

# Punctuality Statistics

Regulatory Policy Group



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

**Full and Summary Analysis**

**February 2014**

**Disclaimer**

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

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## FOREWORD

### 1 CONTENT

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

### 1.2 Coverage

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

### 2 ENQUIRIES

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

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

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

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

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

## INTRODUCTORY NOTES

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

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

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

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

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



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

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2014

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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	8	0	0	63	13	25	0	0	0	16	100	1	7
	THOMSON AIRWAYS LTD	C	6	0	0	67	0	0	17	17	0	78	88	9	8
	TYROLEAN AIRWAYS	C	8	0	0	88	13	0	0	0	0	8	63	59	8
<b>TOTAL INNSBRUCK</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>9</b>	<b>9</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>30</b>	<b>83</b>	<b>24</b>	<b>23</b>
<b>SALZBURG</b>															
	FLYBE LTD	C	16	0	0	56	13	13	19	0	0	24	63	18	16
	THOMSON AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	11	100	1	8
<b>TOTAL SALZBURG</b>			<b>24</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>20</b>	<b>75</b>	<b>12</b>	<b>24</b>
<b>TOTAL AUSTRIA</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>11</b>	<b>11</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>31</b>	<b>79</b>	<b>18</b>	<b>47</b>
<b>BARBADOS</b>															
BRIDGETOWN	THOMSON AIRWAYS LTD	C	24	0	0	50	8	8	25	0	8	70	81	18	16
<b>TOTAL BRIDGETOWN</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>8</b>	<b>8</b>	<b>25</b>	<b>0</b>	<b>8</b>	<b>70</b>	<b>81</b>	<b>18</b>	<b>16</b>
<b>TOTAL BARBADOS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>8</b>	<b>8</b>	<b>25</b>	<b>0</b>	<b>8</b>	<b>70</b>	<b>81</b>	<b>18</b>	<b>16</b>
<b>BELGIUM</b>															
BRUSSELS	BRUSSELS AIRLINES	S	222	1	2	93	5	1	1	0	0	4	80	10	209
<b>TOTAL BRUSSELS</b>			<b>222</b>	<b>1</b>	<b>2</b>	<b>93</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>80</b>	<b>10</b>	<b>209</b>
<b>TOTAL BELGIUM</b>			<b>222</b>	<b>1</b>	<b>2</b>	<b>93</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>80</b>	<b>10</b>	<b>209</b>
<b>BULGARIA</b>															
SOFIA	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	50	50	8
<b>TOTAL SOFIA</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>50</b>	<b>8</b>
<b>TOTAL BULGARIA</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>50</b>	<b>8</b>
<b>CAPE VERDE ISLANDS</b>															
BOA VISTA (RABIL)	THOMSON AIRWAYS LTD	S	8	0	0	100	0	0	0	0	0	1	75	27	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>1</b>	<b>75</b>	<b>27</b>	<b>8</b>
ILHA DO SAL C.VERDE	THOMSON AIRWAYS LTD	S	8	0	0	100	0	0	0	0	0	2	75	12	8
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>12</b>	<b>8</b>
<b>TOTAL CAPE VERDE ISLANDS</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>75</b>	<b>20</b>	<b>16</b>
<b>CYPRUS</b>															
LARNACA	MONARCH AIRLINES	S	16	0	0	75	6	19	0	0	0	13	83	10	12
<b>TOTAL LARNACA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>6</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>10</b>	<b>12</b>
<b>TOTAL CYPRUS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>6</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>10</b>	<b>12</b>
<b>DENMARK</b>															
COPENHAGEN	SAS	S	88	0	0	82	11	5	2	0	0	9	83	9	86
<b>TOTAL COPENHAGEN</b>			<b>88</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>9</b>	<b>83</b>	<b>9</b>	<b>86</b>
<b>TOTAL DENMARK</b>			<b>88</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>9</b>	<b>83</b>	<b>9</b>	<b>87</b>
<b>EGYPT</b>															
HURGHADA	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	75	8	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2014

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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 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>8</b>	<b>8</b>
<b>SHARM EL SHEIKH (OPHIRA)</b>	MONARCH AIRLINES	S	24	0	0	79	4	13	0	4	0	17	65	25	17
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	0	13	0	0	10	88	6	8
	THOMSON AIRWAYS LTD	C	16	0	0	94	0	0	6	0	0	5	71	20	24
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>2</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>19</b>	<b>49</b>
<b>TOTAL EGYPT</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>2</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>18</b>	<b>57</b>
<b>FINLAND</b>															
<b>KITTILA</b>	MONARCH AIRLINES	C	8	0	0	88	0	0	13	0	0	13	0	0	0
<b>TOTAL KITTILA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>57</b>	<b>16</b>	<b>7</b>
<b>TOTAL FINLAND</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>13</b>	<b>9</b>
<b>FRANCE</b>															
<b>CHAMBERY</b>	FLYBE LTD	S	15	0	1	67	7	0	27	0	0	29	25	44	4
	FLYBE LTD	C	8	0	0	50	13	13	25	0	0	34	42	23	12
	THOMSON AIRWAYS LTD	C	8	0	0	38	25	13	0	25	0	88	13	94	8
<b>TOTAL CHAMBERY</b>			<b>31</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>13</b>	<b>6</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>45</b>	<b>31</b>	<b>50</b>	<b>26</b>
<b>GRENOBLE</b>	EASYJET AIRLINE COMPANY LTD	S	7	0	1	14	29	14	29	14	0	96	63	23	8
	MONARCH AIRLINES	S	16	0	0	69	19	6	6	0	0	15	69	11	16
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	0	13	0	0	21	86	12	7
<b>TOTAL GRENOBLE</b>			<b>31</b>	<b>0</b>	<b>1</b>	<b>58</b>	<b>19</b>	<b>6</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>35</b>	<b>71</b>	<b>14</b>	<b>31</b>
<b>LYON</b>	FLYBE LTD	C	2	0	0	0	100	0	0	0	0	24	0	47	2
	FLYBE LTD	S	56	0	0	91	2	5	2	0	0	7	0	0	0
	SIAVIA	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL LYON</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>47</b>	<b>2</b>
<b>PARIS (CHARLES DE GAULLE)</b>	AIR FRANCE	S	154	0	0	94	5	1	0	0	0	4	89	7	166
	FLYBE LTD	S	144	0	0	95	3	1	1	0	0	4	90	8	144
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>298</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>4</b>	<b>89</b>	<b>7</b>	<b>310</b>
<b>TOULOUSE (BLAGNAC)</b>	SIAVIA	C	2	0	0	50	50	0	0	0	0	13	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	88	0	0	13	0	0	15	63	38	8
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>56</b>	<b>41</b>	<b>16</b>
<b>TOTAL FRANCE</b>			<b>430</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>12</b>	<b>385</b>
<b>GAMBIA</b>															
<b>BANJUL</b>	THOMAS COOK AIRLINES LTD	C	8	0	0	75	25	0	0	0	0	9	50	32	8
<b>TOTAL BANJUL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>50</b>	<b>32</b>	<b>8</b>
<b>TOTAL GAMBIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>50</b>	<b>32</b>	<b>8</b>
<b>GERMANY</b>															
<b>BERLIN (TEGEL)</b>	GERMANWINGS	S	30	0	0	77	23	0	0	0	0	9	0	0	0
<b>TOTAL BERLIN (TEGEL)</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>89</b>	<b>3</b>	<b>38</b>
<b>DUSSELDORF</b>	EUROWINGS LUFTVERKEHRS	S	142	0	0	94	5	1	0	0	0	4	70	14	118
	FLYBE LTD	S	130	0	0	84	8	7	1	0	0	7	88	7	130

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2014

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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 DUSSELDORF			272	0	0	89	7	4	0	0	0	5	79	11	248
FRANKFURT MAIN	EUROWINGS LUFTVERKEHRS	S	87	0	0	87	7	3	2	0	0	8	81	12	72
	LUFTHANSA	S	103	0	0	92	6	1	0	1	0	7	80	10	121
TOTAL FRANKFURT MAIN			190	0	0	90	6	2	1	1	0	8	80	11	193
HAMBURG	GERMANWINGS	S	44	0	0	95	5	0	0	0	0	3	0	0	0
TOTAL HAMBURG			44	0	0	95	5	0	0	0	0	3	100	1	47
HANOVER	FLYBE LTD	S	56	0	0	88	9	0	4	0	0	6	66	14	56
TOTAL HANOVER			56	0	0	88	9	0	4	0	0	6	71	15	72
MUNICH	LUFTHANSA	S	14	0	0	86	7	0	7	0	0	10	0	0	0
	LUFTHANSA CITY LINE	S	138	0	0	93	6	1	0	0	0	4	72	14	152
TOTAL MUNICH			152	0	0	92	6	1	1	0	0	4	72	13	176
PADERBORN	AIR BERLIN	S	8	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL PADERBORN			8	0	0	100	0	0	0	0	0	3	38	60	8
STUTTGART	FLYBE LTD	S	47	1	1	77	9	11	4	0	0	13	91	3	47
TOTAL STUTTGART			47	1	1	77	9	11	4	0	0	13	91	3	47
TOTAL GERMANY			799	1	1	89	7	3	1	0	0	6	79	11	831
GIBRALTAR															
GIBRALTAR	MONARCH AIRLINES	S	24	0	0	96	0	0	0	4	0	11	0	0	0
TOTAL GIBRALTAR			24	0	0	96	0	0	0	4	0	11	0	0	0
TOTAL GIBRALTAR			24	0	0	96	0	0	0	4	0	11	0	0	0
INDIA															
DELHI	AIR INDIA	S	32	0	0	38	19	9	19	16	0	74	0	0	0
TOTAL DELHI			32	0	0	38	19	9	19	16	0	74	0	0	0
TOTAL INDIA			32	0	0	38	19	9	19	16	0	74	0	0	0
IRISH REPUBLIC															
CORK	AER ARANN	S	112	1	0	85	8	4	2	0	1	10	89	7	112
TOTAL CORK			112	1	0	85	8	4	2	0	1	10	89	7	112
DUBLIN	AER ARANN	S	60	2	0	77	2	7	10	5	0	25	0	0	0
	AER LINGUS	S	144	1	9	94	1	3	1	0	0	5	89	6	176
	RYANAIR	S	216	2	0	88	6	4	0	0	1	11	83	7	148
TOTAL DUBLIN			420	5	9	88	4	4	2	1	0	11	86	6	326
IRELAND WEST(KNOCK)	FLYBE LTD	S	29	0	3	90	7	3	0	0	0	6	0	0	0
TOTAL IRELAND WEST(KNOCK)			29	0	3	90	7	3	0	0	0	6	57	26	42
SHANNON	AER ARANN	S	54	0	0	85	6	2	4	4	0	17	67	19	54
TOTAL SHANNON			54	0	0	85	6	2	4	4	0	17	67	19	54
WATERFORD	FLYBE LTD	S	21	0	3	86	5	0	10	0	0	13	100	3	6
TOTAL WATERFORD			21	0	3	86	5	0	10	0	0	13	100	3	6
TOTAL IRISH REPUBLIC			636	6	15	87	5	4	2	1	0	11	83	9	540

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Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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>ITALY</b>															
BERGAMO	RYANAIR	S	24	0	0	79	21	0	0	0	0	8	88	6	24
TOTAL BERGAMO			<b>24</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>6</b>	<b>24</b>
MILAN (MALPENSA)	FLYBE LTD	S	40	1	0	80	13	8	0	0	0	8	91	3	44
TOTAL MILAN (MALPENSA)			<b>40</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>3</b>	<b>44</b>
ROME (FIUMICINO)	MONARCH AIRLINES	S	16	0	0	63	31	6	0	0	0	12	80	9	30
TOTAL ROME (FIUMICINO)			<b>16</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>31</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>9</b>	<b>30</b>
TURIN	FLYBE LTD	C	16	0	0	88	0	13	0	0	0	8	63	15	16
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	88	5	8
TOTAL TURIN			<b>24</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>7</b>	<b>71</b>	<b>12</b>	<b>24</b>
TOTAL ITALY			<b>105</b>	<b>2</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>8</b>	<b>146</b>
<b>MALTA</b>															
MALTA	RYANAIR	S	16	0	0	100	0	0	0	0	0	4	69	12	16
TOTAL MALTA			<b>16</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>69</b>	<b>12</b>	<b>16</b>
TOTAL MALTA			<b>16</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>69</b>	<b>12</b>	<b>16</b>
<b>MEXICO</b>															
CANCUN	THOMSON AIRWAYS LTD	C	8	0	0	25	0	0	50	0	25	156	50	25	8
TOTAL CANCUN			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>156</b>	<b>50</b>	<b>25</b>	<b>8</b>
TOTAL MEXICO			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>156</b>	<b>50</b>	<b>25</b>	<b>8</b>
<b>NETHERLANDS</b>															
AMSTERDAM	FLYBE LTD	S	127	0	1	81	5	6	6	2	0	18	78	15	115
	KLM	S	168	0	0	85	12	2	1	0	0	7	87	7	154
	KLM CITYHOPPER	S	103	1	0	91	7	2	0	0	0	4	89	4	114
TOTAL AMSTERDAM			<b>398</b>	<b>2</b>	<b>1</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>9</b>	<b>383</b>
TOTAL NETHERLANDS			<b>398</b>	<b>2</b>	<b>1</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>9</b>	<b>383</b>
<b>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	28	0	0	54	14	11	18	4	0	33	73	22	26
TOTAL ISLAMABAD			<b>28</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>14</b>	<b>11</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>33</b>	<b>73</b>	<b>22</b>	<b>26</b>
TOTAL PAKISTAN			<b>28</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>14</b>	<b>11</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>33</b>	<b>73</b>	<b>22</b>	<b>26</b>
<b>POLAND</b>															
BYDGOSZCZ	RYANAIR	S	24	0	0	54	38	8	0	0	0	17	96	2	24
TOTAL BYDGOSZCZ			<b>24</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>38</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>96</b>	<b>2</b>	<b>24</b>
KATOWICE	RYANAIR	S	16	0	0	69	19	13	0	0	0	13	88	5	16
TOTAL KATOWICE			<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>5</b>	<b>16</b>
KRAKOW	RYANAIR	S	16	0	0	69	31	0	0	0	0	10	56	14	16
TOTAL KRAKOW			<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>61</b>	<b>12</b>	<b>18</b>
RZESZOW	RYANAIR	S	16	0	0	94	6	0	0	0	0	2	100	3	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)											
TOTAL RZESZOW			16	0	0	94	6	0	0	0	0	2	100	3	24
TOTAL POLAND			72	4	0	69	25	6	0	0	0	11	88	5	82
PORTUGAL(EXCLUDING MADEIRA)															
FARO	MONARCH AIRLINES	C	4	0	0	100	0	0	0	0	0	3	0	0	0
	MONARCH AIRLINES	S	24	0	0	83	4	4	8	0	0	12	94	3	16
	RYANAIR	S	17	1	0	82	0	12	6	0	0	14	88	5	16
TOTAL FARO			45	2	0	84	2	7	7	0	0	12	91	4	34
TOTAL PORTUGAL(EXCLUDING MADEIRA)			45	3	0	84	2	7	7	0	0	12	91	4	34
PORTUGAL(MADEIRA)															
FUNCHAL	MONARCH AIRLINES	S	16	0	0	81	19	0	0	0	0	10	83	5	12
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	4	75	13	8
TOTAL FUNCHAL			24	0	0	88	13	0	0	0	0	8	80	8	20
TOTAL PORTUGAL(MADEIRA)			24	0	0	88	13	0	0	0	0	8	80	8	20
SLOVAK REPUBLIC															
BRATISLAVA	RYANAIR	S	16	0	0	75	19	6	0	0	0	11	75	9	16
TOTAL BRATISLAVA			16	0	0	75	19	6	0	0	0	11	75	9	16
TOTAL SLOVAK REPUBLIC			16	0	0	75	19	6	0	0	0	11	75	9	16
SPAIN															
ALICANTE	MONARCH AIRLINES	S	38	0	0	82	13	0	5	0	0	11	81	9	32
	RYANAIR	S	24	0	0	75	21	4	0	0	0	10	100	2	28
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	75	11	8
TOTAL ALICANTE			70	0	0	81	14	1	3	0	0	9	89	6	71
BARCELONA	RYANAIR	S	24	0	0	63	13	21	4	0	0	19	63	14	32
TOTAL BARCELONA			24	1	0	63	13	21	4	0	0	19	63	14	32
JEREZ	AIR NOSTRUM	C	2	0	0	100	0	0	0	0	0	5	0	0	0
TOTAL JEREZ			2	0	0	100	0	0	0	0	0	5	0	0	0
LIEIDA	FLYBE LTD	C	8	0	0	88	13	0	0	0	0	6	0	0	0
TOTAL LIEIDA			8	0	0	88	13	0	0	0	0	6	0	0	0
MALAGA	MONARCH AIRLINES	S	32	0	0	94	0	6	0	0	0	4	88	6	32
	RYANAIR	S	24	0	0	96	0	4	0	0	0	4	96	3	24
	THOMSON AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	8	88	6	8
TOTAL MALAGA			64	0	0	94	0	6	0	0	0	5	91	5	64
TOTAL SPAIN			168	2	0	84	8	6	2	0	0	9	85	7	183
SPAIN(CANARY ISLANDS)															
ARRECIFE	MONARCH AIRLINES	S	24	0	0	79	8	0	13	0	0	13	86	6	14
	RYANAIR	S	24	0	0	92	8	0	0	0	0	4	88	6	16
	THOMAS COOK AIRLINES LTD	S	16	0	0	75	13	0	13	0	0	21	0	0	0
	THOMSON AIRWAYS LTD	C	24	0	0	100	0	0	0	0	0	1	100	2	16
TOTAL ARRECIFE			88	0	0	88	7	0	6	0	0	9	94	4	62

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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)
FUERTEVENTURA	MONARCH AIRLINES	S	8	0	0	63	13	13	13	0	0	21	88	7	8
	RYANAIR	S	8	1	0	100	0	0	0	0	0	3	100	2	8
	THOMAS COOK AIRLINES LTD	S	16	0	0	94	6	0	0	0	0	3	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	5	88	4	8
<b>TOTAL FUERTEVENTURA</b>			<b>40</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>95</b>	<b>3</b>	<b>40</b>
LAS PALMAS	MONARCH AIRLINES	S	8	0	0	100	0	0	0	0	0	4	75	36	8
	RYANAIR	S	8	0	0	75	13	0	13	0	0	20	88	5	8
	THOMSON AIRWAYS LTD	C	16	1	0	100	0	0	0	0	0	0	63	16	8
<b>TOTAL LAS PALMAS</b>			<b>32</b>	<b>1</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>19</b>	<b>24</b>
TENERIFE (SURREINA SOFIA)	MONARCH AIRLINES	S	56	0	0	82	5	7	5	0	0	12	67	14	46
	RYANAIR	S	16	0	0	100	0	0	0	0	0	2	88	11	16
	THOMAS COOK AIRLINES LTD	S	10	0	0	90	10	0	0	0	0	3	0	0	0
	THOMSON AIRWAYS LTD	C	24	0	0	83	13	4	0	0	0	7	79	11	24
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>106</b>	<b>2</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>11</b>	<b>96</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>266</b>	<b>4</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>10</b>	<b>224</b>
<b>SWEDEN</b>															
GOTEBORG	BMI REGIONAL	S	44	0	2	73	18	5	5	0	0	12	0	0	0
<b>TOTAL GOTEBORG</b>			<b>44</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>18</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>100</b>	<b>3</b>	<b>2</b>
STOCKHOLM (ARLANDA)	SAS	S	2	0	0	100	0	0	0	0	0	0	100	2	30
<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>100</b>	<b>2</b>	<b>30</b>
<b>TOTAL SWEDEN</b>			<b>46</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>17</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>100</b>	<b>2</b>	<b>34</b>
<b>SWITZERLAND</b>															
GENEVA	EASYJET AIRLINE COMPANY LTD	S	62	1	0	84	5	11	0	0	0	8	76	22	46
	EASYJET SWITZERLAND	S	18	0	0	61	22	17	0	0	0	11	83	5	24
	FLYBE LTD	C	8	0	0	63	13	0	25	0	0	39	88	9	8
	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	5	75	13	8
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	6	88	9	8
<b>TOTAL GENEVA</b>			<b>104</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>15</b>	<b>95</b>
ZURICH	HELVETIC AIRWAYS	S	86	0	0	80	15	3	1	0	0	9	77	11	82
	SWISS AIRLINES	S	23	0	1	83	9	9	0	0	0	7	82	8	39
<b>TOTAL ZURICH</b>			<b>109</b>	<b>1</b>	<b>1</b>	<b>81</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>10</b>	<b>121</b>
<b>TOTAL SWITZERLAND</b>			<b>213</b>	<b>2</b>	<b>1</b>	<b>80</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>12</b>	<b>216</b>
<b>TUNISIA</b>															
ENFIDHA - HAMMAMET INTL	THOMAS COOK AIRLINES LTD	C	4	0	0	50	0	0	50	0	0	82	100	2	3
	THOMSON AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	12	88	3	8
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>8</b>	<b>8</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>91</b>	<b>3</b>	<b>11</b>
<b>TOTAL TUNISIA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>8</b>	<b>8</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>91</b>	<b>3</b>	<b>11</b>
<b>TURKEY</b>															
ANTALYA	FREEBIRD AIRLINES	C	15	0	0	73	13	13	0	0	0	12	0	0	0
<b>TOTAL ANTALYA</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</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>
ISTANBUL	THY TURK HAVA YOLLARI TURKIS	S	80	1	0	78	16	6	0	0	0	8	86	5	56

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2014

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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 ISTANBUL			80	1	0	78	16	6	0	0	0	8	86	5	56
TOTAL TURKEY			95	1	0	77	16	7	0	0	0	8	86	5	56
TURKMENISTAN															
ASHKHABAD	TURKMENISTAN AIRLINES	S	34	0	0	32	18	15	3	21	12	113	50	58	32
TOTAL ASHKHABAD			34	0	0	32	18	15	3	21	12	113	50	58	32
TOTAL TURKMENISTAN			34	0	0	32	18	15	3	21	12	113	50	58	32
UNITED ARAB EMIRATES															
DUBAI	EMIRATES	S	112	0	0	44	28	24	3	2	0	26	32	28	112
TOTAL DUBAI			112	1	0	44	28	24	3	2	0	26	32	28	112
TOTAL UNITED ARAB EMIRATES			112	1	0	44	28	24	3	2	0	26	32	28	112
UNITED KINGDOM															
ABERDEEN	FLYBE LTD	S	133	0	3	89	5	4	2	0	0	6	78	30	118
TOTAL ABERDEEN			133	0	3	89	5	4	2	0	0	6	78	30	118
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	268	0	6	84	5	5	5	1	0	13	89	9	298
TOTAL BELFAST CITY (GEORGE BEST)			268	1	6	84	5	5	5	1	0	13	89	9	298
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	120	2	0	94	4	2	0	0	0	3	86	7	96
TOTAL BELFAST INTERNATIONAL			120	2	0	94	4	2	0	0	0	3	86	7	96
CITY OF DERRY (EGLINTON)	RYANAIR	S	24	0	0	92	4	4	0	0	0	5	78	12	32
TOTAL CITY OF DERRY (EGLINTON)			24	0	0	92	4	4	0	0	0	5	78	12	32
EDINBURGH	FLYBE LTD	S	299	0	1	91	5	3	0	0	0	5	90	6	276
TOTAL EDINBURGH			299	0	1	91	5	3	0	0	0	5	90	6	278
GLASGOW	FLYBE LTD	S	256	0	4	92	3	3	2	0	0	5	91	5	278
TOTAL GLASGOW			256	1	4	92	3	3	2	0	0	5	91	5	278
GUERNSEY	FLYBE LTD	S	48	0	0	67	8	6	19	0	0	26	83	7	30
TOTAL GUERNSEY			48	0	0	67	8	6	19	0	0	26	83	7	30
INVERNESS	FLYBE LTD	S	46	0	0	91	7	2	0	0	0	5	85	8	40
TOTAL INVERNESS			46	0	0	91	7	2	0	0	0	5	85	8	40
ISLE OF MAN	FLYBE LTD	S	54	0	0	78	13	9	0	0	0	9	82	11	82
TOTAL ISLE OF MAN			54	0	0	78	13	9	0	0	0	9	82	11	82
JERSEY	FLYBE LTD	S	47	1	1	83	9	4	4	0	0	13	88	37	49
TOTAL JERSEY			47	1	1	83	9	4	4	0	0	13	88	37	49
MANCHESTER	THOMAS COOK AIRLINES LTD	C	3	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL MANCHESTER			3	0	0	100	0	0	0	0	0	0	0	0	0
NEWCASTLE	EASTERN AIRWAYS	S	75	0	5	91	0	4	5	0	0	9	86	9	97
TOTAL NEWCASTLE			75	3	5	91	0	4	5	0	0	9	86	9	97
TOTAL UNITED KINGDOM			1373	13	20	88	5	4	3	0	0	8	87	10	1404



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2014

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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)										
USA															
NEW YORK (NEWARK)	UNITED AIRLINES	S	40	0	0	83	3	8	8	0	0	14	85	15	46
TOTAL NEW YORK (NEWARK)			40	0	0	83	3	8	8	0	0	14	85	15	46
TOTAL USA			40	0	0	83	3	8	8	0	0	14	85	15	46
TOTAL BIRMINGHAM			5485	46	45	85	8	4	3	1	0	11	82	11	5274

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2014

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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	8	0	0	75	25	0	0	0	0	9	88	8	8
	TYROLEAN AIRWAYS	C	8	0	0	75	0	0	25	0	0	26	50	10	6
<b>TOTAL INNSBRUCK</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>9</b>	<b>14</b>
SALZBURG	JET2.COM LTD	S	8	0	0	63	13	25	0	0	0	17	38	35	8
<b>TOTAL SALZBURG</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>38</b>	<b>35</b>	<b>8</b>
<b>TOTAL AUSTRIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>59</b>	<b>18</b>	<b>22</b>
<b>BELGIUM</b>															
BRUSSELS	BRUSSELS AIRLINES	S	96	0	0	97	3	0	0	0	0	2	89	4	44
<b>TOTAL BRUSSELS</b>			<b>96</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>91</b>	<b>4</b>	<b>183</b>
CHARLEROI	RYANAIR	S	32	0	0	94	3	3	0	0	0	4	96	3	24
<b>TOTAL CHARLEROI</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>96</b>	<b>3</b>	<b>24</b>
<b>TOTAL BELGIUM</b>			<b>128</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>2</b>	<b>92</b>	<b>3</b>	<b>207</b>
<b>CYPRUS</b>															
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	16	0	0	88	6	6	0	0	0	5	100	3	16
<b>TOTAL PAPHOS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>3</b>	<b>16</b>
<b>TOTAL CYPRUS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>3</b>	<b>16</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	28	0	0	93	4	4	0	0	0	3	0	0	0
	JET2.COM LTD	S	10	0	0	80	20	0	0	0	0	6	94	4	16
<b>TOTAL PRAGUE</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>4</b>	<b>16</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>4</b>	<b>16</b>
<b>DENMARK</b>															
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	32	0	0	100	0	0	0	0	0	3	0	0	0
	NORWEGIAN AIR SHUTTLE	S	16	0	0	63	13	19	6	0	0	17	56	14	16
<b>TOTAL COPENHAGEN</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>5</b>	<b>110</b>
<b>TOTAL DENMARK</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>5</b>	<b>112</b>
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL EGYPT</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FINLAND</b>															
HELSINKI	NORWEGIAN AIR SHUTTLE	C	2	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL HELSINKI</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 FINLAND</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>FRANCE</b>															
BEAUVAIS	RYANAIR	S	24	0	0	83	13	4	0	0	0	7	96	3	24

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			Actual (7)	Plan (8)											
TOTAL BEAUVAIS			24	0	0	83	13	4	0	0	0	7	96	3	24
CHAMBERY	BA CITYFLYER LTD	C	15	0	0	53	13	13	20	0	0	30	0	0	0
	JET2.COM LTD	S	8	0	0	50	13	13	13	13	0	61	42	31	12
TOTAL CHAMBERY			23	0	0	52	13	13	17	4	0	41	25	42	20
GRENOBLE	EASYJET AIRLINE COMPANY LTD	S	8	0	0	25	0	63	13	0	0	37	86	6	14
TOTAL GRENOBLE			8	0	0	25	0	63	13	0	0	37	86	6	14
LYON	EASYJET AIRLINE COMPANY LTD	S	14	0	0	86	14	0	0	0	0	4	88	5	16
TOTAL LYON			14	0	0	86	14	0	0	0	0	4	88	5	16
PARIS (CHARLES DE GAULLE)	CITY JET	S	166	0	0	92	2	5	1	0	0	5	86	8	166
	EASYJET AIRLINE COMPANY LTD	S	38	0	0	97	3	0	0	0	0	3	95	2	38
TOTAL PARIS (CHARLES DE GAULLE)			204	0	0	93	2	4	1	0	0	5	88	7	204
TOTAL FRANCE			273	0	0	86	4	6	3	0	0	9	84	9	278
GERMANY															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	24	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL BERLIN (SCHONEFELD)			24	0	0	100	0	0	0	0	0	3	0	0	0
FRANKFURT MAIN	LUFTHANSA	S	100	0	0	86	12	2	0	0	0	6	80	11	56
	LUFTHANSA CITY LINE	S	12	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL FRANKFURT MAIN			112	0	0	88	11	2	0	0	0	6	80	11	56
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	32	0	0	97	3	0	0	0	0	2	0	0	0
TOTAL HAMBURG			32	0	0	97	3	0	0	0	0	2	0	0	0
MUNICH	EASYJET AIRLINE COMPANY LTD	S	38	0	0	95	5	0	0	0	0	3	73	14	40
TOTAL MUNICH			38	0	0	95	5	0	0	0	0	3	73	14	40
NIEDERRHEIN	RYANAIR	S	24	0	0	83	8	8	0	0	0	6	83	8	24
TOTAL NIEDERRHEIN			24	0	0	83	8	8	0	0	0	6	83	8	24
TOTAL GERMANY			230	1	0	91	7	2	0	0	0	5	81	10	136
GREECE															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	16	0	0	100	0	0	0	0	0	2	75	22	16
TOTAL ATHENS			16	0	0	100	0	0	0	0	0	2	75	22	16
TOTAL GREECE			16	0	0	100	0	0	0	0	0	2	75	22	16
HUNGARY															
BUDAPEST	JET2.COM LTD	S	16	0	0	81	0	0	19	0	0	16	56	22	16
TOTAL BUDAPEST			16	0	0	81	0	0	19	0	0	16	56	22	16
TOTAL HUNGARY			16	0	0	81	0	0	19	0	0	16	56	22	16
ICELAND															
KEFLAVIK	EASYJET AIRLINE COMPANY LTD	S	16	0	0	81	19	0	0	0	0	8	0	0	0
TOTAL KEFLAVIK			16	0	0	81	19	0	0	0	0	8	0	0	0
TOTAL ICELAND			16	0	0	81	19	0	0	0	0	8	0	0	0

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			Actual (7)	Plan (8)											
<b>IRISH REPUBLIC</b>															
CORK	AER ARANN	S	48	0	0	73	4	10	8	4	0	27	78	22	51
<b>TOTAL CORK</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>4</b>	<b>10</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>27</b>	<b>78</b>	<b>22</b>	<b>51</b>
DUBLIN	AER ARANN	S	198	0	0	85	4	5	4	2	0	11	83	8	188
	AER LINGUS	S	2	0	6	100	0	0	0	0	0	2	83	9	6
	RYANAIR	S	182	0	1	81	13	5	1	0	0	9	91	6	142
<b>TOTAL DUBLIN</b>			<b>383</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>7</b>	<b>342</b>
SHANNON	AER ARANN	S	46	0	0	89	7	2	2	0	0	5	77	16	39
<b>TOTAL SHANNON</b>			<b>46</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>5</b>	<b>77</b>	<b>16</b>	<b>39</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>477</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>10</b>	<b>432</b>
<b>ITALY</b>															
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	54	0	0	96	4	0	0	0	0	2	61	29	38
<b>TOTAL MILAN (MALPENSA)</b>			<b>54</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>61</b>	<b>29</b>	<b>38</b>
ROME (CIAMPINO)	RYANAIR	S	20	0	0	75	20	5	0	0	0	11	0	0	0
<b>TOTAL ROME (CIAMPINO)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>20</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
ROME (FIUMICINO)	JET2.COM LTD	C	4	0	0	100	0	0	0	0	0	3	0	0	0
	MISTRAL AIR	C	2	0	0	50	50	0	0	0	0	17	0	0	0
<b>TOTAL ROME (FIUMICINO)</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>40</b>	<b>2</b>
TURIN	JET2.COM LTD	C	3	0	0	33	0	0	67	0	0	61	0	0	0
<b>TOTAL TURIN</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>61</b>	<b>0</b>	<b>0</b>	<b>0</b>
VERONA VILLAFRANCA	FLYBE LTD	C	8	0	0	25	0	63	13	0	0	38	0	0	0
<b>TOTAL VERONA VILLAFRANCA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ITALY</b>			<b>91</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>58</b>	<b>29</b>	<b>40</b>
<b>MALTA</b>															
MALTA	RYANAIR	S	16	0	0	94	6	0	0	0	0	5	88	8	8
<b>TOTAL MALTA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>8</b>	<b>8</b>
<b>TOTAL MALTA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>8</b>	<b>8</b>
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	80	0	0	94	6	0	0	0	0	2	92	4	72
	KLM	S	162	1	0	98	2	0	0	0	0	2	92	6	158
	KLM CITYHOPPER	S	86	0	0	92	5	3	0	0	0	4	86	6	86
<b>TOTAL AMSTERDAM</b>			<b>328</b>	<b>2</b>	<b>0</b>	<b>95</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>91</b>	<b>5</b>	<b>316</b>
<b>TOTAL NETHERLANDS</b>			<b>328</b>	<b>2</b>	<b>0</b>	<b>95</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>91</b>	<b>5</b>	<b>316</b>
<b>NORWAY</b>															
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	24	0	0	75	17	8	0	0	0	12	83	8	24
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>8</b>	<b>24</b>
RYGGE	RYANAIR	S	32	0	0	75	19	6	0	0	0	8	0	0	0
<b>TOTAL RYGGE</b>			<b>32</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>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2014

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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 NORWAY</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>18</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>92</b>	<b>5</b>	<b>59</b>
<b>POLAND</b>															
GDANSK	RYANAIR	S	16	0	0	88	0	13	0	0	0	6	75	12	16
<b>TOTAL GDANSK</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>12</b>	<b>16</b>
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	22	0	0	86	0	5	0	5	5	31	79	9	24
	RYANAIR	S	24	0	0	83	17	0	0	0	0	8	79	14	24
<b>TOTAL KRAKOW</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>19</b>	<b>79</b>	<b>12</b>	<b>48</b>
<b>TOTAL POLAND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>16</b>	<b>80</b>	<b>10</b>	<b>96</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	JET2.COM LTD	S	2	0	0	100	0	0	0	0	0	8	0	0	0
	RYANAIR	S	16	0	0	81	13	6	0	0	0	7	100	4	16
<b>TOTAL FARO</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>7</b>	<b>94</b>	<b>5</b>	<b>18</b>
LISBON	EASYJET AIRLINE COMPANY LTD	S	16	0	0	94	6	0	0	0	0	5	88	7	16
<b>TOTAL LISBON</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>7</b>	<b>16</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>34</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>91</b>	<b>6</b>	<b>34</b>
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	16	0	0	100	0	0	0	0	0	1	75	8	16
	JET2.COM LTD	S	10	0	0	90	0	10	0	0	0	9	0	0	0
	RYANAIR	S	16	0	0	94	0	0	6	0	0	8	81	9	16
<b>TOTAL ALICANTE</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>78</b>	<b>8</b>	<b>32</b>
MADRID	EASYJET AIRLINE COMPANY LTD	S	52	1	0	94	6	0	0	0	0	5	77	13	52
<b>TOTAL MADRID</b>			<b>52</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>5</b>	<b>77</b>	<b>13</b>	<b>52</b>
MALAGA	RYANAIR	S	16	0	0	94	6	0	0	0	0	7	63	42	16
<b>TOTAL MALAGA</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>7</b>	<b>63</b>	<b>42</b>	<b>16</b>
<b>TOTAL SPAIN</b>			<b>110</b>	<b>2</b>	<b>0</b>	<b>95</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>14</b>	<b>124</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	RYANAIR	S	16	0	0	94	6	0	0	0	0	6	63	72	8
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	100	2	8
<b>TOTAL ARRECIFE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>37</b>	<b>16</b>
FUERTEVENTURA	RYANAIR	S	8	0	0	88	13	0	0	0	0	2	0	0	0
<b>TOTAL FUERTEVENTURA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
LAS PALMAS	RYANAIR	S	8	0	0	63	38	0	0	0	0	9	43	39	7
<b>TOTAL LAS PALMAS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>43</b>	<b>39</b>	<b>7</b>
TENERIFE (SURREINA SOFIA)	EASYJET AIRLINE COMPANY LTD	S	24	0	0	100	0	0	0	0	0	1	81	8	16
	RYANAIR	S	16	0	0	75	25	0	0	0	0	11	81	7	16
	THOMSON AIRWAYS LTD	C	16	0	0	88	13	0	0	0	0	6	75	10	16
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>56</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>79</b>	<b>8</b>	<b>48</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>96</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>76</b>	<b>18</b>	<b>71</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2014

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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)											
SWITZERLAND															
BASLE MULHOUSE	EASYJET AIRLINE COMPANY LTD	S	30	0	0	97	3	0	0	0	0	2	94	3	32
<b>TOTAL BASLE MULHOUSE</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>94</b>	<b>3</b>	<b>32</b>
GENEVA	EASYJET AIRLINE COMPANY LTD	S	88	0	0	91	7	1	1	0	0	5	80	10	88
	EASYJET SWITZERLAND	S	8	0	0	100	0	0	0	0	0	0	67	89	6
	FLYBE LTD	C	8	0	0	63	25	13	0	0	0	10	83	8	6
	JET2.COM LTD	C	6	0	0	100	0	0	0	0	0	6	17	24	6
	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	11	63	17	8
<b>TOTAL GENEVA</b>			<b>118</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>75</b>	<b>15</b>	<b>114</b>
<b>TOTAL SWITZERLAND</b>			<b>148</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>4</b>	<b>81</b>	<b>11</b>	<b>166</b>
TURKEY															
ISTANBUL	THY TURK HAVA YOLLARI TURKIS	S	56	1	0	93	5	2	0	0	0	3	81	7	32
<b>TOTAL ISTANBUL</b>			<b>56</b>	<b>1</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>81</b>	<b>7</b>	<b>32</b>
<b>TOTAL TURKEY</b>			<b>56</b>	<b>1</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>81</b>	<b>7</b>	<b>32</b>
UNITED KINGDOM															
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	154	0	2	88	6	2	4	0	0	8	87	9	156
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>154</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>6</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>9</b>	<b>156</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	174	0	0	94	4	0	1	1	0	5	91	4	172
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>174</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>4</b>	<b>172</b>
BIRMINGHAM	FLYBE LTD	S	299	0	1	92	5	2	0	0	0	4	92	6	276
<b>TOTAL BIRMINGHAM</b>			<b>299</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>6</b>	<b>276</b>
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	174	0	0	94	5	2	0	0	0	3	91	5	176
<b>TOTAL BRISTOL</b>			<b>174</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>91</b>	<b>5</b>	<b>176</b>
CARDIFF WALES	FLYBE LTD	S	114	0	0	82	4	7	4	2	0	15	93	8	107
<b>TOTAL CARDIFF WALES</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>4</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>93</b>	<b>8</b>	<b>107</b>
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	130	0	2	89	5	4	2	0	0	7	92	4	122
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>130</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>92</b>	<b>4</b>	<b>122</b>
EXETER	FLYBE LTD	S	28	0	0	86	11	0	4	0	0	7	84	15	32
<b>TOTAL EXETER</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>11</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>15</b>	<b>32</b>
GATWICK	BRITISH AIRWAYS PLC	S	207	0	0	86	6	6	3	0	0	7	77	11	216
	EASYJET AIRLINE COMPANY LTD	S	219	0	0	86	8	4	1	1	0	8	75	11	218
<b>TOTAL GATWICK</b>			<b>427</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>11</b>	<b>434</b>
HEATHROW	BRITISH AIRWAYS PLC	S	559	0	1	82	9	5	4	0	0	10	82	9	619
	VIRGIN ATLANTIC AIRWAYS LTD	S	329	0	1	91	5	2	2	0	0	4	0	0	0
<b>TOTAL HEATHROW</b>			<b>888</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>9</b>	<b>619</b>
KIRKWALL	LOGANAIR	S	114	0	0	99	1	0	0	0	0	1	88	17	108
<b>TOTAL KIRKWALL</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>99</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>17</b>	<b>108</b>
LONDON CITY	BA CITYFLYER LTD	S	327	0	0	94	3	1	2	0	0	3	89	7	367
<b>TOTAL LONDON CITY</b>			<b>327</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>3</b>	<b>88</b>	<b>8</b>	<b>520</b>

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				Actual (7)	Plan (8)										
LUTON	EASYJET AIRLINE COMPANY LTD	S	174	0	0	92	4	3	1	1	0	5	86	8	177
<b>TOTAL LUTON</b>			<b>174</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>8</b>	<b>177</b>
MANCHESTER	FLYBE LTD	S	145	0	3	88	5	5	1	1	0	8	90	7	136
<b>TOTAL MANCHESTER</b>			<b>146</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>93</b>	<b>5</b>	<b>311</b>
NORWICH	FLYBE LTD	S	41	0	1	85	5	10	0	0	0	6	86	6	56
<b>TOTAL NORWICH</b>			<b>41</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>6</b>	<b>56</b>
SOUTHAMPTON	FLYBE LTD	S	200	0	0	90	6	3	2	0	0	6	94	5	242
<b>TOTAL SOUTHAMPTON</b>			<b>200</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>94</b>	<b>5</b>	<b>242</b>
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	56	0	0	96	4	0	0	0	0	3	0	0	0
<b>TOTAL SOUTHEND</b>			<b>56</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>
STANSTED	EASYJET AIRLINE COMPANY LTD	S	202	0	0	97	1	0	2	0	0	2	86	8	208
<b>TOTAL STANSTED</b>			<b>202</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>8</b>	<b>208</b>
STORNOWAY	LOGANAIR	S	78	0	0	97	0	3	0	0	0	2	89	11	88
<b>TOTAL STORNOWAY</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>11</b>	<b>88</b>
SUMBURGH	LOGANAIR	S	104	0	0	85	7	0	8	1	0	13	90	11	103
<b>TOTAL SUMBURGH</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>90</b>	<b>11</b>	<b>103</b>
WICK JOHN O GROATS	LOGANAIR	S	52	0	0	94	0	4	2	0	0	4	89	12	47
<b>TOTAL WICK JOHN O GROATS</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>12</b>	<b>47</b>
<b>TOTAL UNITED KINGDOM</b>			<b>3883</b>	<b>0</b>	<b>11</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>8</b>	<b>3986</b>
USA															
NEW YORK (NEWARK)	UNITED AIRLINES	S	48	0	1	83	0	8	8	0	0	10	81	12	54
<b>TOTAL NEW YORK (NEWARK)</b>			<b>48</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>12</b>	<b>54</b>
<b>TOTAL USA</b>			<b>48</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>12</b>	<b>54</b>
<b>TOTAL EDINBURGH</b>			<b>6220</b>	<b>6</b>	<b>19</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>8</b>	<b>6270</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2014

