9	77	16	630
GAMBIA															
BANJUL	THOMAS COOK AIRLINES LTD	C	28	0	0	68	21	7	4	0	0	13	56	52	18
TOTAL BANJUL			28	0	0	68	21	7	4	0	0	13	56	52	18
TOTAL GAMBIA			28	0	0	68	21	7	4	0	0	13	56	52	18
GERMANY															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	46	0	0	89	4	2	0	4	0	16	85	19	46
TOTAL BERLIN (SCHONEFELD)			46	0	0	89	4	2	0	4	0	16	85	19	46
BREMEN	RYANAIR	S	26	0	0	100	0	0	0	0	0	2	73	9	26
TOTAL BREMEN			26	0	0	100	0	0	0	0	0	2	73	9	26
COLOGNE BONN	GERMANWINGS	S	44	0	0	80	9	7	5	0	0	11	78	13	40
TOTAL COLOGNE BONN			44	0	0	80	9	7	5	0	0	11	78	13	40
DUSSELDORF	FLYBE LTD	S	112	0	0	81	4	9	4	2	0	14	82	14	105
	LUFTHANSA CITY LINE	S	144	0	0	85	10	5	1	0	0	6	70	14	167
TOTAL DUSSELDORF			256	0	0	83	7	7	2	1	0	10	75	14	272
FRANKFURT MAIN	LUFTHANSA	S	244	1	0	91	7	1	2	0	0	6	82	11	233
TOTAL FRANKFURT MAIN			244	1	0	91	7	1	2	0	0	6	82	11	233
FRIEDRICHSHAFEN	FLYBE LTD	C	2	0	0	50	0	50	0	0	0	29	0	0	0
	MONARCH AIRLINES	S	10	0	0	100	0	0	0	0	0	0	100	2	10
TOTAL FRIEDRICHSHAFEN			12	0	0	92	0	8	0	0	0	5	100	2	10
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	42	0	0	90	10	0	0	0	0	4	93	6	46
	GERMANWINGS	S	96	0	0	73	18	8	1	0	0	10	0	0	0
TOTAL HAMBURG			138	0	0	78	15	6	1	0	0	8	77	11	126
HANOVER	FLYBE LTD	S	52	0	0	100	0	0	0	0	0	1	83	5	48
TOTAL HANOVER			52	0	0	100	0	0	0	0	0	1	83	5	48
MUNICH	EASYJET AIRLINE COMPANY LTD	S	36	0	0	100	0	0	0	0	0	1	92	3	36
	LUFTHANSA	S	174	0	0	93	5	2	0	0	0	4	83	9	169
	MONARCH AIRLINES	S	14	0	0	100	0	0	0	0	0	3	76	10	38
TOTAL MUNICH			225	0	0	95	4	2	0	0	0	4	83	8	243
TOTAL GERMANY			1043	1	0	88	7	4	1	0	0	7	80	11	1124
GIBRALTAR															
GIBRALTAR	MONARCH AIRLINES	S	36	0	0	100	0	0	0	0	0	1	65	33	26
TOTAL GIBRALTAR			36	0	0	100	0	0	0	0	0	1	65	33	26
TOTAL GIBRALTAR			36	0	0	100	0	0	0	0	0	1	65	33	26

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Reporting Airport: MANCHESTER (Full Analysis)

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>GREECE</b>															
ATHENS	AEGEAN AIRLINES	C	4	0	0	0	25	25	50	0	0	70	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	26	0	0	85	0	8	0	0	8	37	89	4	28
<b>TOTAL ATHENS</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>3</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>41</b>	<b>89</b>	<b>4</b>	<b>28</b>
CORFU	EASYJET AIRLINE COMPANY LTD	S	2	0	0	100	0	0	0	0	0	0	0	0	0
	RYANAIR	S	2	0	0	100	0	0	0	0	0	11	100	6	2
<b>TOTAL CORFU</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>100</b>	<b>6</b>	<b>2</b>
SALONIKA	EASYJET AIRLINE COMPANY LTD	S	2	0	0	100	0	0	0	0	0	6	100	1	2
<b>TOTAL SALONIKA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>1</b>	<b>2</b>
<b>TOTAL GREECE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>3</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>35</b>	<b>90</b>	<b>5</b>	<b>39</b>
<b>HUNGARY</b>															
BUDAPEST	JET2.COM LTD	S	36	0	0	83	6	11	0	0	0	8	78	14	36
	RYANAIR	S	36	0	0	94	3	0	0	0	3	13	92	4	26
<b>TOTAL BUDAPEST</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>84</b>	<b>10</b>	<b>62</b>
<b>TOTAL HUNGARY</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>84</b>	<b>10</b>	<b>62</b>
<b>ICELAND</b>															
KEFLAVIK	EASYJET AIRLINE COMPANY LTD	S	36	0	1	81	6	0	6	6	3	39	83	6	18
	ICELANDAIR	S	26	0	0	96	0	4	0	0	0	4	88	19	26
	MONARCH AIRLINES	C	2	0	0	0	50	50	0	0	0	36	0	0	0
<b>TOTAL KEFLAVIK</b>			<b>64</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>25</b>	<b>86</b>	<b>14</b>	<b>44</b>
<b>TOTAL ICELAND</b>			<b>64</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>25</b>	<b>86</b>	<b>14</b>	<b>44</b>
<b>INDIA</b>															
GOA	MONARCH AIRLINES	C	9	0	0	44	0	44	11	0	0	34	50	15	10
	THOMAS COOK AIRLINES LTD	C	18	0	0	56	17	0	6	22	0	68	63	15	8
	THOMSON AIRWAYS LTD	C	7	0	0	29	43	0	29	0	0	31	67	11	3
<b>TOTAL GOA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>18</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>52</b>	<b>57</b>	<b>14</b>	<b>21</b>
<b>TOTAL INDIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>18</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>52</b>	<b>57</b>	<b>14</b>	<b>21</b>
<b>IRISH REPUBLIC</b>															
CORK	AER ARANN	S	129	1	0	88	6	2	3	1	0	9	86	11	120
<b>TOTAL CORK</b>			<b>129</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>11</b>	<b>120</b>
DUBLIN	AER ARANN	S	123	1	0	93	5	0	0	2	0	7	0	0	0
	AER LINGUS	S	178	1	0	92	4	2	2	0	0	5	69	18	229
	CITY JET	C	6	0	0	100	0	0	0	0	0	5	50	20	2
	RYANAIR	S	266	0	0	83	15	2	0	0	0	7	75	12	193
<b>TOTAL DUBLIN</b>			<b>573</b>	<b>2</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>72</b>	<b>15</b>	<b>424</b>
IRELAND WEST(KNOCK)	FLYBE LTD	S	36	0	0	94	0	0	6	0	0	7	75	22	36
<b>TOTAL IRELAND WEST(KNOCK)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>22</b>	<b>36</b>
SHANNON	AER ARANN	S	110	1	0	89	5	1	5	0	0	8	83	9	112
<b>TOTAL SHANNON</b>			<b>110</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>9</b>	<b>112</b>

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				Actual (7)	Plan (8)										
WATERFORD	FLYBE LTD	S	26	0	0	77	8	4	4	8	0	24	0	0	0
<b>TOTAL WATERFORD</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>874</b>	<b>4</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>14</b>	<b>692</b>
<b>ISRAEL</b>															
TEL AVIV	EASYJET AIRLINE COMPANY LTD	S	26	0	0	65	27	4	4	0	0	13	58	19	19
<b>TOTAL TEL AVIV</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>27</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>46</b>	<b>28</b>	<b>35</b>
<b>TOTAL ISRAEL</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>27</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>47</b>	<b>27</b>	<b>36</b>
<b>ITALY</b>															
BERGAMO	RYANAIR	S	62	0	0	87	10	0	0	2	2	17	89	5	62
<b>TOTAL BERGAMO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>17</b>	<b>89</b>	<b>5</b>	<b>62</b>
CATANIA (FONTANAROSSA)	EASYJET AIRLINE COMPANY LTD	S	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
MILAN (MALPENSA)	FLYBE LTD	S	58	0	0	97	3	0	0	0	0	2	94	3	62
<b>TOTAL MILAN (MALPENSA)</b>			<b>58</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>94</b>	<b>3</b>	<b>62</b>
ROME (CIAMPINO)	RYANAIR	S	44	0	0	95	2	2	0	0	0	2	94	4	48
<b>TOTAL ROME (CIAMPINO)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>94</b>	<b>4</b>	<b>48</b>
ROME (FIUMICINO)	JET2.COM LTD	S	44	0	0	80	9	9	2	0	0	8	66	18	38
<b>TOTAL ROME (FIUMICINO)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>66</b>	<b>18</b>	<b>38</b>
TURIN	FLYBE LTD	C	4	0	0	50	50	0	0	0	0	12	50	21	10
	THOMAS COOK AIRLINES LTD	C	9	0	0	89	0	11	0	0	0	6	60	20	10
	THOMSON AIRWAYS LTD	C	19	0	0	100	0	0	0	0	0	2	65	10	20
<b>TOTAL TURIN</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>60</b>	<b>15</b>	<b>40</b>
VENICE	EASYJET AIRLINE COMPANY LTD	S	24	0	0	100	0	0	0	0	0	0	88	8	26
	MONARCH AIRLINES	S	18	0	0	89	11	0	0	0	0	5	61	31	18
<b>TOTAL VENICE</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>16</b>	<b>52</b>
VERONA VILLAFRANCA	MONARCH AIRLINES	S	10	0	0	90	10	0	0	0	0	4	94	4	16
	THOMSON AIRWAYS LTD	C	7	0	0	86	0	14	0	0	0	8	71	12	7
<b>TOTAL VERONA VILLAFRANCA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>6</b>	<b>23</b>
<b>TOTAL ITALY</b>			<b>301</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>9</b>	<b>329</b>
<b>JAMAICA</b>															
MONTEGO BAY	THOMSON AIRWAYS LTD	C	8	0	0	38	38	25	0	0	0	21	75	9	8
<b>TOTAL MONTEGO BAY</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>75</b>	<b>9</b>	<b>8</b>
<b>TOTAL JAMAICA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>75</b>	<b>9</b>	<b>8</b>
<b>LATVIA</b>															
RIGA	RYANAIR	S	16	0	0	100	0	0	0	0	0	2	94	2	16
<b>TOTAL RIGA</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>94</b>	<b>2</b>	<b>16</b>
<b>TOTAL LATVIA</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>94</b>	<b>2</b>	<b>16</b>



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			Actual (7)	Plan (8)											
<b>LIBYA</b>															
TRIPOLI	LIBYAN ARAB AIRLINES	S	22	0	4	68	18	5	9	0	0	24	29	30	28
TOTAL TRIPOLI			22	0	4	68	18	5	9	0	0	24	29	30	28
TOTAL LIBYA			22	0	4	68	18	5	9	0	0	24	29	30	28
<b>MALTA</b>															
MALTA	AIR MALTA	S	36	0	0	94	3	3	0	0	0	3	82	9	38
	EASYJET AIRLINE COMPANY LTD	S	36	0	0	86	8	6	0	0	0	6	92	6	36
	THOMAS COOK AIRLINES LTD	C	7	0	0	71	0	0	29	0	0	46	100	0	8
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	88	4	8
TOTAL MALTA			87	0	0	90	5	3	2	0	0	7	88	6	90
TOTAL MALTA			87	0	0	90	5	3	2	0	0	7	88	6	90
<b>MEXICO</b>															
CANCUN	THOMAS COOK AIRLINES LTD	S	18	0	0	72	11	6	0	11	0	46	0	0	0
	THOMSON AIRWAYS LTD	C	35	0	0	66	17	14	3	0	0	16	56	24	32
TOTAL CANCUN			53	0	0	68	15	11	2	4	0	26	62	21	50
TOTAL MEXICO			53	0	0	68	15	11	2	4	0	26	62	21	50
<b>MOROCCO</b>															
AGADIR (AL MASSIRA)	THOMSON AIRWAYS LTD	S	18	0	0	89	0	6	6	0	0	8	88	4	16
TOTAL AGADIR (AL MASSIRA)			18	0	0	89	0	6	6	0	0	8	88	4	16
MARRAKESH	EASYJET AIRLINE COMPANY LTD	S	28	0	0	93	4	4	0	0	0	3	96	2	26
	THOMSON AIRWAYS LTD	S	17	1	0	82	12	6	0	0	0	5	72	20	18
TOTAL MARRAKESH			45	1	0	89	7	4	0	0	0	4	87	9	46
TOTAL MOROCCO			63	1	0	89	5	5	2	0	0	5	87	7	62
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	98	0	0	91	7	2	0	0	0	4	90	5	102
	KLM	S	292	0	0	88	8	3	1	0	0	6	86	9	310
	KLM CITYHOPPER	S	22	1	0	95	5	0	0	0	0	2	100	6	2
TOTAL AMSTERDAM			412	1	0	89	8	2	1	0	0	5	87	8	414
TOTAL NETHERLANDS			412	1	0	89	8	2	1	0	0	5	87	8	414
<b>NORWAY</b>															
BERGEN	GERMANIA FLUGGESELLSCHAFT	C	5	0	0	60	40	0	0	0	0	10	0	0	0
	SAS	S	18	0	0	56	11	17	17	0	0	29	72	17	18
TOTAL BERGEN			23	0	0	57	17	13	13	0	0	25	73	17	22
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	26	0	1	62	31	4	0	4	0	23	78	16	36
	SAS	S	46	0	0	93	0	2	4	0	0	6	84	5	38
TOTAL OSLO (GARDERMOEN)			72	0	1	82	11	3	3	1	0	12	81	10	74
RYGGE	RYANAIR	S	36	0	0	94	6	0	0	0	0	2	92	4	36
TOTAL RYGGE			36	0	0	94	6	0	0	0	0	2	92	4	36
STAVANGER	NORWEGIAN AIR SHUTTLE	S	18	0	0	94	6	0	0	0	0	6	100	5	2

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Reporting Airport: MANCHESTER (Full Analysis)

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL STAVANGER			19	0	0	95	5	0	0	0	0	6	100	5	2
TROMSOE	GERMANIA FLUGGESELLSCHAFT	C	3	0	0	33	0	33	33	0	0	65	0	0	0
TOTAL TROMSOE			3	0	0	33	0	33	33	0	0	65	67	46	6
TOTAL NORWAY			153	0	1	82	10	4	4	1	0	12	82	11	140
PAKISTAN															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	36	0	0	44	11	28	17	0	0	30	18	77	28
TOTAL ISLAMABAD			36	0	0	44	11	28	17	0	0	30	39	54	56
KARACHI	PAKISTAN INTL AIRLINES	S	9	0	0	44	0	33	11	0	11	92	44	33	9
TOTAL KARACHI			9	0	0	44	0	33	11	0	11	92	44	33	9
LAHORE	PAKISTAN INTL AIRLINES	S	16	0	0	13	44	6	31	6	0	63	45	26	22
TOTAL LAHORE			16	0	0	13	44	6	31	6	0	63	45	26	22
TOTAL PAKISTAN			61	0	0	36	18	23	20	2	2	48	41	45	87
POLAND															
GDANSK	RYANAIR	S	18	0	0	83	11	6	0	0	0	5	89	31	18
TOTAL GDANSK			18	0	0	83	11	6	0	0	0	5	89	31	18
KATOWICE	RYANAIR	S	16	0	0	75	25	0	0	0	0	5	94	3	16
TOTAL KATOWICE			16	0	0	75	25	0	0	0	0	5	94	3	16
KRAKOW	RYANAIR	S	26	0	0	92	8	0	0	0	0	2	0	0	0
TOTAL KRAKOW			26	0	0	92	8	0	0	0	0	2	0	0	0
RZESZOW	RYANAIR	S	20	0	0	90	0	5	5	0	0	6	89	15	19
TOTAL RZESZOW			20	0	0	90	0	5	5	0	0	6	89	15	19
WARSAW (MODLIN MASOVIA)	RYANAIR	S	26	0	0	88	8	4	0	0	0	4	0	0	0
TOTAL WARSAW (MODLIN MASOVIA)			26	0	0	88	8	4	0	0	0	4	0	0	0
TOTAL POLAND			106	0	0	87	9	3	1	0	0	4	86	13	79
PORTUGAL(EXCLUDING MADEIRA)															
FARO	JET2.COM LTD	S	24	0	0	71	8	17	4	0	0	15	88	6	8
	MONARCH AIRLINES	S	46	0	0	85	11	4	0	0	0	6	83	9	54
	RYANAIR	S	30	0	0	83	7	10	0	0	0	9	100	1	40
TOTAL FARO			100	0	0	81	9	9	1	0	0	9	90	6	105
LISBON	AIR PORTUGAL	S	62	0	0	82	16	2	0	0	0	8	45	21	62
TOTAL LISBON			62	0	0	82	16	2	0	0	0	8	45	21	62
TOTAL PORTUGAL(EXCLUDING MADEIRA)			162	0	0	81	12	6	1	0	0	8	74	11	167
PORTUGAL(MADEIRA)															
FUNCHAL	JET2.COM LTD	S	10	0	0	80	10	10	0	0	0	9	88	9	8
	THOMAS COOK AIRLINES LTD	C	9	0	0	78	0	0	11	11	0	43	100	2	8
	THOMSON AIRWAYS LTD	C	9	0	0	89	11	0	0	0	0	7	100	2	8
TOTAL FUNCHAL			28	0	0	82	7	4	4	4	0	19	96	4	24
TOTAL PORTUGAL(MADEIRA)			28	0	0	82	7	4	4	4	0	19	96	4	24

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			Actual (7)	Plan (8)											
<b>QATAR</b>															
DOHA HAMAD	QATAR AIRWAYS	S	88	0	0	75	13	8	5	0	0	13	67	18	90
TOTAL DOHA HAMAD			<b>88</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>18</b>	<b>90</b>
TOTAL QATAR			<b>88</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>18</b>	<b>90</b>
<b>RUSSIA</b>															
MOSCOW (DOMODEDOVO)	EASYJET AIRLINE COMPANY LTD	S	36	0	0	86	6	8	0	0	0	6	75	8	4
TOTAL MOSCOW (DOMODEDOVO)			<b>36</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>8</b>	<b>4</b>
TOTAL RUSSIA			<b>36</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>8</b>	<b>4</b>
<b>SINGAPORE</b>															
SINGAPORE	SINGAPORE AIRLINES	S	62	0	0	92	2	3	3	0	0	6	94	2	62
TOTAL SINGAPORE			<b>62</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>94</b>	<b>2</b>	<b>62</b>
TOTAL SINGAPORE			<b>62</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>94</b>	<b>2</b>	<b>62</b>
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	46	0	0	89	4	2	4	0	0	7	93	3	46
	JET2.COM LTD	S	38	1	0	66	26	8	0	0	0	12	50	27	40
	MONARCH AIRLINES	S	64	0	0	95	3	2	0	0	0	2	60	20	62
	RYANAIR	S	42	0	0	81	10	5	5	0	0	10	100	1	30
	THOMAS COOK AIRLINES LTD	C	18	0	0	89	0	0	11	0	0	16	89	13	18
	THOMSON AIRWAYS LTD	C	18	0	0	83	6	6	6	0	0	12	58	15	19
TOTAL ALICANTE			<b>226</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>14</b>	<b>215</b>
ALMERIA	MONARCH AIRLINES	S	2	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL ALMERIA			<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>
BARCELONA	ALITALIA (CAI)	C	2	0	0	50	0	50	0	0	0	23	0	0	0
	JET2.COM LTD	C	10	0	0	70	20	10	0	0	0	12	0	0	0
	JET2.COM LTD	S	38	0	2	76	16	8	0	0	0	11	66	21	32
	MONARCH AIRLINES	S	22	0	0	86	0	14	0	0	0	8	85	8	20
	RYANAIR	S	7	1	1	86	14	0	0	0	0	11	0	0	0
	THOMAS COOK AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	11	0	0	0
	TITAN AIRWAYS LTD	C	2	0	0	50	0	0	50	0	0	50	0	0	0
TOTAL BARCELONA			<b>83</b>	<b>3</b>	<b>5</b>	<b>77</b>	<b>12</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>16</b>	<b>52</b>
BILBAO	EASYJET AIRLINE COMPANY LTD	S	18	0	0	89	11	0	0	0	0	4	88	4	24
TOTAL BILBAO			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>4</b>	<b>24</b>
GIRONA	RYANAIR	S	26	0	0	88	12	0	0	0	0	4	98	2	44
TOTAL GIRONA			<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>98</b>	<b>2</b>	<b>44</b>
LIEIDA	THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	0	3	100	1	10
TOTAL LIEIDA			<b>9</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100</b>	<b>1</b>	<b>10</b>
MADRID	RYANAIR	S	36	0	0	69	17	6	6	3	0	21	87	5	38
TOTAL MADRID			<b>36</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>84</b>	<b>7</b>	<b>50</b>
MALAGA	EASYJET AIRLINE COMPANY LTD	S	38	0	0	68	16	11	5	0	0	14	93	4	40
	JET2.COM LTD	S	33	1	0	70	9	18	3	0	0	15	59	19	32

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			Actual (7)	Plan (8)											
MALAGA	MONARCH AIRLINES	S	54	0	0	83	6	11	0	0	0	8	67	13	54
	RYANAIR	S	34	1	0	82	9	9	0	0	0	7	78	11	49
	THOMAS COOK AIRLINES LTD	C	2	0	0	0	0	50	50	0	0	63	0	0	0
	THOMSON AIRWAYS LTD	C	38	0	0	84	11	5	0	0	0	7	89	6	28
<b>TOTAL MALAGA</b>			<b>199</b>	<b>2</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>11</b>	<b>203</b>
MURCIA SAN JAVIER	JET2.COM LTD	S	28	0	0	86	11	4	0	0	0	5	79	14	28
	RYANAIR	S	20	0	0	100	0	0	0	0	0	1	86	9	14
<b>TOTAL MURCIA SAN JAVIER</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>81</b>	<b>12</b>	<b>42</b>
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	2	0	0	100	0	0	0	0	0	0	70	36	20
	JET2.COM LTD	S	14	0	0	57	29	14	0	0	0	13	67	18	6
	MONARCH AIRLINES	S	16	0	0	100	0	0	0	0	0	2	60	17	20
	THOMSON AIRWAYS LTD	C	14	0	0	64	21	14	0	0	0	15	74	12	19
<b>TOTAL PALMA DE MALLORCA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>19</b>	<b>95</b>
<b>TOTAL SPAIN</b>			<b>693</b>	<b>6</b>	<b>5</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>12</b>	<b>749</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	JET2.COM LTD	S	36	0	0	83	8	6	3	0	0	8	63	19	19
	MONARCH AIRLINES	S	28	0	0	86	11	0	4	0	0	8	65	18	31
	RYANAIR	S	17	1	1	100	0	0	0	0	0	1	0	0	0
	THOMAS COOK AIRLINES LTD	S	36	0	0	81	11	8	0	0	0	8	0	0	0
	THOMSON AIRWAYS LTD	C	36	0	0	97	3	0	0	0	0	3	76	11	25
<b>TOTAL ARRECIFE</b>			<b>153</b>	<b>1</b>	<b>1</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>67</b>	<b>17</b>	<b>111</b>
FUERTEVENTURA	MONARCH AIRLINES	S	8	0	0	100	0	0	0	0	0	2	100	3	8
	THOMAS COOK AIRLINES LTD	S	26	0	0	81	4	4	12	0	0	16	0	0	0
	THOMSON AIRWAYS LTD	C	26	0	0	88	12	0	0	0	0	3	50	16	18
<b>TOTAL FUERTEVENTURA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>69</b>	<b>20</b>	<b>55</b>
LAS PALMAS	JET2.COM LTD	S	18	0	0	61	22	11	6	0	0	21	70	12	10
	MONARCH AIRLINES	S	9	1	0	89	11	0	0	0	0	2	50	18	8
	RYANAIR	C	2	0	0	50	0	50	0	0	0	19	0	0	0
	THOMAS COOK AIRLINES LTD	S	28	0	0	82	7	4	7	0	0	11	0	0	0
	THOMSON AIRWAYS LTD	C	28	0	0	93	4	4	0	0	0	5	92	4	26
<b>TOTAL LAS PALMAS</b>			<b>85</b>	<b>1</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>76</b>	<b>16</b>	<b>75</b>
SANTA CRUZ DE LA PALMA	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	90	5	10
<b>TOTAL SANTA CRUZ DE LA PALMA</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>90</b>	<b>5</b>	<b>10</b>
TENERIFE (SURREINA SOFIA)	EASYJET AIRLINE COMPANY LTD	S	51	0	1	84	12	0	2	2	0	10	89	4	54
	JET2.COM LTD	S	45	0	0	71	11	13	4	0	0	17	48	18	29
	MONARCH AIRLINES	S	78	1	0	88	9	3	0	0	0	5	56	19	80
	MONARCH AIRLINES	C	4	0	0	100	0	0	0	0	0	6	0	0	0
	RYANAIR	S	36	0	0	86	11	3	0	0	0	7	100	3	36
	THOMAS COOK AIRLINES LTD	S	36	0	0	86	6	0	3	3	3	30	0	0	0
	THOMSON AIRWAYS LTD	C	70	0	0	89	10	1	0	0	0	6	81	10	64
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>320</b>	<b>1</b>	<b>1</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>16</b>	<b>309</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>626</b>	<b>3</b>	<b>2</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>71</b>	<b>16</b>	<b>560</b>
<b>SWEDEN</b>															

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				Actual (7)	Plan (8)										
KIRUNA	ENTER AIR	C	2	0	0	50	0	0	50	0	0	79	0	0	0
<b>TOTAL KIRUNA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>0</b>	<b>0</b>	<b>0</b>
STOCKHOLM (ARLANDA)	NORWEGIAN AIR SHUTTLE	S	20	0	0	80	10	10	0	0	0	7	59	16	34
	SAS	S	90	0	0	88	8	1	3	0	0	7	89	7	88
	THOMSON AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	7	0	0	0
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>10</b>	<b>130</b>
<b>TOTAL SWEDEN</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>10</b>	<b>138</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	EASYJET AIRLINE COMPANY LTD	S	46	0	0	87	7	7	0	0	0	5	94	4	36
<b>TOTAL BASLE MULHOUSE</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>94</b>	<b>4</b>	<b>36</b>
GENEVA	EASYJET AIRLINE COMPANY LTD	S	100	1	0	84	9	6	1	0	0	8	80	9	100
	JET2.COM LTD	S	20	0	0	75	15	5	5	0	0	16	35	25	20
	MONARCH AIRLINES	C	10	0	0	100	0	0	0	0	0	1	50	15	10
	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	4	50	17	10
<b>TOTAL GENEVA</b>			<b>140</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>67</b>	<b>13</b>	<b>150</b>
ZURICH	HELVETIC AIRWAYS	S	6	1	0	83	17	0	0	0	0	5	31	23	26
	SWISS AIRLINES	S	122	0	1	84	9	6	1	0	0	8	68	13	160
<b>TOTAL ZURICH</b>			<b>128</b>	<b>1</b>	<b>1</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>63</b>	<b>14</b>	<b>186</b>
<b>TOTAL SWITZERLAND</b>			<b>314</b>	<b>2</b>	<b>1</b>	<b>85</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>68</b>	<b>13</b>	<b>372</b>
<b>TUNISIA</b>															
ENFIDHA - HAMMAMET INTL	THOMAS COOK AIRLINES LTD	C	26	0	0	88	8	4	0	0	0	5	76	30	38
	THOMSON AIRWAYS LTD	C	18	0	0	100	0	0	0	0	0	1	88	5	17
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>80</b>	<b>22</b>	<b>55</b>
<b>TOTAL TUNISIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>77</b>	<b>23</b>	<b>57</b>
<b>TURKEY</b>															
ANTALYA	FREEBIRD AIRLINES	C	14	0	0	86	7	7	0	0	0	7	0	0	0
	THOMAS COOK AIRLINES LTD	C	16	0	0	81	6	0	13	0	0	21	54	38	35
	THOMSON AIRWAYS LTD	C	7	0	0	71	29	0	0	0	0	9	72	12	18
<b>TOTAL ANTALYA</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>27</b>	<b>57</b>
DALAMAN	MONARCH AIRLINES	S	2	0	0	100	0	0	0	0	0	0	0	0	0
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	0	100	0	3
<b>TOTAL DALAMAN</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>12</b>	<b>8</b>
ISTANBUL	THY TURK HAVA YOLLARI TURKIS	S	124	0	0	81	8	10	2	0	0	8	83	6	90
<b>TOTAL ISTANBUL</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>6</b>	<b>90</b>
<b>TOTAL TURKEY</b>			<b>166</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>14</b>	<b>157</b>
<b>UNITED ARAB EMIRATES</b>															
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	122	0	2	62	15	13	9	1	0	23	80	10	124
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>122</b>	<b>0</b>	<b>2</b>	<b>62</b>	<b>15</b>	<b>13</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>80</b>	<b>10</b>	<b>124</b>
DUBAI	EMIRATES	S	186	0	0	57	22	17	4	0	0	18	49	23	186

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2014

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 DUBAI			186	0	0	57	22	17	4	0	0	18	49	23	186
TOTAL UNITED ARAB EMIRATES			308	0	2	59	19	15	6	0	0	20	61	18	310
UNITED KINGDOM															
ABERDEEN	BMI REGIONAL	S	136	0	0	87	6	3	2	2	0	11	91	6	138
	EASTERN AIRWAYS	C	4	0	0	25	0	75	0	0	0	27	60	24	10
	ESTONIAN AIR	C	2	0	0	100	0	0	0	0	0	6	0	0	0
	FLYBE LTD	S	237	0	0	88	8	3	2	0	0	6	64	21	222
TOTAL ABERDEEN			379	0	0	87	7	3	2	1	0	8	74	15	374
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	312	0	2	89	5	3	3	1	0	8	85	12	322
TOTAL BELFAST CITY (GEORGE BEST)			312	0	2	89	5	3	3	1	0	8	85	12	322
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	156	0	0	91	5	4	0	0	0	4	91	11	148
TOTAL BELFAST INTERNATIONAL			156	0	0	91	5	4	0	0	0	4	91	11	148
CAMBRIDGE	ESTONIAN AIR	C	2	0	0	100	0	0	0	0	0	11	0	0	0
TOTAL CAMBRIDGE			2	0	0	100	0	0	0	0	0	11	0	0	0
EDINBURGH	FLYBE LTD	S	170	0	2	92	5	2	1	0	0	5	82	10	155
TOTAL EDINBURGH			170	0	2	92	5	2	1	0	0	5	89	6	333
EXETER	FLYBE LTD	S	144	0	4	90	4	4	1	0	0	6	79	14	124
TOTAL EXETER			144	0	4	90	4	4	1	0	0	6	79	14	124
GLASGOW	FLYBE LTD	S	120	0	2	93	5	1	1	0	0	4	84	10	108
TOTAL GLASGOW			120	0	2	93	5	1	1	0	0	4	84	10	108
GUERNSEY	AURIGNY AIR SERVICES	S	120	0	4	91	6	3	1	0	0	6	83	18	114
TOTAL GUERNSEY			120	0	4	91	6	3	1	0	0	6	83	18	114
HEATHROW	BRITISH AIRWAYS PLC	S	477	0	0	87	10	3	1	0	0	7	70	14	616
	VIRGIN ATLANTIC AIRWAYS LTD	S	244	0	0	73	12	11	4	0	0	13	100	4	8
TOTAL HEATHROW			721	0	0	82	11	5	2	0	0	9	70	14	625
INVERNESS	FLYBE LTD	S	103	0	2	86	12	2	0	0	0	6	71	22	95
TOTAL INVERNESS			103	0	2	86	12	2	0	0	0	6	71	22	95
ISLE OF MAN	FLYBE LTD	S	207	0	3	85	8	3	4	0	0	10	89	7	217
TOTAL ISLE OF MAN			207	1	3	85	8	3	4	0	0	10	89	7	217
JERSEY	FLYBE LTD	S	62	0	0	77	2	6	15	0	0	20	77	11	56
TOTAL JERSEY			62	0	0	77	2	6	15	0	0	20	72	19	112
NEWQUAY	FLYBE LTD	S	36	0	0	86	3	0	6	6	0	20	86	11	36
TOTAL NEWQUAY			36	0	0	86	3	0	6	6	0	20	86	11	36
NORWICH	ESTONIAN AIR	C	2	0	0	50	0	0	50	0	0	43	0	0	0
	LOGANAIR	S	133	0	0	86	7	3	3	2	0	11	71	23	124
TOTAL NORWICH			135	0	0	85	7	3	4	1	0	11	72	23	127
SOUTHAMPTON	FLYBE LTD	S	198	0	4	84	9	3	4	0	0	9	83	9	192
TOTAL SOUTHAMPTON			198	0	4	84	9	3	4	0	0	9	83	9	192
TOTAL UNITED KINGDOM			2868	5	23	86	7	4	2	0	0	8	79	13	3119

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			UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights		
			MATCHED	Actual (7)											Plan (8)	
<b>USA</b>																
ATLANTA	DELTA AIRLINES	S	44	0	0	95	2	2	0	0	0	3	80	19	54	
TOTAL ATLANTA			<b>44</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>80</b>	<b>19</b>	<b>54</b>	
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	58	0	2	83	2	9	7	0	0	13	65	18	62	
TOTAL CHICAGO (O'HARE)			<b>58</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>2</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>65</b>	<b>18</b>	<b>62</b>	
LAS VEGAS	VIRGIN ATLANTIC AIRWAYS LTD	S	2	0	0	50	50	0	0	0	0	15	67	16	18	
TOTAL LAS VEGAS			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>63</b>	<b>16</b>	<b>19</b>	
NEW YORK (JF KENNEDY)	AMERICAN AIRLINES	S	62	0	0	87	5	5	3	0	0	7	66	17	62	
	PAKISTAN INTL AIRLINES	S	9	0	0	0	33	22	22	11	11	125	0	72	13	
TOTAL NEW YORK (JF KENNEDY)			<b>71</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>8</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>55</b>	<b>27</b>	<b>75</b>	
NEW YORK (NEWARK)	UNITED AIRLINES	S	62	0	0	87	6	6	0	0	0	6	53	27	62	
TOTAL NEW YORK (NEWARK)			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>53</b>	<b>27</b>	<b>62</b>	
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	88	7	5	0	0	0	5	66	14	80	
TOTAL ORLANDO			<b>61</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>66</b>	<b>14</b>	<b>80</b>	
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	62	0	0	63	10	23	5	0	0	18	50	27	62	
TOTAL PHILADELPHIA INTERNATIONAL			<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>10</b>	<b>23</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>50</b>	<b>27</b>	<b>62</b>	
WASHINGTON (DULLES)	UNITED AIRLINES	S	54	0	0	96	2	2	0	0	0	2	70	20	40	
TOTAL WASHINGTON (DULLES)			<b>54</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>20</b>	<b>40</b>	
TOTAL USA			<b>415</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>6</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>63</b>	<b>21</b>	<b>478</b>	
TOTAL MANCHESTER			<b>11405</b>	<b>25</b>	<b>45</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>13</b>	<b>11772</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>AUSTRIA</b>															
INNSBRUCK	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	2	100	1	10
TOTAL INNSBRUCK			10	0	0	100	0	0	0	0	0	2	100	1	10
SALZBURG	THOMSON AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	3	86	6	7
TOTAL SALZBURG			7	0	0	100	0	0	0	0	0	3	86	6	7
TOTAL AUSTRIA			17	0	0	100	0	0	0	0	0	3	94	3	17
<b>BARBADOS</b>															
BRIDGETOWN	THOMSON AIRWAYS LTD	C	5	0	0	60	0	20	0	20	0	59	100	3	2
TOTAL BRIDGETOWN			5	0	0	60	0	20	0	20	0	59	100	3	2
TOTAL BARBADOS			5	0	0	60	0	20	0	20	0	59	100	3	2
<b>BELGIUM</b>															
BRUSSELS	BMI REGIONAL	S	92	0	0	95	3	0	0	2	0	7	0	0	0
TOTAL BRUSSELS			92	0	0	95	3	0	0	2	0	7	76	14	139
TOTAL BELGIUM			92	0	0	95	3	0	0	2	0	7	76	14	139
<b>BULGARIA</b>															
SOFIA	BH AIR	C	5	0	0	80	20	0	0	0	0	4	100	0	3
TOTAL SOFIA			5	0	0	80	20	0	0	0	0	4	100	0	3
TOTAL BULGARIA			5	0	0	80	20	0	0	0	0	4	100	0	3
<b>CYPRUS</b>															
PAPHOS	THOMSON AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	5	57	13	7
TOTAL PAPHOS			7	0	0	100	0	0	0	0	0	5	67	11	9
TOTAL CYPRUS			7	0	0	100	0	0	0	0	0	5	70	10	10
<b>CZECH REPUBLIC</b>															
PRAGUE	JET2.COM LTD	S	18	0	0	78	17	6	0	0	0	9	94	6	18
TOTAL PRAGUE			18	0	0	78	17	6	0	0	0	9	94	6	18
TOTAL CZECH REPUBLIC			18	0	0	78	17	6	0	0	0	9	94	6	18
<b>DENMARK</b>															
COPENHAGEN	CIMBER AIR A/S	S	50	0	0	96	4	0	0	0	0	2	61	16	31
TOTAL COPENHAGEN			50	0	0	96	4	0	0	0	0	2	61	16	31
TOTAL DENMARK			50	0	0	96	4	0	0	0	0	2	61	16	31
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	5	100	3	8
	THOMSON AIRWAYS LTD	C	18	0	0	100	0	0	0	0	0	2	94	106	16
TOTAL SHARM EL SHEIKH (OPHIRA)			26	0	0	96	4	0	0	0	0	3	96	72	24
TOTAL EGYPT			26	0	0	96	4	0	0	0	0	3	96	72	24



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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>FRANCE</b>															
CHAMBERY	JET2.COM LTD	S	10	0	0	40	30	20	10	0	0	26	40	135	10
<b>TOTAL CHAMBERY</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>30</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>40</b>	<b>135</b>	<b>10</b>
PARIS (CHARLES DE GAULLE)	HOP - BRIT AIR	S	160	0	0	91	6	2	1	0	0	6	75	13	150
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>13</b>	<b>150</b>
<b>TOTAL FRANCE</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>21</b>	<b>165</b>
<b>GERMANY</b>															
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	52	0	0	94	4	2	0	0	0	3	67	16	49
<b>TOTAL DUSSELDORF</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>67</b>	<b>16</b>	<b>49</b>
<b>TOTAL GERMANY</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>66</b>	<b>16</b>	<b>50</b>
<b>IRISH REPUBLIC</b>															
CORK	AER ARANN	S	6	0	0	83	17	0	0	0	0	8	0	0	0
	JET2.COM LTD	S	14	0	0	71	29	0	0	0	0	12	45	36	20
<b>TOTAL CORK</b>			<b>20</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>11</b>	<b>45</b>	<b>36</b>	<b>20</b>
DUBLIN	AER ARANN	S	112	0	0	92	4	4	0	0	0	4	0	0	0
	RYANAIR	S	80	0	0	85	11	1	3	0	0	8	62	36	82
<b>TOTAL DUBLIN</b>			<b>192</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>62</b>	<b>36</b>	<b>82</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>212</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>59</b>	<b>36</b>	<b>102</b>
<b>ITALY</b>															
TURIN	THOMSON AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	1	67	8	3
<b>TOTAL TURIN</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>8</b>	<b>3</b>
<b>TOTAL ITALY</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>9</b>	<b>11</b>
<b>MALTA</b>															
MALTA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	94	6	0	0	0	0	5	94	2	18
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>94</b>	<b>2</b>	<b>18</b>
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>94</b>	<b>2</b>	<b>18</b>
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	36	0	0	92	3	6	0	0	0	5	93	3	44
	KLM	S	119	0	0	97	3	0	0	0	0	2	91	4	219
	KLM CITYHOPPER	S	133	0	0	95	5	0	0	0	0	2	87	5	31
<b>TOTAL AMSTERDAM</b>			<b>288</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>91</b>	<b>4</b>	<b>294</b>
<b>TOTAL NETHERLANDS</b>			<b>288</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>91</b>	<b>4</b>	<b>294</b>
<b>NORWAY</b>															
BERGEN	FLYBE LTD	C	2	0	0	50	50	0	0	0	0	15	0	0	0
<b>TOTAL BERGEN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>50</b>	<b>73</b>	<b>4</b>
STAVANGER	EASTERN AIRWAYS	S	35	0	3	80	9	6	6	0	0	15	71	18	35
	WIDEROE FLYVESELSKAP A/S	S	36	0	0	89	8	3	0	0	0	5	94	4	34

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2014

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013		
			UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 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 STAVANGER			71	0	3	85	8	4	3	0	0	10	83	11	69
TOTAL NORWAY			73	0	3	84	10	4	3	0	0	10	81	14	73
POLAND															
KRAKOW	JET2.COM LTD	S	18	0	0	72	17	6	6	0	0	15	39	45	18
TOTAL KRAKOW			18	0	0	72	17	6	6	0	0	15	39	45	18
TOTAL POLAND			18	0	0	72	17	6	6	0	0	15	39	45	18
PORTUGAL(EXCLUDING MADEIRA)															
FARO	EASYJET AIRLINE COMPANY LTD	S	28	0	0	100	0	0	0	0	0	2	87	5	30
TOTAL FARO			28	0	0	100	0	0	0	0	0	2	89	5	36
TOTAL PORTUGAL(EXCLUDING MADEIRA)			28	0	0	100	0	0	0	0	0	2	89	5	36
SPAIN															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	46	0	0	83	11	7	0	0	0	8	86	12	44
	JET2.COM LTD	S	38	0	0	66	21	13	0	0	0	13	68	35	40
	THOMSON AIRWAYS LTD	C	8	0	0	75	0	13	13	0	0	16	78	16	9
TOTAL ALICANTE			92	0	0	75	14	10	1	0	0	11	79	21	102
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	36	0	0	86	14	0	0	0	0	5	89	7	36
TOTAL BARCELONA			36	2	0	86	14	0	0	0	0	5	89	7	36
MALAGA	EASYJET AIRLINE COMPANY LTD	S	46	0	0	76	13	11	0	0	0	10	96	9	48
	JET2.COM LTD	S	20	0	0	75	20	5	0	0	0	12	73	14	30
	THOMSON AIRWAYS LTD	C	16	0	0	69	25	6	0	0	0	10	100	4	10
TOTAL MALAGA			82	0	0	74	17	9	0	0	0	10	89	10	88
TOTAL SPAIN			210	2	0	77	15	8	0	0	0	10	82	16	254
SPAIN(CANARY ISLANDS)															
ARRECIFE	JET2.COM LTD	S	18	0	0	89	6	6	0	0	0	6	78	12	18
	THOMAS COOK AIRLINES LTD	S	8	0	0	88	13	0	0	0	0	4	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	3	100	7	8
TOTAL ARRECIFE			34	0	0	88	9	3	0	0	0	5	88	8	34
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	S	10	0	0	90	10	0	0	0	0	3	0	0	0
TOTAL FUERTEVENTURA			10	0	0	90	10	0	0	0	0	3	50	27	10
LAS PALMAS	JET2.COM LTD	S	10	0	0	80	10	10	0	0	0	10	100	8	1
	THOMAS COOK AIRLINES LTD	S	10	0	0	90	10	0	0	0	0	3	0	0	0
	THOMSON AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	6	75	9	8
TOTAL LAS PALMAS			30	0	0	87	10	3	0	0	0	6	65	14	17
TENERIFE (SURREINA SOFIA)	EASYJET AIRLINE COMPANY LTD	S	18	0	0	67	17	0	17	0	0	24	0	0	0
	JET2.COM LTD	S	26	0	0	85	12	0	4	0	0	10	86	8	28
	THOMAS COOK AIRLINES LTD	S	26	0	0	92	0	0	0	8	0	22	0	0	0
	THOMSON AIRWAYS LTD	C	34	0	0	82	15	3	0	0	0	8	74	11	27
TOTAL TENERIFE (SURREINA SOFIA)			104	0	0	83	11	1	4	2	0	14	81	9	83
TOTAL SPAIN(CANARY ISLANDS)			178	0	0	85	10	2	2	1	0	11	78	11	144

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2014

## Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013			
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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>SWITZERLAND</b>																
GENEVA	EASYJET AIRLINE COMPANY LTD	S	54	0	0	96	0	2	2	0	0	3	78	13	54	
	THOMSON AIRWAYS LTD	C	7	0	0	86	14	0	0	0	0	6	71	17	7	
<b>TOTAL GENEVA</b>			<b>61</b>	<b>1</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>77</b>	<b>14</b>	<b>61</b>	
<b>TOTAL SWITZERLAND</b>			<b>61</b>	<b>1</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>77</b>	<b>14</b>	<b>61</b>	
<b>TUNISIA</b>																
ENFIDHA - HAMMAMET INTL	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	2	75	7	8	
<b>TOTAL ENFIDHA - HAMMAMET INTL</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>78</b>	<b>8</b>	<b>9</b>	
<b>TOTAL TUNISIA</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>78</b>	<b>8</b>	<b>9</b>	
<b>UNITED ARAB EMIRATES</b>																
DUBAI	EMIRATES	S	62	0	0	77	6	13	3	0	0	14	66	11	62	
<b>TOTAL DUBAI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>6</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>66</b>	<b>11</b>	<b>62</b>	
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>6</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>66</b>	<b>11</b>	<b>62</b>	
<b>UNITED KINGDOM</b>																
ABERDEEN	EASTERN AIRWAYS	S	172	0	2	72	15	4	9	0	0	18	77	18	195	
<b>TOTAL ABERDEEN</b>			<b>172</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>15</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>77</b>	<b>18</b>	<b>195</b>	
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	58	4	0	90	2	5	3	0	0	6	74	23	82	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>58</b>	<b>4</b>	<b>0</b>	<b>90</b>	<b>2</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>23</b>	<b>82</b>	
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	142	0	0	89	7	3	1	0	0	5	91	6	150	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>6</b>	<b>151</b>	
BIRMINGHAM	EASTERN AIRWAYS	S	82	0	2	85	10	2	2	0	0	9	83	13	100	
<b>TOTAL BIRMINGHAM</b>			<b>82</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>13</b>	<b>100</b>	
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	138	0	0	96	3	1	1	0	0	3	91	5	138	
<b>TOTAL BRISTOL</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>91</b>	<b>5</b>	<b>138</b>	
CARDIFF WALES	EASTERN AIRWAYS	S	81	1	13	80	9	2	9	0	0	15	82	11	89	
<b>TOTAL CARDIFF WALES</b>			<b>81</b>	<b>1</b>	<b>13</b>	<b>80</b>	<b>9</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>82</b>	<b>10</b>	<b>91</b>	
EXETER	FLYBE LTD	S	40	0	2	80	5	13	3	0	0	13	79	16	62	
<b>TOTAL EXETER</b>			<b>40</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>5</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>16</b>	<b>62</b>	
GATWICK	DENIM AIR	C	3	0	0	100	0	0	0	0	0	1	0	0	0	
	EASYJET AIRLINE COMPANY LTD	S	8	0	0	100	0	0	0	0	0	2	0	0	0	
	FLYBE LTD	S	128	2	6	81	7	6	5	0	0	13	82	14	148	
<b>TOTAL GATWICK</b>			<b>139</b>	<b>2</b>	<b>6</b>	<b>83</b>	<b>6</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>14</b>	<b>149</b>	
HEATHROW	BRITISH AIRWAYS PLC	S	304	0	0	88	7	4	2	0	0	7	74	12	357	
<b>TOTAL HEATHROW</b>			<b>304</b>	<b>3</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>12</b>	<b>359</b>	
ISLE OF MAN	LINKSAIR LTD	S	2	0	0	0	0	100	0	0	0	36	0	0	0	
	VANAIR EUROPE AS	S	32	2	0	88	6	6	0	0	0	4	100	0	36	
<b>TOTAL ISLE OF MAN</b>			<b>34</b>	<b>2</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>0</b>	<b>36</b>	
LUTON	BMI REGIONAL	C	2	0	0	50	50	0	0	0	0	14	0	0	0	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013			
		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 LUTON			2	0	0	50	50	0	0	0	0	14	0	0	0
SOUTHAMPTON	BMI REGIONAL	C	2	0	0	100	0	0	0	0	0	4	0	0	0
	FLYBE LTD	S	145	0	5	78	8	6	6	1	0	13	84	15	154
TOTAL SOUTHAMPTON			147	0	5	78	8	6	6	1	0	13	84	15	154
TOTAL UNITED KINGDOM			1340	17	30	84	8	4	4	0	0	10	81	12	1536
TOTAL NEWCASTLE			2941	20	33	86	8	4	2	0	0	8	80	14	3083

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2014

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013		
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
INNSBRUCK	THOMSON AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	0	100	1	10
	TYROLEAN AIRWAYS	C	10	0	0	100	0	0	0	0	0	2	100	3	10
<b>TOTAL INNSBRUCK</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>2</b>	<b>20</b>
LINZ	RYANAIR	S	26	0	0	73	8	15	4	0	0	15	77	15	44
<b>TOTAL LINZ</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>8</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>15</b>	<b>44</b>
SALZBURG	RYANAIR	S	64	0	0	88	8	5	0	0	0	5	82	14	60
	THOMSON AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	0	100	0	3
<b>TOTAL SALZBURG</b>			<b>67</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>13</b>	<b>63</b>
<b>TOTAL AUSTRIA</b>			<b>113</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>13</b>	<b>161</b>
<b>BULGARIA</b>															
PLOVDIV	RYANAIR	S	18	0	0	89	11	0	0	0	0	5	73	13	22
<b>TOTAL PLOVDIV</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>73</b>	<b>13</b>	<b>22</b>
SOFIA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	94	6	0	0	0	0	3	83	9	18
<b>TOTAL SOFIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>83</b>	<b>9</b>	<b>18</b>
<b>TOTAL BULGARIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>11</b>	<b>40</b>
<b>CYPRUS</b>															
PAPHOS	RYANAIR	S	34	0	0	76	21	3	0	0	0	8	59	19	32
<b>TOTAL PAPHOS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>67</b>	<b>17</b>	<b>39</b>
<b>TOTAL CYPRUS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>67</b>	<b>17</b>	<b>39</b>
<b>CZECH REPUBLIC</b>															
BRNO (TURANY)	RYANAIR	S	62	0	0	90	5	2	3	0	0	7	87	10	61
<b>TOTAL BRNO (TURANY)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>10</b>	<b>61</b>
OSTRAVA	RYANAIR	S	26	0	0	96	4	0	0	0	0	3	0	0	0
<b>TOTAL OSTRAVA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	86	0	0	93	2	5	0	0	0	3	87	5	84
<b>TOTAL PRAGUE</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>87</b>	<b>5</b>	<b>84</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>174</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>87</b>	<b>7</b>	<b>145</b>
<b>DENMARK</b>															
AARHUS (TIRSTRUP)	RYANAIR	S	36	0	0	92	3	0	6	0	0	8	90	6	48
<b>TOTAL AARHUS (TIRSTRUP)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>6</b>	<b>48</b>
BILLUND	RYANAIR	S	142	0	0	92	5	1	1	1	0	7	70	17	142
<b>TOTAL BILLUND</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>17</b>	<b>142</b>
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	96	0	0	89	7	4	0	0	0	4	86	7	100
<b>TOTAL COPENHAGEN</b>			<b>96</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>86</b>	<b>7</b>	<b>100</b>
<b>TOTAL DENMARK</b>			<b>274</b>	<b>0</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>79</b>	<b>12</b>	<b>290</b>