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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	32	0	0	69	19	6	6	0	0	14	75	9	32
<b>TOTAL TIRANA</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>18</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>9</b>	<b>32</b>
<b>TOTAL ALBANIA</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>18</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>9</b>	<b>32</b>
<b>ALGERIA</b>															
ALGIERS	BRITISH AIRWAYS PLC	S	40	0	0	78	5	8	10	0	0	18	73	14	40
<b>TOTAL ALGIERS</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>5</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>73</b>	<b>14</b>	<b>40</b>
HASSI MESSAOUD	MONARCH AIRLINES	C	8	0	0	63	25	0	13	0	0	22	67	19	24
<b>TOTAL HASSI MESSAOUD</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>67</b>	<b>19</b>	<b>24</b>
<b>TOTAL ALGERIA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>6</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>70</b>	<b>16</b>	<b>64</b>
<b>ANTIGUA AND BARBUDA</b>															
ANTIGUA	BRITISH AIRWAYS PLC	S	8	0	0	75	0	0	25	0	0	33	88	6	8
	VIRGIN ATLANTIC AIRWAYS LTD	S	32	0	0	66	22	6	6	0	0	15	83	8	24
<b>TOTAL ANTIGUA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>84</b>	<b>7</b>	<b>32</b>
<b>TOTAL ANTIGUA AND BARBUDA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>84</b>	<b>7</b>	<b>32</b>
<b>AUSTRIA</b>															
INNSBRUCK	BRITISH AIRWAYS PLC	S	39	0	1	72	8	18	3	0	0	14	60	32	40
	EASYJET AIRLINE COMPANY LTD	S	116	0	0	83	10	6	0	1	0	8	65	22	108
	MONARCH AIRLINES	C	40	0	0	65	20	10	3	3	0	18	58	18	40
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	25	0	0	0	0	8	75	28	8
	THOMSON AIRWAYS LTD	C	16	0	0	56	25	19	0	0	0	16	81	6	16
<b>TOTAL INNSBRUCK</b>			<b>220</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>14</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>64</b>	<b>22</b>	<b>214</b>
<b>SALZBURG</b>															
	AER LINGUS	C	4	0	0	50	0	0	50	0	0	37	50	30	2
	BRITISH AIRWAYS PLC	S	64	0	0	84	11	0	5	0	0	9	75	12	56
	EASYJET AIRLINE COMPANY LTD	S	24	0	0	79	4	17	0	0	0	11	79	19	24
	MONARCH AIRLINES	C	14	0	0	57	7	14	21	0	0	26	63	30	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	0	25	0	0	45	90	7	10
	THOMSON AIRWAYS LTD	C	24	0	0	63	29	8	0	0	0	11	96	4	24
<b>TOTAL SALZBURG</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>13</b>	<b>127</b>
<b>VIENNA</b>															
	EASYJET AIRLINE COMPANY LTD	S	44	0	0	89	7	0	5	0	0	5	60	20	52
<b>TOTAL VIENNA</b>			<b>44</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>60</b>	<b>20</b>	<b>52</b>
<b>TOTAL AUSTRIA</b>			<b>402</b>	<b>1</b>	<b>1</b>	<b>76</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>19</b>	<b>393</b>
<b>BARBADOS</b>															
BRIDGETOWN	BRITISH AIRWAYS PLC	S	80	0	0	76	15	5	4	0	0	12	74	12	80
	THOMAS COOK AIRLINES LTD	C	8	0	0	38	25	13	25	0	0	33	0	0	0
	THOMSON AIRWAYS LTD	C	24	0	0	54	25	17	4	0	0	20	65	14	23
	VIRGIN ATLANTIC AIRWAYS LTD	S	56	0	0	75	5	9	7	4	0	20	80	11	46
<b>TOTAL BRIDGETOWN</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>74</b>	<b>12</b>	<b>149</b>
<b>TOTAL BARBADOS</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>74</b>	<b>12</b>	<b>149</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2014

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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>BELARUS</b>															
MINSK INT'L	BELAVIA (BELARUSSIAN AIRLINES)	S	24	0	0	83	8	0	8	0	0	12	83	7	24
TOTAL MINSK INT'L			24	0	0	83	8	0	8	0	0	12	83	7	24
TOTAL BELARUS			24	0	0	83	8	0	8	0	0	12	83	7	24
<b>BERMUDA</b>															
BERMUDA	BRITISH AIRWAYS PLC	S	38	0	0	95	0	0	3	3	0	11	78	10	40
TOTAL BERMUDA			38	0	0	95	0	0	3	3	0	11	78	10	40
TOTAL BERMUDA			38	0	0	95	0	0	3	3	0	11	78	10	40
<b>BULGARIA</b>															
SOFIA	EASYJET AIRLINE COMPANY LTD	S	72	0	0	92	1	4	1	1	0	8	89	7	72
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	13	13	25	0	0	35	60	13	10
	THOMSON AIRWAYS LTD	C	8	0	0	13	0	38	50	0	0	76	63	18	8
TOTAL SOFIA			88	4	4	81	2	8	8	1	0	17	83	8	90
TOTAL BULGARIA			88	4	4	81	2	8	8	1	0	17	83	8	90
<b>CANADA</b>															
CALGARY	AIR TRANSAT	S	12	0	0	33	17	42	0	0	8	99	75	22	16
TOTAL CALGARY			12	0	0	33	17	42	0	0	8	99	75	22	16
TORONTO	AIR TRANSAT	S	24	0	0	71	8	8	8	0	4	52	50	29	24
TOTAL TORONTO			24	0	0	71	8	8	8	0	4	52	50	29	24
VANCOUVER	AIR TRANSAT	S	8	0	0	25	13	38	25	0	0	33	88	11	8
TOTAL VANCOUVER			8	0	0	25	13	38	25	0	0	33	88	11	8
TOTAL CANADA			44	0	0	52	11	23	9	0	5	61	65	24	48
<b>CAPE VERDE ISLANDS</b>															
BOA VISTA (RABIL)	THOMSON AIRWAYS LTD	S	15	0	0	80	20	0	0	0	0	9	56	22	16
TOTAL BOA VISTA (RABIL)			15	0	0	80	20	0	0	0	0	9	56	22	16
ILHA DO SAL C.VERDE	THOMSON AIRWAYS LTD	S	8	0	0	63	13	25	0	0	0	16	50	17	8
TOTAL ILHA DO SAL C.VERDE			8	0	0	63	13	25	0	0	0	16	50	17	8
TOTAL CAPE VERDE ISLANDS			23	0	0	74	17	9	0	0	0	11	54	21	24
<b>CROATIA</b>															
DUBROVNIK	BRITISH AIRWAYS PLC	S	16	0	0	69	19	13	0	0	0	9	83	8	24
TOTAL DUBROVNIK			16	0	0	69	19	13	0	0	0	9	83	8	24
ZAGREB	EASYJET AIRLINE COMPANY LTD	S	24	0	0	96	4	0	0	0	0	2	84	6	32
TOTAL ZAGREB			24	0	0	96	4	0	0	0	0	2	88	5	40
TOTAL CROATIA			40	0	0	85	10	5	0	0	0	5	86	6	64
<b>CUBA</b>															
CUNAGUA (CAYO COCO)	THOMAS COOK AIRLINES LTD	C	4	0	0	50	25	25	0	0	0	21	50	50	4
TOTAL CUNAGUA (CAYO COCO)			4	0	0	50	25	25	0	0	0	21	50	50	4

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2014

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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)										
HAVANA	VIRGIN ATLANTIC AIRWAYS LTD	S	16	0	0	94	0	6	0	0	0	3	67	24	24
<b>TOTAL HAVANA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>67</b>	<b>24</b>	<b>24</b>
HOLGUIN (FRANK PAIS)	THOMAS COOK AIRLINES LTD	C	4	0	0	75	25	0	0	0	5	75	7	4	
	THOMSON AIRWAYS LTD	C	8	0	0	75	0	0	13	13	45	63	25	8	
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>32</b>	<b>67</b>	<b>19</b>	<b>12</b>	
<b>TOTAL CUBA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>65</b>	<b>25</b>	<b>40</b>
<b>CYPRUS</b>															
LARNACA	BRITISH AIRWAYS PLC	S	24	0	0	79	8	13	0	0	12	0	0	0	
	EASYJET AIRLINE COMPANY LTD	S	36	0	0	81	11	0	8	0	13	77	16	35	
<b>TOTAL LARNACA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>16</b>	<b>35</b>	
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	50	0	0	76	16	6	2	0	9	83	10	48	
	THOMSON AIRWAYS LTD	C	8	0	0	50	13	13	25	0	37	13	32	8	
<b>TOTAL PAPHOS</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>13</b>	<b>56</b>	
<b>TOTAL CYPRUS</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>14</b>	<b>91</b>	
<b>CZECH REPUBLIC</b>															
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	91	0	0	80	14	5	0	0	7	68	17	92	
<b>TOTAL PRAGUE</b>			<b>91</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>68</b>	<b>17</b>	<b>95</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>91</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>68</b>	<b>17</b>	<b>95</b>	
<b>DENMARK</b>															
AALBORG	NORWEGIAN AIR SHUTTLE	S	24	0	0	54	33	13	0	0	14	69	9	16	
<b>TOTAL AALBORG</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>33</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>9</b>	<b>16</b>	
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	187	0	0	87	7	3	3	0	6	78	12	128	
	NORWEGIAN AIR SHUTTLE	S	152	0	0	79	13	6	2	0	10	78	11	152	
<b>TOTAL COPENHAGEN</b>			<b>339</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>12</b>	<b>280</b>	
<b>TOTAL DENMARK</b>			<b>363</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>12</b>	<b>296</b>	
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	4	0	0	0	
<b>TOTAL PUERTO PLATA</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>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	
PUNTA CANA	AIR BERLIN	C	2	0	0	0	0	50	50	0	67	0	0	0	
	BRITISH AIRWAYS PLC	S	24	0	0	88	4	4	4	0	12	63	14	16	
	THOMSON AIRWAYS LTD	C	14	0	0	43	14	36	7	0	25	75	25	8	
<b>TOTAL PUNTA CANA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>8</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>19</b>	<b>67</b>	<b>17</b>	<b>24</b>	
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>6</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>17</b>	<b>67</b>	<b>17</b>	<b>24</b>	
<b>EGYPT</b>															
HURGHADA	EASYJET AIRLINE COMPANY LTD	S	28	0	0	86	7	7	0	0	7	75	12	24	
	MONARCH AIRLINES	C	6	0	0	50	17	17	17	0	27	25	53	8	
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	1	100	4	16	
	THOMSON AIRWAYS LTD	C	16	0	0	88	13	0	0	0	6	63	12	8	
<b>TOTAL HURGHADA</b>			<b>58</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>73</b>	<b>15</b>	<b>56</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			Actual (7)	Plan (8)											
MARSA ALAM	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	100	4	7
<b>TOTAL MARSA ALAM</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>4</b>	<b>7</b>
SHARM EL SHEIKH (OPHIRA)	EASYJET AIRLINE COMPANY LTD	S	67	0	0	90	3	1	6	0	0	11	84	9	63
	MONARCH AIRLINES	S	30	0	0	80	3	10	7	0	0	13	44	30	32
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	3	53	25	19
	THOMSON AIRWAYS LTD	C	40	0	0	80	18	3	0	0	0	6	74	11	46
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>145</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>69</b>	<b>16</b>	<b>160</b>
<b>TOTAL EGYPT</b>			<b>211</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>14</b>	<b>267</b>
<b>ESTONIA</b>															
TALLIN	EASYJET AIRLINE COMPANY LTD	S	30	0	0	70	13	17	0	0	0	14	59	24	32
<b>TOTAL TALLIN</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>59</b>	<b>24</b>	<b>32</b>
<b>TOTAL ESTONIA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>59</b>	<b>24</b>	<b>32</b>
<b>FINLAND</b>															
HELSINKI	NORWEGIAN AIR SHUTTLE	S	104	0	0	70	14	11	5	0	0	16	88	8	56
<b>TOTAL HELSINKI</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>85</b>	<b>10</b>	<b>59</b>
KITTILA	MONARCH AIRLINES	C	8	0	0	38	25	13	25	0	0	38	25	36	8
<b>TOTAL KITTILA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>36</b>	<b>8</b>
KUUSAMO	THOMSON AIRWAYS LTD	C	7	0	0	86	0	14	0	0	0	11	100	3	7
<b>TOTAL KUUSAMO</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>100</b>	<b>3</b>	<b>7</b>
<b>TOTAL FINLAND</b>			<b>119</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>80</b>	<b>12</b>	<b>74</b>
<b>FRANCE</b>															
BORDEAUX	BRITISH AIRWAYS PLC	S	72	0	0	85	3	10	3	0	0	10	82	9	112
	EASYJET AIRLINE COMPANY LTD	S	42	0	0	76	14	7	2	0	0	9	77	9	44
<b>TOTAL BORDEAUX</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>9</b>	<b>156</b>
CHAMBERY	FLYBE LTD	C	8	0	0	50	13	25	13	0	0	27	38	46	8
	GERMANIA FLUGGESELLSCHAFT	C	16	0	0	63	13	0	19	0	6	56	0	0	0
	THOMSON AIRWAYS LTD	C	32	0	0	25	16	19	41	0	0	55	47	26	32
	TITAN AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	4	40	27	20
<b>TOTAL CHAMBERY</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>14</b>	<b>12</b>	<b>26</b>	<b>0</b>	<b>2</b>	<b>44</b>	<b>47</b>	<b>27</b>	<b>68</b>
<b>GRENOBLE</b>															
	BRITISH AIRWAYS PLC	C	8	0	0	75	25	0	0	0	0	6	88	4	8
	EASYJET AIRLINE COMPANY LTD	S	49	0	0	88	2	4	6	0	0	11	68	17	50
	MONARCH AIRLINES	C	76	0	0	47	13	18	13	5	3	51	42	59	62
	MONARCH AIRLINES	S	17	0	1	65	18	12	6	0	0	15	60	12	20
	THOMAS COOK AIRLINES LTD	C	14	2	0	79	7	7	7	0	0	12	69	13	16
	THOMSON AIRWAYS LTD	C	16	0	0	63	0	19	19	0	0	28	81	8	16
<b>TOTAL GRENOBLE</b>			<b>180</b>	<b>2</b>	<b>1</b>	<b>65</b>	<b>9</b>	<b>12</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>30</b>	<b>58</b>	<b>30</b>	<b>196</b>
<b>LYON</b>															
	AER LINGUS	S	8	0	0	50	0	25	0	0	25	181	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	107	0	0	82	9	4	4	1	0	11	86	7	98
	ENTER AIR	C	3	0	0	67	0	0	33	0	0	26	0	0	0
	MONARCH AIRLINES	C	30	0	0	43	17	27	13	0	0	32	0	0	0
	TITAN AIRWAYS LTD	C	2	0	0	0	100	0	0	0	0	18	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2014

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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 LYON</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>11</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>85</b>	<b>7</b>	<b>106</b>
MARSEILLE	EASYJET AIRLINE COMPANY LTD	S	60	0	0	90	8	2	0	0	0	5	76	13	50
<b>TOTAL MARSEILLE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>76</b>	<b>13</b>	<b>50</b>
MONTPELLIER	EASYJET AIRLINE COMPANY LTD	S	44	0	0	80	11	5	5	0	0	10	84	7	44
<b>TOTAL MONTPELLIER</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>7</b>	<b>44</b>
NANTES	EASYJET AIRLINE COMPANY LTD	S	32	0	0	97	3	0	0	0	0	2	0	0	0
<b>TOTAL NANTES</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
NICE	BRITISH AIRWAYS PLC	S	112	0	0	86	5	4	4	0	0	8	73	11	112
	EASYJET AIRLINE COMPANY LTD	S	138	0	0	78	12	7	2	0	1	15	76	16	98
	NORWEGIAN AIR SHUTTLE	S	16	0	0	88	0	6	6	0	0	9	0	0	0
<b>TOTAL NICE</b>			<b>266</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>74</b>	<b>13</b>	<b>210</b>
TOULOUSE (BLAGNAC)	EASYJET AIRLINE COMPANY LTD	S	126	0	0	86	8	2	5	0	0	8	74	15	134
	THOMSON AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	8	63	38	8
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>16</b>	<b>142</b>
<b>TOTAL FRANCE</b>			<b>1046</b>	<b>2</b>	<b>1</b>	<b>76</b>	<b>9</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>72</b>	<b>16</b>	<b>972</b>
<b>GAMBIA</b>															
BANJUL	GAMBIA BIRD	S	8	0	0	88	13	0	0	0	0	4	94	2	16
	MONARCH AIRLINES	C	15	0	0	53	33	7	7	0	0	19	75	13	16
	THOMAS COOK AIRLINES LTD	C	24	0	0	58	17	13	13	0	0	23	71	11	24
<b>TOTAL BANJUL</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>21</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>79</b>	<b>9</b>	<b>56</b>
<b>TOTAL GAMBIA</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>21</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>79</b>	<b>9</b>	<b>56</b>
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	184	0	1	87	5	4	3	1	0	9	79	11	199
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>185</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>11</b>	<b>199</b>
BERLIN (TEGEL)	TITAN AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	11	0	0	0
<b>TOTAL BERLIN (TEGEL)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
COLOGNE BONN	EASYJET AIRLINE COMPANY LTD	S	72	0	1	83	11	6	0	0	0	6	70	13	67
<b>TOTAL COLOGNE BONN</b>			<b>72</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>70</b>	<b>13</b>	<b>67</b>
DUSSELDORF	EASYJET AIRLINE COMPANY LTD	S	72	0	0	89	6	3	3	0	0	7	73	14	78
<b>TOTAL DUSSELDORF</b>			<b>72</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>14</b>	<b>78</b>
ERFURT	GERMANIA FLUGGESELLSCHAFT	S	16	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL ERFURT</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>0</b>	<b>0</b>	<b>0</b>
FRIEDRICHSHAFEN	AER LINGUS	S	8	0	0	75	0	0	0	25	0	72	0	0	0
	MONARCH AIRLINES	S	12	0	0	83	8	8	0	0	0	9	75	10	24
	MONARCH AIRLINES	C	8	0	0	75	25	0	0	0	0	10	38	14	8
<b>TOTAL FRIEDRICHSHAFEN</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>27</b>	<b>58</b>	<b>15</b>	<b>48</b>
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	87	0	1	80	6	8	6	0	0	13	77	12	87
<b>TOTAL HAMBURG</b>			<b>87</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>6</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>12</b>	<b>87</b>
MUNICH	EASYJET AIRLINE COMPANY LTD	S	95	0	1	91	7	1	1	0	0	5	64	18	100

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
MUNICH	LUFTHANSA	C	2	0	0	50	50	0	0	0	0	14	0	0	0
<b>TOTAL MUNICH</b>			<b>97</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>64</b>	<b>18</b>	<b>100</b>
<b>TOTAL GERMANY</b>			<b>559</b>	<b>2</b>	<b>4</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>13</b>	<b>579</b>
GIBRALTAR															
GIBRALTAR	EASYJET AIRLINE COMPANY LTD	S	54	0	0	89	7	2	0	2	0	9	84	15	51
<b>TOTAL GIBRALTAR</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>15</b>	<b>51</b>
<b>TOTAL GIBRALTAR</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>15</b>	<b>51</b>
GREECE															
ATHENS	AEGEAN AIRLINES	S	28	0	0	86	11	0	0	0	4	23	86	6	56
	EASYJET AIRLINE COMPANY LTD	S	56	0	0	77	13	7	4	0	0	10	89	5	56
<b>TOTAL ATHENS</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>88</b>	<b>5</b>	<b>112</b>
SALONIKA	EASYJET AIRLINE COMPANY LTD	S	32	0	0	94	3	0	3	0	0	7	88	9	32
<b>TOTAL SALONIKA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>9</b>	<b>32</b>
<b>TOTAL GREECE</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>88</b>	<b>6</b>	<b>144</b>
GRENADA															
GRENADA	BRITISH AIRWAYS PLC	S	16	0	0	94	0	6	0	0	0	5	69	10	16
	VIRGIN ATLANTIC AIRWAYS LTD	S	16	0	0	88	6	6	0	0	0	6	63	22	16
<b>TOTAL GRENADA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>66</b>	<b>16</b>	<b>32</b>
<b>TOTAL GRENADA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>66</b>	<b>16</b>	<b>32</b>
HUNGARY															
BUDAPEST	EASYJET AIRLINE COMPANY LTD	S	50	0	0	94	2	2	2	0	0	5	76	15	51
<b>TOTAL BUDAPEST</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>76</b>	<b>15</b>	<b>51</b>
<b>TOTAL HUNGARY</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>76</b>	<b>15</b>	<b>51</b>
ICELAND															
KEFLAVIK	ICELANDAIR	S	46	0	0	100	0	0	0	0	0	2	94	3	17
	WOW AIR	S	104	0	0	89	7	3	1	0	0	6	0	0	0
<b>TOTAL KEFLAVIK</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>8</b>	<b>79</b>
<b>TOTAL ICELAND</b>			<b>151</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>8</b>	<b>79</b>
INDIA															
GOA	MONARCH AIRLINES	C	8	0	0	63	13	25	0	0	0	15	38	18	8
	THOMAS COOK AIRLINES LTD	S	8	0	0	88	0	0	13	0	0	18	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	25	25	13	38	0	0	40	75	14	8
<b>TOTAL GOA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>13</b>	<b>13</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>58</b>	<b>21</b>	<b>24</b>
<b>TOTAL INDIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>13</b>	<b>13</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>58</b>	<b>21</b>	<b>24</b>
IRAQ															
BAGHDAD (GECA)	IRAQI AIRWAYS	S	8	0	0	88	13	0	0	0	0	5	0	0	0
<b>TOTAL BAGHDAD (GECA)</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>0</b>	<b>0</b>	<b>0</b>
SULAYMANIYAH INT	IRAQI AIRWAYS	S	8	0	0	100	0	0	0	0	0	0	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2014

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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 SULAYMANIYAH INT			8	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL IRAQ			16	0	0	94	6	0	0	0	3	0	0	0	
IRISH REPUBLIC															
CORK	RYANAIR	S	52	0	4	83	10	0	6	2	0	15	93	10	56
TOTAL CORK			52	0	4	83	10	0	6	2	0	15	93	10	56
DUBLIN	AER LINGUS	S	334	0	2	81	9	3	6	0	0	13	84	8	324
	RYANAIR	S	246	0	2	82	11	5	2	0	0	9	93	5	248
TOTAL DUBLIN			580	0	4	82	10	4	4	0	0	11	88	7	573
IRELAND WEST(KNOCK)	AER LINGUS	S	56	0	0	75	9	4	11	2	0	20	79	11	52
TOTAL IRELAND WEST(KNOCK)			56	0	0	75	9	4	11	2	0	20	79	11	52
SHANNON	RYANAIR	S	40	0	0	73	10	13	5	0	0	13	80	9	56
TOTAL SHANNON			40	0	0	73	10	13	5	0	0	13	80	9	56
TOTAL IRISH REPUBLIC			728	0	8	81	10	4	5	0	0	12	87	8	747
ITALY															
BARI (PALESE)	EASYJET AIRLINE COMPANY LTD	S	16	0	0	63	13	13	13	0	0	31	83	5	12
TOTAL BARI (PALESE)			16	0	0	63	13	13	13	0	0	31	83	5	12
BOLOGNA	EASYJET AIRLINE COMPANY LTD	S	32	0	0	81	16	3	0	0	0	7	64	18	50
TOTAL BOLOGNA			32	0	0	81	16	3	0	0	0	7	64	18	50
CAGLIARI (ELMAS)	RYANAIR	S	24	0	0	92	4	4	0	0	0	5	0	0	0
TOTAL CAGLIARI (ELMAS)			24	0	0	92	4	4	0	0	0	5	0	0	0
CATANIA (FONTANAROSSA)	EASYJET AIRLINE COMPANY LTD	S	22	0	0	59	32	0	9	0	0	15	88	7	16
TOTAL CATANIA (FONTANAROSSA)			22	0	0	59	32	0	9	0	0	15	88	7	16
GENOA	BRITISH AIRWAYS PLC	S	40	0	0	68	15	18	0	0	0	13	75	11	56
TOTAL GENOA			40	0	0	68	15	18	0	0	0	13	75	11	56
MILAN (LINATE)	EASYJET AIRLINE COMPANY LTD	S	56	0	0	84	0	11	5	0	0	14	75	12	106
TOTAL MILAN (LINATE)			56	0	0	84	0	11	5	0	0	14	75	12	106
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	212	0	0	81	8	8	2	0	0	9	73	18	226
TOTAL MILAN (MALPENSA)			212	0	0	81	8	8	2	0	0	9	73	18	226
NAPLES	BRITISH AIRWAYS PLC	S	78	0	0	64	22	5	9	0	0	17	72	12	88
	EASYJET AIRLINE COMPANY LTD	S	44	0	0	73	16	7	0	5	0	22	60	16	50
TOTAL NAPLES			122	0	0	67	20	6	6	2	0	19	67	13	138
OLBIA	EASYJET AIRLINE COMPANY LTD	S	10	0	0	70	10	10	10	0	0	15	0	0	0
TOTAL OLBIA			10	0	0	70	10	10	10	0	0	15	0	0	0
PALERMO	EASYJET AIRLINE COMPANY LTD	S	22	0	0	86	5	0	9	0	0	11	85	18	20
TOTAL PALERMO			22	0	0	86	5	0	9	0	0	11	85	18	20
PISA	EASYJET AIRLINE COMPANY LTD	S	66	0	0	85	2	6	6	2	0	14	86	8	64
TOTAL PISA			66	0	0	85	2	6	6	2	0	14	86	8	64
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	54	0	0	56	24	9	11	0	0	27	54	16	56

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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)										
ROME (FIUMICINO)	EASYJET AIRLINE COMPANY LTD	S	184	0	0	93	5	2	0	0	0	3	81	10	192
	NORWEGIAN AIR SHUTTLE	S	30	0	2	67	20	10	3	0	0	12	0	0	0
<b>TOTAL ROME (FIUMICINO)</b>			<b>269</b>	<b>1</b>	<b>2</b>	<b>82</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>12</b>	<b>248</b>
TURIN	AER LINGUS	S	8	0	0	38	25	13	0	25	0	94	0	0	0
	BRITISH AIRWAYS PLC	S	80	0	0	78	13	8	3	0	0	10	68	14	79
	EASYJET AIRLINE COMPANY LTD	S	29	1	0	52	21	10	17	0	0	28	44	28	16
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	0	0	10	0	0	13	78	8	9
	THOMSON AIRWAYS LTD	C	16	0	0	88	0	0	0	6	6	43	75	14	16
	TITAN AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL TURIN</b>			<b>147</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>22</b>	<b>69</b>	<b>15</b>	<b>128</b>
VENICE	BRITISH AIRWAYS PLC	S	168	0	0	72	17	6	4	1	0	16	70	26	164
	EASYJET AIRLINE COMPANY LTD	S	100	0	1	80	12	7	1	0	0	8	69	24	103
<b>TOTAL VENICE</b>			<b>268</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>15</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>25</b>	<b>283</b>
VERONA VILLAFRANCA	BRITISH AIRWAYS PLC	S	56	0	0	77	11	9	4	0	0	14	71	15	58
	EASYJET AIRLINE COMPANY LTD	S	40	0	0	88	10	3	0	0	0	5	67	17	48
	MONARCH AIRLINES	C	4	0	0	50	25	25	0	0	0	18	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	3	75	6	8
<b>TOTAL VERONA VILLAFRANCA</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>68</b>	<b>17</b>	<b>116</b>
<b>TOTAL ITALY</b>			<b>1414</b>	<b>2</b>	<b>3</b>	<b>77</b>	<b>12</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>16</b>	<b>1463</b>
<b>JAMAICA</b>															
KINGSTON	BRITISH AIRWAYS PLC	S	24	0	0	54	17	21	8	0	0	22	54	15	24
<b>TOTAL KINGSTON</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>17</b>	<b>21</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>54</b>	<b>15</b>	<b>24</b>
MONTEGO BAY	THOMSON AIRWAYS LTD	C	16	0	0	69	19	0	13	0	0	22	81	9	16
	VIRGIN ATLANTIC AIRWAYS LTD	S	22	0	0	68	23	9	0	0	0	11	67	26	24
<b>TOTAL MONTEGO BAY</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>21</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>19</b>	<b>40</b>
<b>TOTAL JAMAICA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>66</b>	<b>18</b>	<b>64</b>
<b>JORDAN</b>															
AMMAN	EASYJET AIRLINE COMPANY LTD	S	18	0	0	67	22	11	0	0	0	15	60	21	20
<b>TOTAL AMMAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>60</b>	<b>21</b>	<b>20</b>
<b>TOTAL JORDAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>60</b>	<b>21</b>	<b>20</b>
<b>KENYA</b>															
MOMBASA	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	3	88	8	8
<b>TOTAL MOMBASA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>8</b>	<b>8</b>
<b>TOTAL KENYA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>8</b>	<b>8</b>
<b>KOSOVO</b>															
PRISTINA	GERMANIA FLUGGESELLSCHAFT	S	8	0	0	50	0	0	38	0	13	101	0	0	0
<b>TOTAL PRISTINA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>13</b>	<b>101</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL KOSOVO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>13</b>	<b>101</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>LATVIA</b>															
RIGA	AIR BALTIC	S	66	0	0	76	14	11	0	0	0	12	86	6	64

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			Actual (7)	Plan (8)											
TOTAL RIGA			66	0	0	76	14	11	0	0	0	12	86	6	64
TOTAL LATVIA			66	0	0	76	14	11	0	0	0	12	86	6	64
LIBYA															
TRIPOLI	AFRIQYAH AIRWAYS	S	32	0	0	59	19	13	6	3	0	23	58	18	24
TOTAL TRIPOLI			32	0	0	59	19	13	6	3	0	23	58	18	24
TOTAL LIBYA			32	0	0	59	19	13	6	3	0	23	58	18	24
LUXEMBOURG															
LUXEMBOURG	EASYJET AIRLINE COMPANY LTD	S	32	0	0	88	3	9	0	0	0	7	94	4	32
TOTAL LUXEMBOURG			32	0	0	88	3	9	0	0	0	7	94	4	32
TOTAL LUXEMBOURG			32	0	0	88	3	9	0	0	0	7	94	4	32
MALDIVE ISLANDS															
MALE INTERNATIONAL	THOMSON AIRWAYS LTD	C	8	0	0	38	25	25	13	0	0	31	50	22	8
TOTAL MALE INTERNATIONAL			8	0	0	38	25	25	13	0	0	31	59	14	32
TOTAL MALDIVE ISLANDS			8	0	0	38	25	25	13	0	0	31	59	14	32
MALTA															
MALTA	AIR MALTA	S	56	2	0	91	5	2	2	0	0	4	96	3	56
	EASYJET AIRLINE COMPANY LTD	S	70	0	0	90	3	6	1	0	0	7	90	7	60
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	100	3	8
TOTAL MALTA			134	2	0	91	4	4	1	0	0	5	94	5	124
TOTAL MALTA			134	2	0	91	4	4	1	0	0	5	94	5	124
MAURITIUS															
MAURITIUS	BRITISH AIRWAYS PLC	S	24	0	0	88	4	8	0	0	0	6	92	11	24
TOTAL MAURITIUS			24	0	0	88	4	8	0	0	0	6	92	11	24
TOTAL MAURITIUS			24	0	0	88	4	8	0	0	0	6	92	11	24
MEXICO															
CANCUN	BRITISH AIRWAYS PLC	S	24	0	0	79	4	8	8	0	0	19	63	15	24
	THOMAS COOK AIRLINES LTD	S	16	0	1	63	0	0	25	0	13	74	0	0	0
	THOMSON AIRWAYS LTD	C	31	0	0	55	13	6	23	3	0	34	33	29	24
	VIRGIN ATLANTIC AIRWAYS LTD	S	16	0	0	88	6	0	0	6	0	16	75	11	16
TOTAL CANCUN			87	0	1	69	7	5	15	2	2	34	60	17	80
TOTAL MEXICO			87	0	1	69	7	5	15	2	2	34	60	17	80
MOROCCO															
AGADIR (AL MASSIRA)	EASYJET AIRLINE COMPANY LTD	S	24	0	0	83	0	8	8	0	0	18	94	14	16
	THOMSON AIRWAYS LTD	S	16	0	0	100	0	0	0	0	0	2	75	10	16
TOTAL AGADIR (AL MASSIRA)			40	0	0	90	0	5	5	0	0	11	84	12	32
CASABLANCA MOHAMED V	AIR ARABIA MAROC	S	16	0	0	56	19	6	13	0	6	82	89	4	18
	ROYAL AIR MAROC	S	4	0	0	75	25	0	0	0	0	7	0	0	0
TOTAL CASABLANCA MOHAMED V			20	0	0	60	20	5	10	0	5	67	89	4	18



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				Actual (7)	Plan (8)										
MARRAKESH	BRITISH AIRWAYS PLC	S	78	0	0	64	17	13	6	0	0	16	68	14	56
	EASYJET AIRLINE COMPANY LTD	S	109	0	0	93	3	4	1	0	5	82	11	104	
	ROYAL AIR MAROC	S	36	0	0	72	19	3	6	0	13	0	0	0	
	THOMSON AIRWAYS LTD	S	16	0	0	94	6	0	0	0	2	75	11	16	
<b>TOTAL MARRAKESH</b>			<b>239</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>12</b>	<b>176</b>	
TANGIERS (IBN BATUTA)	AIR ARABIA MAROC	S	16	0	0	81	19	0	0	0	5	94	2	16	
<b>TOTAL TANGIERS (IBN BATUTA)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>94</b>	<b>2</b>	<b>16</b>	
<b>TOTAL MOROCCO</b>			<b>315</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>10</b>	<b>242</b>	
<b>NETHERLANDS</b>															
AMSTERDAM	BRITISH AIRWAYS PLC	S	175	0	1	78	12	7	3	0	12	86	8	196	
	EASYJET AIRLINE COMPANY LTD	S	244	0	1	80	15	4	2	0	9	69	15	232	
<b>TOTAL AMSTERDAM</b>			<b>419</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>12</b>	<b>428</b>	
<b>TOTAL NETHERLANDS</b>			<b>419</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>12</b>	<b>428</b>	
<b>NORWAY</b>															
ALESUND	NORWEGIAN AIR SHUTTLE	S	16	0	0	88	0	6	6	0	9	100	1	16	
<b>TOTAL ALESUND</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>9</b>	<b>100</b>	<b>1</b>	<b>16</b>	
BERGEN	EASYJET AIRLINE COMPANY LTD	S	46	0	0	80	7	9	0	2	22	0	0	0	
	GERMANIA FLUGGESELLSCHAFT	C	5	0	0	80	0	0	20	0	19	0	0	0	
	NORWEGIAN AIR SHUTTLE	S	89	0	0	87	8	6	0	0	6	80	7	88	
<b>TOTAL BERGEN</b>			<b>141</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>12</b>	<b>80</b>	<b>7</b>	<b>88</b>	
EVENES	MONARCH AIRLINES	C	7	0	0	71	29	0	0	0	9	75	21	8	
<b>TOTAL EVENES</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>9</b>	<b>75</b>	<b>21</b>	<b>8</b>	
FAGERNES/LEIRIN	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	7	0	0	0	
<b>TOTAL FAGERNES/LEIRIN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	200	0	0	79	12	5	4	1	12	80	10	152	
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>200</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>12</b>	<b>80</b>	<b>10</b>	<b>152</b>	
SANDEFJORD(TORP)	NORWEGIAN AIR SHUTTLE	S	32	0	0	53	34	13	0	0	15	56	23	32	
<b>TOTAL SANDEFJORD(TORP)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>34</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>56</b>	<b>23</b>	<b>32</b>	
STAVANGER	NORWEGIAN AIR SHUTTLE	S	48	0	0	94	4	2	0	0	3	85	6	40	
<b>TOTAL STAVANGER</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>6</b>	<b>40</b>	
TROMSOE	GERMANIA FLUGGESELLSCHAFT	C	12	0	0	83	17	0	0	0	5	0	0	0	
	NORWEGIAN AIR SHUTTLE	S	16	0	0	75	13	0	13	0	26	0	0	0	
<b>TOTAL TROMSOE</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>17</b>	<b>77</b>	<b>8</b>	<b>13</b>	
TRONDHEIM (VAERNES)	NORWEGIAN AIR SHUTTLE	S	32	0	0	75	13	9	3	0	11	83	7	24	
<b>TOTAL TRONDHEIM (VAERNES)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>7</b>	<b>24</b>	
<b>TOTAL NORWAY</b>			<b>512</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>11</b>	<b>79</b>	<b>10</b>	<b>373</b>	
<b>POLAND</b>															
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	52	0	0	88	6	4	2	0	7	80	13	56	
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2014

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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 KRAKOW			54	0	0	89	6	4	2	0	0	7	80	13	56
TOTAL POLAND			54	0	0	89	6	4	2	0	0	7	80	13	56
PORTUGAL(EXCLUDING MADEIRA)															
FARO	BRITISH AIRWAYS PLC	S	38	0	0	50	26	13	11	0	0	22	53	26	40
	EASYJET AIRLINE COMPANY LTD	S	100	0	0	95	2	2	1	0	0	4	93	6	88
	MONARCH AIRLINES	S	16	0	0	81	13	6	0	0	0	8	31	22	16
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	NORWEGIAN AIR SHUTTLE	S	8	0	0	88	13	0	0	0	0	4	0	0	0
TOTAL FARO			164	0	0	83	9	5	3	0	0	8	75	13	144
LISBON	AIR PORTUGAL	S	88	0	0	77	14	6	3	0	0	10	72	12	64
	EASYJET AIRLINE COMPANY LTD	S	88	0	0	75	11	7	3	3	0	18	79	12	56
TOTAL LISBON			176	0	0	76	13	6	3	2	0	14	75	12	120
OPORTO (PORTUGAL)	AIR PORTUGAL	S	106	0	0	81	7	7	6	0	0	11	84	7	112
	EASYJET AIRLINE COMPANY LTD	S	30	0	1	73	10	7	10	0	0	17	81	11	32
TOTAL OPORTO (PORTUGAL)			136	0	1	79	7	7	7	0	0	13	83	8	144
TOTAL PORTUGAL(EXCLUDING MADEIRA)			476	0	1	79	10	6	4	1	0	12	78	11	408
PORTUGAL(MADEIRA)															
FUNCHAL	EASYJET AIRLINE COMPANY LTD	S	47	0	1	87	4	4	4	0	0	8	83	12	47
	MONARCH AIRLINES	S	24	0	0	79	8	4	4	4	0	19	64	10	22
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	5	75	18	8
TOTAL FUNCHAL			79	0	1	85	6	4	4	1	0	11	77	12	77
TOTAL PORTUGAL(MADEIRA)			79	0	1	85	6	4	4	1	0	11	77	12	77
ROMANIA															
BUCHAREST (OTOPENI)	EASYJET AIRLINE COMPANY LTD	S	32	0	0	91	6	0	3	0	0	8	0	0	0
TOTAL BUCHAREST (OTOPENI)			32	0	0	91	6	0	3	0	0	8	0	0	0
TOTAL ROMANIA			32	0	0	91	6	0	3	0	0	8	0	0	0
RUSSIA															
MOSCOW (DOMODEDOVO)	EASYJET AIRLINE COMPANY LTD	S	112	0	0	85	6	8	1	0	0	7	0	0	0
TOTAL MOSCOW (DOMODEDOVO)			112	0	0	85	6	8	1	0	0	7	0	0	0
TOTAL RUSSIA			112	0	0	85	6	8	1	0	0	7	0	0	0
SAINT KITTS AND NEVIS															
ST KITTS	BRITISH AIRWAYS PLC	S	16	0	0	63	0	13	19	6	0	37	81	11	16
TOTAL ST KITTS			16	0	0	63	0	13	19	6	0	37	81	11	16
TOTAL SAINT KITTS AND NEVIS			16	0	0	63	0	13	19	6	0	37	81	11	16
SIERRA LEONE															
FREETOWN	GAMBIA BIRD	S	23	0	1	83	9	4	0	4	0	19	0	0	0
TOTAL FREETOWN			23	0	1	83	9	4	0	4	0	19	0	0	0
TOTAL SIERRA LEONE			23	0	1	83	9	4	0	4	0	19	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2014

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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>SPAIN</b>															
<b>ALICANTE</b>	BRITISH AIRWAYS PLC	S	56	0	0	68	21	7	4	0	0	13	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	105	0	1	90	5	1	3	0	1	10	78	12	98
	MONARCH AIRLINES	S	46	0	0	85	7	4	4	0	0	10	41	31	46
	NORWEGIAN AIR SHUTTLE	S	24	0	0	79	21	0	0	0	0	6	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	88	7	8
<b>TOTAL ALICANTE</b>			<b>239</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>67</b>	<b>17</b>	<b>152</b>
<b>ALMERIA</b>	EASYJET AIRLINE COMPANY LTD	S	24	0	0	92	8	0	0	0	0	2	92	7	24
<b>TOTAL ALMERIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>7</b>	<b>24</b>
<b>BARCELONA</b>															
	BRITISH AIRWAYS PLC	S	112	0	0	80	11	4	5	0	0	9	51	22	35
	EASYJET AIRLINE COMPANY LTD	S	308	0	0	86	8	4	1	0	0	7	82	9	292
	MONARCH AIRLINES	S	48	0	0	90	6	0	4	0	0	5	83	9	46
	NORWEGIAN AIR SHUTTLE	S	24	0	0	83	8	8	0	0	0	8	0	0	0
	VUELING AIRLINES	S	118	0	0	77	19	3	1	0	0	8	0	0	0
<b>TOTAL BARCELONA</b>			<b>610</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>10</b>	<b>373</b>
<b>LIEIDA</b>	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL LIEIDA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MADRID</b>															
	AIR EUROPA	S	114	0	0	89	9	2	0	0	0	5	85	7	112
	EASYJET AIRLINE COMPANY LTD	S	232	0	0	81	10	5	3	1	0	10	83	9	238
<b>TOTAL MADRID</b>			<b>346</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>9</b>	<b>84</b>	<b>8</b>	<b>350</b>
<b>MAHON</b>	MONARCH AIRLINES	S	8	0	0	100	0	0	0	0	0	1	88	6	8
<b>TOTAL MAHON</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>6</b>	<b>8</b>
<b>MALAGA</b>															
	BRITISH AIRWAYS PLC	S	80	0	0	75	18	5	3	0	0	13	64	15	80
	EASYJET AIRLINE COMPANY LTD	S	150	0	0	85	8	5	0	1	0	9	75	15	147
	MONARCH AIRLINES	S	31	0	1	87	3	6	3	0	0	9	31	29	32
	NORWEGIAN AIR SHUTTLE	S	42	0	0	86	7	2	5	0	0	13	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	8	75	11	8
<b>TOTAL MALAGA</b>			<b>311</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>66</b>	<b>17</b>	<b>267</b>
<b>MURCIA SAN JAVIER</b>	EASYJET AIRLINE COMPANY LTD	S	48	0	0	88	6	2	4	0	0	8	82	10	44
<b>TOTAL MURCIA SAN JAVIER</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>10</b>	<b>44</b>
<b>PALMA DE MALLORCA</b>															
	EASYJET AIRLINE COMPANY LTD	S	70	0	0	93	4	0	0	3	0	9	63	13	56
	MONARCH AIRLINES	S	14	0	0	86	14	0	0	0	0	4	29	38	14
	NORWEGIAN AIR SHUTTLE	S	8	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>56</b>	<b>18</b>	<b>70</b>
<b>SANTIAGO DE COMPOSTELA (SPAIN)</b>	EASYJET AIRLINE COMPANY LTD	S	24	0	0	75	13	4	0	0	8	43	0	0	0
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SEVILLE</b>															
	EASYJET AIRLINE COMPANY LTD	S	38	0	0	74	21	5	0	0	0	9	100	2	32
<b>TOTAL SEVILLE</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>21</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>100</b>	<b>2</b>	<b>32</b>
<b>VALENCIA</b>															
	EASYJET AIRLINE COMPANY LTD	S	72	0	0	93	1	4	1	0	0	6	76	14	72
<b>TOTAL VALENCIA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>14</b>	<b>72</b>
<b>TOTAL SPAIN</b>			<b>1820</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>12</b>	<b>1392</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	BRITISH AIRWAYS PLC	S	16	0	0	63	6	25	6	0	0	20	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	48	0	0	85	2	6	6	0	0	10	75	13	44
	MONARCH AIRLINES	S	24	0	0	75	13	4	8	0	0	14	48	19	27
	NORWEGIAN AIR SHUTTLE	S	16	0	0	100	0	0	0	0	0	0	0	0	0
	THOMAS COOK AIRLINES LTD	S	20	0	0	85	5	5	5	0	0	9	0	0	0
	THOMSON AIRWAYS LTD	C	32	0	0	72	9	13	0	6	0	27	67	21	24
<b>TOTAL ARRECIFE</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>6</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>16</b>	109
FUERTEVENTURA	EASYJET AIRLINE COMPANY LTD	S	40	0	0	70	20	8	3	0	0	13	69	11	16
	NORWEGIAN AIR SHUTTLE	S	16	0	0	81	13	6	0	0	0	6	0	0	0
	THOMAS COOK AIRLINES LTD	S	24	0	0	88	4	8	0	0	0	6	0	0	0
	THOMSON AIRWAYS LTD	C	21	0	0	62	24	5	10	0	0	16	88	6	16
<b>TOTAL FUERTEVENTURA</b>			<b>101</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>9</b>	50
LAS PALMAS	EASYJET AIRLINE COMPANY LTD	S	48	0	0	83	4	2	6	4	0	21	84	9	32
	NORWEGIAN AIR SHUTTLE	S	33	0	0	76	15	6	3	0	0	8	0	0	0
	THOMAS COOK AIRLINES LTD	S	16	0	0	81	19	0	0	0	0	7	0	0	0
	THOMSON AIRWAYS LTD	C	28	0	0	68	25	4	4	0	0	11	71	23	24
<b>TOTAL LAS PALMAS</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>16</b>	70
SANTA CRUZ DE LA PALMA	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	6	100	4	9
<b>TOTAL SANTA CRUZ DE LA PALMA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>4</b>	9
TENERIFE (SURREINA SOFIA)	BRITISH AIRWAYS PLC	S	40	0	0	55	28	10	8	0	0	21	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	112	0	0	85	9	4	2	0	0	7	85	7	92
	JET2.COM LTD	C	6	0	0	100	0	0	0	0	0	4	33	47	12
	MONARCH AIRLINES	C	6	0	0	50	0	17	17	17	0	62	0	0	0
	MONARCH AIRLINES	S	56	0	0	77	9	11	4	0	0	11	32	43	50
	NORWEGIAN AIR SHUTTLE	S	56	0	0	86	13	2	0	0	0	6	0	0	0
	THOMAS COOK AIRLINES LTD	S	24	0	0	92	4	4	0	0	0	4	0	0	0
	THOMSON AIRWAYS LTD	C	53	0	0	68	19	8	2	4	0	23	56	23	54
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>354</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>61</b>	<b>22</b>	224
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>744</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>18</b>	462
<b>SRI LANKA</b>															
COLOMBO	BRITISH AIRWAYS PLC	S	24	0	0	46	25	25	4	0	0	21	0	0	0
<b>TOTAL COLOMBO</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>25</b>	<b>25</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL SRI LANKA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>25</b>	<b>25</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	0
<b>ST LUCIA</b>															
ST LUCIA (HEWANORRA)	VIRGIN ATLANTIC AIRWAYS LTD	S	8	0	0	88	13	0	0	0	0	3	71	16	24
<b>TOTAL ST LUCIA (HEWANORRA)</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>71</b>	<b>16</b>	24
<b>TOTAL ST LUCIA</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>71</b>	<b>16</b>	24
<b>SWEDEN</b>															
GOTEBORG	NORWEGIAN AIR SHUTTLE	S	32	0	0	81	16	3	0	0	0	5	100	1	32
<b>TOTAL GOTEBORG</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>1</b>	34
KIRUNA	ENTER AIR	C	14	0	0	79	7	7	7	0	0	12	75	10	12

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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 KIRUNA			14	0	0	79	7	7	7	0	0	12	75	10	12
MALMO	IRAQI AIRWAYS	S	8	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL MALMO			8	0	0	100	0	0	0	0	0	0	0	0	0
STOCKHOLM (ARLANDA)	NORWEGIAN AIR SHUTTLE	S	239	0	1	87	7	3	3	0	0	7	92	6	152
TOTAL STOCKHOLM (ARLANDA)			239	0	1	87	7	3	3	0	0	7	91	6	163
TOTAL SWEDEN			293	0	1	86	8	3	3	0	0	7	91	5	209
SWITZERLAND															
BASLE MULHOUSE	EASYJET AIRLINE COMPANY LTD	S	84	0	0	83	7	5	5	0	0	9	83	12	80
	EASYJET SWITZERLAND	S	44	0	0	84	7	7	2	0	0	9	76	12	46
TOTAL BASLE MULHOUSE			128	0	0	84	7	5	4	0	0	9	80	12	126
GENEVA															
	AER LINGUS	C	8	0	0	63	13	0	0	25	0	88	25	49	8
	BRITISH AIRWAYS PLC	S	160	0	0	83	8	4	5	0	0	11	63	16	148
	EASYJET AIRLINE COMPANY LTD	S	231	0	1	81	8	8	3	0	0	10	65	22	223
	EASYJET SWITZERLAND	S	182	0	0	84	7	5	4	0	0	10	54	31	184
	JET2.COM LTD	C	2	0	0	50	0	50	0	0	0	22	0	45	2
	MONARCH AIRLINES	C	55	0	0	78	7	11	4	0	0	10	36	45	44
	SWISS AIRLINES	S	36	1	0	81	11	6	3	0	0	11	0	0	0
	THOMAS COOK AIRLINES LTD	S	8	0	0	50	38	0	13	0	0	23	75	13	8
	THOMSON AIRWAYS LTD	C	24	0	0	54	17	21	8	0	0	24	53	18	30
TOTAL GENEVA			706	1	1	80	9	7	4	0	0	12	58	25	655
ZURICH	EASYJET AIRLINE COMPANY LTD	S	96	0	0	90	6	4	0	0	0	5	71	11	94
TOTAL ZURICH			96	0	0	90	6	4	0	0	0	5	71	11	94
TOTAL SWITZERLAND			930	1	1	82	8	6	3	0	0	11	63	22	875
THAILAND															
PHUKET	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	9	0	0	0
TOTAL PHUKET			8	0	0	88	13	0	0	0	0	9	0	0	0
TOTAL THAILAND			8	0	0	88	13	0	0	0	0	9	0	0	0
TRINIDAD AND TOBAGO															
PORT OF SPAIN	BRITISH AIRWAYS PLC	S	40	0	0	73	10	10	8	0	0	18	68	12	40
	CARIBBEAN AIRLINES	S	24	0	0	71	13	8	4	0	4	65	42	28	24
TOTAL PORT OF SPAIN			64	0	0	72	11	9	6	0	2	36	58	18	64
TOBAGO	BRITISH AIRWAYS PLC	S	8	0	0	50	25	13	13	0	0	31	75	15	8
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	2	88	4	8
	VIRGIN ATLANTIC AIRWAYS LTD	S	16	0	0	75	0	19	6	0	0	13	0	0	0
TOTAL TOBAGO			32	0	0	75	6	13	6	0	0	15	81	9	16
TOTAL TRINIDAD AND TOBAGO			96	0	0	73	9	10	6	0	1	29	63	16	80
TUNISIA															
ENFIDHA - HAMMAMET INTL	THOMAS COOK AIRLINES LTD	C	16	0	0	88	13	0	0	0	0	3	81	12	16
	THOMSON AIRWAYS LTD	C	16	0	0	81	19	0	0	0	0	5	88	9	16
TOTAL ENFIDHA - HAMMAMET INTL			32	0	0	84	16	0	0	0	0	4	84	10	32

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2014

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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			32	0	0	84	16	0	0	0	0	4	84	9	70
TURKEY															
ANTALYA	FREEBIRD AIRLINES	C	16	0	0	63	31	6	0	0	0	13	88	10	8
	THOMAS COOK AIRLINES LTD	C	16	0	0	75	19	6	0	0	0	9	78	10	18
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	50	23	8
TOTAL ANTALYA			40	0	0	75	20	5	0	0	0	9	74	13	34
DALAMAN	THOMAS COOK AIRLINES LTD	C	6	0	0	33	17	50	0	0	0	22	0	0	0
TOTAL DALAMAN			6	0	0	33	17	50	0	0	0	22	0	0	0
ISTANBUL	THY TURK HAVA YOLLARI TURKIS	S	110	0	0	79	11	5	5	1	0	12	71	10	112
TOTAL ISTANBUL			110	0	0	79	11	5	5	1	0	12	71	10	112
ISTANBUL (SABIHA GOKCEN)	THY TURK HAVA YOLLARI TURKIS	S	56	0	0	75	9	16	0	0	0	11	0	0	0
	TITAN AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	17	0	0	0
TOTAL ISTANBUL (SABIHA GOKCEN)			58	0	0	74	9	17	0	0	0	11	0	0	0
IZMIR (ADNAM MENDERES)	FREEBIRD AIRLINES	C	8	0	0	63	25	13	0	0	0	13	0	0	0
TOTAL IZMIR (ADNAM MENDERES)			8	0	0	63	25	13	0	0	0	13	0	0	0
TOTAL TURKEY			222	0	0	75	13	9	2	0	0	11	72	11	146
UKRAINE															
KIEV (BORISPOL)	UKRAINE INTERNATIONAL AIRLIN	S	56	0	0	36	27	25	13	0	0	32	68	17	56
TOTAL KIEV (BORISPOL)			56	0	0	36	27	25	13	0	0	32	68	17	56
TOTAL UKRAINE			56	0	0	36	27	25	13	0	0	32	67	17	57
UNITED ARAB EMIRATES															
DUBAI	EMIRATES	S	169	0	1	63	10	20	6	1	0	22	48	22	168
TOTAL DUBAI			169	0	1	63	10	20	6	1	0	22	48	22	168
TOTAL UNITED ARAB EMIRATES			169	0	1	63	10	20	6	1	0	22	48	22	168
UNITED KINGDOM															
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	98	0	0	88	10	1	1	0	0	6	67	13	98
TOTAL ABERDEEN			98	0	0	88	10	1	1	0	0	6	67	13	98
BELFAST CITY (GEORGE BEST)	AER LINGUS	S	134	0	1	94	4	1	1	0	0	4	91	5	164
	FLYBE LTD	S	206	0	0	78	11	6	3	2	0	15	92	5	180
TOTAL BELFAST CITY (GEORGE BEST)			340	0	1	84	8	4	2	1	0	10	91	5	344
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	244	0	0	87	7	6	0	0	0	7	83	10	228
TOTAL BELFAST INTERNATIONAL			244	0	0	87	7	6	0	0	0	7	83	10	228
EDINBURGH	BRITISH AIRWAYS PLC	S	207	0	0	80	9	7	4	0	0	10	77	11	215
	EASYJET AIRLINE COMPANY LTD	S	217	0	0	87	8	4	0	1	0	8	80	10	218
TOTAL EDINBURGH			425	1	0	83	9	5	2	0	0	9	78	10	433
GLASGOW	BRITISH AIRWAYS PLC	S	208	0	0	81	11	7	1	0	0	10	79	9	214
	EASYJET AIRLINE COMPANY LTD	S	172	0	0	86	5	7	1	1	0	8	85	7	178
TOTAL GLASGOW			380	0	0	83	8	7	1	1	0	9	82	8	392
GUERNSEY	AURIGNY AIR SERVICES	S	241	0	27	77	5	10	8	1	0	17	74	15	262

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2014

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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)											
GUERNSEY	FLYBE LTD	S	209	0	1	87	5	5	1	2	0	11	83	11	199
<b>TOTAL GUERNSEY</b>			<b>450</b>	<b>0</b>	<b>28</b>	<b>82</b>	<b>5</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>13</b>	<b>461</b>
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	52	0	0	81	2	10	6	2	0	17	71	18	52
	FLYBE LTD	S	112	0	0	88	4	3	4	1	0	10	85	11	112
<b>TOTAL INVERNESS</b>			<b>165</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>3</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>13</b>	<b>164</b>
ISLE OF MAN	EASYJET AIRLINE COMPANY LTD	S	48	0	0	85	4	2	8	0	0	9	90	6	42
	FLYBE LTD	S	184	0	0	89	4	5	1	1	0	8	88	7	188
<b>TOTAL ISLE OF MAN</b>			<b>232</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>7</b>	<b>230</b>
JERSEY	BRITISH AIRWAYS PLC	S	258	0	0	83	11	3	2	1	0	9	78	11	272
	FLYBE LTD	S	212	0	0	92	2	2	3	0	0	5	93	4	204
<b>TOTAL JERSEY</b>			<b>470</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>8</b>	<b>476</b>
MANCHESTER	THOMAS COOK AIRLINES LTD	C	3	3	0	100	0	0	0	0	0	0	0	52	2
<b>TOTAL MANCHESTER</b>			<b>5</b>	<b>6</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>10</b>	<b>183</b>
NEWCASTLE	FLYBE LTD	S	118	0	0	83	6	7	3	2	0	13	88	5	128
<b>TOTAL NEWCASTLE</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>5</b>	<b>129</b>
NEWQUAY	FLYBE LTD	S	222	0	0	86	5	6	2	0	0	7	93	6	130
<b>TOTAL NEWQUAY</b>			<b>222</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>93</b>	<b>6</b>	<b>130</b>
<b>TOTAL UNITED KINGDOM</b>			<b>3150</b>	<b>9</b>	<b>29</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>9</b>	<b>3272</b>
<b>USA</b>															
LAS VEGAS	BRITISH AIRWAYS PLC	S	24	0	0	79	17	4	0	0	0	8	78	14	23
	VIRGIN ATLANTIC AIRWAYS LTD	S	36	0	0	78	19	3	0	0	0	7	78	14	46
<b>TOTAL LAS VEGAS</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>14</b>	<b>69</b>
ORLANDO	BRITISH AIRWAYS PLC	S	56	0	0	73	11	9	7	0	0	13	80	9	56
	VIRGIN ATLANTIC AIRWAYS LTD	S	67	0	0	69	12	10	9	0	0	19	78	17	86
<b>TOTAL ORLANDO</b>			<b>123</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>11</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>79</b>	<b>14</b>	<b>142</b>
TAMPA	BRITISH AIRWAYS PLC	S	46	0	0	80	4	9	7	0	0	13	75	26	44
<b>TOTAL TAMPA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>4</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>26</b>	<b>44</b>
<b>TOTAL USA</b>			<b>229</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>16</b>	<b>303</b>
<b>VIETNAM</b>															
HANOI	VIETNAM AIRLINES	S	16	0	0	63	13	25	0	0	0	14	69	12	16
<b>TOTAL HANOI</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>12</b>	<b>16</b>
HO CHI MINH CITY	VIETNAM AIRLINES	S	16	0	0	56	6	19	19	0	0	28	81	6	16
<b>TOTAL HO CHI MINH CITY</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>6</b>	<b>19</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>81</b>	<b>6</b>	<b>16</b>
<b>TOTAL VIETNAM</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>9</b>	<b>22</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>75</b>	<b>9</b>	<b>32</b>
<b>TOTAL GATWICK</b>			<b>16527</b>	<b>23</b>	<b>61</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>13</b>	<b>15277</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2014

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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	8	0	0	88	13	0	0	0	0	3	100	6	8
TOTAL SALZBURG			8	0	0	88	13	0	0	0	0	3	100	6	8
TOTAL AUSTRIA			8	0	0	88	13	0	0	0	0	3	100	6	8
<b>BARBADOS</b>															
BRIDGETOWN	THOMSON AIRWAYS LTD	C	7	0	0	57	0	29	14	0	0	28	75	11	4
TOTAL BRIDGETOWN			7	0	0	57	0	29	14	0	0	28	75	11	4
TOTAL BARBADOS			7	0	0	57	0	29	14	0	0	28	75	11	4
<b>BULGARIA</b>															
SOFIA	BH AIR	C	8	0	0	88	13	0	0	0	0	4	0	0	0
TOTAL SOFIA			8	0	0	88	13	0	0	0	0	4	0	0	0
TOTAL BULGARIA			8	0	0	88	13	0	0	0	0	4	0	0	0
<b>CANADA</b>															
TORONTO	AIR TRANSAT	S	8	0	0	63	13	0	0	25	0	58	63	10	8
TOTAL TORONTO			8	0	0	63	13	0	0	25	0	58	63	10	8
TOTAL CANADA			8	0	0	63	13	0	0	25	0	58	63	10	8
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	THOMSON AIRWAYS LTD	C	16	0	0	88	6	6	0	0	0	6	94	6	16
TOTAL SHARM EL SHEIKH (OPHIRA)			16	0	0	88	6	6	0	0	0	6	94	6	16
TOTAL EGYPT			16	0	0	88	6	6	0	0	0	6	94	6	16
<b>FRANCE</b>															
CHAMBERY	THOMSON AIRWAYS LTD	C	8	0	0	50	13	13	25	0	0	47	67	144	6
TOTAL CHAMBERY			8	0	0	50	13	13	25	0	0	47	67	144	6
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	44	0	0	98	0	0	2	0	0	3	89	8	44
	FLYBE LTD	S	2	0	0	100	0	0	0	0	0	0	82	11	56
TOTAL PARIS (CHARLES DE GAULLE)			46	0	0	98	0	0	2	0	0	2	85	9	100
TOTAL FRANCE			54	0	0	91	2	2	6	0	0	9	84	17	106
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	36	0	0	89	8	3	0	0	0	4	79	15	39
TOTAL BERLIN (SCHONEFELD)			36	0	0	89	8	3	0	0	0	4	79	15	39
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	48	0	0	90	4	6	0	0	0	4	0	0	0
TOTAL DUSSELDORF			48	0	0	90	4	6	0	0	0	4	0	0	0
TOTAL GERMANY			84	0	0	89	6	5	0	0	0	4	79	15	39
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	28	0	0	86	14	0	0	0	0	7	83	7	24
TOTAL KEFLAVIK			28	0	0	86	14	0	0	0	0	7	83	7	24



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 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 ICELAND			28	0	0	86	14	0	0	0	0	7	83	7	24
IRISH REPUBLIC															
CORK	AER ARANN	S	32	0	0	81	0	19	0	0	0	10	78	18	32
TOTAL CORK			32	0	0	81	0	19	0	0	0	10	78	18	32
DONEGAL	LOGANAIR	S	32	0	0	94	6	0	0	0	0	3	94	5	32
TOTAL DONEGAL			32	0	0	94	6	0	0	0	0	3	94	5	32
DUBLIN	AER ARANN	S	211	0	0	79	7	7	7	1	0	15	79	10	200
TOTAL DUBLIN			211	0	0	79	7	7	7	1	0	15	79	10	200
TOTAL IRISH REPUBLIC			275	0	0	81	6	8	5	1	0	13	80	11	264
ITALY															
ROME (FIUMICINO)	THOMSON AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	17	0	0	0
TOTAL ROME (FIUMICINO)			2	0	0	50	50	0	0	0	0	17	0	0	0
TURIN	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	100	4	6
TOTAL TURIN			8	0	0	100	0	0	0	0	0	1	88	5	8
TOTAL ITALY			10	0	0	90	10	0	0	0	0	4	80	6	10
NETHERLANDS															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	34	0	0	91	0	3	6	0	0	8	88	6	42
	KLM	S	160	0	0	98	3	0	0	0	0	2	90	5	102
	KLM CITYHOPPER	S	32	0	0	94	6	0	0	0	0	2	79	12	86
TOTAL AMSTERDAM			226	0	0	96	3	0	1	0	0	3	86	8	230
TOTAL NETHERLANDS			226	0	0	96	3	0	1	0	0	3	86	8	230
POLAND															
GDANSK	WIZZ AIR	S	16	1	0	81	6	0	13	0	0	12	0	0	0
TOTAL GDANSK			16	1	0	81	6	0	13	0	0	12	0	0	0
WARSAW (CHOPIN)	WIZZ AIR	S	16	0	0	75	19	6	0	0	0	9	0	0	0
TOTAL WARSAW (CHOPIN)			16	0	0	75	19	6	0	0	0	9	0	0	0
TOTAL POLAND			32	1	0	78	13	3	6	0	0	11	0	0	0
PORTUGAL(EXCLUDING MADEIRA)															
FARO	EASYJET AIRLINE COMPANY LTD	S	16	0	0	81	6	0	13	0	0	22	100	2	16
TOTAL FARO			16	0	0	81	6	0	13	0	0	22	100	2	16
TOTAL PORTUGAL(EXCLUDING MADEIRA)			16	0	0	81	6	0	13	0	0	22	100	2	16
PORTUGAL(MADEIRA)															
FUNCHAL	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	5	75	12	8
TOTAL FUNCHAL			8	0	0	88	13	0	0	0	0	5	75	12	8
TOTAL PORTUGAL(MADEIRA)			8	0	0	88	13	0	0	0	0	5	75	12	8
SPAIN															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	32	0	0	84	9	6	0	0	0	7	94	3	32

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Reporting Airport: GLASGOW (Full Analysis)

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
ALICANTE	JET2.COM LTD	S	18	0	0	83	17	0	0	0	0	8	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	88	7	8
<b>TOTAL ALICANTE</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>93</b>	<b>4</b>	<b>41</b>
BARCELONA	JET2.COM LTD	S	10	0	0	40	40	10	10	0	0	21	0	0	0
<b>TOTAL BARCELONA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>40</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
MALAGA	EASYJET AIRLINE COMPANY LTD	S	40	0	0	90	5	0	5	0	0	10	85	8	40
	JET2.COM LTD	S	14	0	0	57	36	7	0	0	0	13	0	0	0
<b>TOTAL MALAGA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>8</b>	<b>40</b>
<b>TOTAL SPAIN</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>14</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>9</b>	<b>97</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	JET2.COM LTD	S	20	0	0	90	0	0	0	10	0	29	86	15	14
	THOMAS COOK AIRLINES LTD	S	14	0	0	86	14	0	0	0	0	3	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	6	75	23	8
<b>TOTAL ARRECIFE</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>16</b>	<b>81</b>	<b>15</b>	<b>36</b>
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	S	14	0	0	93	0	0	7	0	0	9	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	63	10	8
<b>TOTAL FUERTEVENTURA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>6</b>	<b>22</b>
LAS PALMAS	JET2.COM LTD	S	6	0	0	100	0	0	0	0	0	7	0	0	0
	THOMAS COOK AIRLINES LTD	S	8	0	0	75	13	13	0	0	0	11	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	63	13	0	25	0	0	30	75	10	8
<b>TOTAL LAS PALMAS</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>81</b>	<b>12</b>	<b>16</b>
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	30	0	0	83	13	3	0	0	0	6	55	37	22
	THOMAS COOK AIRLINES LTD	S	25	0	0	88	8	4	0	0	0	6	0	0	0
	THOMSON AIRWAYS LTD	C	24	0	0	92	4	4	0	0	0	4	88	7	24
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>70</b>	<b>20</b>	<b>67</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>165</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>15</b>	<b>142</b>
<b>SWITZERLAND</b>															
GENEVA	EASYJET AIRLINE COMPANY LTD	S	24	0	0	79	4	17	0	0	0	11	73	13	22
<b>TOTAL GENEVA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>4</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>13</b>	<b>22</b>
<b>TOTAL SWITZERLAND</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>4</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>13</b>	<b>22</b>
<b>TUNISIA</b>															
ENFIDHA - HAMMAMET INTL	THOMSON AIRWAYS LTD	C	8	0	0	50	50	0	0	0	0	16	0	0	0
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>100</b>	<b>2</b>	<b>4</b>
<b>TOTAL TUNISIA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>100</b>	<b>2</b>	<b>4</b>
<b>TURKEY</b>															
ANTALYA	FREEBIRD AIRLINES	C	7	0	0	14	43	43	0	0	0	30	0	0	0
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	3	50	12	2
<b>TOTAL ANTALYA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>50</b>	<b>12</b>	<b>2</b>
<b>TOTAL TURKEY</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>50</b>	<b>12</b>	<b>2</b>

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Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	113	0	0	64	19	12	4	2	0	20	66	22	112
TOTAL DUBAI			<b>113</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>19</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>66</b>	<b>22</b>	<b>112</b>
TOTAL UNITED ARAB EMIRATES			<b>113</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>19</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>66</b>	<b>22</b>	<b>112</b>
<b>UNITED KINGDOM</b>															
BARRA	LOGANAIR	S	48	0	0	88	6	4	2	0	0	10	74	12	42
TOTAL BARRA			<b>48</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>12</b>	<b>42</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	160	0	0	83	9	4	5	0	0	10	84	8	158
TOTAL BELFAST CITY (GEORGE BEST)			<b>160</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>8</b>	<b>158</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	180	1	0	96	2	2	1	0	0	3	92	5	184
TOTAL BELFAST INTERNATIONAL			<b>180</b>	<b>1</b>	<b>0</b>	<b>96</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>92</b>	<b>5</b>	<b>184</b>
BENBECULA	LOGANAIR	S	74	0	0	82	7	5	3	3	0	16	85	10	79
TOTAL BENBECULA			<b>74</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>85</b>	<b>10</b>	<b>79</b>
BIRMINGHAM	FLYBE LTD	S	256	0	4	90	5	3	2	0	0	5	90	6	278
TOTAL BIRMINGHAM			<b>256</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>6</b>	<b>278</b>
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	146	0	0	90	6	3	0	0	0	4	93	4	168
TOTAL BRISTOL			<b>147</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>93</b>	<b>4</b>	<b>168</b>
CAMPBELTOWN	LOGANAIR	S	78	0	0	96	1	0	3	0	0	4	81	21	77
TOTAL CAMPBELTOWN			<b>78</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>81</b>	<b>21</b>	<b>77</b>
CARDIFF WALES	CITY JET	S	94	0	0	97	1	0	2	0	0	4	0	0	0
TOTAL CARDIFF WALES			<b>94</b>	<b>0</b>	<b>2</b>	<b>97</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>4</b>	<b>16</b>
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	110	0	2	94	2	3	1	1	0	7	81	9	102
TOTAL EAST MIDLANDS INTERNATIONAL			<b>110</b>	<b>0</b>	<b>2</b>	<b>94</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>9</b>	<b>102</b>
GATWICK	BRITISH AIRWAYS PLC	S	208	0	0	84	9	5	2	0	0	9	79	10	214
	EASYJET AIRLINE COMPANY LTD	S	172	0	0	87	5	6	1	1	0	6	87	7	178
TOTAL GATWICK			<b>380</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>8</b>	<b>392</b>
HEATHROW	BRITISH AIRWAYS PLC	S	484	1	0	82	7	7	3	1	0	13	82	9	527
TOTAL HEATHROW			<b>484</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>9</b>	<b>527</b>
ISLAY	LOGANAIR	S	95	0	0	93	5	2	0	0	0	4	91	7	92
TOTAL ISLAY			<b>95</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>91</b>	<b>7</b>	<b>92</b>
JERSEY	EASYJET AIRLINE COMPANY LTD	S	8	0	0	100	0	0	0	0	0	2	88	4	16
TOTAL JERSEY			<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>88</b>	<b>4</b>	<b>16</b>
KIRKWALL	LOGANAIR	S	56	0	0	95	5	0	0	0	0	2	79	8	56
TOTAL KIRKWALL			<b>56</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>79</b>	<b>8</b>	<b>56</b>
LEEDS BRADFORD	LOGANAIR	S	70	0	0	97	1	1	0	0	0	3	72	17	72
TOTAL LEEDS BRADFORD			<b>70</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>72</b>	<b>17</b>	<b>72</b>
LONDON CITY	BA CITYFLYER LTD	S	237	0	0	95	3	2	0	0	0	3	89	4	238
TOTAL LONDON CITY			<b>237</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>89</b>	<b>4</b>	<b>238</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)										
LUTON	EASYJET AIRLINE COMPANY LTD	S	174	0	0	91	5	3	1	1	0	6	94	5	176
<b>TOTAL LUTON</b>			<b>174</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>94</b>	<b>5</b>	<b>176</b>
MANCHESTER	FLYBE LTD	S	102	0	2	90	4	2	4	0	0	7	91	6	100
<b>TOTAL MANCHESTER</b>			<b>103</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>4</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>6</b>	<b>100</b>
SOUTHAMPTON	FLYBE LTD	S	182	0	2	85	8	7	1	0	0	7	83	9	221
<b>TOTAL SOUTHAMPTON</b>			<b>182</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>9</b>	<b>221</b>
STANSTED	EASYJET AIRLINE COMPANY LTD	S	174	0	0	95	2	1	2	0	0	3	93	5	176
<b>TOTAL STANSTED</b>			<b>174</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>93</b>	<b>5</b>	<b>176</b>
STORNOWAY	LOGANAIR	S	164	0	0	94	3	2	1	0	0	4	90	6	167
<b>TOTAL STORNOWAY</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>6</b>	<b>167</b>
SUMBURGH	LOGANAIR	S	72	0	0	81	10	4	6	0	0	11	77	11	56
<b>TOTAL SUMBURGH</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>11</b>	<b>56</b>
TIREE	LOGANAIR	S	47	1	0	87	2	6	4	0	0	6	71	25	45
<b>TOTAL TIREE</b>			<b>47</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>2</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>71</b>	<b>25</b>	<b>45</b>
<b>TOTAL UNITED KINGDOM</b>			<b>3394</b>	<b>3</b>	<b>12</b>	<b>89</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>8</b>	<b>3478</b>
USA															
NEW YORK (NEWARK)	UNITED AIRLINES	S	48	0	0	79	10	6	4	0	0	11	80	11	46
<b>TOTAL NEW YORK (NEWARK)</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>11</b>	<b>46</b>
<b>TOTAL USA</b>			<b>48</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>13</b>	<b>47</b>
<b>TOTAL GLASGOW</b>			<b>4665</b>	<b>5</b>	<b>12</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>9</b>	<b>4708</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2014

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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)											
ALGERIA															
ALGIERS	AIR ALGERIE	S	32	0	0	47	16	19	19	0	0	39	24	40	38
TOTAL ALGIERS			32	0	0	47	16	19	19	0	0	39	24	40	38
TOTAL ALGERIA			32	0	0	47	16	19	19	0	0	39	24	40	38
ANGOLA															
LUANDA	BRITISH AIRWAYS PLC	S	16	0	0	63	13	13	13	0	0	18	81	16	16
TOTAL LUANDA			16	0	0	63	13	13	13	0	0	18	81	16	16
TOTAL ANGOLA			16	0	0	63	13	13	13	0	0	18	81	16	16
ARGENTINA															
BUENOS AIRES	BRITISH AIRWAYS PLC	S	56	0	0	77	16	5	2	0	0	10	79	31	56
TOTAL BUENOS AIRES			56	0	0	77	16	5	2	0	0	10	79	31	56
TOTAL ARGENTINA			56	0	0	77	16	5	2	0	0	10	79	31	56
AUSTRALIA															
MELBOURNE	QANTAS	S	54	0	0	83	4	4	7	0	2	23	82	15	56
TOTAL MELBOURNE			54	0	0	83	4	4	7	0	2	23	82	15	56
SYDNEY	BRITISH AIRWAYS PLC	S	55	0	1	87	9	2	2	0	0	7	66	20	56
	QANTAS	S	56	0	0	71	11	14	4	0	0	17	70	18	56
	VIRGIN ATLANTIC AIRWAYS LTD	S	56	0	0	84	4	9	4	0	0	10	95	4	56
TOTAL SYDNEY			167	0	1	81	8	8	3	0	0	11	77	14	168
TOTAL AUSTRALIA			221	0	1	81	7	7	4	0	0	14	78	14	224
AUSTRIA															
VIENNA	BRITISH AIRWAYS PLC	S	222	0	0	83	5	6	5	0	0	10	75	14	224
	TYROLEAN AIRWAYS	S	164	0	0	84	9	2	5	0	0	8	78	9	210
TOTAL VIENNA			386	0	0	84	7	5	5	0	0	9	76	11	434
TOTAL AUSTRIA			386	0	0	84	7	5	5	0	0	9	76	11	434
AZERBAIJAN															
BAKU (HEYDER ALIYEV INT'L)	AZERBAIJAN AIRLINES (AZAL)	S	36	0	0	78	22	0	0	0	0	8	89	4	54
	BRITISH AIRWAYS PLC	S	47	0	0	94	6	0	0	0	0	3	82	11	56
TOTAL BAKU (HEYDER ALIYEV INT'L)			83	0	0	87	13	0	0	0	0	5	85	8	110
TOTAL AZERBAIJAN			83	0	0	87	13	0	0	0	0	5	85	8	110
BAHRAIN															
BAHRAIN	GULF AIR	S	112	0	0	81	13	4	3	0	0	8	89	7	104
TOTAL BAHRAIN			112	0	0	81	13	4	3	0	0	8	89	7	104
TOTAL BAHRAIN			112	0	0	81	13	4	3	0	0	8	89	7	104
BANGLADESH															
DHAKHA	BIMAN BANGLADESH AIRLINES	S	24	0	0	13	13	17	42	17	0	91	46	45	24
TOTAL DHAKHA			24	0	0	13	13	17	42	17	0	91	46	45	24

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Reporting Airport: HEATHROW (Full Analysis)

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			MATCHED	UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL BANGLADESH			24	0	0	13	13	17	42	17	0	91	46	45	24
<b>BELGIUM</b>															
BRUSSELS	BRITISH AIRWAYS PLC	S	273	1	0	82	8	5	4	0	0	11	84	8	334
	BRUSSELS AIRLINES	S	159	0	0	92	2	3	3	0	0	6	73	12	191
<b>TOTAL BRUSSELS</b>			<b>432</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>10</b>	<b>525</b>
<b>TOTAL BELGIUM</b>			<b>432</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>10</b>	<b>525</b>
<b>BRAZIL</b>															
RIO DE JANEIRO (GALEAO)	BRITISH AIRWAYS PLC	S	56	0	0	89	9	2	0	0	0	5	74	14	46
	TAM LINHAS AEREAS	S	12	0	0	83	8	0	8	0	0	10	75	12	24
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>13</b>	<b>70</b>
SAO PAULO (GUARULHOS)	BRITISH AIRWAYS PLC	S	56	0	0	70	13	9	9	0	0	14	66	39	56
	TAM LINHAS AEREAS	S	56	0	0	57	11	21	11	0	0	22	79	9	56
<b>TOTAL SAO PAULO (GUARULHOS)</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>12</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>72</b>	<b>24</b>	<b>112</b>
<b>TOTAL BRAZIL</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>11</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>20</b>	<b>182</b>
<b>BRUNEI</b>															
BANDAR SERI BEGAWAN	ROYAL BRUNEI AIRLINES	S	56	0	0	70	16	11	2	0	2	20	68	16	56
<b>TOTAL BANDAR SERI BEGAWAN</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>20</b>	<b>68</b>	<b>16</b>	<b>56</b>
<b>TOTAL BRUNEI</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>20</b>	<b>68</b>	<b>16</b>	<b>56</b>
<b>BULGARIA</b>															
SOFIA	BRITISH AIRWAYS PLC	S	56	0	0	89	5	2	4	0	0	6	82	8	56
	BULGARIA AIR	S	44	0	0	41	16	20	18	5	0	40	70	14	40
<b>TOTAL SOFIA</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>77</b>	<b>11</b>	<b>96</b>
<b>TOTAL BULGARIA</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>77</b>	<b>11</b>	<b>96</b>
<b>CANADA</b>															
CALGARY	AIR CANADA	S	49	0	1	65	16	10	4	4	0	27	80	12	55
	BRITISH AIRWAYS PLC	S	55	0	1	38	27	22	13	0	0	28	82	6	56
<b>TOTAL CALGARY</b>			<b>104</b>	<b>0</b>	<b>2</b>	<b>51</b>	<b>22</b>	<b>16</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>81</b>	<b>9</b>	<b>111</b>
HALIFAX INT	AIR CANADA	S	49	0	2	84	8	2	6	0	0	9	66	13	29
<b>TOTAL HALIFAX INT</b>			<b>49</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>8</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>66</b>	<b>13</b>	<b>29</b>
MONTREAL (DORVAL)	AIR CANADA	S	54	0	2	85	2	7	4	2	0	13	68	19	53
	BRITISH AIRWAYS PLC	S	56	0	0	55	16	18	9	2	0	25	59	30	56
<b>TOTAL MONTREAL (DORVAL)</b>			<b>110</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>9</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>63</b>	<b>25</b>	<b>109</b>
OTTAWA INTERNATIONAL	AIR CANADA	S	41	0	1	85	12	0	2	0	0	5	58	27	55
<b>TOTAL OTTAWA INTERNATIONAL</b>			<b>41</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>12</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>58</b>	<b>27</b>	<b>55</b>
TORONTO	AIR CANADA	S	209	0	8	79	10	5	5	1	0	16	63	33	209
	BRITISH AIRWAYS PLC	S	112	0	0	68	14	10	7	1	0	19	62	27	112
<b>TOTAL TORONTO</b>			<b>321</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>11</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>62</b>	<b>31</b>	<b>321</b>
VANCOUVER	AIR CANADA	S	54	0	0	70	11	11	6	2	0	18	82	7	56
	BRITISH AIRWAYS PLC	S	56	0	0	41	21	27	11	0	0	30	79	16	56

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			Actual (7)	Plan (8)											
TOTAL VANCOUVER			110	0	0	55	16	19	8	1	0	24	80	12	112
TOTAL CANADA			735	0	15	69	13	10	7	1	0	19	68	22	760
CAYMAN ISLANDS															
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	32	0	1	75	13	6	3	3	0	16	81	8	32
TOTAL GRAND CAYMAN			32	0	1	75	13	6	3	3	0	16	81	8	32
TOTAL CAYMAN ISLANDS			32	0	1	75	13	6	3	3	0	16	81	8	32
CHINA															
BEIJING	AIR CHINA	S	56	0	0	68	20	9	4	0	0	11	70	19	56
	BRITISH AIRWAYS PLC	S	56	0	0	50	23	18	7	0	2	44	62	20	45
TOTAL BEIJING			112	0	0	59	21	13	5	0	1	28	66	19	101
CHENGDU	BRITISH AIRWAYS PLC	S	24	0	0	63	17	8	13	0	0	21	0	0	0
TOTAL CHENGDU			24	0	0	63	17	8	13	0	0	21	0	0	0
GUANGZHOU BAIYUN INTERNATIONAL	CHINA SOUTHERN	S	56	0	3	93	4	4	0	0	0	3	73	10	40
TOTAL GUANGZHOU BAIYUN INTERNATIONAL			56	0	3	93	4	4	0	0	0	3	73	10	40
SHANGHAI (PU DONG)	BRITISH AIRWAYS PLC	S	56	0	0	46	13	16	21	4	0	40	73	14	48
	CHINA EASTERN AIRLINES	S	32	0	8	78	6	6	6	3	0	20	81	9	32
	VIRGIN ATLANTIC AIRWAYS LTD	S	52	0	0	77	17	4	2	0	0	9	83	6	40
TOTAL SHANGHAI (PU DONG)			140	0	8	65	13	9	11	2	0	24	78	10	120
TOTAL CHINA			332	0	11	67	14	10	7	1	0	21	73	14	261
CROATIA															
ZAGREB	BRITISH AIRWAYS PLC	S	50	0	0	90	4	4	2	0	0	6	76	10	54
	CROATIA AIRLINES	S	72	0	0	78	10	7	6	0	0	13	82	6	72
TOTAL ZAGREB			122	0	0	83	7	6	4	0	0	10	79	8	126
TOTAL CROATIA			122	0	0	83	7	6	4	0	0	10	79	8	126
CYPRUS															
LARNACA	BRITISH AIRWAYS PLC	S	56	0	0	55	20	13	13	0	0	22	64	22	56
	CYPRUS AIRWAYS	S	71	1	1	66	21	10	3	0	0	13	80	11	71
TOTAL LARNACA			127	1	1	61	20	11	7	0	0	17	77	14	167
TOTAL CYPRUS			127	1	1	61	20	11	7	0	0	17	77	14	167
CZECH REPUBLIC															
PRAGUE	BRITISH AIRWAYS PLC	S	222	0	0	82	8	4	6	0	0	10	81	10	264
TOTAL PRAGUE			222	0	0	82	8	4	6	0	0	10	81	10	264
TOTAL CZECH REPUBLIC			222	0	0	82	8	4	6	0	0	10	81	10	264
DENMARK															
COPENHAGEN	BRITISH AIRWAYS PLC	S	280	0	0	78	10	8	4	1	0	12	85	7	310
	SAS	S	286	0	0	84	8	5	2	0	0	7	87	6	287
TOTAL COPENHAGEN			566	0	0	81	9	6	3	0	0	9	86	7	597
TOTAL DENMARK			566	0	0	81	9	6	3	0	0	9	86	7	597

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			Actual (7)	Plan (8)											
<b>EGYPT</b>															
CAIRO	BRITISH AIRWAYS PLC	S	56	0	0	80	13	4	4	0	0	9	66	23	56
	EGYPT AIR	S	112	0	0	75	13	11	2	0	0	11	84	7	112
<b>TOTAL CAIRO</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>13</b>	<b>168</b>
LUXOR	EGYPT AIR	S	4	0	0	100	0	0	0	0	0	0	100	1	8
<b>TOTAL LUXOR</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>1</b>	<b>8</b>
<b>TOTAL EGYPT</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>12</b>	<b>176</b>
<b>ETHIOPIA</b>															
ADDIS ABABA	ETHIOPIAN AIRLINES	S	48	0	0	83	8	4	4	0	0	10	85	17	48
<b>TOTAL ADDIS ABABA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>17</b>	<b>48</b>
<b>TOTAL ETHIOPIA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>17</b>	<b>48</b>
<b>FINLAND</b>															
HELSINKI	BRITISH AIRWAYS PLC	S	112	0	0	65	15	14	4	1	0	16	79	10	112
	FINNAIR	S	224	0	0	75	12	8	4	1	0	14	90	5	224
<b>TOTAL HELSINKI</b>			<b>336</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>87</b>	<b>6</b>	<b>336</b>
<b>TOTAL FINLAND</b>			<b>336</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>87</b>	<b>6</b>	<b>336</b>
<b>FRANCE</b>															
GRENOBLE	BRITISH AIRWAYS PLC	C	10	0	0	70	10	10	10	0	0	14	75	9	8
<b>TOTAL GRENOBLE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>9</b>	<b>8</b>
LYON	BRITISH AIRWAYS PLC	S	166	0	0	87	7	3	1	1	0	9	82	9	222
<b>TOTAL LYON</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>9</b>	<b>222</b>
MARSEILLE	BRITISH AIRWAYS PLC	S	158	0	0	83	6	4	6	1	0	13	83	10	150
<b>TOTAL MARSEILLE</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>10</b>	<b>150</b>
NICE	BRITISH AIRWAYS PLC	S	284	0	0	81	8	6	4	0	0	11	72	11	187
<b>TOTAL NICE</b>			<b>284</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>11</b>	<b>187</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	407	0	1	85	9	4	2	0	0	7	82	9	407
	BRITISH AIRWAYS PLC	S	385	0	0	78	9	7	5	1	0	12	80	10	368
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>792</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>9</b>	<b>775</b>
PARIS (ORLY)	BRITISH AIRWAYS PLC	S	224	0	0	75	11	8	5	0	0	12	87	5	222
<b>TOTAL PARIS (ORLY)</b>			<b>224</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>87</b>	<b>5</b>	<b>222</b>
TOULOUSE (BLAGNAC)	BRITISH AIRWAYS PLC	S	140	0	0	86	5	5	4	0	0	9	83	10	218
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>10</b>	<b>218</b>
<b>TOTAL FRANCE</b>			<b>1774</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>9</b>	<b>1782</b>
<b>GERMANY</b>															
BERLIN (TEGEL)	BRITISH AIRWAYS PLC	S	274	0	0	80	11	3	4	1	0	12	87	6	336
	GERMANWINGS	S	158	0	1	75	9	11	5	0	0	13	0	0	0
<b>TOTAL BERLIN (TEGEL)</b>			<b>432</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>10</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>8</b>	<b>514</b>
COLOGNE BONN	GERMANWINGS	S	142	0	1	92	1	4	3	0	0	5	89	7	140