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Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013			
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			Actual (7)	Plan (8)												
<b>EGYPT</b>																
SHARM EL SHEIKH (OPHIRA)	EASYJET AIRLINE COMPANY LTD	S	25	1	1	92	0	4	4	0	0	4	100	1	18	
TOTAL SHARM EL SHEIKH (OPHIRA)			<b>25</b>	<b>1</b>	<b>1</b>	<b>92</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>93</b>	<b>5</b>	<b>28</b>	
TOTAL EGYPT			<b>25</b>	<b>1</b>	<b>1</b>	<b>92</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>93</b>	<b>5</b>	<b>28</b>	
<b>ESTONIA</b>																
TALLIN	RYANAIR	S	28	1	0	100	0	0	0	0	0	2	0	45	2	
TOTAL TALLIN			<b>28</b>	<b>1</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>45</b>	<b>2</b>	
TOTAL ESTONIA			<b>28</b>	<b>1</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>45</b>	<b>2</b>	
<b>FINLAND</b>																
TAMPERE	RYANAIR	S	34	0	0	91	6	3	0	0	0	4	92	3	26	
TOTAL TAMPERE			<b>34</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>92</b>	<b>3</b>	<b>26</b>	
TOTAL FINLAND			<b>34</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>92</b>	<b>3</b>	<b>26</b>	
<b>FRANCE</b>																
BERGERAC	RYANAIR	S	30	0	0	87	7	7	0	0	0	9	69	17	36	
TOTAL BERGERAC			<b>30</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>17</b>	<b>36</b>	
BIARRITZ	RYANAIR	S	22	0	0	82	9	9	0	0	0	7	72	18	36	
TOTAL BIARRITZ			<b>22</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>7</b>	<b>72</b>	<b>18</b>	<b>36</b>	
BORDEAUX	RYANAIR	S	26	0	0	92	4	4	0	0	0	5	0	0	0	
TOTAL BORDEAUX			<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	
CARCASSONNE	RYANAIR	S	28	0	0	89	11	0	0	0	0	4	63	23	38	
TOTAL CARCASSONNE			<b>28</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>63</b>	<b>23</b>	<b>38</b>	
CHAMBERY	TITAN AIRWAYS LTD	C	30	0	0	43	17	27	13	0	0	28	38	32	32	
TOTAL CHAMBERY			<b>30</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>17</b>	<b>27</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>38</b>	<b>32</b>	<b>32</b>	
DINARD	RYANAIR	S	26	0	0	92	4	0	0	4	0	15	94	6	31	
TOTAL DINARD			<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>15</b>	<b>94</b>	<b>6</b>	<b>31</b>	
GRENOBLE	EASYJET AIRLINE COMPANY LTD	S	10	0	0	90	10	0	0	0	0	2	67	13	12	
	RYANAIR	S	26	0	0	85	8	8	0	0	0	5	64	15	22	
TOTAL GRENOBLE			<b>37</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>69</b>	<b>13</b>	<b>39</b>	
LA ROCHELLE	RYANAIR	S	30	0	0	73	17	10	0	0	0	11	94	3	32	
TOTAL LA ROCHELLE			<b>30</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>94</b>	<b>3</b>	<b>32</b>	
LIMOGES	RYANAIR	S	36	0	0	94	6	0	0	0	0	4	75	9	36	
TOTAL LIMOGES			<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>75</b>	<b>9</b>	<b>36</b>	
LYON	EASYJET AIRLINE COMPANY LTD	S	64	0	0	86	9	5	0	0	0	5	82	7	74	
TOTAL LYON			<b>64</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>5</b>	<b>82</b>	<b>7</b>	<b>74</b>	
MARSEILLE	RYANAIR	S	62	0	0	74	13	11	2	0	0	11	79	11	62	
TOTAL MARSEILLE			<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>11</b>	<b>62</b>	
NICE	EASYJET AIRLINE COMPANY LTD	S	34	0	0	74	15	6	6	0	0	17	95	3	38	

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ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2014

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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 NICE			34	0	0	74	15	6	6	0	0	17	95	3	39
POITIERS	RYANAIR	S	22	0	0	91	5	5	0	0	0	4	82	9	28
TOTAL POITIERS			22	0	0	91	5	5	0	0	0	4	82	9	28
STRASBOURG	RYANAIR	S	26	0	0	92	8	0	0	0	0	3	50	22	6
TOTAL STRASBOURG			26	0	0	92	8	0	0	0	0	3	50	22	6
TARBES-LOURDES INTERNATIONAL	RYANAIR	S	18	0	0	72	17	0	0	11	0	31	92	4	24
TOTAL TARBES-LOURDES INTERNATIONAL			18	0	0	72	17	0	0	11	0	31	92	4	24
TOURS	RYANAIR	S	20	0	0	100	0	0	0	0	0	0	77	10	26
TOTAL TOURS			20	0	0	100	0	0	0	0	0	0	77	10	26
TOTAL FRANCE			511	0	0	82	10	6	1	1	0	9	78	12	601
GERMANY															
BERLIN (SCHONEFELD)	RYANAIR	S	86	0	0	86	8	3	2	0	0	6	74	15	70
TOTAL BERLIN (SCHONEFELD)			86	0	0	86	8	3	2	0	0	6	74	15	70
BREMEN	RYANAIR	S	142	0	0	96	2	1	1	0	0	3	81	11	122
TOTAL BREMEN			142	0	0	96	2	1	1	0	0	3	81	11	122
COLOGNE BONN	GERMANWINGS	S	120	0	0	90	5	3	2	0	0	6	80	15	132
TOTAL COLOGNE BONN			120	0	0	90	5	3	2	0	0	6	80	15	132
DORTMUND	RYANAIR	S	62	0	0	73	23	5	0	0	0	10	0	0	0
TOTAL DORTMUND			62	0	0	73	23	5	0	0	0	10	0	0	0
DUSSELDORF	AIR BERLIN	S	154	0	2	90	6	2	2	0	0	6	81	9	134
TOTAL DUSSELDORF			154	0	2	90	6	2	2	0	0	6	81	9	134
HAHN	RYANAIR	S	144	0	0	88	8	4	0	0	0	5	70	13	142
TOTAL HAHN			144	0	0	88	8	4	0	0	0	5	70	13	142
HANOVER	GERMANWINGS	S	104	0	0	93	4	3	0	0	0	3	69	14	104
TOTAL HANOVER			104	0	0	93	4	3	0	0	0	3	69	14	104
KARLSRUHE/BADEN BADEN	RYANAIR	S	62	0	0	87	8	3	2	0	0	7	76	13	72
TOTAL KARLSRUHE/BADEN BADEN			62	0	0	87	8	3	2	0	0	7	76	13	72
LEIPZIG	RYANAIR	S	36	0	0	100	0	0	0	0	0	1	90	5	40
TOTAL LEIPZIG			36	0	0	100	0	0	0	0	0	1	90	5	40
MEMMINGEN ALLGAU	RYANAIR	S	56	0	0	84	9	7	0	0	0	7	73	19	59
TOTAL MEMMINGEN ALLGAU			56	0	0	84	9	7	0	0	0	7	73	19	59
MUNICH	EASYJET AIRLINE COMPANY LTD	S	62	0	0	95	2	3	0	0	0	3	84	10	90
TOTAL MUNICH			62	0	0	95	2	3	0	0	0	3	84	10	90
NIEDERRHEIN	RYANAIR	S	82	0	0	96	1	2	0	0	0	2	87	7	124
TOTAL NIEDERRHEIN			82	0	0	96	1	2	0	0	0	2	87	7	124
NUREMBERG	RYANAIR	S	62	0	0	85	8	6	0	0	0	7	100	2	4
TOTAL NUREMBERG			62	1	0	85	8	6	0	0	0	7	100	2	4
STUTTGART	GERMANWINGS	S	60	0	0	98	2	0	0	0	0	2	83	11	70

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			Actual (7)	Plan (8)											
TOTAL STUTTGART			60	0	0	98	2	0	0	0	0	2	83	11	70
TOTAL GERMANY			1232	3	2	90	6	3	1	0	0	5	79	12	1163
GREECE															
SALONIKA	RYANAIR	S	36	0	0	100	0	0	0	0	0	2	85	7	26
TOTAL SALONIKA			36	0	0	100	0	0	0	0	0	2	85	7	26
TOTAL GREECE			36	0	0	100	0	0	0	0	0	2	80	9	41
HUNGARY															
BUDAPEST	RYANAIR	S	142	0	0	87	11	1	0	1	0	9	78	12	176
TOTAL BUDAPEST			142	0	0	87	11	1	0	1	0	9	78	12	176
TOTAL HUNGARY			142	0	0	87	11	1	0	1	0	9	78	12	176
IRISH REPUBLIC															
CORK	RYANAIR	S	142	0	0	86	9	4	1	1	0	7	76	12	124
TOTAL CORK			142	0	0	86	9	4	1	1	0	7	76	12	124
DUBLIN	RYANAIR	S	497	0	0	78	16	6	0	0	0	9	61	21	410
TOTAL DUBLIN			498	0	0	78	16	6	0	0	0	9	61	21	410
IRELAND WEST(KNOCK)	RYANAIR	S	80	0	0	90	6	1	3	0	0	6	77	14	62
TOTAL IRELAND WEST(KNOCK)			80	0	0	90	6	1	3	0	0	6	77	14	62
KERRY COUNTY	RYANAIR	S	36	0	0	97	0	3	0	0	0	2	71	17	62
TOTAL KERRY COUNTY			36	0	0	97	0	3	0	0	0	2	71	17	62
SHANNON	RYANAIR	S	110	0	0	90	4	6	0	0	0	6	81	9	108
TOTAL SHANNON			110	0	0	90	4	6	0	0	0	6	81	9	108
TOTAL IRISH REPUBLIC			866	0	0	83	12	5	0	0	0	8	68	17	766
ITALY															
ALGHERO/SASSARI	RYANAIR	S	38	0	0	89	3	5	3	0	0	6	83	12	30
TOTAL ALGHERO/SASSARI			38	0	0	89	3	5	3	0	0	6	83	12	30
ANCONA	RYANAIR	S	36	0	0	75	19	6	0	0	0	8	61	13	46
TOTAL ANCONA			36	0	0	75	19	6	0	0	0	8	61	13	46
BARI (PALESE)	RYANAIR	S	34	0	0	88	6	6	0	0	0	9	94	5	34
TOTAL BARI (PALESE)			34	0	0	88	6	6	0	0	0	9	94	5	34
BERGAMO	RYANAIR	S	248	0	2	84	11	4	1	0	0	8	69	16	186
TOTAL BERGAMO			248	0	2	84	11	4	1	0	0	8	69	16	186
BOLOGNA	RYANAIR	S	62	0	0	82	10	5	2	2	0	13	69	13	62
TOTAL BOLOGNA			62	0	0	82	10	5	2	2	0	13	69	13	62
BRINDISI	RYANAIR	S	20	0	0	85	5	0	10	0	0	12	69	32	26
TOTAL BRINDISI			20	0	0	85	5	0	10	0	0	12	69	32	26
CAGLIARI (ELMAS)	EASYJET AIRLINE COMPANY LTD	S	30	0	0	87	7	7	0	0	0	6	85	8	34
TOTAL CAGLIARI (ELMAS)			30	0	0	87	7	7	0	0	0	6	85	8	34



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				Actual (7)	Plan (8)										
COMISO	RYANAIR	S	18	0	0	94	0	6	0	0	0	4	0	0	0
<b>TOTAL COMISO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
GENOA	RYANAIR	S	22	0	0	82	5	9	5	0	0	13	53	27	32
<b>TOTAL GENOA</b>			<b>22</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>13</b>	<b>53</b>	<b>27</b>	<b>32</b>
LAMETIA-TERME	RYANAIR	S	20	0	0	85	10	0	5	0	0	8	87	5	31
<b>TOTAL LAMETIA-TERME</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>5</b>	<b>31</b>
NAPLES	EASYJET AIRLINE COMPANY LTD	S	64	0	0	86	6	5	3	0	0	8	89	5	74
<b>TOTAL NAPLES</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>5</b>	<b>74</b>
PALERMO	RYANAIR	S	30	0	0	37	53	10	0	0	0	19	64	20	42
<b>TOTAL PALERMO</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>53</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>64</b>	<b>20</b>	<b>42</b>
PARMA	RYANAIR	S	26	0	0	73	23	4	0	0	0	10	58	20	26
<b>TOTAL PARMA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>58</b>	<b>20</b>	<b>26</b>
PERUGIA	RYANAIR	S	28	0	0	96	4	0	0	0	0	3	68	10	28
<b>TOTAL PERUGIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>68</b>	<b>10</b>	<b>28</b>
PESCARA	RYANAIR	S	46	0	0	98	2	0	0	0	0	3	89	5	36
<b>TOTAL PESCARA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>5</b>	<b>36</b>
PISA	RYANAIR	S	128	0	0	79	13	5	0	2	1	15	75	11	102
<b>TOTAL PISA</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>15</b>	<b>75</b>	<b>11</b>	<b>102</b>
ROME (CIAMPINO)	RYANAIR	S	248	1	0	90	8	2	0	0	0	5	68	14	186
<b>TOTAL ROME (CIAMPINO)</b>			<b>248</b>	<b>1</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>68</b>	<b>14</b>	<b>186</b>
TREVISO	RYANAIR	S	116	0	0	78	16	4	1	0	0	10	72	17	114
<b>TOTAL TREVISO</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>16</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>17</b>	<b>114</b>
TRIESTE (RONCHI DEI LEGIONARI)	RYANAIR	S	36	0	0	92	6	3	0	0	0	4	71	12	48
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</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>4</b>	<b>71</b>	<b>12</b>	<b>48</b>
TURIN	RYANAIR	S	96	0	0	91	6	3	0	0	0	5	62	16	98
	THOMSON AIRWAYS LTD	C	6	0	0	100	0	0	0	0	0	0	60	13	5
<b>TOTAL TURIN</b>			<b>102</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>62</b>	<b>16</b>	<b>103</b>
<b>TOTAL ITALY</b>			<b>1352</b>	<b>2</b>	<b>2</b>	<b>85</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>72</b>	<b>14</b>	<b>1242</b>
LATVIA															
RIGA	RYANAIR	S	124	0	0	94	3	1	2	0	0	4	88	7	122
<b>TOTAL RIGA</b>			<b>124</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>88</b>	<b>7</b>	<b>122</b>
<b>TOTAL LATVIA</b>			<b>124</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>88</b>	<b>7</b>	<b>122</b>
LITHUANIA															
KAUNAS	RYANAIR	S	54	0	0	93	6	0	2	0	0	4	94	4	62
<b>TOTAL KAUNAS</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>4</b>	<b>62</b>
VILNIUS	RYANAIR	S	62	0	0	95	5	0	0	0	0	2	84	12	62
<b>TOTAL VILNIUS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>12</b>	<b>62</b>
<b>TOTAL LITHUANIA</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>8</b>	<b>124</b>

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Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013			
			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			Actual (7)	Plan (8)												
<b>MALTA</b>																
MALTA	RYANAIR	S	22	0	0	95	5	0	0	0	0	2	61	12	38	
TOTAL MALTA			22	0	0	95	5	0	0	0	0	2	61	12	38	
TOTAL MALTA			22	0	0	95	5	0	0	0	0	2	61	12	38	
<b>MOROCCO</b>																
FEZ	RYANAIR	S	18	0	0	56	33	6	6	0	0	15	67	36	6	
TOTAL FEZ			18	0	0	56	33	6	6	0	0	15	67	36	6	
MARRAKESH	EASYJET AIRLINE COMPANY LTD	S	36	0	0	97	3	0	0	0	0	1	88	13	26	
	RYANAIR	S	26	0	0	62	27	12	0	0	0	14	68	17	22	
TOTAL MARRAKESH			62	0	0	82	13	5	0	0	0	6	79	15	48	
RABAT	RYANAIR	S	26	0	0	54	31	15	0	0	0	16	0	0	0	
TOTAL RABAT			26	0	0	54	31	15	0	0	0	16	0	0	0	
TOTAL MOROCCO			106	0	0	71	21	8	1	0	0	10	78	17	54	
<b>NETHERLANDS</b>																
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	176	0	0	94	5	2	0	0	0	3	94	4	176	
TOTAL AMSTERDAM			176	0	0	94	5	2	0	0	0	3	94	4	176	
EINDHOVEN	RYANAIR	S	184	0	0	91	5	4	0	1	0	6	73	10	124	
TOTAL EINDHOVEN			184	0	0	91	5	4	0	1	0	6	73	10	124	
MAASTRICHT	RYANAIR	S	34	0	0	94	3	3	0	0	0	3	90	5	52	
TOTAL MAASTRICHT			34	0	0	94	3	3	0	0	0	3	90	5	52	
TOTAL NETHERLANDS			394	0	0	92	5	3	0	0	0	4	86	6	352	
<b>NORWAY</b>																
HAUGESUND	RYANAIR	S	26	0	0	85	8	0	4	4	0	17	96	3	28	
TOTAL HAUGESUND			26	0	0	85	8	0	4	4	0	17	96	3	28	
RYGGE	RYANAIR	S	186	0	0	96	3	1	0	0	0	3	91	5	186	
TOTAL RYGGE			186	0	0	96	3	1	0	0	0	3	91	5	186	
SANDEFJORD(TORP)	RYANAIR	S	78	0	0	91	5	0	4	0	0	7	90	8	62	
TOTAL SANDEFJORD(TORP)			78	0	0	91	5	0	4	0	0	7	90	8	62	
TOTAL NORWAY			290	0	0	94	4	1	1	0	0	5	92	5	276	
<b>POLAND</b>																
BYDGOSZCZ	RYANAIR	S	46	0	0	87	9	0	4	0	0	8	80	17	45	
TOTAL BYDGOSZCZ			46	0	0	87	9	0	4	0	0	8	80	17	45	
GDANSK	RYANAIR	S	94	0	0	89	4	4	2	0	0	7	80	9	123	
TOTAL GDANSK			94	0	0	89	4	4	2	0	0	7	80	9	123	
KATOWICE	RYANAIR	S	62	0	0	84	5	10	0	0	2	13	76	13	124	
TOTAL KATOWICE			62	0	0	84	5	10	0	0	2	13	76	13	124	
KRAKOW	RYANAIR	S	140	0	0	81	10	6	1	1	0	11	81	13	124	

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			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL KRAKOW			140	0	0	81	10	6	1	1	0	11	81	13	124
LODZ LUBLINEK	RYANAIR	S	44	0	0	86	2	9	0	2	0	14	91	4	54
TOTAL LODZ LUBLINEK			44	0	0	86	2	9	0	2	0	14	91	4	54
LUBLIN (PORT LOTNICZY)	RYANAIR	S	28	0	0	64	32	4	0	0	0	11	75	14	24
TOTAL LUBLIN (PORT LOTNICZY)			28	0	0	64	32	4	0	0	0	11	75	14	24
POZNAN	RYANAIR	S	62	0	0	85	10	3	0	0	2	13	77	10	61
TOTAL POZNAN			62	0	0	85	10	3	0	0	2	13	77	10	61
RZESZOW	RYANAIR	S	46	0	0	91	4	2	2	0	0	8	71	42	45
TOTAL RZESZOW			46	0	0	91	4	2	2	0	0	8	71	42	45
SZCZECIN (GOLENOW)	RYANAIR	S	30	0	0	87	10	0	0	0	3	18	76	12	34
TOTAL SZCZECIN (GOLENOW)			30	0	0	87	10	0	0	0	3	18	76	12	34
WARSAW (MODLIN MASOVIA)	RYANAIR	S	186	0	0	96	3	1	1	0	0	3	0	0	0
TOTAL WARSAW (MODLIN MASOVIA)			186	0	0	96	3	1	1	0	0	3	0	0	0
WROCLAW	RYANAIR	S	80	0	0	94	3	0	4	0	0	8	63	20	62
TOTAL WROCLAW			80	0	0	94	3	0	4	0	0	8	63	20	62
TOTAL POLAND			818	0	0	88	6	4	1	0	0	9	77	14	884
PORTUGAL(EXCLUDING MADEIRA)															
FARO	RYANAIR	S	41	0	0	61	27	12	0	0	0	12	77	13	60
TOTAL FARO			41	0	0	61	27	12	0	0	0	12	77	13	61
LISBON	MONARCH AIRLINES	C	2	0	0	50	50	0	0	0	0	13	0	0	0
	RYANAIR	S	127	0	0	78	14	5	3	0	0	11	0	0	0
	SATA	C	2	0	0	0	50	0	50	0	0	42	0	0	0
TOTAL LISBON			131	0	0	76	15	5	4	0	0	11	0	0	0
OPORTO (PORTUGAL)	RYANAIR	S	134	0	0	78	13	4	4	0	0	12	64	16	106
TOTAL OPORTO (PORTUGAL)			134	0	0	78	13	4	4	0	0	12	64	16	106
TOTAL PORTUGAL(EXCLUDING MADEIRA)			306	0	0	75	16	6	4	0	0	12	69	15	167
REPUBLIC OF MOLDOVA															
CHISINAU (KISHINEV)	AIR MOLDOVA INTERNATIONAL	S	16	0	0	63	13	13	13	0	0	23	0	0	0
TOTAL CHISINAU (KISHINEV)			16	0	0	63	13	13	13	0	0	23	0	0	0
TOTAL REPUBLIC OF MOLDOVA			16	0	0	63	13	13	13	0	0	23	0	0	0
SLOVAK REPUBLIC															
BRATISLAVA	RYANAIR	S	96	1	0	92	4	4	0	0	0	4	75	11	106
TOTAL BRATISLAVA			96	1	0	92	4	4	0	0	0	4	75	11	106
TOTAL SLOVAK REPUBLIC			96	1	0	92	4	4	0	0	0	4	75	11	106
SLOVENIA															
LJUBLJANA	EASYJET AIRLINE COMPANY LTD	S	46	0	0	89	2	4	4	0	0	6	87	6	60
TOTAL LJUBLJANA			46	0	0	89	2	4	4	0	0	6	87	6	60

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				Actual (7)	Plan (8)										
TOTAL SLOVENIA			46	0	0	89	2	4	4	0	0	6	87	6	60
SPAIN															
ALICANTE	RYANAIR	S	66	0	0	91	5	5	0	0	0	6	85	9	82
TOTAL ALICANTE			66	0	0	91	5	5	0	0	0	6	90	6	135
ASTURIAS	EASYJET AIRLINE COMPANY LTD	S	28	0	0	79	14	0	7	0	0	9	88	5	34
TOTAL ASTURIAS			28	0	0	79	14	0	7	0	0	9	88	5	34
BARCELONA	RYANAIR	S	132	0	0	84	11	3	2	0	0	6	81	9	124
TOTAL BARCELONA			132	0	0	84	11	3	2	0	0	6	81	9	124
BILBAO	EASYJET AIRLINE COMPANY LTD	S	46	0	0	83	9	7	2	0	0	8	92	7	71
TOTAL BILBAO			46	0	0	83	9	7	2	0	0	8	92	7	71
GIRONA	RYANAIR	S	30	0	0	87	7	0	7	0	0	10	46	22	28
TOTAL GIRONA			30	0	0	87	7	0	7	0	0	10	46	22	28
MADRID	RYANAIR	S	132	0	0	70	14	15	1	0	0	13	77	15	114
TOTAL MADRID			132	0	0	70	14	15	1	0	0	13	77	15	114
MALAGA	EASYJET AIRLINE COMPANY LTD	S	30	0	0	73	13	10	3	0	0	11	100	2	33
	RYANAIR	S	92	0	0	73	20	7	1	0	0	10	76	12	86
TOTAL MALAGA			122	0	0	73	18	7	2	0	0	10	82	9	119
MURCIA SAN JAVIER	RYANAIR	S	31	1	0	87	6	6	0	0	0	6	80	9	46
TOTAL MURCIA SAN JAVIER			31	1	0	87	6	6	0	0	0	6	80	9	46
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	46	0	0	91	7	2	0	0	0	4	86	9	50
	RYANAIR	S	30	1	0	70	23	7	0	0	0	10	75	23	44
TOTAL PALMA DE MALLORCA			76	1	0	83	13	4	0	0	0	6	80	15	96
REUS	RYANAIR	S	20	0	0	95	0	5	0	0	0	5	67	35	18
TOTAL REUS			20	0	0	95	0	5	0	0	0	5	67	35	18
SANTANDER	RYANAIR	S	36	0	0	94	6	0	0	0	0	2	91	9	46
TOTAL SANTANDER			36	0	0	94	6	0	0	0	0	2	91	9	46
SANTIAGO DE COMPOSTELA (SPAIN)	RYANAIR	S	28	0	0	96	4	0	0	0	0	2	79	8	28
TOTAL SANTIAGO DE COMPOSTELA (SPAIN)			28	0	0	96	4	0	0	0	0	2	79	8	28
SEVILLE	RYANAIR	S	46	1	0	46	41	11	2	0	0	16	75	15	44
TOTAL SEVILLE			46	1	0	46	41	11	2	0	0	16	75	15	44
VALENCIA	RYANAIR	S	54	0	0	83	11	2	4	0	0	9	94	5	48
TOTAL VALENCIA			54	0	0	83	11	2	4	0	0	9	94	5	48
ZARAGOZA	RYANAIR	S	46	0	0	87	13	0	0	0	0	6	50	36	42
TOTAL ZARAGOZA			46	0	0	87	13	0	0	0	0	6	50	36	42
TOTAL SPAIN			893	3	0	80	13	6	1	0	0	8	80	12	1027
SPAIN(CANARY ISLANDS)															
ARRECIFE	RYANAIR	S	36	0	0	69	22	8	0	0	0	10	75	14	32
	THOMSON AIRWAYS LTD	C	18	0	0	83	6	0	0	11	0	28	75	19	8

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			Actual (7)	Plan (8)											
<b>TOTAL ARRECIFE</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>14</b>	<b>41</b>
FUERTEVENTURA	RYANAIR	S	28	0	0	100	0	0	0	0	0	3	89	5	18
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	6	0	0	0
<b>TOTAL FUERTEVENTURA</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>90</b>	<b>4</b>	<b>20</b>
LAS PALMAS	RYANAIR	S	28	0	0	75	21	4	0	0	0	11	75	14	24
	THOMSON AIRWAYS LTD	C	10	0	0	80	20	0	0	0	0	4	100	3	8
<b>TOTAL LAS PALMAS</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>11</b>	<b>32</b>
TENERIFE (SURREINA SOFIA)	RYANAIR	S	54	0	0	76	9	9	6	0	0	12	65	16	48
	THOMSON AIRWAYS LTD	C	16	0	0	75	13	13	0	0	0	9	67	9	18
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>66</b>	<b>14</b>	<b>67</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>198</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>12</b>	<b>160</b>
<b>SWEDEN</b>															
GOTEBORG (SAVE)	RYANAIR	S	124	0	0	95	3	0	2	0	0	3	77	13	124
<b>TOTAL GOTEBORG (SAVE)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>77</b>	<b>13</b>	<b>124</b>
MALMO	RYANAIR	S	34	0	0	88	12	0	0	0	0	5	69	14	42
<b>TOTAL MALMO</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>69</b>	<b>14</b>	<b>42</b>
STOCKHOLM (SKAVSTA)	RYANAIR	S	140	0	0	87	9	3	1	1	0	8	81	12	124
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>12</b>	<b>124</b>
VASTERAS	RYANAIR	S	34	0	0	91	0	9	0	0	0	6	75	15	40
<b>TOTAL VASTERAS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>15</b>	<b>40</b>
<b>TOTAL SWEDEN</b>			<b>332</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>13</b>	<b>332</b>
<b>SWITZERLAND</b>															
GENEVA	EASYJET AIRLINE COMPANY LTD	S	118	1	0	92	4	3	2	0	0	5	83	9	120
<b>TOTAL GENEVA</b>			<b>118</b>	<b>2</b>	<b>1</b>	<b>92</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>9</b>	<b>120</b>
<b>TOTAL SWITZERLAND</b>			<b>118</b>	<b>2</b>	<b>1</b>	<b>92</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>10</b>	<b>121</b>
<b>TURKEY</b>															
ANTALYA	FREEBIRD AIRLINES	C	8	0	0	25	25	25	25	0	0	43	0	0	0
<b>TOTAL ANTALYA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>22</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>67</b>	<b>20</b>	<b>3</b>
ISTANBUL (SABIHA GOKCEN)	PEGASUS AIRLINES	C	2	0	0	100	0	0	0	0	0	7	0	0	0
	PEGASUS AIRLINES	S	126	1	0	81	10	8	1	0	0	9	80	9	126
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>128</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>9</b>	<b>126</b>
IZMIR (ADNAM MENDERES)	PEGASUS AIRLINES	S	20	0	0	100	0	0	0	0	0	0	100	3	20
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>3</b>	<b>20</b>
<b>TOTAL TURKEY</b>			<b>157</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>8</b>	<b>153</b>
<b>UNITED KINGDOM</b>															
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	220	0	0	94	4	3	0	0	0	3	88	8	224
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>220</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>3</b>	<b>88</b>	<b>8</b>	<b>224</b>
CITY OF DERRY (EGLINTON)	RYANAIR	S	78	0	0	96	4	0	0	0	0	3	81	10	80

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2014

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013		
			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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 CITY OF DERRY (EGLINTON)			78	0	0	96	4	0	0	0	0	3	81	10	80
DUNDEE	LOGANAIR	S	6	0	0	100	0	0	0	0	0	6	0	0	0
TOTAL DUNDEE			6	0	0	100	0	0	0	0	0	6	0	0	0
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	226	1	0	91	6	3	1	0	0	4	91	4	226
TOTAL EDINBURGH			226	1	0	91	6	3	1	0	0	4	91	4	226
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	190	0	0	91	3	5	2	0	0	5	91	4	192
TOTAL GLASGOW			190	0	0	91	3	5	2	0	0	5	91	4	192
GUERNSEY	AURIGNY AIR SERVICES	S	28	0	8	79	14	0	0	7	0	24	83	9	36
TOTAL GUERNSEY			28	0	8	79	14	0	0	7	0	24	83	9	36
TOTAL UNITED KINGDOM			749	3	9	92	4	3	1	0	0	4	89	6	760
TOTAL STANSTED			9638	23	18	87	8	4	1	0	0	7	79	12	9491

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2013				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	77	15	8	0	0	0	10	85	5	13	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	13	0	0	92	0	8	0	0	0	4	92	2	13	
<b>TOTAL AALBORG</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>4</b>	<b>4</b>	
AARHUS (TIRSTRUP)																		
	STANSTED	RYANAIR	S	A	18	0	0	89	6	0	6	0	0	8	92	6	24	
	STANSTED	RYANAIR	S	D	18	0	0	94	0	0	6	0	0	7	88	6	24	
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	A	25	0	0	88	4	4	4	0	0	6	95	4	39	
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	D	25	0	0	96	0	4	0	0	0	3	95	4	39	
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>93</b>	<b>5</b>	<b>5</b>	
ABERDEEN																		
	LONDON CITY	BA CITYFLYER LTD	S	A	67	0	0	85	6	4	4	0	0	9	73	13	64	
	LONDON CITY	BA CITYFLYER LTD	S	D	67	0	0	81	7	3	9	0	0	11	81	8	64	
	MANCHESTER	BMI REGIONAL	S	A	68	0	0	87	6	4	1	1	0	10	94	5	69	
	MANCHESTER	BMI REGIONAL	S	D	68	0	0	87	6	1	3	3	0	12	88	6	69	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	227	0	0	90	7	2	1	0	0	5	63	20	248	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	227	0	0	92	6	2	0	0	0	4	71	14	248	
	MANCHESTER	EASTERN AIRWAYS	C	A	2	0	0	0	0	100	0	0	0	36	40	35	5	
	MANCHESTER	EASTERN AIRWAYS	C	D	2	0	0	50	0	50	0	0	0	18	80	13	5	
	NEWCASTLE	EASTERN AIRWAYS	S	A	85	0	0	69	20	5	6	0	0	15	71	21	87	
	NEWCASTLE	EASTERN AIRWAYS	S	D	87	0	2	75	10	3	11	0	0	21	81	16	108	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	57	0	0	98	2	0	0	0	0	1	61	22	57	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	57	0	0	95	5	0	0	0	0	2	77	13	57	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	83	11	0	6	0	0	6	83	7	24	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	89	11	0	0	0	0	4	79	9	24	
	BIRMINGHAM	FLYBE LTD	S	A	81	0	3	85	9	4	2	0	0	7	72	24	67	
	BIRMINGHAM	FLYBE LTD	S	D	82	0	2	76	9	13	2	0	0	14	65	21	68	
	MANCHESTER	FLYBE LTD	S	A	118	0	0	91	6	3	1	0	0	5	67	21	110	
	MANCHESTER	FLYBE LTD	S	D	119	0	0	85	10	3	3	0	0	7	62	22	112	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	93	0	0	91	3	4	0	1	0	7	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	93	0	0	94	1	4	1	0	0	5	0	0	0	
<b>TOTAL ABERDEEN</b>					<b>1640</b>	<b>2</b>	<b>8</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>72</b>	<b>16</b>	<b>16</b>	
ABU DHABI INTERNATIONAL																		
	HEATHROW	ETIHAD AIRWAYS	S	A	93	0	0	44	17	19	16	1	2	46	43	29	93	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2013				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	92	0	1	64	14	12	7	1	2	33	57	21	93	
	MANCHESTER	ETIHAD AIRWAYS	S	A	61	0	1	56	15	16	11	2	0	29	79	10	62	
	MANCHESTER	ETIHAD AIRWAYS	S	D	61	0	1	69	15	10	7	0	0	17	81	11	62	
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>307</b>	<b>0</b>	<b>3</b>	<b>57</b>	<b>15</b>	<b>15</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>33</b>	<b>62</b>	<b>19</b>	<b>19</b>	
ABUJA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	90	6	0	0	0	3	51	71	11	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	90	3	3	0	0	3	30	90	9	31	
<b>TOTAL ABUJA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>40</b>	<b>81</b>	<b>10</b>	<b>10</b>	
ACCRA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	43	1	1	84	7	5	2	2	0	12	35	25	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	44	0	0	55	30	11	0	2	2	48	48	20	31	
<b>TOTAL ACCRA</b>					<b>87</b>	<b>1</b>	<b>1</b>	<b>69</b>	<b>18</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>30</b>	<b>55</b>	<b>19</b>	<b>19</b>	
ADDIS ABABA																		
	HEATHROW	ETHIOPIAN AIRLINES	S	A	27	0	0	93	0	0	4	4	0	13	41	30	27	
	HEATHROW	ETHIOPIAN AIRLINES	S	D	27	0	0	96	4	0	0	0	0	2	93	5	27	
<b>TOTAL ADDIS ABABA</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>67</b>	<b>17</b>	<b>17</b>	
AGADIR (AL MASSIRA)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	89	11	0	0	0	0	4	60	44	10	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	89	11	0	0	0	0	4	80	13	10	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	85	0	15	0	0	0	9	67	19	9	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	62	23	15	0	0	0	15	56	25	9	
	GATWICK	THOMSON AIRWAYS LTD	S	A	9	0	0	100	0	0	0	0	0	0	88	4	8	
	GATWICK	THOMSON AIRWAYS LTD	S	D	9	0	0	78	22	0	0	0	0	7	88	5	8	
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	9	0	0	89	0	11	0	0	0	5	88	4	8	
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	9	0	0	89	0	0	11	0	0	12	88	3	8	
<b>TOTAL AGADIR (AL MASSIRA)</b>					<b>82</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>16</b>	<b>16</b>	
AL MAKTUUM																		
ALESUND																		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	9	0	0	100	0	0	0	0	0	6	78	8	9	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	9	0	0	100	0	0	0	0	0	1	78	7	9	
<b>TOTAL ALESUND</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>78</b>	<b>7</b>	<b>7</b>	
ALGHERO/SASSARI																		



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013		
					19	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
ALGHERO/SASSARI	STANSTED	RYANAIR	S	A	19	0	0	84	5	5	5	0	0	7	87	10	15
	STANSTED	RYANAIR	S	D	19	0	0	95	0	5	0	0	0	5	80	14	15
<b>TOTAL ALGHERO/SASSARI</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>3</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>11</b>	<b>11</b>
ALGIERS	HEATHROW	AIR ALGERIE	S	A	19	0	0	26	11	37	21	0	5	71	5	50	20
	HEATHROW	AIR ALGERIE	S	D	19	0	0	32	16	21	26	0	5	66	10	44	20
	GATWICK	BRITISH AIRWAYS PLC	S	A	23	0	0	91	4	4	0	0	0	5	55	19	20
	GATWICK	BRITISH AIRWAYS PLC	S	D	23	0	0	74	26	0	0	0	0	9	50	16	20
<b>TOTAL ALGIERS</b>					<b>84</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>14</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>2</b>	<b>35</b>	<b>30</b>	<b>32</b>	<b>32</b>
ALICANTE	GATWICK	BRITISH AIRWAYS PLC	S	A	34	0	0	53	38	3	6	0	0	17	100	0	2
	GATWICK	BRITISH AIRWAYS PLC	S	D	34	0	0	68	26	3	3	0	0	13	100	7	2
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	69	23	8	0	0	0	11	15	41	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	62	31	8	0	0	0	9	54	18	13
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	89	0	11	0	0	0	7	44	20	9
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	78	11	11	0	0	0	10	56	14	9
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	65	0	0	85	14	0	2	0	0	7	77	14	66
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	65	0	0	78	15	5	2	0	0	9	81	10	68
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	94	6	0	0	0	0	3	89	4	19
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	76	24	0	0	0	0	8	89	4	19
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	19	0	0	89	0	0	11	0	0	10	81	7	16
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	19	0	0	79	11	0	11	0	0	17	75	12	16
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	87	4	4	4	0	0	7	91	4	23
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	91	4	0	4	0	0	6	96	3	23
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	83	13	4	0	0	0	8	86	13	22
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	83	9	9	0	0	0	9	86	11	22
	EDINBURGH	JET2.COM LTD	S	A	11	0	0	55	27	9	9	0	0	18	67	11	9
	EDINBURGH	JET2.COM LTD	S	D	11	0	0	91	0	9	0	0	0	8	89	5	9
	GLASGOW	JET2.COM LTD	S	A	14	0	0	64	29	7	0	0	0	13	0	67	2
	GLASGOW	JET2.COM LTD	S	D	14	0	0	79	7	14	0	0	0	11	100	3	2
	MANCHESTER	JET2.COM LTD	S	A	19	1	0	42	47	11	0	0	0	17	25	36	20
	MANCHESTER	JET2.COM LTD	S	D	19	0	0	89	5	5	0	0	0	7	75	18	20
	NEWCASTLE	JET2.COM LTD	S	A	19	0	0	42	37	21	0	0	0	18	55	39	20

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					MAR 2013					
					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
ALICANTE																		
	NEWCASTLE	JET2.COM LTD	S	D	19	0	0	89	5	5	0	0	0	7	80	31	20	
	BIRMINGHAM	MONARCH AIRLINES	C	A	23	0	0	83	4	4	9	0	0	10	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	D	23	0	0	65	22	4	9	0	0	19	0	0	0	
	GATWICK	MONARCH AIRLINES	S	A	27	0	0	93	7	0	0	0	0	5	22	39	27	
	GATWICK	MONARCH AIRLINES	S	D	27	0	0	89	11	0	0	0	0	6	70	18	27	
	LUTON	MONARCH AIRLINES	S	A	11	0	0	91	0	0	9	0	0	7	10	36	10	
	LUTON	MONARCH AIRLINES	S	D	11	0	0	100	0	0	0	0	0	7	80	13	10	
	MANCHESTER	MONARCH AIRLINES	S	A	32	0	0	97	0	3	0	0	0	2	42	26	31	
	MANCHESTER	MONARCH AIRLINES	S	D	32	0	0	94	6	0	0	0	0	3	77	14	31	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	13	0	0	69	23	0	8	0	0	14	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	13	0	0	92	0	0	8	0	0	8	0	0	0	
	BIRMINGHAM	RYANAIR	S	A	15	0	0	93	0	7	0	0	0	4	79	13	19	
	BIRMINGHAM	RYANAIR	S	D	15	0	0	93	7	0	0	0	0	4	89	8	19	
	EDINBURGH	RYANAIR	S	A	11	0	0	73	18	0	9	0	0	14	69	9	16	
	EDINBURGH	RYANAIR	S	D	11	0	0	73	18	0	9	0	0	16	69	13	16	
	MANCHESTER	RYANAIR	S	A	21	0	0	81	10	5	5	0	0	8	100	1	15	
	MANCHESTER	RYANAIR	S	D	21	0	0	81	10	5	5	0	0	12	100	2	15	
	STANSTED	RYANAIR	S	A	33	0	0	91	6	3	0	0	0	5	85	6	41	
	STANSTED	RYANAIR	S	D	33	0	0	91	3	6	0	0	0	7	85	12	41	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	50	0	0	0	0	11	60	13	5	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	80	14	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	0	11	0	0	19	78	23	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	0	0	11	0	0	12	100	2	9	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	18	100	4	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	14	100	0	5	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	20	75	16	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	8	60	17	5	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	20	75	5	4	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	17	100	2	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	9	0	0	78	11	11	0	0	0	13	22	24	9	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	9	0	0	89	0	0	11	0	0	11	90	7	10	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	16	75	27	4	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	16	80	8	5	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2013				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
<b>TOTAL ALICANTE</b>					<b>980</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>10</b>	<b>75</b>	<b>14</b>	<b>14</b>	
ALMATY																		
	HEATHROW	AIR ASTANA	S	A	9	0	0	100	0	0	0	0	0	1	56	16	9	
	HEATHROW	AIR ASTANA	S	D	9	0	0	56	44	0	0	0	0	10	33	28	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	85	15	0	0	0	0	4	85	13	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	100	0	0	0	0	0	1	42	30	12	
<b>TOTAL ALMATY</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>4</b>	<b>56</b>	<b>22</b>	<b>22</b>	
ALMERIA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	15	0	0	93	0	7	0	0	0	7	64	20	14	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	15	0	0	87	7	7	0	0	0	9	79	17	14	
<b>TOTAL ALMERIA</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>8</b>	<b>67</b>	<b>18</b>	<b>18</b>	
ALTENRHEIN																		
AMMAN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	48	0	0	88	10	2	0	0	0	4	81	7	32	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	48	0	0	88	6	6	0	0	0	5	81	9	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	69	8	8	15	0	0	17	62	21	13	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	69	31	0	0	0	0	12	38	30	13	
	HEATHROW	ROYAL JORDANIAN	S	A	31	1	0	81	10	10	0	0	0	8	52	21	31	
	HEATHROW	ROYAL JORDANIAN	S	D	31	0	0	81	10	10	0	0	0	7	58	17	31	
<b>TOTAL AMMAN</b>					<b>184</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>65</b>	<b>16</b>	<b>16</b>	
AMSTERDAM																		
	LONDON CITY	BA CITYFLYER LTD	S	A	118	0	0	86	3	3	7	1	0	11	92	5	118	
	LONDON CITY	BA CITYFLYER LTD	S	D	119	0	0	87	2	8	4	0	0	9	92	5	119	
	GATWICK	BRITISH AIRWAYS PLC	S	A	96	0	0	84	10	1	4	0	0	9	65	17	102	
	GATWICK	BRITISH AIRWAYS PLC	S	D	96	0	0	89	8	2	1	0	0	6	72	15	102	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	243	0	0	89	6	4	1	0	0	6	73	13	245	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	244	0	0	89	6	4	1	0	0	5	80	9	245	
	LONDON CITY	CITY JET	S	A	184	0	0	90	3	2	4	1	0	9	91	5	171	
	LONDON CITY	CITY JET	S	D	183	0	0	87	4	3	5	1	0	11	81	11	170	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	44	0	0	89	9	0	2	0	0	4	95	2	40	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	44	0	0	84	14	0	2	0	0	7	95	2	40	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	141	0	0	82	11	5	1	0	0	9	73	17	128	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 2013					
					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																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	142	0	0	88	7	4	1	0	0	6	85	10	128	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	94	0	6	0	0	0	3	86	10	22	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	94	6	0	0	0	0	3	86	12	22	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	113	0	0	88	7	4	1	0	0	6	88	7	103	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	113	0	0	92	4	2	2	0	0	5	89	4	103	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	49	0	0	86	10	4	0	0	0	6	90	5	51	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	49	0	0	96	4	0	0	0	0	2	90	4	51	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	89	6	6	0	0	0	4	95	3	22	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	94	0	6	0	0	0	5	91	4	22	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	88	0	0	93	6	1	0	0	0	3	92	4	88	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	88	0	0	94	3	2	0	0	0	2	95	3	88	
	BIRMINGHAM	FLYBE LTD	S	A	70	0	0	84	7	3	4	1	0	12	79	14	63	
	BIRMINGHAM	FLYBE LTD	S	D	70	0	0	76	14	1	7	1	0	17	87	8	63	
	BIRMINGHAM	KLM	S	A	94	0	0	90	9	1	0	0	0	4	92	5	88	
	BIRMINGHAM	KLM	S	D	94	0	0	85	13	1	1	0	0	8	97	1	88	
	EDINBURGH	KLM	S	A	95	0	0	93	6	1	0	0	0	3	93	3	89	
	EDINBURGH	KLM	S	D	95	0	0	98	1	1	0	0	0	3	85	7	89	
	GLASGOW	KLM	S	A	88	0	0	92	7	1	0	0	0	3	83	6	58	
	GLASGOW	KLM	S	D	88	0	0	92	7	1	0	0	0	4	81	15	57	
	HEATHROW	KLM	S	A	164	0	0	91	4	3	1	1	0	5	81	8	185	
	HEATHROW	KLM	S	D	164	0	1	92	5	1	1	1	0	5	82	7	185	
	MANCHESTER	KLM	S	A	146	0	0	91	7	2	0	0	0	5	85	9	155	
	MANCHESTER	KLM	S	D	146	0	0	85	10	3	2	0	0	7	88	9	155	
	NEWCASTLE	KLM	S	A	59	0	0	98	2	0	0	0	0	1	94	3	109	
	NEWCASTLE	KLM	S	D	60	0	0	95	5	0	0	0	0	3	89	5	110	
	BIRMINGHAM	KLM CITYHOPPER	S	A	56	1	0	89	4	2	4	2	0	12	90	4	60	
	BIRMINGHAM	KLM CITYHOPPER	S	D	56	0	0	88	4	4	4	2	0	14	93	5	60	
	EDINBURGH	KLM CITYHOPPER	S	A	62	0	0	90	8	0	2	0	0	4	91	4	66	
	EDINBURGH	KLM CITYHOPPER	S	D	62	0	0	90	6	2	2	0	0	4	85	10	65	
	GLASGOW	KLM CITYHOPPER	S	A	38	0	0	92	5	3	0	0	0	4	93	5	67	
	GLASGOW	KLM CITYHOPPER	S	D	38	0	0	95	0	3	3	0	0	4	84	9	67	
	HEATHROW	KLM CITYHOPPER	S	A	174	0	0	94	3	2	1	0	0	3	79	11	152	
	HEATHROW	KLM CITYHOPPER	S	D	173	0	0	97	2	1	0	0	0	2	93	3	149	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	MANCHESTER	KLM CITYHOPPER	S	A	11	1	0	91	9	0	0	0	0	3	100	8	1	
	MANCHESTER	KLM CITYHOPPER	S	D	11	0	0	100	0	0	0	0	0	1	100	4	1	
	NEWCASTLE	KLM CITYHOPPER	S	A	67	0	0	97	3	0	0	0	0	2	94	3	16	
	NEWCASTLE	KLM CITYHOPPER	S	D	66	0	0	92	8	0	0	0	0	3	80	8	15	
<b>TOTAL AMSTERDAM</b>					<b>4473</b>	<b>2</b>	<b>1</b>	<b>90</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>8</b>	<b>8</b>	
ANCONA																		
	STANSTED	RYANAIR	S	A	18	0	0	72	22	6	0	0	0	10	57	15	23	
	STANSTED	RYANAIR	S	D	18	0	0	78	17	6	0	0	0	6	65	12	23	
<b>TOTAL ANCONA</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>61</b>	<b>13</b>	<b>13</b>	
ANTALYA																		
	BIRMINGHAM	FREEBIRD AIRLINES	C	A	7	0	0	71	29	0	0	0	0	11	0	0	0	
	BIRMINGHAM	FREEBIRD AIRLINES	C	D	6	0	0	83	17	0	0	0	0	13	0	0	0	
	GATWICK	FREEBIRD AIRLINES	C	A	8	0	0	75	13	13	0	0	0	8	50	27	4	
	GATWICK	FREEBIRD AIRLINES	C	D	8	0	0	63	25	13	0	0	0	10	50	29	4	
	GLASGOW	FREEBIRD AIRLINES	C	A	3	0	0	33	0	67	0	0	0	32	0	0	0	
	GLASGOW	FREEBIRD AIRLINES	C	D	4	0	0	0	25	75	0	0	0	38	0	0	0	
	MANCHESTER	FREEBIRD AIRLINES	C	A	7	0	0	100	0	0	0	0	0	3	0	0	0	
	MANCHESTER	FREEBIRD AIRLINES	C	D	7	0	0	71	14	14	0	0	0	11	0	0	0	
	STANSTED	FREEBIRD AIRLINES	C	A	4	0	0	25	25	25	25	0	0	41	0	0	0	
	STANSTED	FREEBIRD AIRLINES	C	D	4	0	0	25	25	25	25	0	0	45	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	11	0	0	0	0	4	25	31	12	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	0	70	20	10	0	0	0	9	54	17	13	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	11	11	0	0	0	8	67	20	9	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	11	0	11	0	0	14	80	20	10	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	13	0	13	0	0	20	44	38	16	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	0	0	13	0	0	23	63	38	19	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	3	0	0	67	33	0	0	0	0	7	0	0	0	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	0	1	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	60	15	5	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	9	80	9	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	3	0	0	67	33	0	0	0	0	8	67	11	9	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	9	78	13	9	
<b>TOTAL ANTALYA</b>					<b>138</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>60</b>	<b>23</b>	<b>23</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2013				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	BRITISH AIRWAYS PLC	S	A	5	0	0	80	20	0	0	0	0	7	100	3	4	
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	75	0	0	25	0	0	34	75	8	4	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	18	0	0	89	0	11	0	0	0	7	100	4	11	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	17	0	0	94	0	6	0	0	0	4	67	15	12	
<b>TOTAL ANTIGUA</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>2</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>9</b>	<b>9</b>	
ANTWERP																		
	LONDON CITY	VLM (BELGIUM)	S	A	105	0	0	85	8	4	3	1	0	11	88	8	109	
	LONDON CITY	VLM (BELGIUM)	S	D	103	0	0	89	6	3	2	0	0	6	92	5	108	
<b>TOTAL ANTWERP</b>					<b>208</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>91</b>	<b>7</b>	<b>7</b>	
AQABA																		
ARRECIFE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	67	11	0	22	0	0	27	0	53	1	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	67	0	11	22	0	0	32	0	35	1	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	27	0	0	74	11	11	4	0	0	13	71	14	28	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	27	0	0	67	15	15	4	0	0	17	69	16	29	
	GLASGOW	JET2.COM LTD	S	A	13	0	0	92	8	0	0	0	0	5	89	8	9	
	GLASGOW	JET2.COM LTD	S	D	13	0	0	100	0	0	0	0	0	3	100	8	9	
	MANCHESTER	JET2.COM LTD	S	A	18	0	0	89	6	0	6	0	0	7	67	15	9	
	MANCHESTER	JET2.COM LTD	S	D	18	0	0	78	11	11	0	0	0	10	60	23	10	
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	89	11	0	0	0	0	4	89	9	9	
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	89	0	11	0	0	0	9	67	16	9	
	BIRMINGHAM	MONARCH AIRLINES	C	A	12	2	0	75	8	8	8	0	0	20	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	D	14	0	0	57	29	7	7	0	0	21	0	0	0	
	GATWICK	MONARCH AIRLINES	S	A	14	0	0	57	29	7	7	0	0	22	19	33	16	
	GATWICK	MONARCH AIRLINES	S	D	14	0	0	64	14	21	0	0	0	13	81	11	16	
	LUTON	MONARCH AIRLINES	S	A	14	0	0	79	7	7	7	0	0	13	50	26	10	
	LUTON	MONARCH AIRLINES	S	D	14	0	0	86	14	0	0	0	0	9	60	22	10	
	MANCHESTER	MONARCH AIRLINES	S	A	14	0	0	71	21	0	7	0	0	11	47	24	15	
	MANCHESTER	MONARCH AIRLINES	S	D	14	0	0	100	0	0	0	0	0	5	81	13	16	
	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	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	1	90	2	10	
	BIRMINGHAM	RYANAIR	S	D	13	0	0	92	8	0	0	0	0	4	91	11	11	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2013				
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Plan (8)												
ARRECIFE																		
	EDINBURGH	RYANAIR	S	A	11	0	0	91	0	9	0	0	0	3	75	20	8	
	EDINBURGH	RYANAIR	S	D	11	0	0	100	0	0	0	0	0	5	75	13	8	
	LUTON	RYANAIR	S	A	9	0	0	67	22	11	0	0	0	9	100	3	9	
	LUTON	RYANAIR	S	D	9	0	0	78	22	0	0	0	0	10	67	17	9	
	MANCHESTER	RYANAIR	S	A	8	1	1	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	1	0	0	0	
	STANSTED	RYANAIR	S	A	18	0	0	72	22	6	0	0	0	8	75	13	16	
	STANSTED	RYANAIR	S	D	18	0	0	67	22	11	0	0	0	12	75	14	16	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	9	0	0	89	0	0	11	0	0	10	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	9	0	0	89	0	0	11	0	0	16	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	14	0	0	93	7	0	0	0	0	5	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	14	0	0	86	14	0	0	0	0	4	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	9	0	0	100	0	0	0	0	0	1	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	9	0	0	89	11	0	0	0	0	7	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	18	0	0	83	6	11	0	0	0	6	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	18	0	0	78	17	6	0	0	0	9	0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	4	0	0	100	0	0	0	0	0	3	0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	4	0	0	75	25	0	0	0	0	5	0	0	0	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	14	0	0	93	0	0	7	0	0	6	78	14	9	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	14	0	0	100	0	0	0	0	0	3	78	11	9	
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	5	
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	5	100	4	5	
	GATWICK	THOMSON AIRWAYS LTD	C	A	18	0	0	89	6	6	0	0	0	4	75	8	12	
	GATWICK	THOMSON AIRWAYS LTD	C	D	18	0	0	89	6	6	0	0	0	10	69	11	13	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	5	4	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	75	13	4	
	LUTON	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	3	60	23	5	
	LUTON	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	3	80	11	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	18	0	0	100	0	0	0	0	0	1	75	12	12	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	18	0	0	94	6	0	0	0	0	5	77	10	13	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	7	4	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	6	100	7	4	
	STANSTED	THOMSON AIRWAYS LTD	C	A	9	0	0	78	11	0	0	11	0	27	75	18	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2013			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ARRECIFE	STANSTED	THOMSON AIRWAYS LTD	C	D	9	0	0	89	0	0	0	11	0	30	75	19	4
<b>TOTAL ARRECIFE</b>					<b>667</b>	<b>3</b>	<b>3</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>14</b>	<b>14</b>
ASHKHABAD	BIRMINGHAM	TURKMENISTAN AIRLINES	S	A	18	0	0	61	6	22	11	0	0	26	72	24	18
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	D	18	0	0	50	17	22	6	0	6	65	78	18	18
	HEATHROW	TURKMENISTAN AIRLINES	S	A	9	0	0	67	22	0	11	0	0	16	44	37	9
	HEATHROW	TURKMENISTAN AIRLINES	S	D	9	0	0	78	11	11	0	0	0	11	67	27	9
<b>TOTAL ASHKHABAD</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>13</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>35</b>	<b>69</b>	<b>25</b>	<b>25</b>
ASTANA	HEATHROW	AIR ASTANA	S	A	4	0	0	75	0	0	25	0	0	25	0	0	0
	HEATHROW	AIR ASTANA	S	D	4	0	0	75	0	0	0	25	0	78	0	0	0
<b>TOTAL ASTANA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>51</b>	<b>0</b>	<b>0</b>	<b>0</b>
ASTURIAS	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	79	14	0	7	0	0	9	88	5	17
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	79	14	0	7	0	0	9	88	5	17
<b>TOTAL ASTURIAS</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>5</b>	<b>5</b>
ATHENS	GATWICK	AEGEAN AIRLINES	S	A	16	0	0	94	6	0	0	0	0	3	93	3	30
	GATWICK	AEGEAN AIRLINES	S	D	16	0	0	75	25	0	0	0	0	8	83	11	30
	HEATHROW	AEGEAN AIRLINES	S	A	75	0	0	96	3	1	0	0	0	2	83	7	54
	HEATHROW	AEGEAN AIRLINES	S	D	75	0	0	93	5	1	0	0	0	3	76	10	54
	MANCHESTER	AEGEAN AIRLINES	C	A	2	0	0	0	50	50	0	0	0	40	0	0	0
	MANCHESTER	AEGEAN AIRLINES	C	D	2	0	0	0	0	0	100	0	0	101	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	65	0	0	92	3	2	2	0	2	22	67	14	67
	HEATHROW	BRITISH AIRWAYS PLC	S	D	65	0	0	88	5	3	3	2	0	12	61	16	67
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	78	0	11	0	11	0	42	100	0	9
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	78	0	11	0	11	0	46	89	6	9
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	94	3	3	0	0	0	3	85	7	34
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	94	3	3	0	0	0	5	82	9	34
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	85	0	8	0	0	8	39	93	2	14
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	85	0	8	0	0	8	34	86	5	14
<b>TOTAL ATHENS</b>					<b>422</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>12</b>	<b>78</b>	<b>10</b>	<b>10</b>