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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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 COLOGNE BONN</b>			<b>142</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>7</b>	<b>140</b>
<b>DUSSELDORF</b>	BRITISH AIRWAYS PLC	S	275	0	0	81	8	7	3	0	0	9	78	11	404
	LUFTHANSA	S	258	0	2	84	6	5	3	0	0	11	81	10	231
<b>TOTAL DUSSELDORF</b>			<b>533</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>7</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>11</b>	<b>635</b>
<b>FRANKFURT MAIN</b>	BRITISH AIRWAYS PLC	S	350	0	7	81	10	4	5	0	0	10	83	8	334
	LUFTHANSA	S	659	0	1	87	6	3	3	0	0	8	82	7	655
<b>TOTAL FRANKFURT MAIN</b>			<b>1009</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>8</b>	<b>989</b>
<b>FRIEDRICHSHAFEN</b>	BRITISH AIRWAYS PLC	C	10	0	0	90	0	10	0	0	0	9	100	7	4
<b>TOTAL FRIEDRICHSHAFEN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>100</b>	<b>7</b>	<b>4</b>
<b>HAMBURG</b>	BRITISH AIRWAYS PLC	S	257	0	0	83	6	7	4	0	0	11	83	8	272
	GERMANWINGS	S	149	1	1	79	11	5	5	0	0	11	0	0	0
<b>TOTAL HAMBURG</b>			<b>406</b>	<b>1</b>	<b>1</b>	<b>81</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>8</b>	<b>421</b>
<b>HANOVER</b>	BRITISH AIRWAYS PLC	S	161	1	0	91	4	2	2	1	0	7	84	8	166
<b>TOTAL HANOVER</b>			<b>161</b>	<b>1</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>8</b>	<b>166</b>
<b>MUNICH</b>	BRITISH AIRWAYS PLC	S	387	0	0	82	9	5	5	0	0	10	76	9	362
	LUFTHANSA	S	432	0	1	82	9	5	3	0	0	11	72	12	440
<b>TOTAL MUNICH</b>			<b>819</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>11</b>	<b>804</b>
<b>STUTT GART</b>	BRITISH AIRWAYS PLC	S	112	0	0	87	6	4	4	0	0	7	88	7	112
	GERMANWINGS	S	144	0	0	88	6	4	2	0	0	5	87	4	142
<b>TOTAL STUTT GART</b>			<b>256</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>6</b>	<b>254</b>
<b>TOTAL GERMANY</b>			<b>3768</b>	<b>3</b>	<b>14</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>9</b>	<b>3927</b>
<b>GHANA</b>															
<b>ACCRA</b>	BRITISH AIRWAYS PLC	S	74	0	0	80	15	5	0	0	0	8	55	27	55
<b>TOTAL ACCRA</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>62</b>	<b>27</b>	<b>91</b>
<b>TOTAL GHANA</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>62</b>	<b>27</b>	<b>91</b>
<b>GIBRALTAR</b>															
<b>GIBRALTAR</b>	BRITISH AIRWAYS PLC	S	70	0	0	77	10	7	4	1	0	14	74	15	72
<b>TOTAL GIBRALTAR</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>15</b>	<b>72</b>
<b>TOTAL GIBRALTAR</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>15</b>	<b>72</b>
<b>GREECE</b>															
<b>ATHENS</b>	AEGEAN AIRLINES	S	126	0	0	84	9	3	4	0	0	10	92	3	96
	BRITISH AIRWAYS PLC	S	160	0	0	74	8	9	9	0	0	16	83	8	150
<b>TOTAL ATHENS</b>			<b>286</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>86</b>	<b>6</b>	<b>246</b>
<b>TOTAL GREECE</b>			<b>286</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>86</b>	<b>6</b>	<b>246</b>
<b>HONG KONG</b>															
<b>HONG KONG (CHEK LAP KOK)</b>	BRITISH AIRWAYS PLC	S	101	0	0	83	6	7	2	2	0	12	89	9	110
	CATHAY PACIFIC AIRWAYS	S	279	0	1	73	17	8	2	0	0	10	91	5	218
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>			<b>380</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>14</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>91</b>	<b>6</b>	<b>328</b>

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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 HONG KONG			380	0	1	76	14	8	2	1	0	11	91	6	328
HUNGARY															
BUDAPEST	BRITISH AIRWAYS PLC	S	160	0	0	84	9	3	4	0	0	9	85	8	165
TOTAL BUDAPEST			160	0	0	84	9	3	4	0	0	9	85	8	165
TOTAL HUNGARY			160	0	0	84	9	3	4	0	0	9	85	8	165
ICELAND															
KEFLAVIK	ICELANDAIR	S	112	0	0	73	14	9	4	0	0	11	79	11	112
TOTAL KEFLAVIK			112	0	0	73	14	9	4	0	0	11	79	11	112
TOTAL ICELAND			112	0	0	73	14	9	4	0	0	11	79	11	112
INDIA															
BANGALORE (BENGALURU)	BRITISH AIRWAYS PLC	S	55	0	3	75	11	5	4	0	5	65	88	8	56
TOTAL BANGALORE (BENGALURU)			55	0	3	75	11	5	4	0	5	65	88	8	56
CHENNAI	BRITISH AIRWAYS PLC	S	48	0	0	79	13	6	2	0	0	10	82	7	38
TOTAL CHENNAI			48	0	0	79	13	6	2	0	0	10	82	7	38
DELHI	AIR INDIA	S	112	0	1	71	6	9	12	2	1	27	56	33	111
	BRITISH AIRWAYS PLC	S	112	0	0	47	23	18	9	3	0	30	50	28	110
	JET AIRWAYS	S	56	0	0	61	18	9	13	0	0	20	75	11	56
	VIRGIN ATLANTIC AIRWAYS LTD	S	56	0	0	64	13	18	5	0	0	15	91	4	56
TOTAL DELHI			336	0	1	60	15	13	10	1	0	25	63	23	333
HYDERABAD ( RAJIV GHANDI )	BRITISH AIRWAYS PLC	S	50	0	0	78	16	6	0	0	0	7	83	21	40
TOTAL HYDERABAD ( RAJIV GHANDI )			50	0	0	78	16	6	0	0	0	7	83	21	40
MUMBAI	AIR INDIA	S	56	0	0	73	11	7	7	2	0	17	84	7	56
	BRITISH AIRWAYS PLC	S	112	0	0	73	12	10	4	2	0	17	83	13	112
	JET AIRWAYS	S	110	0	0	79	7	6	7	0	0	12	67	16	112
	VIRGIN ATLANTIC AIRWAYS LTD	S	56	0	0	86	9	4	2	0	0	6	77	11	56
TOTAL MUMBAI			334	0	0	77	10	7	5	1	0	13	77	12	336
TOTAL INDIA			823	0	4	70	12	9	6	1	0	21	72	17	803
IRAN															
TEHRAN IMAM KHOMEINI	IRAN AIR	S	24	0	0	63	8	21	8	0	0	18	69	13	16
TOTAL TEHRAN IMAM KHOMEINI			24	0	0	63	8	21	8	0	0	18	69	13	16
TOTAL IRAN			24	0	0	63	8	21	8	0	0	18	69	13	16
IRISH REPUBLIC															
CORK	AER LINGUS	S	209	0	0	82	9	6	3	0	0	10	89	4	224
TOTAL CORK			209	0	0	82	9	6	3	0	0	10	89	4	224
DUBLIN	AER LINGUS	S	638	0	3	84	6	6	5	0	0	10	90	4	646
	BRITISH AIRWAYS PLC	S	390	0	0	77	8	8	7	0	0	13	68	14	400
TOTAL DUBLIN			1028	0	3	81	7	7	5	0	0	11	81	8	1048
SHANNON	AER LINGUS	S	151	0	1	80	6	7	5	1	1	17	94	2	162

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			Actual (7)	Plan (8)											
TOTAL SHANNON			151	0	1	80	6	7	5	1	1	17	94	2	162
TOTAL IRISH REPUBLIC			1388	0	4	81	7	7	5	0	0	12	84	7	1434
ISRAEL															
TEL AVIV	BRITISH AIRWAYS PLC	S	156	2	0	68	19	7	6	0	0	15	71	12	160
	EL AL	S	88	0	0	73	15	11	1	0	0	11	84	7	88
TOTAL TEL AVIV			244	2	0	70	17	9	5	0	0	13	76	10	248
TOTAL ISRAEL			244	2	0	70	17	9	5	0	0	13	76	10	248
ITALY															
BOLOGNA	BRITISH AIRWAYS PLC	S	166	0	0	80	10	5	5	0	0	12	62	23	165
TOTAL BOLOGNA			166	0	0	80	10	5	5	0	0	12	62	23	165
FLORENCE	VUELING AIRLINES	S	48	0	0	85	10	0	0	4	0	15	0	0	0
TOTAL FLORENCE			48	0	0	85	10	0	0	4	0	15	0	0	0
MILAN (LINATE)	ALITALIA (CAI)	S	143	1	0	88	3	5	3	1	1	17	80	11	231
	BRITISH AIRWAYS PLC	S	358	0	0	82	9	4	4	1	0	11	82	8	321
TOTAL MILAN (LINATE)			501	1	0	84	7	5	4	1	0	13	81	9	552
MILAN (MALPENSA)	BRITISH AIRWAYS PLC	S	102	0	0	92	3	2	3	0	0	5	88	5	160
TOTAL MILAN (MALPENSA)			102	0	0	92	3	2	3	0	0	5	88	5	160
PISA	BRITISH AIRWAYS PLC	S	56	0	0	71	14	7	5	0	2	20	86	8	56
TOTAL PISA			56	0	0	71	14	7	5	0	2	20	86	8	56
ROME (FIUMICINO)	ALITALIA (CAI)	S	163	0	3	85	7	1	7	1	0	11	75	12	208
	BRITISH AIRWAYS PLC	S	323	0	0	85	7	4	4	0	0	9	82	9	282
TOTAL ROME (FIUMICINO)			486	0	3	85	7	3	5	0	0	10	79	10	490
VENICE	BRITISH AIRWAYS PLC	S	56	0	0	82	7	7	4	0	0	10	91	8	57
TOTAL VENICE			56	0	0	82	7	7	4	0	0	10	91	8	57
TOTAL ITALY			1415	1	3	84	7	4	4	1	0	11	80	11	1480
JAPAN															
TOKYO (HANEDA)	BRITISH AIRWAYS PLC	S	37	0	0	65	3	14	14	3	3	75	65	32	31
TOTAL TOKYO (HANEDA)			37	0	0	65	3	14	14	3	3	75	65	32	31
TOKYO (NARITA)	ALL NIPPON AIRWAYS	S	56	0	0	84	9	2	5	0	0	9	96	2	56
	BRITISH AIRWAYS PLC	S	56	0	0	75	9	4	7	5	0	24	86	6	56
	JAPAN AIRLINES	S	54	0	2	87	7	2	4	0	0	7	91	10	56
	VIRGIN ATLANTIC AIRWAYS LTD	S	56	0	0	77	7	13	4	0	0	11	95	6	56
TOTAL TOKYO (NARITA)			222	0	2	81	8	5	5	1	0	13	92	6	224
TOTAL JAPAN			259	0	2	78	7	6	6	2	0	22	89	9	255
JORDAN															
AMMAN	BRITISH AIRWAYS PLC	S	74	0	0	84	5	8	1	1	0	11	88	5	56
	ROYAL JORDANIAN	S	56	0	0	57	29	9	2	4	0	23	77	11	56
TOTAL AMMAN			130	0	0	72	15	8	2	2	0	16	82	8	112

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				Actual (7)	Plan (8)										
TOTAL JORDAN			130	0	0	72	15	8	2	2	0	16	82	8	112
KAZAKHSTAN															
ALMATY	AIR ASTANA	S	16	0	0	56	13	19	13	0	0	23	94	3	16
	BRITISH AIRWAYS PLC	S	24	0	0	79	8	8	4	0	0	10	78	42	23
TOTAL ALMATY			40	0	0	70	10	13	8	0	0	15	85	26	39
ASTANA	AIR ASTANA	S	8	0	0	50	13	25	13	0	0	21	0	0	0
TOTAL ASTANA			8	0	0	50	13	25	13	0	0	21	0	0	0
TOTAL KAZAKHSTAN			48	0	0	67	10	15	8	0	0	16	85	26	39
KENYA															
NAIROBI	BRITISH AIRWAYS PLC	S	56	0	0	77	14	2	5	0	2	22	95	5	56
	KENYA AIRWAYS	S	56	0	0	82	5	9	4	0	0	8	91	4	56
TOTAL NAIROBI			112	0	0	79	10	5	4	0	1	15	93	5	112
TOTAL KENYA			112	0	0	79	10	5	4	0	1	15	93	5	112
KUWAIT															
KUWAIT	BRITISH AIRWAYS PLC	S	56	0	0	75	9	13	4	0	0	12	84	7	56
	KUWAIT AIRWAYS	S	56	2	0	70	5	14	9	0	2	32	73	22	56
TOTAL KUWAIT			112	2	0	72	7	13	6	0	1	22	79	15	112
TOTAL KUWAIT			112	2	0	72	7	13	6	0	1	22	79	15	112
LEBANON															
BEIRUT	BRITISH AIRWAYS PLC	S	62	0	0	76	15	5	5	0	0	11	84	6	56
	MIDDLE EAST AIRLINES (AIR LIBA	S	56	0	0	75	14	9	2	0	0	11	86	8	56
TOTAL BEIRUT			118	0	0	75	14	7	3	0	0	11	85	7	112
TOTAL LEBANON			118	0	0	75	14	7	3	0	0	11	85	7	112
LIBERIA															
MONROVIA (ROBERTS)	BRITISH AIRWAYS PLC	S	31	0	0	71	16	6	6	0	0	17	92	10	24
TOTAL MONROVIA (ROBERTS)			31	0	0	71	16	6	6	0	0	17	92	10	24
TOTAL LIBERIA			31	0	0	71	16	6	6	0	0	17	92	10	24
LIBYA															
TRIPOLI	BRITISH AIRWAYS PLC	S	34	0	0	88	3	3	6	0	0	9	79	9	24
	LIBYAN ARAB AIRLINES	S	14	0	0	0	14	50	36	0	0	50	56	20	16
TOTAL TRIPOLI			48	0	0	63	6	17	15	0	0	21	70	13	40
TOTAL LIBYA			48	0	0	63	6	17	15	0	0	21	70	13	40
LUXEMBOURG															
LUXEMBOURG	BRITISH AIRWAYS PLC	S	92	0	0	82	11	4	3	0	0	10	78	11	146
TOTAL LUXEMBOURG			92	0	0	82	11	4	3	0	0	10	78	11	146
TOTAL LUXEMBOURG			92	0	0	82	11	4	3	0	0	10	78	11	146

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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>MALAYSIA</b>															
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-M	S	112	0	0	68	16	7	8	1	0	18	73	13	112
<b>TOTAL KUALA LUMPUR (SEPANG)</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>7</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>73</b>	<b>13</b>	<b>112</b>
<b>TOTAL MALAYSIA</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>7</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>73</b>	<b>13</b>	<b>112</b>
<b>MALTA</b>															
MALTA	AIR MALTA	S	110	0	2	84	5	5	6	0	0	10	82	8	112
<b>TOTAL MALTA</b>			<b>110</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>5</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>8</b>	<b>112</b>
<b>TOTAL MALTA</b>			<b>110</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>5</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>8</b>	<b>112</b>
<b>MAURITIUS</b>															
MAURITIUS	AIR MAURITIUS LTD	S	24	0	0	71	13	13	4	0	0	15	88	7	24
<b>TOTAL MAURITIUS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>88</b>	<b>7</b>	<b>24</b>
<b>TOTAL MAURITIUS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>88</b>	<b>7</b>	<b>24</b>
<b>MEXICO</b>															
MEXICO CITY	AEROMEXICO	S	24	0	2	92	4	4	0	0	0	4	42	27	24
	BRITISH AIRWAYS PLC	S	32	0	0	78	19	0	3	0	0	8	79	11	24
<b>TOTAL MEXICO CITY</b>			<b>56</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>60</b>	<b>19</b>	<b>48</b>
<b>TOTAL MEXICO</b>			<b>56</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>60</b>	<b>19</b>	<b>48</b>
<b>MOROCCO</b>															
AGADIR (AL MASSIRA)	BRITISH AIRWAYS PLC	S	16	0	0	81	6	0	13	0	0	18	75	8	16
<b>TOTAL AGADIR (AL MASSIRA)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>8</b>	<b>16</b>
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	72	0	0	86	8	0	6	0	0	8	78	9	68
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>9</b>	<b>68</b>
<b>TOTAL MOROCCO</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>9</b>	<b>84</b>
<b>NETHERLANDS</b>															
AMSTERDAM	BRITISH AIRWAYS PLC	S	438	0	0	81	8	7	4	0	0	11	81	10	436
	KLM	S	256	0	2	91	5	2	1	0	0	4	88	8	294
	KLM CITYHOPPER	S	301	0	0	86	4	5	4	0	0	8	94	6	254
<b>TOTAL AMSTERDAM</b>			<b>995</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>8</b>	<b>984</b>
ROTTERDAM	BRITISH AIRWAYS PLC	S	136	0	0	83	5	6	6	0	0	11	88	10	166
<b>TOTAL ROTTERDAM</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>5</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>10</b>	<b>166</b>
<b>TOTAL NETHERLANDS</b>			<b>1131</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>9</b>	<b>1150</b>
<b>NEW ZEALAND</b>															
AUCKLAND INTERNATIONAL	AIR NEW ZEALAND LTD	S	56	0	2	91	4	2	4	0	0	7	95	3	95
<b>TOTAL AUCKLAND INTERNATIONAL</b>			<b>56</b>	<b>0</b>	<b>2</b>	<b>91</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>95</b>	<b>3</b>	<b>95</b>
<b>TOTAL NEW ZEALAND</b>			<b>56</b>	<b>0</b>	<b>2</b>	<b>91</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>95</b>	<b>3</b>	<b>95</b>
<b>NIGERIA</b>															
ABUJA	BRITISH AIRWAYS PLC	S	56	0	0	95	2	2	2	0	0	3	81	33	54

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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 ABUJA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>81</b>	<b>33</b>	<b>54</b>
<b>LAGOS</b>	ARIK AIR	S	54	0	2	78	7	4	9	2	0	17	70	14	56
	BRITISH AIRWAYS PLC	S	56	0	0	63	11	14	9	2	2	30	67	20	57
	VIRGIN ATLANTIC AIRWAYS LTD	S	56	0	0	91	5	0	4	0	0	5	91	4	56
<b>TOTAL LAGOS</b>			<b>166</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>8</b>	<b>6</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>17</b>	<b>76</b>	<b>13</b>	<b>169</b>
<b>TOTAL NIGERIA</b>			<b>222</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>6</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>18</b>	<b>223</b>
<b>NORWAY</b>															
<b>BERGEN</b>	BRITISH AIRWAYS PLC	S	110	0	0	75	13	7	5	0	0	12	85	9	110
<b>TOTAL BERGEN</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>9</b>	<b>110</b>
<b>OSLO (GARDERMOEN)</b>	BRITISH AIRWAYS PLC	S	271	0	0	75	10	10	6	0	0	14	82	9	260
	SAS	S	266	0	0	78	11	8	4	0	0	11	83	7	272
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>537</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>8</b>	<b>532</b>
<b>STAVANGER</b>	BRITISH AIRWAYS PLC	S	106	0	0	75	9	12	3	0	0	11	91	4	110
	SAS	S	102	1	0	78	8	10	4	0	0	11	92	3	102
<b>TOTAL STAVANGER</b>			<b>208</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>92</b>	<b>4</b>	<b>212</b>
<b>TOTAL NORWAY</b>			<b>855</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>7</b>	<b>854</b>
<b>OMAN</b>															
<b>MUSCAT</b>	BRITISH AIRWAYS PLC	S	56	0	0	73	20	7	0	0	0	10	79	11	56
	OMAN AIR	S	56	0	0	63	18	13	4	2	2	25	70	23	56
<b>TOTAL MUSCAT</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>19</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>18</b>	<b>74</b>	<b>17</b>	<b>112</b>
<b>TOTAL OMAN</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>19</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>18</b>	<b>74</b>	<b>17</b>	<b>112</b>
<b>PAKISTAN</b>															
<b>ISLAMABAD</b>	PAKISTAN INTL AIRLINES	S	28	1	0	57	14	4	21	0	4	43	63	15	32
<b>TOTAL ISLAMABAD</b>			<b>28</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>14</b>	<b>4</b>	<b>21</b>	<b>0</b>	<b>4</b>	<b>43</b>	<b>63</b>	<b>15</b>	<b>32</b>
<b>KARACHI</b>	PAKISTAN INTL AIRLINES	S	19	0	0	32	5	21	32	5	5	79	65	15	17
<b>TOTAL KARACHI</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>5</b>	<b>21</b>	<b>32</b>	<b>5</b>	<b>5</b>	<b>79</b>	<b>65</b>	<b>15</b>	<b>17</b>
<b>LAHORE</b>	PAKISTAN INTL AIRLINES	S	24	0	0	46	13	8	21	4	8	78	54	43	24
<b>TOTAL LAHORE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>13</b>	<b>8</b>	<b>21</b>	<b>4</b>	<b>8</b>	<b>78</b>	<b>54</b>	<b>43</b>	<b>24</b>
<b>TOTAL PAKISTAN</b>			<b>71</b>	<b>1</b>	<b>0</b>	<b>46</b>	<b>11</b>	<b>10</b>	<b>24</b>	<b>3</b>	<b>6</b>	<b>64</b>	<b>58</b>	<b>25</b>	<b>76</b>
<b>PHILIPPINES</b>															
<b>MANILA</b>	PHILIPPINE AIRLINES	S	32	0	0	75	22	3	0	0	0	8	0	0	0
<b>TOTAL MANILA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL PHILIPPINES</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>POLAND</b>															
<b>WARSAW (CHOPIN)</b>	BRITISH AIRWAYS PLC	S	112	0	0	90	4	4	3	0	0	6	81	9	112
	LOT-POLISH AIRLINES	S	160	0	0	80	9	4	5	1	0	14	91	4	160
<b>TOTAL WARSAW (CHOPIN)</b>			<b>272</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>6</b>	<b>272</b>
<b>TOTAL POLAND</b>			<b>272</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>6</b>	<b>272</b>

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			Actual (7)	Plan (8)											
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
LISBON	AIR PORTUGAL	S	296	1	0	78	8	6	8	0	0	13	79	9	304
	BRITISH AIRWAYS PLC	S	167	0	1	77	13	7	2	1	0	12	78	15	165
<b>TOTAL LISBON</b>			<b>463</b>	<b>1</b>	<b>1</b>	<b>78</b>	<b>10</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>11</b>	<b>469</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>463</b>	<b>1</b>	<b>1</b>	<b>78</b>	<b>10</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>11</b>	<b>469</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR PORTUGAL	S	55	0	0	95	5	0	0	0	0	2	91	5	56
<b>TOTAL FUNCHAL</b>			<b>55</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>91</b>	<b>5</b>	<b>56</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>55</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>91</b>	<b>5</b>	<b>56</b>
<b>QATAR</b>															
DOHA HAMAD	BRITISH AIRWAYS PLC	S	54	0	0	85	11	2	2	0	0	7	82	11	56
	QATAR AIRWAYS	S	280	0	0	74	15	6	3	0	1	21	82	11	224
<b>TOTAL DOHA HAMAD</b>			<b>334</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>82</b>	<b>11</b>	<b>280</b>
<b>TOTAL QATAR</b>			<b>334</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>82</b>	<b>11</b>	<b>280</b>
<b>REPUBLIC OF KOREA</b>															
SEOUL (INCHEON)	ASIANA AIRLINES	S	56	0	0	80	7	11	2	0	0	10	78	10	54
	BRITISH AIRWAYS PLC	S	45	0	0	62	22	11	4	0	0	16	83	5	48
	KOREAN AIR	S	56	0	0	84	9	7	0	0	0	7	64	15	56
<b>TOTAL SEOUL (INCHEON)</b>			<b>157</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>10</b>	<b>158</b>
<b>TOTAL REPUBLIC OF KOREA</b>			<b>157</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>10</b>	<b>158</b>
<b>REPUBLIC OF SERBIA</b>															
BELGRADE	AIR SERBIA	S	56	0	0	63	13	14	7	4	0	28	75	13	56
<b>TOTAL BELGRADE</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>28</b>	<b>75</b>	<b>13</b>	<b>56</b>
<b>TOTAL REPUBLIC OF SERBIA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>28</b>	<b>75</b>	<b>13</b>	<b>56</b>
<b>REPUBLIC OF SOUTH AFRICA</b>															
CAPE TOWN	BRITISH AIRWAYS PLC	S	112	0	0	70	13	11	6	0	1	29	83	11	112
	VIRGIN ATLANTIC AIRWAYS LTD	S	56	0	0	88	11	2	0	0	0	5	89	4	56
<b>TOTAL CAPE TOWN</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>21</b>	<b>85</b>	<b>9</b>	<b>168</b>
JOHANNESBURG	BRITISH AIRWAYS PLC	S	122	0	0	79	9	6	3	1	2	39	77	10	111
	SOUTH AFRICAN AIRWAYS	S	106	0	0	89	7	4	1	0	0	5	88	14	108
	VIRGIN ATLANTIC AIRWAYS LTD	S	56	0	0	91	5	4	0	0	0	4	93	5	56
<b>TOTAL JOHANNESBURG</b>			<b>284</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>85</b>	<b>11</b>	<b>275</b>
<b>TOTAL REPUBLIC OF SOUTH AFRICA</b>			<b>452</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>85</b>	<b>10</b>	<b>443</b>
<b>ROMANIA</b>															
BUCHAREST (OTOPENI)	BRITISH AIRWAYS PLC	S	112	0	0	75	11	12	3	0	0	11	81	9	112
	TAROM	S	54	0	0	80	11	6	4	0	0	13	79	10	67
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>9</b>	<b>179</b>
<b>TOTAL ROMANIA</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>9</b>	<b>179</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2014

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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>RUSSIA</b>															
MOSCOW (DOMODEDOVO)	BRITISH AIRWAYS PLC	S	161	0	0	73	12	6	9	0	0	17	78	10	168
<b>TOTAL MOSCOW (DOMODEDOVO)</b>			<b>161</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>77</b>	<b>12</b>	<b>224</b>
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	144	0	0	83	13	3	0	0	1	18	88	6	144
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>88</b>	<b>6</b>	<b>144</b>
MOSCOW (VNUKOVO)	TRANSAERO AIRLINES	S	111	0	1	68	15	10	5	1	0	17	83	8	48
<b>TOTAL MOSCOW (VNUKOVO)</b>			<b>111</b>	<b>2</b>	<b>1</b>	<b>68</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>83</b>	<b>8</b>	<b>48</b>
ST PETERSBURG	BRITISH AIRWAYS PLC	S	56	0	0	86	9	4	2	0	0	6	86	15	56
<b>TOTAL ST PETERSBURG</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>15</b>	<b>56</b>
<b>TOTAL RUSSIA</b>			<b>472</b>	<b>2</b>	<b>1</b>	<b>76</b>	<b>13</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>82</b>	<b>10</b>	<b>472</b>
<b>SAUDI ARABIA</b>															
JEDDAH	BRITISH AIRWAYS PLC	S	38	0	0	92	3	0	5	0	0	6	75	13	40
	SAUDI ARABIAN AIRLINES	S	56	0	0	88	11	0	0	2	0	8	73	18	56
<b>TOTAL JEDDAH</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>16</b>	<b>96</b>
RIYADH	BRITISH AIRWAYS PLC	S	56	0	0	71	7	13	9	0	0	19	69	17	52
	SAUDI ARABIAN AIRLINES	S	56	0	0	70	13	9	9	0	0	17	80	11	56
<b>TOTAL RIYADH</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>10</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>14</b>	<b>108</b>
<b>TOTAL SAUDI ARABIA</b>			<b>206</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>15</b>	<b>204</b>
<b>SINGAPORE</b>															
SINGAPORE	BRITISH AIRWAYS PLC	S	44	0	0	64	20	9	7	0	0	17	83	8	40
	SINGAPORE AIRLINES	S	208	0	0	80	11	8	2	0	0	9	88	6	223
<b>TOTAL SINGAPORE</b>			<b>252</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>6</b>	<b>263</b>
<b>TOTAL SINGAPORE</b>			<b>252</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>6</b>	<b>263</b>
<b>SPAIN</b>															
ALICANTE	BRITISH AIRWAYS PLC	S	24	0	0	58	29	8	4	0	0	14	58	15	24
<b>TOTAL ALICANTE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>29</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>58</b>	<b>15</b>	<b>24</b>
BARCELONA	BRITISH AIRWAYS PLC	S	343	0	0	84	6	5	4	0	0	9	79	9	368
<b>TOTAL BARCELONA</b>			<b>343</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>9</b>	<b>368</b>
BILBAO	VUELING AIRLINES	S	54	0	0	91	4	6	0	0	0	5	88	5	86
<b>TOTAL BILBAO</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>5</b>	<b>86</b>
LA CORUNA	VUELING AIRLINES	S	52	0	0	83	8	6	4	0	0	10	81	5	42
<b>TOTAL LA CORUNA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>5</b>	<b>42</b>
MADRID	BRITISH AIRWAYS PLC	S	275	0	0	75	12	7	5	0	0	13	78	14	259
	IBERIA	S	438	0	0	80	9	6	5	0	0	10	76	10	402
<b>TOTAL MADRID</b>			<b>713</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>12</b>	<b>661</b>
<b>TOTAL SPAIN</b>			<b>1186</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>10</b>	<b>1181</b>
<b>SPAIN(CANARY ISLANDS)</b>															
LAS PALMAS	BRITISH AIRWAYS PLC	S	8	0	0	38	50	13	0	0	0	16	0	0	0



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2014

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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 LAS PALMAS			8	0	0	38	50	13	0	0	0	16	0	0	0
TOTAL SPAIN(CANARY ISLANDS)			8	0	0	38	50	13	0	0	0	16	0	0	0
SRI LANKA															
COLOMBO	SRILANKAN AIRLINES	S	88	0	0	83	9	6	2	0	0	8	93	3	90
TOTAL COLOMBO			88	0	0	83	9	6	2	0	0	8	93	3	90
TOTAL SRI LANKA			88	0	0	83	9	6	2	0	0	8	93	3	90
SWEDEN															
GOTEBORG	BRITISH AIRWAYS PLC	S	112	0	0	84	8	4	4	0	0	8	86	5	109
	SAS	S	96	0	0	85	4	4	6	0	0	10	93	3	91
TOTAL GOTEBORG			208	0	0	85	6	4	5	0	0	9	89	5	202
KIRUNA	SAS	C	10	0	0	80	0	10	10	0	0	13	90	6	10
TOTAL KIRUNA			10	0	0	80	0	10	10	0	0	13	90	6	10
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS PLC	S	310	0	0	75	14	6	3	1	0	14	83	7	316
	SAS	S	290	1	1	75	12	7	5	0	0	12	90	4	288
TOTAL STOCKHOLM (ARLANDA)			600	1	1	75	13	7	4	1	0	13	86	6	604
TOTAL SWEDEN			818	1	1	78	11	6	4	0	0	12	87	6	816
SWITZERLAND															
BASLE MULHOUSE	BRITISH AIRWAYS PLC	S	205	0	0	80	7	7	7	0	0	12	83	8	166
TOTAL BASLE MULHOUSE			205	0	0	80	7	7	7	0	0	12	83	8	166
GENEVA	BRITISH AIRWAYS PLC	C	8	0	0	63	13	13	13	0	0	18	0	0	0
	BRITISH AIRWAYS PLC	S	527	0	0	77	9	7	5	2	0	17	77	12	518
	SWISS AIRLINES	S	276	0	0	83	9	5	4	0	0	10	81	8	326
TOTAL GENEVA			811	0	0	79	9	6	5	1	0	15	79	10	844
ZURICH	BRITISH AIRWAYS PLC	S	266	0	4	79	9	7	5	0	0	12	81	9	377
	BRITISH AIRWAYS PLC	C	4	0	0	75	0	0	25	0	0	25	100	3	2
	SWISS AIRLINES	S	390	0	0	82	8	7	4	0	0	10	74	11	384
TOTAL ZURICH			660	0	4	80	9	7	4	0	0	11	77	10	763
TOTAL SWITZERLAND			1676	0	4	80	9	7	5	1	0	13	79	10	1773
TAIWAN															
TAIPEI	EVA AIR	S	56	0	0	71	14	13	2	0	0	12	82	7	56
TOTAL TAIPEI			56	0	0	71	14	13	2	0	0	12	82	7	56
TOTAL TAIWAN			56	0	0	71	14	13	2	0	0	12	82	7	56
THAILAND															
BANGKOK SUVARNABHUMI	BRITISH AIRWAYS PLC	S	56	0	0	50	20	23	7	0	0	21	79	11	56
	THAI AIRWAYS INTERNATIONAL	S	112	0	0	74	16	9	1	0	0	11	88	12	112
TOTAL BANGKOK SUVARNABHUMI			168	0	0	66	17	14	3	0	0	14	85	12	168
TOTAL THAILAND			168	0	0	66	17	14	3	0	0	14	85	12	168

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TUNISIA</b>															
TUNIS	TUNISAIR	S	38	0	0	34	16	24	21	5	0	47	47	29	36
<b>TOTAL TUNIS</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>16</b>	<b>24</b>	<b>21</b>	<b>5</b>	<b>0</b>	<b>47</b>	<b>47</b>	<b>29</b>	<b>36</b>
<b>TOTAL TUNISIA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>16</b>	<b>24</b>	<b>21</b>	<b>5</b>	<b>0</b>	<b>47</b>	<b>47</b>	<b>29</b>	<b>36</b>
<b>TURKEY</b>															
ISTANBUL	BRITISH AIRWAYS PLC	S	116	0	0	75	11	10	3	1	0	15	76	12	168
	THY TURK HAVA YOLLARI TURKIS	S	240	0	1	76	10	8	5	2	0	20	75	10	240
<b>TOTAL ISTANBUL</b>			<b>356</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>10</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>11</b>	<b>408</b>
<b>TOTAL TURKEY</b>			<b>356</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>10</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>11</b>	<b>408</b>
<b>TURKMENISTAN</b>															
ASHKHABAD	TURKMENISTAN AIRLINES	S	16	0	0	13	6	25	25	6	25	154	50	39	16
<b>TOTAL ASHKHABAD</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>6</b>	<b>25</b>	<b>25</b>	<b>6</b>	<b>25</b>	<b>154</b>	<b>50</b>	<b>39</b>	<b>16</b>
<b>TOTAL TURKMENISTAN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>6</b>	<b>25</b>	<b>25</b>	<b>6</b>	<b>25</b>	<b>154</b>	<b>50</b>	<b>39</b>	<b>16</b>
<b>TURKS AND CAICOS ISLANDS</b>															
PROVIDENCIALES	BRITISH AIRWAYS PLC	S	8	0	1	100	0	0	0	0	0	2	75	13	8
<b>TOTAL PROVIDENCIALES</b>			<b>8</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>13</b>	<b>8</b>
<b>TOTAL TURKS AND CAICOS ISLANDS</b>			<b>8</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>13</b>	<b>8</b>
<b>UGANDA</b>															
ENTEBBE	BRITISH AIRWAYS PLC	S	24	0	0	71	17	4	8	0	0	14	50	28	22
<b>TOTAL ENTEBBE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>50</b>	<b>28</b>	<b>22</b>
<b>TOTAL UGANDA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>50</b>	<b>28</b>	<b>22</b>
<b>UKRAINE</b>															
KIEV (BORISPOL)	BRITISH AIRWAYS PLC	S	56	0	0	86	7	5	2	0	0	6	93	8	56
<b>TOTAL KIEV (BORISPOL)</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>93</b>	<b>8</b>	<b>56</b>
<b>TOTAL UKRAINE</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>93</b>	<b>8</b>	<b>56</b>
<b>UNITED ARAB EMIRATES</b>															
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	168	0	0	64	19	15	2	0	0	14	54	33	168
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>19</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>54</b>	<b>33</b>	<b>168</b>
DUBAI	BRITISH AIRWAYS PLC	S	165	0	0	70	18	8	4	1	0	15	78	9	158
	EMIRATES	S	280	0	0	65	16	12	5	2	0	20	61	19	279
	VIRGIN ATLANTIC AIRWAYS LTD	S	56	0	0	86	7	4	0	2	2	20	81	11	52
<b>TOTAL DUBAI</b>			<b>501</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>69</b>	<b>15</b>	<b>489</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>669</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>65</b>	<b>20</b>	<b>657</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS PLC	S	414	0	0	83	10	3	5	0	0	10	81	9	452
	VIRGIN ATLANTIC AIRWAYS LTD	S	166	0	0	84	6	8	2	0	0	8	0	0	0
<b>TOTAL ABERDEEN</b>			<b>580</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>9</b>	<b>452</b>

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			Actual (7)	Plan (8)											
BELFAST CITY (GEORGE BEST)	AER LINGUS	S	166	0	1	87	4	4	5	0	0	8	95	4	164
	BRITISH AIRWAYS PLC	S	279	1	0	81	8	6	5	0	0	12	66	15	348
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>445</b>	<b>1</b>	<b>1</b>	<b>83</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>12</b>	<b>512</b>
EDINBURGH	BRITISH AIRWAYS PLC	S	558	0	1	81	9	5	5	0	0	11	83	8	619
	VIRGIN ATLANTIC AIRWAYS LTD	S	328	0	0	88	6	4	2	0	0	6	0	0	0
<b>TOTAL EDINBURGH</b>			<b>886</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>8</b>	<b>619</b>
GLASGOW	BRITISH AIRWAYS PLC	S	483	0	0	81	8	6	4	1	0	14	84	8	528
<b>TOTAL GLASGOW</b>			<b>483</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>14</b>	<b>84</b>	<b>8</b>	<b>528</b>
LEEDS BRADFORD	BRITISH AIRWAYS PLC	S	145	0	0	92	3	1	4	0	0	6	83	9	208
<b>TOTAL LEEDS BRADFORD</b>			<b>145</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>9</b>	<b>208</b>
MANCHESTER	BRITISH AIRWAYS PLC	S	480	2	0	83	7	4	5	0	0	11	80	9	594
	VIRGIN ATLANTIC AIRWAYS LTD	S	218	0	2	72	18	8	2	0	0	12	0	0	0
<b>TOTAL MANCHESTER</b>			<b>698</b>	<b>2</b>	<b>2</b>	<b>80</b>	<b>10</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>9</b>	<b>594</b>
NEWCASTLE	BRITISH AIRWAYS PLC	S	330	0	0	82	7	5	5	0	0	15	77	12	308
<b>TOTAL NEWCASTLE</b>			<b>330</b>	<b>2</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>12</b>	<b>308</b>
<b>TOTAL UNITED KINGDOM</b>			<b>3567</b>	<b>5</b>	<b>4</b>	<b>82</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>9</b>	<b>3221</b>
<b>USA</b>															
ATLANTA	BRITISH AIRWAYS PLC	S	53	0	0	79	8	2	11	0	0	16	74	12	53
	DELTA AIRLINES	S	152	0	2	96	2	1	1	0	0	3	92	5	112
<b>TOTAL ATLANTA</b>			<b>205</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>8</b>	<b>165</b>
BALTIMORE	BRITISH AIRWAYS PLC	S	54	0	0	81	4	2	13	0	0	17	87	6	54
<b>TOTAL BALTIMORE</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>4</b>	<b>2</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>87</b>	<b>6</b>	<b>54</b>
BOSTON	BRITISH AIRWAYS PLC	S	184	0	1	79	8	3	7	3	1	23	79	10	145
	DELTA AIRLINES	S	50	1	2	86	8	6	0	0	0	4	84	11	50
	VIRGIN ATLANTIC AIRWAYS LTD	S	50	0	0	90	6	0	4	0	0	5	85	6	46
<b>TOTAL BOSTON</b>			<b>284</b>	<b>1</b>	<b>3</b>	<b>82</b>	<b>8</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>81</b>	<b>10</b>	<b>291</b>
CHARLOTTE	US AIRWAYS	S	55	0	2	80	4	7	9	0	0	14	0	0	0
<b>TOTAL CHARLOTTE</b>			<b>55</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>4</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	140	1	0	84	2	7	6	0	1	16	76	16	136
	BRITISH AIRWAYS PLC	S	112	0	0	77	12	6	5	0	0	12	70	28	112
	UNITED AIRLINES	S	158	0	0	94	1	3	2	1	0	6	80	10	159
<b>TOTAL CHICAGO (O'HARE)</b>			<b>410</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>4</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>17</b>	<b>407</b>
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	134	0	3	84	6	2	6	1	0	12	79	9	112
	BRITISH AIRWAYS PLC	S	56	0	0	66	14	11	9	0	0	18	64	18	55
<b>TOTAL DALLAS/FORT WORTH</b>			<b>190</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>8</b>	<b>5</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>12</b>	<b>167</b>
DENVER INTERNATIONAL	BRITISH AIRWAYS PLC	S	54	3	2	83	9	6	2	0	0	9	73	16	56
<b>TOTAL DENVER INTERNATIONAL</b>			<b>54</b>	<b>3</b>	<b>2</b>	<b>83</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>16</b>	<b>56</b>
DETROIT	DELTA AIRLINES	S	50	0	0	88	4	2	4	2	0	13	88	9	56
<b>TOTAL DETROIT</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>9</b>	<b>56</b>
HOUSTON	BRITISH AIRWAYS PLC	S	99	2	1	75	11	6	6	2	0	20	74	14	102

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2014

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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)											
HOUSTON	UNITED AIRLINES	S	162	0	0	87	2	6	4	0	0	9	82	12	112
<b>TOTAL HOUSTON</b>			<b>261</b>	<b>2</b>	<b>1</b>	<b>82</b>	<b>6</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>13</b>	<b>214</b>
LAS VEGAS	BRITISH AIRWAYS PLC	S	56	0	0	61	11	13	14	2	0	29	66	15	56
<b>TOTAL LAS VEGAS</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>11</b>	<b>13</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>66</b>	<b>15</b>	<b>56</b>
LOS ANGELES INTERNATIONAL	AMERICAN AIRLINES	S	54	0	0	81	9	7	2	0	0	8	76	10	55
	BRITISH AIRWAYS PLC	S	112	0	0	63	12	17	3	5	1	39	50	26	111
	UNITED AIRLINES	S	48	0	0	88	0	2	10	0	0	12	93	7	56
	VIRGIN ATLANTIC AIRWAYS LTD	S	56	0	0	88	7	5	0	0	0	6	77	31	64
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>270</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>8</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>70</b>	<b>20</b>	<b>286</b>
MIAMI INTERNATIONAL	AMERICAN AIRLINES	S	110	0	0	85	5	5	5	1	0	12	75	12	80
	BRITISH AIRWAYS PLC	S	144	0	0	78	13	6	3	0	0	11	71	11	166
	VIRGIN ATLANTIC AIRWAYS LTD	S	56	0	0	89	7	2	2	0	0	5	86	6	56
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>11</b>	<b>302</b>
MINNEAPOLIS-ST PAUL	DELTA AIRLINES	S	51	0	0	94	0	2	0	4	0	10	80	9	56
<b>TOTAL MINNEAPOLIS-ST PAUL</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>9</b>	<b>56</b>
NEW YORK (JF KENNEDY)	AMERICAN AIRLINES	S	200	0	4	83	4	6	6	3	1	21	79	9	238
	BRITISH AIRWAYS PLC	S	406	0	0	79	7	5	7	1	0	16	74	15	350
	DELTA AIRLINES	S	152	0	7	86	4	5	3	2	0	12	83	9	162
	KUWAIT AIRWAYS	S	24	0	0	54	8	8	29	0	0	38	71	13	24
	VIRGIN ATLANTIC AIRWAYS LTD	S	196	0	1	84	6	4	6	0	0	9	88	6	202
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>978</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>6</b>	<b>5</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>11</b>	<b>976</b>
NEW YORK (NEWARK)	BRITISH AIRWAYS PLC	S	144	0	0	85	5	3	5	1	0	13	69	18	127
	UNITED AIRLINES	S	254	0	3	82	6	6	5	2	0	14	85	8	266
	VIRGIN ATLANTIC AIRWAYS LTD	S	104	0	2	80	6	8	4	1	2	29	88	6	98
<b>TOTAL NEW YORK (NEWARK)</b>			<b>502</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>81</b>	<b>10</b>	<b>491</b>
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	106	0	0	82	7	5	6	1	0	15	71	18	76
	US AIRWAYS	S	53	0	2	83	6	6	4	2	0	13	71	11	56
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>159</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>6</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>15</b>	<b>132</b>
PHOENIX	BRITISH AIRWAYS PLC	S	54	0	0	57	22	13	6	2	0	22	66	20	53
<b>TOTAL PHOENIX</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>22</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>66</b>	<b>20</b>	<b>53</b>
RALEIGH	AMERICAN AIRLINES	S	50	0	2	90	2	2	6	0	0	6	88	6	56
<b>TOTAL RALEIGH</b>			<b>50</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>2</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>6</b>	<b>56</b>
SAN DIEGO	BRITISH AIRWAYS PLC	S	56	0	0	73	7	2	14	4	0	30	69	12	52
<b>TOTAL SAN DIEGO</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>7</b>	<b>2</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>30</b>	<b>69</b>	<b>12</b>	<b>52</b>
SAN FRANCISCO	BRITISH AIRWAYS PLC	S	112	0	0	67	19	12	3	0	0	14	75	11	102
	UNITED AIRLINES	S	56	0	0	88	5	5	2	0	0	6	72	13	54
	VIRGIN ATLANTIC AIRWAYS LTD	S	48	0	0	92	6	2	0	0	0	5	72	14	46
<b>TOTAL SAN FRANCISCO</b>			<b>216</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>12</b>	<b>202</b>
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	80	0	0	65	15	13	5	3	0	20	73	27	56
<b>TOTAL SEATTLE (TACOMA)</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>13</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>73</b>	<b>27</b>	<b>56</b>
WASHINGTON (DULLES)	BRITISH AIRWAYS PLC	S	139	0	0	80	10	7	3	0	0	9	75	11	139
	UNITED AIRLINES	S	153	1	0	86	4	3	5	3	0	13	84	10	166

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2014

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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)										
WASHINGTON (DULLES)	VIRGIN ATLANTIC AIRWAYS LTD	S	48	0	0	94	4	0	2	0	0	5	90	4	48
TOTAL WASHINGTON (DULLES)			340	1	0	84	6	4	4	1	0	10	81	9	353
TOTAL USA			4685	8	34	82	7	5	5	1	0	14	78	12	4481
UZBEKISTAN															
TASHKENT	UZBEKISTAN AIRLINES	S	16	0	0	63	6	13	6	0	13	142	100	2	16
TOTAL TASHKENT			16	0	0	63	6	13	6	0	13	142	100	2	16
TOTAL UZBEKISTAN			16	0	0	63	6	13	6	0	13	142	100	2	16
TOTAL HEATHROW			35047	29	115	79	9	6	5	1	0	13	80	11	35083

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2014

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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	198	0	0	92	4	3	2	1	0	5	94	4	208
TOTAL ANTWERP			<b>198</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>94</b>	<b>4</b>	<b>208</b>
TOTAL BELGIUM			<b>198</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>94</b>	<b>4</b>	<b>208</b>
<b>DENMARK</b>															
BILLUND	SUN AIR OF SCANDINAVIA	S	86	0	0	92	6	2	0	0	0	4	77	12	78
TOTAL BILLUND			<b>86</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>77</b>	<b>12</b>	<b>78</b>
TOTAL DENMARK			<b>86</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>77</b>	<b>12</b>	<b>78</b>
<b>FRANCE</b>															
BRIVE-LA-GAILLARDE	CITY JET	S	16	0	0	94	6	0	0	0	0	2	88	5	8
TOTAL BRIVE-LA-GAILLARDE			<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>5</b>	<b>8</b>
CHAMBERY	BA CITYFLYER LTD	S	22	0	0	41	27	27	5	0	0	25	65	12	26
TOTAL CHAMBERY			<b>22</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>27</b>	<b>27</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>65</b>	<b>12</b>	<b>26</b>
DEAUVILLE	VLM (BELGIUM)	S	15	0	0	67	13	13	7	0	0	15	88	8	16
TOTAL DEAUVILLE			<b>15</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>13</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>88</b>	<b>8</b>	<b>16</b>
NANTES	CITY JET	S	15	0	0	93	7	0	0	0	0	3	0	0	0
	VLM (BELGIUM)	S	34	0	0	74	9	18	0	0	0	11	88	8	56
TOTAL NANTES			<b>49</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>8</b>	<b>56</b>
PARIS (ORLY)	VLM (BELGIUM)	S	238	1	0	87	5	5	2	0	0	8	90	5	255
TOTAL PARIS (ORLY)			<b>238</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>5</b>	<b>255</b>
TOTAL FRANCE			<b>340</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>7</b>	<b>377</b>
<b>GERMANY</b>															
DRESDEN	CITY JET	S	31	0	0	94	6	0	0	0	0	2	0	0	0
TOTAL DRESDEN			<b>31</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
DUSSELDORF	BA CITYFLYER LTD	S	126	0	0	90	6	2	0	0	2	27	0	0	0
TOTAL DUSSELDORF			<b>126</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>
FRANKFURT MAIN	BA CITYFLYER LTD	S	152	0	0	93	2	3	2	0	0	5	90	4	153
	LUFTHANSA CITY LINE	S	149	0	0	95	3	1	1	0	0	3	88	6	148
TOTAL FRANKFURT MAIN			<b>301</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>89</b>	<b>5</b>	<b>301</b>
MUNSTER-OSNABRUCK	VLM (BELGIUM)	S	31	0	0	100	0	0	0	0	0	0	96	2	53
TOTAL MUNSTER-OSNABRUCK			<b>31</b>	<b>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>96</b>	<b>2</b>	<b>53</b>
NUREMBERG	CITY JET	S	86	0	0	93	1	2	3	0	0	6	92	6	86
TOTAL NUREMBERG			<b>86</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>6</b>	<b>86</b>
PADERBORN	VLM (BELGIUM)	S	30	0	0	83	3	10	3	0	0	7	0	0	0
TOTAL PADERBORN			<b>30</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>3</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL GERMANY			<b>605</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>5</b>	<b>440</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2014

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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>IRISH REPUBLIC</b>															
DUBLIN	CITY JET	S	222	0	0	94	4	1	1	0	0	3	90	6	240
	VLM (BELGIUM)	S	39	0	0	82	10	5	3	0	0	9	0	0	0
<b>TOTAL DUBLIN</b>			<b>261</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>90</b>	<b>6</b>	<b>240</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>261</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>90</b>	<b>6</b>	<b>240</b>
<b>ITALY</b>															
FLORENCE	CITY JET	S	54	0	0	98	2	0	0	0	0	1	77	13	47
<b>TOTAL FLORENCE</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>1</b>	<b>77</b>	<b>13</b>	<b>47</b>
MILAN (LINATE)	ALITALIA (CAI)	S	116	0	0	97	2	2	0	0	0	2	89	9	84
<b>TOTAL MILAN (LINATE)</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>9</b>	<b>84</b>
ROME (FIUMICINO)	ALITALIA (CAI)	S	48	0	0	96	4	0	0	0	0	2	0	0	0
<b>TOTAL ROME (FIUMICINO)</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
VENICE	BA CITYFLYER LTD	S	32	0	0	97	3	0	0	0	0	1	91	5	43
<b>TOTAL VENICE</b>			<b>32</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>91</b>	<b>5</b>	<b>43</b>
<b>TOTAL ITALY</b>			<b>250</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>9</b>	<b>174</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	LUXAIR	S	219	0	0	81	9	7	3	0	0	10	87	7	184
	VLM (BELGIUM)	S	127	0	0	94	2	2	2	0	0	4	95	5	102
<b>TOTAL LUXEMBOURG</b>			<b>346</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>90</b>	<b>6</b>	<b>325</b>
<b>TOTAL LUXEMBOURG</b>			<b>346</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>90</b>	<b>6</b>	<b>325</b>
<b>NETHERLANDS</b>															
AMSTERDAM	BA CITYFLYER LTD	S	232	0	0	94	1	2	3	0	0	6	92	5	239
	CITY JET	S	335	0	0	96	2	2	1	0	0	3	87	8	306
<b>TOTAL AMSTERDAM</b>			<b>567</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>7</b>	<b>545</b>
ROTTERDAM	VLM (BELGIUM)	S	336	0	0	94	3	2	1	0	0	4	92	5	318
<b>TOTAL ROTTERDAM</b>			<b>336</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>5</b>	<b>318</b>
<b>TOTAL NETHERLANDS</b>			<b>903</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>6</b>	<b>943</b>
<b>SPAIN</b>															
GRANADA	BA CITYFLYER LTD	S	32	0	0	81	6	3	3	6	0	21	0	0	0
<b>TOTAL GRANADA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
IBIZA	BA CITYFLYER LTD	S	27	0	0	89	7	0	0	4	0	11	75	9	16
<b>TOTAL IBIZA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>9</b>	<b>16</b>
MADRID	BA CITYFLYER LTD	S	125	0	0	92	6	2	0	0	0	3	89	7	70
<b>TOTAL MADRID</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>7</b>	<b>70</b>
MALAGA	BA CITYFLYER LTD	S	38	0	0	84	8	8	0	0	0	7	73	9	26
<b>TOTAL MALAGA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>9</b>	<b>26</b>
PALMA DE MALLORCA	BA CITYFLYER LTD	S	26	0	0	100	0	0	0	0	0	0	94	4	16

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2014

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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 PALMA DE MALLORCA			26	0	0	100	0	0	0	0	0	0	94	4	16
TOTAL SPAIN			248	0	0	90	6	2	0	1	0	7	86	7	156
SWEDEN															
STOCKHOLM (ARLANDA)	BA CITYFLYER LTD	S	119	0	0	83	10	7	0	0	0	6	88	7	86
TOTAL STOCKHOLM (ARLANDA)			119	0	0	83	10	7	0	0	0	6	88	7	86
TOTAL SWEDEN			119	0	0	83	10	7	0	0	0	6	88	7	86
SWITZERLAND															
BASLE MULHOUSE	SWISS AIRLINES	S	90	0	1	98	1	0	1	0	0	3	85	7	93
TOTAL BASLE MULHOUSE			90	0	1	98	1	0	1	0	0	3	85	7	93
BERNE	SKY WORK AG	S	100	0	0	97	2	1	0	0	0	2	78	13	112
TOTAL BERNE			100	0	0	97	2	1	0	0	0	2	78	13	112
GENEVA	BA CITYFLYER LTD	S	39	0	0	87	5	0	8	0	12	90	5	48	
	SWISS AIRLINES	S	174	0	3	84	10	3	2	0	0	7	80	9	256
TOTAL GENEVA			213	0	3	85	9	3	3	0	0	8	82	9	304
ZURICH	BA CITYFLYER LTD	S	175	0	0	95	4	0	1	0	0	2	91	5	175
	SWISS AIRLINES	S	268	1	6	94	4	1	0	0	0	3	82	9	330
TOTAL ZURICH			443	1	6	95	4	1	0	0	0	2	85	8	505
TOTAL SWITZERLAND			846	1	10	93	5	1	1	0	0	4	83	9	1014
UNITED KINGDOM															
ABERDEEN	BA CITYFLYER LTD	S	126	0	0	93	4	2	2	0	0	4	92	5	126
TOTAL ABERDEEN			126	0	0	93	4	2	2	0	0	4	92	5	126
DUNDEE	CITY JET	S	94	0	0	97	3	0	0	0	0	2	91	5	112
TOTAL DUNDEE			94	0	0	97	3	0	0	0	0	2	91	5	112
EDINBURGH	BA CITYFLYER LTD	S	325	0	0	94	3	1	2	0	0	3	88	7	366
TOTAL EDINBURGH			325	0	0	94	3	1	2	0	0	3	89	7	518
GLASGOW	BA CITYFLYER LTD	S	236	0	0	94	4	2	0	0	0	2	94	3	238
TOTAL GLASGOW			236	0	0	94	4	2	0	0	0	2	94	3	238
ISLE OF MAN	BA CITYFLYER LTD	S	53	1	0	94	4	2	0	0	0	3	93	4	142
TOTAL ISLE OF MAN			53	1	0	94	4	2	0	0	0	3	93	4	142
JERSEY	BLUE ISLANDS LIMITED	S	86	0	0	91	2	0	7	0	0	7	83	14	86
TOTAL JERSEY			86	0	0	91	2	0	7	0	0	7	83	14	86
TOTAL UNITED KINGDOM			920	1	0	94	3	1	2	0	0	3	90	6	1222
USA															
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS (BA) LTD	S	82	0	0	95	0	2	2	0	0	4	90	5	72
TOTAL NEW YORK (JF KENNEDY)			82	0	0	95	0	2	2	0	0	4	90	5	72
TOTAL USA			82	0	0	95	0	2	2	0	0	4	90	5	72
TOTAL LONDON CITY			5204	3	10	92	4	2	1	0	0	5	88	7	5335



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Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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	8	0	0	100	0	0	0	0	0	1	83	20	12	
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	100	2	8	
<b>TOTAL SALZBURG</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>90</b>	<b>13</b>	<b>21</b>	
<b>TOTAL AUSTRIA</b>			<b>16</b>	<b>3</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>13</b>	<b>21</b>	
<b>BULGARIA</b>																
BURGAS	WIZZ AIR	S	15	0	1	87	13	0	0	0	0	4	100	4	16	
<b>TOTAL BURGAS</b>			<b>15</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>100</b>	<b>4</b>	<b>16</b>	
SOFIA	AIREXPLORE	C	2	0	0	100	0	0	0	0	0	6	0	0	0	
	WIZZ AIR	S	55	0	1	85	7	5	2	0	0	7	89	7	56	
<b>TOTAL SOFIA</b>			<b>57</b>	<b>2</b>	<b>1</b>	<b>86</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>7</b>	<b>56</b>	
VARNA	WIZZ AIR	S	16	0	0	88	13	0	0	0	0	4	75	11	16	
<b>TOTAL VARNA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>11</b>	<b>16</b>	
<b>TOTAL BULGARIA</b>			<b>88</b>	<b>2</b>	<b>2</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>7</b>	<b>88</b>	
<b>CYPRUS</b>																
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	24	0	0	79	8	4	8	0	0	13	95	4	20	
<b>TOTAL PAPHOS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>95</b>	<b>4</b>	<b>20</b>	
<b>TOTAL CYPRUS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>10</b>	<b>28</b>	
<b>CZECH REPUBLIC</b>																
BRNO (TURANY)	WIZZ AIR	S	23	0	1	83	9	9	0	0	0	6	79	13	24	
<b>TOTAL BRNO (TURANY)</b>			<b>23</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>13</b>	<b>24</b>	
PRAGUE	WIZZ AIR	S	63	0	1	87	5	5	3	0	0	7	79	18	56	
<b>TOTAL PRAGUE</b>			<b>63</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>18</b>	<b>57</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>86</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>17</b>	<b>81</b>	
<b>EGYPT</b>																
SHARM EL SHEIKH (OPHIRA)	EASYJET AIRLINE COMPANY LTD	S	41	0	0	95	0	2	2	0	0	5	83	11	36	
	MONARCH AIRLINES	S	24	0	0	75	25	0	0	0	0	8	0	0	0	
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	4	88	20	16	
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>73</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>13</b>	<b>52</b>	
<b>TOTAL EGYPT</b>			<b>73</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>13</b>	<b>53</b>	
<b>FINLAND</b>																
IVALO	TITAN AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	10	0	0	0	
<b>TOTAL IVALO</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>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL FINLAND</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>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>FRANCE</b>																
BEZIERS	RYANAIR	S	16	0	0	81	6	13	0	0	0	11	100	2	16	
<b>TOTAL BEZIERS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>100</b>	<b>2</b>	<b>16</b>	

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			Actual (7)	Plan (8)											
BORDEAUX	EASYJET AIRLINE COMPANY LTD	S	24	0	0	88	13	0	0	0	0	6	92	9	24
<b>TOTAL BORDEAUX</b>			<b>24</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>92</b>	<b>9</b>	<b>24</b>
GRENOBLE	EASYJET AIRLINE COMPANY LTD	S	14	0	0	57	14	29	0	0	0	20	80	6	20
<b>TOTAL GRENOBLE</b>			<b>14</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>14</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>80</b>	<b>6</b>	<b>20</b>
NICE	EASYJET AIRLINE COMPANY LTD	S	42	0	1	83	5	10	2	0	0	9	70	19	44
<b>TOTAL NICE</b>			<b>42</b>	<b>4</b>	<b>1</b>	<b>83</b>	<b>5</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>70</b>	<b>19</b>	<b>44</b>
NIMES	RYANAIR	S	24	0	0	83	17	0	0	0	0	5	96	2	24
<b>TOTAL NIMES</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>96</b>	<b>2</b>	<b>24</b>
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	144	0	0	85	12	1	1	0	0	7	90	6	138
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>6</b>	<b>138</b>
<b>TOTAL FRANCE</b>			<b>264</b>	<b>9</b>	<b>1</b>	<b>83</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>8</b>	<b>268</b>
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	104	0	1	93	3	2	2	0	0	5	88	10	95
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>104</b>	<b>3</b>	<b>1</b>	<b>93</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>10</b>	<b>95</b>
DORTMUND	EASYJET AIRLINE COMPANY LTD	S	88	0	0	93	7	0	0	0	0	3	86	7	88
<b>TOTAL DORTMUND</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>7</b>	<b>88</b>
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	36	0	0	94	0	3	3	0	0	5	72	13	36
<b>TOTAL HAMBURG</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>5</b>	<b>72</b>	<b>13</b>	<b>36</b>
MUNICH	MONARCH AIRLINES	S	16	0	0	69	25	6	0	0	0	10	71	13	28
<b>TOTAL MUNICH</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>25</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>13</b>	<b>28</b>
<b>TOTAL GERMANY</b>			<b>244</b>	<b>6</b>	<b>1</b>	<b>92</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>10</b>	<b>247</b>
<b>GIBRALTAR</b>															
GIBRALTAR	MONARCH AIRLINES	S	30	0	0	70	27	3	0	0	0	9	52	16	23
<b>TOTAL GIBRALTAR</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>27</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>52</b>	<b>16</b>	<b>23</b>
<b>TOTAL GIBRALTAR</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>27</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>52</b>	<b>16</b>	<b>23</b>
<b>HUNGARY</b>															
BUDAPEST	EASYJET AIRLINE COMPANY LTD	S	28	0	0	89	11	0	0	0	0	4	91	6	32
	WIZZ AIR	S	160	0	0	83	11	4	2	0	0	8	92	7	168
<b>TOTAL BUDAPEST</b>			<b>188</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>92</b>	<b>7</b>	<b>200</b>
DEBRECEN	WIZZ AIR	S	32	0	0	81	6	13	0	0	0	10	83	7	24
<b>TOTAL DEBRECEN</b>			<b>32</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>10</b>	<b>83</b>	<b>7</b>	<b>24</b>
<b>TOTAL HUNGARY</b>			<b>220</b>	<b>1</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>91</b>	<b>7</b>	<b>224</b>
<b>ICELAND</b>															
KEFLAVIK	EASYJET AIRLINE COMPANY LTD	S	54	0	0	94	6	0	0	0	0	3	82	8	28
<b>TOTAL KEFLAVIK</b>			<b>54</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>82</b>	<b>8</b>	<b>28</b>
<b>TOTAL ICELAND</b>			<b>54</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>82</b>	<b>8</b>	<b>28</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2014

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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>IRISH REPUBLIC</b>															
DUBLIN	AER ARANN	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	RYANAIR	S	168	0	2	63	17	13	6	2	0	20	85	8	136
<b>TOTAL DUBLIN</b>			<b>170</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>16</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>84</b>	<b>9</b>	138
IRELAND WEST(KNOCK)	RYANAIR	S	56	0	0	68	16	11	4	0	2	22	77	9	56
<b>TOTAL IRELAND WEST(KNOCK)</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>22</b>	<b>77</b>	<b>9</b>	56
KERRY COUNTY	RYANAIR	S	55	0	1	78	18	4	0	0	0	8	95	3	56
<b>TOTAL KERRY COUNTY</b>			<b>55</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>95</b>	<b>3</b>	56
<b>TOTAL IRISH REPUBLIC</b>			<b>281</b>	<b>0</b>	<b>3</b>	<b>67</b>	<b>17</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>85</b>	<b>8</b>	250
<b>ISRAEL</b>															
TEL AVIV	EASYJET AIRLINE COMPANY LTD	S	76	0	0	61	26	12	1	0	0	14	68	15	71
	EL AL	S	18	0	0	83	11	6	0	0	0	9	70	15	10
<b>TOTAL TEL AVIV</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>23</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>15</b>	81
<b>TOTAL ISRAEL</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>23</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>15</b>	81
<b>ITALY</b>															
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	50	0	0	76	22	2	0	0	0	7	83	7	66
<b>TOTAL MILAN (MALPENSA)</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>7</b>	66
ROME (FIUMICINO)	MONARCH AIRLINES	S	16	0	0	69	13	19	0	0	0	14	67	17	24
<b>TOTAL ROME (FIUMICINO)</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>0</b>	<b>14</b>	<b>67</b>	<b>17</b>	24
VENICE	EASYJET AIRLINE COMPANY LTD	S	20	0	0	85	15	0	0	0	0	5	0	0	0
<b>TOTAL VENICE</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL ITALY</b>			<b>86</b>	<b>2</b>	<b>0</b>	<b>77</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>10</b>	90
<b>LATVIA</b>															
RIGA	WIZZ AIR	S	56	0	0	86	11	2	2	0	0	6	88	8	40
<b>TOTAL RIGA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>8</b>	40
<b>TOTAL LATVIA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>8</b>	40
<b>LITHUANIA</b>															
KAUNAS	RYANAIR	S	32	0	0	97	3	0	0	0	0	3	0	0	0
<b>TOTAL KAUNAS</b>			<b>32</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>	0
VILNIUS	WIZZ AIR	S	62	0	0	95	5	0	0	0	0	3	95	4	56
<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>3</b>	<b>93</b>	<b>4</b>	112
<b>TOTAL LITHUANIA</b>			<b>94</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>93</b>	<b>4</b>	112
<b>MACEDONIA</b>															
SKOPJE	WIZZ AIR	S	32	0	0	84	16	0	0	0	0	6	83	7	24
<b>TOTAL SKOPJE</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>7</b>	24
<b>TOTAL MACEDONIA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>7</b>	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>MALTA</b>															
MALTA	RYANAIR	S	32	0	0	94	6	0	0	0	0	4	88	6	24
TOTAL MALTA			<b>32</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>6</b>	<b>24</b>
TOTAL MALTA			<b>32</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>6</b>	<b>24</b>
<b>MOROCCO</b>															
MARRAKESH	RYANAIR	S	16	0	0	88	13	0	0	0	0	6	75	10	16
TOTAL MARRAKESH			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>10</b>	<b>16</b>
TOTAL MOROCCO			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>10</b>	<b>16</b>
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	193	0	0	89	8	1	1	1	1	11	90	7	177
TOTAL AMSTERDAM			<b>193</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>11</b>	<b>90</b>	<b>7</b>	<b>177</b>
TOTAL NETHERLANDS			<b>193</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>11</b>	<b>90</b>	<b>7</b>	<b>177</b>
<b>POLAND</b>															
GDANSK	WIZZ AIR	S	87	0	1	93	5	1	0	1	0	6	81	11	102
TOTAL GDANSK			<b>87</b>	<b>0</b>	<b>1</b>	<b>93</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>11</b>	<b>102</b>
KATOWICE	WIZZ AIR	S	95	0	1	86	6	6	1	0	0	6	83	16	92
TOTAL KATOWICE			<b>95</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>16</b>	<b>92</b>
LUBLIN (PORT LOTNICZY)	WIZZ AIR	S	24	0	0	83	8	4	4	0	0	8	60	15	15
TOTAL LUBLIN (PORT LOTNICZY)			<b>24</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>60</b>	<b>15</b>	<b>15</b>
POZNAN	WIZZ AIR	S	40	0	0	98	3	0	0	0	0	3	88	5	48
TOTAL POZNAN			<b>40</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>5</b>	<b>48</b>
RZESZOW	RYANAIR	S	24	0	0	96	4	0	0	0	0	4	100	2	24
TOTAL RZESZOW			<b>24</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>100</b>	<b>2</b>	<b>24</b>
WARSAW (CHOPIN)	WIZZ AIR	S	158	0	2	87	6	5	2	0	0	8	77	12	136
TOTAL WARSAW (CHOPIN)			<b>158</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>12</b>	<b>136</b>
WROCLAW	WIZZ AIR	S	40	0	0	93	5	0	3	0	0	4	70	12	40
TOTAL WROCLAW			<b>40</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>70</b>	<b>12</b>	<b>40</b>
TOTAL POLAND			<b>468</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>81</b>	<b>11</b>	<b>473</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	EASYJET AIRLINE COMPANY LTD	S	22	0	0	82	5	5	9	0	0	15	86	6	22
TOTAL FARO			<b>22</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>5</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>86</b>	<b>6</b>	<b>22</b>
LISBON	EASYJET AIRLINE COMPANY LTD	S	48	0	0	83	8	4	4	0	0	9	88	5	48
TOTAL LISBON			<b>48</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>5</b>	<b>48</b>
TOTAL PORTUGAL(EXCLUDING MADEIRA)			<b>70</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>5</b>	<b>70</b>
<b>REPUBLIC OF SERBIA</b>															
BELGRADE	WIZZ AIR	S	22	0	0	100	0	0	0	0	0	2	79	11	24

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2014

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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 BELGRADE			22	0	0	100	0	0	0	0	0	2	79	11	24
TOTAL REPUBLIC OF SERBIA			22	0	0	100	0	0	0	0	0	2	79	11	24
ROMANIA															
BACAU	BLUE AIR TRANSPORT AERIAN	S	32	0	0	66	16	0	6	13	0	42	75	18	32
TOTAL BACAU			32	0	0	66	16	0	6	13	0	42	75	18	32
BUCHAREST (OTOPENI)	BLUE AIR TRANSPORT AERIAN	S	32	0	0	78	22	0	0	0	0	7	78	10	40
	WIZZ AIR	S	87	0	2	74	15	11	0	0	0	11	79	9	72
TOTAL BUCHAREST (OTOPENI)			119	0	2	75	17	8	0	0	0	10	79	9	112
CLUJ NAPOCA	WIZZ AIR	S	56	0	0	93	5	2	0	0	0	4	90	5	48
TOTAL CLUJ NAPOCA			56	0	0	93	5	2	0	0	0	4	90	5	48
CRAIOVA	WIZZ AIR	S	15	0	1	73	7	13	7	0	0	14	0	0	0
TOTAL CRAIOVA			15	0	1	73	7	13	7	0	0	14	0	0	0
IASI	TAROM	S	16	0	0	75	0	0	25	0	0	27	0	0	0
TOTAL IASI			16	0	0	75	0	0	25	0	0	27	0	0	0
TIMISOARA	WIZZ AIR	S	24	0	0	92	4	4	0	0	0	4	100	2	24
TOTAL TIMISOARA			24	0	0	92	4	4	0	0	0	4	100	2	24
TIRGU MURES	WIZZ AIR	S	24	0	0	96	4	0	0	0	0	5	75	7	20
TOTAL TIRGU MURES			24	0	0	96	4	0	0	0	0	5	75	7	20
TOTAL ROMANIA			286	0	3	80	11	5	2	1	0	13	82	9	236
SLOVAK REPUBLIC															
BRATISLAVA	RYANAIR	S	32	0	0	78	16	6	0	0	0	10	79	12	24
TOTAL BRATISLAVA			32	0	0	78	16	6	0	0	0	10	79	12	24
KOSICE	WIZZ AIR	S	39	0	1	85	13	3	0	0	0	5	0	0	0
TOTAL KOSICE			39	0	1	85	13	3	0	0	0	5	0	0	0
TOTAL SLOVAK REPUBLIC			71	0	1	82	14	4	0	0	0	7	79	12	24
SLOVENIA															
LJUBLJANA	WIZZ AIR	S	24	0	0	67	8	17	8	0	0	17	70	17	23
TOTAL LJUBLJANA			24	0	0	67	8	17	8	0	0	17	70	17	23
TOTAL SLOVENIA			24	0	0	67	8	17	8	0	0	17	70	17	23
SPAIN															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	26	0	0	92	8	0	0	0	0	4	95	4	20
	MONARCH AIRLINES	S	16	0	0	88	0	6	6	0	0	10	44	23	16
TOTAL ALICANTE			42	0	0	90	5	2	2	0	0	6	72	12	36
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	103	0	0	92	3	2	1	2	0	9	95	5	100
TOTAL BARCELONA			103	0	0	92	3	2	1	2	0	9	95	5	100
GIRONA	RYANAIR	S	24	0	0	96	4	0	0	0	0	3	83	6	24
TOTAL GIRONA			24	0	0	96	4	0	0	0	0	3	83	6	24

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2014

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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)										
MADRID	EASYJET AIRLINE COMPANY LTD	S	80	0	0	84	5	4	5	3	0	19	80	9	98
<b>TOTAL MADRID</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>4</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>80</b>	<b>9</b>	<b>98</b>
MALAGA	EASYJET AIRLINE COMPANY LTD	S	36	0	0	75	19	6	0	0	0	9	85	7	34
	MONARCH AIRLINES	S	18	0	0	89	0	0	6	6	0	27	47	36	17
<b>TOTAL MALAGA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>17</b>	<b>51</b>
MURCIA SAN JAVIER	RYANAIR	S	16	0	0	88	13	0	0	0	0	6	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN</b>			<b>319</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>9</b>	<b>309</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	MONARCH AIRLINES	S	24	0	0	88	8	4	0	0	0	8	60	26	15
	RYANAIR	S	16	1	0	63	38	0	0	0	0	12	75	7	16
	THOMSON AIRWAYS LTD	C	14	0	0	100	0	0	0	0	0	0	75	15	8
<b>TOTAL ARRECIFE</b>			<b>54</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>69</b>	<b>16</b>	<b>39</b>
LAS PALMAS	RYANAIR	S	8	0	0	100	0	0	0	0	0	2	100	5	8
	THOMSON AIRWAYS LTD	C	8	0	0	88	0	0	13	0	0	16	100	1	8
<b>TOTAL LAS PALMAS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>100</b>	<b>3</b>	<b>16</b>
TENERIFE (SURREINA SOFIA)	MONARCH AIRLINES	S	39	1	1	74	8	8	5	0	5	29	59	16	29
	RYANAIR	S	16	0	0	100	0	0	0	0	0	3	94	5	16
	THOMSON AIRWAYS LTD	C	16	0	0	75	19	6	0	0	0	7	75	9	16
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>71</b>	<b>1</b>	<b>1</b>	<b>80</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>18</b>	<b>72</b>	<b>11</b>	<b>61</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>141</b>	<b>2</b>	<b>1</b>	<b>83</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>75</b>	<b>12</b>	<b>116</b>
<b>SWITZERLAND</b>															
GENEVA	EASYJET AIRLINE COMPANY LTD	S	256	0	0	86	6	4	3	2	0	12	76	14	262
<b>TOTAL GENEVA</b>			<b>256</b>	<b>5</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>14</b>	<b>262</b>
ZURICH	EASYJET AIRLINE COMPANY LTD	S	44	0	0	98	2	0	0	0	0	2	89	5	44
<b>TOTAL ZURICH</b>			<b>44</b>	<b>3</b>	<b>0</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>5</b>	<b>44</b>
<b>TOTAL SWITZERLAND</b>			<b>300</b>	<b>17</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>13</b>	<b>306</b>
<b>TURKEY</b>															
ISTANBUL (SABIHA GOKCEN)	EASYJET AIRLINE COMPANY LTD	S	24	0	0	100	0	0	0	0	0	1	89	7	36
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>7</b>	<b>36</b>
<b>TOTAL TURKEY</b>			<b>24</b>	<b>1</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>7</b>	<b>36</b>
<b>UKRAINE</b>															
KIEV (ZHULYANY)	WIZZ AIR	S	24	0	0	83	8	8	0	0	0	7	71	31	24
<b>TOTAL KIEV (ZHULYANY)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>71</b>	<b>31</b>	<b>24</b>
<b>TOTAL UKRAINE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>71</b>	<b>31</b>	<b>24</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	39	0	1	85	8	3	5	0	0	10	78	14	50
<b>TOTAL ABERDEEN</b>			<b>39</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>8</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>14</b>	<b>50</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2014

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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)										
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	143	0	0	89	5	3	3	0	0	8	91	6	144
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>143</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>6</b>	<b>144</b>
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	174	0	0	91	5	3	1	1	0	5	86	8	176
<b>TOTAL EDINBURGH</b>			<b>174</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>8</b>	<b>176</b>
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	174	0	0	91	2	5	1	1	0	7	92	5	176
<b>TOTAL GLASGOW</b>			<b>174</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>92</b>	<b>5</b>	<b>176</b>
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	50	0	0	90	4	6	0	0	0	6	83	12	48
<b>TOTAL INVERNESS</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>12</b>	<b>48</b>
<b>TOTAL UNITED KINGDOM</b>			<b>581</b>	<b>4</b>	<b>1</b>	<b>90</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>8</b>	<b>594</b>
<b>TOTAL LUTON</b>			<b>4315</b>	<b>81</b>	<b>19</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>9</b>	<b>4136</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2014

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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	6	0	0	100	0	0	0	0	0	2	63	26	8
	MONARCH AIRLINES	S	22	0	0	86	5	5	0	5	0	19	83	15	18
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	3	75	15	8
	THOMSON AIRWAYS LTD	C	16	0	0	69	0	6	19	6	0	39	44	32	16
	TYROLEAN AIRWAYS	C	8	0	0	88	0	13	0	0	0	8	56	40	16
<b>TOTAL INNSBRUCK</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>3</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>64</b>	<b>27</b>	<b>66</b>
<b>SALZBURG</b>															
<b>SALZBURG</b>	FLYBE LTD	C	2	0	0	50	0	50	0	0	0	30	0	0	0
	JET2.COM LTD	S	8	0	0	38	25	13	25	0	0	32	38	39	8
	JET2.COM LTD	C	8	0	0	88	13	0	0	0	0	3	50	46	2
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	25	0	0	0	14	75	6	8
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	63	14	16
<b>TOTAL SALZBURG</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>9</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>59</b>	<b>20</b>	<b>34</b>
<b>TOTAL AUSTRIA</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>5</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>62</b>	<b>24</b>	<b>100</b>
<b>BARBADOS</b>															
<b>BRIDGETOWN</b>															
<b>BRIDGETOWN</b>	THOMAS COOK AIRLINES LTD	S	12	0	0	75	0	8	17	0	0	21	0	0	0
	THOMAS COOK AIRLINES LTD	C	16	0	0	63	6	19	13	0	0	30	88	6	16
	THOMSON AIRWAYS LTD	C	26	0	0	65	12	15	4	0	4	41	74	9	31
	VIRGIN ATLANTIC AIRWAYS LTD	S	16	0	0	94	6	0	0	0	0	2	75	11	16
<b>TOTAL BRIDGETOWN</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>7</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>26</b>	<b>78</b>	<b>9</b>	<b>63</b>
<b>TOTAL BARBADOS</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>7</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>26</b>	<b>78</b>	<b>9</b>	<b>63</b>
<b>BELGIUM</b>															
<b>BRUSSELS</b>															
<b>BRUSSELS</b>	BRUSSELS AIRLINES	S	150	0	1	78	11	10	1	0	0	9	78	10	148
	<b>TOTAL BRUSSELS</b>		<b>150</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>11</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>10</b>	<b>148</b>
<b>CHARLEROI</b>															
<b>CHARLEROI</b>	RYANAIR	S	104	0	0	87	8	3	2	1	0	8	86	12	103
	<b>TOTAL CHARLEROI</b>		<b>104</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>12</b>	<b>103</b>
<b>TOTAL BELGIUM</b>			<b>254</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>8</b>	<b>347</b>
<b>BULGARIA</b>															
<b>SOFIA</b>															
<b>SOFIA</b>	BH AIR	C	8	0	0	100	0	0	0	0	0	2	100	2	8
	EASYJET AIRLINE COMPANY LTD	S	24	0	0	100	0	0	0	0	0	0	88	5	24
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	75	17	12
	THOMSON AIRWAYS LTD	C	8	0	0	50	25	0	0	0	25	110	88	5	8
<b>TOTAL SOFIA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>19</b>	<b>87</b>	<b>7</b>	<b>52</b>
<b>TOTAL BULGARIA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>19</b>	<b>87</b>	<b>7</b>	<b>52</b>
<b>CANADA</b>															
<b>TORONTO</b>															
<b>TORONTO</b>	AIR TRANSAT	S	8	0	0	13	38	25	25	0	0	35	63	28	8
	<b>TOTAL TORONTO</b>		<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>38</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>56</b>	<b>61</b>	<b>9</b>
<b>TOTAL CANADA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>38</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>56</b>	<b>61</b>	<b>9</b>
<b>CAPE VERDE ISLANDS</b>															
<b>BOA VISTA (RABIL)</b>															
<b>BOA VISTA (RABIL)</b>	THOMSON AIRWAYS LTD	S	16	0	0	88	6	6	0	0	0	5	53	27	17