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 2013			
					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)											
ATLANTA	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	81	13	3	3	0	0	8	45	30	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	71	19	6	3	0	0	13	81	20	31
	HEATHROW	DELTA AIRLINES	S	A	89	0	0	94	4	0	1	0	0	3	70	12	63
	HEATHROW	DELTA AIRLINES	S	D	89	0	0	94	2	1	2	0	0	4	87	7	63
	MANCHESTER	DELTA AIRLINES	S	A	22	0	0	100	0	0	0	0	0	1	85	17	27
	MANCHESTER	DELTA AIRLINES	S	D	22	0	0	91	5	5	0	0	0	6	74	20	27
<b>TOTAL ATLANTA</b>					<b>284</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>5</b>	<b>75</b>	<b>15</b>	<b>15</b>
AUCKLAND INTERNATIONAL	HEATHROW	AIR NEW ZEALAND LTD	S	A	31	0	0	100	0	0	0	0	0	1	79	8	34
	HEATHROW	AIR NEW ZEALAND LTD	S	D	31	0	0	94	3	3	0	0	0	5	88	5	34
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>84</b>	<b>7</b>	<b>7</b>
AUSTIN (BERGSTROM)	HEATHROW	BRITISH AIRWAYS PLC	S	A	20	0	0	50	25	20	5	0	0	19	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	0	71	14	14	0	0	0	10	0	0	0
<b>TOTAL AUSTIN (BERGSTROM)</b>					<b>41</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>20</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
AZORES PONTA DELGADA																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	18	0	0	94	0	6	0	0	0	3	78	26	18	
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	18	0	1	78	11	6	6	0	0	10	50	33	18	
<b>TOTAL BACAU</b>					<b>36</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>64</b>	<b>29</b>	<b>29</b>	
BAGHDAD (GEC)																		
	GATWICK	IRAQI AIRWAYS	S	D	8	0	0	100	0	0	0	0	0	2	57	30	7	
<b>TOTAL BAGHDAD (GEC)</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>60</b>	<b>31</b>	<b>31</b>	
BAHRAIN																		
	HEATHROW	GULF AIR	S	A	62	0	0	87	8	2	3	0	0	8	94	5	54	
	HEATHROW	GULF AIR	S	D	62	0	0	87	5	6	0	2	0	10	81	6	54	
<b>TOTAL BAHRAIN</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>5</b>	<b>5</b>	
BAKU (HEYDER ALIYEV INT'L)																		
	HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	A	19	0	0	84	11	5	0	0	0	5	89	5	27	
	HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	D	19	0	0	84	11	5	0	0	0	4	70	10	27	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	74	23	3	0	0	0	9	84	6	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	77	19	3	0	0	0	10	74	9	31	
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>					<b>100</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>7</b>	<b>79</b>	<b>8</b>	<b>8</b>	
BALTIMORE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	84	6	10	0	0	0	6	45	21	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	84	6	6	3	0	0	9	74	12	31	
<b>TOTAL BALTIMORE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>60</b>	<b>17</b>	<b>17</b>	
BANDAR SERI BEGAWAN																		
	HEATHROW	ROYAL BRUNEI AIRLINES	S	A	30	0	1	43	37	17	0	0	3	32	58	20	31	
	HEATHROW	ROYAL BRUNEI AIRLINES	S	D	30	0	1	97	0	0	3	0	0	4	90	5	31	
<b>TOTAL BANDAR SERI BEGAWAN</b>					<b>60</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>18</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>18</b>	<b>74</b>	<b>12</b>	<b>12</b>	
BANGALORE (BENGALURU)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	90	6	0	3	0	0	5	84	6	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	84	6	3	6	0	0	12	65	33	31	
<b>TOTAL BANGALORE (BENGALURU)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>20</b>	<b>20</b>	
BANGKOK SUVARNABHUMI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	77	3	6	13	0	0	21	90	6	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	65	23	3	3	6	0	27	77	8	31	
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	A	58	0	0	76	16	7	2	0	0	11	77	10	62	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
BANGKOK SUVARNABHUMI	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	D	58	0	0	79	14	5	0	2	0	11	97	3	62
<b>TOTAL BANGKOK SUVARNABHUMI</b>					<b>178</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>86</b>	<b>7</b>	<b>7</b>
BANJUL	GATWICK	MONARCH AIRLINES	C	A	8	0	0	75	25	0	0	0	0	7	56	23	9
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	88	13	0	0	0	0	8	67	16	9
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	6	100	7	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	5	100	0	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	13	0	0	92	0	8	0	0	0	3	75	12	12
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	13	0	0	77	15	8	0	0	0	10	67	16	12
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	14	0	0	79	14	7	0	0	0	9	56	65	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	14	0	0	57	29	7	7	0	0	17	56	39	9
<b>TOTAL BANJUL</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>22</b>	<b>22</b>
BARCELONA	GATWICK	BRITISH AIRWAYS PLC	S	A	64	0	0	98	0	2	0	0	0	2	59	21	81
	GATWICK	BRITISH AIRWAYS PLC	S	D	64	0	0	91	8	2	0	0	0	6	59	21	80
	HEATHROW	BRITISH AIRWAYS PLC	S	A	191	0	0	87	5	4	3	0	0	8	77	13	206
	HEATHROW	BRITISH AIRWAYS PLC	S	D	191	0	0	91	4	4	2	0	0	6	76	13	205
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	172	0	0	87	6	4	3	0	0	7	90	7	172
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	172	0	0	82	11	5	2	0	0	9	84	12	172
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	87	5	6	2	0	0	7	94	5	62
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	89	3	3	5	0	0	8	85	6	62
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	89	11	0	0	0	0	4	94	4	18
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	83	17	0	0	0	0	7	83	9	18
	GLASGOW	JET2.COM LTD	S	A	9	0	0	22	33	33	11	0	0	33	100	9	2
	GLASGOW	JET2.COM LTD	S	D	9	0	0	78	0	22	0	0	0	12	100	2	2
	MANCHESTER	JET2.COM LTD	C	A	4	0	0	50	50	0	0	0	0	16	0	0	0
	MANCHESTER	JET2.COM LTD	S	A	19	0	2	68	21	11	0	0	0	14	56	25	16
	MANCHESTER	JET2.COM LTD	C	D	6	0	0	83	0	17	0	0	0	10	0	0	0
	MANCHESTER	JET2.COM LTD	S	D	19	0	0	84	11	5	0	0	0	8	75	18	16
	GATWICK	MONARCH AIRLINES	S	A	17	0	0	94	6	0	0	0	0	2	88	6	32
	GATWICK	MONARCH AIRLINES	S	D	17	0	0	94	6	0	0	0	0	2	81	10	32
	MANCHESTER	MONARCH AIRLINES	S	A	11	0	0	82	0	18	0	0	0	10	80	9	10
	MANCHESTER	MONARCH AIRLINES	S	D	11	0	0	91	0	9	0	0	0	6	90	7	10

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2013				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	A	14	0	0	71	14	14	0	0	0	13	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	14	0	0	79	7	14	0	0	0	9	0	0	0	
	BIRMINGHAM	RYANAIR	S	A	14	0	0	93	0	7	0	0	0	7	39	23	18	
	BIRMINGHAM	RYANAIR	S	D	14	0	0	79	21	0	0	0	0	8	72	10	18	
	MANCHESTER	RYANAIR	S	A	3	1	1	67	33	0	0	0	0	12	0	0	0	
	MANCHESTER	RYANAIR	S	D	4	0	0	100	0	0	0	0	0	11	0	0	0	
	STANSTED	RYANAIR	S	A	66	0	0	89	8	2	2	0	0	4	84	7	62	
	STANSTED	RYANAIR	S	D	66	0	0	79	15	5	2	0	0	8	77	11	62	
	GATWICK	VUELING AIRLINES	S	A	62	0	0	69	23	3	5	0	0	13	62	14	21	
	GATWICK	VUELING AIRLINES	S	D	62	0	0	66	24	5	5	0	0	15	19	24	21	
<b>TOTAL BARCELONA</b>					<b>1465</b>	<b>5</b>	<b>5</b>	<b>85</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>12</b>	<b>12</b>	
BARI (PALESE)																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	78	11	11	0	0	0	7	33	31	6	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	78	22	0	0	0	0	11	33	38	6	
	STANSTED	RYANAIR	S	A	17	0	0	94	0	6	0	0	0	5	100	1	17	
	STANSTED	RYANAIR	S	D	17	0	0	82	12	6	0	0	0	12	88	9	17	
<b>TOTAL BARI (PALESE)</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>12</b>	<b>12</b>	
BARRA																		
	GLASGOW	LOGANAIR	S	A	25	0	0	92	0	0	8	0	0	12	89	5	28	
	GLASGOW	LOGANAIR	S	D	26	0	0	92	0	4	4	0	0	9	93	4	28	
<b>TOTAL BARRA</b>					<b>51</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>91</b>	<b>4</b>	<b>4</b>	
BASLE MULHOUSE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	97	0	0	91	3	5	1	0	0	5	76	12	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	98	0	0	88	5	3	4	0	0	7	76	11	93	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	19	0	0	89	5	5	0	0	0	3	90	5	20	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	19	0	0	79	21	0	0	0	0	6	85	8	20	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	48	0	0	92	4	4	0	0	0	4	64	14	44	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	48	0	0	90	4	4	2	0	0	6	77	11	44	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	87	9	4	0	0	0	6	89	5	18	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	87	4	9	0	0	0	5	100	3	18	
	GATWICK	EASYJET SWITZERLAND	S	A	20	0	0	100	0	0	0	0	0	2	93	2	27	
	GATWICK	EASYJET SWITZERLAND	S	D	20	0	2	80	15	5	0	0	0	9	78	11	27	
	LONDON CITY	SWISS AIRLINES	S	A	48	0	0	98	2	0	0	0	0	1	93	3	46	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2013			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	LONDON CITY	SWISS AIRLINES	S	D	49	0	0	98	0	2	0	0	0	2	79	8	48
<b>TOTAL BASLE MULHOUSE</b>					<b>512</b>	<b>0</b>	<b>2</b>	<b>91</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>80</b>	<b>9</b>	<b>9</b>
BEAUVAIS	EDINBURGH	RYANAIR	S	A	14	0	0	64	29	0	7	0	0	12	100	0	14
	EDINBURGH	RYANAIR	S	D	14	0	0	100	0	0	0	0	0	3	77	6	13
<b>TOTAL BEAUVAIS</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>14</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>3</b>	<b>3</b>
BEIJING	GATWICK	AIR CHINA	S	A	2	0	0	50	0	0	50	0	0	39	8	61	12
	GATWICK	AIR CHINA	S	D	2	0	0	100	0	0	0	0	0	1	92	5	12
	HEATHROW	AIR CHINA	S	A	31	0	0	65	29	6	0	0	0	12	29	49	31
	HEATHROW	AIR CHINA	S	D	31	0	0	94	6	0	0	0	0	4	61	30	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	65	6	26	3	0	0	21	21	46	24
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	81	6	3	10	0	0	14	56	25	25
<b>TOTAL BEIJING</b>					<b>128</b>	<b>2</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>44</b>	<b>37</b>	<b>37</b>
BEIRUT	HEATHROW	BRITISH AIRWAYS PLC	S	A	44	0	0	95	5	0	0	0	0	3	68	12	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	44	0	0	91	5	5	0	0	0	5	50	18	32
	HEATHROW	MIDDLE EAST AIRLINES (AIR LIBAN S A L)	S	A	31	0	0	87	10	3	0	0	0	6	58	15	31
	HEATHROW	MIDDLE EAST AIRLINES (AIR LIBAN S A L)	S	D	31	0	0	97	3	0	0	0	0	2	90	6	31
<b>TOTAL BEIRUT</b>					<b>150</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>66</b>	<b>13</b>	<b>13</b>
BELFAST CITY (GEORGE BE	GATWICK	AER LINGUS	S	A	75	0	0	99	1	0	0	0	0	1	93	4	89
	GATWICK	AER LINGUS	S	D	75	0	0	96	3	1	0	0	0	2	91	6	89
	HEATHROW	AER LINGUS	S	A	93	0	0	95	2	1	2	0	0	4	84	7	90
	HEATHROW	AER LINGUS	S	D	92	0	0	96	1	2	1	0	0	3	97	2	90
	HEATHROW	BRITISH AIRWAYS PLC	S	A	173	0	0	88	6	2	3	1	0	7	51	25	203
	HEATHROW	BRITISH AIRWAYS PLC	S	D	173	0	0	90	4	3	2	0	0	6	68	16	202
	BIRMINGHAM	FLYBE LTD	S	A	160	0	1	86	6	5	4	0	0	7	93	16	169
	BIRMINGHAM	FLYBE LTD	S	D	160	0	1	80	10	5	5	0	0	11	90	16	170
	EDINBURGH	FLYBE LTD	S	A	96	0	1	80	11	5	3	0	0	10	83	9	88
	EDINBURGH	FLYBE LTD	S	D	96	0	1	82	11	3	3	0	0	11	80	11	91

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

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					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
BELFAST CITY (GEORGE BE)																		
	GATWICK	FLYBE LTD	S	A	111	0	0	89	5	4	3	0	0	8	90	7	100	
	GATWICK	FLYBE LTD	S	D	111	0	0	80	14	3	4	0	0	10	83	15	100	
	GLASGOW	FLYBE LTD	S	A	97	0	1	87	5	2	6	0	0	9	79	12	91	
	GLASGOW	FLYBE LTD	S	D	97	0	1	84	5	3	8	0	0	12	80	11	91	
	MANCHESTER	FLYBE LTD	S	A	156	0	1	88	6	3	3	1	0	8	86	11	161	
	MANCHESTER	FLYBE LTD	S	D	156	0	1	91	3	3	3	1	0	8	83	12	161	
	NEWCASTLE	FLYBE LTD	S	A	29	2	0	90	3	3	3	0	0	5	83	14	41	
	NEWCASTLE	FLYBE LTD	S	D	29	2	0	90	0	7	3	0	0	7	66	32	41	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>					<b>1979</b>	<b>4</b>	<b>8</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>13</b>	<b>13</b>	
BELFAST INTERNATIONAL																		
	BIRMINGHAM	EASYJET AIRLINE COMPANY LTD	S	A	65	0	0	88	3	0	6	3	0	15	92	5	52	
	BIRMINGHAM	EASYJET AIRLINE COMPANY LTD	S	D	65	0	0	89	2	0	6	3	0	15	92	6	52	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	94	0	0	88	5	3	3	0	0	5	89	8	97	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	94	0	0	87	6	3	3	0	0	6	90	9	97	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	136	0	0	90	7	3	0	0	0	4	82	17	126	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	136	0	0	88	7	4	1	0	0	5	82	13	126	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	98	0	0	94	3	1	2	0	0	4	89	12	102	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	98	0	0	94	1	3	2	0	0	4	90	8	102	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	82	0	0	94	4	0	2	0	0	4	89	5	84	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	82	0	0	94	4	1	1	0	0	4	87	5	84	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	78	0	0	90	8	3	0	0	0	4	89	13	74	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	78	0	0	92	3	5	0	0	0	3	92	9	74	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	71	0	0	89	8	3	0	0	0	5	92	7	75	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	71	0	0	90	6	3	1	0	0	6	89	5	75	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	110	0	0	95	5	1	0	0	0	2	90	7	112	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	110	0	0	93	3	5	0	0	0	3	87	9	112	
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>1468</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>9</b>	<b>9</b>	
BELGRADE																		
	HEATHROW	AIR SERBIA	S	A	31	0	0	77	19	3	0	0	0	8	61	15	31	
	HEATHROW	AIR SERBIA	S	D	31	0	0	71	23	6	0	0	0	9	58	20	31	
	LUTON	WIZZ AIR	S	A	14	0	0	100	0	0	0	0	0	0	100	1	14	
	LUTON	WIZZ AIR	S	D	14	0	0	86	0	7	7	0	0	19	29	23	14	
<b>TOTAL BELGRADE</b>					<b>90</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>14</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>61</b>	<b>15</b>	<b>15</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BENBECULA																		
	GLASGOW	LOGANAIR	S	A	41	0	0	93	5	2	0	0	0	3	86	8	44	
	GLASGOW	LOGANAIR	S	D	41	0	0	95	0	2	2	0	0	6	84	10	44	
<b>TOTAL BENBECULA</b>					<b>82</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>9</b>	<b>9</b>	
BERGAMO																		
	BIRMINGHAM	RYANAIR	S	A	13	0	0	92	0	0	8	0	0	10	77	10	13	
	BIRMINGHAM	RYANAIR	S	D	13	0	0	77	8	8	8	0	0	16	92	5	13	
	MANCHESTER	RYANAIR	S	A	31	0	0	87	10	0	0	0	3	22	90	4	31	
	MANCHESTER	RYANAIR	S	D	31	0	0	87	10	0	0	3	0	12	87	7	31	
	STANSTED	RYANAIR	S	A	124	0	0	82	13	4	1	0	0	9	61	18	93	
	STANSTED	RYANAIR	S	D	124	0	2	86	10	3	1	0	0	7	77	13	93	
<b>TOTAL BERGAMO</b>					<b>336</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>13</b>	<b>13</b>	
BERGEN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	85	10	2	2	0	2	22	74	14	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	95	2	2	2	0	0	4	89	5	62	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	78	13	0	4	4	0	19	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	23	0	1	87	9	0	4	0	0	7	0	0	0	
	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	A	2	0	0	100	0	0	0	0	0	6	0	0	0	
	MANCHESTER	GERMANIA FLUGGESELLSCHAFT	C	D	4	0	0	75	25	0	0	0	0	9	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	49	0	0	90	4	6	0	0	0	5	85	5	46	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	49	0	0	92	8	0	0	0	0	3	74	7	46	
	MANCHESTER	SAS	S	A	9	0	0	56	11	22	11	0	0	27	67	20	9	
	MANCHESTER	SAS	S	D	9	0	0	56	11	11	22	0	0	31	78	14	9	
<b>TOTAL BERGEN</b>					<b>296</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>10</b>	<b>10</b>	
BERGERAC																		
	STANSTED	RYANAIR	S	A	15	0	0	80	13	7	0	0	0	10	72	14	18	
	STANSTED	RYANAIR	S	D	15	0	0	93	0	7	0	0	0	8	67	19	18	
<b>TOTAL BERGERAC</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>17</b>	<b>17</b>	
BERLIN (SCHONEFELD)																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	100	0	0	0	0	0	1	80	6	5	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	92	8	0	0	0	0	2	100	2	5	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	111	0	0	94	4	3	0	0	0	3	72	18	111	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	111	0	0	95	3	2	1	0	0	4	84	12	111	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 2013				
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)												
BERLIN (SCHONEFELD)																		
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	100	0	0	0	0	0	2	95	3	22	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	95	0	5	0	0	0	7	91	5	22	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	57	0	0	95	4	0	2	0	0	3	77	13	57	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	57	0	0	95	4	0	2	0	0	4	79	14	57	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	87	4	4	0	4	0	17	83	13	23	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	91	4	0	0	4	0	15	87	24	23	
	STANSTED	RYANAIR	S	A	43	0	0	86	7	5	2	0	0	6	69	18	35	
	STANSTED	RYANAIR	S	D	43	0	0	86	9	2	2	0	0	6	80	13	35	
<b>TOTAL BERLIN (SCHONEFELD)</b>					<b>538</b>	<b>4</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>80</b>	<b>14</b>	<b>14</b>	
BERLIN (TEGEL)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	155	0	0	93	3	3	1	0	0	4	62	20	181	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	155	0	0	94	2	3	2	0	0	5	78	11	181	
	BIRMINGHAM	GERMANWINGS	S	A	18	0	0	89	6	6	0	0	0	6	0	0	0	
	BIRMINGHAM	GERMANWINGS	S	D	18	0	0	89	6	6	0	0	0	6	0	0	0	
	HEATHROW	GERMANWINGS	S	A	88	0	0	75	19	3	2	0	0	10	0	0	0	
	HEATHROW	GERMANWINGS	S	D	88	0	0	86	9	3	1	0	0	6	0	0	0	
<b>TOTAL BERLIN (TEGEL)</b>					<b>522</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>69</b>	<b>16</b>	<b>16</b>	
BERMUDA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	82	0	5	0	14	0	36	95	3	20	
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	82	0	0	5	14	0	46	82	62	22	
<b>TOTAL BERMUDA</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>14</b>	<b>0</b>	<b>41</b>	<b>88</b>	<b>34</b>	<b>34</b>	
BERNE																		
	LONDON CITY	SKY WORK AG	S	A	57	0	0	91	2	4	4	0	0	6	92	5	60	
	LONDON CITY	SKY WORK AG	S	D	57	0	0	89	2	7	2	0	0	6	87	7	60	
<b>TOTAL BERNE</b>					<b>114</b>	<b>1</b>	<b>0</b>	<b>90</b>	<b>2</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>6</b>	<b>6</b>	
BEZIERS																		
	LUTON	RYANAIR	S	A	10	0	0	70	10	10	10	0	0	19	89	15	9	
	LUTON	RYANAIR	S	D	10	0	0	70	20	0	10	0	0	17	78	18	9	
<b>TOTAL BEZIERS</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>88</b>	<b>13</b>	<b>13</b>	
BIARRITZ																		
	STANSTED	RYANAIR	S	A	11	0	0	73	18	9	0	0	0	10	67	22	18	
	STANSTED	RYANAIR	S	D	11	0	0	91	0	9	0	0	0	5	78	15	18	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					MAR 2013					
					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)
BIARRITZ																		
<b>TOTAL BIARRITZ</b>					<b>22</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>7</b>	<b>72</b>	<b>18</b>	<b>18</b>	
BILBAO																		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	89	11	0	0	0	0	4	92	3	12	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	89	11	0	0	0	0	4	83	5	12	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	78	9	9	4	0	0	12	92	7	36	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	87	9	4	0	0	0	4	91	6	35	
	HEATHROW	VUELING AIRLINES	S	A	30	0	0	90	3	3	0	3	0	11	79	13	52	
	HEATHROW	VUELING AIRLINES	S	D	30	0	0	93	3	0	0	3	0	9	87	10	52	
<b>TOTAL BILBAO</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>9</b>	<b>9</b>	
BILLUND																		
	STANSTED	RYANAIR	S	A	71	0	0	94	4	0	0	1	0	7	75	13	71	
	STANSTED	RYANAIR	S	D	71	0	0	90	6	3	1	0	0	7	66	20	71	
	LONDON CITY	SUN AIR OF SCANDINAVIA	S	A	45	0	0	91	4	0	4	0	0	7	80	9	40	
	LONDON CITY	SUN AIR OF SCANDINAVIA	S	D	45	0	0	89	7	0	4	0	0	8	73	10	40	
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	A	45	0	0	93	4	0	2	0	0	5	90	10	42	
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	D	45	0	0	96	2	0	2	0	0	4	88	9	42	
<b>TOTAL BILLUND</b>					<b>322</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>13</b>	<b>13</b>	
BIRMINGHAM																		
	NEWCASTLE	EASTERN AIRWAYS	S	A	41	0	1	78	15	5	2	0	0	13	82	13	51	
	NEWCASTLE	EASTERN AIRWAYS	S	D	41	0	1	93	5	0	2	0	0	6	84	13	49	
	EDINBURGH	FLYBE LTD	S	A	163	0	3	88	7	2	3	0	0	6	89	7	157	
	EDINBURGH	FLYBE LTD	S	D	164	0	3	87	8	2	3	0	0	8	87	9	157	
	GLASGOW	FLYBE LTD	S	A	161	0	4	88	4	4	4	0	0	7	92	6	153	
	GLASGOW	FLYBE LTD	S	D	162	0	4	85	5	6	4	0	0	10	86	9	153	
<b>TOTAL BIRMINGHAM</b>					<b>733</b>	<b>0</b>	<b>16</b>	<b>87</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>9</b>	<b>9</b>	
BISHKEK (FRUNZE)																		
BLACKPOOL																		
BOA VISTA (RABIL)																		
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	100	0	4		
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	5	100	0	4	
	GATWICK	THOMSON AIRWAYS LTD	S	A	9	0	0	56	33	0	11	0	0	20	78	14	9	
	GATWICK	THOMSON AIRWAYS LTD	S	D	8	0	0	88	13	0	0	0	0	7	67	13	9	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
BOA VISTA (RABIL)																			
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	9	0	0	67	11	11	11	0	0	16	100	4	8		
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	9	0	0	78	22	0	0	0	0	8	38	16	8		
<b>TOTAL BOA VISTA (RABIL)</b>					<b>43</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>16</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>10</b>	<b>10</b>		
BODRUM (MILAS)																			
<b>TOTAL BODRUM (MILAS)</b>					<b>4</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>5</b>	<b>100</b>	<b>3</b>	<b>3</b>		
BOLOGNA																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	89	5	4	1	0	0	6	30	31	93		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	95	4	1	0	0	0	3	72	15	93		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	90	6	3	0	0	0	6	77	11	31		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	84	13	3	0	0	0	7	74	15	31		
	STANSTED	RYANAIR	S	A	31	0	0	65	19	10	3	3	0	23	58	15	31		
	STANSTED	RYANAIR	S	D	31	0	0	100	0	0	0	0	0	4	81	10	31		
<b>TOTAL BOLOGNA</b>					<b>310</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>60</b>	<b>19</b>	<b>19</b>		
BORDEAUX																			
	GATWICK	BRITISH AIRWAYS PLC	S	A	42	0	0	83	7	7	0	2	0	14	75	15	60		
	GATWICK	BRITISH AIRWAYS PLC	S	D	42	0	0	83	10	5	2	0	0	9	73	15	60		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	33	0	0	85	9	0	6	0	0	9	84	11	31		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	33	0	0	82	15	3	0	0	0	6	81	12	31		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	79	7	7	7	0	0	12	94	7	17		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	71	21	0	7	0	0	12	76	10	17		
	EDINBURGH	RYANAIR	C	A	3	0	0	33	67	0	0	0	0	17	0	0	0		
	EDINBURGH	RYANAIR	C	D	3	0	0	33	0	67	0	0	0	29	0	0	0		
	STANSTED	RYANAIR	S	A	13	0	0	92	0	8	0	0	0	6	0	0	0		
	STANSTED	RYANAIR	S	D	13	0	0	92	8	0	0	0	0	3	0	0	0		
<b>TOTAL BORDEAUX</b>					<b>212</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>13</b>	<b>13</b>		
BOSTON																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	107	0	0	90	3	3	5	0	0	8	60	18	90		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	108	0	0	79	8	6	7	0	0	15	74	11	92		
	HEATHROW	DELTA AIRLINES	S	A	30	0	0	100	0	0	0	0	0	0	87	9	31		
	HEATHROW	DELTA AIRLINES	S	D	30	0	0	97	3	0	0	0	0	1	65	24	31		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	100	0	0	0	0	0	2	48	24	29		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	93	7	0	0	0	0	3	93	6	29		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						MAR 2013		
			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)											
BOSTON																	
<b>TOTAL BOSTON</b>					<b>335</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>68</b>	<b>16</b>	<b>16</b>
BRATISLAVA																	
	BIRMINGHAM	RYANAIR	S	A	9	0	0	100	0	0	0	0	0	1	78	30	9
	BIRMINGHAM	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	5	89	27	9
	LUTON	RYANAIR	S	A	19	0	0	95	5	0	0	0	0	2	79	8	14
	LUTON	RYANAIR	S	D	19	0	0	100	0	0	0	0	0	2	79	8	14
	STANSTED	RYANAIR	S	A	48	1	0	90	6	4	0	0	0	4	70	13	53
	STANSTED	RYANAIR	S	D	48	0	0	94	2	4	0	0	0	4	81	9	53
<b>TOTAL BRATISLAVA</b>					<b>152</b>	<b>1</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>76</b>	<b>13</b>	<b>13</b>
BREMEN																	
	MANCHESTER	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	2	77	8	13
	MANCHESTER	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	1	69	9	13
	STANSTED	RYANAIR	S	A	71	0	0	97	1	0	1	0	0	3	89	9	61
	STANSTED	RYANAIR	S	D	71	0	0	96	3	1	0	0	0	3	74	14	61
<b>TOTAL BREMEN</b>					<b>168</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>81</b>	<b>10</b>	<b>10</b>
BREST																	
BRIDGETOWN																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	45	0	0	71	16	9	4	0	0	15	73	18	45
	GATWICK	BRITISH AIRWAYS PLC	S	D	44	0	0	82	11	2	5	0	0	11	73	23	44
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	5	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	0	25	0	0	47	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	17	0	0	71	12	12	6	0	0	13	100	3	6
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	16	0	0	75	6	6	13	0	0	19	80	8	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	12	0	0	67	0	17	0	8	8	66	83	21	6
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	12	0	0	58	17	0	17	0	8	61	86	14	7
	GATWICK	THOMSON AIRWAYS LTD	C	A	13	0	0	46	15	15	15	8	0	40	80	10	10
	GATWICK	THOMSON AIRWAYS LTD	C	D	13	0	0	77	0	15	0	8	0	34	75	13	12
	GLASGOW	THOMSON AIRWAYS LTD	C	A	2	0	0	0	100	0	0	0	0	22	0	30	1
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	14	0	0	50	21	29	0	0	0	22	85	14	13
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	14	0	0	29	57	14	0	0	0	18	62	17	13
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	3	0	0	33	0	33	0	33	0	92	100	0	1
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	10	100	5	1

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: B

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BRIDGETOWN																		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	65	26	6	3	0	0	14	82	18	22	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	71	3	13	13	0	0	19	64	16	22	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	0	0	75	25	0	0	0	0	6	100	4	8	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	0	100	0	0	0	0	0	1	100	0	8	
<b>TOTAL BRIDGETOWN</b>					<b>294</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>77</b>	<b>16</b>	<b>16</b>	
BRINDISI																		
	STANSTED	RYANAIR	S	A	10	0	0	90	0	0	10	0	0	10	62	45	13	
	STANSTED	RYANAIR	S	D	10	0	0	80	10	0	10	0	0	14	77	18	13	
<b>TOTAL BRINDISI</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>32</b>	<b>32</b>	
BRISTOL																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	96	0	0	97	2	1	0	0	0	2	96	2	96	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	96	0	0	93	5	2	0	0	0	4	89	8	96	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	82	0	0	96	4	0	0	0	0	1	97	4	92	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	82	0	0	95	5	0	0	0	0	2	89	6	92	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	69	0	0	94	4	0	1	0	0	4	91	4	69	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	69	0	0	97	1	1	0	0	0	2	90	5	69	
<b>TOTAL BRISTOL</b>					<b>495</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>92</b>	<b>5</b>	<b>5</b>	
BRIVE-LA-GAILLARDE																		
	LONDON CITY	VLM (BELGIUM)	S	A	8	0	0	88	0	0	13	0	0	12	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	D	7	0	0	86	0	0	14	0	0	16	0	0	0	
<b>TOTAL BRIVE-LA-GAILLARDE</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>94</b>	<b>2</b>	<b>2</b>	
BRNO (TURANY)																		
	STANSTED	RYANAIR	S	A	31	0	0	87	6	3	3	0	0	7	87	11	30	
	STANSTED	RYANAIR	S	D	31	0	0	94	3	0	3	0	0	7	87	9	31	
	LUTON	WIZZ AIR	S	A	12	0	0	75	8	0	17	0	0	21	86	6	14	
	LUTON	WIZZ AIR	S	D	12	0	0	75	0	8	17	0	0	24	87	10	15	
<b>TOTAL BRNO (TURANY)</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>87</b>	<b>9</b>	<b>9</b>	
BRUSSELS																		
	NEWCASTLE	BMI REGIONAL	S	A	46	0	0	98	0	0	0	2	0	5	0	0	0	
	NEWCASTLE	BMI REGIONAL	S	D	46	0	0	91	7	0	0	2	0	9	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	168	0	0	85	9	5	1	0	0	7	66	18	176	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	168	0	0	94	4	1	1	0	0	3	77	11	176	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2013				
					114	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)											
BRUSSELS																		
	BIRMINGHAM	BRUSSELS AIRLINES	S	A	114	2	2	86	6	5	3	0	0	7	84	10	116	
	BIRMINGHAM	BRUSSELS AIRLINES	S	D	114	0	2	86	7	4	4	0	0	9	85	9	116	
	EDINBURGH	BRUSSELS AIRLINES	S	A	52	0	0	90	4	4	2	0	0	6	93	7	27	
	EDINBURGH	BRUSSELS AIRLINES	S	D	52	0	0	90	4	2	2	2	0	11	85	9	26	
	HEATHROW	BRUSSELS AIRLINES	S	A	88	0	0	83	10	3	3	0	0	9	61	23	107	
	HEATHROW	BRUSSELS AIRLINES	S	D	88	0	0	85	8	5	2	0	0	7	70	19	106	
	MANCHESTER	BRUSSELS AIRLINES	S	A	82	0	0	80	13	4	2	0	0	9	76	12	83	
	MANCHESTER	BRUSSELS AIRLINES	S	D	81	0	1	83	11	1	5	0	0	8	71	12	83	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	3	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	3	0	0	100	0	0	0	0	0	0	0	0	0	
<b>TOTAL BRUSSELS</b>					<b>1105</b>	<b>3</b>	<b>5</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>13</b>	<b>13</b>	
BUCHAREST (BANEASA)																		
BUCHAREST (OTOPENI)																		
	LUTON	BLUE AIR TRANSPORT AERIAN	S	A	18	0	0	83	6	6	6	0	0	13	91	4	22	
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	17	0	0	59	12	18	12	0	0	28	77	13	22	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	89	3	5	3	0	0	6	82	9	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	81	8	8	3	0	0	10	65	15	62	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	94	6	0	0	0	0	5	0	0	0	
	HEATHROW	TAROM	S	A	28	0	0	89	7	4	0	0	0	5	72	10	47	
	HEATHROW	TAROM	S	D	28	0	0	82	7	11	0	0	0	8	81	7	47	
	LUTON	WIZZ AIR	S	A	49	0	0	92	4	2	2	0	0	5	79	11	43	
	LUTON	WIZZ AIR	S	D	49	0	0	65	22	8	4	0	0	16	37	31	43	
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>349</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>13</b>	<b>13</b>	
BUDAPEST																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	87	0	0	86	7	1	6	0	0	8	72	14	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	88	0	0	92	2	1	5	0	0	6	74	12	93	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	94	3	3	0	0	0	3	58	30	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	97	3	0	0	0	0	2	84	19	31	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	100	0	0	0	0	0	1	89	12	18	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	100	0	0	0	0	0	2	94	3	18	
	EDINBURGH	JET2.COM LTD	S	A	9	0	0	78	11	11	0	0	0	6	38	17	8	
	EDINBURGH	JET2.COM LTD	S	D	9	0	0	100	0	0	0	0	0	3	56	12	9	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE						MAR 2013				
					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
BUDAPEST																		
	MANCHESTER	JET2.COM LTD	S	A	18	0	0	83	6	11	0	0	0	7	72	18	18	
	MANCHESTER	JET2.COM LTD	S	D	18	0	0	83	6	11	0	0	0	8	83	10	18	
	MANCHESTER	RYANAIR	S	A	18	0	0	89	6	0	0	0	6	25	92	4	13	
	MANCHESTER	RYANAIR	S	D	18	0	0	100	0	0	0	0	2	92	4	13		
	STANSTED	RYANAIR	S	A	71	0	0	87	10	1	0	1	0	8	82	10	88	
	STANSTED	RYANAIR	S	D	71	0	0	86	11	1	0	1	0	10	74	13	88	
	LUTON	WIZZ AIR	S	A	103	0	0	93	5	1	1	0	0	3	87	13	93	
	LUTON	WIZZ AIR	S	D	103	0	0	78	14	6	3	0	0	12	71	23	93	
<b>TOTAL BUDAPEST</b>					<b>711</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>14</b>	<b>14</b>	
BUENOS AIRES																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	74	19	6	0	0	0	10	100	1	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	81	10	10	0	0	0	9	81	23	31	
<b>TOTAL BUENOS AIRES</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>12</b>	<b>12</b>	
BURGAS																		
	LUTON	WIZZ AIR	S	A	9	0	0	89	0	11	0	0	0	6	80	13	10	
	LUTON	WIZZ AIR	S	D	9	0	0	89	0	11	0	0	0	9	20	28	10	
<b>TOTAL BURGAS</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>50</b>	<b>21</b>	<b>21</b>	
BYDGOSZCZ																		
	BIRMINGHAM	RYANAIR	S	A	13	0	0	85	15	0	0	0	0	5	92	2	13	
	BIRMINGHAM	RYANAIR	S	D	13	0	0	77	23	0	0	0	0	10	92	3	13	
	STANSTED	RYANAIR	S	A	23	0	0	87	9	0	4	0	0	7	78	24	23	
	STANSTED	RYANAIR	S	D	23	0	0	87	9	0	4	0	0	9	82	10	22	
<b>TOTAL BYDGOSZCZ</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>13</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>12</b>	<b>12</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2013				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
CAGLIARI (ELMAS)																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	15	0	0	87	7	7	0	0	0	6	82	6	17	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	15	0	0	87	7	7	0	0	0	6	88	9	17	
	GATWICK	RYANAIR	S	A	12	0	0	100	0	0	0	0	0	3	0	0	0	
	GATWICK	RYANAIR	S	D	12	0	0	92	8	0	0	0	0	3	0	0	0	
<b>TOTAL CAGLIARI (ELMAS)</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>8</b>	<b>8</b>	
CAIRO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	100	0	0	0	0	0	2	90	4	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	74	13	10	3	0	0	14	42	31	31	
	HEATHROW	EGYPT AIR	S	A	60	0	0	82	13	5	0	0	0	7	60	13	62	
	HEATHROW	EGYPT AIR	S	D	60	0	0	85	13	0	2	0	0	5	82	7	62	
	MANCHESTER	EGYPT AIR	S	A	21	1	1	95	0	5	0	0	0	3	0	0	0	
	MANCHESTER	EGYPT AIR	S	D	22	0	0	86	9	5	0	0	0	5	0	0	0	
<b>TOTAL CAIRO</b>					<b>225</b>	<b>1</b>	<b>1</b>	<b>86</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>69</b>	<b>13</b>	<b>13</b>	
CALGARY																		
	HEATHROW	AIR CANADA	S	A	30	0	0	60	27	3	7	3	0	19	45	21	31	
	HEATHROW	AIR CANADA	S	D	30	0	0	80	10	7	3	0	0	10	87	8	31	
	GATWICK	AIR TRANSAT	S	A	5	0	0	40	20	0	40	0	0	47	44	47	9	
	GATWICK	AIR TRANSAT	S	D	5	0	0	60	40	0	0	0	0	8	67	39	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	81	16	3	0	0	0	7	65	12	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	61	23	16	0	0	0	12	65	22	31	
<b>TOTAL CALGARY</b>					<b>132</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>20</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>64</b>	<b>19</b>	<b>19</b>	
CAMBRIDGE																		
<b>TOTAL CAMBRIDGE</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>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	
CAMPBELTOWN																		
	GLASGOW	LOGANAIR	S	A	42	0	0	98	0	0	0	2	0	7	90	5	40	
	GLASGOW	LOGANAIR	S	D	42	0	0	98	0	0	0	2	0	7	85	8	39	
<b>TOTAL CAMPBELTOWN</b>					<b>84</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>7</b>	<b>7</b>	
CANCUN																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	92	8	0	0	0	0	4	77	17	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	92	8	0	0	0	0	4	64	24	14	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	9	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	9	0	0	89	11	0	0	0	0	6	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: C

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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		
CANCUN		MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	9	0	0	67	11	11	0	11	0	47	0	0	0
		MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	9	0	0	78	11	0	0	11	0	45	0	0	0
		BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	13	80	28	5
		BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	50	0	50	0	0	0	29	80	32	5
		GATWICK	THOMSON AIRWAYS LTD	C	A	17	1	0	65	6	12	18	0	0	28	57	16	14
		GATWICK	THOMSON AIRWAYS LTD	C	D	18	0	0	44	39	11	6	0	0	22	57	15	14
		MANCHESTER	THOMSON AIRWAYS LTD	C	A	17	0	0	59	24	18	0	0	0	17	60	23	15
		MANCHESTER	THOMSON AIRWAYS LTD	C	D	18	0	0	72	11	11	6	0	0	16	53	26	17
		GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	44	22	22	11	0	0	35	44	39	9
		GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	67	11	11	0	11	0	33	56	29	9
<b>TOTAL CANCUN</b>						<b>158</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>65</b>	<b>20</b>	<b>20</b>
CAPE TOWN		HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	84	15	2	0	0	0	6	82	17	62
		HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	83	8	7	2	0	0	8	60	47	60
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	90	3	6	0	0	0	4	90	4	31
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	80	10	0	7	3	0	16	84	10	31
<b>TOTAL CAPE TOWN</b>						<b>183</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>23</b>	<b>23</b>
CARCASSONNE		STANSTED	RYANAIR	S	A	14	0	0	86	14	0	0	0	0	5	63	24	19
		STANSTED	RYANAIR	S	D	14	0	0	93	7	0	0	0	0	3	63	22	19
<b>TOTAL CARCASSONNE</b>						<b>28</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>63</b>	<b>23</b>	<b>23</b>
CARDIFF WALES		GLASGOW	CITY JET	S	A	47	0	0	96	0	2	2	0	0	4	0	0	0
		GLASGOW	CITY JET	S	D	47	0	0	96	0	2	2	0	0	5	0	0	0
		NEWCASTLE	EASTERN AIRWAYS	S	A	40	1	7	85	5	3	8	0	0	12	84	12	43
		NEWCASTLE	EASTERN AIRWAYS	S	D	41	0	6	76	12	2	10	0	0	17	80	10	46
		EDINBURGH	ESTONIAN AIR	C	D	2	0	0	50	0	0	50	0	0	79	0	0	0
		EDINBURGH	FLYBE LTD	S	A	65	0	2	92	5	0	2	2	0	7	91	4	68
		EDINBURGH	FLYBE LTD	S	D	66	0	2	83	11	3	0	3	0	12	85	8	68
		EDINBURGH	VLM (BELGIUM)	S	A	3	2	0	67	33	0	0	0	0	5	0	0	0
		EDINBURGH	VLM (BELGIUM)	S	D	3	2	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL CARDIFF WALES</b>						<b>316</b>	<b>6</b>	<b>17</b>	<b>88</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>8</b>	<b>8</b>