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2014

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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 BOA VISTA (RABIL)			16	0	0	88	6	6	0	0	0	5	53	27	17
ILHA DO SAL C.VERDE	THOMSON AIRWAYS LTD	S	8	0	0	88	13	0	0	0	0	8	25	38	8
TOTAL ILHA DO SAL C.VERDE			8	0	0	88	13	0	0	0	0	8	25	38	8
TOTAL CAPE VERDE ISLANDS			24	0	0	88	8	4	0	0	0	6	44	31	25
<b>CUBA</b>															
CUNAGUA (CAYO COCO)	THOMAS COOK AIRLINES LTD	C	8	0	0	25	13	13	25	25	0	108	75	48	8
TOTAL CUNAGUA (CAYO COCO)			8	0	0	25	13	13	25	25	0	108	75	48	8
HOLGUIN (FRANK PAIS)	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	0	13	0	0	14	88	5	8
TOTAL HOLGUIN (FRANK PAIS)			8	0	0	75	13	0	13	0	0	14	88	5	8
TOTAL CUBA			16	0	0	50	13	6	19	13	0	61	81	27	16
<b>CYPRUS</b>															
LARNACA	MONARCH AIRLINES	S	16	0	0	88	0	13	0	0	0	11	19	53	16
TOTAL LARNACA			16	0	0	88	0	13	0	0	0	11	19	53	16
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	40	0	0	78	8	8	8	0	0	15	90	6	39
	RYANAIR	S	16	0	0	81	19	0	0	0	0	7	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	63	13	13	13	0	0	17	50	20	8
TOTAL PAPHOS			64	0	0	77	11	6	6	0	0	13	82	8	51
TOTAL CYPRUS			80	0	0	79	9	8	5	0	0	13	67	19	67
<b>CZECH REPUBLIC</b>															
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	23	0	0	78	13	4	0	4	0	20	0	0	0
	JET2.COM LTD	S	32	0	0	91	3	6	0	0	0	4	72	10	32
TOTAL PRAGUE			55	0	0	85	7	5	0	2	0	11	70	11	33
TOTAL CZECH REPUBLIC			55	0	0	85	7	5	0	2	0	11	70	11	33
<b>DENMARK</b>															
AARHUS (TIRSTRUP)	SUN AIR OF SCANDINAVIA	S	48	0	0	92	2	0	4	2	0	13	81	9	80
TOTAL AARHUS (TIRSTRUP)			48	0	0	92	2	0	4	2	0	13	81	9	80
BILLUND	SUN AIR OF SCANDINAVIA	S	88	0	0	93	3	2	0	1	0	7	88	7	88
TOTAL BILLUND			88	0	0	93	3	2	0	1	0	7	88	7	88
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	64	0	0	95	2	0	3	0	0	4	80	14	54
	SAS	S	102	0	0	96	3	1	0	0	0	2	88	7	98
TOTAL COPENHAGEN			166	0	0	96	2	1	1	0	0	3	85	9	152
TOTAL DENMARK			302	0	0	94	3	1	1	1	0	6	85	9	320
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	8	38	41	8
TOTAL PUERTO PLATA			8	0	0	88	13	0	0	0	0	8	38	41	8
PUNTA CANA	THOMSON AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	11	63	29	8
TOTAL PUNTA CANA			8	0	0	88	0	13	0	0	0	11	63	29	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			Actual (7)	Plan (8)											
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>50</b>	<b>35</b>	<b>16</b>
<b>EGYPT</b>															
<b>CAIRO</b>	EGYPT AIR	S	40	0	1	78	13	3	8	0	0	11	0	0	0
<b>TOTAL CAIRO</b>			<b>40</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>13</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>HURGHADA</b>	MONARCH AIRLINES	C	6	0	0	83	17	0	0	0	0	5	38	49	8
	THOMAS COOK AIRLINES LTD	C	16	0	0	88	13	0	0	0	0	6	63	20	16
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	50	16	8
<b>TOTAL HURGHADA</b>			<b>30</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>5</b>	<b>53</b>	<b>26</b>	<b>32</b>
<b>SHARM EL SHEIKH (OPHIRA)</b>	EASYJET AIRLINE COMPANY LTD	S	24	0	0	92	8	0	0	0	0	3	55	20	22
	MONARCH AIRLINES	S	32	0	0	81	13	6	0	0	0	7	75	10	36
	THOMAS COOK AIRLINES LTD	C	20	0	0	85	0	0	5	10	0	38	67	12	18
	THOMSON AIRWAYS LTD	C	40	0	0	98	3	0	0	0	0	2	88	8	42
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>11</b>	<b>118</b>
<b>TOTAL EGYPT</b>			<b>186</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>15</b>	<b>182</b>
<b>FINLAND</b>															
<b>HELSINKI</b>	FINNAIR	S	112	0	0	77	16	6	1	0	0	10	88	7	112
<b>TOTAL HELSINKI</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>16</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>8</b>	<b>118</b>
<b>KITTLA</b>	JET2.COM LTD	C	8	0	0	50	25	25	0	0	0	15	57	18	7
<b>TOTAL KITTLA</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>15</b>	<b>57</b>	<b>18</b>	<b>7</b>
<b>TOTAL FINLAND</b>			<b>121</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>9</b>	<b>125</b>
<b>FRANCE</b>															
<b>CHAMBERY</b>	JET2.COM LTD	S	20	0	0	40	10	25	20	5	0	46	31	53	16
	THOMSON AIRWAYS LTD	C	16	0	0	19	13	19	31	19	0	91	38	31	8
<b>TOTAL CHAMBERY</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>11</b>	<b>22</b>	<b>25</b>	<b>11</b>	<b>0</b>	<b>66</b>	<b>36</b>	<b>46</b>	<b>45</b>
<b>GRENOBLE</b>	JET2.COM LTD	C	12	0	0	50	42	8	0	0	0	16	27	46	11
	JET2.COM LTD	S	8	0	0	88	13	0	0	0	0	5	69	15	16
	MONARCH AIRLINES	S	8	0	0	63	0	25	13	0	0	18	50	21	8
	MONARCH AIRLINES	C	20	0	0	65	10	10	15	0	0	25	50	21	16
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	25	25	0	0	0	17	50	33	8
<b>TOTAL GRENOBLE</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>18</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>55</b>	<b>24</b>	<b>67</b>
<b>LYON</b>	EASYJET AIRLINE COMPANY LTD	S	8	0	0	0	50	50	0	0	0	30	0	0	0
	FLYBE LTD	C	2	0	0	0	100	0	0	0	0	22	0	0	0
	JET2.COM LTD	C	8	0	0	25	38	38	0	0	0	28	0	0	0
	MONARCH AIRLINES	C	2	0	0	0	50	50	0	0	0	27	0	0	0
<b>TOTAL LYON</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>50</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>90</b>	<b>7</b>	<b>42</b>
<b>NANTES</b>	FLYBE LTD	S	8	0	0	88	0	0	13	0	0	14	75	21	24
<b>TOTAL NANTES</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>21</b>	<b>24</b>
<b>PARIS (CHARLES DE GAULLE)</b>	AIR FRANCE	S	162	0	0	81	14	3	2	0	0	8	75	12	168
	FLYBE LTD	S	192	0	0	96	3	1	1	0	0	3	86	6	192
	JET2.COM LTD	S	20	0	0	70	15	0	15	0	0	16	85	25	20
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>374</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>10</b>	<b>380</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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				Actual (7)	Plan (8)										
TOULOUSE (BLAGNAC)	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	7	33	40	6
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>50</b>	<b>26</b>	<b>10</b>
<b>TOTAL FRANCE</b>			<b>502</b>	<b>2</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>15</b>	<b>568</b>
<b>GAMBIA</b>															
BANJUL	THOMAS COOK AIRLINES LTD	C	24	0	0	46	17	25	13	0	0	27	81	14	16
<b>TOTAL BANJUL</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>17</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>81</b>	<b>14</b>	<b>16</b>
<b>TOTAL GAMBIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>17</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>81</b>	<b>14</b>	<b>16</b>
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	48	0	0	92	8	0	0	0	0	3	82	10	44
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>82</b>	<b>10</b>	<b>44</b>
BERLIN (TEGEL)	TITAN AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	13	0	0	0
<b>TOTAL BERLIN (TEGEL)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>11</b>	<b>36</b>
BREMEN	RYANAIR	S	24	0	0	83	4	8	4	0	0	9	92	5	24
<b>TOTAL BREMEN</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>4</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>92</b>	<b>5</b>	<b>24</b>
COLOGNE BONN	GERMANWINGS	S	32	0	0	88	13	0	0	0	0	5	82	6	38
<b>TOTAL COLOGNE BONN</b>			<b>32</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>82</b>	<b>6</b>	<b>38</b>
DUSSELDORF	FLYBE LTD	S	107	0	1	88	7	3	2	0	0	5	87	8	92
	LUFTHANSA CITY LINE	S	134	0	0	82	10	7	1	0	0	8	73	13	157
<b>TOTAL DUSSELDORF</b>			<b>241</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>11</b>	<b>249</b>
FRANKFURT MAIN	LUFTHANSA	S	222	0	1	83	14	3	0	0	0	7	75	11	223
<b>TOTAL FRANKFURT MAIN</b>			<b>222</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>11</b>	<b>223</b>
FRIEDRICHSHAFEN	FLYBE LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	MONARCH AIRLINES	S	8	0	0	100	0	0	0	0	0	2	100	5	8
<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>2</b>	<b>100</b>	<b>5</b>	<b>8</b>
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	36	0	0	100	0	0	0	0	0	1	86	7	35
	GERMANWINGS	S	92	0	0	85	10	4	1	0	0	8	0	0	0
<b>TOTAL HAMBURG</b>			<b>128</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>80</b>	<b>9</b>	<b>119</b>
HANOVER	FLYBE LTD	S	40	0	0	93	3	3	3	0	0	4	95	3	40
<b>TOTAL HANOVER</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>95</b>	<b>3</b>	<b>40</b>
MUNICH	EASYJET AIRLINE COMPANY LTD	S	32	1	0	94	0	0	6	0	0	5	84	9	32
	LUFTHANSA	S	158	0	1	88	9	3	0	0	0	5	71	15	160
	MONARCH AIRLINES	S	14	0	0	79	14	7	0	0	0	9	67	12	30
<b>TOTAL MUNICH</b>			<b>204</b>	<b>1</b>	<b>1</b>	<b>88</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>73</b>	<b>14</b>	<b>222</b>
<b>TOTAL GERMANY</b>			<b>951</b>	<b>1</b>	<b>3</b>	<b>87</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>11</b>	<b>1043</b>
<b>GIBRALTAR</b>															
GIBRALTAR	MONARCH AIRLINES	S	32	0	0	84	9	0	0	6	0	18	71	28	24
<b>TOTAL GIBRALTAR</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>18</b>	<b>71</b>	<b>28</b>	<b>24</b>
<b>TOTAL GIBRALTAR</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>18</b>	<b>71</b>	<b>28</b>	<b>24</b>

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			Actual (7)	Plan (8)											
<b>GREECE</b>															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	25	0	1	80	20	0	0	0	0	6	100	2	22
	HI FLY	C	2	0	0	100	0	0	0	0	0	3	0	0	0
	JET2.COM LTD	C	4	0	0	50	0	50	0	0	0	24	0	0	0
	THOMAS COOK AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	19	0	0	0
<b>TOTAL ATHENS</b>			<b>33</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>100</b>	<b>2</b>	<b>22</b>
<b>TOTAL GREECE</b>			<b>33</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>100</b>	<b>2</b>	<b>22</b>
<b>HUNGARY</b>															
BUDAPEST	JET2.COM LTD	S	26	0	0	81	4	12	4	0	0	10	69	13	26
	RYANAIR	S	32	0	0	91	9	0	0	0	0	5	100	0	24
<b>TOTAL BUDAPEST</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>7</b>	<b>50</b>
<b>TOTAL HUNGARY</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>7</b>	<b>50</b>
<b>ICELAND</b>															
KEFLAVIK	EASYJET AIRLINE COMPANY LTD	S	26	0	0	92	0	8	0	0	0	4	100	3	10
	ICELANDAIR	S	24	0	0	96	4	0	0	0	0	3	96	4	24
<b>TOTAL KEFLAVIK</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>97</b>	<b>4</b>	<b>34</b>
<b>TOTAL ICELAND</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>97</b>	<b>4</b>	<b>34</b>
<b>INDIA</b>															
GOA	MONARCH AIRLINES	C	8	0	0	38	25	38	0	0	0	20	50	17	8
	THOMAS COOK AIRLINES LTD	S	16	0	0	69	6	19	6	0	0	17	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	50	38	13	0	0	0	18	25	67	8
<b>TOTAL GOA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>50</b>	<b>63</b>	<b>32</b>
<b>TOTAL INDIA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>50</b>	<b>63</b>	<b>32</b>
<b>IRISH REPUBLIC</b>															
CORK	AER ARANN	S	118	2	0	76	9	7	6	2	0	16	89	9	106
<b>TOTAL CORK</b>			<b>118</b>	<b>2</b>	<b>0</b>	<b>76</b>	<b>9</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>89</b>	<b>9</b>	<b>106</b>
DUBLIN	AER ARANN	S	100	1	0	87	5	3	2	3	0	12	0	0	0
	AER LINGUS	S	154	1	8	88	6	5	1	0	0	5	86	8	208
	RYANAIR	S	238	3	2	71	20	5	2	1	0	15	90	5	168
<b>TOTAL DUBLIN</b>			<b>492</b>	<b>8</b>	<b>10</b>	<b>80</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>7</b>	<b>379</b>
IRELAND WEST(KNOCK)	FLYBE LTD	S	29	0	1	59	7	17	17	0	0	31	81	8	32
<b>TOTAL IRELAND WEST(KNOCK)</b>			<b>29</b>	<b>0</b>	<b>1</b>	<b>59</b>	<b>7</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>81</b>	<b>8</b>	<b>32</b>
SHANNON	AER ARANN	S	93	0	0	88	5	4	1	1	0	7	81	12	94
<b>TOTAL SHANNON</b>			<b>93</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>12</b>	<b>94</b>
WATERFORD	FLYBE LTD	S	10	0	0	40	10	40	10	0	0	29	0	0	0
<b>TOTAL WATERFORD</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>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>742</b>	<b>10</b>	<b>11</b>	<b>79</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>8</b>	<b>618</b>
<b>ISRAEL</b>															
TEL AVIV	EASYJET AIRLINE COMPANY LTD	S	20	0	0	60	20	5	15	0	0	21	69	15	16

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2014

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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 TEL AVIV			20	0	0	60	20	5	15	0	0	21	52	21	29
TOTAL ISRAEL			20	0	0	60	20	5	15	0	0	21	52	21	29
ITALY															
BERGAMO	RYANAIR	S	56	0	0	70	21	4	4	2	0	16	79	12	56
TOTAL BERGAMO			56	0	0	70	21	4	4	2	0	16	79	12	56
MILAN (MALPENSA)	FLYBE LTD	S	43	0	1	88	9	2	0	0	0	3	92	3	48
TOTAL MILAN (MALPENSA)			43	0	1	88	9	2	0	0	0	3	92	3	48
ROME (CIAMPINO)	RYANAIR	S	40	0	0	85	10	3	0	3	0	11	83	6	36
TOTAL ROME (CIAMPINO)			40	0	0	85	10	3	0	3	0	11	83	6	36
ROME (FIUMICINO)	JET2.COM LTD	S	36	0	0	86	11	0	3	0	0	8	69	18	32
TOTAL ROME (FIUMICINO)			36	2	0	86	11	0	3	0	0	8	69	18	32
TURIN															
	FLYBE LTD	C	8	0	0	38	38	25	0	0	0	25	38	53	8
	JET2.COM LTD	C	5	0	0	60	0	20	20	0	0	27	50	18	2
	THOMAS COOK AIRLINES LTD	C	8	0	0	38	0	50	13	0	0	35	58	19	12
	THOMSON AIRWAYS LTD	C	16	0	0	100	0	0	0	0	0	2	44	22	16
TOTAL TURIN			37	0	0	68	8	19	5	0	0	17	47	28	38
VENICE															
	EASYJET AIRLINE COMPANY LTD	S	24	0	0	100	0	0	0	0	0	1	93	3	14
	MONARCH AIRLINES	S	16	0	0	88	0	13	0	0	0	7	69	21	16
TOTAL VENICE			40	0	0	95	0	5	0	0	0	3	80	13	30
VERONA VILLAFRANCA															
	MONARCH AIRLINES	S	8	0	0	88	13	0	0	0	0	4	77	11	22
	THOMSON AIRWAYS LTD	C	8	0	0	75	0	13	0	0	13	56	100	4	8
TOTAL VERONA VILLAFRANCA			16	0	0	81	6	6	0	0	6	30	83	9	30
TOTAL ITALY			268	2	1	81	10	5	2	1	0	11	77	12	270
JAMAICA															
MONTEGO BAY	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	11	13	26	8
TOTAL MONTEGO BAY			8	0	0	75	25	0	0	0	0	11	22	23	9
TOTAL JAMAICA			8	0	0	75	25	0	0	0	0	11	22	23	9
LATVIA															
RIGA	RYANAIR	S	16	0	0	88	6	6	0	0	0	6	88	5	16
TOTAL RIGA			16	0	0	88	6	6	0	0	0	6	88	5	16
TOTAL LATVIA			16	0	0	88	6	6	0	0	0	6	88	5	16
LIBYA															
TRIPOLI	LIBYAN ARAB AIRLINES	S	18	0	6	39	33	28	0	0	0	19	38	28	24
TOTAL TRIPOLI			18	0	6	39	33	28	0	0	0	19	38	28	24
TOTAL LIBYA			18	0	6	39	33	28	0	0	0	19	38	28	24
MALTA															
MALTA	AIR MALTA	S	32	0	0	97	3	0	0	0	0	2	87	6	30
	EASYJET AIRLINE COMPANY LTD	S	32	0	0	97	3	0	0	0	0	2	84	26	32

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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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)										
MALTA	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	75	15	8
<b>TOTAL MALTA</b>			<b>72</b>	<b>1</b>	<b>1</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>15</b>	<b>75</b>
<b>TOTAL MALTA</b>			<b>72</b>	<b>1</b>	<b>1</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>15</b>	<b>75</b>
<b>MEXICO</b>															
CANCUN	THOMAS COOK AIRLINES LTD	S	16	0	0	63	13	13	0	0	13	84	0	0	0
	THOMSON AIRWAYS LTD	C	32	1	0	63	22	13	3	0	0	17	39	34	23
<b>TOTAL CANCUN</b>			<b>48</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>39</b>	<b>44</b>	<b>29</b>	<b>39</b>
<b>TOTAL MEXICO</b>			<b>48</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>39</b>	<b>44</b>	<b>29</b>	<b>39</b>
<b>MOROCCO</b>															
AGADIR (AL MASSIRA)	THOMSON AIRWAYS LTD	S	16	0	0	100	0	0	0	0	0	1	94	6	16
<b>TOTAL AGADIR (AL MASSIRA)</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>94</b>	<b>6</b>	<b>16</b>
MARRAKESH	EASYJET AIRLINE COMPANY LTD	S	24	0	0	92	0	8	0	0	0	4	89	7	27
	THOMSON AIRWAYS LTD	S	15	0	2	93	0	7	0	0	0	5	63	21	16
<b>TOTAL MARRAKESH</b>			<b>39</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>12</b>	<b>43</b>
<b>TOTAL MOROCCO</b>			<b>55</b>	<b>0</b>	<b>2</b>	<b>95</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>83</b>	<b>10</b>	<b>59</b>
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	92	0	0	92	4	1	0	2	0	8	92	6	96
	KLM	S	246	0	0	91	7	2	0	0	0	6	81	10	242
	KLM CITYHOPPER	S	34	0	0	97	3	0	0	0	0	1	79	9	34
<b>TOTAL AMSTERDAM</b>			<b>372</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>9</b>	<b>372</b>
<b>TOTAL NETHERLANDS</b>			<b>372</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>9</b>	<b>372</b>
<b>NORWAY</b>															
BERGEN	GERMANIA FLUGGESELLSCHAFT	C	9	0	0	67	22	0	11	0	0	18	0	0	0
	SAS	S	14	0	0	36	21	36	7	0	0	28	75	16	16
<b>TOTAL BERGEN</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>22</b>	<b>22</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>74</b>	<b>17</b>	<b>19</b>
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	24	0	0	58	13	21	8	0	0	24	69	15	32
	SAS	S	32	0	0	78	13	9	0	0	0	9	88	5	40
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>79</b>	<b>10</b>	<b>72</b>
RYGGE	RYANAIR	S	32	0	0	78	9	0	13	0	0	14	77	12	31
<b>TOTAL RYGGE</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>9</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>12</b>	<b>31</b>
STAVANGER	NORWEGIAN AIR SHUTTLE	S	16	0	0	56	31	13	0	0	0	13	0	0	0
<b>TOTAL STAVANGER</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>31</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NORWAY</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>11</b>	<b>123</b>
<b>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	30	2	0	30	17	20	30	0	3	58	50	17	26
<b>TOTAL ISLAMABAD</b>			<b>30</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>17</b>	<b>20</b>	<b>30</b>	<b>0</b>	<b>3</b>	<b>58</b>	<b>48</b>	<b>24</b>	<b>48</b>
KARACHI	PAKISTAN INTL AIRLINES	S	8	0	0	13	0	38	38	13	0	81	22	69	9
<b>TOTAL KARACHI</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>81</b>	<b>22</b>	<b>69</b>	<b>9</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)										
LAHORE	PAKISTAN INTL AIRLINES	S	16	0	0	25	31	25	13	0	6	67	45	26	20
<b>TOTAL LAHORE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>31</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>6</b>	<b>67</b>	<b>45</b>	<b>26</b>	<b>20</b>
<b>TOTAL PAKISTAN</b>			<b>54</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>19</b>	<b>24</b>	<b>26</b>	<b>2</b>	<b>4</b>	<b>64</b>	<b>44</b>	<b>30</b>	<b>77</b>
<b>POLAND</b>															
GDANSK	RYANAIR	S	16	0	0	69	13	6	13	0	0	20	88	7	16
<b>TOTAL GDANSK</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>88</b>	<b>7</b>	<b>16</b>
KATOWICE	RYANAIR	S	16	0	0	94	6	0	0	0	0	4	88	6	16
<b>TOTAL KATOWICE</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>88</b>	<b>6</b>	<b>16</b>
KRAKOW	RYANAIR	S	24	0	0	88	8	0	4	0	0	10	0	0	0
<b>TOTAL KRAKOW</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
RZESZOW	RYANAIR	S	16	0	0	88	0	0	13	0	0	19	94	3	16
<b>TOTAL RZESZOW</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>94</b>	<b>3</b>	<b>16</b>
WARSAW (MODLIN MASOVIA)	RYANAIR	S	24	0	0	92	0	8	0	0	0	7	0	0	0
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL POLAND</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>89</b>	<b>5</b>	<b>71</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	JET2.COM LTD	S	10	0	0	70	20	10	0	0	0	13	0	0	0
	MONARCH AIRLINES	S	40	0	0	90	10	0	0	0	0	3	71	19	42
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	RYANAIR	S	24	0	0	79	8	0	13	0	0	17	83	8	24
<b>TOTAL FARO</b>			<b>76</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>15</b>	<b>66</b>
LISBON	AIR PORTUGAL	S	56	0	0	77	20	4	0	0	0	7	14	37	56
<b>TOTAL LISBON</b>			<b>56</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>20</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>14</b>	<b>37</b>	<b>56</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>132</b>	<b>2</b>	<b>0</b>	<b>81</b>	<b>14</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>48</b>	<b>25</b>	<b>122</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	JET2.COM LTD	S	6	0	0	17	67	0	17	0	0	26	0	90	6
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	0	0	38	0	0	38	50	16	8
	THOMSON AIRWAYS LTD	C	8	0	0	88	0	0	0	13	0	31	50	21	8
<b>TOTAL FUNCHAL</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>18</b>	<b>0</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>32</b>	<b>36</b>	<b>38</b>	<b>22</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>18</b>	<b>0</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>32</b>	<b>36</b>	<b>38</b>	<b>22</b>
<b>QATAR</b>															
DOHA HAMAD	QATAR AIRWAYS	S	80	0	0	69	21	10	0	0	0	12	65	16	80
<b>TOTAL DOHA HAMAD</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>21</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>65</b>	<b>16</b>	<b>80</b>
<b>TOTAL QATAR</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>21</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>65</b>	<b>16</b>	<b>80</b>
<b>RUSSIA</b>															
MOSCOW (DOMODEDOVO)	EASYJET AIRLINE COMPANY LTD	S	30	0	0	87	7	7	0	0	0	7	0	0	0
<b>TOTAL MOSCOW (DOMODEDOVO)</b>			<b>30</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL RUSSIA</b>			<b>30</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2014

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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>SINGAPORE</b>															
SINGAPORE	SINGAPORE AIRLINES	S	56	0	0	88	11	2	0	0	0	4	79	9	56
TOTAL SINGAPORE			<b>56</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>9</b>	<b>56</b>
TOTAL SINGAPORE			<b>56</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>9</b>	<b>56</b>
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	34	0	0	100	0	0	0	0	0	1	97	2	34
	JET2.COM LTD	S	24	0	0	79	8	4	8	0	0	15	94	10	16
	MONARCH AIRLINES	S	56	0	0	89	9	2	0	0	0	4	45	20	56
	RYANAIR	S	32	0	0	100	0	0	0	0	0	2	79	8	24
	THOMAS COOK AIRLINES LTD	C	12	0	0	92	8	0	0	0	0	4	83	12	12
	THOMSON AIRWAYS LTD	C	16	0	0	94	6	0	0	0	0	4	69	12	16
TOTAL ALICANTE			<b>174</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>72</b>	<b>12</b>	<b>158</b>
BARCELONA	AIREXPLORE	C	2	0	0	100	0	0	0	0	0	10	0	0	0
	IBERIA	C	2	0	0	50	50	0	0	0	0	17	0	0	0
	JET2.COM LTD	S	20	0	0	80	15	5	0	0	0	8	30	25	10
	MONARCH AIRLINES	S	20	0	0	100	0	0	0	0	0	3	85	8	20
	VUELING AIRLINES	C	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL BARCELONA			<b>46</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>66</b>	<b>14</b>	<b>32</b>
BILBAO	EASYJET AIRLINE COMPANY LTD	S	20	0	0	90	5	0	5	0	0	7	100	2	20
TOTAL BILBAO			<b>20</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>2</b>	<b>20</b>
GIRONA	RYANAIR	S	24	0	0	96	4	0	0	0	0	4	97	3	32
TOTAL GIRONA			<b>24</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>97</b>	<b>3</b>	<b>32</b>
LIEIDA	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	5	63	31	8
TOTAL LIEIDA			<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>63</b>	<b>31</b>	<b>8</b>
MADRID	RYANAIR	S	32	0	0	50	38	9	0	3	0	25	86	6	36
TOTAL MADRID			<b>33</b>	<b>1</b>	<b>0</b>	<b>52</b>	<b>36</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>71</b>	<b>14</b>	<b>58</b>
MALAGA	EASYJET AIRLINE COMPANY LTD	S	26	0	0	92	8	0	0	0	0	4	94	2	32
	JET2.COM LTD	S	16	0	0	56	13	31	0	0	0	16	83	21	12
	MONARCH AIRLINES	S	48	0	0	81	8	4	6	0	0	13	58	18	48
	RYANAIR	S	24	0	0	92	0	8	0	0	0	6	96	3	24
	THOMSON AIRWAYS LTD	C	16	0	0	69	13	0	19	0	0	20	50	30	16
TOTAL MALAGA			<b>130</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>13</b>	<b>132</b>
MURCIA SAN JAVIER	JET2.COM LTD	S	14	0	0	86	7	0	0	7	0	26	72	17	18
	RYANAIR	S	16	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL MURCIA SAN JAVIER			<b>30</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>17</b>	<b>18</b>
PALMA DE MALLORCA	MONARCH AIRLINES	S	14	0	0	86	14	0	0	0	0	5	19	31	16
TOTAL PALMA DE MALLORCA			<b>14</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>19</b>	<b>31</b>	<b>16</b>
TOTAL SPAIN			<b>479</b>	<b>2</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>13</b>	<b>474</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	JET2.COM LTD	S	28	1	0	82	18	0	0	0	0	7	92	2	12
	MONARCH AIRLINES	S	24	0	0	88	13	0	0	0	0	4	58	60	24



CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			UNMATCHED		Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
ARRECIFE	RYANAIR	S	16	0	0	100	0	0	0	0	0	4	0	0	0
	THOMAS COOK AIRLINES LTD	S	26	0	0	96	4	0	0	0	0	2	0	0	0
	THOMSON AIRWAYS LTD	C	32	0	0	84	6	0	6	3	0	19	67	16	24
<b>TOTAL ARRECIFE</b>			<b>126</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>72</b>	<b>28</b>	<b>88</b>
FUERTEVENTURA	MONARCH AIRLINES	S	8	0	0	88	13	0	0	0	0	4	75	21	8
	THOMAS COOK AIRLINES LTD	S	22	0	0	77	5	14	5	0	0	11	0	0	0
	THOMSON AIRWAYS LTD	C	22	0	0	77	9	14	0	0	0	12	75	11	16
<b>TOTAL FUERTEVENTURA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>11</b>	<b>46</b>
LAS PALMAS	JET2.COM LTD	S	10	0	0	60	20	20	0	0	0	15	50	39	6
	MONARCH AIRLINES	S	8	0	0	100	0	0	0	0	0	1	38	54	8
	THOMAS COOK AIRLINES LTD	S	20	1	0	80	15	5	0	0	0	7	0	0	0
	THOMSON AIRWAYS LTD	C	24	1	0	88	8	4	0	0	0	6	52	35	25
<b>TOTAL LAS PALMAS</b>			<b>62</b>	<b>2</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>57</b>	<b>29</b>	<b>61</b>
SANTA CRUZ DE LA PALMA	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	100	3	8
<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>100</b>	<b>3</b>	<b>8</b>
TENERIFE (SURREINA SOFIA)	EASYJET AIRLINE COMPANY LTD	S	47	0	1	87	6	2	4	0	0	8	92	4	48
	JET2.COM LTD	C	6	0	0	50	17	33	0	0	0	20	67	17	6
	JET2.COM LTD	S	32	0	1	75	13	6	0	6	0	25	55	26	22
	MONARCH AIRLINES	S	71	0	1	85	7	7	1	0	0	8	46	30	70
	RYANAIR	S	32	0	0	81	19	0	0	0	0	6	78	11	32
	THOMAS COOK AIRLINES LTD	S	32	0	0	91	6	3	0	0	0	4	0	0	0
	THOMSON AIRWAYS LTD	C	57	0	0	89	9	0	2	0	0	7	71	20	56
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>277</b>	<b>0</b>	<b>3</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>65</b>	<b>19</b>	<b>269</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>525</b>	<b>3</b>	<b>3</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>67</b>	<b>21</b>	<b>472</b>
ST LUCIA															
ST LUCIA (HEWANORRA)	THOMAS COOK AIRLINES LTD	S	4	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ST LUCIA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
SWEDEN															
KIRUNA	ENTER AIR	C	3	0	0	33	0	67	0	0	0	27	0	0	0
<b>TOTAL KIRUNA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>
STOCKHOLM (ARLANDA)	NORWEGIAN AIR SHUTTLE	S	16	0	0	56	25	6	13	0	0	20	63	20	32
	SAS	S	86	0	0	91	7	0	2	0	0	6	95	5	88
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>11</b>	<b>129</b>
<b>TOTAL SWEDEN</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>14</b>	<b>140</b>
SWITZERLAND															
BASLE MULHOUSE	EASYJET AIRLINE COMPANY LTD	S	36	0	0	92	8	0	0	0	0	2	81	8	32
<b>TOTAL BASLE MULHOUSE</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>2</b>	<b>81</b>	<b>8</b>	<b>32</b>
GENEVA	EASYJET AIRLINE COMPANY LTD	S	82	0	0	85	9	6	0	0	0	5	72	13	90
	JET2.COM LTD	S	24	0	0	67	13	21	0	0	0	15	35	34	20
	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	4	25	26	8
	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	10	75	13	8

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			MATCHED		UNMATCHED	Early to 15	16 to 30 mins	31 to 60	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL GENEVA			122	0	0	81	11	8	0	0	0	8	63	18	136
ZURICH	HELVETIC AIRWAYS	S	2	0	0	50	50	0	0	0	0	16	50	19	4
	SWISS AIRLINES	S	118	0	0	64	29	7	0	0	0	11	63	16	164
TOTAL ZURICH			120	0	0	64	29	7	0	0	0	12	63	16	168
TOTAL SWITZERLAND			278	0	0	75	18	6	0	0	0	9	65	16	336
TUNISIA															
ENFIDHA - HAMMAMET INTL	THOMAS COOK AIRLINES LTD	C	25	0	0	88	12	0	0	0	0	3	92	15	24
	THOMSON AIRWAYS LTD	C	16	0	0	75	0	13	13	0	0	24	81	10	16
TOTAL ENFIDHA - HAMMAMET INTL			41	0	0	83	7	5	5	0	0	11	88	13	40
TOTAL TUNISIA			41	0	0	83	7	5	5	0	0	11	78	17	46
TURKEY															
ANTALYA	FREEBIRD AIRLINES	C	16	0	0	75	13	6	6	0	0	9	0	0	0
	THOMAS COOK AIRLINES LTD	C	14	0	0	79	14	0	7	0	0	15	56	15	18
TOTAL ANTALYA			30	0	0	77	13	3	7	0	0	12	54	16	26
ISTANBUL	THY TURK HAVA YOLLARI TURKIS	S	112	0	0	87	7	3	2	2	0	11	81	11	80
TOTAL ISTANBUL			112	0	0	87	7	3	2	2	0	11	81	11	80
TOTAL TURKEY			142	0	0	85	8	3	3	1	0	11	75	12	106
UNITED ARAB EMIRATES															
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	112	1	0	79	13	4	3	1	0	11	68	30	112
TOTAL ABU DHABI INTERNATIONAL			112	1	0	79	13	4	3	1	0	11	68	30	112
DUBAI	EMIRATES	S	167	0	0	57	22	13	7	1	0	23	49	25	168
TOTAL DUBAI			167	0	0	57	22	13	7	1	0	23	49	25	168
TOTAL UNITED ARAB EMIRATES			279	1	0	66	19	10	5	1	0	18	56	27	280
UNITED KINGDOM															
ABERDEEN	BMI REGIONAL	S	128	0	0	83	9	8	1	0	0	8	92	4	134
	EASTERN AIRWAYS	C	2	0	0	100	0	0	0	0	0	13	33	22	6
	FLYBE LTD	S	208	0	0	88	3	4	4	1	0	10	78	14	204
TOTAL ABERDEEN			338	1	0	86	5	6	3	1	0	10	83	10	344
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	276	0	0	82	8	6	3	0	0	11	84	13	296
TOTAL BELFAST CITY (GEORGE BEST)			276	0	0	82	8	6	3	0	0	11	84	13	296
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	130	1	0	90	5	4	2	0	0	7	85	12	136
TOTAL BELFAST INTERNATIONAL			130	1	0	90	5	4	2	0	0	7	85	12	136
EDINBURGH	FLYBE LTD	S	145	0	0	88	6	5	1	1	0	8	91	7	136
TOTAL EDINBURGH			145	0	0	88	6	5	1	1	0	8	93	4	311
EXETER	FLYBE LTD	S	130	0	1	86	11	2	1	0	0	7	80	10	102
TOTAL EXETER			130	0	1	86	11	2	1	0	0	7	80	10	102
GLASGOW	FLYBE LTD	S	102	0	0	91	3	2	4	0	0	8	89	6	100
TOTAL GLASGOW			103	1	0	90	3	3	4	0	0	8	89	6	100

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2014

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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)											
GUERNSEY	AURIGNY AIR SERVICES	S	100	0	4	85	5	6	4	0	0	10	84	9	108
<b>TOTAL GUERNSEY</b>			<b>100</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>5</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>9</b>	<b>108</b>
HEATHROW	BRITISH AIRWAYS PLC	S	479	2	0	81	8	5	5	0	11	79	11	594	
	VIRGIN ATLANTIC AIRWAYS LTD	S	218	0	2	77	16	6	2	0	10	0	0	0	
<b>TOTAL HEATHROW</b>			<b>697</b>	<b>2</b>	<b>2</b>	<b>80</b>	<b>10</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>11</b>	<b>594</b>	
INVERNESS	FLYBE LTD	S	83	0	0	89	8	2	0	0	6	73	12	88	
<b>TOTAL INVERNESS</b>			<b>83</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>73</b>	<b>12</b>	<b>88</b>	
ISLE OF MAN	FLYBE LTD	S	182	0	0	87	6	3	2	1	9	85	11	181	
<b>TOTAL ISLE OF MAN</b>			<b>182</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>9</b>	<b>85</b>	<b>11</b>	<b>181</b>	
JERSEY	FLYBE LTD	S	56	0	0	82	5	7	5	0	11	88	7	50	
<b>TOTAL JERSEY</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>5</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>15</b>	<b>106</b>	
NEWQUAY	FLYBE LTD	S	32	0	0	88	6	0	0	6	15	82	11	28	
<b>TOTAL NEWQUAY</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>15</b>	<b>82</b>	<b>11</b>	<b>28</b>	
NORWICH	LOGANAIR	S	125	0	0	91	6	1	2	0	5	77	16	124	
<b>TOTAL NORWICH</b>			<b>125</b>	<b>0</b>	<b>3</b>	<b>91</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>75</b>	<b>17</b>	<b>126</b>	
SOUTHAMPTON	FLYBE LTD	S	174	0	0	82	6	9	2	0	10	82	12	184	
<b>TOTAL SOUTHAMPTON</b>			<b>174</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>12</b>	<b>184</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>2574</b>	<b>19</b>	<b>10</b>	<b>84</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>11</b>	<b>2890</b>	
<b>USA</b>															
ATLANTA	DELTA AIRLINES	S	38	0	0	89	3	5	0	3	11	90	5	40	
<b>TOTAL ATLANTA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>11</b>	<b>90</b>	<b>5</b>	<b>40</b>	
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	44	1	2	89	2	0	7	2	15	72	14	46	
<b>TOTAL CHICAGO (O'HARE)</b>			<b>44</b>	<b>1</b>	<b>2</b>	<b>89</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>15</b>	<b>72</b>	<b>14</b>	<b>46</b>	
NEW YORK (JF KENNEDY)	AMERICAN AIRLINES	S	52	0	0	87	0	4	6	4	16	62	20	50	
	PAKISTAN INTL AIRLINES	S	8	0	0	0	0	25	50	25	109	8	84	12	
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>7</b>	<b>12</b>	<b>7</b>	<b>28</b>	<b>52</b>	<b>32</b>	<b>62</b>	
NEW YORK (NEWARK)	UNITED AIRLINES	S	56	0	0	71	14	9	5	0	14	61	23	54	
<b>TOTAL NEW YORK (NEWARK)</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>14</b>	<b>61</b>	<b>23</b>	<b>54</b>	
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	56	0	0	86	9	5	0	0	5	74	12	66	
<b>TOTAL ORLANDO</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>74</b>	<b>12</b>	<b>66</b>	
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	56	0	0	79	0	7	14	0	19	68	18	56	
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>0</b>	<b>7</b>	<b>14</b>	<b>0</b>	<b>19</b>	<b>68</b>	<b>18</b>	<b>56</b>	
WASHINGTON (DULLES)	UNITED AIRLINES	S	30	0	0	90	3	3	3	0	6	94	3	32	
<b>TOTAL WASHINGTON (DULLES)</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>94</b>	<b>3</b>	<b>32</b>	
<b>TOTAL USA</b>			<b>340</b>	<b>1</b>	<b>2</b>	<b>81</b>	<b>5</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>15</b>	<b>70</b>	<b>17</b>	<b>379</b>	
<b>TOTAL MANCHESTER</b>			<b>9941</b>	<b>48</b>	<b>42</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>11</b>	<b>77</b>	<b>13</b>	<b>10329</b>	

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Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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	8	0	0	100	0	0	0	0	0	4	88	4	8
<b>TOTAL INNSBRUCK</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>4</b>	<b>8</b>
SALZBURG	THOMSON AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	5	63	11	8
<b>TOTAL SALZBURG</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>63</b>	<b>11</b>	<b>8</b>
<b>TOTAL AUSTRIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>75</b>	<b>7</b>	<b>16</b>
<b>BULGARIA</b>															
SOFIA	BH AIR	C	8	0	0	88	13	0	0	0	0	5	86	6	7
<b>TOTAL SOFIA</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>86</b>	<b>6</b>	<b>7</b>
<b>TOTAL BULGARIA</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>88</b>	<b>6</b>	<b>8</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	JET2.COM LTD	S	10	0	0	90	0	0	10	0	0	10	100	7	10
<b>TOTAL PRAGUE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>100</b>	<b>7</b>	<b>10</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>100</b>	<b>7</b>	<b>10</b>
<b>DENMARK</b>															
COPENHAGEN	CIMBER AIR A/S	S	48	0	0	98	0	0	2	0	0	3	76	14	38
<b>TOTAL COPENHAGEN</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>76</b>	<b>14</b>	<b>38</b>
<b>TOTAL DENMARK</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>76</b>	<b>14</b>	<b>38</b>
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	4	100	2	8
	THOMSON AIRWAYS LTD	C	16	0	0	94	6	0	0	0	0	2	94	4	16
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>96</b>	<b>3</b>	<b>24</b>
<b>TOTAL EGYPT</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>96</b>	<b>3</b>	<b>24</b>
<b>FRANCE</b>															
CHAMBERY	JET2.COM LTD	S	8	0	0	63	13	13	0	13	0	39	50	16	8
<b>TOTAL CHAMBERY</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>39</b>	<b>50</b>	<b>16</b>	<b>8</b>
PARIS (CHARLES DE GAULLE)	HOP - BRIT AIR	S	128	0	0	89	8	3	0	0	0	5	77	11	152
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>128</b>	<b>10</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>77</b>	<b>11</b>	<b>152</b>
<b>TOTAL FRANCE</b>			<b>136</b>	<b>10</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>11</b>	<b>160</b>
<b>GERMANY</b>															
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	48	0	0	96	2	2	0	0	0	2	77	10	48
<b>TOTAL DUSSELDORF</b>			<b>48</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>77</b>	<b>10</b>	<b>48</b>
<b>TOTAL GERMANY</b>			<b>48</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>77</b>	<b>10</b>	<b>48</b>
<b>IRISH REPUBLIC</b>															
CORK	JET2.COM LTD	S	16	0	0	63	31	0	0	6	0	24	75	17	16
<b>TOTAL CORK</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>24</b>	<b>75</b>	<b>17</b>	<b>16</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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)										
DUBLIN	AER ARANN	S	104	0	0	85	3	8	4	1	0	12	0	0	0
	RYANAIR	S	73	1	0	75	14	7	4	0	0	13	75	10	72
<b>TOTAL DUBLIN</b>			<b>177</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>7</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>10</b>	<b>72</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>193</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>12</b>	<b>88</b>
<b>ITALY</b>															
TURIN	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	88	4	8
<b>TOTAL TURIN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>4</b>	<b>8</b>
<b>TOTAL ITALY</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>4</b>	<b>8</b>
<b>MALTA</b>															
MALTA	EASYJET AIRLINE COMPANY LTD	S	16	0	0	81	13	0	6	0	0	11	100	1	16
<b>TOTAL MALTA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>100</b>	<b>1</b>	<b>16</b>
<b>TOTAL MALTA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>100</b>	<b>1</b>	<b>16</b>
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	32	0	0	88	6	3	3	0	0	8	90	5	40
	KLM	S	114	0	1	96	4	0	1	0	0	3	93	6	171
	KLM CITYHOPPER	S	108	0	0	97	2	0	0	1	0	5	80	8	50
<b>TOTAL AMSTERDAM</b>			<b>254</b>	<b>0</b>	<b>1</b>	<b>95</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>6</b>	<b>261</b>
<b>TOTAL NETHERLANDS</b>			<b>254</b>	<b>0</b>	<b>1</b>	<b>95</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>6</b>	<b>261</b>
<b>NORWAY</b>															
BERGEN	FLYBE LTD	C	6	0	0	50	33	17	0	0	0	15	0	0	0
<b>TOTAL BERGEN</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>33</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>63</b>	<b>11</b>	<b>8</b>
STAVANGER	EASTERN AIRWAYS	S	33	0	3	94	0	0	6	0	0	7	83	8	35
	WIDEROE FLYVESELSKAP A/S	S	30	0	2	93	7	0	0	0	0	4	88	8	32
<b>TOTAL STAVANGER</b>			<b>63</b>	<b>0</b>	<b>5</b>	<b>94</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>8</b>	<b>67</b>
<b>TOTAL NORWAY</b>			<b>69</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>8</b>	<b>75</b>
<b>POLAND</b>															
KRAKOW	JET2.COM LTD	S	10	0	0	80	20	0	0	0	0	6	75	45	8
<b>TOTAL KRAKOW</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>75</b>	<b>45</b>	<b>8</b>
<b>TOTAL POLAND</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>75</b>	<b>45</b>	<b>8</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	EASYJET AIRLINE COMPANY LTD	S	22	0	0	91	0	5	5	0	0	7	91	4	22
<b>TOTAL FARO</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>4</b>	<b>22</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>4</b>	<b>22</b>
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	40	0	0	83	5	8	5	0	0	11	80	8	40
	JET2.COM LTD	S	24	0	0	79	13	4	4	0	0	13	63	17	16
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	88	4	8
<b>TOTAL ALICANTE</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>10</b>	<b>64</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2014

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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)										
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	27	0	1	85	7	7	0	0	0	7	86	10	28
<b>TOTAL BARCELONA</b>			<b>27</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>10</b>	<b>28</b>
MALAGA	EASYJET AIRLINE COMPANY LTD	S	38	0	0	95	5	0	0	0	3	97	4	38	
	JET2.COM LTD	S	10	0	0	60	0	10	30	0	33	50	24	14	
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	1	100	1	8	
<b>TOTAL MALAGA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>8</b>	<b>60</b>	
<b>TOTAL SPAIN</b>			<b>155</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>9</b>	<b>152</b>	
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	JET2.COM LTD	S	16	0	0	94	6	0	0	0	4	100	5	14	
	THOMAS COOK AIRLINES LTD	S	8	0	0	100	0	0	0	0	6	0	0	0	
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	5	75	11	8	
<b>TOTAL ARRECIFE</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>93</b>	<b>6</b>	<b>30</b>	
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	S	8	0	0	100	0	0	0	0	1	0	0	0	
<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>1</b>	<b>63</b>	<b>10</b>	<b>8</b>	
LAS PALMAS	JET2.COM LTD	S	6	0	0	50	50	0	0	0	17	0	0	0	
	THOMAS COOK AIRLINES LTD	S	6	0	0	100	0	0	0	0	4	0	0	0	
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	1	63	34	8	
<b>TOTAL LAS PALMAS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>20</b>	<b>16</b>	
TENERIFE (SURREINA SOFIA)	EASYJET AIRLINE COMPANY LTD	S	16	0	0	81	19	0	0	0	6	0	0	0	
	JET2.COM LTD	S	24	0	0	88	13	0	0	0	8	54	30	24	
	THOMAS COOK AIRLINES LTD	S	20	0	0	100	0	0	0	0	3	0	0	0	
	THOMSON AIRWAYS LTD	C	30	0	0	80	13	3	3	0	7	88	6	24	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>15</b>	<b>67</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>14</b>	<b>122</b>	
<b>SWITZERLAND</b>															
GENEVA	EASYJET AIRLINE COMPANY LTD	S	48	0	0	77	10	13	0	0	11	75	21	48	
	THOMSON AIRWAYS LTD	C	8	0	0	75	25	0	0	0	11	38	22	8	
<b>TOTAL GENEVA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>21</b>	<b>56</b>	
<b>TOTAL SWITZERLAND</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>21</b>	<b>56</b>	
<b>TUNISIA</b>															
ENFIDHA - HAMMAMET INTL	THOMAS COOK AIRLINES LTD	C	6	0	0	83	17	0	0	0	7	67	11	6	
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>67</b>	<b>11</b>	<b>6</b>	
<b>TOTAL TUNISIA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>67</b>	<b>11</b>	<b>6</b>	
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	56	0	0	77	14	5	0	0	4	23	63	24	56
<b>TOTAL DUBAI</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>23</b>	<b>63</b>	<b>24</b>	<b>56</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>23</b>	<b>63</b>	<b>24</b>	<b>56</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	EASTERN AIRWAYS	S	161	1	3	75	7	7	9	1	0	21	76	14	182

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2014

Reporting Airport: NEWCASTLE (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 ABERDEEN			161	1	3	75	7	7	9	1	0	21	76	14	182
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	52	0	2	90	6	2	2	0	0	4	78	20	64
TOTAL BELFAST CITY (GEORGE BEST)			52	2	2	90	6	2	2	0	0	4	78	20	64
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	134	0	0	86	9	4	1	0	0	8	90	7	136
TOTAL BELFAST INTERNATIONAL			134	0	0	86	9	4	1	0	0	8	90	7	136
BIRMINGHAM	EASTERN AIRWAYS	S	75	0	5	91	1	5	3	0	0	6	86	9	92
TOTAL BIRMINGHAM			75	2	5	91	1	5	3	0	0	6	85	9	94
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	125	0	2	94	1	3	0	2	0	6	91	5	128
TOTAL BRISTOL			125	0	2	94	1	3	0	2	0	6	91	5	128
CARDIFF WALES	EASTERN AIRWAYS	S	80	0	8	88	8	1	4	0	0	6	84	8	90
TOTAL CARDIFF WALES			80	0	8	88	8	1	4	0	0	6	84	8	90
EXETER	FLYBE LTD	S	36	0	0	89	6	6	0	0	0	5	87	6	52
TOTAL EXETER			36	0	0	89	6	6	0	0	0	5	87	6	52
GATWICK	FLYBE LTD	S	118	0	0	83	8	5	3	2	0	12	86	6	129
TOTAL GATWICK			118	0	0	83	8	5	3	2	0	12	86	6	130
HEATHROW	BMI REGIONAL	C	2	0	0	50	50	0	0	0	0	13	0	0	0
	BRITISH AIRWAYS PLC	S	331	0	0	82	6	6	5	0	0	15	73	13	308
TOTAL HEATHROW			333	0	0	81	6	6	5	0	0	15	73	13	308
ISLE OF MAN	LINKSAIR LTD	S	30	0	0	97	0	0	3	0	0	7	0	0	0
	VANAIR EUROPE AS	S	2	0	0	100	0	0	0	0	0	0	100	0	32
TOTAL ISLE OF MAN			32	0	0	97	0	0	3	0	0	6	100	0	32
LUTON	EASTERN AIRWAYS	C	2	0	0	50	50	0	0	0	0	11	0	32	1
TOTAL LUTON			2	0	0	50	50	0	0	0	0	11	0	32	1
SOUTHAMPTON	FLYBE LTD	S	124	0	2	94	1	2	3	0	0	7	86	11	142
TOTAL SOUTHAMPTON			124	2	2	94	1	2	3	0	0	7	86	10	144
STANSTED	BMI REGIONAL	C	2	0	0	100	0	0	0	0	0	1	50	39	2
TOTAL STANSTED			2	0	0	100	0	0	0	0	0	1	50	39	2
TOTAL UNITED KINGDOM			1274	7	22	86	5	5	4	1	0	11	83	10	1366
TOTAL NEWCASTLE			2560	20	29	87	6	4	3	0	0	9	82	11	2676

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2014

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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	AUSTRIAN AIRLINES	C	8	0	0	88	13	0	0	0	0	5	0	0	0
	THOMSON AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	3	88	5	8
<b>TOTAL INNSBRUCK</b>			<b>16</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>4</b>	<b>16</b>
LINZ	RYANAIR	S	24	0	0	92	0	8	0	0	0	7	83	25	24
<b>TOTAL LINZ</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>25</b>	<b>24</b>
<b>SALZBURG</b>															
	BA CITYFLYER LTD	C	2	0	0	50	0	0	50	0	0	73	0	0	0
	RYANAIR	S	56	0	0	77	11	5	7	0	0	14	87	10	52
	THOMSON AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	7	75	8	8
	TITAN AIRWAYS LTD	C	2	0	0	0	0	50	50	0	0	68	50	44	2
<b>TOTAL SALZBURG</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>9</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>84</b>	<b>11</b>	<b>62</b>
<b>TOTAL AUSTRIA</b>			<b>108</b>	<b>2</b>	<b>0</b>	<b>81</b>	<b>7</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>84</b>	<b>12</b>	<b>134</b>
<b>BULGARIA</b>															
PLOVDIV	RYANAIR	S	16	0	0	81	6	13	0	0	0	9	90	5	20
<b>TOTAL PLOVDIV</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>9</b>	<b>90</b>	<b>5</b>	<b>20</b>
SOFIA	EASYJET AIRLINE COMPANY LTD	S	16	0	0	100	0	0	0	0	0	1	88	5	8
<b>TOTAL SOFIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>5</b>	<b>8</b>
<b>TOTAL BULGARIA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>5</b>	<b>28</b>
<b>CYPRUS</b>															
PAPHOS	RYANAIR	S	32	0	0	75	13	13	0	0	0	10	88	6	24
<b>TOTAL PAPHOS</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>6</b>	<b>24</b>
<b>TOTAL CYPRUS</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>6</b>	<b>24</b>
<b>CZECH REPUBLIC</b>															
BRNO (TURANY)	RYANAIR	S	56	0	0	93	0	4	2	2	0	9	91	4	56
<b>TOTAL BRNO (TURANY)</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>91</b>	<b>4</b>	<b>56</b>
OSTRAVA	RYANAIR	S	24	0	0	96	4	0	0	0	0	4	0	0	0
<b>TOTAL OSTRAVA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	76	0	0	93	7	0	0	0	0	3	87	8	78
<b>TOTAL PRAGUE</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>87</b>	<b>8</b>	<b>78</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>6</b>	<b>134</b>
<b>DENMARK</b>															
AARHUS (TIRSTRUP)	RYANAIR	S	32	0	0	88	3	0	6	3	0	15	94	3	36
<b>TOTAL AARHUS (TIRSTRUP)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>94</b>	<b>3</b>	<b>36</b>
BILLUND	RYANAIR	S	128	0	0	80	15	5	0	1	0	10	87	8	128
<b>TOTAL BILLUND</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>8</b>	<b>128</b>
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	86	0	0	97	3	0	0	0	0	2	95	5	84
<b>TOTAL COPENHAGEN</b>			<b>86</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>2</b>	<b>95</b>	<b>5</b>	<b>84</b>
<b>TOTAL DENMARK</b>			<b>246</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>6</b>	<b>248</b>



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			Actual (7)	Plan (8)												
<b>EGYPT</b>																
SHARM EL SHEIKH (OPHIRA)	EASYJET AIRLINE COMPANY LTD	S	24	2	0	92	4	4	0	0	0	3	100	3	8	
TOTAL SHARM EL SHEIKH (OPHIRA)			24	2	0	92	4	4	0	0	0	3	94	5	16	
TOTAL EGYPT			24	2	0	92	4	4	0	0	0	3	94	5	16	
<b>ESTONIA</b>																
TALLIN	RYANAIR	S	23	1	1	74	17	0	0	9	0	23	0	0	0	
TOTAL TALLIN			23	1	1	74	17	0	0	9	0	23	0	0	0	
TOTAL ESTONIA			23	1	1	74	17	0	0	9	0	23	0	0	0	
<b>FINLAND</b>																
TAMPERE	RYANAIR	S	32	0	0	84	16	0	0	0	0	6	75	20	24	
TOTAL TAMPERE			32	0	0	84	16	0	0	0	0	6	75	20	24	
TOTAL FINLAND			32	0	0	84	16	0	0	0	0	6	75	20	24	
<b>FRANCE</b>																
BERGERAC	RYANAIR	S	24	0	0	75	17	0	8	0	0	13	100	4	24	
TOTAL BERGERAC			24	0	0	75	17	0	8	0	0	13	100	4	24	
BIARRITZ	RYANAIR	S	16	0	0	81	19	0	0	0	0	7	100	3	20	
TOTAL BIARRITZ			16	0	0	81	19	0	0	0	0	7	100	3	20	
BORDEAUX	RYANAIR	S	20	0	0	80	20	0	0	0	0	5	0	0	0	
TOTAL BORDEAUX			20	0	0	80	20	0	0	0	0	5	0	0	0	
CARCASSONNE	RYANAIR	S	24	0	0	71	13	17	0	0	0	12	100	3	16	
TOTAL CARCASSONNE			24	0	0	71	13	17	0	0	0	12	100	3	16	
CHAMBERY	BA CITYFLYER LTD	C	2	0	0	50	50	0	0	0	0	15	0	0	0	
	TITAN AIRWAYS LTD	C	26	0	0	54	8	15	23	0	0	33	33	39	30	
TOTAL CHAMBERY			28	0	0	54	11	14	21	0	0	32	34	37	32	
DINARD	RYANAIR	S	24	0	0	92	8	0	0	0	0	5	96	4	24	
TOTAL DINARD			24	0	0	92	8	0	0	0	0	5	96	4	24	
GRENOBLE	EASYJET AIRLINE COMPANY LTD	S	8	1	0	63	13	0	25	0	0	33	83	12	12	
	RYANAIR	S	24	0	0	79	4	8	8	0	0	14	80	7	20	
	THOMSON AIRWAYS LTD	C	8	0	0	50	25	25	0	0	0	19	88	5	8	
TOTAL GRENOBLE			40	1	0	70	10	10	10	0	0	19	83	8	40	
LA ROCHELLE	RYANAIR	S	24	0	0	83	4	13	0	0	0	8	96	10	24	
TOTAL LA ROCHELLE			24	0	0	83	4	13	0	0	0	8	96	10	24	
LIMOGES	RYANAIR	S	32	0	0	94	3	3	0	0	0	5	71	13	24	
TOTAL LIMOGES			32	0	0	94	3	3	0	0	0	5	71	13	24	
LYON	BA CITYFLYER LTD	C	2	0	0	0	0	50	50	0	0	70	0	0	0	
	EASYJET AIRLINE COMPANY LTD	S	52	0	0	81	12	8	0	0	0	6	95	3	58	
	TITAN AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	7	0	0	0	
TOTAL LYON			56	0	0	79	11	9	2	0	0	8	94	4	62	

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Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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)										
MARSEILLE	RYANAIR	S	56	0	0	77	9	13	2	0	0	11	91	6	56
<b>TOTAL MARSEILLE</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>91</b>	<b>6</b>	<b>56</b>
NICE	EASYJET AIRLINE COMPANY LTD	S	24	0	0	75	25	0	0	0	6	61	13	28	
<b>TOTAL NICE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>61</b>	<b>13</b>	<b>28</b>	
POITIERS	RYANAIR	S	16	0	0	88	0	13	0	0	7	81	17	16	
<b>TOTAL POITIERS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>17</b>	<b>16</b>	
STRASBOURG	RYANAIR	S	24	0	0	92	0	8	0	0	5	0	0	0	
<b>TOTAL STRASBOURG</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TARBES-LOURDES INTERNATIONAL	RYANAIR	S	16	0	0	88	6	6	0	0	9	90	8	20	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>8</b>	<b>20</b>	
TOURS	RYANAIR	S	16	0	0	100	0	0	0	0	1	94	19	16	
<b>TOTAL TOURS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>94</b>	<b>19</b>	<b>16</b>	
<b>TOTAL FRANCE</b>			<b>440</b>	<b>5</b>	<b>1</b>	<b>80</b>	<b>10</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>10</b>	<b>418</b>	
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	RYANAIR	S	72	0	0	88	6	7	0	0	7	77	16	56	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>72</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>16</b>	<b>56</b>	
BREMEN	RYANAIR	S	128	0	0	94	2	2	1	2	8	93	5	112	
<b>TOTAL BREMEN</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>8</b>	<b>93</b>	<b>5</b>	<b>112</b>	
COLOGNE BONN	GERMANWINGS	S	112	0	0	92	4	3	1	0	4	79	11	124	
<b>TOTAL COLOGNE BONN</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>11</b>	<b>124</b>	
DORTMUND	RYANAIR	S	56	0	0	71	23	5	0	0	11	0	0	0	
<b>TOTAL DORTMUND</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>23</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	
DUSSELDORF	AIR BERLIN	S	140	0	2	96	1	3	0	0	4	80	12	133	
<b>TOTAL DUSSELDORF</b>			<b>140</b>	<b>2</b>	<b>2</b>	<b>96</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>80</b>	<b>12</b>	<b>133</b>	
HAHN	RYANAIR	S	128	0	0	83	10	5	2	0	8	67	16	128	
<b>TOTAL HAHN</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>67</b>	<b>16</b>	<b>128</b>	
HANOVER	GERMANWINGS	S	96	0	0	98	1	1	0	0	1	73	11	96	
<b>TOTAL HANOVER</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>11</b>	<b>96</b>	
KARLSRUHE/BADEN BADEN	RYANAIR	S	56	0	0	70	14	9	7	0	17	86	6	64	
<b>TOTAL KARLSRUHE/BADEN BADEN</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>17</b>	<b>86</b>	<b>6</b>	<b>64</b>	
LEIPZIG	RYANAIR	S	32	0	0	94	6	0	0	0	2	84	8	32	
<b>TOTAL LEIPZIG</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>8</b>	<b>32</b>	
MEMMINGEN ALLGAU	RYANAIR	S	50	0	0	82	10	6	2	0	10	80	9	50	
<b>TOTAL MEMMINGEN ALLGAU</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>9</b>	<b>50</b>	
MUNICH	AIR BERLIN	C	2	0	0	100	0	0	0	0	3	0	0	0	
	CONDOR	C	2	0	0	100	0	0	0	0	6	50	20	2	
	EASYJET AIRLINE COMPANY LTD	S	56	0	0	89	7	4	0	0	5	80	9	80	
<b>TOTAL MUNICH</b>			<b>60</b>	<b>1</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>10</b>	<b>82</b>	

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				Actual (7)	Plan (8)										
NIEDERRHEIN	RYANAIR	S	72	0	0	94	0	1	4	0	0	5	85	10	112
<b>TOTAL NIEDERRHEIN</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>10</b>	<b>112</b>
NUREMBERG	RYANAIR	S	56	0	0	84	14	2	0	0	0	6	0	0	0
<b>TOTAL NUREMBERG</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
STUTTGART	GERMANWINGS	S	56	0	0	93	4	4	0	0	0	3	72	13	64
<b>TOTAL STUTTGART</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>72</b>	<b>13</b>	<b>65</b>
<b>TOTAL GERMANY</b>			<b>1114</b>	<b>6</b>	<b>2</b>	<b>89</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>11</b>	<b>1054</b>
<b>GREECE</b>															
ATHENS	AEGEAN AIRLINES	S	2	0	0	50	0	0	0	50	0	122	0	0	0
<b>TOTAL ATHENS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>122</b>	<b>0</b>	<b>0</b>	<b>0</b>
SALONIKA	RYANAIR	S	32	0	0	84	9	3	0	3	0	12	88	6	24
<b>TOTAL SALONIKA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>88</b>	<b>6</b>	<b>24</b>
<b>TOTAL GREECE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>19</b>	<b>88</b>	<b>6</b>	<b>24</b>
<b>HUNGARY</b>															
BUDAPEST	RYANAIR	S	126	0	2	81	12	5	2	1	0	12	84	6	160
<b>TOTAL BUDAPEST</b>			<b>126</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>84</b>	<b>6</b>	<b>160</b>
<b>TOTAL HUNGARY</b>			<b>126</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>84</b>	<b>6</b>	<b>160</b>
<b>IRISH REPUBLIC</b>															
CORK	RYANAIR	S	129	1	0	75	12	5	3	4	0	19	87	10	112
<b>TOTAL CORK</b>			<b>129</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>19</b>	<b>87</b>	<b>10</b>	<b>112</b>
DUBLIN	RYANAIR	S	447	1	2	71	17	7	5	0	0	18	72	12	368
<b>TOTAL DUBLIN</b>			<b>447</b>	<b>4</b>	<b>2</b>	<b>71</b>	<b>17</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>72</b>	<b>12</b>	<b>368</b>
IRELAND WEST(KNOCK)	RYANAIR	S	72	0	0	79	3	13	4	1	0	17	86	7	56
<b>TOTAL IRELAND WEST(KNOCK)</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>3</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>86</b>	<b>7</b>	<b>56</b>
KERRY COUNTY	RYANAIR	S	31	0	0	97	3	0	0	0	0	2	82	15	56
<b>TOTAL KERRY COUNTY</b>			<b>31</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>82</b>	<b>15</b>	<b>56</b>
SHANNON	RYANAIR	S	96	0	0	88	6	2	4	0	0	8	92	10	96
<b>TOTAL SHANNON</b>			<b>96</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>10</b>	<b>96</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>775</b>	<b>6</b>	<b>2</b>	<b>75</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>11</b>	<b>688</b>
<b>ITALY</b>															
ALGHERO/SASSARI	RYANAIR	S	32	0	0	94	3	3	0	0	0	4	88	6	24
<b>TOTAL ALGHERO/SASSARI</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>6</b>	<b>24</b>
ANCONA	RYANAIR	S	32	0	0	75	13	13	0	0	0	9	81	15	32
<b>TOTAL ANCONA</b>			<b>32</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>81</b>	<b>15</b>	<b>32</b>
BARI (PALESE)	RYANAIR	S	32	0	0	81	9	3	6	0	0	11	78	23	32
<b>TOTAL BARI (PALESE)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>23</b>	<b>32</b>
BERGAMO	RYANAIR	S	224	0	0	79	16	4	1	0	0	11	70	14	169

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			Actual (7)	Plan (8)											
TOTAL BERGAMO			224	0	0	79	16	4	1	0	0	11	70	14	169
BOLOGNA	RYANAIR	S	56	0	0	88	11	2	0	0	0	7	88	9	56
TOTAL BOLOGNA			56	0	0	88	11	2	0	0	0	7	88	9	56
BRINDISI	RYANAIR	S	16	0	0	94	0	6	0	0	0	3	81	11	16
TOTAL BRINDISI			16	0	0	94	0	6	0	0	0	3	81	11	16
CAGLIARI (ELMAS)	EASYJET AIRLINE COMPANY LTD	S	24	0	0	100	0	0	0	0	0	1	92	7	24
TOTAL CAGLIARI (ELMAS)			24	0	0	100	0	0	0	0	0	1	92	7	24
COMISO	RYANAIR	S	16	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL COMISO			16	0	0	100	0	0	0	0	0	2	0	0	0
GENOA	RYANAIR	S	16	0	0	63	13	19	0	6	0	33	63	25	16
TOTAL GENOA			16	0	0	63	13	19	0	6	0	33	63	25	16
LAMETIA-TERME	RYANAIR	S	16	0	0	81	13	6	0	0	0	7	100	2	24
TOTAL LAMETIA-TERME			16	0	0	81	13	6	0	0	0	7	100	2	24
NAPLES	EASYJET AIRLINE COMPANY LTD	S	48	0	0	90	10	0	0	0	0	4	96	4	46
TOTAL NAPLES			48	0	0	90	10	0	0	0	0	4	96	4	46
PALERMO	RYANAIR	S	24	0	1	29	42	25	4	0	0	28	71	10	24
TOTAL PALERMO			24	0	1	29	42	25	4	0	0	28	71	10	24
PARMA	RYANAIR	S	24	0	0	58	38	4	0	0	0	12	88	6	24
TOTAL PARMA			24	0	0	58	38	4	0	0	0	12	88	6	24
PERUGIA	RYANAIR	S	24	0	0	79	13	8	0	0	0	9	83	8	24
TOTAL PERUGIA			24	0	0	79	13	8	0	0	0	9	83	8	24
PESCARA	RYANAIR	S	40	0	0	95	5	0	0	0	0	3	100	2	32
TOTAL PESCARA			40	0	0	95	5	0	0	0	0	3	100	2	32
PISA	RYANAIR	S	112	0	0	78	12	5	4	1	0	14	81	11	88
TOTAL PISA			112	0	0	78	12	5	4	1	0	14	81	11	88
ROME (CIAMPINO)	RYANAIR	S	224	0	0	85	12	3	0	0	0	6	71	12	169
TOTAL ROME (CIAMPINO)			224	0	0	85	12	3	0	0	0	6	71	12	169
TREVISO	RYANAIR	S	104	0	0	85	5	8	3	0	0	10	76	10	96
TOTAL TREVISO			104	0	0	85	5	8	3	0	0	10	76	10	96
TRIESTE (RONCHI DEI LEGIONARI)	RYANAIR	S	32	0	0	100	0	0	0	0	0	2	97	2	32
TOTAL TRIESTE (RONCHI DEI LEGIONARI)			32	0	0	100	0	0	0	0	0	2	97	2	32
TURIN	RYANAIR	S	88	0	0	83	11	6	0	0	0	6	76	9	88
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	80	9	10
	TITAN AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	11	0	0	0
TOTAL TURIN			98	0	0	84	11	5	0	0	0	6	77	9	98
TOTAL ITALY			1194	4	1	82	12	5	1	0	0	9	79	11	1026
LATVIA															
RIGA	RYANAIR	S	112	0	0	82	10	6	0	2	0	10	78	14	112

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2014

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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 RIGA			112	0	0	82	10	6	0	2	0	10	78	14	112
TOTAL LATVIA			112	0	0	82	10	6	0	2	0	10	78	14	112
LITHUANIA															
KAUNAS	RYANAIR	S	48	0	0	96	0	4	0	0	0	4	96	3	56
TOTAL KAUNAS			48	0	0	96	0	4	0	0	0	4	96	3	56
VILNIUS	RYANAIR	S	56	0	0	95	0	5	0	0	0	5	93	4	56
TOTAL VILNIUS			56	0	0	95	0	5	0	0	0	5	93	4	56
TOTAL LITHUANIA			104	0	0	95	0	5	0	0	0	4	95	3	112
MALTA															
MALTA	RYANAIR	S	16	0	0	88	6	6	0	0	0	4	95	6	20
TOTAL MALTA			16	0	0	88	6	6	0	0	0	4	95	6	20
TOTAL MALTA			16	0	0	88	6	6	0	0	0	4	95	6	20
MOROCCO															
FEZ	RYANAIR	S	16	0	0	94	6	0	0	0	0	6	0	0	0
TOTAL FEZ			16	0	0	94	6	0	0	0	0	6	0	0	0
MARRAKESH	EASYJET AIRLINE COMPANY LTD	S	32	0	0	94	0	0	6	0	0	7	100	2	12
	RYANAIR	S	24	0	0	71	8	17	4	0	0	15	88	9	16
TOTAL MARRAKESH			56	0	0	84	4	7	5	0	0	10	93	6	28
RABAT	RYANAIR	S	22	0	0	68	18	14	0	0	0	12	0	0	0
TOTAL RABAT			22	0	0	68	18	14	0	0	0	12	0	0	0
TOTAL MOROCCO			94	0	0	82	7	7	3	0	0	10	93	6	28
NETHERLANDS															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	150	0	0	95	4	0	1	0	0	3	90	6	152
TOTAL AMSTERDAM			150	3	0	95	4	0	1	0	0	3	90	6	152
EINDHOVEN	RYANAIR	S	168	0	0	90	7	2	1	0	0	6	82	8	112
TOTAL EINDHOVEN			168	0	0	90	7	2	1	0	0	6	82	8	112
MAASTRICHT	RYANAIR	S	32	0	0	97	0	3	0	0	0	2	88	9	48
TOTAL MAASTRICHT			32	0	0	97	0	3	0	0	0	2	88	9	48
TOTAL NETHERLANDS			350	3	0	93	5	1	1	0	0	4	87	7	312
NORWAY															
HAUGESUND	RYANAIR	S	24	0	0	100	0	0	0	0	0	2	83	6	24
TOTAL HAUGESUND			24	0	0	100	0	0	0	0	0	2	83	6	24
RYGGE	RYANAIR	S	169	0	0	75	15	8	2	0	0	11	89	8	168
TOTAL RYGGE			169	0	0	75	15	8	2	0	0	11	89	8	168
SANDEFJORD(TORP)	RYANAIR	S	71	0	0	87	4	4	4	0	0	10	82	5	56
TOTAL SANDEFJORD(TORP)			71	0	0	87	4	4	4	0	0	10	82	5	56
TOTAL NORWAY			264	0	0	80	11	6	3	0	0	10	87	7	248

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2014

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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>POLAND</b>															
BYDGOSZCZ	RYANAIR	S	40	0	0	83	13	5	0	0	0	6	81	9	32
<b>TOTAL BYDGOSZCZ</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>9</b>	<b>32</b>
GDANSK	RYANAIR	S	88	0	0	78	15	7	0	0	0	8	85	7	110
<b>TOTAL GDANSK</b>			<b>88</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>8</b>	<b>85</b>	<b>7</b>	<b>110</b>
KATOWICE	RYANAIR	S	57	0	0	91	5	2	2	0	0	6	91	5	113
<b>TOTAL KATOWICE</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>91</b>	<b>5</b>	<b>113</b>
KRAKOW	RYANAIR	S	127	0	0	69	24	6	2	0	1	14	85	8	110
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	0	100	8	2
<b>TOTAL KRAKOW</b>			<b>129</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>23</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>86</b>	<b>8</b>	<b>112</b>
LODZ LUBLINEK	RYANAIR	S	40	0	0	85	8	3	3	0	3	21	85	3	40
<b>TOTAL LODZ LUBLINEK</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>21</b>	<b>85</b>	<b>3</b>	<b>40</b>
LUBLIN (PORT LOTNICZY)	RYANAIR	S	24	0	0	71	21	8	0	0	0	11	100	2	24
<b>TOTAL LUBLIN (PORT LOTNICZY)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>21</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>100</b>	<b>2</b>	<b>24</b>
POZNAN	RYANAIR	S	56	0	0	86	11	4	0	0	0	6	84	8	56
<b>TOTAL POZNAN</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>8</b>	<b>56</b>
RZESZOW	RYANAIR	S	40	0	0	85	10	5	0	0	0	6	84	6	32
<b>TOTAL RZESZOW</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>6</b>	<b>32</b>
SZCZECIN (GOLENOW)	RYANAIR	S	24	0	0	79	8	13	0	0	0	10	83	8	24
<b>TOTAL SZCZECIN (GOLENOW)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>8</b>	<b>24</b>
WARSAW (MODLIN MASOVIA)	RYANAIR	S	168	0	0	90	6	1	1	1	1	9	0	0	0
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
WROCLAW	RYANAIR	S	72	0	0	88	10	3	0	0	0	5	63	24	56
<b>TOTAL WROCLAW</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>63</b>	<b>24</b>	<b>56</b>
<b>TOTAL POLAND</b>			<b>738</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>8</b>	<b>767</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	RYANAIR	S	32	0	0	78	19	0	3	0	0	9	61	15	28
<b>TOTAL FARO</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>19</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>61</b>	<b>15</b>	<b>28</b>
LISBON	RYANAIR	S	112	0	0	87	9	2	3	0	0	9	0	0	0
<b>TOTAL LISBON</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
OPORTO (PORTUGAL)	RYANAIR	S	119	0	2	79	8	9	3	0	0	10	73	13	95
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>119</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>8</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>13</b>	<b>95</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>263</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>14</b>	<b>123</b>
<b>REPUBLIC OF MOLDOVA</b>															
CHISINAU (KISHINEV)	AIR MOLDOVA INTERNATIONAL	S	16	0	0	50	19	13	19	0	0	34	0	0	0
<b>TOTAL CHISINAU (KISHINEV)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>19</b>	<b>13</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL REPUBLIC OF MOLDOVA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>19</b>	<b>13</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2014

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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)											
SLOVAK REPUBLIC															
BRATISLAVA	RYANAIR	S	87	0	1	84	8	5	3	0	0	9	76	15	88
TOTAL BRATISLAVA			<b>87</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>15</b>	<b>88</b>	
TOTAL SLOVAK REPUBLIC			<b>87</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>15</b>	<b>88</b>	
SLOVENIA															
LJUBLJANA	EASYJET AIRLINE COMPANY LTD	S	50	0	0	98	2	0	0	0	0	1	89	6	46
TOTAL LJUBLJANA			<b>50</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>6</b>	<b>46</b>	
TOTAL SLOVENIA			<b>50</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>6</b>	<b>46</b>	
SPAIN															
ALICANTE	RYANAIR	S	56	0	0	95	2	2	2	0	0	4	91	5	56
TOTAL ALICANTE			<b>56</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>4</b>	<b>88</b>	
ASTURIAS	EASYJET AIRLINE COMPANY LTD	S	24	0	0	83	8	8	0	0	0	7	96	2	24
TOTAL ASTURIAS			<b>24</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>96</b>	<b>2</b>	<b>24</b>	
BARCELONA	RYANAIR	S	112	0	0	89	6	4	0	0	0	5	88	8	112
TOTAL BARCELONA			<b>112</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>8</b>	<b>112</b>	
BILBAO	EASYJET AIRLINE COMPANY LTD	S	46	0	0	91	7	2	0	0	0	4	88	7	43
TOTAL BILBAO			<b>46</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>7</b>	<b>43</b>	
GIRONA	RYANAIR	S	24	0	0	96	0	4	0	0	0	3	0	0	0
TOTAL GIRONA			<b>24</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	
MADRID	RYANAIR	S	112	0	0	63	20	11	6	0	0	17	65	19	104
TOTAL MADRID			<b>112</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>20</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>17</b>	<b>65</b>	<b>19</b>	<b>104</b>	
MALAGA	EASYJET AIRLINE COMPANY LTD	S	24	0	0	96	0	0	4	0	0	6	92	3	24
	RYANAIR	S	81	0	0	84	7	5	4	0	0	11	68	12	56
TOTAL MALAGA			<b>105</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>9</b>	<b>80</b>	
MURCIA SAN JAVIER	RYANAIR	S	24	0	0	92	8	0	0	0	0	3	79	10	24
TOTAL MURCIA SAN JAVIER			<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>10</b>	<b>24</b>	
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	36	1	0	89	3	3	6	0	0	7	94	2	36
	RYANAIR	S	23	1	1	78	17	4	0	0	0	8	81	7	16
TOTAL PALMA DE MALLORCA			<b>59</b>	<b>2</b>	<b>1</b>	<b>85</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>4</b>	<b>52</b>	
REUS	RYANAIR	S	16	0	0	100	0	0	0	0	0	1	100	1	16
TOTAL REUS			<b>16</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>1</b>	<b>16</b>	
SANTANDER	RYANAIR	S	32	0	0	91	6	3	0	0	0	4	94	3	32
TOTAL SANTANDER			<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>4</b>	<b>94</b>	<b>3</b>	<b>32</b>	
SANTIAGO DE COMPOSTELA (SPAIN)	RYANAIR	S	24	0	0	100	0	0	0	0	0	1	88	5	24
TOTAL SANTIAGO DE COMPOSTELA (SPAIN)			<b>24</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>5</b>	<b>24</b>	
SEVILLE	RYANAIR	S	39	0	1	64	23	10	3	0	0	15	66	12	32
TOTAL SEVILLE			<b>39</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>23</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>66</b>	<b>12</b>	<b>32</b>	
VALENCIA	RYANAIR	S	48	0	0	75	13	8	4	0	0	13	81	17	32

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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 VALENCIA			48	0	0	75	13	8	4	0	0	13	81	17	32
ZARAGOZA	RYANAIR	S	40	0	0	73	20	5	3	0	0	11	81	10	32
TOTAL ZARAGOZA			40	0	0	73	20	5	3	0	0	11	81	10	32
TOTAL SPAIN			761	6	2	83	10	5	2	0	0	8	83	9	711
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	RYANAIR	S	32	1	0	91	3	3	3	0	0	6	88	13	24
	THOMSON AIRWAYS LTD	C	16	0	0	100	0	0	0	0	0	0	100	1	8
TOTAL ARRECIFE			48	1	0	94	2	2	2	0	0	4	91	10	32
FUERTEVENTURA	RYANAIR	S	24	0	0	79	8	13	0	0	0	10	88	6	16
	THOMSON AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	6	0	0	0
TOTAL FUERTEVENTURA			32	0	0	81	6	13	0	0	0	9	88	6	16
LAS PALMAS	RYANAIR	S	22	0	0	86	5	9	0	0	0	8	88	6	16
	THOMSON AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	63	41	8
TOTAL LAS PALMAS			30	0	0	90	3	7	0	0	0	7	79	18	24
TENERIFE (SURREINA SOFIA)	RYANAIR	S	46	0	0	65	15	11	9	0	0	16	69	13	32
	THOMSON AIRWAYS LTD	C	16	0	0	88	13	0	0	0	0	5	50	15	16
TOTAL TENERIFE (SURREINA SOFIA)			62	1	0	71	15	8	6	0	0	13	63	14	48
TOTAL SPAIN(CANARY ISLANDS)			172	2	0	83	8	7	3	0	0	9	77	12	120
<b>SWEDEN</b>															
GOTEBORG (SAVE)	RYANAIR	S	112	0	0	88	9	2	1	0	0	6	89	7	111
TOTAL GOTEBORG (SAVE)			112	0	0	88	9	2	1	0	0	6	89	7	111
MALMO	RYANAIR	S	32	0	0	94	6	0	0	0	0	5	72	13	32
TOTAL MALMO			32	0	0	94	6	0	0	0	0	5	72	13	32
STOCKHOLM (SKAVSTA)	RYANAIR	S	128	0	0	71	17	11	0	1	0	14	87	14	112
TOTAL STOCKHOLM (SKAVSTA)			128	0	0	71	17	11	0	1	0	14	87	14	112
VASTERAS	RYANAIR	S	32	0	0	91	6	3	0	0	0	5	94	4	32
TOTAL VASTERAS			32	0	0	91	6	3	0	0	0	5	94	4	32
TOTAL SWEDEN			304	2	0	82	12	6	0	0	0	9	87	10	287
<b>SWITZERLAND</b>															
GENEVA	EASYJET AIRLINE COMPANY LTD	S	104	1	0	90	2	5	3	0	0	6	74	10	104
TOTAL GENEVA			104	4	2	90	2	5	3	0	0	6	74	10	104
TOTAL SWITZERLAND			104	12	7	90	2	5	3	0	0	6	74	10	104
<b>TURKEY</b>															
ANTALYA	FREEBIRD AIRLINES	C	8	0	0	75	25	0	0	0	0	7	0	0	0
TOTAL ANTALYA			8	0	0	75	25	0	0	0	0	7	0	0	0
ISTANBUL (SABIHA GOKCEN)	PEGASUS AIRLINES	S	113	1	2	62	19	15	1	3	0	20	85	8	112
TOTAL ISTANBUL (SABIHA GOKCEN)			113	1	2	62	19	15	1	3	0	20	85	8	112
IZMIR (ADNAM MENDERES)	PEGASUS AIRLINES	S	16	0	0	94	6	0	0	0	0	3	100	1	16



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2014

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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 IZMIR (ADNAM MENDERES)			16	0	0	94	6	0	0	0	0	3	100	1	16
TOTAL TURKEY			137	1	2	66	18	12	1	2	0	17	87	7	128
<b>UNITED KINGDOM</b>															
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	196	0	0	93	3	3	2	0	0	4	88	9	206
TOTAL BELFAST INTERNATIONAL			196	0	0	93	3	3	2	0	0	4	88	9	206
CITY OF DERRY (EGLINTON)	RYANAIR	S	72	0	0	86	7	3	4	0	0	9	90	8	72
TOTAL CITY OF DERRY (EGLINTON)			72	0	0	86	7	3	4	0	0	9	90	8	72
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	202	0	0	97	1	0	2	0	0	3	88	7	208
TOTAL EDINBURGH			202	1	0	97	1	0	2	0	0	3	88	7	208
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	174	0	0	95	2	1	2	0	0	4	94	5	176
TOTAL GLASGOW			174	1	0	95	2	1	2	0	0	4	94	5	176
GUERNSEY	AURIGNY AIR SERVICES	S	26	0	4	65	4	8	23	0	0	39	82	18	22
TOTAL GUERNSEY			26	0	4	65	4	8	23	0	0	39	82	18	22
TOTAL UNITED KINGDOM			672	5	4	93	2	2	3	0	0	5	89	8	690
TOTAL STANSTED			8580	71	29	84	9	5	2	0	0	9	83	9	7900

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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)												
<b>AALBORG</b>																		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	12	0	0	42	42	17	0	0	0	17	63	11	8	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	12	0	0	67	25	8	0	0	0	10	75	8	8	
<b>TOTAL AALBORG</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>33</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>9</b>	<b>9</b>	
<b>AARHUS (TIRSTRUP)</b>																		
	STANSTED	RYANAIR	S	A	16	0	0	81	6	0	6	6	0	20	94	3	18	
	STANSTED	RYANAIR	S	D	16	0	0	94	0	0	6	0	0	10	94	4	18	
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	A	24	0	0	92	4	0	4	0	0	10	88	8	40	
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	D	24	0	0	92	0	0	4	4	0	16	75	10	40	
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>85</b>	<b>7</b>	<b>7</b>	
<b>ABERDEEN</b>																		
	LONDON CITY	BA CITYFLYER LTD	S	A	63	0	0	95	3	2	0	0	0	2	94	5	63	
	LONDON CITY	BA CITYFLYER LTD	S	D	63	0	0	90	5	2	3	0	0	5	90	5	63	
	MANCHESTER	BMI REGIONAL	S	A	64	0	0	81	8	11	0	0	0	9	93	4	67	
	MANCHESTER	BMI REGIONAL	S	D	64	0	0	84	9	5	2	0	0	8	91	5	67	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	206	0	0	80	10	4	6	0	0	12	79	9	226	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	208	0	0	85	10	2	3	0	0	7	84	8	226	
	NEWCASTLE	EASTERN AIRWAYS	S	A	79	0	1	76	9	8	8	0	0	18	67	20	79	
	NEWCASTLE	EASTERN AIRWAYS	S	D	82	1	2	74	5	7	11	2	0	23	83	9	103	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	49	0	0	88	10	0	2	0	0	7	65	13	49	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	49	0	0	88	10	2	0	0	0	4	69	12	49	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	19	0	1	84	11	0	5	0	0	10	84	13	25	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	20	0	0	85	5	5	5	0	0	10	72	16	25	
	BIRMINGHAM	FLYBE LTD	S	A	66	0	2	91	3	5	2	0	0	4	90	25	59	
	BIRMINGHAM	FLYBE LTD	S	D	67	0	1	88	6	3	3	0	0	8	66	35	59	
	MANCHESTER	FLYBE LTD	S	A	104	0	0	89	2	2	5	2	0	12	82	10	102	
	MANCHESTER	FLYBE LTD	S	D	104	0	0	86	5	7	3	0	0	9	74	18	102	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	83	0	0	76	12	10	2	0	0	11	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	83	0	0	93	0	6	1	0	0	5	0	0	0	
<b>TOTAL ABERDEEN</b>					<b>1475</b>	<b>2</b>	<b>7</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>12</b>	<b>12</b>	
<b>ABU DHABI INTERNATIONAL</b>																		
	HEATHROW	ETIHAD AIRWAYS	S	A	84	0	0	55	19	25	1	0	0	18	44	38	84	
	HEATHROW	ETIHAD AIRWAYS	S	D	84	0	0	73	19	6	2	0	0	11	63	29	84	
	MANCHESTER	ETIHAD AIRWAYS	S	A	56	1	0	80	13	4	4	0	0	9	64	40	56	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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																		
	MANCHESTER	ETIHAD AIRWAYS		S D	56	0	0	77	14	5	2	2	0	12	71	21	56	
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>280</b>	<b>3</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>59</b>	<b>32</b>	<b>32</b>	
ABUJA																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	28	0	0	96	0	0	4	0	0	4	81	11	26	
	HEATHROW	BRITISH AIRWAYS PLC		S D	28	0	0	93	4	4	0	0	0	3	82	55	28	
<b>TOTAL ABUJA</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>81</b>	<b>33</b>	<b>33</b>	
ACCRA																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	37	0	0	95	5	0	0	0	0	3	48	37	27	
	HEATHROW	BRITISH AIRWAYS PLC		S D	37	0	0	65	24	11	0	0	0	14	61	17	28	
<b>TOTAL ACCRA</b>					<b>74</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>62</b>	<b>26</b>	<b>26</b>	
ADDIS ABABA																		
	HEATHROW	ETHIOPIAN AIRLINES		S A	24	0	0	88	4	4	4	0	0	9	79	27	24	
	HEATHROW	ETHIOPIAN AIRLINES		S D	24	0	0	79	13	4	4	0	0	11	92	6	24	
<b>TOTAL ADDIS ABABA</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>17</b>	<b>17</b>	
ADLER / SOCHI																		
AGADIR (AL MASSIRA)																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	8	0	0	75	13	0	13	0	0	19	63	12	8	
	HEATHROW	BRITISH AIRWAYS PLC		S D	8	0	0	88	0	0	13	0	0	17	88	4	8	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	12	0	0	83	0	8	8	0	0	15	88	26	8	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	12	0	0	83	0	8	8	0	0	20	100	1	8	
	GATWICK	THOMSON AIRWAYS LTD		S A	8	0	0	100	0	0	0	0	0	1	75	7	8	
	GATWICK	THOMSON AIRWAYS LTD		S D	8	0	0	100	0	0	0	0	0	3	75	13	8	
	MANCHESTER	THOMSON AIRWAYS LTD		S A	8	0	0	100	0	0	0	0	0	0	88	9	8	
	MANCHESTER	THOMSON AIRWAYS LTD		S D	8	0	0	100	0	0	0	0	0	2	100	4	8	
<b>TOTAL AGADIR (AL MASSIRA)</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>1</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>10</b>	<b>10</b>	
ALESUND																		
	GATWICK	NORWEGIAN AIR SHUTTLE		S A	8	0	0	88	0	0	13	0	0	14	100	1	8	
	GATWICK	NORWEGIAN AIR SHUTTLE		S D	8	0	0	88	0	13	0	0	0	5	100	1	8	
<b>TOTAL ALESUND</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>100</b>	<b>1</b>	<b>1</b>	
ALGHERO/SASSARI																		
	STANSTED	RYANAIR		S A	16	0	0	94	6	0	0	0	0	4	83	6	12	
	STANSTED	RYANAIR		S D	16	0	0	94	0	6	0	0	0	3	92	6	12	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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)												
ALGHERO/SASSARI																		
<b>TOTAL ALGHERO/SASSARI</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>6</b>	<b>6</b>	
ALGIERS																		
	HEATHROW	AIR ALGERIE	S	A	16	0	0	44	19	19	19	0	0	42	16	48	19	
	HEATHROW	AIR ALGERIE	S	D	16	0	0	50	13	19	19	0	0	36	32	32	19	
	GATWICK	BRITISH AIRWAYS PLC	S	A	20	0	0	85	5	5	5	0	0	12	70	18	20	
	GATWICK	BRITISH AIRWAYS PLC	S	D	20	0	0	70	5	10	15	0	0	23	75	10	20	
<b>TOTAL ALGIERS</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>10</b>	<b>13</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>49</b>	<b>27</b>	<b>27</b>	
ALICANTE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	28	0	0	64	21	11	4	0	0	16	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	28	0	0	71	21	4	4	0	0	10	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	12	0	0	50	33	8	8	0	0	17	25	24	12	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	12	0	0	67	25	8	0	0	0	11	92	6	12	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	100	0	0	0	0	0	1	63	10	8	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	100	0	0	0	0	0	1	88	6	8	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	52	0	1	87	6	2	4	0	2	14	78	13	49	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	53	0	0	94	4	0	2	0	0	6	78	10	49	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	16	0	0	88	6	6	0	0	0	4	94	2	16	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	16	0	0	81	13	6	0	0	0	9	94	4	16	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	92	8	0	0	0	0	2	90	6	10	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	92	8	0	0	0	0	6	100	2	10	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	100	0	0	0	0	0	1	94	2	17	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	100	0	0	0	0	0	1	100	1	17	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	20	0	0	80	5	10	5	0	0	11	85	6	20	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	20	0	0	85	5	5	5	0	0	10	75	10	20	
	EDINBURGH	JET2.COM LTD	S	A	5	0	0	80	0	20	0	0	0	12	0	0	0	
	EDINBURGH	JET2.COM LTD	S	D	5	0	0	100	0	0	0	0	0	6	0	0	0	
	GLASGOW	JET2.COM LTD	S	A	9	0	0	67	33	0	0	0	0	9	0	0	0	
	GLASGOW	JET2.COM LTD	S	D	9	0	0	100	0	0	0	0	0	6	0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	12	0	0	75	8	8	8	0	0	18	88	18	8	
	MANCHESTER	JET2.COM LTD	S	D	12	0	0	83	8	0	8	0	0	12	100	2	8	
	NEWCASTLE	JET2.COM LTD	S	A	12	0	0	75	8	8	8	0	0	20	63	23	8	
	NEWCASTLE	JET2.COM LTD	S	D	12	0	0	83	17	0	0	0	0	7	63	11	8	
	BIRMINGHAM	MONARCH AIRLINES	S	A	19	0	0	89	5	0	5	0	0	8	81	7	16	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 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	BIRMINGHAM	MONARCH AIRLINES	S	D	19	0	0	74	21	0	5	0	0	13	81	11	16
	GATWICK	MONARCH AIRLINES	S	A	23	0	0	83	9	4	4	0	0	9	17	39	23
	GATWICK	MONARCH AIRLINES	S	D	23	0	0	87	4	4	4	0	0	11	65	22	23
	LUTON	MONARCH AIRLINES	S	A	8	0	0	88	0	13	0	0	0	7	13	36	8
	LUTON	MONARCH AIRLINES	S	D	8	0	0	88	0	0	13	0	0	14	75	10	8
	MANCHESTER	MONARCH AIRLINES	S	A	28	0	0	89	7	4	0	0	0	4	25	27	28
	MANCHESTER	MONARCH AIRLINES	S	D	28	0	0	89	11	0	0	0	0	5	64	13	28
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	12	0	0	75	25	0	0	0	0	7	0	0	0
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	12	0	0	83	17	0	0	0	0	5	0	0	0
	BIRMINGHAM	RYANAIR	S	A	12	0	0	58	33	8	0	0	0	14	100	2	14
	BIRMINGHAM	RYANAIR	S	D	12	0	0	92	8	0	0	0	0	6	100	3	14
	EDINBURGH	RYANAIR	S	A	8	0	0	88	0	0	13	0	0	12	75	10	8
	EDINBURGH	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	4	88	7	8
	MANCHESTER	RYANAIR	S	A	16	0	0	100	0	0	0	0	0	1	83	6	12
	MANCHESTER	RYANAIR	S	D	16	0	0	100	0	0	0	0	0	4	75	10	12
	STANSTED	RYANAIR	S	A	28	0	0	96	0	0	4	0	0	4	89	4	28
	STANSTED	RYANAIR	S	D	28	0	0	93	4	4	0	0	0	5	93	5	28
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	6	0	0	83	17	0	0	0	0	6	83	16	6
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	6	0	0	100	0	0	0	0	0	3	83	7	6
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	16	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	75	7	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	14	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	1	4
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	11	4
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	2	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	8	0	0	88	13	0	0	0	0	6	63	15	8
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	2	75	9	8
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	5	75	6	4
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	100	3	4
<b>TOTAL ALICANTE</b>					<b>777</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>8</b>	<b>77</b>	<b>11</b>	<b>11</b>
ALMATY	HEATHROW	AIR ASTANA	S	A	8	0	0	75	13	13	0	0	0	9	100	1	8
	HEATHROW	AIR ASTANA	S	D	8	0	0	38	13	25	25	0	0	36	88	4	8