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2013				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
CASABLANCA MOHAMED V																		
	GATWICK	AIR ARABIA MAROC	S	A	9	0	0	89	0	11	0	0	0	7	100	0	9	
	GATWICK	AIR ARABIA MAROC	S	D	9	0	0	78	11	11	0	0	0	7	90	11	10	
	GATWICK	ROYAL AIR MAROC	S	A	5	0	0	80	0	20	0	0	0	9	33	30	3	
	GATWICK	ROYAL AIR MAROC	S	D	5	0	0	100	0	0	0	0	4	0	40	3		
	HEATHROW	ROYAL AIR MAROC	S	A	40	0	0	88	5	5	3	0	0	8	78	9	40	
	HEATHROW	ROYAL AIR MAROC	S	D	40	0	0	85	13	0	3	0	0	5	85	8	40	
<b>TOTAL CASABLANCA MOHAMED V</b>					<b>108</b>	<b>2</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>10</b>	<b>10</b>	
CATANIA (FONTANAROSSA)																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	2	0	0	100	0	0	0	0	0	4	40	23	5	
	GATWICK	BRITISH AIRWAYS PLC	S	D	2	0	0	0	100	0	0	0	0	18	60	22	5	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	15	0	0	67	13	13	7	0	0	18	89	12	9	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	15	0	0	73	0	27	0	0	0	14	78	13	9	
<b>TOTAL CATANIA (FONTANAROSSA)</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>16</b>	<b>16</b>	
CHAMBERY																		
	EDINBURGH	BA CITYFLYER LTD	C	A	9	0	0	67	0	33	0	0	0	20	0	0	0	
	EDINBURGH	BA CITYFLYER LTD	C	D	10	0	0	60	10	20	10	0	0	20	0	0	0	
	LONDON CITY	BA CITYFLYER LTD	S	A	10	0	0	40	20	30	10	0	0	26	75	10	8	
	LONDON CITY	BA CITYFLYER LTD	S	D	10	0	0	80	10	10	0	0	0	11	100	8	9	
	BIRMINGHAM	FLYBE LTD	S	A	5	0	0	60	0	20	0	0	20	86	0	0	0	
	BIRMINGHAM	FLYBE LTD	C	A	5	0	0	60	0	40	0	0	0	17	40	44	10	
	BIRMINGHAM	FLYBE LTD	S	D	5	0	0	20	20	20	40	0	0	42	60	62	5	
	BIRMINGHAM	FLYBE LTD	C	D	5	0	0	60	20	20	0	0	0	19	80	9	5	
	GATWICK	FLYBE LTD	C	A	4	0	0	50	0	25	25	0	0	32	80	17	5	
	GATWICK	FLYBE LTD	C	D	3	0	0	33	33	33	0	0	0	26	80	11	5	
	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	A	10	0	0	60	10	30	0	0	0	17	0	0	0	
	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	D	10	0	0	80	0	20	0	0	0	10	0	0	0	
	EDINBURGH	JET2.COM LTD	S	A	5	0	0	20	40	0	40	0	0	44	0	101	5	
	EDINBURGH	JET2.COM LTD	S	D	5	0	0	60	20	0	20	0	0	30	0	51	5	
	MANCHESTER	JET2.COM LTD	S	A	10	0	0	20	20	30	20	10	0	59	10	62	10	
	MANCHESTER	JET2.COM LTD	S	D	10	0	0	60	20	0	20	0	0	23	40	23	10	
	NEWCASTLE	JET2.COM LTD	S	A	5	0	0	40	20	20	20	0	0	33	40	170	5	
	NEWCASTLE	JET2.COM LTD	S	D	5	0	0	40	40	20	0	0	0	19	40	101	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	60	20	0	20	0	0	19	0	98	5	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 2013					
			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)											
CHAMBERY	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	60	40	0	0	0	0	12	60	40	5
	GATWICK	THOMSON AIRWAYS LTD	C	A	18	0	0	50	22	17	11	0	0	22	35	25	20
	GATWICK	THOMSON AIRWAYS LTD	C	D	17	0	0	59	24	18	0	0	0	16	45	27	20
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	40	20	20	20	0	0	42	40	41	5
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	40	40	20	0	0	0	20	20	39	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	10	0	0	30	10	30	30	0	0	45	20	50	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	10	0	0	30	40	20	10	0	0	37	20	45	5
	GATWICK	TITAN AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	3	60	20	10
	GATWICK	TITAN AIRWAYS LTD	C	D	5	0	0	60	20	0	20	0	0	21	50	31	12
	STANSTED	TITAN AIRWAYS LTD	C	A	15	0	0	40	7	33	20	0	0	32	33	35	15
	STANSTED	TITAN AIRWAYS LTD	C	D	15	0	0	47	27	20	7	0	0	23	41	30	17
<b>TOTAL CHAMBERY</b>					<b>241</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>18</b>	<b>20</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>43</b>	<b>38</b>	<b>38</b>
CHANIA																	
<b>TOTAL CHANIA</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>40</b>	<b>40</b>	<b>40</b>
CHARLEROI	EDINBURGH	RYANAIR	S	A	17	0	0	94	6	0	0	0	0	2	94	17	17
	EDINBURGH	RYANAIR	S	D	17	0	0	94	6	0	0	0	0	3	82	8	17
	MANCHESTER	RYANAIR	S	A	57	0	0	95	2	2	2	0	0	4	98	2	56
	MANCHESTER	RYANAIR	S	D	57	0	0	96	2	0	2	0	0	4	93	5	58
<b>TOTAL CHARLEROI</b>					<b>148</b>	<b>1</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>6</b>	<b>6</b>
CHARLOTTE	HEATHROW	US AIRWAYS	S	A	31	0	0	81	6	6	6	0	0	13	100	0	1
	HEATHROW	US AIRWAYS	S	D	31	0	0	55	26	13	6	0	0	19	0	78	1
<b>TOTAL CHARLOTTE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>26</b>	<b>26</b>
CHENGDU	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	69	8	23	0	0	0	13	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	92	0	8	0	0	0	6	0	0	0
<b>TOTAL CHENGDU</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>4</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
CHENNAI	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	0	78	11	11	0	0	0	7	91	5	22
	HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	0	85	4	0	11	0	0	15	74	11	23
<b>TOTAL CHENNAI</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>7</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>8</b>	<b>8</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
CHICAGO (O'HARE)																		
	HEATHROW	AMERICAN AIRLINES	S	A	90	0	0	81	6	7	2	2	2	28	43	27	92	
	HEATHROW	AMERICAN AIRLINES	S	D	91	0	0	86	11	1	1	1	0	7	90	5	93	
	MANCHESTER	AMERICAN AIRLINES	S	A	29	0	1	86	0	7	7	0	0	12	52	21	31	
	MANCHESTER	AMERICAN AIRLINES	S	D	29	0	1	79	3	10	7	0	0	14	77	16	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	79	8	10	3	0	0	11	43	26	61	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	74	16	6	3	0	0	13	63	20	62	
	HEATHROW	UNITED AIRLINES	S	A	91	0	0	86	7	2	5	0	0	8	52	30	87	
	HEATHROW	UNITED AIRLINES	S	D	89	0	1	93	3	0	2	0	1	17	85	9	86	
<b>TOTAL CHICAGO (O'HARE)</b>					<b>543</b>	<b>0</b>	<b>3</b>	<b>84</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>14</b>	<b>64</b>	<b>19</b>	<b>19</b>	
CHISINAU (KISHINEV)																		
	STANSTED	AIR MOLDOVA INTERNATIONAL	S	A	8	0	0	63	13	13	13	0	0	24	0	0	0	
	STANSTED	AIR MOLDOVA INTERNATIONAL	S	D	8	0	0	63	13	13	13	0	0	22	0	0	0	
<b>TOTAL CHISINAU (KISHINEV)</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>100</b>	<b>2</b>	<b>2</b>	
CITY OF DERRY (EGLINTON)																		
	BIRMINGHAM	RYANAIR	S	A	14	0	0	93	0	7	0	0	0	4	83	7	18	
	BIRMINGHAM	RYANAIR	S	D	14	0	0	93	0	7	0	0	0	5	89	4	18	
	STANSTED	RYANAIR	S	A	39	0	0	95	5	0	0	0	0	4	80	14	40	
	STANSTED	RYANAIR	S	D	39	0	0	97	3	0	0	0	0	2	83	7	40	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>					<b>106</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>81</b>	<b>9</b>	<b>9</b>	
CLUJ NAPOCA																		
	LUTON	WIZZ AIR	S	A	31	0	0	90	10	0	0	0	0	3	89	12	28	
	LUTON	WIZZ AIR	S	D	31	0	0	84	10	3	3	0	0	12	54	31	28	
<b>TOTAL CLUJ NAPOCA</b>					<b>62</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>8</b>	<b>71</b>	<b>21</b>	<b>21</b>	
COLOGNE BONN																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	43	0	0	95	5	0	0	0	0	3	73	14	40	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	43	0	0	95	5	0	0	0	0	3	83	8	40	
	EDINBURGH	GERMANWINGS	S	A	2	0	0	100	0	0	0	0	0	7	100	11	1	
	EDINBURGH	GERMANWINGS	S	D	2	0	0	100	0	0	0	0	0	10	100	12	1	
	HEATHROW	GERMANWINGS	S	A	78	0	0	94	0	3	4	0	0	6	71	13	77	
	HEATHROW	GERMANWINGS	S	D	78	0	0	94	3	0	4	0	0	6	77	10	77	
	MANCHESTER	GERMANWINGS	S	A	22	0	0	77	14	5	5	0	0	10	75	13	20	
	MANCHESTER	GERMANWINGS	S	D	22	0	0	82	5	9	5	0	0	12	80	12	20	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013			
					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)											
COLOGNE BONN																		
	STANSTED	GERMANWINGS	S	A	60	0	0	93	3	2	2	0	0	6	82	14	66	
	STANSTED	GERMANWINGS	S	D	60	0	0	87	7	5	2	0	0	6	77	15	66	
<b>TOTAL COLOGNE BONN</b>					<b>410</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>13</b>	<b>13</b>	
COLOMBO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	1	15	31	31	15	8	0	56	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	69	0	8	15	8	0	39	0	0	0	
	HEATHROW	SRILANKAN AIRLINES	S	A	31	0	0	94	3	0	3	0	0	7	82	8	38	
	HEATHROW	SRILANKAN AIRLINES	S	D	31	0	0	87	6	0	6	0	0	11	74	13	38	
<b>TOTAL COLOMBO</b>					<b>88</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>8</b>	<b>6</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>78</b>	<b>10</b>	<b>10</b>	
COMISO																		
	STANSTED	RYANAIR	S	A	9	0	0	89	0	11	0	0	0	6	0	0	0	
	STANSTED	RYANAIR	S	D	9	0	0	100	0	0	0	0	0	2	0	0	0	
<b>TOTAL COMISO</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	
COPENHAGEN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	158	0	0	89	8	3	1	0	0	4	75	15	170	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	158	0	0	91	5	3	2	0	0	5	75	14	170	
	NEWCASTLE	CIMBER AIR A/S	S	A	25	0	0	96	4	0	0	0	0	2	69	12	16	
	NEWCASTLE	CIMBER AIR A/S	S	D	25	0	0	96	4	0	0	0	0	3	53	20	15	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	94	6	0	0	0	0	3	100	0	7	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	94	6	0	0	0	0	2	100	1	7	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	103	0	0	96	2	2	0	0	0	2	80	10	75	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	103	0	0	86	11	2	1	0	0	5	87	8	75	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	39	0	0	97	0	0	3	0	0	3	90	4	30	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	39	0	0	97	0	0	3	0	0	2	90	4	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	48	0	0	88	8	4	0	0	0	4	84	9	50	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	48	0	0	90	6	4	0	0	0	4	88	6	50	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	10	0	0	80	20	0	0	0	0	7	67	12	9	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	10	0	0	80	10	10	0	0	0	10	33	17	9	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	84	0	1	85	8	7	0	0	0	8	83	9	80	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	85	0	0	85	9	6	0	0	0	6	78	11	80	
	BIRMINGHAM	SAS	S	A	47	0	0	94	6	0	0	0	0	5	80	10	44	
	BIRMINGHAM	SAS	S	D	47	0	0	83	15	2	0	0	0	8	84	7	44	
	HEATHROW	SAS	S	A	172	0	0	81	14	4	1	0	0	7	57	20	157	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2013				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
COPENHAGEN																		
	HEATHROW	SAS	S	D	172	0	0	94	4	1	1	0	0	3	82	6	158	
	MANCHESTER	SAS	S	A	57	0	0	96	2	0	2	0	0	4	66	14	56	
	MANCHESTER	SAS	S	D	57	0	0	95	4	0	2	0	0	3	75	12	56	
<b>TOTAL COPENHAGEN</b>					<b>1523</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>78</b>	<b>11</b>	<b>11</b>	
CORFU																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	100	0	0	0	0	0	2	100	6	4	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	100	0	0	0	0	0	4	100	5	4	
<b>TOTAL CORFU</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>100</b>	<b>4</b>	<b>4</b>	
CORK																		
	BIRMINGHAM	AER ARANN	S	A	63	1	0	95	2	2	0	2	0	6	89	11	62	
	BIRMINGHAM	AER ARANN	S	D	63	0	0	95	2	2	0	2	0	7	87	11	62	
	EDINBURGH	AER ARANN	S	A	30	0	0	87	3	7	3	0	0	10	80	10	30	
	EDINBURGH	AER ARANN	S	D	30	1	0	90	0	7	3	0	0	11	76	17	29	
	GLASGOW	AER ARANN	S	A	18	0	0	89	6	6	0	0	0	5	47	51	19	
	GLASGOW	AER ARANN	S	D	18	0	0	94	0	6	0	0	0	5	60	49	20	
	MANCHESTER	AER ARANN	S	A	64	1	0	89	6	2	3	0	0	6	90	9	60	
	MANCHESTER	AER ARANN	S	D	65	0	0	88	6	2	3	2	0	11	82	13	60	
	NEWCASTLE	AER ARANN	S	A	3	0	0	100	0	0	0	0	0	4	0	0	0	
	NEWCASTLE	AER ARANN	S	D	3	0	0	67	33	0	0	0	0	12	0	0	0	
	HEATHROW	AER LINGUS	S	A	123	0	0	93	5	1	2	0	0	5	75	13	123	
	HEATHROW	AER LINGUS	S	D	124	0	0	96	2	0	2	0	0	3	87	5	123	
	NEWCASTLE	JET2.COM LTD	S	A	7	0	0	86	14	0	0	0	0	10	40	35	10	
	NEWCASTLE	JET2.COM LTD	S	D	7	0	0	57	43	0	0	0	0	15	50	36	10	
	GATWICK	RYANAIR	S	A	31	0	0	94	6	0	0	0	0	6	97	3	31	
	GATWICK	RYANAIR	S	D	31	0	0	94	3	3	0	0	0	5	90	4	31	
	STANSTED	RYANAIR	S	A	71	0	0	89	8	0	1	1	0	8	79	9	62	
	STANSTED	RYANAIR	S	D	71	0	0	83	10	7	0	0	0	7	73	15	62	
<b>TOTAL CORK</b>					<b>823</b>	<b>3</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>80</b>	<b>13</b>	<b>13</b>	
CRAIOVA																		
	LUTON	WIZZ AIR	S	A	9	0	0	89	11	0	0	0	0	5	0	0	0	
	LUTON	WIZZ AIR	S	D	9	0	0	89	11	0	0	0	0	6	0	0	0	
<b>TOTAL CRAIOVA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE						MAR 2013				
					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	50	0	0	0	0	14	50	38	2	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	25	0	0	23	100	3	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	31	40	20	5	
<b>TOTAL CUNAGUA (CAYO COCO)</b>					<b>11</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>57</b>	<b>24</b>	<b>24</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
DALAMAN																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	40	0	20	0	0	22	100	0	2	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	6	0	0	50	17	17	17	0	0	25	50	9	2	
<b>TOTAL DALAMAN</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>24</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>92</b>	<b>6</b>	<b>6</b>	
DALLAS/FORT WORTH																		
	HEATHROW	AMERICAN AIRLINES	S	A	77	0	0	78	9	3	10	0	0	15	47	29	62	
	HEATHROW	AMERICAN AIRLINES	S	D	77	0	0	77	17	4	3	0	0	11	65	15	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	52	29	10	10	0	0	23	23	30	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	68	23	6	3	0	0	13	55	21	31	
<b>TOTAL DALLAS/FORT WORTH</b>					<b>216</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>50</b>	<b>23</b>	<b>23</b>	
DAR-ES-SALAAM																		
DEAUVILLE																		
	LONDON CITY	VLM (BELGIUM)	S	A	8	0	0	100	0	0	0	0	0	1	88	8	8	
	LONDON CITY	VLM (BELGIUM)	S	D	8	0	0	100	0	0	0	0	0	0	88	7	8	
<b>TOTAL DEAUVILLE</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>7</b>	<b>7</b>	
DEBRECEN																		
	LUTON	WIZZ AIR	S	A	18	0	0	83	6	0	6	6	0	17	64	20	14	
	LUTON	WIZZ AIR	S	D	18	0	0	72	17	0	11	0	0	18	50	15	14	
<b>TOTAL DEBRECEN</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>0</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>57</b>	<b>18</b>	<b>18</b>	
DEENETHORPE																		
	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	1	0	0	0	
<b>TOTAL DEENETHORPE</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>	
DELHI																		
	BIRMINGHAM	AIR INDIA	S	A	17	1	0	71	12	6	6	6	0	26	0	0	0	
	BIRMINGHAM	AIR INDIA	S	D	17	1	0	82	12	0	6	0	0	12	0	0	0	
	HEATHROW	AIR INDIA	S	A	55	7	5	80	5	13	2	0	0	9	66	12	62	
	HEATHROW	AIR INDIA	S	D	62	0	0	90	3	5	2	0	0	5	69	12	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	77	15	2	3	3	0	17	78	21	54	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	77	8	11	3	0	0	13	57	33	54	
	HEATHROW	JET AIRWAYS	S	A	31	0	0	84	3	13	0	0	0	7	71	9	31	
	HEATHROW	JET AIRWAYS	S	D	31	0	0	97	0	3	0	0	0	3	90	5	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	65	19	10	6	0	0	17	71	10	31	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
DELHI	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	97	0	0	3	0	0	5	84	8	31
<b>TOTAL DELHI</b>					<b>399</b>	<b>9</b>	<b>5</b>	<b>82</b>	<b>8</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>15</b>	<b>15</b>
DENVER INTERNATIONAL	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	45	35	10	10	0	0	22	32	36	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	68	23	3	6	0	0	13	71	22	31
<b>TOTAL DENVER INTERNATIONAL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>29</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>52</b>	<b>29</b>	<b>29</b>
DETROIT	HEATHROW	DELTA AIRLINES	S	A	30	0	0	93	7	0	0	0	0	1	68	22	31
	HEATHROW	DELTA AIRLINES	S	D	30	0	0	93	0	7	0	0	0	5	81	18	31
<b>TOTAL DETROIT</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>74</b>	<b>20</b>	<b>20</b>
DHAKHA	HEATHROW	BIMAN BANGLADESH AIRLINES	S	A	14	0	0	50	7	36	7	0	0	26	57	41	14
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	14	0	0	7	43	43	7	0	0	40	57	32	14
<b>TOTAL DHAKHA</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>25</b>	<b>39</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>57</b>	<b>36</b>	<b>36</b>
DINARD	STANSTED	RYANAIR	S	A	13	0	0	85	8	0	0	8	0	30	93	6	15
	STANSTED	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	1	94	7	16
<b>TOTAL DINARD</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>15</b>	<b>94</b>	<b>6</b>	<b>6</b>
DOHA HAMAD	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	84	6	3	0	3	3	57	100	0	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	81	13	0	3	0	3	18	84	12	31
	HEATHROW	QATAR AIRWAYS	S	A	155	1	0	62	21	11	6	0	0	16	57	21	145
	HEATHROW	QATAR AIRWAYS	S	D	154	0	1	84	8	5	2	1	0	10	91	5	145
	MANCHESTER	QATAR AIRWAYS	S	A	44	0	0	77	9	9	5	0	0	13	64	17	45
	MANCHESTER	QATAR AIRWAYS	S	D	44	0	0	73	16	7	5	0	0	14	69	18	45
<b>TOTAL DOHA HAMAD</b>					<b>459</b>	<b>1</b>	<b>1</b>	<b>75</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>13</b>	<b>13</b>
DONEGAL	GLASGOW	LOGANAIR	S	A	18	0	0	94	0	0	6	0	0	8	78	19	18
	GLASGOW	LOGANAIR	S	D	18	0	0	94	0	6	0	0	0	5	84	17	19
<b>TOTAL DONEGAL</b>					<b>36</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>81</b>	<b>18</b>	<b>18</b>
DORTMUND	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	48	0	0	94	4	2	0	0	0	3	91	4	55



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
DORTMUND																		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	48	0	0	92	4	4	0	0	0	4	91	5	55	
	STANSTED	RYANAIR	S	A	31	0	0	61	29	10	0	0	0	15	0	0	0	
	STANSTED	RYANAIR	S	D	31	0	0	84	16	0	0	0	0	4	0	0	0	
<b>TOTAL DORTMUND</b>					<b>158</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>6</b>	<b>91</b>	<b>5</b>	<b>5</b>	
DRESDEN																		
	LONDON CITY	CITY JET	S	A	18	0	0	94	0	0	6	0	0	4	100	0	1	
	LONDON CITY	CITY JET	S	D	18	0	0	83	6	6	6	0	0	10	100	3	1	
<b>TOTAL DRESDEN</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>2</b>	<b>2</b>	
DUBAI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	91	0	0	80	11	4	3	0	1	18	78	9	86	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	86	3	6	4	0	1	24	72	15	85	
	BIRMINGHAM	EMIRATES	S	A	62	0	0	63	19	15	3	0	0	14	50	25	62	
	BIRMINGHAM	EMIRATES	S	D	62	0	0	45	27	21	6	0	0	24	58	22	62	
	GATWICK	EMIRATES	S	A	93	0	0	66	19	12	3	0	0	14	45	25	93	
	GATWICK	EMIRATES	S	D	93	0	1	75	8	15	2	0	0	12	45	26	93	
	GLASGOW	EMIRATES	S	A	62	0	0	66	16	10	8	0	0	16	77	9	62	
	GLASGOW	EMIRATES	S	D	62	0	0	65	13	15	8	0	0	18	58	19	62	
	HEATHROW	EMIRATES	S	A	155	0	0	59	16	19	6	0	0	19	52	20	155	
	HEATHROW	EMIRATES	S	D	155	0	0	84	10	5	1	0	0	7	75	11	155	
	MANCHESTER	EMIRATES	S	A	93	0	0	63	17	17	2	0	0	15	58	19	93	
	MANCHESTER	EMIRATES	S	D	93	0	0	51	27	16	6	0	0	20	40	27	93	
	NEWCASTLE	EMIRATES	S	A	31	0	0	84	10	3	3	0	0	10	84	6	31	
	NEWCASTLE	EMIRATES	S	D	31	0	0	71	3	23	3	0	0	18	48	17	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	71	6	13	10	0	0	18	77	7	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	94	3	3	0	0	0	3	97	3	30	
<b>TOTAL DUBAI</b>					<b>1235</b>	<b>1</b>	<b>1</b>	<b>69</b>	<b>14</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>61</b>	<b>18</b>	<b>18</b>	
DUBLIN																		
	BIRMINGHAM	AER ARANN	S	A	38	1	0	87	5	3	5	0	0	9	0	0	0	
	BIRMINGHAM	AER ARANN	S	D	38	0	0	84	5	5	5	0	0	10	0	0	0	
	EDINBURGH	AER ARANN	S	A	111	2	0	90	3	3	4	1	0	9	83	10	107	
	EDINBURGH	AER ARANN	S	D	111	2	0	89	4	2	5	1	0	9	77	15	107	
	GLASGOW	AER ARANN	S	A	117	0	0	89	8	2	2	0	0	6	76	17	116	
	GLASGOW	AER ARANN	S	D	117	0	0	91	6	2	2	0	0	5	72	23	116	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: D

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					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
DUBLIN																		
	MANCHESTER	AER ARANN	S	A	62	1	0	92	6	0	0	2	0	8	0	0	0	0
	MANCHESTER	AER ARANN	S	D	61	0	0	95	3	0	0	2	0	6	0	0	0	0
	NEWCASTLE	AER ARANN	S	A	56	0	0	95	2	4	0	0	0	2	0	0	0	0
	NEWCASTLE	AER ARANN	S	D	56	0	0	89	5	5	0	0	0	6	0	0	0	0
	BIRMINGHAM	AER LINGUS	S	A	77	0	4	96	0	3	1	0	0	4	85	9	101	101
	BIRMINGHAM	AER LINGUS	S	D	78	0	3	91	4	4	1	0	0	5	85	9	101	101
	GATWICK	AER LINGUS	S	A	190	0	4	91	4	3	2	1	0	7	76	14	180	180
	GATWICK	AER LINGUS	S	D	190	0	4	87	7	3	2	1	0	8	79	12	180	180
	HEATHROW	AER LINGUS	S	A	357	0	1	88	8	3	1	0	0	7	63	19	360	360
	HEATHROW	AER LINGUS	S	D	358	0	1	92	5	2	1	0	0	4	76	12	358	358
	MANCHESTER	AER LINGUS	S	A	89	1	0	91	6	2	1	0	0	5	70	17	115	115
	MANCHESTER	AER LINGUS	S	D	89	0	0	93	2	2	2	0	0	5	69	19	114	114
	HEATHROW	BRITISH AIRWAYS PLC	S	A	219	0	0	82	10	5	3	0	0	9	33	37	242	242
	HEATHROW	BRITISH AIRWAYS PLC	S	D	220	0	0	88	6	3	3	0	0	7	63	17	241	241
	LONDON CITY	CITY JET	S	A	124	0	0	88	2	4	5	1	0	12	76	17	123	123
	LONDON CITY	CITY JET	S	D	125	0	0	87	3	3	5	2	0	12	83	10	123	123
	MANCHESTER	CITY JET	C	A	3	0	0	100	0	0	0	0	0	7	100	13	1	1
	MANCHESTER	CITY JET	C	D	3	0	0	100	0	0	0	0	0	2	0	27	1	1
	BIRMINGHAM	RYANAIR	S	A	120	13	0	86	9	3	2	0	0	8	72	16	100	100
	BIRMINGHAM	RYANAIR	S	D	119	14	0	92	6	0	2	0	0	5	84	12	100	100
	EDINBURGH	RYANAIR	S	A	103	0	0	89	10	1	0	0	0	5	81	9	68	68
	EDINBURGH	RYANAIR	S	D	103	0	0	87	12	1	0	0	0	5	79	18	68	68
	GATWICK	RYANAIR	S	A	138	0	0	93	5	2	0	0	0	4	79	10	138	138
	GATWICK	RYANAIR	S	D	138	0	0	93	3	2	1	0	0	4	79	12	138	138
	LUTON	RYANAIR	S	A	93	1	0	70	15	11	4	0	0	15	76	13	78	78
	LUTON	RYANAIR	S	D	94	0	0	86	9	3	1	1	0	9	82	11	77	77
	MANCHESTER	RYANAIR	S	A	133	0	0	81	17	2	0	0	0	8	76	11	97	97
	MANCHESTER	RYANAIR	S	D	133	0	0	84	14	2	0	0	0	6	73	12	96	96
	NEWCASTLE	RYANAIR	S	A	40	0	0	90	8	0	3	0	0	7	66	32	41	41
	NEWCASTLE	RYANAIR	S	D	40	0	0	80	15	3	3	0	0	9	59	39	41	41
	STANSTED	RYANAIR	S	A	248	0	0	73	19	8	0	0	0	11	57	24	205	205
	STANSTED	RYANAIR	S	D	249	0	0	83	13	4	0	0	0	7	65	17	205	205
	LONDON CITY	VLM (BELGIUM)	S	A	18	0	0	61	11	11	17	0	0	22	0	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						MAR 2013		
			CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
DUBLIN	LONDON CITY	VLM (BELGIUM)	S	D	18	0	0	83	11	0	6	0	0	7	0	0	0
<b>TOTAL DUBLIN</b>					<b>4677</b>	<b>35</b>	<b>17</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>71</b>	<b>17</b>	<b>17</b>
DUBROVNIK	GATWICK	BRITISH AIRWAYS PLC	S	A	10	0	0	80	20	0	0	0	5	67	20	12	
	GATWICK	BRITISH AIRWAYS PLC	S	D	10	0	0	70	10	20	0	0	13	50	25	12	
<b>TOTAL DUBROVNIK</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>58</b>	<b>23</b>	<b>23</b>	
DUNDEE	LONDON CITY	CITY JET	S	A	49	0	0	90	4	2	4	0	10	79	13	58	
	LONDON CITY	CITY JET	S	D	48	0	0	88	6	0	6	0	9	88	4	58	
	STANSTED	LOGANAIR	S	A	3	0	0	100	0	0	0	0	9	0	0	0	
	STANSTED	LOGANAIR	S	D	3	0	0	100	0	0	0	0	3	0	0	0	
<b>TOTAL DUNDEE</b>					<b>103</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>8</b>	<b>8</b>	
DUSSELDORF	STANSTED	AIR BERLIN	S	A	77	0	1	88	6	4	1	0	7	81	9	67	
	STANSTED	AIR BERLIN	S	D	77	0	1	92	5	0	3	0	5	81	8	67	
	LONDON CITY	BA CITYFLYER LTD	S	A	71	0	0	94	1	1	3	0	5	0	0	0	
	LONDON CITY	BA CITYFLYER LTD	S	D	71	0	0	92	3	3	3	0	6	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	169	0	0	91	5	4	1	0	4	68	20	224	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	169	0	0	91	5	3	1	0	4	72	16	225	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	46	0	0	93	2	4	0	0	3	76	15	46	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	46	0	0	89	9	2	0	0	3	85	9	46	
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	74	0	0	95	3	1	1	0	4	68	11	63	
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	74	0	0	93	3	3	1	0	4	74	11	66	
	GLASGOW	EUROWINGS LUFTVERKEHRS	S	A	26	0	0	88	8	0	4	0	6	0	0	0	
	GLASGOW	EUROWINGS LUFTVERKEHRS	S	D	26	0	0	92	0	0	8	0	8	0	0	0	
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	A	26	0	0	96	4	0	0	0	2	71	15	24	
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	D	26	0	0	92	4	4	0	0	4	64	16	25	
	BIRMINGHAM	FLYBE LTD	S	A	87	0	1	94	1	1	1	2	8	81	15	69	
	BIRMINGHAM	FLYBE LTD	S	D	88	0	1	85	8	5	2	0	9	89	8	72	
	MANCHESTER	FLYBE LTD	S	A	56	0	0	80	5	9	4	2	15	79	21	52	
	MANCHESTER	FLYBE LTD	S	D	56	0	0	82	4	9	4	2	13	85	8	53	
	HEATHROW	LUFTHANSA	S	A	141	0	0	92	5	3	0	0	4	67	17	111	
	HEATHROW	LUFTHANSA	S	D	140	0	0	93	6	1	0	0	3	77	12	116	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 2013					
			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)											
DUSSELDORF	MANCHESTER	LUFTHANSA CITY LINE	S	A	72	0	0	81	11	8	0	0	0	9	64	17	81
	MANCHESTER	LUFTHANSA CITY LINE	S	D	72	0	0	89	8	1	1	0	0	4	76	12	86
<b>TOTAL DUSSELDORF</b>					<b>1690</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>14</b>	<b>14</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2013				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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 INTERNATIONAL																		
	EDINBURGH	FLYBE LTD	S	A	73	0	1	97	1	1	0	0	0	2	75	21	65	
	EDINBURGH	FLYBE LTD	S	D	73	0	1	93	4	3	0	0	0	5	79	17	66	
	GLASGOW	FLYBE LTD	S	A	70	0	1	91	3	1	4	0	0	7	74	23	53	
	GLASGOW	FLYBE LTD	S	D	70	0	1	84	10	1	4	0	0	10	76	17	54	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>					<b>286</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>19</b>	<b>19</b>	
EDINBURGH																		
	LONDON CITY	BA CITYFLYER LTD	S	A	176	1	0	90	2	2	4	2	0	11	86	8	186	
	LONDON CITY	BA CITYFLYER LTD	S	D	179	0	0	88	4	4	4	0	0	7	90	5	189	
	GATWICK	BRITISH AIRWAYS PLC	S	A	114	0	0	87	6	4	2	1	0	10	65	19	115	
	GATWICK	BRITISH AIRWAYS PLC	S	D	114	0	0	87	8	3	3	0	0	7	74	17	116	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	312	0	0	89	5	4	2	0	0	6	68	17	335	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	313	0	0	90	5	3	2	0	0	6	74	13	337	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	120	0	0	86	8	6	1	0	0	6	77	13	124	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	120	0	0	84	8	7	1	0	0	7	77	12	124	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	96	0	0	95	5	0	0	0	0	2	93	4	96	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	96	0	0	94	4	1	1	0	0	4	83	7	96	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	113	1	0	90	6	3	1	0	0	3	88	5	113	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	113	0	0	91	5	3	1	0	0	4	94	3	113	
	BIRMINGHAM	FLYBE LTD	S	A	163	0	4	93	3	2	2	0	0	4	91	5	157	
	BIRMINGHAM	FLYBE LTD	S	D	163	0	3	79	12	6	3	0	0	11	89	7	157	
	MANCHESTER	FLYBE LTD	S	A	85	0	1	95	4	1	0	0	0	4	87	9	77	
	MANCHESTER	FLYBE LTD	S	D	85	0	1	89	6	2	2	0	0	7	77	11	78	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	185	0	0	92	5	2	1	0	0	4	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	185	0	0	96	2	1	1	0	0	3	0	0	0	
<b>TOTAL EDINBURGH</b>					<b>2732</b>	<b>3</b>	<b>10</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>10</b>	<b>10</b>	
EDMONTON																		
<b>TOTAL EDMONTON</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>81</b>	<b>7</b>	<b>7</b>	
EGILSSTADIR																		
EINDHOVEN																		
	STANSTED	RYANAIR	S	A	92	0	0	88	7	4	0	1	0	8	65	14	62	
	STANSTED	RYANAIR	S	D	92	0	0	93	3	3	0	0	0	4	81	7	62	
<b>TOTAL EINDHOVEN</b>					<b>184</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>9</b>	<b>9</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 2013			
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
ENFIDHA - HAMMAMET INTL	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	1	78	8	9
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	3	78	14	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	11	0	0	11	0	34	100	2	10
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	0	3	91	14	11
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	11	0	0	0	5	60	153	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	9	0	0	56	11	22	0	11	0	44	60	15	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	85	8	8	0	0	0	7	79	37	19
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	92	8	0	0	0	0	3	74	22	19
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	2	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	4	50	13	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	0	6
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	1	100	2	9
	GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	2	100	1	9
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	6	0	0	0
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	2	100	12	1
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	0	88	4	8
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	2	89	6	9
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>					<b>134</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>18</b>	<b>18</b>
ENTEbbe	HEATHROW	BRITISH AIRWAYS PLC	S	A	14	0	0	86	7	0	7	0	0	8	38	34	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	79	14	7	0	0	0	8	38	39	13
<b>TOTAL ENTEBBE</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>38</b>	<b>37</b>	<b>37</b>
ERFURT	GATWICK	GERMANIA FLUGGESELLSCHAFT	S	A	9	0	0	89	0	11	0	0	0	5	0	0	0
	GATWICK	GERMANIA FLUGGESELLSCHAFT	S	D	9	0	0	89	0	0	11	0	0	9	0	0	0
<b>TOTAL ERFURT</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
EXETER	EDINBURGH	FLYBE LTD	S	A	20	0	0	95	5	0	0	0	0	3	86	7	22
	EDINBURGH	FLYBE LTD	S	D	20	0	0	85	15	0	0	0	0	7	68	15	22
	GLASGOW	FLYBE LTD	S	A	9	0	0	78	11	0	0	11	0	31	82	23	11
	GLASGOW	FLYBE LTD	S	D	9	0	0	89	11	0	0	0	0	4	75	29	12
	MANCHESTER	FLYBE LTD	S	A	72	0	2	89	3	7	1	0	0	7	85	14	62

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE							MAR 2013		
			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)											
EXETER	MANCHESTER	FLYBE LTD	S	D	72	0	2	92	6	1	1	0	0	5	73	15	62
	NEWCASTLE	FLYBE LTD	S	A	20	0	1	80	5	10	5	0	0	14	84	10	31
	NEWCASTLE	FLYBE LTD	S	D	20	0	1	80	5	15	0	0	0	12	74	23	31
<b>TOTAL EXETER</b>					<b>242</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>15</b>	<b>15</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2013			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
FAGERNES/LEIRIN	GATWICK	THOMSON AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	4	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	9	0	0	0
<b>TOTAL FAGERNES/LEIRIN</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
FARNBOROUGH																	
FARO	GATWICK	BRITISH AIRWAYS PLC	S	A	24	0	0	79	8	13	0	0	0	12	68	27	25
	GATWICK	BRITISH AIRWAYS PLC	S	D	24	0	0	79	4	17	0	0	0	15	56	32	25
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	66	0	0	88	9	0	3	0	0	7	88	8	66
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	66	0	0	83	11	3	3	0	0	8	88	7	66
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	100	0	0	0	0	0	1	100	0	9
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	100	0	0	0	0	0	2	100	3	9
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	15	0	0	87	7	7	0	0	0	6	88	15	16
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	15	0	0	80	20	0	0	0	0	9	75	21	16
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	100	0	0	0	0	0	0	87	3	15
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	100	0	0	0	0	0	4	87	8	15
	EDINBURGH	JET2.COM LTD	S	A	9	0	0	100	0	0	0	0	0	2	91	5	11
	EDINBURGH	JET2.COM LTD	S	D	9	0	0	100	0	0	0	0	0	3	73	11	11
	MANCHESTER	JET2.COM LTD	S	A	12	0	0	50	17	25	8	0	0	22	75	5	4
	MANCHESTER	JET2.COM LTD	S	D	12	0	0	92	0	8	0	0	0	7	100	8	4
	BIRMINGHAM	MONARCH AIRLINES	C	A	15	0	0	80	7	7	7	0	0	15	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	D	15	0	0	67	13	13	7	0	0	22	0	0	0
	GATWICK	MONARCH AIRLINES	S	A	12	0	0	100	0	0	0	0	0	4	38	26	13
	GATWICK	MONARCH AIRLINES	S	D	12	0	0	83	17	0	0	0	0	7	62	20	13
	MANCHESTER	MONARCH AIRLINES	S	A	23	0	0	91	4	4	0	0	0	4	78	10	27
	MANCHESTER	MONARCH AIRLINES	S	D	23	0	0	78	17	4	0	0	0	8	89	8	27
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	5	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	5	0	0	100	0	0	0	0	0	1	0	0	0
	BIRMINGHAM	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	2	90	5	10
	BIRMINGHAM	RYANAIR	S	D	8	0	0	63	38	0	0	0	0	12	100	0	10
	EDINBURGH	RYANAIR	S	A	9	0	0	78	22	0	0	0	0	7	91	2	11
	EDINBURGH	RYANAIR	S	D	9	0	0	89	0	11	0	0	0	7	82	8	11
	MANCHESTER	RYANAIR	S	A	15	0	0	87	7	7	0	0	0	6	100	0	20
	MANCHESTER	RYANAIR	S	D	15	0	0	80	7	13	0	0	0	11	100	1	20



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2013			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
FARO																	
	STANSTED	RYANAIR	S	A	21	0	0	71	29	0	0	0	0	8	77	12	30
	STANSTED	RYANAIR	S	D	20	0	0	50	25	25	0	0	0	17	77	15	30
<b>TOTAL FARO</b>					<b>517</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>10</b>	<b>10</b>
FEZ																	
	STANSTED	RYANAIR	S	A	9	0	0	78	22	0	0	0	0	8	67	40	3
	STANSTED	RYANAIR	S	D	9	0	0	33	44	11	11	0	0	23	67	33	3
<b>TOTAL FEZ</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>33</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>36</b>	<b>36</b>
FLORENCE																	
	LONDON CITY	BA CITYFLYER LTD	S	A	2	0	0	50	50	0	0	0	0	12	0	0	0
	LONDON CITY	BA CITYFLYER LTD	S	D	2	0	0	100	0	0	0	0	0	1	0	0	0
	LONDON CITY	CITY JET	S	A	31	0	0	84	6	0	6	3	0	19	50	25	26
	LONDON CITY	CITY JET	S	D	31	0	0	87	3	3	3	3	0	16	77	19	26
	GATWICK	VUELING AIRLINES	S	A	2	0	0	100	0	0	0	0	0	3	0	0	0
	GATWICK	VUELING AIRLINES	S	D	2	0	0	100	0	0	0	0	0	0	0	0	0
	HEATHROW	VUELING AIRLINES	S	A	29	0	0	76	10	3	10	0	0	13	100	0	1
	HEATHROW	VUELING AIRLINES	S	D	28	0	0	89	4	7	0	0	0	6	100	0	1
<b>TOTAL FLORENCE</b>					<b>127</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>65</b>	<b>21</b>	<b>21</b>
FORT MYERS																	
FRANKFURT MAIN																	
	LONDON CITY	BA CITYFLYER LTD	S	A	81	0	0	96	2	0	1	0	0	3	85	12	78
	LONDON CITY	BA CITYFLYER LTD	S	D	82	0	0	96	1	0	2	0	0	3	87	6	78
	HEATHROW	BRITISH AIRWAYS PLC	S	A	179	0	0	91	6	3	1	0	0	4	70	16	170
	HEATHROW	BRITISH AIRWAYS PLC	S	D	179	0	0	91	5	3	1	0	0	4	73	16	171
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	79	0	0	94	0	5	0	1	0	7	94	4	64
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	79	0	0	92	1	5	0	1	0	9	86	11	66
	BIRMINGHAM	LUFTHANSA	S	A	43	0	0	95	5	0	0	0	0	2	88	9	48
	BIRMINGHAM	LUFTHANSA	S	D	43	0	0	95	5	0	0	0	0	3	82	11	49
	EDINBURGH	LUFTHANSA	S	A	60	0	0	83	13	3	0	0	0	8	67	11	30
	EDINBURGH	LUFTHANSA	S	D	60	0	0	95	3	2	0	0	0	4	63	14	30
	HEATHROW	LUFTHANSA	S	A	365	0	0	94	4	2	1	0	0	4	71	14	338
	HEATHROW	LUFTHANSA	S	D	364	0	1	91	4	4	1	0	0	5	75	13	336
	MANCHESTER	LUFTHANSA	S	A	122	1	0	86	11	2	1	0	0	7	80	10	116

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
FRANKFURT MAIN																		
	MANCHESTER	LUFTHANSA	S	D	122	0	0	95	2	1	2	0	0	5	83	12	117	
	LONDON CITY	LUFTHANSA CITY LINE	S	A	76	0	0	93	5	1	0	0	0	2	94	4	68	
	LONDON CITY	LUFTHANSA CITY LINE	S	D	75	0	0	93	5	1	0	0	0	3	94	5	68	
<b>TOTAL FRANKFURT MAIN</b>					<b>2011</b>	<b>5</b>	<b>1</b>	<b>92</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>78</b>	<b>12</b>	<b>12</b>	
FREETOWN																		
	GATWICK	GAMBIA BIRD	S	A	14	0	6	86	7	7	0	0	0	4	0	0	0	
	GATWICK	GAMBIA BIRD	S	D	13	0	0	85	8	0	8	0	0	16	0	0	0	
<b>TOTAL FREETOWN</b>					<b>27</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>7</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>	
FRIEDRICHSHAFEN																		
	GATWICK	AER LINGUS	S	A	5	0	0	80	20	0	0	0	0	8	0	0	0	
	GATWICK	AER LINGUS	S	D	5	0	0	60	40	0	0	0	0	10	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	C	A	5	0	0	100	0	0	0	0	0	1	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	C	D	5	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	80	0	0	0	20	0	67	100	0	5	
	GATWICK	MONARCH AIRLINES	S	A	5	0	1	80	20	0	0	0	0	3	87	5	15	
	GATWICK	MONARCH AIRLINES	S	D	5	0	0	100	0	0	0	0	0	2	100	4	15	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	60	40	0	0	0	0	10	80	8	5	
	MANCHESTER	MONARCH AIRLINES	S	A	5	0	0	100	0	0	0	0	0	0	100	2	5	
	MANCHESTER	MONARCH AIRLINES	S	D	5	0	0	100	0	0	0	0	0	1	100	1	5	
<b>TOTAL FRIEDRICHSHAFEN</b>					<b>52</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>6</b>	<b>6</b>	
FUERTEVENTURA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	91	9	0	0	0	0	3	56	13	9	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	83	13	4	0	0	0	7	89	5	9	
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0	
	MANCHESTER	MONARCH AIRLINES	S	A	4	0	0	100	0	0	0	0	0	2	100	5	4	
	MANCHESTER	MONARCH AIRLINES	S	D	4	0	0	100	0	0	0	0	0	2	100	1	4	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	10	0	0	90	10	0	0	0	0	4	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	10	0	0	70	20	10	0	0	0	11	0	0	0	
	BIRMINGHAM	RYANAIR	S	A	5	0	0	100	0	0	0	0	0	0	100	0	6	
	BIRMINGHAM	RYANAIR	S	D	5	0	0	100	0	0	0	0	0	4	83	3	6	
	EDINBURGH	RYANAIR	S	A	4	0	0	100	0	0	0	0	0	0	0	33	3	
	EDINBURGH	RYANAIR	S	D	4	0	0	100	0	0	0	0	0	6	100	9	3	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					MAR 2013					
					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		
FUERTEVENTURA																		
	STANSTED	RYANAIR	S	A	14	0	0	100	0	0	0	0	0	1	89	3	9	
	STANSTED	RYANAIR	S	D	14	0	0	100	0	0	0	0	0	5	89	6	9	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	9	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	9	0	0	100	0	0	0	0	0	3	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	13	0	0	92	8	0	0	0	0	2	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	13	0	0	92	8	0	0	0	0	5	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	9	0	0	78	11	0	11	0	0	17	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	9	0	0	78	0	0	22	0	0	26	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	13	0	0	85	8	0	8	0	0	9	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	13	0	0	77	0	8	15	0	0	23	0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	5	0	0	100	0	0	0	0	0	0	0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	5	0	0	80	20	0	0	0	0	6	0	0	0	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	5	100	1	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	13	100	0	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	13	0	0	77	8	8	8	0	0	17	67	18	9	
	GATWICK	THOMSON AIRWAYS LTD	C	D	13	0	0	85	0	15	0	0	0	7	56	23	9	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	0	4	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	2	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	13	0	0	92	8	0	0	0	0	2	56	13	9	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	13	0	0	85	15	0	0	0	0	5	44	18	9	
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	7	0	0	0	
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	0	0	0	
<b>TOTAL FUERTEVENTURA</b>					<b>302</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>7</b>	<b>72</b>	<b>15</b>	<b>15</b>	
FUNCHAL																		
	GATWICK	AIR PORTUGAL	S	A	2	0	0	100	0	0	0	0	0	0	100	10	1	
	HEATHROW	AIR PORTUGAL	S	A	29	0	0	93	7	0	0	0	0	3	85	7	26	
	HEATHROW	AIR PORTUGAL	S	D	30	0	0	97	3	0	0	0	0	2	97	1	29	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	25	0	0	96	4	0	0	0	0	1	85	16	26	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	27	0	0	93	4	4	0	0	0	5	85	8	26	
	MANCHESTER	JET2.COM LTD	S	A	5	0	0	80	0	20	0	0	0	12	100	4	4	
	MANCHESTER	JET2.COM LTD	S	D	5	0	0	80	20	0	0	0	0	6	75	14	4	
	BIRMINGHAM	MONARCH AIRLINES	S	A	9	0	0	100	0	0	0	0	0	2	89	5	9	
	BIRMINGHAM	MONARCH AIRLINES	S	D	9	0	0	100	0	0	0	0	0	2	78	7	9	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE						MAR 2013				
					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		
FUNCHAL																		
	GATWICK	MONARCH AIRLINES	S	A	12	0	1	75	17	8	0	0	0	9	46	43	13	
	GATWICK	MONARCH AIRLINES	S	D	13	0	0	92	0	8	0	0	0	7	85	6	13	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	46	100	0	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	0	20	0	41	100	5	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	5	75	6	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	7	100	0	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	75	6	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	75	9	4	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	9	100	1	4	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	10	75	7	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	6	100	0	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	7	100	4	4	
<b>TOTAL FUNCHAL</b>					<b>212</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>9</b>	<b>9</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 2013				
					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
GATWICK																	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	114	0	0	89	6	3	3	0	0	6	74	16	116
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	114	0	0	91	3	4	1	1	0	7	74	14	115
	GLASGOW	BRITISH AIRWAYS PLC	S	A	114	0	0	85	11	4	0	0	0	7	69	17	114
	GLASGOW	BRITISH AIRWAYS PLC	S	D	113	0	0	88	6	5	0	0	0	4	77	14	113
	NEWCASTLE	DENIM AIR	C	A	2	0	0	100	0	0	0	0	0	2	0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	120	0	0	84	7	8	1	0	0	7	77	11	124
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	120	0	0	83	10	7	1	0	0	7	73	14	124
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	96	0	0	90	4	5	1	0	0	5	84	9	101
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	96	0	0	94	4	2	0	0	0	4	81	8	101
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	4	0	0	100	0	0	0	0	0	3	0	0	0
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	4	0	0	100	0	0	0	0	0	1	0	0	0
	NEWCASTLE	FLYBE LTD	S	A	64	1	3	83	6	5	6	0	0	11	86	15	73
	NEWCASTLE	FLYBE LTD	S	D	64	1	3	80	8	8	5	0	0	14	79	14	75
<b>TOTAL GATWICK</b>					<b>1027</b>	<b>6</b>	<b>6</b>	<b>87</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>13</b>	<b>13</b>
GDANSK																	
	EDINBURGH	RYANAIR	S	A	9	0	0	78	11	11	0	0	0	6	100	2	8
	EDINBURGH	RYANAIR	S	D	9	0	0	89	11	0	0	0	0	3	67	10	9
	MANCHESTER	RYANAIR	S	A	9	0	0	78	11	11	0	0	0	8	89	55	9
	MANCHESTER	RYANAIR	S	D	9	0	0	89	11	0	0	0	0	3	89	7	9
	STANSTED	RYANAIR	S	A	47	0	0	87	4	6	2	0	0	8	72	11	61
	STANSTED	RYANAIR	S	D	47	0	0	91	4	2	2	0	0	5	87	7	62
	GLASGOW	WIZZ AIR	S	A	9	0	0	78	0	11	11	0	0	25	86	5	7
	GLASGOW	WIZZ AIR	S	D	9	0	0	33	44	11	11	0	0	33	71	14	7
	LUTON	WIZZ AIR	S	A	49	0	0	86	2	6	6	0	0	11	84	20	56
	LUTON	WIZZ AIR	S	D	49	0	0	86	0	6	8	0	0	15	63	25	56
<b>TOTAL GDANSK</b>					<b>246</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>16</b>	<b>16</b>
GENEVA																	
	GATWICK	AER LINGUS	C	A	5	0	0	100	0	0	0	0	0	0	80	6	5
	GATWICK	AER LINGUS	C	D	5	0	0	100	0	0	0	0	0	5	60	14	5
	LONDON CITY	BA CITYFLYER LTD	S	A	20	0	0	95	0	0	5	0	0	8	90	5	21
	LONDON CITY	BA CITYFLYER LTD	S	D	21	0	0	90	0	0	10	0	0	15	95	5	20
	GATWICK	BRITISH AIRWAYS PLC	S	A	88	0	0	94	2	1	1	1	0	7	56	21	85
	GATWICK	BRITISH AIRWAYS PLC	S	D	88	0	0	83	15	1	1	0	0	7	71	16	85

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 2013				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
GENEVA																		
	HEATHROW	BRITISH AIRWAYS PLC	C	A	5	0	0	100	0	0	0	0	0	5	0	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	294	0	0	89	6	2	2	0	0	7	60	21	286	0
	HEATHROW	BRITISH AIRWAYS PLC	C	D	5	0	0	100	0	0	0	0	0	2	0	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	295	0	0	89	7	3	1	0	0	6	66	16	286	0
	BIRMINGHAM	EASYJET AIRLINE COMPANY LTD	S	A	35	0	0	77	20	0	3	0	0	8	78	9	27	0
	BIRMINGHAM	EASYJET AIRLINE COMPANY LTD	S	D	35	0	0	77	14	6	3	0	0	10	89	5	27	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	49	0	0	88	6	4	2	0	0	6	90	5	49	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	49	0	0	92	2	4	2	0	0	6	84	6	49	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	129	0	0	81	9	7	4	0	0	11	66	20	125	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	129	0	0	92	3	4	1	0	0	5	78	12	125	0
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	15	0	0	93	0	0	7	0	0	6	73	9	11	0
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	15	0	0	100	0	0	0	0	0	1	73	8	11	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	149	0	0	80	10	9	1	0	0	10	77	12	148	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	149	0	0	80	13	7	1	0	0	9	78	12	148	0
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	50	1	0	86	8	6	0	0	0	6	84	8	50	0
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	50	0	0	82	10	6	2	0	0	10	76	10	50	0
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	27	0	0	93	0	4	4	0	0	4	85	11	27	0
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	27	0	0	100	0	0	0	0	0	2	70	15	27	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	59	1	0	88	3	5	3	0	0	8	75	12	60	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	59	0	0	95	5	0	0	0	0	2	90	7	60	0
	BIRMINGHAM	EASYJET SWITZERLAND	S	A	10	0	0	100	0	0	0	0	0	0	93	2	14	0
	BIRMINGHAM	EASYJET SWITZERLAND	S	D	10	0	0	100	0	0	0	0	0	1	79	8	14	0
	EDINBURGH	EASYJET SWITZERLAND	S	A	4	0	0	100	0	0	0	0	0	0	100	1	5	0
	EDINBURGH	EASYJET SWITZERLAND	S	D	4	0	0	100	0	0	0	0	0	1	80	10	5	0
	GATWICK	EASYJET SWITZERLAND	S	A	103	0	0	86	7	4	0	3	0	14	74	18	102	0
	GATWICK	EASYJET SWITZERLAND	S	D	103	0	0	79	13	7	0	2	0	14	64	18	102	0
	BIRMINGHAM	FLYBE LTD	C	A	5	0	0	80	0	0	20	0	0	14	80	4	5	0
	BIRMINGHAM	FLYBE LTD	C	D	5	0	0	80	20	0	0	0	0	12	60	20	5	0
	EDINBURGH	FLYBE LTD	C	A	5	0	0	100	0	0	0	0	0	4	80	7	5	0
	EDINBURGH	FLYBE LTD	C	D	5	0	0	100	0	0	0	0	0	5	80	14	5	0
	EDINBURGH	JET2.COM LTD	C	A	5	0	0	80	0	20	0	0	0	8	100	1	5	0
	EDINBURGH	JET2.COM LTD	C	D	5	0	0	100	0	0	0	0	0	7	40	20	5	0
	MANCHESTER	JET2.COM LTD	S	A	10	0	0	90	0	0	10	0	0	18	40	28	10	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2013				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	MANCHESTER	JET2.COM LTD	S	D	10	0	0	60	30	10	0	0	0	15	30	22	10	
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	80	20	0	0	0	0	8	40	33	5	
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	6	60	17	5	
	GATWICK	MONARCH AIRLINES	C	A	31	0	0	81	16	3	0	0	0	6	45	26	29	
	GATWICK	MONARCH AIRLINES	C	D	31	0	0	77	10	13	0	0	0	11	62	17	29	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	0	0	24	5	
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	2	100	5	5	
	GATWICK	SWISS AIRLINES	S	A	11	0	0	82	18	0	0	0	0	5	0	0	0	
	GATWICK	SWISS AIRLINES	S	D	11	0	0	100	0	0	0	0	0	3	0	0	0	
	HEATHROW	SWISS AIRLINES	S	A	155	0	0	89	5	5	2	0	0	6	65	17	185	
	HEATHROW	SWISS AIRLINES	S	D	155	0	0	88	6	5	1	0	0	6	76	12	185	
	LONDON CITY	SWISS AIRLINES	S	A	97	0	3	92	6	2	0	0	0	4	88	6	140	
	LONDON CITY	SWISS AIRLINES	S	D	95	0	1	87	9	2	1	0	0	6	81	8	136	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	5	0	0	60	20	0	0	0	20	123	80	12	5	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	5	0	0	80	0	0	0	0	20	121	60	25	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	0	80	44	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	4	80	42	5	
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	2	80	18	5	
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	6	60	20	5	
	GATWICK	THOMSON AIRWAYS LTD	C	A	13	0	0	85	8	8	0	0	0	6	74	27	19	
	GATWICK	THOMSON AIRWAYS LTD	C	D	12	0	0	58	25	17	0	0	0	15	58	36	19	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	5	80	9	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	20	25	5	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	9	75	14	4	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	3	67	21	3	
<b>TOTAL GENEVA</b>					<b>2811</b>	<b>7</b>	<b>5</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>72</b>	<b>14</b>	<b>14</b>	
GENOA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	73	14	9	5	0	0	12	69	24	29	
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	95	5	0	0	0	0	5	66	18	29	
	STANSTED	RYANAIR	S	A	11	0	0	73	9	9	9	0	0	16	44	33	16	
	STANSTED	RYANAIR	S	D	11	0	0	91	0	9	0	0	0	10	63	21	16	
<b>TOTAL GENOA</b>					<b>66</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>62</b>	<b>23</b>	<b>23</b>	
GIBRALTAR																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					MAR 2013					
					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
GIBRALTAR																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	41	0	0	85	5	10	0	0	0	6	56	50	36	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	41	0	0	88	2	10	0	0	0	7	63	19	40	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	84	10	3	3	0	0	9	65	59	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	81	10	6	3	0	0	12	81	15	31	
	BIRMINGHAM	MONARCH AIRLINES	S	A	12	0	0	75	8	8	8	0	0	19	75	14	4	
	BIRMINGHAM	MONARCH AIRLINES	S	D	12	0	0	75	8	17	0	0	0	11	100	0	4	
	LUTON	MONARCH AIRLINES	S	A	18	0	0	94	0	6	0	0	0	3	50	28	14	
	LUTON	MONARCH AIRLINES	S	D	18	0	0	83	11	6	0	0	0	7	64	23	14	
	MANCHESTER	MONARCH AIRLINES	S	A	18	0	0	100	0	0	0	0	0	2	46	57	13	
	MANCHESTER	MONARCH AIRLINES	S	D	18	0	0	100	0	0	0	0	0	1	85	8	13	
<b>TOTAL GIBRALTAR</b>					<b>240</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>5</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>65</b>	<b>32</b>	<b>32</b>	
GIRONA																		
	LUTON	RYANAIR	S	A	14	0	0	79	14	7	0	0	0	8	71	16	14	
	LUTON	RYANAIR	S	D	14	0	0	86	0	14	0	0	0	8	86	13	14	
	MANCHESTER	RYANAIR	S	A	13	0	0	92	8	0	0	0	0	2	100	1	22	
	MANCHESTER	RYANAIR	S	D	13	0	0	85	15	0	0	0	0	5	95	3	22	
	STANSTED	RYANAIR	S	A	15	0	0	93	0	0	7	0	0	8	29	29	14	
	STANSTED	RYANAIR	S	D	15	0	0	80	13	0	7	0	0	12	64	15	14	
<b>TOTAL GIRONA</b>					<b>84</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>78</b>	<b>11</b>	<b>11</b>	
GLASGOW																		
	LONDON CITY	BA CITYFLYER LTD	S	A	123	0	0	92	2	4	1	2	0	7	87	5	123	
	LONDON CITY	BA CITYFLYER LTD	S	D	122	0	0	90	4	4	2	0	0	5	93	4	121	
	GATWICK	BRITISH AIRWAYS PLC	S	A	113	0	0	85	9	6	0	0	0	6	75	16	113	
	GATWICK	BRITISH AIRWAYS PLC	S	D	114	0	0	85	11	4	0	0	0	6	70	17	114	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	269	0	0	91	4	4	1	0	0	4	71	14	311	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	269	0	0	93	3	3	1	0	0	5	77	13	311	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	96	0	0	92	4	3	1	0	0	5	81	9	101	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	96	0	0	85	8	5	1	0	0	6	80	11	101	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	95	0	0	93	3	2	2	0	0	4	90	10	97	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	95	0	0	92	3	3	2	0	0	6	82	11	97	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	95	0	0	92	3	4	1	0	0	5	89	6	96	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	95	0	0	91	2	5	2	0	0	5	94	3	96	
	BIRMINGHAM	FLYBE LTD	S	A	162	0	4	88	6	2	4	0	0	6	92	5	153	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2013				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
GLASGOW																		
	BIRMINGHAM	FLYBE LTD	S	D	161	0	5	83	7	6	4	0	0	10	93	6	153	
	MANCHESTER	FLYBE LTD	S	A	60	0	1	98	2	0	0	0	0	2	87	9	54	
	MANCHESTER	FLYBE LTD	S	D	60	0	1	88	8	2	2	0	0	7	81	11	54	
<b>TOTAL GLASGOW</b>					<b>2025</b>	<b>0</b>	<b>11</b>	<b>90</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>10</b>	<b>10</b>	
GOA																		
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	40	20	20	20	0	0	37	60	32	5	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	40	40	20	0	0	0	19	80	17	5	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	20	0	60	20	0	0	49	0	28	5	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	15	100	3	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	1	0	100	0	0	0	0	0	2	100	3	3	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	8	50	27	2	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	56	11	0	11	22	0	68	80	7	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	56	22	0	0	22	0	68	33	27	3	
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	20	40	20	20	0	0	34	20	34	5	
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	60	40	0	0	0	0	9	60	38	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	25	50	0	25	0	0	31	100	6	2	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	3	0	0	33	33	0	33	0	0	31	0	21	1	
<b>TOTAL GOA</b>					<b>60</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>22</b>	<b>12</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>38</b>	<b>59</b>	<b>21</b>	<b>21</b>	
GOOSE BAY																		
GOTEBORG																		
	BIRMINGHAM	BMI REGIONAL	S	A	26	0	0	92	4	4	0	0	0	5	0	0	0	
	BIRMINGHAM	BMI REGIONAL	S	D	25	0	0	76	16	4	4	0	0	13	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	94	5	2	0	0	0	2	74	11	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	94	5	2	0	0	0	3	79	12	62	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	18	0	0	94	6	0	0	0	0	2	82	16	17	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	18	0	0	100	0	0	0	0	0	1	82	17	17	
	HEATHROW	SAS	S	A	51	0	0	92	6	2	0	0	0	3	76	10	49	
	HEATHROW	SAS	S	D	51	0	0	96	4	0	0	0	0	2	82	5	49	
<b>TOTAL GOTEBORG</b>					<b>313</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>79</b>	<b>10</b>	<b>10</b>	
GOTEBORG (SAVE)																		
	STANSTED	RYANAIR	S	A	62	0	0	94	5	0	2	0	0	3	79	12	62	
	STANSTED	RYANAIR	S	D	62	0	0	97	2	0	2	0	0	3	74	13	62	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2013			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
GOTEBORG (SAVE)																	
<b>TOTAL GOTEBORG (SAVE)</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>76</b>	<b>12</b>	<b>12</b>
GRANADA																	
	LONDON CITY	BA CITYFLYER LTD	S	A	17	0	0	94	0	6	0	0	0	4	0	0	0
	LONDON CITY	BA CITYFLYER LTD	S	D	17	0	0	94	0	6	0	0	0	5	0	0	0
<b>TOTAL GRANADA</b>					<b>34</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>0</b>	<b>0</b>	<b>0</b>
GRAND CAYMAN																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	83	6	0	0	0	11	78	83	28	18
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	82	6	12	0	0	0	11	72	22	18
<b>TOTAL GRAND CAYMAN</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>46</b>	<b>78</b>	<b>25</b>	<b>25</b>
GRENADA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	88	0	13	0	0	0	7	75	14	8
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	75	0	0	25	0	0	18	67	34	9
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	7	0	0	71	29	0	0	0	0	6	50	11	6
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	78	11	0	11	0	0	16	80	6	5
<b>TOTAL GRENADA</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>9</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>18</b>	<b>18</b>
GRENOBLE																	
	GATWICK	BRITISH AIRWAYS PLC	C	A	5	0	0	80	20	0	0	0	0	4	100	1	4
	GATWICK	BRITISH AIRWAYS PLC	C	D	5	0	0	100	0	0	0	0	0	4	60	8	5
	HEATHROW	BRITISH AIRWAYS PLC	C	A	5	0	0	80	0	20	0	0	0	6	80	6	5
	HEATHROW	BRITISH AIRWAYS PLC	C	D	5	0	0	60	20	20	0	0	0	17	80	9	5
	BIRMINGHAM	EASYJET AIRLINE COMPANY LTD	S	A	5	0	0	100	0	0	0	0	0	7	60	16	5
	BIRMINGHAM	EASYJET AIRLINE COMPANY LTD	S	D	5	0	0	100	0	0	0	0	0	3	80	6	5
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	6	0	0	100	0	0	0	0	0	2	100	3	7
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	6	0	0	100	0	0	0	0	0	2	86	7	7
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	25	0	0	96	4	0	0	0	0	2	84	32	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	25	0	0	80	16	4	0	0	0	6	90	6	31
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	7	0	0	86	14	0	0	0	0	7	80	13	10
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	7	0	0	43	43	14	0	0	0	17	70	17	10
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	5	0	0	100	0	0	0	0	0	0	67	12	6
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	5	0	0	80	20	0	0	0	0	4	67	13	6
	BIRMINGHAM	FLYBE LTD	C	A	2	0	0	100	0	0	0	0	0	4	0	0	0
	BIRMINGHAM	FLYBE LTD	C	D	2	0	0	50	0	50	0	0	0	25	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2013			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
GRENOBLE	MANCHESTER	JET2.COM LTD	C	A	9	0	0	67	11	11	11	0	0	21	100	0	1
	MANCHESTER	JET2.COM LTD	S	A	5	0	0	100	0	0	0	0	0	4	60	11	10
	MANCHESTER	JET2.COM LTD	C	D	7	0	0	100	0	0	0	0	0	4	100	0	2
	MANCHESTER	JET2.COM LTD	S	D	5	0	1	100	0	0	0	0	0	2	80	8	10
	BIRMINGHAM	MONARCH AIRLINES	C	A	10	0	0	70	20	10	0	0	0	12	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	D	10	0	0	90	10	0	0	0	0	6	0	0	0
	GATWICK	MONARCH AIRLINES	S	A	10	0	0	90	0	0	0	10	0	25	86	7	7
	GATWICK	MONARCH AIRLINES	C	A	40	0	0	73	8	20	0	0	0	13	39	27	36
	GATWICK	MONARCH AIRLINES	S	D	10	0	0	90	0	0	0	10	0	24	100	2	7
	GATWICK	MONARCH AIRLINES	C	D	40	0	0	78	8	13	3	0	0	13	69	18	36
	MANCHESTER	MONARCH AIRLINES	C	A	10	0	0	80	20	0	0	0	0	5	20	34	10
	MANCHESTER	MONARCH AIRLINES	S	A	5	0	0	60	20	20	0	0	0	14	33	29	3
	MANCHESTER	MONARCH AIRLINES	C	D	10	0	0	80	20	0	0	0	0	7	90	6	10
	MANCHESTER	MONARCH AIRLINES	S	D	5	0	0	80	0	20	0	0	0	10	67	8	3
	EDINBURGH	RYANAIR	C	A	2	0	0	100	0	0	0	0	0	3	0	0	0
	EDINBURGH	RYANAIR	C	D	2	0	0	0	50	0	50	0	0	44	0	0	0
	STANSTED	RYANAIR	S	A	13	0	0	77	15	8	0	0	0	7	55	17	11
	STANSTED	RYANAIR	S	D	13	0	0	92	0	8	0	0	0	3	73	13	11
	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	3	0	0	100	0	0	0	0	0	3	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	1	0	100	0	0	0	0	0	2	70	18	10
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	0	90	0	10	0	0	0	8	80	16	10
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	6	60	30	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	13	100	5	5
	GATWICK	THOMSON AIRWAYS LTD	C	A	10	0	0	90	0	0	0	10	0	33	100	1	10
	GATWICK	THOMSON AIRWAYS LTD	C	D	10	0	0	90	0	0	0	10	0	35	90	4	10
<b>TOTAL GRENOBLE</b>					<b>383</b>	<b>1</b>	<b>1</b>	<b>83</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>16</b>	<b>16</b>
GUANGZHOU BAIYUN INTER	HEATHROW	CHINA SOUTHERN	S	A	24	3	3	83	8	0	4	4	0	15	43	29	23
	HEATHROW	CHINA SOUTHERN	S	D	27	0	0	100	0	0	0	0	0	1	83	9	23
<b>TOTAL GUANGZHOU BAIYUN INTERNATIONAL</b>					<b>51</b>	<b>3</b>	<b>3</b>	<b>92</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>63</b>	<b>19</b>	<b>19</b>
GUERNSEY	GATWICK	AURIGNY AIR SERVICES	S	A	171	0	5	84	11	2	2	1	0	13	82	15	159

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE						MAR 2013			
					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
GUERNSEY	GATWICK	AURIGNY AIR SERVICES	S	D	171	0	5	84	7	4	2	2	0	14	79	19	159
	MANCHESTER	AURIGNY AIR SERVICES	S	A	60	0	2	88	10	2	0	0	0	5	84	17	57
	MANCHESTER	AURIGNY AIR SERVICES	S	D	60	0	2	93	2	3	2	0	0	7	82	19	57
	STANSTED	AURIGNY AIR SERVICES	S	A	14	0	4	79	14	0	0	7	0	24	88	6	17
	STANSTED	AURIGNY AIR SERVICES	S	D	14	0	4	79	14	0	0	7	0	24	79	11	19
	BIRMINGHAM	FLYBE LTD	S	A	24	0	0	67	13	4	17	0	0	21	44	43	16
	BIRMINGHAM	FLYBE LTD	S	D	26	0	2	58	12	12	19	0	0	32	75	27	20
	GATWICK	FLYBE LTD	S	A	102	0	2	88	4	5	3	0	0	7	90	7	102
	GATWICK	FLYBE LTD	S	D	101	0	3	88	1	7	4	0	0	8	88	11	102
<b>TOTAL GUERNSEY</b>					<b>743</b>	<b>0</b>	<b>29</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>15</b>	<b>15</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2013				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	STANSTED	RYANAIR	S	A	72	0	0	90	7	3	0	0	0	4	77	9	71	
	STANSTED	RYANAIR	S	D	72	0	0	85	10	6	0	0	0	6	63	17	71	
<b>TOTAL HAHN</b>					<b>144</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>72</b>	<b>12</b>	<b>12</b>	
HALIFAX INT																		
	HEATHROW	AIR CANADA	S	A	23	0	1	100	0	0	0	0	0	2	33	27	18	
	HEATHROW	AIR CANADA	S	D	24	0	0	88	8	4	0	0	0	6	94	6	17	
<b>TOTAL HALIFAX INT</b>					<b>47</b>	<b>0</b>	<b>1</b>	<b>94</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>63</b>	<b>17</b>	<b>17</b>	
HAMBURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	158	0	0	91	4	4	1	0	0	4	66	17	151	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	158	0	0	91	4	4	1	0	0	5	77	11	151	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	100	0	0	0	0	0	1	100	0	7	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	100	0	0	0	0	0	2	100	0	7	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	49	0	0	92	4	2	2	0	0	5	68	18	57	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	49	0	0	88	8	0	4	0	0	8	79	13	57	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	83	11	6	0	0	0	6	83	22	23	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	72	17	11	0	0	0	10	96	5	23	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	86	14	0	0	0	0	6	91	8	23	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	95	5	0	0	0	0	2	96	4	23	
	BIRMINGHAM	GERMANWINGS	S	A	24	0	0	79	8	4	8	0	0	10	0	0	0	
	BIRMINGHAM	GERMANWINGS	S	D	24	0	0	79	13	0	8	0	0	10	0	0	0	
	HEATHROW	GERMANWINGS	S	A	82	0	0	88	11	0	1	0	0	5	0	0	0	
	HEATHROW	GERMANWINGS	S	D	82	0	0	93	4	2	1	0	0	5	0	0	0	
	MANCHESTER	GERMANWINGS	S	A	48	0	0	71	21	8	0	0	0	10	0	0	0	
	MANCHESTER	GERMANWINGS	S	D	48	0	0	75	15	8	2	0	0	10	0	0	0	
<b>TOTAL HAMBURG</b>					<b>836</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>73</b>	<b>14</b>	<b>14</b>	
HANOI																		
	GATWICK	VIETNAM AIRLINES	S	A	8	0	0	50	0	38	0	0	13	84	100	5	9	
	GATWICK	VIETNAM AIRLINES	S	D	8	0	0	75	0	13	0	13	0	47	100	6	9	
<b>TOTAL HANOI</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>65</b>	<b>100</b>	<b>5</b>	<b>5</b>	
HANOVER																		
	BIRMINGHAM	AIR BERLIN	S	A	9	0	0	89	11	0	0	0	0	7	0	0	0	
	BIRMINGHAM	AIR BERLIN	S	D	9	0	0	56	22	22	0	0	0	16	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2013			
						MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
HANOVER	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	89	6	1	2	1	0	8	74	21	92
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	92	4	1	1	1	0	7	77	16	92
	BIRMINGHAM	FLYBE LTD	S	A	31	0	0	97	3	0	0	0	0	1	90	12	31
	BIRMINGHAM	FLYBE LTD	S	D	31	0	0	77	10	10	3	0	0	12	77	18	31
	MANCHESTER	FLYBE LTD	S	A	26	0	0	100	0	0	0	0	0	0	83	5	24
	MANCHESTER	FLYBE LTD	S	D	26	0	0	100	0	0	0	0	0	2	83	6	24
	STANSTED	GERMANWINGS	S	A	52	0	0	96	0	4	0	0	0	2	69	14	52
	STANSTED	GERMANWINGS	S	D	52	0	0	90	8	2	0	0	0	3	69	14	52
<b>TOTAL HANOVER</b>					<b>422</b>	<b>0</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>76</b>	<b>15</b>	<b>15</b>
HASSI MESSAOUD	GATWICK	MONARCH AIRLINES	C	A	9	0	0	78	0	11	11	0	0	18	70	11	10
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	89	0	11	0	0	0	6	100	1	10
<b>TOTAL HASSI MESSAOUD</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>6</b>	<b>6</b>
HAUGESUND	STANSTED	RYANAIR	S	A	13	0	0	69	15	0	8	8	0	31	93	4	14
	STANSTED	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	2	100	2	14
<b>TOTAL HAUGESUND</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>96</b>	<b>3</b>	<b>3</b>
HAVANA	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	0	0	100	0	0	0	0	0	2	67	20	12
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	78	11	11	0	0	0	11	45	34	11
<b>TOTAL HAVANA</b>					<b>17</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>7</b>	<b>57</b>	<b>27</b>	<b>27</b>
HEATHROW	EDINBURGH	BRITISH AIRWAYS PLC	S	A	313	0	0	83	11	4	2	0	0	8	69	14	337
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	312	0	0	91	3	4	2	0	0	5	73	15	335
	GLASGOW	BRITISH AIRWAYS PLC	S	A	269	0	0	89	6	4	2	0	0	7	74	14	311
	GLASGOW	BRITISH AIRWAYS PLC	S	D	269	0	0	93	3	3	1	0	0	4	81	11	312
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	239	0	0	81	15	2	2	0	0	9	61	16	307
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	238	0	0	92	4	3	1	0	0	4	78	11	309
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	152	0	0	85	9	5	1	0	0	8	77	11	179
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	152	0	0	90	5	3	2	0	0	6	71	12	178
	EDINBURGH	VIRGIN ATLANTIC AIRWAYS LTD	S	A	185	0	1	97	2	1	1	0	0	2	0	0	0
	EDINBURGH	VIRGIN ATLANTIC AIRWAYS LTD	S	D	185	0	1	93	4	2	1	0	0	3	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
HEATHROW																		
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	122	0	0	62	18	14	6	0	0	17	100	5	4	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	122	0	0	84	7	7	2	0	0	9	100	2	4	
<b>TOTAL HEATHROW</b>					<b>2558</b>	<b>3</b>	<b>2</b>	<b>88</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>73</b>	<b>13</b>	<b>13</b>	
HELSINKI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	66	21	6	6	0	0	16	77	12	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	89	3	5	3	0	0	7	76	13	62	
	HEATHROW	FINNAIR	S	A	126	0	0	82	11	5	2	0	0	8	77	10	124	
	HEATHROW	FINNAIR	S	D	126	0	0	88	6	3	2	0	0	7	86	6	124	
	MANCHESTER	FINNAIR	S	A	62	0	0	76	19	3	2	0	0	9	89	6	62	
	MANCHESTER	FINNAIR	S	D	62	0	0	85	10	3	2	0	0	5	89	5	62	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	57	0	0	81	9	9	2	0	0	10	87	6	30	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	57	0	0	81	5	11	4	0	0	10	87	6	30	
<b>TOTAL HELSINKI</b>					<b>614</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>8</b>	<b>8</b>	
HERAKLION																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	100	0	0	0	0	0	0	100	0	3	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	100	0	0	0	0	0	7	100	3	3	
<b>TOTAL HERAKLION</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100</b>	<b>4</b>	<b>4</b>	
HO CHI MINH CITY																		
	GATWICK	VIETNAM AIRLINES	S	A	9	0	0	33	22	33	11	0	0	31	44	90	9	
	GATWICK	VIETNAM AIRLINES	S	D	9	0	0	67	33	0	0	0	0	9	89	45	9	
<b>TOTAL HO CHI MINH CITY</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>28</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>67</b>	<b>67</b>	<b>67</b>	
HOLGUIN (FRANK PAIS)																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	100	0	1	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	10	100	1	3	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	13	0	0	0	13	125	100	0	3	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	7	0	0	86	14	0	0	0	0	6	50	29	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	9	75	10	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	50	0	50	0	0	0	24	67	12	3	
<b>TOTAL HOLGUIN (FRANK PAIS)</b>					<b>29</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>42</b>	<b>78</b>	<b>11</b>	<b>11</b>	
HONG KONG (CHEK LAP KOK)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	77	6	10	5	0	2	24	71	20	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	82	6	3	6	0	2	29	76	11	62	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
HONG KONG (CHEK LAP KOK)																		
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	151	0	0	56	26	13	4	1	1	24	42	29	124	
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	151	0	0	90	7	3	0	1	0	5	81	10	124	
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>					<b>426</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>65</b>	<b>18</b>	<b>18</b>	
HOUSTON																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	0	57	20	15	7	2	0	21	28	59	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	0	70	21	3	5	0	0	14	66	43	61	
	HEATHROW	UNITED AIRLINES	S	A	87	0	2	74	10	7	8	1	0	19	53	19	58	
	HEATHROW	UNITED AIRLINES	S	D	85	0	4	73	14	7	6	0	0	13	76	13	58	
<b>TOTAL HOUSTON</b>					<b>294</b>	<b>0</b>	<b>6</b>	<b>69</b>	<b>16</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>56</b>	<b>34</b>	<b>34</b>	
HURGHADA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	89	6	6	0	0	0	4	73	16	15	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	72	28	0	0	0	0	9	67	22	15	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	3	80	7	5	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	4	100	0	5	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	10	20	53	5	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	6	20	37	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	23	56	43	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	27	67	43	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	0	100	3	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	13	0	0	0	0	6	78	8	9	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	75	17	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	75	28	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	78	0	0	11	11	0	39	40	22	5	
	GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	89	0	0	0	11	0	30	100	3	6	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	18	40	20	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	16	80	10	5	
<b>TOTAL HURGHADA</b>					<b>110</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>21</b>	<b>21</b>	
HYDERABAD ( RAJIV GHANDI )																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	81	16	3	0	0	0	6	86	10	21	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	84	10	3	3	0	0	9	73	16	22	
<b>TOTAL HYDERABAD ( RAJIV GHANDI )</b>					<b>62</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>7</b>	<b>79</b>	<b>13</b>	<b>13</b>	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	LUTON	TAROM	S	A	7	0	1	100	0	0	0	0	0	0	0	0	0	0
	LUTON	TAROM	S	D	7	0	1	100	0	0	0	0	0	2	0	0	0	0
<b>TOTAL IASI</b>					<b>14</b>	<b>0</b>	<b>2</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>0</b>
IBIZA	LONDON CITY	BA CITYFLYER LTD	S	A	19	0	0	74	5	16	5	0	0	19	91	6	11	
	LONDON CITY	BA CITYFLYER LTD	S	D	20	0	0	85	0	5	5	5	0	17	64	10	11	
<b>TOTAL IBIZA</b>					<b>41</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>2</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>82</b>	<b>7</b>	<b>7</b>	
ILHA DO SAL C.VERDE	BIRMINGHAM	THOMSON AIRWAYS LTD	S	A	4	0	0	75	25	0	0	0	0	9	75	13	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	3	100	0	4	
	GATWICK	THOMSON AIRWAYS LTD	S	A	4	0	0	50	50	0	0	0	0	13	50	16	4	
	GATWICK	THOMSON AIRWAYS LTD	S	D	4	0	0	75	25	0	0	0	0	16	100	5	4	
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	4	0	0	50	25	25	0	0	0	16	0	28	4	
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	12	25	19	4	
<b>TOTAL ILHA DO SAL C.VERDE</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>58</b>	<b>13</b>	<b>13</b>	
INNSBRUCK	GATWICK	BRITISH AIRWAYS PLC	S	A	21	0	0	86	0	0	10	5	0	23	59	13	22	
	GATWICK	BRITISH AIRWAYS PLC	S	D	21	0	0	86	14	0	0	0	0	7	64	14	22	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	58	0	0	84	10	0	2	2	2	17	70	19	57	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	58	0	0	91	7	2	0	0	0	4	83	9	58	
	BIRMINGHAM	FLYBE LTD	C	A	3	0	0	67	0	33	0	0	0	14	0	0	0	
	BIRMINGHAM	FLYBE LTD	C	D	2	0	0	50	0	50	0	0	0	27	0	0	0	
	MANCHESTER	FLYBE LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	1	5	
	MANCHESTER	FLYBE LTD	C	D	4	0	0	100	0	0	0	0	0	6	60	12	5	
	GATWICK	MONARCH AIRLINES	C	A	25	0	0	88	4	0	4	4	0	18	72	24	25	
	GATWICK	MONARCH AIRLINES	C	D	25	0	0	84	8	8	0	0	0	9	60	28	25	
	MANCHESTER	MONARCH AIRLINES	S	A	14	0	0	100	0	0	0	0	0	0	71	25	7	
	MANCHESTER	MONARCH AIRLINES	S	D	14	0	0	93	7	0	0	0	0	2	100	1	7	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	80	3	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	2	100	0	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	6	100	4	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	0	12	100	5	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	1	80	13	5	

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 2013						
			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)												
INNSBRUCK																		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	80	14	5	
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	1	80	7	5	
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	4	80	11	5	
	GATWICK	THOMSON AIRWAYS LTD	C	A	10	0	0	80	10	10	0	0	0	8	90	11	10	
	GATWICK	THOMSON AIRWAYS LTD	C	D	10	0	0	70	20	10	0	0	0	13	50	23	10	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	2	80	7	10	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	3	40	21	10	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	2	100	0	5	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	2	100	2	5	
	STANSTED	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	1	100	0	5	
	STANSTED	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	100	2	5	
	BIRMINGHAM	TYROLEAN AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	0	100	0	5	
	BIRMINGHAM	TYROLEAN AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	5	60	14	5	
	EDINBURGH	TYROLEAN AIRWAYS	C	A	5	0	0	80	0	20	0	0	0	11	100	0	5	
	EDINBURGH	TYROLEAN AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	12	100	0	5	
	MANCHESTER	TYROLEAN AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	0	90	7	10	
	MANCHESTER	TYROLEAN AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	3	78	8	9	
	STANSTED	TYROLEAN AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	3	100	3	5	
	STANSTED	TYROLEAN AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	1	100	3	5	
<b>TOTAL INNSBRUCK</b>					<b>387</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>8</b>	<b>77</b>	<b>13</b>	<b>13</b>	
INVERNESS																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	32	0	0	75	13	9	3	0	0	10	79	17	33	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	33	0	0	82	6	9	3	0	0	10	73	17	33	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	27	0	0	89	4	7	0	0	0	5	94	3	31	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	27	0	0	81	7	11	0	0	0	7	84	8	31	
	BIRMINGHAM	FLYBE LTD	S	A	26	0	0	100	0	0	0	0	0	1	95	5	22	
	BIRMINGHAM	FLYBE LTD	S	D	26	0	0	92	4	4	0	0	0	5	86	6	22	
	GATWICK	FLYBE LTD	S	A	55	1	1	91	5	4	0	0	0	4	85	8	62	
	GATWICK	FLYBE LTD	S	D	56	0	0	88	5	5	2	0	0	7	76	12	62	
	MANCHESTER	FLYBE LTD	S	A	51	0	1	94	4	2	0	0	0	3	83	19	47	
	MANCHESTER	FLYBE LTD	S	D	52	0	1	79	19	2	0	0	0	8	58	25	48	
<b>TOTAL INVERNESS</b>					<b>386</b>	<b>1</b>	<b>3</b>	<b>87</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>13</b>	<b>13</b>	
IRELAND WEST(KNOCK)																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					MAR 2013					
					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
IRELAND WEST(KNOCK)																		
	GATWICK	AER LINGUS	S	A	31	0	0	97	3	0	0	0	0	2	71	21	31	
	GATWICK	AER LINGUS	S	D	31	0	0	94	6	0	0	0	0	2	71	24	31	
	BIRMINGHAM	FLYBE LTD	S	A	18	0	0	83	0	11	6	0	0	10	0	0	0	
	BIRMINGHAM	FLYBE LTD	S	D	18	0	0	72	11	0	17	0	0	18	0	0	0	
	MANCHESTER	FLYBE LTD	S	A	18	0	0	94	0	0	6	0	0	6	72	23	18	
	MANCHESTER	FLYBE LTD	S	D	18	0	0	94	0	0	6	0	0	8	78	22	18	
	LUTON	RYANAIR	S	A	32	0	0	78	16	6	0	0	0	8	65	31	31	
	LUTON	RYANAIR	S	D	32	0	0	69	22	9	0	0	0	11	58	18	31	
	STANSTED	RYANAIR	S	A	40	0	0	93	5	0	3	0	0	5	77	15	31	
	STANSTED	RYANAIR	S	D	40	0	0	88	8	3	3	0	0	6	77	13	31	
<b>TOTAL IRELAND WEST(KNOCK)</b>					<b>278</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>20</b>	<b>20</b>	
ISLAMABAD																		
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	A	16	0	1	25	19	31	25	0	0	40	61	22	18	
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	D	16	0	1	81	0	19	0	0	0	11	89	10	18	
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	19	0	0	58	5	26	0	11	0	42	44	40	18	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	19	0	0	79	5	5	11	0	0	19	83	8	18	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	18	0	0	44	17	28	11	0	0	28	21	77	14	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	18	0	0	44	6	28	22	0	0	33	14	77	14	
<b>TOTAL ISLAMABAD</b>					<b>106</b>	<b>0</b>	<b>2</b>	<b>56</b>	<b>8</b>	<b>23</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>56</b>	<b>35</b>	<b>35</b>	
ISLAY																		
	GLASGOW	LOGANAIR	S	A	52	0	0	94	2	4	0	0	0	4	80	15	50	
	GLASGOW	LOGANAIR	S	D	51	0	0	88	8	2	2	0	0	6	84	9	51	
<b>TOTAL ISLAY</b>					<b>103</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>12</b>	<b>12</b>	
ISLE OF MAN																		
	LONDON CITY	BA CITYFLYER LTD	S	A	33	0	0	97	0	0	3	0	0	3	90	5	70	
	LONDON CITY	BA CITYFLYER LTD	S	D	33	0	0	97	0	0	3	0	0	3	84	6	69	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	32	0	0	94	6	0	0	0	0	2	81	21	27	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	32	0	0	100	0	0	0	0	0	1	78	23	27	
	BIRMINGHAM	FLYBE LTD	S	A	30	1	0	70	7	17	7	0	0	16	74	20	47	
	BIRMINGHAM	FLYBE LTD	S	D	31	1	0	61	16	19	3	0	0	18	79	17	47	
	GATWICK	FLYBE LTD	S	A	103	0	0	88	6	3	3	0	0	7	89	6	113	
	GATWICK	FLYBE LTD	S	D	103	0	2	85	3	8	3	1	0	12	83	10	113	
	MANCHESTER	FLYBE LTD	S	A	104	0	1	85	8	3	4	1	0	11	89	6	108	

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
ISLE OF MAN																		
	MANCHESTER	FLYBE LTD	S	D	103	0	2	84	8	4	4	0	0	9	90	7	109	
	NEWCASTLE	VANAIR EUROPE AS	S	A	16	1	0	88	6	6	0	0	0	5	100	1	18	
	NEWCASTLE	VANAIR EUROPE AS	S	D	16	1	0	88	6	6	0	0	0	4	100	0	18	
<b>TOTAL ISLE OF MAN</b>					<b>640</b>	<b>5</b>	<b>5</b>	<b>86</b>	<b>6</b>	<b>5</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	92	0	0	89	5	4	1	0	0	5	78	12	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	92	0	0	84	10	5	1	0	0	7	66	14	93	
	BIRMINGHAM	THY TURK HAVA YOLLARI TURKISH	S	A	45	0	0	89	9	2	0	0	0	4	90	6	30	
	BIRMINGHAM	THY TURK HAVA YOLLARI TURKISH	S	D	45	0	0	93	7	0	0	0	0	2	93	3	30	
	EDINBURGH	THY TURK HAVA YOLLARI TURKISH	S	A	31	0	0	84	13	3	0	0	0	5	94	2	18	
	EDINBURGH	THY TURK HAVA YOLLARI TURKISH	S	D	31	0	0	94	6	0	0	0	0	3	83	8	18	
	GATWICK	THY TURK HAVA YOLLARI TURKISH	S	A	64	0	0	91	6	2	2	0	0	5	87	5	62	
	GATWICK	THY TURK HAVA YOLLARI TURKISH	S	D	64	0	0	88	9	2	2	0	0	6	84	8	62	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	134	0	0	81	15	3	1	0	0	8	65	18	133	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	134	0	0	80	13	5	2	0	0	8	71	13	133	
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	A	62	0	0	79	11	8	2	0	0	8	87	7	45	
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	D	62	0	0	82	5	11	2	0	0	8	80	6	45	
<b>TOTAL ISTANBUL</b>					<b>858</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>11</b>	<b>11</b>	
ISTANBUL (SABIHA GOKCEN)																		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	92	0	0	0	8	0	19	80	13	20	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	92	0	0	0	8	0	20	70	16	20	
	STANSTED	PEGASUS AIRLINES	S	A	63	0	0	86	10	3	2	0	0	8	86	7	63	
	STANSTED	PEGASUS AIRLINES	S	D	63	1	0	76	11	13	0	0	0	10	75	11	63	
	GATWICK	THY TURK HAVA YOLLARI TURKISH	S	A	31	0	0	94	3	3	0	0	0	4	0	0	0	
	GATWICK	THY TURK HAVA YOLLARI TURKISH	S	D	31	0	0	100	0	0	0	0	0	1	0	0	0	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
ISTANBUL (SABIHA GOKCEN)																			
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>							<b>216</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>10</b>	<b>10</b>
IZMIR (ADNAM MENDERES)																			
	GATWICK	FREEBIRD AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	0	0
	GATWICK	FREEBIRD AIRLINES	C	D	4	0	0	100	0	0	0	0	0	0	3	0	0	0	0
	STANSTED	PEGASUS AIRLINES	S	A	10	0	0	100	0	0	0	0	0	0	100	2	10	10	10
	STANSTED	PEGASUS AIRLINES	S	D	10	0	0	100	0	0	0	0	0	0	100	4	10	10	10
<b>TOTAL IZMIR (ADNAM MENDERES)</b>							<b>28</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>4</b>	<b>4</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 2013				
					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)												
JEDDAH																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	0	89	7	4	0	0	0	4	48	23	23	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	0	89	7	0	4	0	0	5	70	18	23	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	31	0	0	74	16	6	3	0	0	11	55	30	31	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	31	0	0	100	0	0	0	0	0	2	87	11	31	
<b>TOTAL JEDDAH</b>					<b>116</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>66</b>	<b>21</b>	<b>21</b>	
JEREZ																		
JERSEY																		
	LONDON CITY	BLUE ISLANDS LIMITED	S	A	44	0	0	86	5	2	7	0	0	10	87	7	38	
	LONDON CITY	BLUE ISLANDS LIMITED	S	D	44	0	0	86	0	7	7	0	0	11	84	9	38	
	GATWICK	BRITISH AIRWAYS PLC	S	A	142	0	0	78	10	5	4	2	1	21	69	25	136	
	GATWICK	BRITISH AIRWAYS PLC	S	D	142	0	0	84	7	5	1	1	1	22	71	18	136	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	6	0	0	83	17	0	0	0	0	5	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	6	0	0	67	33	0	0	0	0	9	0	0	0	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	100	0	0	0	0	0	1	89	43	9	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	100	0	0	0	0	0	0	78	5	9	
	BIRMINGHAM	FLYBE LTD	S	A	27	0	2	78	7	11	4	0	0	13	75	13	24	
	BIRMINGHAM	FLYBE LTD	S	D	25	0	0	76	8	8	8	0	0	16	84	10	25	
	GATWICK	FLYBE LTD	S	A	107	0	4	94	4	0	2	0	0	2	91	6	106	
	GATWICK	FLYBE LTD	S	D	106	0	4	92	4	2	2	0	0	6	87	11	107	
	MANCHESTER	FLYBE LTD	S	A	31	0	0	77	0	10	13	0	0	21	82	8	28	
	MANCHESTER	FLYBE LTD	S	D	31	0	0	77	3	3	16	0	0	20	71	14	28	
<b>TOTAL JERSEY</b>					<b>729</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>15</b>	<b>15</b>	
JOHANNESBURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	92	8	0	0	0	0	5	85	15	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	74	13	10	0	3	0	16	65	16	63	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	60	0	1	75	17	3	3	2	0	13	77	9	61	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	60	0	1	93	5	2	0	0	0	3	79	7	61	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	97	3	0	0	0	0	2	69	9	29	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	97	3	0	0	0	0	2	94	3	31	
<b>TOTAL JOHANNESBURG</b>					<b>306</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>11</b>	<b>11</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2013			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
KARACHI	HEATHROW	PAKISTAN INTL AIRLINES	S	A	13	0	0	15	23	8	38	15	0	97	0	46	1
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	13	0	0	69	8	0	15	8	0	41	73	14	11
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	9	0	0	44	0	33	11	0	11	92	44	33	9
<b>TOTAL KARACHI</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>11</b>	<b>11</b>	<b>23</b>	<b>9</b>	<b>3</b>	<b>75</b>	<b>57</b>	<b>24</b>	<b>24</b>
KARLSRUHE/BADEN BADEN	STANSTED	RYANAIR	S	A	31	0	0	84	13	3	0	0	0	7	83	13	36
	STANSTED	RYANAIR	S	D	31	0	0	90	3	3	3	0	0	8	69	12	36
<b>TOTAL KARLSRUHE/BADEN BADEN</b>					<b>62</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>13</b>	<b>13</b>
KARLSTAD																	
KATOWICE	BIRMINGHAM	RYANAIR	S	A	10	0	0	100	0	0	0	0	0	1	89	4	9
	BIRMINGHAM	RYANAIR	S	D	10	0	0	100	0	0	0	0	0	3	100	0	9
	MANCHESTER	RYANAIR	S	A	8	0	0	75	25	0	0	0	0	5	100	1	8
	MANCHESTER	RYANAIR	S	D	8	0	0	75	25	0	0	0	0	5	88	4	8
	STANSTED	RYANAIR	S	A	31	0	0	84	6	6	0	0	3	17	71	16	62
	STANSTED	RYANAIR	S	D	31	0	0	84	3	13	0	0	0	9	81	11	62
	LUTON	WIZZ AIR	S	A	54	0	0	96	4	0	0	0	0	1	85	11	54
	LUTON	WIZZ AIR	S	D	54	0	0	80	13	6	2	0	0	10	50	26	54
<b>TOTAL KATOWICE</b>					<b>206</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>14</b>	<b>14</b>
KAUNAS	LUTON	RYANAIR	S	A	18	0	0	94	6	0	0	0	0	3	0	0	0
	LUTON	RYANAIR	S	D	18	0	0	100	0	0	0	0	0	3	0	0	0
	STANSTED	RYANAIR	S	A	27	0	0	93	7	0	0	0	0	2	97	2	31
	STANSTED	RYANAIR	S	D	27	0	0	93	4	0	4	0	0	7	90	6	31
<b>TOTAL KAUNAS</b>					<b>90</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>4</b>	<b>4</b>
KEFALLINIA																	
KEFLAVIK	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	89	11	0	0	0	0	2	100	0	3
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	89	0	11	0	0	0	6	100	3	3
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	87	6	3	3	0	0	6	94	6	18
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	90	6	0	3	0	0	7	72	17	18
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	78	6	0	6	6	6	50	78	9	9

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
KEFLAVIK	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	18	0	1	83	6	0	6	6	0	27	89	3	9
	GATWICK	ICELANDAIR	S	A	22	0	0	82	14	0	5	0	0	9	78	10	9
	GATWICK	ICELANDAIR	S	D	22	0	0	95	0	0	5	0	0	6	80	13	10
	GLASGOW	ICELANDAIR	S	A	17	0	0	82	12	6	0	0	0	8	75	14	16
	GLASGOW	ICELANDAIR	S	D	17	0	0	100	0	0	0	0	0	2	100	2	16
	HEATHROW	ICELANDAIR	S	A	62	0	0	79	16	3	2	0	0	9	68	11	62
	HEATHROW	ICELANDAIR	S	D	62	0	0	85	8	5	2	0	0	7	74	12	62
	MANCHESTER	ICELANDAIR	S	A	13	0	0	92	0	8	0	0	0	8	92	21	13
	MANCHESTER	ICELANDAIR	S	D	13	0	0	100	0	0	0	0	0	1	85	17	13
	GATWICK	WOW AIR	S	A	57	0	0	84	14	2	0	0	0	7	0	0	0
	GATWICK	WOW AIR	S	D	57	0	0	91	5	2	2	0	0	4	0	0	0
<b>TOTAL KEFLAVIK</b>					<b>462</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>11</b>	<b>11</b>
KERRY COUNTY	LUTON	RYANAIR	S	A	31	0	0	87	6	3	0	3	0	11	84	8	31
	LUTON	RYANAIR	S	D	31	0	0	87	6	6	0	0	0	5	87	9	31
	STANSTED	RYANAIR	S	A	18	0	0	94	0	6	0	0	0	5	71	16	31
	STANSTED	RYANAIR	S	D	18	0	0	100	0	0	0	0	0	0	71	17	31
<b>TOTAL KERRY COUNTY</b>					<b>98</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>13</b>	<b>13</b>
KIEV (BORISPOL)	HEATHROW	BRITISH AIRWAYS PLC	S	A	33	0	0	91	6	3	0	0	0	3	73	20	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	33	0	0	97	0	3	0	0	0	2	90	7	30
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	31	0	0	68	16	16	0	0	0	14	28	40	29
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	31	0	0	58	23	16	3	0	0	18	21	50	29
<b>TOTAL KIEV (BORISPOL)</b>					<b>128</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>53</b>	<b>29</b>	<b>29</b>
KIEV (ZHULYANY)	LUTON	WIZZ AIR	S	A	14	0	0	100	0	0	0	0	0	1	50	19	12
	LUTON	WIZZ AIR	S	D	14	0	0	100	0	0	0	0	0	2	58	17	12
<b>TOTAL KIEV (ZHULYANY)</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>54</b>	<b>18</b>	<b>18</b>
KINGSTON	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	79	7	0	7	0	7	73	31	84	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	64	21	0	7	7	0	29	33	25	12



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
KINGSTON																		
<b>TOTAL KINGSTON</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>0</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>51</b>	<b>32</b>	<b>56</b>	<b>56</b>	
KIRKWALL																		
	EDINBURGH	LOGANAIR	S	A	65	1	0	82	6	8	5	0	0	10	80	14	66	
	EDINBURGH	LOGANAIR	S	D	66	1	0	77	6	9	8	0	0	14	76	23	66	
	GLASGOW	LOGANAIR	S	A	31	0	2	97	3	0	0	0	0	1	84	8	31	
	GLASGOW	LOGANAIR	S	D	31	0	1	97	3	0	0	0	0	2	84	10	31	
<b>TOTAL KIRKWALL</b>					<b>193</b>	<b>2</b>	<b>3</b>	<b>85</b>	<b>5</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>16</b>	<b>16</b>	
KIRUNA																		
	BIRMINGHAM	ENTER AIR	C	A	2	0	0	100	0	0	0	0	0	8	0	0	0	
	HEATHROW	SAS	C	A	3	0	0	100	0	0	0	0	0	1	100	7	2	
	HEATHROW	SAS	C	D	3	0	0	100	0	0	0	0	0	4	50	16	2	
<b>TOTAL KIRUNA</b>					<b>13</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>60</b>	<b>15</b>	<b>15</b>	
KITTILA																		
	MANCHESTER	JET2.COM LTD	C	A	2	0	0	50	0	0	50	0	0	39	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	3	0	24	5	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	4	60	10	5	
<b>TOTAL KITTILA</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>30</b>	<b>17</b>	<b>17</b>	
KLAGENFURT																		
KOS																		
KOSICE																		
	LUTON	WIZZ AIR	S	A	22	0	0	86	5	5	0	5	0	13	0	0	0	
	LUTON	WIZZ AIR	S	D	22	0	0	77	9	5	5	5	0	18	0	0	0	
<b>TOTAL KOSICE</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	
KRAKOW																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	71	14	7	7	0	0	17	92	3	13	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	86	7	7	0	0	0	5	100	3	13	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	90	10	0	0	0	0	5	84	10	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	87	13	0	0	0	0	5	94	9	31	
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	56	22	11	11	0	0	24	22	51	9	
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	89	11	0	0	0	0	7	56	39	9	
	BIRMINGHAM	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	6	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE						MAR 2013			
					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	
KRAKOW	BIRMINGHAM	RYANAIR	S	A	9	0	0	78	0	11	11	0	0	18	33	29	9
	BIRMINGHAM	RYANAIR	S	D	9	0	0	89	0	0	11	0	0	12	89	3	9
	EDINBURGH	RYANAIR	S	A	12	0	0	75	17	8	0	0	0	9	92	8	12
	EDINBURGH	RYANAIR	S	D	12	0	0	75	17	8	0	0	0	11	83	11	12
	MANCHESTER	RYANAIR	S	A	13	0	0	92	8	0	0	0	0	3	0	0	0
	MANCHESTER	RYANAIR	S	D	13	0	0	92	8	0	0	0	0	2	0	0	0
	STANSTED	RYANAIR	S	A	70	0	0	84	6	7	1	1	0	11	77	19	62
	STANSTED	RYANAIR	S	D	70	0	0	79	14	6	1	0	0	10	85	7	62
<b>TOTAL KRAKOW</b>					<b>320</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>13</b>	<b>13</b>
KUALA LUMPUR (SEPANG)	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	62	0	0	48	15	19	11	3	3	56	44	82	62
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	D	62	0	0	76	11	3	5	2	3	29	66	47	62
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>13</b>	<b>11</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>43</b>	<b>55</b>	<b>65</b>	<b>65</b>
KUWAIT	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	1	94	6	0	0	0	0	3	77	11	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	90	6	0	0	0	3	48	68	28	31
	HEATHROW	KUWAIT AIRWAYS	S	A	31	0	0	65	13	13	6	0	3	62	74	12	31
	HEATHROW	KUWAIT AIRWAYS	S	D	31	0	0	84	3	6	3	3	0	21	65	19	31
<b>TOTAL KUWAIT</b>					<b>124</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>33</b>	<b>71</b>	<b>18</b>	<b>18</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					MAR 2013				
					MATCHED			Plan (8)	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
LA CORUNA	HEATHROW	VUELING AIRLINES	S	A	30	0	0	73	17	10	0	0	0	9	63	19	30
	HEATHROW	VUELING AIRLINES	S	D	30	0	0	93	3	3	0	0	0	3	80	10	30
<b>TOTAL LA CORUNA</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>72</b>	<b>15</b>	<b>15</b>
LA ROCHELLE	STANSTED	RYANAIR	S	A	15	0	0	73	20	7	0	0	0	11	94	3	16
	STANSTED	RYANAIR	S	D	15	0	0	73	13	13	0	0	0	12	94	4	16
<b>TOTAL LA ROCHELLE</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>94</b>	<b>3</b>	<b>3</b>
LAGOS	HEATHROW	ARIK AIR	S	A	31	0	0	55	19	6	10	10	0	40	39	38	31
	HEATHROW	ARIK AIR	S	D	31	0	0	77	3	10	10	0	0	17	77	10	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	84	6	6	3	0	0	8	71	27	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	68	16	10	3	3	0	24	13	43	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	1	1	97	3	0	0	0	0	1	84	39	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	87	6	3	3	0	0	6	77	14	31
<b>TOTAL LAGOS</b>					<b>186</b>	<b>1</b>	<b>1</b>	<b>77</b>	<b>10</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>60</b>	<b>29</b>	<b>29</b>
LAHORE	HEATHROW	PAKISTAN INTL AIRLINES	S	A	13	0	0	15	38	23	8	8	8	80	39	27	18
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	13	0	0	62	0	23	8	8	0	41	92	5	13
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	8	0	0	0	50	13	38	0	0	65	23	37	13
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	8	0	0	25	38	0	25	13	0	61	78	10	9
<b>TOTAL LAHORE</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>29</b>	<b>17</b>	<b>17</b>	<b>7</b>	<b>2</b>	<b>61</b>	<b>55</b>	<b>21</b>	<b>21</b>
LAMETIA-TERME	STANSTED	RYANAIR	S	A	10	0	0	80	10	0	10	0	0	13	87	4	15
	STANSTED	RYANAIR	S	D	10	0	0	90	10	0	0	0	0	4	88	6	16
<b>TOTAL LAMETIA-TERME</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>5</b>	<b>5</b>
LARNACA	GATWICK	BRITISH AIRWAYS PLC	S	A	15	0	0	80	0	20	0	0	0	9	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	15	0	0	53	33	13	0	0	0	17	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	84	13	3	0	0	0	7	67	22	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	71	16	10	3	0	0	13	61	25	31
	HEATHROW	CYPRUS AIRWAYS	S	A	48	0	0	96	4	0	0	0	0	2	48	20	46
	HEATHROW	CYPRUS AIRWAYS	S	D	48	0	0	88	6	4	2	0	0	6	67	16	46

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAR 2013					
					23	MISMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
LARNACA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	91	4	4	0	0	0	3	91	7	22	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	74	13	13	0	0	0	12	91	10	23	
	BIRMINGHAM	MONARCH AIRLINES	S	A	10	0	0	90	0	10	0	0	0	6	88	7	8	
	BIRMINGHAM	MONARCH AIRLINES	S	D	10	0	0	60	30	0	10	0	0	17	100	0	9	
	MANCHESTER	MONARCH AIRLINES	S	A	8	0	0	88	0	13	0	0	0	10	20	37	10	
	MANCHESTER	MONARCH AIRLINES	S	D	9	0	0	56	44	0	0	0	0	13	10	31	10	
<b>TOTAL LARNACA</b>					<b>272</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>62</b>	<b>18</b>	<b>18</b>	
LAS PALMAS																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	5	0	0	80	20	0	0	0	0	6	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	5	0	0	80	20	0	0	0	0	6	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	27	0	0	93	4	4	0	0	0	2	94	2	18	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	27	0	0	96	4	0	0	0	0	2	83	7	18	
	GLASGOW	JET2.COM LTD	S	A	4	0	0	75	25	0	0	0	0	7	0	0	0	
	GLASGOW	JET2.COM LTD	S	D	5	0	0	100	0	0	0	0	0	4	0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	9	0	0	44	22	22	11	0	0	34	80	6	5	
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	78	22	0	0	0	0	8	60	17	5	
	NEWCASTLE	JET2.COM LTD	S	A	5	0	0	80	20	0	0	0	0	9	0	0	0	
	NEWCASTLE	JET2.COM LTD	S	D	5	0	0	80	0	20	0	0	0	10	100	8	1	
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	80	20	0	0	0	0	8	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	80	0	20	0	0	0	9	0	0	0	
	MANCHESTER	MONARCH AIRLINES	S	A	4	1	0	75	25	0	0	0	0	5	50	21	4	
	MANCHESTER	MONARCH AIRLINES	S	D	5	0	0	100	0	0	0	0	0	0	50	16	4	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	18	0	0	100	0	0	0	0	0	2	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	18	0	0	100	0	0	0	0	0	1	0	0	0	
	BIRMINGHAM	RYANAIR	S	A	6	0	0	67	17	17	0	0	0	10	83	5	6	
	BIRMINGHAM	RYANAIR	S	D	6	0	0	33	33	33	0	0	0	23	83	10	6	
	EDINBURGH	RYANAIR	S	A	5	0	0	40	20	40	0	0	0	18	86	3	7	
	EDINBURGH	RYANAIR	S	D	5	0	0	40	0	40	20	0	0	40	71	10	7	
	LUTON	RYANAIR	S	A	5	0	0	100	0	0	0	0	0	1	100	0	5	
	LUTON	RYANAIR	S	D	5	0	0	100	0	0	0	0	0	3	100	2	5	
	STANSTED	RYANAIR	S	A	14	0	0	71	29	0	0	0	0	11	67	17	12	
	STANSTED	RYANAIR	S	D	14	0	0	79	14	7	0	0	0	11	83	11	12	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	9	0	0	100	0	0	0	0	0	1	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2013					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																			
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	9	0	0	78	11	11	0	0	0	11	0	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	4	0	0	100	0	0	0	0	0	0	0	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	4	0	0	100	0	0	0	0	0	1	0	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	14	0	0	86	7	0	7	0	0	9	0	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	14	0	0	79	7	7	7	0	0	13	0	0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	5	0	0	80	20	0	0	0	0	5	0	0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	5	0	0	100	0	0	0	0	0	2	0	0	0	0	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	1	75	4	4	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	7	100	0	0	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	18	0	0	78	17	6	0	0	0	9	69	32	13	13	
	GATWICK	THOMSON AIRWAYS LTD	C	D	18	0	0	89	11	0	0	0	0	7	69	33	13	13	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	8	100	2	5	5	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	13	100	1	5	5	
	LUTON	THOMSON AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	0	14	80	8	5	5	
	LUTON	THOMSON AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	9	80	7	5	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	14	0	0	100	0	0	0	0	0	2	92	4	13	13	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	14	0	0	86	7	7	0	0	0	9	92	4	13	13	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	3	75	11	4	4	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	9	75	8	4	4	
	STANSTED	THOMSON AIRWAYS LTD	C	A	5	0	0	60	40	0	0	0	0	8	100	5	4	4	
	STANSTED	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	1	4	4	
<b>TOTAL LAS PALMAS</b>					<b>404</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>12</b>	<b>12</b>	<b>12</b>	
LAS VEGAS																			
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	77	8	0	8	0	8	41	46	28	13	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	71	7	7	7	7	0	41	62	30	13	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	52	23	19	6	0	0	20	39	31	31	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	45	32	16	6	0	0	22	65	20	31	31	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	26	0	0	88	8	4	0	0	0	5	45	31	29	29	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	27	0	0	85	7	7	0	0	0	6	66	23	29	29	
<b>TOTAL LAS VEGAS</b>					<b>145</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>17</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>54</b>	<b>26</b>	<b>26</b>	<b>26</b>	
LE CASTELLET																			
LEEDS BRADFORD																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	69	0	0	93	4	3	0	0	0	4	70	16	101	101	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2013			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
LEEDS BRADFORD	HEATHROW	BRITISH AIRWAYS PLC	S	D	69	0	0	91	6	3	0	0	0	3	72	14	104
	GLASGOW	LOGANAIR	S	A	38	0	0	89	3	0	8	0	0	8	73	20	33
	GLASGOW	LOGANAIR	S	D	38	0	0	92	3	0	5	0	0	8	79	16	33
<b>TOTAL LEEDS BRADFORD</b>					<b>214</b>	<b>2</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>72</b>	<b>16</b>	<b>16</b>
LEIPZIG	STANSTED	RYANAIR	S	A	18	0	0	100	0	0	0	0	0	0	90	5	20
	STANSTED	RYANAIR	S	D	18	0	0	100	0	0	0	0	0	1	90	5	20
<b>TOTAL LEIPZIG</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>90</b>	<b>5</b>	<b>5</b>
LIEIDA	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	3	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	7	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	0	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	8	100	1	5
<b>TOTAL LIEIDA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>100</b>	<b>1</b>	<b>1</b>
LIMOGES	STANSTED	RYANAIR	S	A	18	0	0	89	11	0	0	0	0	4	78	7	18
	STANSTED	RYANAIR	S	D	18	0	0	100	0	0	0	0	0	3	72	10	18
<b>TOTAL LIMOGES</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>75</b>	<b>9</b>	<b>9</b>
LINZ	STANSTED	RYANAIR	S	A	13	0	0	77	8	15	0	0	0	12	77	14	22
	STANSTED	RYANAIR	S	D	13	0	0	69	8	15	8	0	0	18	77	17	22
<b>TOTAL LINZ</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>8</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>15</b>	<b>15</b>
LISBON	GATWICK	AIR PORTUGAL	S	A	36	0	0	61	25	11	3	0	0	17	68	15	34
	GATWICK	AIR PORTUGAL	S	D	36	0	0	69	19	6	6	0	0	15	68	17	34
	HEATHROW	AIR PORTUGAL	S	A	171	0	0	78	11	6	5	0	0	11	76	10	169
	HEATHROW	AIR PORTUGAL	S	D	170	0	0	83	8	5	5	0	0	9	78	10	168
	MANCHESTER	AIR PORTUGAL	S	A	31	0	0	84	16	0	0	0	0	7	48	21	31
	MANCHESTER	AIR PORTUGAL	S	D	31	0	0	81	16	3	0	0	0	9	42	22	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	77	12	5	5	0	0	12	75	11	92
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	91	5	1	2	0	0	5	75	10	92
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	78	11	11	0	0	0	10	90	9	10

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 2013				
					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)												
LISBON																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	89	11	0	0	0	0	7	70	14	10	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	55	0	0	89	2	7	2	0	0	7	84	7	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	54	0	0	72	17	7	4	0	0	12	84	6	31	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	32	0	0	88	9	0	3	0	0	7	75	10	32	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	32	0	0	72	19	6	3	0	0	13	72	13	32	
	STANSTED	RYANAIR	S	A	63	0	0	71	19	5	5	0	0	15	0	0	0	
	STANSTED	RYANAIR	S	D	64	0	0	84	9	5	2	0	0	7	0	0	0	
<b>TOTAL LISBON</b>					<b>983</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>11</b>	<b>11</b>	
LIVERPOOL (JOHN LENNON)																		
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>					<b>3</b>	<b>2</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	
LJUBLJANA																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	87	4	4	4	0	0	7	83	8	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	91	0	4	4	0	0	6	90	4	30	
	LUTON	WIZZ AIR	S	A	13	0	0	69	15	0	15	0	0	26	85	9	13	
	LUTON	WIZZ AIR	S	D	13	0	0	69	8	8	15	0	0	29	85	11	13	
<b>TOTAL LJUBLJANA</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>86</b>	<b>7</b>	<b>7</b>	
LODZ LUBLINEK																		
	STANSTED	RYANAIR	S	A	22	0	0	82	5	9	0	5	0	21	96	3	27	
	STANSTED	RYANAIR	S	D	22	0	0	91	0	9	0	0	0	7	85	5	27	
<b>TOTAL LODZ LUBLINEK</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>85</b>	<b>12</b>	<b>12</b>	
LONDON CITY																		
	EDINBURGH	BA CITYFLYER LTD	S	A	179	0	0	88	3	5	3	0	0	7	89	5	189	
	EDINBURGH	BA CITYFLYER LTD	S	D	177	0	0	92	1	2	4	2	0	11	87	8	190	
	GLASGOW	BA CITYFLYER LTD	S	A	122	0	0	90	3	5	2	0	0	5	89	4	122	
	GLASGOW	BA CITYFLYER LTD	S	D	123	0	0	92	2	4	2	1	0	7	90	5	124	
<b>TOTAL LONDON CITY</b>					<b>601</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>6</b>	<b>6</b>	
LOS ANGELES INTERNATION																		
	HEATHROW	AMERICAN AIRLINES	S	A	31	0	0	94	0	6	0	0	0	5	58	16	31	
	HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	77	13	3	6	0	0	12	81	8	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	74	15	10	2	0	0	11	31	42	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	66	18	13	3	0	0	17	63	27	63	
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	90	6	0	3	0	0	6	70	13	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		
LOS ANGELES INTERNATIONAL																		
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	94	0	6	0	0	0	5	90	13	29	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	48	0	0	100	0	0	0	0	0	0	71	14	48	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	49	0	0	86	12	2	0	0	5	69	23	49		
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>345</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>8</b>	<b>63</b>	<b>22</b>	<b>22</b>	
LUANDA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	89	11	0	0	0	3	100	2	9		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	8	0	0	88	0	13	0	0	10	56	19	9		
<b>TOTAL LUANDA</b>					<b>17</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>6</b>	<b>78</b>	<b>11</b>	<b>11</b>	
LUBLIN (PORT LOTNICZY)																		
	STANSTED	RYANAIR	S	A	14	0	0	57	36	7	0	0	13	82	13	11		
	STANSTED	RYANAIR	S	D	14	0	0	71	29	0	0	0	8	69	14	13		
	LUTON	WIZZ AIR	S	A	13	0	0	100	0	0	0	0	2	67	31	9		
	LUTON	WIZZ AIR	S	D	13	0	0	85	15	0	0	0	7	56	38	9		
<b>TOTAL LUBLIN (PORT LOTNICZY)</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>69</b>	<b>22</b>	<b>22</b>	
LUSAKA																		
LUTON																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	96	0	0	93	5	1	1	0	4	89	5	96		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	96	0	0	94	5	1	0	0	3	90	5	96		
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	95	0	0	92	3	3	2	0	6	90	8	97		
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	95	0	0	94	3	1	2	0	4	91	9	97		
<b>TOTAL LUTON</b>					<b>385</b>	<b>1</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>7</b>	<b>7</b>		
LUXEMBOURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	95	5	0	0	0	2	72	15	81		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	85	6	5	3	0	7	75	10	81		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	94	0	0	6	0	6	89	3	18		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	89	6	0	6	0	8	89	3	18		
	LONDON CITY	LUXAIR	S	A	123	0	0	87	8	1	4	0	9	88	8	100		
	LONDON CITY	LUXAIR	S	D	124	0	0	86	6	3	4	0	9	84	7	100		
	LONDON CITY	VLM (BELGIUM)	S	A	70	0	0	93	3	1	3	0	5	93	3	56		
	LONDON CITY	VLM (BELGIUM)	S	D	70	0	0	93	1	1	4	0	5	89	8	55		
<b>TOTAL LUXEMBOURG</b>					<b>547</b>	<b>5</b>	<b>3</b>	<b>89</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>8</b>	<b>8</b>		
LUXOR																		



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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		
LUXOR																		
	HEATHROW	EGYPT AIR	S	A	5	0	0	60	40	0	0	0	0	10	100	3	4	
	HEATHROW	EGYPT AIR	S	D	5	0	0	100	0	0	0	0	0	2	100	0	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	1	25	18	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	12	100	2	4	
<b>TOTAL LUXOR</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>15</b>	<b>15</b>	
LYON																		
	GATWICK	AER LINGUS	S	A	5	0	0	20	20	40	20	0	0	63	0	0	0	
	GATWICK	AER LINGUS	S	D	5	0	0	20	20	0	60	0	0	71	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	84	0	0	82	7	6	5	0	0	10	75	10	122	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	84	0	0	81	4	11	5	0	0	11	71	15	123	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	5	0	0	100	0	0	0	0	0	0	78	7	9	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	5	0	0	100	0	0	0	0	0	2	78	9	9	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	61	0	0	89	2	2	5	3	0	15	92	8	61	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	61	0	0	79	13	3	5	0	0	9	77	13	61	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	5	0	0	40	40	0	0	20	0	57	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	5	0	0	20	40	20	0	20	0	65	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	32	0	0	84	9	6	0	0	0	6	81	7	37	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	32	0	0	88	9	3	0	0	0	4	84	8	37	
	EDINBURGH	EUROPE AIRPOST	C	A	3	0	0	67	33	0	0	0	0	15	0	0	0	
	EDINBURGH	EUROPE AIRPOST	C	D	3	0	0	0	67	33	0	0	0	26	0	0	0	
	BIRMINGHAM	FLYBE LTD	S	A	28	0	1	14	25	54	7	0	0	38	0	0	0	
	BIRMINGHAM	FLYBE LTD	S	D	29	0	0	66	28	3	3	0	0	14	0	0	0	
	MANCHESTER	JET2.COM LTD	C	A	4	0	0	100	0	0	0	0	0	3	0	0	0	
	MANCHESTER	JET2.COM LTD	C	D	4	0	0	75	25	0	0	0	0	11	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	13	0	0	31	46	23	0	0	0	22	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	13	0	0	77	23	0	0	0	0	9	0	0	0	
<b>TOTAL LYON</b>					<b>486</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>12</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>10</b>	<b>10</b>	

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Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2013			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	17	0	0	100	0	0	0	0	0	0	96	2	26
	STANSTED	RYANAIR	S	D	17	0	0	88	6	6	0	0	0	6	85	8	26
<b>TOTAL MAASTRICHT</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>90</b>	<b>5</b>	<b>5</b>
MADRID	GATWICK	AIR EUROPA	S	A	62	0	0	87	8	3	2	0	0	6	89	10	62
	GATWICK	AIR EUROPA	S	D	62	0	0	85	8	5	2	0	0	7	89	10	62
	LONDON CITY	BA CITYFLYER LTD	S	A	59	0	0	80	10	5	3	2	0	14	89	3	36
	LONDON CITY	BA CITYFLYER LTD	S	D	60	0	0	77	8	8	5	2	0	15	68	13	37
	HEATHROW	BRITISH AIRWAYS PLC	S	A	154	0	1	79	14	5	1	1	0	10	61	17	145
	HEATHROW	BRITISH AIRWAYS PLC	S	D	155	0	0	93	5	1	1	0	0	5	78	11	145
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	97	0	0	3	0	0	7	65	14	31
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	94	0	6	0	0	0	5	84	9	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	132	0	0	89	2	8	1	0	0	7	90	6	135
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	132	0	0	87	9	4	0	0	0	6	82	10	135
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	45	0	0	87	7	4	2	0	0	8	79	8	62
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	45	0	0	84	9	7	0	0	0	7	90	6	62
	HEATHROW	IBERIA	S	A	245	0	0	86	7	5	1	0	0	6	71	13	221
	HEATHROW	IBERIA	S	D	245	0	0	87	7	5	1	0	0	8	69	16	221
	MANCHESTER	RYANAIR	S	A	18	0	0	72	17	6	6	0	0	15	95	2	19
	MANCHESTER	RYANAIR	S	D	18	0	0	67	17	6	6	6	0	28	79	9	19
	STANSTED	RYANAIR	S	A	66	0	0	77	12	11	0	0	0	10	89	12	57
	STANSTED	RYANAIR	S	D	66	0	0	62	17	20	2	0	0	16	65	18	57
<b>TOTAL MADRID</b>					<b>1626</b>	<b>7</b>	<b>1</b>	<b>85</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>12</b>	<b>12</b>
MAHON	GATWICK	MONARCH AIRLINES	S	A	4	0	0	100	0	0	0	0	0	0	67	12	6
	GATWICK	MONARCH AIRLINES	S	D	4	0	0	75	25	0	0	0	0	10	67	13	6
<b>TOTAL MAHON</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>67</b>	<b>12</b>	<b>12</b>
MALAGA	LONDON CITY	BA CITYFLYER LTD	S	A	22	0	0	64	14	9	9	5	0	30	65	29	17
	LONDON CITY	BA CITYFLYER LTD	S	D	22	0	0	82	5	5	5	5	0	22	53	27	17
	GATWICK	BRITISH AIRWAYS PLC	S	A	48	1	0	75	15	2	8	0	0	13	47	30	53
	GATWICK	BRITISH AIRWAYS PLC	S	D	49	0	0	73	12	6	8	0	0	16	57	26	53
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	96	0	0	91	6	3	0	0	0	4	88	7	103

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																	MATCHED	UNMATCHED
MALAGA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	97	0	0	79	16	3	1	0	0	8	82	11	104	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	91	4	0	4	0	0	7	92	4	24	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	91	0	4	4	0	0	11	92	6	24	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	24	0	0	67	21	0	13	0	0	18	83	16	29	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	25	0	0	68	12	4	16	0	0	24	67	25	30	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	19	0	0	68	21	5	5	0	0	14	90	4	20	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	19	0	0	68	11	16	5	0	0	13	95	5	20	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	83	9	9	0	0	0	8	92	14	24	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	70	17	13	0	0	0	12	100	3	24	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	15	0	0	67	20	13	0	0	0	12	100	2	16	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	15	0	0	80	7	7	7	0	0	10	100	2	17	
	EDINBURGH	JET2.COM LTD	S	A	9	0	0	22	67	11	0	0	0	17	70	35	10	
	EDINBURGH	JET2.COM LTD	S	D	9	0	0	78	22	0	0	0	0	7	70	30	10	
	GLASGOW	JET2.COM LTD	S	A	9	0	0	33	44	22	0	0	0	21	50	33	2	
	GLASGOW	JET2.COM LTD	S	D	10	0	0	100	0	0	0	0	0	0	100	6	2	
	MANCHESTER	JET2.COM LTD	S	A	17	1	0	65	6	24	6	0	0	18	56	22	16	
	MANCHESTER	JET2.COM LTD	S	D	16	0	0	75	13	13	0	0	0	11	63	16	16	
	NEWCASTLE	JET2.COM LTD	S	A	10	0	0	60	30	10	0	0	0	16	67	16	15	
	NEWCASTLE	JET2.COM LTD	S	D	10	0	0	90	10	0	0	0	0	9	80	13	15	
	BIRMINGHAM	MONARCH AIRLINES	C	A	19	0	0	84	11	5	0	0	0	7	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	D	19	0	0	79	16	0	5	0	0	13	0	0	0	
	GATWICK	MONARCH AIRLINES	S	A	20	0	0	85	10	5	0	0	0	5	30	30	20	
	GATWICK	MONARCH AIRLINES	S	D	20	0	0	95	5	0	0	0	0	5	75	11	20	
	LUTON	MONARCH AIRLINES	S	A	10	0	0	100	0	0	0	0	0	0	36	20	11	
	LUTON	MONARCH AIRLINES	S	D	10	0	0	90	10	0	0	0	0	7	64	14	11	
	MANCHESTER	MONARCH AIRLINES	S	A	27	0	0	85	4	11	0	0	0	7	52	16	27	
	MANCHESTER	MONARCH AIRLINES	S	D	27	0	0	81	7	11	0	0	0	8	81	9	27	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	31	0	0	74	13	10	3	0	0	11	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	31	0	0	74	13	10	3	0	0	13	0	0	0	
	BIRMINGHAM	RYANAIR	S	A	15	0	0	73	13	7	7	0	0	19	89	8	19	
	BIRMINGHAM	RYANAIR	S	D	15	0	0	67	13	20	0	0	0	14	95	7	19	
	EDINBURGH	RYANAIR	S	A	11	0	0	73	27	0	0	0	0	9	87	5	15	
	EDINBURGH	RYANAIR	S	D	11	0	0	91	9	0	0	0	0	9	67	13	15	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE						MAR 2013			
			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)											
MALAGA	MANCHESTER	RYANAIR	S	A	17	1	0	82	6	12	0	0	0	8	79	10	24
	MANCHESTER	RYANAIR	S	D	17	0	0	82	12	6	0	0	0	7	76	13	25
	STANSTED	RYANAIR	S	A	46	0	0	61	28	9	2	0	0	13	72	12	43
	STANSTED	RYANAIR	S	D	46	0	0	85	11	4	0	0	0	7	79	12	43
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	3	100	3	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	1	100	0	5
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	44	33	22	0	0	0	17	70	8	10
	GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	4	100	3	10
	GLASGOW	THOMSON AIRWAYS LTD	C	A	2	0	0	50	50	0	0	0	0	10	100	0	1
	GLASGOW	THOMSON AIRWAYS LTD	C	D	3	0	0	67	33	0	0	0	0	8	100	2	2
	LUTON	THOMSON AIRWAYS LTD	C	A	2	0	0	50	0	50	0	0	0	16	0	0	0
	LUTON	THOMSON AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	6	0	0	0
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	19	0	0	74	21	5	0	0	0	8	86	9	14
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	19	0	0	95	0	5	0	0	0	7	93	4	14
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	8	0	0	63	25	13	0	0	0	12	100	4	5
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	8	0	0	75	25	0	0	0	0	8	100	4	5
<b>TOTAL MALAGA</b>					<b>1133</b>	<b>3</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>14</b>	<b>14</b>
MALE INTERNATIONAL	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	40	0	40	20	0	0	35	50	16	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	11	60	25	5
<b>TOTAL MALE INTERNATIONAL</b>					<b>10</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>81</b>	<b>13</b>	<b>13</b>
MALMO	GATWICK	IRAQI AIRWAYS	S	A	8	0	0	88	13	0	0	0	0	3	0	0	0
	STANSTED	RYANAIR	S	A	17	0	0	94	6	0	0	0	0	4	71	14	21
	STANSTED	RYANAIR	S	D	17	0	0	82	18	0	0	0	0	5	67	15	21
<b>TOTAL MALMO</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>69</b>	<b>14</b>	<b>14</b>
MALTA	GATWICK	AIR MALTA	S	A	31	0	0	94	3	3	0	0	0	3	94	2	33
	GATWICK	AIR MALTA	S	D	31	0	0	97	3	0	0	0	0	3	88	4	33
	HEATHROW	AIR MALTA	S	A	62	0	0	94	2	3	2	0	0	4	77	8	62
	HEATHROW	AIR MALTA	S	D	62	0	0	92	3	2	3	0	0	5	68	13	62
	MANCHESTER	AIR MALTA	S	A	18	0	0	100	0	0	0	0	0	1	84	6	19
	MANCHESTER	AIR MALTA	S	D	18	0	0	89	6	6	0	0	0	5	79	12	19

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					MAR 2013					
					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		
MALTA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	2	0	0	50	50	0	0	0	32	0	0	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	2	0	100	0	0	0	0	0	14	0	0	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	44	0	91	7	0	2	0	0	5	77	12	35		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	44	0	86	11	0	2	0	0	7	77	13	35		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	18	0	89	6	6	0	0	0	5	89	7	18		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	18	0	83	11	6	0	0	0	7	94	4	18		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	9	0	89	11	0	0	0	0	5	100	0	9		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	9	0	100	0	0	0	0	0	4	89	4	9		
	BIRMINGHAM	RYANAIR	S	A	9	0	89	0	11	0	0	0	9	78	6	9		
	BIRMINGHAM	RYANAIR	S	D	9	0	78	11	11	0	0	0	10	100	0	9		
	EDINBURGH	RYANAIR	S	A	8	0	88	13	0	0	0	0	6	86	9	7		
	EDINBURGH	RYANAIR	S	D	8	0	88	0	13	0	0	0	13	86	10	7		
	LUTON	RYANAIR	S	A	18	0	83	6	11	0	0	0	6	84	12	19		
	LUTON	RYANAIR	S	D	18	0	94	6	0	0	0	0	6	79	16	19		
	STANSTED	RYANAIR	S	A	11	0	91	9	0	0	0	0	4	42	16	19		
	STANSTED	RYANAIR	S	D	11	0	100	0	0	0	0	0	1	79	9	19		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	0	67	0	0	33	0	0	49	100	0	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	75	0	0	25	0	0	45	100	0	4		
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	75	25	0	0	0	0	8	75	23	4		
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	75	0	25	0	0	0	12	75	21	4		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	100	0	0	0	0	0	1	100	1	4		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	100	0	0	0	0	0	2	75	6	4		
<b>TOTAL MALTA</b>					<b>483</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>9</b>	<b>9</b>		
MANAUS-EDUARDO GOMES																		
<b>TOTAL MANAUS-EDUARDO GOMES</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>19</b>	<b>19</b>		
MANCHESTER																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	238	0	92	4	4	1	0	0	5	69	14	309		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	239	0	90	7	1	2	0	0	5	78	10	307		
	EDINBURGH	FLYBE LTD	S	A	85	0	93	4	2	1	0	0	6	78	10	77		
	EDINBURGH	FLYBE LTD	S	D	85	0	92	6	2	0	0	0	6	87	10	77		
	GLASGOW	FLYBE LTD	S	A	60	0	92	5	2	2	0	0	5	85	9	53		
	GLASGOW	FLYBE LTD	S	D	60	0	92	8	0	0	0	0	4	87	9	54		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	122	0	76	11	7	7	0	0	14	100	1	4		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013		
					122	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)										
MANCHESTER	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	122	0	0	76	14	5	5	0	0	11	100	0	4
<b>TOTAL MANCHESTER</b>					<b>1013</b>	<b>2</b>	<b>4</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>10</b>	<b>10</b>
MANILA	HEATHROW	PHILIPPINE AIRLINES	S	A	19	1	1	63	21	16	0	0	0	13	0	0	0
	HEATHROW	PHILIPPINE AIRLINES	S	D	20	0	0	75	15	10	0	0	0	11	0	0	0
<b>TOTAL MANILA</b>					<b>39</b>	<b>1</b>	<b>1</b>	<b>69</b>	<b>18</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
MARRAKESH	GATWICK	BRITISH AIRWAYS PLC	S	A	44	0	0	82	9	9	0	0	0	6	48	31	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	44	0	0	77	11	7	5	0	0	11	39	32	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	61	0	1	84	7	7	0	3	0	12	90	8	62
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	76	15	6	3	0	0	12	82	10	62
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	93	7	0	0	0	0	3	100	0	13
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	93	0	7	0	0	0	3	92	3	13
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	94	6	0	0	0	0	1	85	19	13
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	100	0	0	0	0	0	1	92	7	13
	GATWICK	ROYAL AIR MAROC	S	A	24	0	0	75	8	13	4	0	0	13	0	0	0
	GATWICK	ROYAL AIR MAROC	S	D	24	0	0	79	4	8	8	0	0	10	0	0	0
	LUTON	RYANAIR	S	A	11	0	0	91	0	9	0	0	0	10	69	22	16
	LUTON	RYANAIR	S	D	11	0	0	91	0	9	0	0	0	11	63	29	16
	STANSTED	RYANAIR	S	A	13	0	0	62	23	15	0	0	0	15	64	17	11
	STANSTED	RYANAIR	S	D	13	0	0	62	31	8	0	0	0	12	73	17	11
	GATWICK	THOMSON AIRWAYS LTD	S	A	8	1	0	75	13	0	13	0	0	18	89	3	9
	GATWICK	THOMSON AIRWAYS LTD	S	D	9	0	0	89	0	0	11	0	0	13	78	10	9
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	8	1	0	75	13	13	0	0	0	8	78	16	9
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	9	0	0	89	11	0	0	0	0	2	67	23	9
<b>TOTAL MARRAKESH</b>					<b>406</b>	<b>3</b>	<b>1</b>	<b>82</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>15</b>	<b>15</b>
MARSA ALAM	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	1	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	8	100	3	4
<b>TOTAL MARSA ALAM</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>81</b>	<b>5</b>	<b>5</b>
MARSEILLE	HEATHROW	BRITISH AIRWAYS PLC	S	A	72	0	0	79	7	7	7	0	0	13	77	13	91

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
MARSEILLE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	72	0	0	83	8	6	3	0	0	9	71	15	92	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	41	0	0	85	5	5	5	0	0	9	81	11	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	41	0	0	83	12	5	0	0	0	7	75	12	32	
	STANSTED	RYANAIR	S	A	31	0	0	61	16	19	3	0	0	16	74	14	31	
	STANSTED	RYANAIR	S	D	31	0	0	87	10	3	0	0	0	6	84	9	31	
<b>TOTAL MARSEILLE</b>					<b>294</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>13</b>	<b>13</b>	
MAURITIUS																		
	HEATHROW	AIR MAURITIUS LTD	S	A	14	0	0	93	7	0	0	0	0	4	47	19	15	
	HEATHROW	AIR MAURITIUS LTD	S	D	14	0	0	71	29	0	0	0	0	7	80	9	15	
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	85	0	0	15	0	0	19	92	3	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	77	8	0	8	8	0	28	85	20	13	
<b>TOTAL MAURITIUS</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>13</b>	<b>13</b>	
MELBOURNE																		
	HEATHROW	QANTAS	S	A	28	0	0	86	4	4	0	0	7	54	71	15	31	
	HEATHROW	QANTAS	S	D	28	0	0	100	0	0	0	0	0	1	84	15	31	
<b>TOTAL MELBOURNE</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>28</b>	<b>77</b>	<b>15</b>	<b>15</b>	
MEMMINGEN ALLGAU																		
	STANSTED	RYANAIR	S	A	28	0	0	86	7	7	0	0	0	7	66	20	29	
	STANSTED	RYANAIR	S	D	28	0	0	82	11	7	0	0	0	6	80	18	30	
<b>TOTAL MEMMINGEN ALLGAU</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>19</b>	<b>19</b>	
MEXICO CITY																		
	HEATHROW	AEROMEXICO	S	A	13	1	1	62	23	0	8	0	8	86	23	46	13	
	HEATHROW	AEROMEXICO	S	D	14	0	0	86	7	0	0	0	7	46	62	26	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	59	18	12	12	0	0	17	46	20	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	71	24	6	0	0	0	12	54	24	13	
<b>TOTAL MEXICO CITY</b>					<b>61</b>	<b>1</b>	<b>1</b>	<b>69</b>	<b>18</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>37</b>	<b>46</b>	<b>29</b>	<b>29</b>	
MIAMI INTERNATIONAL																		
	HEATHROW	AMERICAN AIRLINES	S	A	61	0	1	80	8	5	7	0	0	11	57	32	46	
	HEATHROW	AMERICAN AIRLINES	S	D	62	0	0	82	11	5	2	0	0	8	70	19	46	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	79	0	0	86	6	1	5	1	0	12	63	22	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	78	0	0	74	13	9	4	0	0	14	58	27	92	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	84	16	0	0	0	0	4	77	50	31	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MIAMI INTERNATIONAL	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	81	6	10	3	0	0	11	74	17	31
<b>TOTAL MIAMI INTERNATIONAL</b>					<b>342</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>64</b>	<b>26</b>	<b>26</b>
MILAN (LINATE)	HEATHROW	ALITALIA (CAI)	S	A	79	0	0	95	0	1	4	0	0	4	81	10	139
	HEATHROW	ALITALIA (CAI)	S	D	79	0	0	86	10	1	3	0	0	6	76	14	137
	LONDON CITY	ALITALIA (CAI)	S	A	60	0	0	95	0	0	5	0	0	7	87	6	45
	LONDON CITY	ALITALIA (CAI)	S	D	61	0	0	89	3	0	8	0	0	11	82	11	45
	HEATHROW	BRITISH AIRWAYS PLC	S	A	199	0	0	91	5	2	3	0	0	5	73	11	180
	HEATHROW	BRITISH AIRWAYS PLC	S	D	200	0	0	90	5	3	3	0	0	6	78	10	180
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	90	10	0	0	0	0	4	82	13	62
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	81	19	0	0	0	0	6	84	13	62
<b>TOTAL MILAN (LINATE)</b>					<b>740</b>	<b>8</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>11</b>	<b>11</b>
MILAN (MALPENSA)	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	0	97	2	2	0	0	0	3	74	10	85
	HEATHROW	BRITISH AIRWAYS PLC	S	D	58	0	0	90	3	5	2	0	0	5	84	9	85
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	39	0	0	97	0	3	0	0	0	2	96	4	23
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	39	0	0	95	3	3	0	0	0	4	87	8	23
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	129	0	0	81	9	6	2	2	0	13	83	11	126
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	129	0	0	88	9	2	2	0	0	7	80	14	125
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	32	0	0	59	25	16	0	0	0	14	93	3	44
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	32	0	0	78	16	6	0	0	0	9	89	5	44
	BIRMINGHAM	FLYBE LTD	S	A	31	0	0	90	10	0	0	0	0	4	93	7	28
	BIRMINGHAM	FLYBE LTD	S	D	31	0	0	87	6	6	0	0	0	8	96	8	28
	MANCHESTER	FLYBE LTD	S	A	29	0	0	100	0	0	0	0	0	0	97	2	31
	MANCHESTER	FLYBE LTD	S	D	29	0	0	93	7	0	0	0	0	3	90	4	31
<b>TOTAL MILAN (MALPENSA)</b>					<b>636</b>	<b>2</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>9</b>	<b>9</b>
MINNEAPOLIS-ST PAUL	HEATHROW	DELTA AIRLINES	S	A	29	0	0	97	3	0	0	0	0	1	68	14	31
	HEATHROW	DELTA AIRLINES	S	D	29	0	0	86	10	3	0	0	0	5	84	10	31
<b>TOTAL MINNEAPOLIS-ST PAUL</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>76</b>	<b>12</b>	<b>12</b>
MINSK INT'L	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	A	13	0	0	77	8	15	0	0	0	12	57	16	14



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MINSK INT'L	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	D	13	0	0	69	8	15	8	0	0	21	86	8	14
<b>TOTAL MINSK INT'L</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>8</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>12</b>	<b>12</b>
MOMBASA	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	21	60	28	5
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	2	80	10	5
<b>TOTAL MOMBASA</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>19</b>	<b>19</b>
MONASTIR																	
MONROVIA (ROBERTS)	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	82	12	6	0	0	0	8	69	15	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	72	22	0	6	0	0	11	46	18	13
<b>TOTAL MONROVIA (ROBERTS)</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>17</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>58</b>	<b>16</b>	<b>16</b>
MONTEGO BAY																	
	GATWICK	THOMSON AIRWAYS LTD	C	A	8	0	0	38	13	38	13	0	0	33	78	35	9
	GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	33	33	11	11	11	0	52	67	49	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	25	50	25	0	0	0	21	100	2	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	21	50	16	4
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	14	0	0	79	0	7	14	0	0	22	77	19	13
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	0	46	31	8	15	0	0	25	29	47	14
<b>TOTAL MONTEGO BAY</b>					<b>53</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>21</b>	<b>15</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>64</b>	<b>31</b>	<b>31</b>
MONTPELLIER																	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	83	7	0	10	0	0	13	78	16	32
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	80	13	0	7	0	0	12	84	11	31
<b>TOTAL MONTPELLIER</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>14</b>	<b>14</b>
MONTREAL (DORVAL)																	
	HEATHROW	AIR CANADA	S	A	31	0	0	84	10	0	3	3	0	11	52	20	31
	HEATHROW	AIR CANADA	S	D	31	0	0	87	3	3	6	0	0	9	84	11	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	1	45	23	19	13	0	0	25	19	48	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	65	16	6	13	0	0	20	55	34	31
<b>TOTAL MONTREAL (DORVAL)</b>					<b>124</b>	<b>1</b>	<b>1</b>	<b>70</b>	<b>13</b>	<b>7</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>52</b>	<b>28</b>	<b>28</b>
MOSCOW (DOMODEDOVO)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	92	0	0	82	7	8	4	0	0	11	74	12	92

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2013				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
MOSCOW (DOMODEDOVO)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	92	0	0	86	3	5	5	0	0	10	77	11	93	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	81	10	5	5	0	0	11	50	25	14	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	87	6	5	2	0	0	7	93	8	14	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	72	11	17	0	0	0	11	50	16	2	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	100	0	0	0	0	0	1	100	0	2	
<b>TOTAL MOSCOW (DOMODEDOVO)</b>					<b>344</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>15</b>	<b>15</b>	
MOSCOW (SHEREMETYEVO)																		
	HEATHROW	AEROFLOT	S	A	83	0	0	86	11	4	0	0	0	6	66	16	83	
	HEATHROW	AEROFLOT	S	D	83	0	0	96	4	0	0	0	0	3	75	13	83	
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>					<b>166</b>	<b>2</b>	<b>0</b>	<b>91</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>70</b>	<b>14</b>	<b>14</b>	
MOSCOW (VNUKOVO)																		
	HEATHROW	TRANSAERO AIRLINES	S	A	58	0	0	79	14	3	3	0	0	10	73	16	30	
	HEATHROW	TRANSAERO AIRLINES	S	D	58	0	0	90	3	2	5	0	0	7	73	12	30	
<b>TOTAL MOSCOW (VNUKOVO)</b>					<b>116</b>	<b>8</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>14</b>	<b>14</b>	
MUMBAI																		
	HEATHROW	AIR INDIA	S	A	31	0	0	81	10	6	3	0	0	9	90	11	31	
	HEATHROW	AIR INDIA	S	D	31	0	0	90	3	6	0	0	0	4	81	14	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	74	16	5	5	0	0	12	85	12	48	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	82	11	6	0	0	0	7	75	18	48	
	HEATHROW	JET AIRWAYS	S	A	62	0	0	81	11	5	3	0	0	11	52	19	62	
	HEATHROW	JET AIRWAYS	S	D	62	0	0	94	3	2	2	0	0	4	92	6	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	81	16	3	0	0	0	6	94	4	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	97	3	0	0	0	0	1	94	4	31	
<b>TOTAL MUMBAI</b>					<b>372</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>12</b>	<b>12</b>	
MUNICH																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	208	0	0	90	8	0	1	0	0	5	76	13	184	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	210	0	0	90	7	2	0	0	0	5	79	12	184	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	83	9	4	4	0	0	10	83	6	23	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	78	17	0	4	0	0	10	57	15	23	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	58	0	0	86	14	0	0	0	0	4	78	9	64	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	58	0	0	83	14	3	0	0	0	5	81	9	64	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	100	0	0	0	0	0	1	94	2	18	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013		
					18	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
MUNICH	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	100	0	0	0	0	0	0	89	4	18
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	94	0	6	0	0	0	4	84	10	45
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	97	3	0	0	0	0	2	84	10	45
	HEATHROW	LUFTHANSA	S	A	239	0	0	91	6	1	1	0	0	5	71	12	235
	HEATHROW	LUFTHANSA	S	D	239	0	0	92	5	1	1	0	0	4	75	12	237
	MANCHESTER	LUFTHANSA	S	A	87	0	0	92	6	2	0	0	0	5	81	8	84
	MANCHESTER	LUFTHANSA	S	D	87	0	0	94	3	2	0	0	0	4	85	9	85
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	83	0	0	99	1	0	0	0	0	1	95	2	79
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	82	0	0	95	4	0	1	0	0	4	94	3	80
	LUTON	MONARCH AIRLINES	S	A	6	0	0	67	33	0	0	0	0	9	81	16	21
	LUTON	MONARCH AIRLINES	S	D	6	0	0	100	0	0	0	0	0	1	62	19	21
	MANCHESTER	MONARCH AIRLINES	S	A	7	0	0	100	0	0	0	0	0	6	63	17	19
	MANCHESTER	MONARCH AIRLINES	S	D	7	0	0	100	0	0	0	0	0	1	89	4	19
<b>TOTAL MUNICH</b>					<b>1526</b>	<b>2</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>10</b>	<b>10</b>
MUNSTER-OSNABRUCK	LONDON CITY	VLM (BELGIUM)	S	A	14	0	0	100	0	0	0	0	0	1	93	2	30
	LONDON CITY	VLM (BELGIUM)	S	D	14	0	0	100	0	0	0	0	0	2	94	4	31
<b>TOTAL MUNSTER-OSNABRUCK</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>93</b>	<b>3</b>	<b>3</b>
MURCIA SAN JAVIER	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	28	0	0	89	11	0	0	0	0	3	89	3	27
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	28	0	0	82	14	4	0	0	0	7	89	9	27
	MANCHESTER	JET2.COM LTD	S	A	14	0	0	93	7	0	0	0	0	5	79	16	14
	MANCHESTER	JET2.COM LTD	S	D	14	0	0	79	14	7	0	0	0	6	79	11	14
	LUTON	RYANAIR	S	A	10	0	0	60	20	10	10	0	0	22	83	23	12
	LUTON	RYANAIR	S	D	10	0	0	80	10	10	0	0	0	7	75	26	12
	MANCHESTER	RYANAIR	S	A	10	0	0	100	0	0	0	0	0	2	86	8	7
	MANCHESTER	RYANAIR	S	D	10	0	0	100	0	0	0	0	0	1	86	9	7
	STANSTED	RYANAIR	S	A	15	1	0	87	7	7	0	0	0	5	78	8	23
	STANSTED	RYANAIR	S	D	16	0	0	88	6	6	0	0	0	7	83	10	23
<b>TOTAL MURCIA SAN JAVIER</b>					<b>155</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>14</b>	<b>14</b>
MUSCAT	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	81	16	0	3	0	0	8	97	2	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	84	3	10	3	0	0	9	81	15	31

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE							MAR 2013		
			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)											
MUSCAT	HEATHROW	OMAN AIR	S	A	31	0	0	74	10	13	3	0	0	12	42	34	31
	HEATHROW	OMAN AIR	S	D	31	0	0	97	0	3	0	0	0	2	94	3	31
<b>TOTAL MUSCAT</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>14</b>	<b>14</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2013				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
NAIROBI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	77	13	3	0	0	6	67	61	22	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	77	10	10	0	0	3	21	94	7	31	
	HEATHROW	KENYA AIRWAYS	S	A	31	0	0	87	3	10	0	0	0	5	87	6	31	
	HEATHROW	KENYA AIRWAYS	S	D	31	0	0	97	3	0	0	0	0	1	94	3	31	
<b>TOTAL NAIROBI</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>24</b>	<b>84</b>	<b>9</b>	<b>9</b>	
NANTES																		
	LONDON CITY	CITY JET	S	A	10	0	0	90	0	10	0	0	0	6	0	0	0	
	LONDON CITY	CITY JET	S	D	10	0	0	80	10	0	10	0	0	11	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	89	6	6	0	0	0	5	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	83	11	6	0	0	0	4	0	0	0	
	MANCHESTER	FLYBE LTD	S	A	11	0	0	100	0	0	0	0	0	5	85	9	13	
	MANCHESTER	FLYBE LTD	S	D	11	0	0	100	0	0	0	0	0	3	92	4	13	
	LONDON CITY	VLM (BELGIUM)	S	A	21	0	0	76	5	14	5	0	0	10	87	5	30	
	LONDON CITY	VLM (BELGIUM)	S	D	21	0	0	86	5	10	0	0	0	5	90	7	31	
<b>TOTAL NANTES</b>					<b>122</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>6</b>	<b>6</b>	
NAPLES																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	46	0	0	80	11	4	4	0	0	11	49	25	49	
	GATWICK	BRITISH AIRWAYS PLC	S	D	46	0	0	78	15	2	4	0	0	14	63	19	49	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	32	0	0	75	22	3	0	0	0	10	74	27	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	32	0	0	81	16	3	0	0	0	8	68	23	31	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	32	0	0	81	9	6	3	0	0	10	86	6	37	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	32	0	0	91	3	3	3	0	0	5	92	4	37	
<b>TOTAL NAPLES</b>					<b>220</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>17</b>	<b>17</b>	
NEW YORK (JF KENNEDY)																		
	HEATHROW	AMERICAN AIRLINES	S	A	116	0	0	91	6	2	1	0	0	3	61	23	148	
	HEATHROW	AMERICAN AIRLINES	S	D	115	0	1	90	7	2	1	0	0	4	78	11	147	
	MANCHESTER	AMERICAN AIRLINES	S	A	31	0	0	81	6	6	6	0	0	11	48	19	31	
	MANCHESTER	AMERICAN AIRLINES	S	D	31	0	0	94	3	3	0	0	0	3	84	15	31	
	LONDON CITY	BRITISH AIRWAYS (BA) LTD	S	A	44	0	0	91	7	0	2	0	0	4	71	13	35	
	LONDON CITY	BRITISH AIRWAYS (BA) LTD	S	D	46	0	0	96	0	0	4	0	0	4	94	3	34	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	235	0	0	89	6	4	0	0	0	4	51	26	206	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	237	0	0	76	14	5	4	1	0	14	67	22	207	
	HEATHROW	DELTA AIRLINES	S	A	91	0	0	89	4	2	3	1	0	9	70	26	93	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					MAR 2013					
					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		
NEW YORK (JF KENNEDY)																		
	HEATHROW	DELTA AIRLINES	S	D	91	0	0	91	5	3	0	0	0	3	83	6	93	
	HEATHROW	KUWAIT AIRWAYS	S	A	12	0	1	83	8	0	8	0	0	9	71	13	14	
	HEATHROW	KUWAIT AIRWAYS	S	D	12	0	1	75	8	8	8	0	0	18	69	22	13	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	9	0	0	0	33	22	22	11	11	125	0	72	13	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	118	0	0	92	6	2	0	0	0	3	76	16	114	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	119	0	0	88	5	4	3	0	0	6	84	10	116	
<b>TOTAL NEW YORK (JF KENNEDY)</b>					<b>1307</b>	<b>3</b>	<b>3</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>69</b>	<b>18</b>	<b>18</b>	
NEW YORK (NEWARK)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	88	0	0	89	7	2	1	0	1	22	35	29	83	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	88	0	0	75	13	11	1	0	0	10	76	16	84	
	BIRMINGHAM	UNITED AIRLINES	S	A	27	0	0	96	0	0	0	4	0	13	62	26	26	
	BIRMINGHAM	UNITED AIRLINES	S	D	27	0	0	93	4	0	0	4	0	14	81	19	26	
	EDINBURGH	UNITED AIRLINES	S	A	31	0	1	90	6	3	0	0	0	4	65	17	31	
	EDINBURGH	UNITED AIRLINES	S	D	30	0	0	90	7	3	0	0	0	4	61	23	31	
	GLASGOW	UNITED AIRLINES	S	A	31	0	0	94	3	0	3	0	0	5	70	18	27	
	GLASGOW	UNITED AIRLINES	S	D	31	0	0	90	6	0	3	0	0	5	63	55	27	
	HEATHROW	UNITED AIRLINES	S	A	153	0	0	77	8	8	5	1	1	17	61	24	143	
	HEATHROW	UNITED AIRLINES	S	D	152	0	0	83	8	5	5	0	0	10	81	11	144	
	MANCHESTER	UNITED AIRLINES	S	A	31	0	0	90	0	10	0	0	0	4	55	27	31	
	MANCHESTER	UNITED AIRLINES	S	D	31	0	0	84	13	3	0	0	0	8	52	27	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	56	0	0	95	0	4	2	0	0	5	55	27	58	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	56	0	0	93	2	5	0	0	0	3	69	25	58	
<b>TOTAL NEW YORK (NEWARK)</b>					<b>832</b>	<b>4</b>	<b>1</b>	<b>85</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>64</b>	<b>22</b>	<b>22</b>	
NEWCASTLE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	152	0	0	89	6	3	2	0	0	5	72	15	178	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	152	0	0	88	7	4	1	0	0	6	79	10	179	
	BIRMINGHAM	EASTERN AIRWAYS	S	A	41	0	1	90	5	2	2	0	0	9	80	15	51	
	BIRMINGHAM	EASTERN AIRWAYS	S	D	41	0	1	85	7	5	2	0	0	11	81	13	54	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	4	0	0	75	25	0	0	0	0	8	0	0	0	
	GATWICK	FLYBE LTD	S	A	64	0	0	81	6	6	6	0	0	13	89	9	74	
	GATWICK	FLYBE LTD	S	D	64	0	0	77	8	9	6	0	0	14	85	17	73	
<b>TOTAL NEWCASTLE</b>					<b>524</b>	<b>6</b>	<b>2</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>13</b>	<b>13</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2013				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
NEWQUAY																		
	GATWICK	FLYBE LTD	S	A	81	0	0	91	4	0	4	1	0	10	93	3	74	
	GATWICK	FLYBE LTD	S	D	82	0	0	90	1	2	4	2	0	13	86	9	74	
	MANCHESTER	FLYBE LTD	S	A	18	0	0	89	0	0	6	6	0	20	94	13	18	
	MANCHESTER	FLYBE LTD	S	D	18	0	0	83	6	0	6	6	0	20	78	8	18	
<b>TOTAL NEWQUAY</b>					<b>199</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>89</b>	<b>7</b>	<b>7</b>	
NICE																		
	LONDON CITY	BA CITYFLYER LTD	S	A	21	0	0	67	5	0	24	5	0	40	85	6	20	
	LONDON CITY	BA CITYFLYER LTD	S	D	20	0	0	70	5	5	15	5	0	38	85	7	20	
	GATWICK	BRITISH AIRWAYS PLC	S	A	62	0	0	97	0	2	2	0	0	4	81	8	63	
	GATWICK	BRITISH AIRWAYS PLC	S	D	62	0	0	89	6	2	3	0	0	7	75	12	64	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	136	0	0	90	3	3	4	0	0	8	70	15	156	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	136	0	0	88	4	5	2	0	0	7	74	13	156	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	82	0	0	70	12	11	7	0	0	17	75	12	64	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	82	0	0	77	15	6	2	0	0	11	80	9	64	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	36	1	0	61	28	6	6	0	0	20	55	28	31	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	36	0	0	89	3	8	0	0	0	4	81	15	31	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	65	18	12	6	0	0	23	89	5	19	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	82	12	0	6	0	0	11	100	2	19	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	10	0	0	90	10	0	0	0	0	4	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	10	0	0	100	0	0	0	0	0	4	0	0	0	
	MANCHESTER	RYANAIR	C	A	2	0	0	50	0	50	0	0	0	21	50	15	2	
	MANCHESTER	RYANAIR	C	D	2	0	0	100	0	0	0	0	0	10	50	10	2	
<b>TOTAL NICE</b>					<b>733</b>	<b>4</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>12</b>	<b>12</b>	
NIEDERRHEIN																		
	EDINBURGH	RYANAIR	S	A	12	0	0	92	0	0	0	8	0	20	94	2	16	
	EDINBURGH	RYANAIR	S	D	12	0	0	92	8	0	0	0	0	3	88	7	16	
	STANSTED	RYANAIR	S	A	41	0	0	100	0	0	0	0	0	1	92	4	62	
	STANSTED	RYANAIR	S	D	41	0	0	93	2	5	0	0	0	3	82	11	62	
<b>TOTAL NIEDERRHEIN</b>					<b>106</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>7</b>	<b>7</b>	
NIMES																		
	LUTON	RYANAIR	S	A	14	0	0	93	7	0	0	0	0	2	88	6	17	
	LUTON	RYANAIR	S	D	14	0	0	100	0	0	0	0	0	3	88	9	17	
<b>TOTAL NIMES</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>7</b>	<b>7</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 2013						
			CHARTER/ SCHED	ARR/ DEP	MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)												
NORWICH																		
	EDINBURGH	FLYBE LTD	S	A	24	0	0	96	0	4	0	0	0	2	87	13	30	
	EDINBURGH	FLYBE LTD	S	D	24	0	0	88	13	0	0	0	5	80	19	30		
	EDINBURGH	LOGANAIR	S	A	3	0	0	67	33	0	0	0	11	0	0	0		
	EDINBURGH	LOGANAIR	S	D	3	0	0	33	33	33	0	0	19	0	0	0		
	MANCHESTER	LOGANAIR	S	A	67	0	0	87	4	4	3	1	0	11	68	27	62	
	MANCHESTER	LOGANAIR	S	D	66	0	0	85	9	2	3	2	0	10	74	19	62	
<b>TOTAL NORWICH</b>					<b>189</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>21</b>	<b>21</b>	
NUREMBERG																		
	LONDON CITY	CITY JET	S	A	43	0	0	91	0	2	5	2	0	10	89	7	47	
	LONDON CITY	CITY JET	S	D	43	0	0	91	5	0	5	0	6	98	3	47		
	STANSTED	RYANAIR	S	A	31	0	0	84	10	6	0	0	6	100	0	2		
	STANSTED	RYANAIR	S	D	31	0	0	87	6	6	0	0	8	100	3	2		
<b>TOTAL NUREMBERG</b>					<b>148</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>94</b>	<b>5</b>	<b>5</b>	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2013			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ODENSE																	
<b>TOTAL ODENSE</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>33</b>	<b>0</b>	<b>0</b>	<b>0</b>
OLBIA																	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	6	0	0	100	0	0	0	0	0	1	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	6	0	0	83	17	0	0	0	0	4	0	0	0
<b>TOTAL OLBIA</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>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	
OPORTO (PORTUGAL)																	
	GATWICK	AIR PORTUGAL	S	A	60	0	0	85	8	2	3	2	0	11	89	5	62
	GATWICK	AIR PORTUGAL	S	D	60	0	0	82	8	3	5	2	0	12	84	7	62
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	72	6	17	6	0	0	13	68	17	22
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	78	6	17	0	0	0	10	68	16	22
	STANSTED	RYANAIR	S	A	67	0	0	82	10	3	4	0	0	10	70	15	53
	STANSTED	RYANAIR	S	D	67	0	0	73	16	6	4	0	0	14	58	16	53
<b>TOTAL OPORTO (PORTUGAL)</b>					<b>292</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>11</b>	<b>11</b>
ORLANDO																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	32	0	0	81	9	3	0	6	0	16	71	10	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	33	0	0	73	15	3	3	6	0	23	65	15	31
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	37	0	1	78	8	8	3	0	3	47	67	19	52
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	38	0	0	74	8	13	5	0	0	16	55	30	53
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	83	10	7	0	0	0	7	58	18	40
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	93	3	3	0	0	0	4	75	10	40
<b>TOTAL ORLANDO</b>					<b>201</b>	<b>2</b>	<b>1</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>65</b>	<b>18</b>	<b>18</b>
OSLO (GARDERMOEN)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	127	0	0	87	9	3	2	0	0	7	78	18	146
	HEATHROW	BRITISH AIRWAYS PLC	S	D	127	0	0	91	6	2	1	0	0	5	73	13	147
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	14	0	0	71	14	7	7	0	0	13	62	26	13
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	14	0	0	57	21	14	7	0	0	17	46	27	13
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	109	0	0	89	5	6	1	0	0	6	84	9	81
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	108	0	0	90	5	5	1	0	0	5	69	13	80
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	13	0	1	62	31	8	0	0	0	12	83	9	18
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	D	13	0	0	62	31	0	0	8	0	35	72	22	18
	HEATHROW	SAS	S	A	149	0	0	87	7	3	2	0	0	7	61	17	137
	HEATHROW	SAS	S	D	149	0	0	97	1	2	0	0	0	2	85	10	138

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 2013					
			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)											
OSLO (GARDERMOEN)	MANCHESTER	SAS	S	A	23	0	0	96	0	0	4	0	0	6	89	5	19
	MANCHESTER	SAS	S	D	23	0	0	91	0	4	4	0	0	6	79	6	19
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>869</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>14</b>	<b>14</b>
OSTRAVA	STANSTED	RYANAIR	S	A	13	0	0	92	8	0	0	0	0	5	0	0	0
	STANSTED	RYANAIR	S	D	13	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL OSTRAVA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
OTTAWA INTERNATIONAL	HEATHROW	AIR CANADA	S	A	31	0	0	77	13	3	6	0	0	15	23	32	31
	HEATHROW	AIR CANADA	S	D	30	0	0	90	10	0	0	0	0	3	87	8	31
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>61</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>55</b>	<b>20</b>	<b>20</b>
OULU																	
OVDA																	
OXFORD (KIDLINGTON)																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					MAR 2013					
					MATCHED			Actual (7)	Plan (8)	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
PADERBORN																		
	BIRMINGHAM	AIR BERLIN	S	A	5	0	0	100	0	0	0	0	0	2	0	0	0	
	BIRMINGHAM	AIR BERLIN	S	D	5	0	0	60	20	20	0	0	0	13	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	A	16	0	0	94	6	0	0	0	0	3	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	D	16	0	0	94	0	6	0	0	0	4	0	0	0	
<b>TOTAL PADERBORN</b>					<b>42</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>4</b>	<b>50</b>	<b>36</b>	<b>36</b>	
PALERMO																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	93	7	0	0	0	0	6	71	11	14	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	93	7	0	0	0	0	5	93	3	14	
	STANSTED	RYANAIR	S	A	15	0	0	53	47	0	0	0	0	14	52	29	21	
	STANSTED	RYANAIR	S	D	15	0	0	20	60	20	0	0	0	24	76	11	21	
<b>TOTAL PALERMO</b>					<b>58</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>13</b>	<b>71</b>	<b>15</b>	<b>15</b>	
PALMA DE MALLORCA																		
	LONDON CITY	BA CITYFLYER LTD	S	A	18	0	0	78	11	0	11	0	0	20	100	2	10	
	LONDON CITY	BA CITYFLYER LTD	S	D	17	1	0	82	0	12	6	0	0	16	90	4	10	
	LUTON	BMI REGIONAL	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	LUTON	BMI REGIONAL	C	D	2	1	0	0	50	50	0	0	0	29	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	2	0	0	100	0	0	0	0	0	0	0	25	1	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	2	0	0	100	0	0	0	0	0	0	100	0	1	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	45	0	0	84	7	2	4	0	2	15	77	14	35	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	45	0	0	78	9	7	4	0	2	20	64	19	36	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	5	0	0	80	0	20	0	0	0	11	100	2	9	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	5	0	0	80	0	0	20	0	0	15	100	3	9	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	100	0	0	0	0	0	0	86	5	7	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	100	0	0	0	0	0	3	86	8	7	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	91	9	0	0	0	0	5	80	10	25	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	91	4	4	0	0	0	3	92	7	25	
	MANCHESTER	JET2.COM LTD	S	A	7	0	0	43	29	29	0	0	0	18	67	18	3	
	MANCHESTER	JET2.COM LTD	S	D	7	0	0	71	29	0	0	0	0	9	67	19	3	
	GATWICK	MONARCH AIRLINES	S	A	8	0	0	75	13	0	13	0	0	15	33	38	9	
	GATWICK	MONARCH AIRLINES	S	D	8	0	0	88	13	0	0	0	0	7	56	21	9	
	MANCHESTER	MONARCH AIRLINES	S	A	8	0	0	100	0	0	0	0	0	3	40	26	10	
	MANCHESTER	MONARCH AIRLINES	S	D	8	0	0	100	0	0	0	0	0	2	80	8	10	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	4	0	0	75	25	0	0	0	0	9	0	44	1	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
PALMA DE MALLORCA																		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	4	0	0	100	0	0	0	0	0	1	100	11	1	
	STANSTED	RYANAIR	S	A	15	1	0	73	27	0	0	0	0	6	86	19	22	
	STANSTED	RYANAIR	S	D	15	0	0	67	20	13	0	0	0	13	64	27	22	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	3	0	0	67	0	0	33	0	0	28	75	6	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	17	100	3	5	
	GATWICK	THOMSON AIRWAYS LTD	C	A	6	0	0	83	0	17	0	0	0	9	75	21	8	
	GATWICK	THOMSON AIRWAYS LTD	C	D	8	0	0	88	0	13	0	0	0	7	80	19	10	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	6	0	0	50	33	17	0	0	0	18	75	12	8	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	8	0	0	75	13	13	0	0	0	12	73	13	11	
<b>TOTAL PALMA DE MALLORCA</b>					<b>316</b>	<b>3</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>76</b>	<b>15</b>	<b>15</b>	
PAPHOS																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	2	0	0	50	50	0	0	0	0	13	75	20	4	
	GATWICK	BRITISH AIRWAYS PLC	S	D	2	0	0	0	50	50	0	0	0	29	25	32	4	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	78	0	22	0	0	0	11	100	0	9	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	67	11	11	11	0	0	17	89	9	9	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	32	1	0	97	0	0	3	0	0	5	89	5	35	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	33	0	0	88	9	0	3	0	0	10	81	10	36	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	86	14	0	0	0	0	3	79	6	14	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	79	7	14	0	0	0	12	71	12	14	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	91	5	0	5	0	0	5	76	18	25	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	83	4	9	4	0	0	9	84	6	25	
	MANCHESTER	RYANAIR	S	A	9	0	0	56	11	33	0	0	0	15	0	38	3	
	MANCHESTER	RYANAIR	S	D	9	0	0	56	33	11	0	0	0	16	0	38	4	
	STANSTED	RYANAIR	S	A	17	0	0	76	24	0	0	0	0	4	63	18	16	
	STANSTED	RYANAIR	S	D	17	0	0	76	18	6	0	0	0	11	56	21	16	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	3	0	0	67	0	33	0	0	0	13	100	1	3	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	11	100	0	5	
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	3	80	9	10	
	GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	78	22	0	0	0	0	8	77	12	13	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	5	100	6	3	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	9	100	4	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	1	70	7	10	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	5	62	17	13	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2013			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
PAPHOS	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	4	67	14	3
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	6	50	13	4
<b>TOTAL PAPHOS</b>					<b>275</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>11</b>	<b>11</b>
PARIS (CHARLES DE GAULLE)	BIRMINGHAM	AIR FRANCE	S	A	90	0	0	96	2	1	1	0	0	3	85	11	87
	BIRMINGHAM	AIR FRANCE	S	D	90	0	0	90	3	7	0	0	0	5	92	5	86
	HEATHROW	AIR FRANCE	S	A	237	0	0	92	5	3	1	0	0	5	63	20	199
	HEATHROW	AIR FRANCE	S	D	237	0	0	96	4	0	0	0	0	2	85	10	200
	MANCHESTER	AIR FRANCE	S	A	90	0	0	88	9	3	0	0	0	6	75	19	88
	MANCHESTER	AIR FRANCE	S	D	90	0	0	92	4	3	0	0	0	4	89	12	88
	HEATHROW	BRITISH AIRWAYS PLC	S	A	200	0	0	91	4	5	1	0	0	5	62	21	235
	HEATHROW	BRITISH AIRWAYS PLC	S	D	200	0	0	92	3	5	0	0	0	4	71	14	237
	EDINBURGH	CITY JET	S	A	94	0	0	90	4	4	1	0	0	5	85	10	92
	EDINBURGH	CITY JET	S	D	93	0	0	88	5	4	1	1	0	9	80	12	91
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	87	9	0	4	0	0	11	88	5	25
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	100	0	0	0	0	0	3	84	7	25
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	3	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	4	0	0	50	50	0	0	0	0	12	0	0	0
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	91	4	0	4	0	0	8	85	9	26
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	96	0	0	4	0	0	9	85	11	26
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	84	0	1	76	17	7	0	0	0	8	83	13	81
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	85	0	0	86	9	5	0	0	0	6	84	11	81
	EDINBURGH	ENTER AIR	C	A	3	0	0	33	33	33	0	0	0	23	0	0	0
	EDINBURGH	ENTER AIR	C	D	3	0	0	33	0	67	0	0	0	32	0	0	0
	EDINBURGH	EUROPE AIRPOST	C	A	6	0	0	67	0	33	0	0	0	21	0	0	0
	EDINBURGH	EUROPE AIRPOST	C	D	5	0	0	40	60	0	0	0	0	13	0	0	0
	BIRMINGHAM	FLYBE LTD	S	A	77	0	1	95	1	3	1	0	0	4	88	13	77
	BIRMINGHAM	FLYBE LTD	S	D	77	0	1	84	8	5	1	1	0	12	82	12	77
	MANCHESTER	FLYBE LTD	S	A	103	0	0	95	1	2	2	0	0	4	89	15	103
	MANCHESTER	FLYBE LTD	S	D	103	0	0	95	2	1	2	0	0	5	79	16	103
	NEWCASTLE	HOP - BRIT AIR	S	A	80	0	0	96	3	1	0	0	0	2	77	11	75
	NEWCASTLE	HOP - BRIT AIR	S	D	80	0	0	86	9	3	3	0	0	9	72	14	75
	MANCHESTER	JET2.COM LTD	S	A	18	0	0	89	6	6	0	0	0	7	64	24	11

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)	MANCHESTER	JET2.COM LTD	S	D	18	0	0	100	0	0	0	0	0	1	55	22	11
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>2274</b>	<b>1</b>	<b>3</b>	<b>91</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>78</b>	<b>14</b>	<b>14</b>
PARIS (LE BOURGET)																	
<b>TOTAL PARIS (LE BOURGET)</b>					<b>8</b>	<b>5</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
PARIS (ORLY)	HEATHROW	BRITISH AIRWAYS PLC	S	A	123	0	0	88	7	3	2	0	0	6	80	16	121
	HEATHROW	BRITISH AIRWAYS PLC	S	D	123	0	0	91	6	3	0	0	0	4	77	10	121
	LONDON CITY	VLM (BELGIUM)	S	A	132	0	0	76	11	7	6	1	0	15	89	10	127
	LONDON CITY	VLM (BELGIUM)	S	D	134	0	0	84	6	6	4	1	0	10	85	7	127
<b>TOTAL PARIS (ORLY)</b>					<b>516</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>11</b>	<b>11</b>
PARMA	STANSTED	RYANAIR	S	A	13	0	0	62	31	8	0	0	0	11	54	20	13
	STANSTED	RYANAIR	S	D	13	0	0	85	15	0	0	0	0	9	62	20	13
<b>TOTAL PARMA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>58</b>	<b>20</b>	<b>20</b>
PAU																	
<b>TOTAL PAU</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>81</b>	<b>10</b>	<b>10</b>
PERPIGNAN																	
<b>TOTAL PERPIGNAN</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>5</b>	<b>55</b>	<b>31</b>	<b>31</b>
PERUGIA	STANSTED	RYANAIR	S	A	14	0	0	93	7	0	0	0	0	5	50	13	14
	STANSTED	RYANAIR	S	D	14	0	0	100	0	0	0	0	0	2	86	6	14
<b>TOTAL PERUGIA</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>68</b>	<b>10</b>	<b>10</b>
PESCARA	STANSTED	RYANAIR	S	A	23	0	0	100	0	0	0	0	0	2	100	1	18
	STANSTED	RYANAIR	S	D	23	0	0	96	4	0	0	0	0	4	78	10	18
<b>TOTAL PESCARA</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>5</b>	<b>5</b>
PESHAWAR																	
PHILADELPHIA INTERNATION	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	87	7	5	2	0	0	7	84	26	49
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	0	79	8	10	0	3	0	16	84	7	50
	HEATHROW	US AIRWAYS	S	A	31	0	0	77	3	3	13	3	0	22	58	23	31

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 2013						
			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)												
PHILADELPHIA INTERNATIONAL																		
	HEATHROW	US AIRWAYS	S	D	31	0	0	74	10	10	6	0	0	16	63	15	30	
	MANCHESTER	US AIRWAYS	S	A	31	0	0	61	10	19	10	0	0	19	48	29	31	
	MANCHESTER	US AIRWAYS	S	D	31	0	0	65	10	26	0	0	0	17	52	24	31	
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>245</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>8</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>20</b>	<b>20</b>	
PHOENIX																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	74	10	6	10	0	0	16	17	35	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	42	29	19	10	0	0	24	48	23	31	
<b>TOTAL PHOENIX</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>19</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>33</b>	<b>29</b>	<b>29</b>	
PHUKET																		
	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	75	25	0	0	0	0	9	0	0	0	
<b>TOTAL PHUKET</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>	
PISA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	2	0	0	100	0	0	0	0	0	6	75	30	4	
	GATWICK	BRITISH AIRWAYS PLC	S	D	2	0	0	100	0	0	0	0	0	1	75	7	4	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	77	10	10	3	0	0	12	80	9	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	74	16	6	3	0	0	11	83	7	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	40	0	0	88	8	3	3	0	0	7	85	10	41	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	40	0	0	93	3	5	0	0	0	6	85	8	41	
	STANSTED	RYANAIR	S	A	64	0	0	88	6	2	0	3	2	20	86	7	51	
	STANSTED	RYANAIR	S	D	64	0	0	70	20	9	0	0	0	11	65	15	51	
<b>TOTAL PISA</b>					<b>274</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>10</b>	<b>10</b>	
PLOVDIV																		
	STANSTED	RYANAIR	S	A	9	0	0	89	11	0	0	0	0	3	91	8	11	
	STANSTED	RYANAIR	S	D	9	0	0	89	11	0	0	0	0	8	55	17	11	
<b>TOTAL PLOVDIV</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>73</b>	<b>13</b>	<b>13</b>	
PODGORICA																		
POITIERS																		
	STANSTED	RYANAIR	S	A	11	0	0	91	9	0	0	0	0	4	86	7	14	
	STANSTED	RYANAIR	S	D	11	0	0	91	0	9	0	0	0	5	79	11	14	
<b>TOTAL POITIERS</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>9</b>	<b>9</b>	
PORT OF SPAIN																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAR 2013					
					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
PORT OF SPAIN																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	23	0	0	87	13	0	0	0	0	5	78	14	23	
	GATWICK	BRITISH AIRWAYS PLC	S	D	23	0	0	78	17	4	0	0	0	11	64	29	22	
	GATWICK	CARIBBEAN AIRLINES	S	A	13	0	0	85	15	0	0	0	0	3	79	10	14	
	GATWICK	CARIBBEAN AIRLINES	S	D	13	0	0	77	15	0	0	0	8	99	64	27	14	
<b>TOTAL PORT OF SPAIN</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>23</b>	<b>71</b>	<b>20</b>	<b>20</b>	
POZNAN																		
	STANSTED	RYANAIR	S	A	31	0	0	81	13	3	0	0	3	20	77	8	30	
	STANSTED	RYANAIR	S	D	31	0	0	90	6	3	0	0	0	6	77	12	31	
	LUTON	WIZZ AIR	S	A	22	0	0	100	0	0	0	0	0	0	89	6	28	
	LUTON	WIZZ AIR	S	D	22	0	0	91	0	5	5	0	0	10	64	17	28	
<b>TOTAL POZNAN</b>					<b>106</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>78</b>	<b>13</b>	<b>13</b>	
PRAGUE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	119	0	0	92	3	3	2	0	0	4	70	12	143	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	119	0	0	88	3	3	5	0	0	7	80	9	143	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	100	0	0	0	0	0	0	100	0	7	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	100	0	0	0	0	0	1	100	4	7	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	54	0	0	96	2	2	0	0	0	2	70	17	54	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	54	0	0	80	11	6	4	0	0	10	70	22	54	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	77	0	23	0	0	0	10	67	12	3	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	85	8	8	0	0	0	5	67	7	3	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	43	0	0	93	2	5	0	0	0	3	83	6	42	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	43	0	0	93	2	5	0	0	0	3	90	4	42	
	EDINBURGH	JET2.COM LTD	S	A	9	0	0	100	0	0	0	0	0	2	80	11	10	
	EDINBURGH	JET2.COM LTD	S	D	9	0	0	89	11	0	0	0	0	7	90	11	10	
	MANCHESTER	JET2.COM LTD	S	A	18	0	0	78	0	17	6	0	0	19	72	14	18	
	MANCHESTER	JET2.COM LTD	S	D	18	0	0	83	0	11	6	0	0	13	89	8	18	
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	78	11	11	0	0	0	8	100	4	9	
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	78	22	0	0	0	0	11	89	7	9	
	LUTON	WIZZ AIR	S	A	36	0	0	86	3	0	11	0	0	16	84	4	31	
	LUTON	WIZZ AIR	S	D	36	0	0	75	11	3	11	0	0	20	74	11	31	
<b>TOTAL PRAGUE</b>					<b>638</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>11</b>	<b>11</b>	
PRISTINA																		
	GATWICK	GERMANIA FLUGGESELLSCHAFT	S	A	5	0	0	80	20	0	0	0	0	6	0	0	0	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
PRISTINA	GATWICK	GERMANIA FLUGGESELLSCHAFT	S	D	5	0	0	80	0	20	0	0	0	12	0	0	0
<b>TOTAL PRISTINA</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
PROVIDENCIALES	HEATHROW	BRITISH AIRWAYS PLC	S	A	5	0	0	100	0	0	0	0	1	100	1	4	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	5	0	0	100	0	0	0	0	2	20	19	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>2</b>	<b>56</b>	<b>11</b>	<b>11</b>	
PUERTO PLATA	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	7	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	25	50	25	0	0	24	100	8	2	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	13	100	3	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	20	50	9	4	
<b>TOTAL PUERTO PLATA</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>80</b>	<b>6</b>	<b>6</b>	
PULA																	
PUNTA CANA	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	86	7	7	0	0	7	67	14	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	85	8	8	0	0	10	78	15	9	
	GATWICK	THOMSON AIRWAYS LTD	C	A	9	0	0	33	22	44	0	0	25	75	12	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	67	22	11	0	0	16	60	15	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	14	80	6	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	10	71	15	7	
<b>TOTAL PUNTA CANA</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>13</b>	<b>13</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
RABAT																		
	STANSTED	RYANAIR	S	A	13	0	0	46	31	23	0	0	0	21	0	0	0	
	STANSTED	RYANAIR	S	D	13	0	0	62	31	8	0	0	0	11	0	0	0	
<b>TOTAL RABAT</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>31</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	
RALEIGH																		
	HEATHROW	AMERICAN AIRLINES	S	A	31	0	0	90	6	3	0	0	0	4	40	28	30	
	HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	94	3	0	3	0	0	6	83	11	30	
<b>TOTAL RALEIGH</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>62</b>	<b>19</b>	<b>19</b>	
REUS																		
	STANSTED	RYANAIR	S	A	10	0	0	90	0	10	0	0	0	7	67	45	9	
	STANSTED	RYANAIR	S	D	10	0	0	100	0	0	0	0	0	3	67	25	9	
<b>TOTAL REUS</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>71</b>	<b>21</b>	<b>21</b>	
RHODES																		
RIGA																		
	GATWICK	AIR BALTIC	S	A	36	0	0	78	22	0	0	0	0	9	81	9	36	
	GATWICK	AIR BALTIC	S	D	36	0	0	83	17	0	0	0	0	8	64	20	36	
	MANCHESTER	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	0	88	4	8	
	MANCHESTER	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	4	100	1	8	
	STANSTED	RYANAIR	S	A	62	0	0	92	5	0	3	0	0	5	85	9	61	
	STANSTED	RYANAIR	S	D	62	0	0	95	2	2	2	0	0	3	90	6	61	
	LUTON	WIZZ AIR	S	A	31	0	0	90	0	3	6	0	0	13	77	19	22	
	LUTON	WIZZ AIR	S	D	31	0	0	84	6	3	6	0	0	16	55	27	22	
<b>TOTAL RIGA</b>					<b>274</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>12</b>	<b>12</b>	
RIMINI																		
RIO DE JANEIRO (GALEAO)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	87	10	3	0	0	0	5	56	26	27	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	94	0	3	3	0	0	6	70	28	27	
	HEATHROW	TAM LINHAS AEREAS	S	A	6	0	4	83	17	0	0	0	0	4	71	9	14	
	HEATHROW	TAM LINHAS AEREAS	S	D	6	0	4	100	0	0	0	0	0	0	86	5	14	
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>					<b>74</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>68</b>	<b>20</b>	<b>20</b>	
RIYADH																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	94	3	0	3	0	0	3	87	7	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	61	23	13	3	0	0	17	52	22	31	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
RIYADH	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	31	0	0	68	19	13	0	0	0	14	39	26	31
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	31	0	0	90	3	6	0	0	0	4	84	9	31
<b>TOTAL RIYADH</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>65</b>	<b>16</b>	<b>16</b>
RODEZ																	
ROME (CIAMPINO)	EDINBURGH	RYANAIR	S	A	10	0	0	70	30	0	0	0	0	7	14	30	7
	EDINBURGH	RYANAIR	S	D	10	0	0	40	30	30	0	0	0	20	57	23	7
	MANCHESTER	RYANAIR	S	A	22	0	0	100	0	0	0	0	0	92	3	24	
	MANCHESTER	RYANAIR	S	D	22	0	0	91	5	5	0	0	0	4	96	5	24
	STANSTED	RYANAIR	S	A	124	1	0	89	8	3	0	0	0	5	59	16	93
	STANSTED	RYANAIR	S	D	124	0	0	90	9	1	0	0	0	5	77	12	93
<b>TOTAL ROME (CIAMPINO)</b>					<b>312</b>	<b>4</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>71</b>	<b>13</b>	<b>13</b>
ROME (FIUMICINO)	HEATHROW	ALITALIA (CAI)	S	A	89	0	0	92	7	1	0	0	0	4	68	13	123
	HEATHROW	ALITALIA (CAI)	S	D	89	0	0	85	10	3	1	0	0	5	58	18	123
	LONDON CITY	ALITALIA (CAI)	S	A	28	0	0	86	0	4	11	0	0	13	0	0	0
	LONDON CITY	ALITALIA (CAI)	S	D	28	0	0	79	7	4	11	0	0	14	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	35	0	0	51	37	9	3	0	0	15	31	36	32
	GATWICK	BRITISH AIRWAYS PLC	S	D	35	0	0	71	20	6	3	0	0	12	59	24	32
	HEATHROW	BRITISH AIRWAYS PLC	S	A	166	0	1	89	7	3	1	0	1	8	65	20	184
	HEATHROW	BRITISH AIRWAYS PLC	S	D	166	0	1	93	4	2	1	0	0	5	75	13	184
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	111	0	0	81	11	4	4	1	0	10	78	17	106
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	111	0	0	86	8	5	1	0	0	7	85	10	105
	MANCHESTER	JET2.COM LTD	S	A	22	0	0	82	9	5	5	0	0	8	42	25	19
	MANCHESTER	JET2.COM LTD	S	D	22	0	0	77	9	14	0	0	0	9	89	11	19
	BIRMINGHAM	MONARCH AIRLINES	S	A	10	0	0	80	10	0	10	0	0	13	72	14	18
	BIRMINGHAM	MONARCH AIRLINES	S	D	10	0	0	80	10	0	10	0	0	13	100	0	18
	LUTON	MONARCH AIRLINES	S	A	9	0	0	78	11	0	0	11	0	27	79	22	14
	LUTON	MONARCH AIRLINES	S	D	9	0	0	89	0	0	11	0	0	16	79	13	14
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	18	1	0	67	22	11	0	0	0	11	0	0	0
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	18	1	0	89	0	11	0	0	0	7	0	0	0
<b>TOTAL ROME (FIUMICINO)</b>					<b>986</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>70</b>	<b>17</b>	<b>17</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 2013					
					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)													
ROTTERDAM																			
	LONDON CITY	BA CITYFLYER LTD	S	A	5	0	0	40	20	40	0	0	0	22	0	0	0	0	0
	LONDON CITY	BA CITYFLYER LTD	S	D	6	0	0	67	17	17	0	0	0	13	0	0	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	71	0	0	85	8	4	3	0	0	9	65	16	86		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	72	0	0	89	6	3	3	0	0	6	67	14	87		
	LONDON CITY	CITY JET	S	A	4	0	0	100	0	0	0	0	0	0	0	0	0	0	0
	LONDON CITY	CITY JET	S	D	4	0	0	100	0	0	0	0	0	0	0	0	0	0	0
	LONDON CITY	VLM (BELGIUM)	S	A	179	1	0	90	4	3	2	1	0	8	95	4	172		
	LONDON CITY	VLM (BELGIUM)	S	D	180	1	0	93	2	3	2	1	0	5	95	4	172		
<b>TOTAL ROTTERDAM</b>					<b>523</b>	<b>3</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>8</b>	<b>8</b>		
ROVANIEMI																			
<b>TOTAL ROVANIEMI</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>0</b>	<b>0</b>	<b>0</b>		
RYGGE																			
	EDINBURGH	RYANAIR	S	A	17	0	0	82	18	0	0	0	0	6	0	0	0	0	0
	EDINBURGH	RYANAIR	S	D	17	0	0	88	12	0	0	0	0	4	0	0	0	0	0
	MANCHESTER	RYANAIR	S	A	18	0	0	94	6	0	0	0	0	2	94	3	18		
	MANCHESTER	RYANAIR	S	D	18	0	0	94	6	0	0	0	0	2	89	5	18		
	STANSTED	RYANAIR	S	A	93	0	0	96	4	0	0	0	0	3	98	2	93		
	STANSTED	RYANAIR	S	D	93	0	0	97	1	2	0	0	0	3	85	8	93		
<b>TOTAL RYGGE</b>					<b>256</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>91</b>	<b>5</b>	<b>5</b>		
RZESZOW																			
	BIRMINGHAM	RYANAIR	S	A	8	0	0	88	13	0	0	0	0	5	58	111	12		
	BIRMINGHAM	RYANAIR	S	D	8	0	0	88	13	0	0	0	0	4	92	2	13		
	LUTON	RYANAIR	S	A	13	0	0	92	0	0	0	0	8	33	55	105	11		
	LUTON	RYANAIR	S	D	13	0	0	92	0	8	0	0	0	5	71	15	14		
	MANCHESTER	RYANAIR	S	A	10	0	0	90	0	0	10	0	0	7	89	27	9		
	MANCHESTER	RYANAIR	S	D	10	0	0	90	0	10	0	0	0	5	90	4	10		
	STANSTED	RYANAIR	S	A	23	0	0	87	4	4	4	0	0	13	52	79	21		
	STANSTED	RYANAIR	S	D	23	0	0	96	4	0	0	0	0	4	88	10	24		
<b>TOTAL RZESZOW</b>					<b>110</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>72</b>	<b>43</b>	<b>43</b>		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2013				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
SALONIKA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	100	0	0	0	0	0	1	85	6	20	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	100	0	0	0	0	0	2	95	5	20	
	STANSTED	RYANAIR	S	A	18	0	0	100	0	0	0	0	0	1	77	9	13	
	STANSTED	RYANAIR	S	D	18	0	0	100	0	0	0	0	0	3	92	6	13	
<b>TOTAL SALONIKA</b>					<b>76</b>	<b>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>7</b>	<b>7</b>	
SALT LAKE CITY																		
SALZBURG																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	36	0	0	89	6	3	3	0	0	9	88	11	32	
	GATWICK	BRITISH AIRWAYS PLC	S	D	36	0	0	83	8	3	6	0	0	11	75	15	32	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	15	0	0	87	7	7	0	0	0	7	80	12	15	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	15	0	0	87	13	0	0	0	0	5	67	18	15	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	5	0	0	100	0	0	0	0	0	0	90	7	10	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	5	0	0	100	0	0	0	0	0	1	70	12	10	
	BIRMINGHAM	FLYBE LTD	C	A	7	0	0	100	0	0	0	0	0	0	86	8	7	
	BIRMINGHAM	FLYBE LTD	C	D	5	0	0	60	20	20	0	0	0	14	67	22	6	
	EDINBURGH	JET2.COM LTD	S	A	5	0	0	20	80	0	0	0	0	18	0	27	5	
	EDINBURGH	JET2.COM LTD	S	D	5	0	0	100	0	0	0	0	0	0	100	6	5	
	MANCHESTER	JET2.COM LTD	S	A	5	0	0	80	0	0	0	20	0	41	60	14	5	
	MANCHESTER	JET2.COM LTD	C	A	4	0	0	75	25	0	0	0	0	9	0	0	0	
	MANCHESTER	JET2.COM LTD	C	D	4	0	0	50	25	25	0	0	0	21	0	0	0	
	MANCHESTER	JET2.COM LTD	S	D	5	0	1	80	20	0	0	0	0	5	80	9	5	
	GATWICK	MONARCH AIRLINES	C	A	3	0	0	67	33	0	0	0	0	10	60	21	5	
	GATWICK	MONARCH AIRLINES	C	D	3	0	0	67	0	33	0	0	0	23	50	43	6	
	STANSTED	RYANAIR	S	A	32	0	0	78	16	6	0	0	0	8	80	14	30	
	STANSTED	RYANAIR	S	D	32	0	0	97	0	3	0	0	0	3	83	14	30	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	2	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	5	100	3	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	0	100	1	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	11	100	4	5	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	3	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	1	100	0	3	
	GATWICK	THOMSON AIRWAYS LTD	C	A	10	0	0	100	0	0	0	0	0	0	100	1	12	
	GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	4	91	9	11	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

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					Actual (7)	Plan (8)												
SALZBURG																		
	GLASGOW	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	100	0	2	
	LUTON	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	100	0	2	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	0	89	12	9	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	8	50	15	8	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	3	4	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	7	67	9	3	
	STANSTED	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	100	0	2	
<b>TOTAL SALZBURG</b>					<b>284</b>	<b>1</b>	<b>1</b>	<b>87</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>12</b>	<b>12</b>	
SAN DIEGO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	65	16	6	13	0	0	19	23	73	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	68	10	13	10	0	0	17	77	18	31	
<b>TOTAL SAN DIEGO</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>13</b>	<b>10</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>50</b>	<b>45</b>	<b>45</b>	
SAN FRANCISCO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	82	10	3	2	2	2	21	52	26	61	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	71	15	11	2	2	0	16	62	24	61	
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	90	3	3	3	0	0	6	67	23	30	
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	90	3	0	3	3	0	10	57	32	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	97	0	3	0	0	0	3	45	30	29	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	90	6	3	0	0	0	6	41	42	29	
<b>TOTAL SAN FRANCISCO</b>					<b>248</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>55</b>	<b>28</b>	<b>28</b>	
SAN JUAN (PUERTO RICO)																		
SANDEFJORD(TORP)																		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	18	0	0	67	11	22	0	0	0	16	53	14	17	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	18	0	0	72	17	11	0	0	0	10	47	18	17	
	STANSTED	RYANAIR	S	A	39	0	0	90	5	0	5	0	0	8	90	8	31	
	STANSTED	RYANAIR	S	D	39	0	0	92	5	0	3	0	0	6	90	7	31	
<b>TOTAL SANDEFJORD(TORP)</b>					<b>114</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>79</b>	<b>9</b>	<b>9</b>	
SANFORD																		
<b>TOTAL SANFORD</b>					<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>76</b>	<b>12</b>	<b>12</b>	
SANTA CRUZ DE LA PALMA																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	80	16	5	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	80	12	5	

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					Actual (7)	Plan (8)											
SANTA CRUZ DE LA PALMA	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	80	7	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	3	5
<b>TOTAL SANTA CRUZ DE LA PALMA</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>9</b>	<b>9</b>
SANTANDER	STANSTED	RYANAIR	S	A	18	0	0	94	6	0	0	0	0	2	91	12	23
	STANSTED	RYANAIR	S	D	18	0	0	94	6	0	0	0	0	2	91	6	23
<b>TOTAL SANTANDER</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>9</b>	<b>9</b>
SANTIAGO DE COMPOSTELA	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	69	15	15	0	0	0	14	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	85	8	8	0	0	0	8	0	0	0
	STANSTED	RYANAIR	S	A	14	0	0	100	0	0	0	0	0	1	86	6	14
	STANSTED	RYANAIR	S	D	14	0	0	93	7	0	0	0	0	3	71	10	14
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>8</b>	<b>8</b>
SAO PAULO (GUARULHOS)	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	94	3	3	0	0	0	5	90	3	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	74	13	10	3	0	0	11	71	17	31
	HEATHROW	TAM LINHAS AEREAS	S	A	31	0	0	29	16	32	16	3	3	66	74	9	31
	HEATHROW	TAM LINHAS AEREAS	S	D	31	0	0	90	3	0	6	0	0	9	84	7	31
<b>TOTAL SAO PAULO (GUARULHOS)</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>9</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>80</b>	<b>9</b>	<b>9</b>
SEATTLE (TACOMA)	HEATHROW	BRITISH AIRWAYS PLC	S	A	45	0	0	84	2	4	9	0	0	12	35	41	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	44	0	0	77	9	7	7	0	0	14	65	27	31
	HEATHROW	DELTA AIRLINES	S	A	2	0	0	0	100	0	0	0	0	23	0	0	0
	HEATHROW	DELTA AIRLINES	S	D	2	0	0	100	0	0	0	0	0	6	0	0	0
<b>TOTAL SEATTLE (TACOMA)</b>					<b>93</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>50</b>	<b>34</b>	<b>34</b>
SEOUL (INCHEON)	HEATHROW	ASIANA AIRLINES	S	A	28	0	2	61	25	14	0	0	0	13	23	39	31
	HEATHROW	ASIANA AIRLINES	S	D	28	0	2	96	4	0	0	0	0	4	94	5	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	24	0	0	25	42	25	8	0	0	33	19	39	27
	HEATHROW	BRITISH AIRWAYS PLC	S	D	24	0	0	88	4	0	8	0	0	13	81	15	27
	HEATHROW	KOREAN AIR	S	A	31	0	0	52	13	35	0	0	0	19	10	50	31
	HEATHROW	KOREAN AIR	S	D	31	0	0	94	6	0	0	0	0	5	97	2	31

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					Actual (7)	Plan (8)											
SEOUL (INCHEON)																	
<b>TOTAL SEOUL (INCHEON)</b>					<b>166</b>	<b>0</b>	<b>4</b>	<b>70</b>	<b>15</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>54</b>	<b>25</b>	<b>25</b>
SEVILLE																	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	83	0	13	4	0	0	13	95	9	21
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	74	17	9	0	0	0	10	90	11	21
	STANSTED	RYANAIR	S	A	23	1	0	43	39	13	4	0	0	20	73	15	22
	STANSTED	RYANAIR	S	D	23	0	0	48	43	9	0	0	0	13	77	14	22
<b>TOTAL SEVILLE</b>					<b>92</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>25</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>84</b>	<b>12</b>	<b>12</b>
SHANGHAI (PU DONG)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	52	16	16	16	0	0	27	11	51	27
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	84	3	3	10	0	0	15	81	24	27
	HEATHROW	CHINA EASTERN AIRLINES	S	A	20	0	2	85	0	15	0	0	0	11	63	22	16
	HEATHROW	CHINA EASTERN AIRLINES	S	D	20	0	2	100	0	0	0	0	0	1	88	6	16
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	29	0	0	59	21	7	10	3	0	25	58	17	26
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	29	0	0	97	0	3	0	0	0	2	92	4	26
<b>TOTAL SHANGHAI (PU DONG)</b>					<b>160</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>8</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>64</b>	<b>22</b>	<b>22</b>
SHANNON																	
	BIRMINGHAM	AER ARANN	S	A	31	0	0	84	3	3	10	0	0	16	61	16	31
	BIRMINGHAM	AER ARANN	S	D	31	0	0	77	6	6	10	0	0	17	71	15	31
	EDINBURGH	AER ARANN	S	A	26	1	0	77	8	4	12	0	0	18	68	25	25
	EDINBURGH	AER ARANN	S	D	26	0	0	73	8	8	12	0	0	18	67	16	24
	MANCHESTER	AER ARANN	S	A	55	0	0	89	4	2	5	0	0	9	84	7	56
	MANCHESTER	AER ARANN	S	D	55	1	0	89	5	0	5	0	0	8	82	11	56
	HEATHROW	AER LINGUS	S	A	86	1	1	90	2	5	3	0	0	8	70	13	93
	HEATHROW	AER LINGUS	S	D	86	0	0	90	5	1	5	0	0	7	77	9	93
	GATWICK	RYANAIR	S	A	23	0	0	96	0	4	0	0	0	3	84	10	31
	GATWICK	RYANAIR	S	D	23	0	0	96	0	4	0	0	0	5	65	15	31
	STANSTED	RYANAIR	S	A	55	0	0	93	4	4	0	0	0	5	89	7	54
	STANSTED	RYANAIR	S	D	55	0	0	87	4	9	0	0	0	7	72	11	54
<b>TOTAL SHANNON</b>					<b>552</b>	<b>3</b>	<b>1</b>	<b>88</b>	<b>4</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>12</b>	<b>12</b>
SHARM EL SHEIKH (OPHIRA)																	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	39	0	0	92	5	3	0	0	0	3	82	19	38
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	39	0	0	87	5	5	3	0	0	9	78	23	40



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																	MATCHED
SHARM EL SHEIKH (OPHIRA)	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	92	0	8	0	0	0	4	77	7	22
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	88	8	4	0	0	0	7	77	13	22
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	100	0	0	0	0	0	0	90	4	10
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	77	23	0	0	0	6	90	6	10	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	12	1	1	92	0	8	0	0	3	100	2	9	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	92	0	0	8	0	5	100	1	9	
	BIRMINGHAM	MONARCH AIRLINES	C	A	13	0	0	85	0	15	0	0	9	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	D	13	0	0	77	8	15	0	0	10	0	0	0	
	GATWICK	MONARCH AIRLINES	S	A	18	0	0	89	11	0	0	0	3	47	24	17	
	GATWICK	MONARCH AIRLINES	S	D	18	0	0	83	11	6	0	0	6	78	10	18	
	LUTON	MONARCH AIRLINES	S	A	14	0	0	86	7	0	7	0	11	0	0	0	
	LUTON	MONARCH AIRLINES	S	D	14	0	0	93	0	0	7	0	10	0	0	0	
	MANCHESTER	MONARCH AIRLINES	S	A	19	0	0	63	21	16	0	0	13	67	19	18	
	MANCHESTER	MONARCH AIRLINES	S	D	19	0	0	74	21	5	0	0	11	72	12	18	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	80	4	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	1	100	0	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	62	15	13	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	5	86	9	14	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	14	0	0	100	0	0	0	0	1	85	3	13	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	14	0	0	86	7	0	7	0	9	79	12	14	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	1	100	0	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	9	100	5	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	3	77	8	13	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	3	86	5	14	
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	3	0	0	0	
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	1	100	2	1	
	GATWICK	THOMSON AIRWAYS LTD	C	A	23	0	0	83	17	0	0	0	5	48	20	29	
	GATWICK	THOMSON AIRWAYS LTD	C	D	23	0	0	70	26	4	0	0	11	65	14	31	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	9	0	0	78	0	22	0	0	10	75	6	8	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	5	75	10	8	
	LUTON	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	4	88	3	8	
	LUTON	THOMSON AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	6	75	10	8	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	22	0	0	86	5	5	5	0	9	83	7	30	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)		MANCHESTER	THOMSON AIRWAYS LTD	C	D	22	0	0	82	9	5	5	0	0	9	74	10	31
		NEWCASTLE	THOMSON AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	1	88	209	8
		NEWCASTLE	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	3	100	3	8
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>						<b>529</b>	<b>1</b>	<b>1</b>	<b>87</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>15</b>	<b>15</b>
SINGAPORE		HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	77	10	6	6	0	0	14	90	13	31
		HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	81	3	10	6	0	0	15	70	14	30
		HEATHROW	SINGAPORE AIRLINES	S	A	122	0	0	75	9	13	3	0	0	11	87	5	124
		HEATHROW	SINGAPORE AIRLINES	S	D	122	0	0	92	7	1	1	0	0	3	88	5	124
		MANCHESTER	SINGAPORE AIRLINES	S	A	31	0	0	97	0	3	0	0	0	3	97	1	31
		MANCHESTER	SINGAPORE AIRLINES	S	D	31	0	0	87	3	3	6	0	0	10	90	3	31
<b>TOTAL SINGAPORE</b>						<b>368</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>6</b>	<b>6</b>
SINGAPORE SELETAR																		
SION																		
SKOPJE		LUTON	WIZZ AIR	S	A	18	0	0	100	0	0	0	0	0	92	3	13	
		LUTON	WIZZ AIR	S	D	18	0	0	44	28	17	11	0	0	32	62	13	13
<b>TOTAL SKOPJE</b>						<b>36</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>8</b>	<b>8</b>
SOFIA		GATWICK	BH AIR	C	A	2	0	0	50	50	0	0	0	0	13	100	0	3
		GLASGOW	BH AIR	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0
		GLASGOW	BH AIR	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0
		MANCHESTER	BH AIR	C	A	3	0	0	67	0	33	0	0	0	11	100	5	2
		MANCHESTER	BH AIR	C	D	2	0	0	100	0	0	0	0	0	0	100	0	1
		NEWCASTLE	BH AIR	C	A	3	0	0	67	33	0	0	0	0	6	100	0	2
		NEWCASTLE	BH AIR	C	D	2	0	0	100	0	0	0	0	0	0	100	0	1
		HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	87	13	0	0	0	0	4	68	16	31
		HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	87	13	0	0	0	0	5	94	6	31
		HEATHROW	BULGARIA AIR	S	A	22	0	0	45	14	36	5	0	0	22	70	16	23
		HEATHROW	BULGARIA AIR	S	D	22	0	0	59	14	27	0	0	0	18	74	14	23
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	40	0	0	95	3	0	3	0	0	4	90	4	40
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	40	0	0	90	5	3	3	0	0	8	80	9	40

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

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					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
SOFIA																		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	92	8	0	0	0	0	2	100	0	13	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	92	8	0	0	0	0	2	92	2	13	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	89	11	0	0	0	0	2	67	12	9	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	100	0	0	0	0	0	3	100	7	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	0	0	50	0	91	100	3	2	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	0	0	0	50	0	112	50	22	2	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	100	0	3	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	100	0	2	
	GATWICK	THOMSON AIRWAYS LTD	C	A	3	0	0	67	0	0	33	0	0	45	100	0	3	
	GATWICK	THOMSON AIRWAYS LTD	C	D	2	0	0	50	0	0	50	0	0	81	50	14	2	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	100	0	2	
	LUTON	WIZZ AIR	S	A	31	0	0	97	0	3	0	0	0	2	97	1	32	
	LUTON	WIZZ AIR	S	D	31	0	0	74	13	6	3	3	0	15	56	44	32	
<b>TOTAL SOFIA</b>					<b>327</b>	<b>2</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>11</b>	<b>11</b>	
SOUTHAMPTON																		
	EDINBURGH	FLYBE LTD	S	A	113	0	2	81	10	4	5	1	0	13	92	3	144	
	EDINBURGH	FLYBE LTD	S	D	113	0	2	78	12	5	4	1	0	14	86	8	144	
	GLASGOW	FLYBE LTD	S	A	107	0	3	87	6	5	3	0	0	7	87	10	118	
	GLASGOW	FLYBE LTD	S	D	107	0	3	88	7	4	1	1	0	8	77	12	118	
	MANCHESTER	FLYBE LTD	S	A	99	0	2	84	9	3	4	0	0	10	88	7	96	
	MANCHESTER	FLYBE LTD	S	D	99	0	2	85	9	3	3	0	0	8	78	10	96	
	NEWCASTLE	FLYBE LTD	S	A	73	0	2	81	8	4	5	1	0	11	90	8	77	
	NEWCASTLE	FLYBE LTD	S	D	72	0	3	75	8	8	7	1	0	16	78	22	77	
<b>TOTAL SOUTHAMPTON</b>					<b>785</b>	<b>0</b>	<b>19</b>	<b>83</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>9</b>	<b>9</b>	
SOUTHEND																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	29	0	0	100	0	0	0	0	0	0	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	29	0	0	93	7	0	0	0	0	2	0	0	0	
<b>TOTAL SOUTHEND</b>					<b>58</b>	<b>1</b>	<b>0</b>	<b>97</b>	<b>3</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>	
ST KITTS																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	7	1	1	100	0	0	0	0	0	4	67	57	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	89	0	0	11	0	0	15	56	73	9	
<b>TOTAL ST KITTS</b>					<b>16</b>	<b>1</b>	<b>1</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>61</b>	<b>65</b>	<b>65</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

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					Actual (7)	Plan (8)												
ST LUCIA (HEWANORRA)																		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	6	0	0	100	0	0	0	0	0	1	77	9	13	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	5	0	0	100	0	0	0	0	0	0	71	16	14	
<b>TOTAL ST LUCIA (HEWANORRA)</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>74</b>	<b>13</b>	<b>13</b>	
ST PETERSBURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	97	3	0	0	0	1	97	2	30		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	94	0	6	0	0	5	93	3	30		
<b>TOTAL ST PETERSBURG</b>					<b>62</b>	<b>2</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>95</b>	<b>2</b>	<b>2</b>		
STANSTED																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	113	0	0	92	4	3	2	0	4	93	3	113		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	113	0	0	91	4	4	1	0	3	88	6	113		
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	95	0	0	91	3	4	2	0	4	95	3	96		
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	95	0	0	92	3	4	1	0	4	91	4	96		
<b>TOTAL STANSTED</b>					<b>416</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>4</b>	<b>4</b>		
STAVANGER																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	0	85	8	5	2	0	7	66	16	62		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	85	6	6	2	0	6	89	7	62		
	NEWCASTLE	EASTERN AIRWAYS	S	A	19	0	2	79	11	5	5	0	12	80	17	20		
	NEWCASTLE	EASTERN AIRWAYS	S	D	16	0	1	81	6	6	6	0	19	60	19	15		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	26	0	0	100	0	0	0	0	0	92	6	25		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	26	0	0	100	0	0	0	0	0	80	7	25		
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	9	0	0	89	11	0	0	0	7	100	9	1		
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	D	9	0	0	100	0	0	0	0	5	100	1	1		
	HEATHROW	SAS	S	A	56	0	1	79	13	5	4	0	9	70	13	53		
	HEATHROW	SAS	S	D	56	0	0	98	2	0	0	0	1	94	3	53		
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S	S	A	18	0	0	100	0	0	0	0	4	94	3	17		
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S	S	D	18	0	0	78	17	6	0	0	7	94	4	17		
<b>TOTAL STAVANGER</b>					<b>377</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>9</b>	<b>9</b>		
STOCKHOLM (ARLANDA)																		
	LONDON CITY	BA CITYFLYER LTD	S	A	67	0	0	84	7	3	4	1	11	93	5	45		
	LONDON CITY	BA CITYFLYER LTD	S	D	67	0	0	91	1	1	6	0	9	86	5	44		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	136	0	0	79	15	4	2	0	9	70	15	169		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	136	0	0	92	6	1	1	0	4	81	11	169		

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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		
STOCKHOLM (ARLANDA)																		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	130	0	0	92	2	3	3	0	1	9	94	3	77	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	130	0	0	91	4	2	2	0	1	8	88	6	78	
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	10	0	0	80	10	10	0	0	0	7	65	16	17	
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	D	10	0	0	80	10	10	0	0	0	8	53	17	17	
	BIRMINGHAM	SAS	S	A	11	1	0	82	18	0	0	0	0	7	100	3	18	
	BIRMINGHAM	SAS	S	D	11	0	0	64	36	0	0	0	0	8	100	1	18	
	HEATHROW	SAS	S	A	162	0	0	83	11	3	3	0	0	9	73	12	153	
	HEATHROW	SAS	S	D	161	0	0	95	1	2	1	0	0	3	92	5	154	
	MANCHESTER	SAS	S	A	45	0	0	87	11	0	2	0	0	8	84	10	44	
	MANCHESTER	SAS	S	D	45	0	0	89	4	2	4	0	0	7	93	5	44	
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>1125</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>9</b>	<b>9</b>	
STOCKHOLM (SKAVSTA)																		
	STANSTED	RYANAIR	S	A	70	0	0	89	7	3	0	1	0	10	84	12	62	
	STANSTED	RYANAIR	S	D	70	0	0	86	10	3	1	0	0	6	79	12	62	
<b>TOTAL STOCKHOLM (SKAVSTA)</b>					<b>140</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>12</b>	<b>12</b>	
STORNOWAY																		
	EDINBURGH	LOGANAIR	S	A	47	0	0	91	0	0	9	0	0	9	86	8	51	
	EDINBURGH	LOGANAIR	S	D	47	0	0	87	4	2	6	0	0	9	81	15	52	
	GLASGOW	LOGANAIR	S	A	95	1	1	94	1	3	2	0	0	5	86	8	96	
	GLASGOW	LOGANAIR	S	D	96	0	0	90	3	4	3	0	0	6	80	10	96	
<b>TOTAL STORNOWAY</b>					<b>285</b>	<b>1</b>	<b>1</b>	<b>91</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>10</b>	<b>10</b>	
STRASBOURG																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	100	0	0	0	0	0	1	0	0	0	
	STANSTED	RYANAIR	S	A	13	0	0	92	8	0	0	0	0	3	33	24	3	
	STANSTED	RYANAIR	S	D	13	0	0	92	8	0	0	0	0	3	67	20	3	
<b>TOTAL STRASBOURG</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>2</b>	<b>50</b>	<b>22</b>	<b>22</b>	
STUTT GART																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	81	8	3	5	3	0	16	80	8	61	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	85	8	3	3	0	0	7	84	7	61	
	BIRMINGHAM	FLYBE LTD	S	A	26	1	1	96	0	4	0	0	0	2	96	3	26	
	BIRMINGHAM	FLYBE LTD	S	D	27	0	0	63	22	11	4	0	0	15	88	7	26	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
STUTTGART																		
	HEATHROW	GERMANWINGS	S	A	78	0	0	92	3	3	3	0	0	5	78	9	77	
	HEATHROW	GERMANWINGS	S	D	78	0	0	95	1	3	1	0	0	4	84	8	77	
	STANSTED	GERMANWINGS	S	A	30	0	0	97	3	0	0	0	0	2	86	10	35	
	STANSTED	GERMANWINGS	S	D	30	0	0	100	0	0	0	0	0	1	80	11	35	
<b>TOTAL STUTTGART</b>					<b>393</b>	<b>1</b>	<b>1</b>	<b>89</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>8</b>	<b>8</b>	
SULAYMANIYAH INT																		
	GATWICK	IRAQI AIRWAYS	S	A	4	0	0	100	0	0	0	0	0	0	100	0	2	
	GATWICK	IRAQI AIRWAYS	S	D	4	0	0	75	25	0	0	0	0	8	50	22	4	
<b>TOTAL SULAYMANIYAH INT</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>67</b>	<b>14</b>	<b>14</b>	
SUMBURGH																		
	EDINBURGH	LOGANAIR	S	A	57	1	0	82	7	2	5	4	0	16	91	7	57	
	EDINBURGH	LOGANAIR	S	D	59	1	0	76	14	3	5	2	0	16	81	11	57	
	GLASGOW	LOGANAIR	S	A	42	0	0	76	17	2	5	0	0	11	90	5	31	
	GLASGOW	LOGANAIR	S	D	41	0	0	85	5	7	2	0	0	9	90	6	31	
<b>TOTAL SUMBURGH</b>					<b>199</b>	<b>2</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>8</b>	<b>8</b>	
SYDNEY																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	94	6	0	0	0	0	2	70	58	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	87	10	0	3	0	0	6	65	55	31	
	HEATHROW	QANTAS	S	A	31	0	0	45	10	32	13	0	0	28	65	23	31	
	HEATHROW	QANTAS	S	D	31	0	0	84	13	3	0	0	0	5	84	7	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	71	16	3	6	3	0	21	65	21	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	97	0	3	0	0	0	2	97	4	31	
<b>TOTAL SYDNEY</b>					<b>186</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>28</b>	<b>28</b>	
SZCZECIN (GOLENOW)																		
	STANSTED	RYANAIR	S	A	15	0	0	80	13	0	0	0	7	33	71	13	17	
	STANSTED	RYANAIR	S	D	15	0	0	93	7	0	0	0	0	3	82	11	17	
<b>TOTAL SZCZECIN (GOLENOW)</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>18</b>	<b>79</b>	<b>11</b>	<b>11</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					MAR 2013					
					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)									
TABA																		
TAIPEI																		
	HEATHROW	EVA AIR	S	A	31	0	0	68	10	13	10	0	0	15	35	22	31	
	HEATHROW	EVA AIR	S	D	31	0	0	84	3	10	3	0	0	8	90	7	31	
<b>TOTAL TAIPEI</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>6</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>63</b>	<b>15</b>	<b>15</b>	
TALLIN																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	78	22	0	0	0	0	8	83	11	18	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	100	0	0	0	0	0	4	72	8	18	
	STANSTED	RYANAIR	S	A	14	1	0	100	0	0	0	0	0	1	0	38	1	
	STANSTED	RYANAIR	S	D	14	0	0	100	0	0	0	0	0	2	0	52	1	
<b>TOTAL TALLIN</b>					<b>64</b>	<b>1</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>74</b>	<b>12</b>	<b>12</b>	
TAMPA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	26	0	0	81	12	0	4	4	0	18	79	25	24	
	GATWICK	BRITISH AIRWAYS PLC	S	D	27	0	0	85	0	4	7	4	0	24	79	22	24	
<b>TOTAL TAMPA</b>					<b>53</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>2</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>21</b>	<b>79</b>	<b>24</b>	<b>24</b>	
TAMPERE																		
	STANSTED	RYANAIR	S	A	17	0	0	88	6	6	0	0	0	5	100	1	13	
	STANSTED	RYANAIR	S	D	17	0	0	94	6	0	0	0	0	2	85	5	13	
<b>TOTAL TAMPERE</b>					<b>34</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>92</b>	<b>3</b>	<b>3</b>	
TANGIERS (IBN BATUTA)																		
	GATWICK	AIR ARABIA MAROC	S	A	9	0	0	100	0	0	0	0	0	6	100	2	9	
	GATWICK	AIR ARABIA MAROC	S	D	9	0	0	89	11	0	0	0	0	3	88	7	8	
<b>TOTAL TANGIERS (IBN BATUTA)</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>94</b>	<b>4</b>	<b>4</b>	
TARBES-LOURDES INTERNA																		
	STANSTED	RYANAIR	S	A	9	0	0	56	33	0	0	11	0	32	100	3	12	
	STANSTED	RYANAIR	S	D	9	0	0	89	0	0	0	11	0	30	83	5	12	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>31</b>	<b>70</b>	<b>20</b>	<b>20</b>	
TASHKENT																		
	HEATHROW	UZBEKISTAN AIRLINES	S	A	8	0	0	88	0	13	0	0	0	7	89	8	9	
	HEATHROW	UZBEKISTAN AIRLINES	S	D	8	0	0	75	13	13	0	0	0	8	56	21	9	
<b>TOTAL TASHKENT</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>15</b>	<b>15</b>	
TEHRAN IMAM KHOMEINI																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2013			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
TEHRAN IMAM KHOMEINI	HEATHROW	IRAN AIR	S	A	13	0	0	46	15	15	23	0	0	33	38	35	13
	HEATHROW	IRAN AIR	S	D	13	0	0	92	8	0	0	0	0	3	77	25	13
<b>TOTAL TEHRAN IMAM KHOMEINI</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>12</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>58</b>	<b>30</b>	<b>30</b>
TEL AVIV	HEATHROW	BRITISH AIRWAYS PLC	S	A	87	0	0	63	20	13	5	0	0	16	51	44	88
	HEATHROW	BRITISH AIRWAYS PLC	S	D	87	0	0	84	9	5	2	0	0	8	77	14	88
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	49	0	0	71	16	10	2	0	0	11	69	23	39
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	49	0	0	69	16	12	2	0	0	14	56	21	39
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	38	46	8	8	0	0	19	40	28	10
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	92	8	0	0	0	0	7	78	10	9
	HEATHROW	EL AL	S	A	48	0	0	85	13	0	2	0	0	5	58	19	43
	HEATHROW	EL AL	S	D	49	0	0	78	16	4	2	0	0	10	52	26	42
	LUTON	EL AL	S	A	12	0	0	92	0	8	0	0	0	5	61	14	23
	LUTON	EL AL	S	D	12	0	0	67	8	8	17	0	0	20	29	32	24
<b>TOTAL TEL AVIV</b>					<b>419</b>	<b>2</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>58</b>	<b>26</b>	<b>26</b>
TENERIFE (SURREINA SOFIA)	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	68	18	9	5	0	0	15	0	52	1
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	68	9	18	5	0	0	16	100	3	1
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	92	0	8	0	0	0	3	80	7	10
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	92	8	0	0	0	0	2	90	8	10
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	92	2	0	3	2	2	15	84	8	57
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	63	0	0	76	14	6	3	0	0	12	78	12	58
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	88	8	0	0	4	0	11	93	3	27
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	25	0	1	80	16	0	4	0	0	8	85	5	27
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	78	11	0	11	0	0	18	0	0	0
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	56	22	0	22	0	0	29	0	0	0
	GLASGOW	JET2.COM LTD	S	A	18	0	0	72	17	6	6	0	0	16	64	18	14
	GLASGOW	JET2.COM LTD	S	D	18	0	0	78	11	6	6	0	0	14	79	13	14
	MANCHESTER	JET2.COM LTD	S	A	22	0	0	55	14	23	9	0	0	27	40	20	15
	MANCHESTER	JET2.COM LTD	S	D	23	0	0	87	9	4	0	0	0	8	57	16	14
	NEWCASTLE	JET2.COM LTD	S	A	13	0	0	77	15	0	8	0	0	11	86	7	14
	NEWCASTLE	JET2.COM LTD	S	D	13	0	0	92	8	0	0	0	0	9	86	10	14
	BIRMINGHAM	MONARCH AIRLINES	C	A	31	0	0	87	10	3	0	0	0	5	0	0	0



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 2013				
					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)																		
	BIRMINGHAM	MONARCH AIRLINES	C	D	31	0	0	77	10	10	3	0	0	11	0	0	0	0
	GATWICK	MONARCH AIRLINES	S	A	29	0	0	69	17	10	3	0	0	17	24	40	33	33
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	25	25	25	0	0	29	0	0	0	0
	GATWICK	MONARCH AIRLINES	S	D	30	0	0	87	13	0	0	0	0	6	76	11	33	33
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	50	25	0	0	0	23	0	0	0	0
	LUTON	MONARCH AIRLINES	S	A	21	0	0	81	10	10	0	0	0	7	44	22	18	18
	LUTON	MONARCH AIRLINES	S	D	21	0	0	90	5	0	5	0	0	6	50	29	18	18
	MANCHESTER	MONARCH AIRLINES	S	A	39	1	0	85	13	3	0	0	0	6	30	30	40	40
	MANCHESTER	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	11	0	0	0	0
	MANCHESTER	MONARCH AIRLINES	S	D	39	0	0	92	5	3	0	0	0	4	83	7	40	40
	MANCHESTER	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	1	0	0	0	0
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	31	0	0	90	6	3	0	0	0	5	0	0	0	0
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	31	0	0	90	10	0	0	0	0	4	0	0	0	0
	BIRMINGHAM	RYANAIR	S	A	9	0	0	78	0	0	11	11	0	38	88	3	8	8
	BIRMINGHAM	RYANAIR	S	D	9	0	0	67	11	0	22	0	0	31	100	0	8	8
	EDINBURGH	RYANAIR	S	A	9	0	0	22	56	22	0	0	0	20	100	0	12	12
	EDINBURGH	RYANAIR	S	D	9	0	0	78	11	11	0	0	0	11	92	7	12	12
	LUTON	RYANAIR	S	A	11	0	0	100	0	0	0	0	0	0	78	9	9	9
	LUTON	RYANAIR	S	D	11	0	0	100	0	0	0	0	0	3	67	19	9	9
	MANCHESTER	RYANAIR	S	A	18	0	0	83	17	0	0	0	0	6	100	3	18	18
	MANCHESTER	RYANAIR	S	D	18	0	0	89	6	6	0	0	0	7	100	3	18	18
	STANSTED	RYANAIR	S	A	27	0	0	81	4	7	7	0	0	12	63	12	24	24
	STANSTED	RYANAIR	S	D	27	0	0	70	15	11	4	0	0	13	67	19	24	24
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	4	0	0	100	0	0	0	0	0	2	0	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	4	0	0	100	0	0	0	0	0	4	0	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	13	0	0	100	0	0	0	0	0	0	0	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	13	0	0	100	0	0	0	0	0	2	0	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	18	0	1	100	0	0	0	0	0	1	0	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	17	0	0	100	0	0	0	0	0	3	0	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	18	0	0	89	0	0	6	0	6	44	0	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	18	0	0	83	11	0	0	6	0	17	0	0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	13	0	0	92	0	0	0	8	0	20	0	0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	13	0	0	92	0	0	0	8	0	24	0	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 2013					
			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)											
TENERIFE (SURREINA SOFIA)	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	13	0	0	92	8	0	0	0	0	3	86	7	14
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	13	0	0	92	0	0	8	0	0	7	93	5	14
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	8	0	0	88	0	13	0	0	0	6	78	25	9
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	8	0	0	88	0	13	0	0	0	8	78	26	9
	GATWICK	THOMSON AIRWAYS LTD	C	A	34	0	0	74	21	6	0	0	0	8	69	21	32
	GATWICK	THOMSON AIRWAYS LTD	C	D	35	0	0	97	3	0	0	0	0	5	75	22	32
	GLASGOW	THOMSON AIRWAYS LTD	C	A	13	0	0	100	0	0	0	0	0	5	79	10	14
	GLASGOW	THOMSON AIRWAYS LTD	C	D	13	0	0	100	0	0	0	0	0	2	86	6	14
	LUTON	THOMSON AIRWAYS LTD	C	A	8	0	0	88	13	0	0	0	0	4	56	14	9
	LUTON	THOMSON AIRWAYS LTD	C	D	8	0	0	88	0	13	0	0	0	10	56	17	9
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	35	0	0	86	14	0	0	0	0	6	81	10	31
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	35	0	0	91	6	3	0	0	0	6	82	11	33
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	17	0	0	76	18	6	0	0	0	8	69	12	13
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	17	0	0	88	12	0	0	0	0	8	79	10	14
	STANSTED	THOMSON AIRWAYS LTD	C	A	8	0	0	63	25	13	0	0	0	11	67	9	9
	STANSTED	THOMSON AIRWAYS LTD	C	D	8	0	0	88	0	13	0	0	0	8	67	9	9
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>1238</b>	<b>1</b>	<b>2</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>15</b>	<b>15</b>
TIMISOARA	LUTON	WIZZ AIR	S	A	13	0	0	100	0	0	0	0	0	1	100	2	13
	LUTON	WIZZ AIR	S	D	13	0	0	92	8	0	0	0	0	4	77	15	13
<b>TOTAL TIMISOARA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>9</b>	<b>9</b>
TIRANA	GATWICK	BRITISH AIRWAYS PLC	S	A	18	0	0	89	11	0	0	0	0	5	50	23	16
	GATWICK	BRITISH AIRWAYS PLC	S	D	18	0	0	67	33	0	0	0	0	12	50	26	16
<b>TOTAL TIRANA</b>					<b>36</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>8</b>	<b>71</b>	<b>15</b>	<b>15</b>
TIREE	GLASGOW	LOGANAIR	S	A	26	0	0	100	0	0	0	0	0	1	80	19	25
	GLASGOW	LOGANAIR	S	D	26	0	0	100	0	0	0	0	0	1	77	18	26
<b>TOTAL TIREE</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>19</b>	<b>19</b>
TIRGU MURES	LUTON	WIZZ AIR	S	A	18	0	0	94	6	0	0	0	0	2	100	1	16
	LUTON	WIZZ AIR	S	D	18	0	0	78	11	6	6	0	0	17	50	24	16

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
TIRGU MURES																		
<b>TOTAL TIRGU MURES</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>13</b>	<b>13</b>	
TOBAGO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	100	0	0	0	0	0	0	75	17	4	
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	75	0	25	0	0	0	14	25	63	4	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	12	75	4	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	8	75	22	4		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	89	0	0	11	0	0	14	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	67	11	22	0	0	0	12	0	0	0	
<b>TOTAL TOBAGO</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>6</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>63</b>	<b>26</b>	<b>26</b>	
TOKYO (HANEDA)																		
	HEATHROW	ALL NIPPON AIRWAYS	S	A	2	0	0	50	50	0	0	0	0	12	0	0	0	
	HEATHROW	ALL NIPPON AIRWAYS	S	D	2	0	0	100	0	0	0	0	0	3	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	23	0	0	61	17	13	4	4	0	32	70	67	23	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	23	0	0	78	13	0	4	4	0	25	65	68	23	
<b>TOTAL TOKYO (HANEDA)</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>27</b>	<b>67</b>	<b>68</b>	<b>68</b>	
TOKYO (NARITA)																		
	HEATHROW	ALL NIPPON AIRWAYS	S	A	29	0	0	72	17	10	0	0	0	11	97	9	31	
	HEATHROW	ALL NIPPON AIRWAYS	S	D	29	0	0	93	7	0	0	0	0	3	87	8	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	77	10	6	3	0	3	25	94	7	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	81	16	3	0	0	0	8	74	16	31	
	HEATHROW	JAPAN AIRLINES	S	A	31	0	0	58	29	10	3	0	0	13	97	8	31	
	HEATHROW	JAPAN AIRLINES	S	D	31	0	0	100	0	0	0	0	0	1	94	6	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	55	16	19	10	0	0	20	81	7	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	100	0	0	0	0	0	1	81	11	31	
<b>TOTAL TOKYO (NARITA)</b>					<b>244</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>9</b>	<b>9</b>	
TORONTO																		
	HEATHROW	AIR CANADA	S	A	122	0	1	80	9	5	6	0	0	12	34	30	124	
	HEATHROW	AIR CANADA	S	D	122	0	1	86	7	3	2	2	0	11	87	9	124	
	GATWICK	AIR TRANSAT	S	A	18	0	0	72	6	17	6	0	0	19	59	18	17	
	GATWICK	AIR TRANSAT	S	D	18	0	0	61	17	11	11	0	0	28	53	34	17	
	GLASGOW	AIR TRANSAT	S	A	4	0	0	75	0	25	0	0	0	13	100	4	4	
	GLASGOW	AIR TRANSAT	S	D	4	0	0	50	25	0	25	0	0	25	0	45	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2013				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
TORONTO																		
	MANCHESTER	AIR TRANSAT	S	A	5	0	0	100	0	0	0	0	0	2	50	11	4	
	MANCHESTER	AIR TRANSAT	S	D	5	0	0	80	20	0	0	0	0	7	25	28	4	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	82	2	13	3	0	0	10	40	23	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	63	0	0	73	13	10	5	0	0	17	60	20	63	
<b>TOTAL TORONTO</b>					<b>423</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>8</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>57</b>	<b>21</b>	<b>21</b>	
TOULON / HYERES																		
TOULOUSE (BLAGNAC)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	89	5	5	0	0	0	5	76	11	117	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	85	9	5	1	0	0	7	61	18	118	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	77	0	0	91	8	1	0	0	0	3	81	11	80	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	77	0	0	90	9	1	0	0	0	6	83	13	80	
	BIRMINGHAM	FLYBE LTD	C	A	3	0	0	100	0	0	0	0	0	0	100	0	3	
	BIRMINGHAM	FLYBE LTD	C	D	2	0	0	100	0	0	0	0	0	8	100	0	2	
	EDINBURGH	JET2.COM LTD	C	A	2	0	0	0	0	0	100	0	0	90	0	0	0	
	EDINBURGH	JET2.COM LTD	C	D	2	0	0	50	50	0	0	0	0	19	0	0	0	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	3	0	0	67	33	0	0	0	0	8	100	8	2	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	1	100	0	1	
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	60	20	0	20	0	0	19	80	7	5	
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	1	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	0	16	40	24	5	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	3	5	
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>378</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>13</b>	<b>13</b>	
TOURS																		
	STANSTED	RYANAIR	S	A	10	0	0	100	0	0	0	0	0	0	77	9	13	
	STANSTED	RYANAIR	S	D	10	0	0	100	0	0	0	0	0	1	77	12	13	
<b>TOTAL TOURS</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>9</b>	
TRAPANI																		
TREVISO																		
	STANSTED	RYANAIR	S	A	58	0	0	71	21	7	2	0	0	14	68	18	57	
	STANSTED	RYANAIR	S	D	58	0	0	86	12	2	0	0	0	6	75	15	57	
<b>TOTAL TREVISO</b>					<b>116</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>16</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>17</b>	<b>17</b>	
TRIESTE (RONCHI DEI LEGIO)																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
TRIESTE (RONCHI DEI LEGIO)																		
	STANSTED	RYANAIR		S A	18	0	0	94	0	6	0	0	0	6	75	9	24	
	STANSTED	RYANAIR		S D	18	0	0	89	11	0	0	0	0	3	67	14	24	
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</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>4</b>	<b>72</b>	<b>11</b>	<b>11</b>	
TRIPOLI																		
	GATWICK	AFRIQYAH AIRWAYS		S A	18	0	0	22	44	22	0	0	11	85	31	29	13	
	GATWICK	AFRIQYAH AIRWAYS		S D	18	0	0	67	6	17	0	0	11	70	85	9	13	
	HEATHROW	BRITISH AIRWAYS PLC		S A	15	0	0	87	7	7	0	0	0	4	69	13	13	
	HEATHROW	BRITISH AIRWAYS PLC		S D	15	0	0	73	20	7	0	0	0	8	77	11	13	
	HEATHROW	LIBYAN ARAB AIRLINES		S A	8	0	1	13	50	13	25	0	0	35	33	33	9	
	HEATHROW	LIBYAN ARAB AIRLINES		S D	8	0	1	25	13	38	25	0	0	36	22	35	9	
	MANCHESTER	LIBYAN ARAB AIRLINES		S A	11	0	2	55	27	9	9	0	0	31	43	20	14	
	MANCHESTER	LIBYAN ARAB AIRLINES		S D	11	0	2	82	9	0	9	0	0	17	14	40	14	
<b>TOTAL TRIPOLI</b>					<b>104</b>	<b>0</b>	<b>6</b>	<b>56</b>	<b>21</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>4</b>	<b>39</b>	<b>48</b>	<b>23</b>	<b>23</b>	
TROMSOE																		
	GATWICK	GERMANIA FLUGGESELLSCHAFT		C A	6	0	0	67	17	17	0	0	0	16	0	0	0	
	GATWICK	GERMANIA FLUGGESELLSCHAFT		C D	5	0	0	100	0	0	0	0	0	2	0	0	0	
	MANCHESTER	GERMANIA FLUGGESELLSCHAFT		C A	3	0	0	33	0	33	33	0	0	65	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE		S A	10	0	0	50	20	30	0	0	0	18	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE		S D	10	0	0	90	10	0	0	0	0	2	0	0	0	
<b>TOTAL TROMSOE</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>11</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>32</b>	<b>32</b>	
TRONDHEIM (VAERNES)																		
	GATWICK	NORWEGIAN AIR SHUTTLE		S A	18	0	0	89	11	0	0	0	0	5	85	7	13	
	GATWICK	NORWEGIAN AIR SHUTTLE		S D	18	0	0	83	17	0	0	0	0	4	62	12	13	
<b>TOTAL TRONDHEIM (VAERNES)</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>73</b>	<b>9</b>	<b>9</b>	
TUNIS																		
	HEATHROW	TUNISAIR		S A	20	0	0	25	20	30	25	0	0	37	33	31	21	
	HEATHROW	TUNISAIR		S D	20	0	0	20	15	30	35	0	0	50	19	37	21	
<b>TOTAL TUNIS</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>18</b>	<b>30</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>40</b>	<b>29</b>	<b>29</b>	
TURIN																		
	GATWICK	AER LINGUS		S A	5	0	0	20	20	0	60	0	0	70	0	0	0	
	GATWICK	AER LINGUS		S D	5	0	0	60	0	20	20	0	0	43	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC		S A	45	0	0	71	11	9	9	0	0	15	53	22	45	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 2013			
					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)											
TURIN	GATWICK	BRITISH AIRWAYS PLC	S	D	45	0	0	78	11	4	7	0	0	12	60	20	45
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	19	0	0	89	11	0	0	0	0	7	60	19	10
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	19	0	0	84	16	0	0	0	0	8	90	16	10
	BIRMINGHAM	FLYBE LTD	C	A	5	0	0	80	20	0	0	0	0	4	86	14	7
	BIRMINGHAM	FLYBE LTD	C	D	4	0	0	25	50	25	0	0	0	22	83	22	6
	MANCHESTER	FLYBE LTD	C	A	2	0	0	50	50	0	0	0	0	13	60	20	5
	MANCHESTER	FLYBE LTD	C	D	2	0	0	50	50	0	0	0	0	11	40	23	5
	STANSTED	RYANAIR	S	A	48	0	0	90	6	4	0	0	0	6	51	20	49
	STANSTED	RYANAIR	S	D	48	0	0	92	6	2	0	0	0	5	73	13	49
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	0	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	4	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	0	10	40	24	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	80	16	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	80	22	5
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	2	80	20	5
	GATWICK	THOMSON AIRWAYS LTD	C	A	10	0	0	100	0	0	0	0	0	0	90	6	10
	GATWICK	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	2	100	1	10
	GLASGOW	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	3	5
	GLASGOW	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	7	80	6	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	10	0	0	100	0	0	0	0	0	0	70	11	10
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	4	60	9	10
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	50	11	2
	STANSTED	THOMSON AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	0	33	19	3
	STANSTED	THOMSON AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	0	100	5	2
<b>TOTAL TURIN</b>					<b>329</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>16</b>	<b>16</b>

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: U

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE						MAR 2013				
			CHARTER/ SCHED	ARR/ DEP		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)									
ULAN BATOR																
URALSK																
URUMQI																

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 2013				
					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
VAGAR																		
VALENCIA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	41	0	0	80	20	0	0	0	0	5	73	16	41	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	41	0	0	76	22	2	0	0	0	9	73	17	41	
	STANSTED	RYANAIR	S	A	27	0	0	85	7	4	4	0	0	9	100	1	24	
	STANSTED	RYANAIR	S	D	27	0	0	81	15	0	4	0	0	9	88	8	24	
<b>TOTAL VALENCIA</b>					<b>136</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>17</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>12</b>	<b>12</b>	
VALLADOLID																		
VANCOUVER																		
	HEATHROW	AIR CANADA	S	A	31	0	0	52	42	0	3	3	0	22	58	19	31	
	HEATHROW	AIR CANADA	S	D	31	0	0	81	10	6	3	0	0	12	97	3	31	
	GATWICK	AIR TRANSAT	S	A	4	0	0	50	25	0	25	0	0	25	75	45	4	
	GATWICK	AIR TRANSAT	S	D	4	0	0	100	0	0	0	0	0	6	50	20	4	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	84	6	6	3	0	0	9	61	18	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	58	19	16	6	0	0	20	48	20	31	
<b>TOTAL VANCOUVER</b>					<b>132</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>66</b>	<b>16</b>	<b>16</b>	
VARADERO																		
VARNA																		
	LUTON	WIZZ AIR	S	A	10	0	0	100	0	0	0	0	0	4	75	14	8	
	LUTON	WIZZ AIR	S	D	10	0	0	90	10	0	0	0	0	6	63	23	8	
<b>TOTAL VARNA</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>69</b>	<b>19</b>	<b>19</b>	
VASTERAS																		
	STANSTED	RYANAIR	S	A	17	0	0	88	0	12	0	0	0	8	75	13	20	
	STANSTED	RYANAIR	S	D	17	0	0	94	0	6	0	0	0	3	75	16	20	
<b>TOTAL VASTERAS</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>15</b>	<b>15</b>	
VENICE																		
	LONDON CITY	BA CITYFLYER LTD	S	A	15	0	0	93	0	7	0	0	0	3	83	7	24	
	LONDON CITY	BA CITYFLYER LTD	S	D	15	0	0	93	0	0	7	0	0	5	88	7	24	
	GATWICK	BRITISH AIRWAYS PLC	S	A	93	0	0	76	15	9	0	0	0	9	59	23	91	
	GATWICK	BRITISH AIRWAYS PLC	S	D	93	0	0	80	16	4	0	0	0	9	56	23	91	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	33	0	0	88	3	6	3	0	0	6	69	25	32	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	33	0	0	91	6	0	3	0	0	5	76	18	33	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	64	0	0	84	8	8	0	0	0	6	73	15	63	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 2013		
					64	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	64	0	0	72	20	6	2	0	0	10	73	15	63
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	61	17	17	6	0	0	16	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	89	11	0	0	0	0	5	0	0	0
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	100	0	0	0	0	0	0	85	12	13
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	100	0	0	0	0	0	1	92	4	13
	MANCHESTER	MONARCH AIRLINES	S	A	9	0	0	89	11	0	0	0	0	5	44	38	9
	MANCHESTER	MONARCH AIRLINES	S	D	9	0	0	89	11	0	0	0	0	5	78	25	9
<b>TOTAL VENICE</b>					<b>488</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>18</b>	<b>18</b>
VERONA VILLAFRANCA	GATWICK	BRITISH AIRWAYS PLC	S	A	33	0	0	79	6	12	3	0	0	11	71	26	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	33	0	0	91	3	3	3	0	0	8	77	19	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	96	4	0	0	0	0	2	84	10	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	87	13	0	0	0	0	5	77	12	31
	EDINBURGH	FLYBE LTD	C	A	5	0	0	80	0	20	0	0	0	15	0	0	0
	EDINBURGH	FLYBE LTD	C	D	4	0	0	50	25	25	0	0	0	24	0	0	0
	MANCHESTER	MONARCH AIRLINES	S	A	5	0	0	80	20	0	0	0	0	7	88	5	8
	MANCHESTER	MONARCH AIRLINES	S	D	5	0	0	100	0	0	0	0	0	0	100	2	8
	GATWICK	THOMSON AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	0	5
	GATWICK	THOMSON AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	100	0	5
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	9	75	9	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	6	67	17	3
<b>TOTAL VERONA VILLAFRANCA</b>					<b>148</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>14</b>	<b>14</b>
VIENNA	HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	89	4	2	6	0	0	9	68	14	123
	HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	87	7	2	3	0	0	7	86	8	123
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	33	0	0	94	3	3	0	0	0	3	56	19	32
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	33	0	0	97	0	3	0	0	0	3	91	5	32
	HEATHROW	TYROLEAN AIRWAYS	S	A	95	0	0	94	4	2	0	0	0	4	69	14	123
	HEATHROW	TYROLEAN AIRWAYS	S	D	95	0	0	94	4	2	0	0	0	3	75	11	122
<b>TOTAL VIENNA</b>					<b>504</b>	<b>1</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>12</b>	<b>12</b>
VILNIUS	STANSTED	RYANAIR	S	A	31	0	0	90	10	0	0	0	0	4	81	13	31
	STANSTED	RYANAIR	S	D	31	0	0	100	0	0	0	0	0	1	87	10	31

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE							MAR 2013		
			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)											
VILNIUS	LUTON	WIZZ AIR	S	A	37	0	0	95	5	0	0	0	0	2	97	3	31
	LUTON	WIZZ AIR	S	D	37	0	0	84	5	8	3	0	0	9	68	16	31
<b>TOTAL VILNIUS</b>					<b>136</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>80</b>	<b>14</b>	<b>14</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2013				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
WARSAW (CHOPIN)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	89	10	2	0	0	0	3	76	11	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	92	3	3	2	0	0	5	85	7	62	
	GLASGOW	JET2.COM LTD	C	A	2	0	0	50	50	0	0	0	0	17	0	0	0	
	GLASGOW	JET2.COM LTD	C	D	2	0	0	100	0	0	0	0	0	2	0	0	0	
	HEATHROW	LOT-POLISH AIRLINES	S	A	88	0	0	86	7	3	3	0	0	8	77	10	84	
	HEATHROW	LOT-POLISH AIRLINES	S	D	88	0	0	88	3	5	3	1	0	10	89	6	85	
	GLASGOW	WIZZ AIR	S	A	10	0	0	60	20	0	20	0	0	26	78	12	9	
	GLASGOW	WIZZ AIR	S	D	10	0	0	60	10	10	20	0	0	34	33	28	9	
	LUTON	WIZZ AIR	S	A	88	0	0	92	1	0	7	0	0	7	82	9	82	
	LUTON	WIZZ AIR	S	D	88	0	0	85	5	2	8	0	0	12	67	17	82	
<b>TOTAL WARSAW (CHOPIN)</b>					<b>500</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>5</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>12</b>	<b>12</b>	
WARSAW (MODLIN MASOVIA)																		
	MANCHESTER	RYANAIR	S	A	13	0	0	85	8	8	0	0	0	5	0	0	0	
	MANCHESTER	RYANAIR	S	D	13	0	0	92	8	0	0	0	0	3	0	0	0	
	STANSTED	RYANAIR	S	A	93	0	0	94	3	2	1	0	0	4	0	0	0	
	STANSTED	RYANAIR	S	D	93	0	0	98	2	0	0	0	0	3	0	0	0	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>					<b>212</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WASHINGTON (DULLES)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	89	0	0	85	8	3	2	0	1	22	44	26	70	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	76	17	3	3	1	0	12	81	10	70	
	HEATHROW	UNITED AIRLINES	S	A	92	0	0	89	7	2	2	0	0	6	55	33	87	
	HEATHROW	UNITED AIRLINES	S	D	90	0	0	88	7	2	2	1	0	8	78	10	89	
	MANCHESTER	UNITED AIRLINES	S	A	27	0	0	93	4	4	0	0	0	3	45	37	20	
	MANCHESTER	UNITED AIRLINES	S	D	27	0	0	100	0	0	0	0	0	0	95	3	20	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	29	0	0	93	3	3	0	0	0	4	79	9	29	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	29	0	0	97	3	0	0	0	0	2	93	7	29	
<b>TOTAL WASHINGTON (DULLES)</b>					<b>473</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>68</b>	<b>18</b>	<b>18</b>	
WATERFORD																		
	BIRMINGHAM	FLYBE LTD	S	A	17	0	0	88	6	0	6	0	0	7	88	5	17	
	BIRMINGHAM	FLYBE LTD	S	D	17	0	0	59	24	12	6	0	0	20	88	9	17	
	MANCHESTER	FLYBE LTD	S	A	13	0	0	77	8	8	0	8	0	22	0	0	0	
	MANCHESTER	FLYBE LTD	S	D	13	0	0	77	8	0	8	8	0	26	0	0	0	
<b>TOTAL WATERFORD</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>88</b>	<b>7</b>	<b>7</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					MAR 2013					
					MATCHED			Actual (7)	Plan (8)	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
WICK JOHN O GROATS	EDINBURGH	LOGANAIR	S	A	25	0	0	76	0	4	12	8	0	33	73	16	26	
	EDINBURGH	LOGANAIR	S	D	25	0	0	84	0	0	12	4	0	24	77	23	26	
<b>TOTAL WICK JOHN O GROATS</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>2</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>28</b>	<b>75</b>	<b>19</b>	<b>19</b>	
WROCLAW	STANSTED	RYANAIR	S	A	40	0	0	93	3	0	5	0	0	9	65	17	31	
	STANSTED	RYANAIR	S	D	40	0	0	95	3	0	3	0	0	7	61	23	31	
	LUTON	WIZZ AIR	S	A	21	0	0	86	0	0	5	10	0	25	95	2	22	
	LUTON	WIZZ AIR	S	D	21	0	0	76	5	0	5	14	0	37	62	17	21	
<b>TOTAL WROCLAW</b>					<b>122</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>16</b>	<b>16</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 2013				
					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)												
ZADAR																		
ZAGREB																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	0	96	0	0	4	0	0	3	65	25	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	0	96	0	0	4	0	0	3	71	16	31	
	HEATHROW	CROATIA AIRLINES	S	A	40	0	0	83	10	5	3	0	0	7	65	12	40	
	HEATHROW	CROATIA AIRLINES	S	D	40	0	0	73	20	5	3	0	0	12	53	16	40	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	94	6	0	0	0	0	2	89	9	18	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	94	6	0	0	0	0	3	89	9	18	
<b>TOTAL ZAGREB</b>					<b>170</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>69</b>	<b>14</b>	<b>14</b>	
ZAKINTHOS																		
<b>TOTAL ZAKINTHOS</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>11</b>	<b>100</b>	<b>2</b>	<b>2</b>	
ZARAGOZA																		
	STANSTED	RYANAIR	S	A	23	0	0	83	17	0	0	0	0	7	38	40	21	
	STANSTED	RYANAIR	S	D	23	0	0	91	9	0	0	0	0	5	62	33	21	
<b>TOTAL ZARAGOZA</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>50</b>	<b>36</b>	<b>36</b>	
ZURICH																		
	LONDON CITY	BA CITYFLYER LTD	S	A	93	0	0	87	2	2	8	1	0	12	90	4	86	
	LONDON CITY	BA CITYFLYER LTD	S	D	93	0	0	88	2	3	6	0	0	9	93	4	87	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	150	0	0	86	7	5	1	1	0	8	69	15	208	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	150	0	0	87	7	5	1	0	0	6	74	14	208	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	55	0	0	87	11	2	0	0	0	3	72	12	57	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	55	0	0	91	9	0	0	0	0	4	82	8	57	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	96	4	0	0	0	0	2	93	2	28	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	96	4	0	0	0	0	2	89	5	28	
	BIRMINGHAM	HELVETIC AIRWAYS	S	A	51	0	0	94	2	2	2	0	0	6	88	5	41	
	BIRMINGHAM	HELVETIC AIRWAYS	S	D	51	0	0	86	10	0	4	0	0	11	98	0	41	
	MANCHESTER	HELVETIC AIRWAYS	S	A	3	1	0	67	33	0	0	0	0	6	31	24	13	
	MANCHESTER	HELVETIC AIRWAYS	S	D	3	0	0	100	0	0	0	0	0	4	31	23	13	
	BIRMINGHAM	SWISS AIRLINES	S	A	2	0	0	100	0	0	0	0	0	0	81	10	21	
	BIRMINGHAM	SWISS AIRLINES	S	D	2	0	0	100	0	0	0	0	0	1	90	4	21	
	HEATHROW	SWISS AIRLINES	S	A	214	0	0	92	5	3	0	0	0	4	65	15	209	
	HEATHROW	SWISS AIRLINES	S	D	214	0	0	93	6	1	0	0	0	4	74	12	209	
	LONDON CITY	SWISS AIRLINES	S	A	148	0	1	95	3	1	1	0	0	4	89	6	172	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2014

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE							MAR 2013		
			CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ZURICH																	
	LONDON CITY	SWISS AIRLINES	S	D	147	0	1	93	5	1	1	0	0	5	88	7	173
	MANCHESTER	SWISS AIRLINES	S	A	61	0	1	92	3	5	0	0	0	6	69	12	80
	MANCHESTER	SWISS AIRLINES	S	D	61	0	0	77	15	7	2	0	0	10	68	14	80
<b>TOTAL ZURICH</b>					<b>1601</b>	<b>3</b>	<b>3</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>10</b>	<b>10</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2014

Reporting Airport: BIRMINGHAM (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2013			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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)	668	4	0	82	9	6	3	0	0	11	80	14	452
SCHEDULED FLIGHTS(ALL ROUTES)	5606	42	50	85	7	4	3	0	0	9	85	10	5554
AIRPORT TOTAL	6274	46	50	85	7	5	3	0	0	9	84	10	6006

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2014

Reporting Airport: EDINBURGH (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2013			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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)	203	0	0	70	13	13	3	0	0	15	77	16	101
SCHEDULED FLIGHTS(ALL ROUTES)	6999	14	23	88	6	3	2	0	0	7	83	10	7273
AIRPORT TOTAL	7202	14	23	88	7	3	2	0	0	7	83	10	7374



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2014

Reporting Airport: GATWICK (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2013			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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)	1291	7	0	77	12	8	2	1	0	13	68	18	1506
SCHEDULED FLIGHTS(ALL ROUTES)	17564	12	51	85	9	4	2	0	0	9	76	14	16353
AIRPORT TOTAL	18855	19	51	84	9	4	2	0	0	9	75	15	17859

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2014

Reporting Airport: GLASGOW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2013			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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)	201	4	0	81	9	7	2	0	0	11	78	14	271
SCHEDULED FLIGHTS(ALL ROUTES)	5205	2	26	90	5	3	2	0	0	6	83	11	5173
AIRPORT TOTAL	5406	6	26	89	5	3	2	0	0	7	83	11	5444

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2014

Reporting Airport: HEATHROW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2013			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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)	40	6	0	83	13	5	0	0	0	7	73	18	15
SCHEDULED FLIGHTS(ALL ROUTES)	39186	20	61	86	7	4	2	0	0	9	71	16	39166
AIRPORT TOTAL	39226	26	61	86	7	4	2	0	0	9	71	16	39181

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2014

Reporting Airport: LONDON CITY (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2013			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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)	5690	4	6	88	4	3	4	1	0	9	87	7	5567
AIRPORT TOTAL	5690	4	6	88	4	3	4	1	0	9	87	7	5567

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2014

Reporting Airport: LUTON (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2013			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
		Actual (7)	Plan (8)										
CHARTERED FLIGHTS(ALL ROUTES)	77	94	0	84	8	6	0	1	0	9	67	17	94
SCHEDULED FLIGHTS(ALL ROUTES)	4947	3	5	86	8	4	3	0	0	9	78	13	4941
AIRPORT TOTAL	5024	97	5	85	8	4	3	0	0	9	78	13	5035

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2014

Reporting Airport: MANCHESTER (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2013			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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)	1002	3	0	79	10	6	4	1	0	14	71	16	1268
SCHEDULED FLIGHTS(ALL ROUTES)	10403	22	45	85	8	4	2	0	0	9	78	13	10504
AIRPORT TOTAL	11405	25	45	85	8	4	2	0	0	9	77	13	11772

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2014

Reporting Airport: NEWCASTLE (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2013			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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)	164	11	0	86	10	2	1	1	0	8	79	17	237
SCHEDULED FLIGHTS(ALL ROUTES)	2777	9	33	86	7	4	2	0	0	8	80	13	2846
AIRPORT TOTAL	2941	20	33	86	8	4	2	0	0	8	80	14	3083

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2014

Reporting Airport: STANSTED (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 2013			
	MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m 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)	128	1	0	73	11	9	5	2	0	16	72	14	134
SCHEDULED FLIGHTS(ALL ROUTES)	9510	22	18	87	8	4	1	0	0	7	79	12	9357
AIRPORT TOTAL	9638	23	18	87	8	4	1	0	0	7	79	12	9491