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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
ALMATY	HEATHROW	BRITISH AIRWAYS PLC	S	A	12	0	0	67	8	17	8	0	0	17	82	78	11
	HEATHROW	BRITISH AIRWAYS PLC	S	D	12	0	0	92	8	0	0	0	0	3	75	9	12
<b>TOTAL ALMATY</b>					<b>40</b>	<b>2</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>85</b>	<b>26</b>	<b>26</b>
ALMERIA	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	92	8	0	0	0	0	2	83	10	12
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	92	8	0	0	0	0	2	100	4	12
<b>TOTAL ALMERIA</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>7</b>	<b>7</b>
AMMAN	HEATHROW	BRITISH AIRWAYS PLC	S	A	37	0	0	84	0	14	0	3	0	15	89	4	28
	HEATHROW	BRITISH AIRWAYS PLC	S	D	37	0	0	84	11	3	3	0	0	7	86	7	28
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	56	33	11	0	0	0	15	60	16	10
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	78	11	11	0	0	0	15	60	26	10
	HEATHROW	ROYAL JORDANIAN	S	A	28	0	0	50	39	7	0	4	0	23	68	13	28
	HEATHROW	ROYAL JORDANIAN	S	D	28	0	0	64	18	11	4	4	0	24	86	10	28
<b>TOTAL AMMAN</b>					<b>148</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>10</b>	<b>10</b>
AMSTERDAM	LONDON CITY	BA CITYFLYER LTD	S	A	115	0	0	95	2	1	3	0	0	5	92	6	119
	LONDON CITY	BA CITYFLYER LTD	S	D	117	0	0	94	0	3	3	0	0	7	92	5	120
	GATWICK	BRITISH AIRWAYS PLC	S	A	87	0	1	75	14	8	3	0	0	14	85	9	98
	GATWICK	BRITISH AIRWAYS PLC	S	D	88	0	0	81	10	7	2	0	0	10	87	7	98
	HEATHROW	BRITISH AIRWAYS PLC	S	A	219	0	0	79	8	8	4	0	0	12	77	12	218
	HEATHROW	BRITISH AIRWAYS PLC	S	D	219	0	0	83	7	7	4	0	0	10	85	8	218
	LONDON CITY	CITY JET	S	A	167	0	0	98	1	1	1	0	0	1	87	8	153
	LONDON CITY	CITY JET	S	D	168	0	0	93	2	3	1	0	0	4	88	8	153
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	40	0	0	90	10	0	0	0	0	3	86	7	36
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	40	0	0	98	3	0	0	0	0	2	97	2	36
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	122	0	0	75	17	5	2	0	0	11	59	18	116
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	122	0	1	84	12	2	1	0	0	7	78	12	116
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	88	0	6	6	0	0	9	90	6	21
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	94	0	0	6	0	0	8	86	6	21
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	96	0	0	86	9	1	1	1	1	12	91	8	89
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	97	0	0	91	6	1	1	0	1	10	89	6	88
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	46	0	0	89	7	2	0	2	0	9	92	7	48

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							FEB 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
AMSTERDAM	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	46	0	0	96	2	0	0	2	0	6	92	5	48
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	16	0	0	81	13	0	6	0	0	12	85	5	20
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	16	0	0	94	0	6	0	0	0	5	95	4	20
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	75	0	0	93	5	0	1	0	0	4	89	6	76
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	75	0	0	96	3	0	1	0	0	2	91	6	76
	BIRMINGHAM	FLYBE LTD	S	A	63	0	1	86	5	3	6	0	0	11	74	18	57
	BIRMINGHAM	FLYBE LTD	S	D	64	0	0	77	5	9	6	3	0	24	83	12	58
	BIRMINGHAM	KLM	S	A	84	0	0	83	12	4	1	0	0	7	88	7	77
	BIRMINGHAM	KLM	S	D	84	0	0	87	12	1	0	0	0	7	86	7	77
	EDINBURGH	KLM	S	A	81	1	0	98	2	0	0	0	0	2	92	5	79
	EDINBURGH	KLM	S	D	81	0	0	99	1	0	0	0	0	2	92	7	79
	GLASGOW	KLM	S	A	80	0	0	100	0	0	0	0	0	1	94	4	51
	GLASGOW	KLM	S	D	80	0	0	95	5	0	0	0	0	3	86	5	51
	HEATHROW	KLM	S	A	128	0	2	88	7	3	2	0	0	5	84	9	147
	HEATHROW	KLM	S	D	128	0	0	95	4	2	0	0	0	3	93	7	147
	MANCHESTER	KLM	S	A	123	0	0	87	11	2	0	0	0	6	82	10	121
	MANCHESTER	KLM	S	D	123	0	0	95	3	1	0	1	0	5	80	10	121
	NEWCASTLE	KLM	S	A	57	0	1	96	4	0	0	0	0	1	94	5	85
	NEWCASTLE	KLM	S	D	57	0	0	95	4	0	2	0	0	4	92	7	86
	BIRMINGHAM	KLM CITYHOPPER	S	A	52	1	0	96	4	0	0	0	0	2	91	4	57
	BIRMINGHAM	KLM CITYHOPPER	S	D	51	0	0	86	10	4	0	0	0	6	86	5	57
	EDINBURGH	KLM CITYHOPPER	S	A	43	0	0	95	0	5	0	0	0	3	86	5	43
	EDINBURGH	KLM CITYHOPPER	S	D	43	0	0	88	9	2	0	0	0	4	86	6	43
	GLASGOW	KLM CITYHOPPER	S	A	16	0	0	94	6	0	0	0	0	2	84	11	43
	GLASGOW	KLM CITYHOPPER	S	D	16	0	0	94	6	0	0	0	0	2	74	12	43
	HEATHROW	KLM CITYHOPPER	S	A	151	0	0	81	7	6	6	0	0	10	92	7	127
	HEATHROW	KLM CITYHOPPER	S	D	150	0	0	92	1	4	3	0	0	5	97	4	127
	MANCHESTER	KLM CITYHOPPER	S	A	17	0	0	94	6	0	0	0	0	2	76	12	17
	MANCHESTER	KLM CITYHOPPER	S	D	17	0	0	100	0	0	0	0	0	1	82	6	17
	NEWCASTLE	KLM CITYHOPPER	S	A	54	0	0	100	0	0	0	0	0	1	88	7	25
	NEWCASTLE	KLM CITYHOPPER	S	D	54	0	0	94	4	0	0	2	0	9	72	9	25
<b>TOTAL AMSTERDAM</b>					<b>3902</b>	<b>7</b>	<b>6</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>8</b>	<b>8</b>

ANCONA

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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)												
ANCONA																		
	STANSTED	RYANAIR	S	A	16	0	0	75	6	19	0	0	0	10	63	28	16	
	STANSTED	RYANAIR	S	D	16	0	0	75	19	6	0	0	0	7	100	3	16	
<b>TOTAL ANCONA</b>					<b>32</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>81</b>	<b>15</b>	<b>15</b>	
ANKARA (ESENBOGA)																		
ANTALYA																		
	BIRMINGHAM	FREEBIRD AIRLINES	C	A	7	0	0	71	14	14	0	0	0	12	0	0	0	
	BIRMINGHAM	FREEBIRD AIRLINES	C	D	8	0	0	75	13	13	0	0	0	13	0	0	0	
	GATWICK	FREEBIRD AIRLINES	C	A	8	0	0	88	13	0	0	0	8	100	6	4		
	GATWICK	FREEBIRD AIRLINES	C	D	8	0	0	38	50	13	0	0	17	75	14	4		
	GLASGOW	FREEBIRD AIRLINES	C	A	3	0	0	0	100	0	0	0	26	0	0	0		
	GLASGOW	FREEBIRD AIRLINES	C	D	4	0	0	25	0	75	0	0	34	0	0	0		
	MANCHESTER	FREEBIRD AIRLINES	C	A	8	0	0	100	0	0	0	0	1	0	0	0		
	MANCHESTER	FREEBIRD AIRLINES	C	D	8	0	0	50	25	13	13	0	17	0	0	0		
	STANSTED	FREEBIRD AIRLINES	C	A	4	0	0	75	25	0	0	0	6	0	0	0		
	STANSTED	FREEBIRD AIRLINES	C	D	4	0	0	75	25	0	0	0	8	0	0	0		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	13	0	0	0	4	67	12	9		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	25	13	0	0	13	89	7	9		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	7	0	0	57	29	0	14	0	27	67	14	9		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	7	0	0	100	0	0	0	0	3	44	15	9		
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	50	24	4		
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	50	23	4		
<b>TOTAL ANTALYA</b>					<b>102</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>19</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>65</b>	<b>14</b>	<b>14</b>	
ANTIGUA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	75	0	0	25	0	0	26	75	7	4	
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	75	0	0	25	0	0	40	100	5	4	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	16	0	0	56	31	6	6	0	16	83	5	12		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	16	0	0	75	13	6	6	0	14	83	10	12		
<b>TOTAL ANTIGUA</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>84</b>	<b>7</b>	<b>7</b>	
ANTWERP																		
	LONDON CITY	VLM (BELGIUM)	S	A	100	0	0	91	4	1	3	1	0	7	92	5	105	
	LONDON CITY	VLM (BELGIUM)	S	D	98	0	0	93	3	4	0	0	0	3	95	3	103	
<b>TOTAL ANTWERP</b>					<b>198</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>95</b>	<b>3</b>	<b>3</b>	



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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							FEB 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
ARRECIFE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	63	0	25	13	0	0	20	0	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	63	13	25	0	0	0	19	0	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	24	0	0	79	4	8	8	0	0	12	73	15	22	22
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	24	0	0	92	0	4	4	0	0	9	77	10	22	22
	GLASGOW	JET2.COM LTD	S	A	10	0	0	90	0	0	0	10	0	33	86	14	7	7
	GLASGOW	JET2.COM LTD	S	D	10	0	0	90	0	0	0	10	0	25	86	17	7	7
	MANCHESTER	JET2.COM LTD	S	A	14	1	0	79	21	0	0	0	0	6	100	0	6	6
	MANCHESTER	JET2.COM LTD	S	D	14	0	0	86	14	0	0	0	0	8	83	4	6	6
	NEWCASTLE	JET2.COM LTD	S	A	8	0	0	88	13	0	0	0	0	2	100	1	7	7
	NEWCASTLE	JET2.COM LTD	S	D	8	0	0	100	0	0	0	0	0	5	100	9	7	7
	BIRMINGHAM	MONARCH AIRLINES	S	A	12	0	0	75	8	0	17	0	0	15	86	3	7	7
	BIRMINGHAM	MONARCH AIRLINES	S	D	12	0	0	83	8	0	8	0	0	11	86	9	7	7
	GATWICK	MONARCH AIRLINES	S	A	12	0	0	67	17	8	8	0	0	18	21	28	14	14
	GATWICK	MONARCH AIRLINES	S	D	12	0	0	83	8	0	8	0	0	11	77	9	13	13
	LUTON	MONARCH AIRLINES	S	A	12	0	0	92	0	8	0	0	0	7	57	40	7	7
	LUTON	MONARCH AIRLINES	S	D	12	0	0	83	17	0	0	0	0	9	63	15	8	8
	MANCHESTER	MONARCH AIRLINES	S	A	12	0	0	83	17	0	0	0	0	5	50	77	12	12
	MANCHESTER	MONARCH AIRLINES	S	D	12	0	0	92	8	0	0	0	0	3	67	43	12	12
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	8	0	0	100	0	0	0	0	0	0	0	0	0	0
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	8	0	0	100	0	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	RYANAIR	S	A	12	0	0	100	0	0	0	0	0	1	100	1	8	8
	BIRMINGHAM	RYANAIR	S	D	12	0	0	83	17	0	0	0	0	7	75	12	8	8
	EDINBURGH	RYANAIR	S	A	8	0	0	88	13	0	0	0	0	5	50	68	4	4
	EDINBURGH	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	7	75	75	4	4
	LUTON	RYANAIR	S	A	8	1	0	75	25	0	0	0	0	10	88	3	8	8
	LUTON	RYANAIR	S	D	8	0	0	50	50	0	0	0	0	14	63	10	8	8
	MANCHESTER	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	2	0	0	0	0
	MANCHESTER	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	6	0	0	0	0
	STANSTED	RYANAIR	S	A	16	1	0	88	6	6	0	0	0	6	83	12	12	12
	STANSTED	RYANAIR	S	D	16	0	0	94	0	0	6	0	0	6	92	13	12	12
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	8	0	0	63	25	0	13	0	0	20	0	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	8	0	0	88	0	0	13	0	0	21	0	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	10	0	0	90	10	0	0	0	0	3	0	0	0	0

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 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
ARRECIFE	GATWICK	THOMAS COOK AIRLINES LTD	S	D	10	0	0	80	0	10	10	0	0	15	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	7	0	0	86	14	0	0	0	0	3	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	7	0	0	86	14	0	0	0	0	4	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	13	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	13	0	0	92	8	0	0	0	0	4	0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	4	0	0	100	0	0	0	0	0	9	0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	4	0	0	100	0	0	0	0	0	4	0	0	0
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	12	0	0	100	0	0	0	0	0	0	100	1	8
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	12	0	0	100	0	0	0	0	0	2	100	3	8
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	2	4
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	100	2	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	16	0	0	75	6	13	0	6	0	25	67	19	12
	GATWICK	THOMSON AIRWAYS LTD	C	D	16	0	0	69	13	13	0	6	0	29	67	23	12
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	5	75	22	4
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	7	75	23	4
	LUTON	THOMSON AIRWAYS LTD	C	A	7	0	0	100	0	0	0	0	0	0	50	31	4
	LUTON	THOMSON AIRWAYS LTD	C	D	7	0	0	100	0	0	0	0	0	1	100	0	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	16	0	0	81	6	0	6	6	0	29	58	15	12
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	16	0	0	88	6	0	6	0	0	10	75	17	12
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	5	75	10	4
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	75	11	4
	STANSTED	THOMSON AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	0	100	3	4
	STANSTED	THOMSON AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	1	100	0	4
<b>TOTAL ARRECIFE</b>					<b>570</b>	<b>3</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>16</b>	<b>16</b>
ASHKHABAD	BIRMINGHAM	TURKMENISTAN AIRLINES	S	A	17	0	0	41	12	12	6	18	12	113	56	58	16
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	D	17	0	0	24	24	18	0	24	12	112	44	58	16
	HEATHROW	TURKMENISTAN AIRLINES	S	A	8	0	0	0	13	25	25	13	25	178	38	49	8
	HEATHROW	TURKMENISTAN AIRLINES	S	D	8	0	0	25	0	25	25	0	25	131	63	30	8
<b>TOTAL ASHKHABAD</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>14</b>	<b>18</b>	<b>10</b>	<b>16</b>	<b>16</b>	<b>126</b>	<b>50</b>	<b>52</b>	<b>52</b>
ASTANA	HEATHROW	AIR ASTANA	S	A	4	0	0	0	25	50	25	0	0	41	0	0	0
	HEATHROW	AIR ASTANA	S	D	4	0	0	100	0	0	0	0	0	1	0	0	0

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					FEB 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)											
ASTANA																	
<b>TOTAL ASTANA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
ASTURIAS																	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	83	8	8	0	0	0	7	92	2	12
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	83	8	8	0	0	0	7	100	1	12
<b>TOTAL ASTURIAS</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>96</b>	<b>2</b>	<b>2</b>
ATHENS																	
	GATWICK	AEGEAN AIRLINES	S	A	14	0	0	93	7	0	0	0	0	4	89	5	28
	GATWICK	AEGEAN AIRLINES	S	D	14	0	0	79	14	0	0	0	7	42	82	7	28
	HEATHROW	AEGEAN AIRLINES	S	A	63	0	0	83	10	5	3	0	0	10	94	3	48
	HEATHROW	AEGEAN AIRLINES	S	D	63	0	0	86	8	2	5	0	0	10	90	3	48
	HEATHROW	BRITISH AIRWAYS PLC	S	A	80	0	0	71	9	10	10	0	0	17	81	7	75
	HEATHROW	BRITISH AIRWAYS PLC	S	D	80	0	0	78	6	9	8	0	0	15	84	10	75
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	100	0	0	0	0	0	1	75	34	8
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	100	0	0	0	0	0	3	75	10	8
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	28	0	0	82	11	4	4	0	0	10	89	4	28
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	28	0	0	71	14	11	4	0	0	11	89	6	28
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	12	0	1	75	25	0	0	0	0	7	100	1	11
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	85	15	0	0	0	0	5	100	2	11
	MANCHESTER	JET2.COM LTD	C	A	2	0	0	0	0	100	0	0	0	44	0	0	0
	MANCHESTER	JET2.COM LTD	C	D	2	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL ATHENS</b>					<b>421</b>	<b>1</b>	<b>1</b>	<b>79</b>	<b>9</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>87</b>	<b>6</b>	<b>6</b>
ATLANTA																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	85	0	4	12	0	0	15	69	17	26
	HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	0	74	15	0	11	0	0	18	78	8	27
	HEATHROW	DELTA AIRLINES	S	A	76	0	1	96	3	0	1	0	0	3	89	7	56
	HEATHROW	DELTA AIRLINES	S	D	76	0	1	96	1	1	1	0	0	3	95	4	56
	MANCHESTER	DELTA AIRLINES	S	A	19	0	0	95	0	5	0	0	0	4	95	4	20
	MANCHESTER	DELTA AIRLINES	S	D	19	0	0	84	5	5	0	5	0	17	85	6	20
<b>TOTAL ATLANTA</b>					<b>243</b>	<b>0</b>	<b>2</b>	<b>91</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>7</b>	<b>7</b>
AUCKLAND INTERNATIONAL																	
	HEATHROW	AIR NEW ZEALAND LTD	S	A	28	0	2	96	0	0	4	0	0	2	94	3	47
	HEATHROW	AIR NEW ZEALAND LTD	S	D	28	0	0	86	7	4	4	0	0	11	96	3	48

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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)											
AUCKLAND INTERNATIONAL																	
<b>TOTAL AUCKLAND INTERNATIONAL</b>					56	0	2	91	4	2	4	0	0	7	95	3	3

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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	16	0	0	69	13	0	6	13	0	40	81	17	16
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	16	0	0	63	19	0	6	13	0	43	69	19	16
<b>TOTAL BACAU</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>0</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>42</b>	<b>75</b>	<b>18</b>	<b>18</b>
BAGHDAD (GEC)	GATWICK	IRAQI AIRWAYS	S	D	8	0	0	88	13	0	0	0	0	5	0	0	0
<b>TOTAL BAGHDAD (GEC)</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>0</b>	<b>0</b>	<b>0</b>
BAHRAIN	HEATHROW	GULF AIR	S	A	56	0	0	73	18	5	4	0	0	12	87	10	52
	HEATHROW	GULF AIR	S	D	56	0	0	89	7	2	2	0	0	5	92	5	52
<b>TOTAL BAHRAIN</b>					<b>112</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>7</b>	<b>7</b>
BAKU (HEYDER ALIYEV INT'L)	HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	A	18	0	0	83	17	0	0	0	0	8	93	3	27
	HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	D	18	0	0	72	28	0	0	0	0	9	85	5	27
	HEATHROW	BRITISH AIRWAYS PLC	S	A	23	0	0	87	13	0	0	0	0	3	89	8	28
	HEATHROW	BRITISH AIRWAYS PLC	S	D	24	0	0	100	0	0	0	0	0	3	75	15	28
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>					<b>83</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>8</b>	<b>8</b>
BALTIMORE	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	0	85	0	4	11	0	0	13	78	9	27
	HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	0	78	7	0	15	0	0	21	96	3	27
<b>TOTAL BALTIMORE</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>4</b>	<b>2</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>87</b>	<b>6</b>	<b>6</b>
BANDAR SERI BEGAWAN	HEATHROW	ROYAL BRUNEI AIRLINES	S	A	28	0	0	46	32	18	0	0	4	34	43	30	28
	HEATHROW	ROYAL BRUNEI AIRLINES	S	D	28	0	0	93	0	4	4	0	0	7	93	3	28
<b>TOTAL BANDAR SERI BEGAWAN</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>20</b>	<b>68</b>	<b>16</b>	<b>16</b>
BANGALORE (BENGALURU)	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	3	85	4	4	0	0	7	67	96	3	28
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	64	18	7	7	0	4	62	79	12	28
<b>TOTAL BANGALORE (BENGALURU)</b>					<b>55</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>11</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>65</b>	<b>88</b>	<b>8</b>	<b>8</b>
BANGKOK SUVARNABHUMI	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	54	18	21	7	0	0	20	93	2	28
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	46	21	25	7	0	0	22	64	20	28
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	A	56	0	0	64	25	11	0	0	0	14	88	5	56

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 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)											
BANGKOK SUVARNABHUMI	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	D	56	0	0	84	7	7	2	0	0	7	89	20	56
<b>TOTAL BANGKOK SUVARNABHUMI</b>					<b>168</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>17</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>85</b>	<b>12</b>	<b>12</b>
BANJUL	GATWICK	GAMBIA BIRD	S	A	4	0	0	100	0	0	0	0	0	1	88	3	8
	GATWICK	GAMBIA BIRD	S	D	4	0	0	75	25	0	0	0	0	7	100	0	8
	GATWICK	MONARCH AIRLINES	C	A	7	0	0	57	14	14	14	0	0	29	50	22	8
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	50	50	0	0	0	0	11	100	4	8
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	9	25	57	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	10	75	6	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	12	0	0	50	17	8	25	0	0	31	75	10	12
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	12	0	0	67	17	17	0	0	0	15	67	12	12
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	12	0	0	25	8	42	25	0	0	42	75	22	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	12	0	0	67	25	8	0	0	0	13	88	7	8
<b>TOTAL BANJUL</b>					<b>79</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>20</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>76</b>	<b>12</b>	<b>12</b>
BARCELONA	GATWICK	BRITISH AIRWAYS PLC	S	A	56	0	0	84	9	2	5	0	0	8	47	26	17
	GATWICK	BRITISH AIRWAYS PLC	S	D	56	0	0	77	13	5	5	0	0	11	56	18	18
	HEATHROW	BRITISH AIRWAYS PLC	S	A	171	0	0	83	6	6	4	1	0	10	74	11	184
	HEATHROW	BRITISH AIRWAYS PLC	S	D	172	0	0	85	6	5	4	0	0	8	84	7	184
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	154	0	0	88	7	3	2	0	0	6	84	6	146
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	154	0	0	84	10	6	1	0	0	7	79	11	146
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	51	0	0	92	2	2	2	2	0	9	96	4	50
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	52	0	0	92	4	2	0	2	0	9	94	5	50
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	13	0	1	85	8	8	0	0	0	6	79	11	14
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	86	7	7	0	0	0	9	93	8	14
	GLASGOW	JET2.COM LTD	S	A	5	0	0	20	40	20	20	0	0	31	0	0	0
	GLASGOW	JET2.COM LTD	S	D	5	0	0	60	40	0	0	0	0	10	0	0	0
	MANCHESTER	JET2.COM LTD	S	A	10	0	0	70	20	10	0	0	0	10	20	34	5
	MANCHESTER	JET2.COM LTD	S	D	10	0	0	90	10	0	0	0	0	7	40	16	5
	GATWICK	MONARCH AIRLINES	S	A	24	0	0	88	8	0	4	0	0	5	78	11	23
	GATWICK	MONARCH AIRLINES	S	D	24	0	0	92	4	0	4	0	0	6	87	8	23
	MANCHESTER	MONARCH AIRLINES	S	A	10	0	0	100	0	0	0	0	0	3	80	10	10
	MANCHESTER	MONARCH AIRLINES	S	D	10	0	0	100	0	0	0	0	0	4	90	6	10

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					FEB 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
BARCELONA																		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	12	0	0	83	8	8	0	0	0	10	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	12	0	0	83	8	8	0	0	0	6	0	0	0	
	BIRMINGHAM	RYANAIR	S	A	12	0	0	58	25	17	0	0	0	17	63	15	16	
	BIRMINGHAM	RYANAIR	S	D	12	0	0	67	0	25	8	0	0	22	63	13	16	
	STANSTED	RYANAIR	S	A	56	0	0	89	9	2	0	0	0	3	89	7	56	
	STANSTED	RYANAIR	S	D	56	0	0	89	4	7	0	0	0	6	86	9	56	
	GATWICK	VUELING AIRLINES	S	A	59	0	0	86	10	3	0	0	0	5	0	0	0	
	GATWICK	VUELING AIRLINES	S	D	59	0	0	68	27	3	2	0	0	10	0	0	0	
<b>TOTAL BARCELONA</b>					<b>1275</b>	<b>4</b>	<b>1</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>9</b>	<b>9</b>	
BARI (PALESE)																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	63	25	0	13	0	0	27	100	2	6	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	63	0	25	13	0	0	36	67	9	6	
	STANSTED	RYANAIR	S	A	16	0	0	88	6	0	6	0	0	7	81	33	16	
	STANSTED	RYANAIR	S	D	16	0	0	75	13	6	6	0	0	14	75	13	16	
<b>TOTAL BARI (PALESE)</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>10</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>80</b>	<b>18</b>	<b>18</b>	
BARRA																		
	GLASGOW	LOGANAIR	S	A	24	0	0	88	4	4	4	0	0	13	71	10	21	
	GLASGOW	LOGANAIR	S	D	24	0	0	88	8	4	0	0	0	6	76	15	21	
<b>TOTAL BARRA</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>12</b>	<b>12</b>	
BASLE MULHOUSE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	102	0	0	80	7	5	8	0	0	12	81	9	83	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	103	0	0	79	7	9	6	0	0	13	86	7	83	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	15	0	0	100	0	0	0	0	0	0	88	4	16	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	15	0	0	93	7	0	0	0	0	3	100	3	16	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	42	0	0	86	7	2	5	0	0	8	80	16	40	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	42	0	0	81	7	7	5	0	0	9	85	8	40	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	89	11	0	0	0	0	2	81	8	16	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	94	6	0	0	0	0	2	81	8	16	
	GATWICK	EASYJET SWITZERLAND	S	A	22	0	0	95	0	5	0	0	0	3	87	6	23	
	GATWICK	EASYJET SWITZERLAND	S	D	22	0	0	73	14	9	5	0	0	16	65	17	23	
	LONDON CITY	SWISS AIRLINES	S	A	46	0	1	100	0	0	0	0	0	1	91	5	47	
	LONDON CITY	SWISS AIRLINES	S	D	44	0	0	95	2	0	2	0	0	5	78	9	46	
<b>TOTAL BASLE MULHOUSE</b>					<b>489</b>	<b>1</b>	<b>2</b>	<b>86</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>9</b>	<b>9</b>	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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)												
BEAUVAIS																		
	EDINBURGH	RYANAIR	S	A	12	0	0	75	17	8	0	0	0	10	100	0	12	
	EDINBURGH	RYANAIR	S	D	12	0	0	92	8	0	0	0	0	4	92	6	12	
<b>TOTAL BEAUVAIS</b>					<b>24</b>	<b>1</b>	<b>1</b>	<b>83</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>96</b>	<b>3</b>	<b>3</b>	
BEIJING																		
	HEATHROW	AIR CHINA	S	A	28	0	0	61	21	14	4	0	0	14	61	24	28	
	HEATHROW	AIR CHINA	S	D	28	0	0	75	18	4	4	0	0	9	79	14	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	21	36	29	11	0	4	77	65	24	23	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	79	11	7	4	0	0	11	59	17	22	
<b>TOTAL BEIJING</b>					<b>112</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>21</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>28</b>	<b>64</b>	<b>19</b>	<b>19</b>	
BEIRUT																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	77	16	3	3	0	0	11	93	3	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	74	13	6	6	0	0	11	75	9	28	
	HEATHROW	MIDDLE EAST AIRLINES (AIR LIBAN S A L)	S	A	28	0	0	64	25	7	4	0	0	14	82	11	28	
	HEATHROW	MIDDLE EAST AIRLINES (AIR LIBAN S A L)	S	D	28	0	0	86	4	11	0	0	0	8	89	5	28	
<b>TOTAL BEIRUT</b>					<b>118</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>7</b>	<b>7</b>	
BELFAST CITY (GEORGE BE																		
	GATWICK	AER LINGUS	S	A	67	0	0	96	3	0	1	0	0	3	91	4	82	
	GATWICK	AER LINGUS	S	D	67	0	1	93	4	1	1	0	0	4	90	6	82	
	HEATHROW	AER LINGUS	S	A	83	0	1	83	6	4	7	0	0	10	90	7	82	
	HEATHROW	AER LINGUS	S	D	83	0	0	90	2	4	4	0	0	6	99	1	82	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	138	1	0	78	8	9	5	0	0	14	57	19	174	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	141	0	0	83	9	4	4	0	0	10	74	11	174	
	BIRMINGHAM	FLYBE LTD	S	A	133	0	4	88	3	4	5	1	0	10	93	6	148	
	BIRMINGHAM	FLYBE LTD	S	D	135	0	2	80	7	7	5	1	0	15	86	11	150	
	EDINBURGH	FLYBE LTD	S	A	77	0	1	88	4	3	5	0	0	8	83	10	78	
	EDINBURGH	FLYBE LTD	S	D	77	0	1	88	8	1	3	0	0	7	90	8	78	
	GATWICK	FLYBE LTD	S	A	103	0	0	85	6	6	2	1	0	11	96	3	90	
	GATWICK	FLYBE LTD	S	D	103	0	0	71	16	7	4	3	0	18	88	7	90	
	GLASGOW	FLYBE LTD	S	A	80	0	0	86	6	3	5	0	0	9	86	6	79	
	GLASGOW	FLYBE LTD	S	D	80	0	0	79	11	5	5	0	0	11	82	10	79	
	MANCHESTER	FLYBE LTD	S	A	138	0	0	82	9	6	4	0	0	10	86	13	148	



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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE						FEB 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		
BELFAST CITY (GEORGE BE)																		
	MANCHESTER	FLYBE LTD	S	D	138	0	0	82	8	7	3	1	0	12	82	14	148	
	NEWCASTLE	FLYBE LTD	S	A	26	0	1	85	12	4	0	0	0	4	81	17	32	
	NEWCASTLE	FLYBE LTD	S	D	26	0	1	96	0	0	4	0	0	4	75	23	32	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>					<b>1695</b>	<b>4</b>	<b>12</b>	<b>84</b>	<b>7</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>10</b>	<b>10</b>	
BELFAST INTERNATIONAL																		
	BIRMINGHAM	EASYJET AIRLINE COMPANY LTD	S	A	60	2	0	97	2	2	0	0	0	2	88	6	48	
	BIRMINGHAM	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	92	7	2	0	0	0	4	85	8	48	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	87	0	0	93	5	0	1	1	0	5	92	3	86	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	87	0	0	95	3	0	0	1	0	5	91	4	86	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	122	0	0	86	7	6	1	0	0	7	86	10	114	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	122	0	0	88	6	7	0	0	0	6	80	10	114	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	90	1	0	97	1	2	0	0	0	3	91	5	92	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	90	0	0	94	3	1	1	0	0	4	92	5	92	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	71	0	0	87	4	6	3	0	0	8	90	6	72	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	72	0	0	90	6	1	3	0	0	7	92	7	72	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	65	1	0	89	5	5	2	0	0	8	87	12	68	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	65	0	0	91	5	3	2	0	0	6	82	13	68	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	67	0	0	88	7	3	1	0	0	7	91	6	68	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	67	0	0	84	10	4	1	0	0	8	90	8	68	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	98	0	0	92	3	4	1	0	0	4	90	8	103	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	98	0	0	94	2	2	2	0	0	4	85	10	103	
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>1321</b>	<b>4</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>88</b>	<b>8</b>	<b>8</b>	
BELGRADE																		
	HEATHROW	AIR SERBIA	S	A	28	0	0	64	14	11	7	4	0	26	71	15	28	
	HEATHROW	AIR SERBIA	S	D	28	0	0	61	11	18	7	4	0	29	79	12	28	
	LUTON	WIZZ AIR	S	A	11	0	0	100	0	0	0	0	0	100	3	12		
	LUTON	WIZZ AIR	S	D	11	0	0	100	0	0	0	0	0	4	58	18	12	
<b>TOTAL BELGRADE</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>9</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>76</b>	<b>13</b>	<b>13</b>	
BENBECULA																		
	GLASGOW	LOGANAIR	S	A	37	0	0	84	8	3	3	3	0	17	83	10	40	
	GLASGOW	LOGANAIR	S	D	37	0	0	81	5	8	3	3	0	16	87	9	39	
<b>TOTAL BENBECULA</b>					<b>74</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>85</b>	<b>10</b>	<b>10</b>	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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)												
<b>BERGAMO</b>																		
	BIRMINGHAM	RYANAIR	S	A	12	0	0	100	0	0	0	0	0	3	83	8	12	
	BIRMINGHAM	RYANAIR	S	D	12	0	0	58	42	0	0	0	0	14	92	3	12	
	MANCHESTER	RYANAIR	S	A	28	0	0	79	18	0	4	0	0	10	82	8	28	
	MANCHESTER	RYANAIR	S	D	28	0	0	61	25	7	4	4	0	21	75	15	28	
	STANSTED	RYANAIR	S	A	112	0	0	71	22	4	2	1	0	13	54	21	84	
	STANSTED	RYANAIR	S	D	112	0	0	86	9	4	1	0	0	9	86	8	85	
<b>TOTAL BERGAMO</b>					<b>304</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>17</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>13</b>	<b>13</b>	
<b>BERGEN</b>																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	55	0	0	69	15	9	7	0	0	16	78	12	55	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	55	0	0	82	11	5	2	0	0	8	93	6	55	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	70	9	17	0	0	4	26	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	91	4	0	0	4	0	18	0	0	0	
	NEWCASTLE	FLYBE LTD	C	A	3	0	0	67	0	33	0	0	0	15	0	0	0	
	NEWCASTLE	FLYBE LTD	C	D	3	0	0	33	67	0	0	0	0	15	0	0	0	
	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	A	2	0	0	50	0	0	50	0	0	40	0	0	0	
	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	D	3	0	0	100	0	0	0	0	0	5	0	0	0	
	MANCHESTER	GERMANIA FLUGGESELLSCHAFT	C	A	4	0	0	75	25	0	0	0	0	8	0	0	0	
	MANCHESTER	GERMANIA FLUGGESELLSCHAFT	C	D	5	0	0	60	20	0	20	0	0	27	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	44	0	0	82	11	7	0	0	0	8	86	5	44	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	45	0	0	91	4	4	0	0	0	5	73	10	44	
	MANCHESTER	SAS	S	A	7	0	0	29	0	57	14	0	0	33	75	20	8	
	MANCHESTER	SAS	S	D	7	0	0	43	43	14	0	0	0	23	75	13	8	
<b>TOTAL BERGEN</b>					<b>280</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>9</b>	<b>9</b>	
<b>BERGERAC</b>																		
	STANSTED	RYANAIR	S	A	12	0	0	75	17	0	8	0	0	13	100	3	12	
	STANSTED	RYANAIR	S	D	12	0	0	75	17	0	8	0	0	12	100	4	12	
<b>TOTAL BERGERAC</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>100</b>	<b>4</b>	<b>4</b>	
<b>BERLIN (SCHONEFELD)</b>																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	100	0	0	0	0	0	3	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	100	0	0	0	0	0	3	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	92	0	0	88	4	4	2	1	0	8	80	11	99	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	92	0	1	86	5	4	3	1	0	10	79	11	100	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	89	11	0	0	0	0	2	84	14	19	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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)												
BERLIN (SCHONEFELD)																		
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	89	6	6	0	0	0	6	75	16	20	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	52	0	0	94	0	4	2	0	0	5	85	13	47	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	52	0	1	92	6	0	2	0	0	4	92	7	48	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	24	0	0	96	4	0	0	0	0	3	77	10	22	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	24	0	0	88	13	0	0	0	0	4	86	9	22	
	STANSTED	RYANAIR	S	A	36	0	0	86	6	8	0	0	0	8	68	23	28	
	STANSTED	RYANAIR	S	D	36	0	0	89	6	6	0	0	0	6	86	9	28	
<b>TOTAL BERLIN (SCHONEFELD)</b>					<b>469</b>	<b>4</b>	<b>2</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>12</b>	<b>12</b>	
BERLIN (TEGEL)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	137	0	0	77	11	4	6	1	1	16	83	8	168	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	137	0	0	83	10	3	3	1	0	9	92	4	168	
	BIRMINGHAM	GERMANWINGS	S	A	15	0	0	80	20	0	0	0	0	9	0	0	0	
	BIRMINGHAM	GERMANWINGS	S	D	15	0	0	73	27	0	0	0	0	9	0	0	0	
	HEATHROW	GERMANWINGS	S	A	79	0	1	65	14	15	6	0	0	17	0	0	0	
	HEATHROW	GERMANWINGS	S	D	79	0	0	86	4	6	4	0	0	9	0	0	0	
<b>TOTAL BERLIN (TEGEL)</b>					<b>466</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>84</b>	<b>8</b>	<b>8</b>	
BERMUDA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	19	0	0	95	0	0	5	0	0	10	75	7	20	
	GATWICK	BRITISH AIRWAYS PLC	S	D	19	0	0	95	0	0	0	5	0	13	80	12	20	
<b>TOTAL BERMUDA</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>10</b>	<b>10</b>	
BERNE																		
	LONDON CITY	SKY WORK AG	S	A	50	0	0	98	2	0	0	0	0	2	79	13	56	
	LONDON CITY	SKY WORK AG	S	D	50	0	0	96	2	2	0	0	0	2	77	13	56	
<b>TOTAL BERNE</b>					<b>100</b>	<b>4</b>	<b>0</b>	<b>97</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>13</b>	<b>13</b>	
BEZIERS																		
	LUTON	RYANAIR	S	A	8	0	0	75	13	13	0	0	0	13	100	2	8	
	LUTON	RYANAIR	S	D	8	0	0	88	0	13	0	0	0	9	100	2	8	
<b>TOTAL BEZIERS</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>100</b>	<b>2</b>	<b>2</b>	
BIARRITZ																		
	STANSTED	RYANAIR	S	A	8	0	0	75	25	0	0	0	0	10	100	5	10	
	STANSTED	RYANAIR	S	D	8	0	0	88	13	0	0	0	0	5	100	1	10	
<b>TOTAL BIARRITZ</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>3</b>	<b>3</b>	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 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)												
BILBAO																		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	10	0	0	90	0	0	10	0	0	10	100	3	10	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	10	0	0	90	10	0	0	0	0	4	100	1	10	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	87	9	4	0	0	0	5	86	9	21	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	96	4	0	0	0	0	3	91	4	22	
	HEATHROW	VUELING AIRLINES	S	A	27	0	0	85	7	7	0	0	0	7	81	7	43	
	HEATHROW	VUELING AIRLINES	S	D	27	0	0	96	0	4	0	0	0	2	95	2	43	
<b>TOTAL BILBAO</b>					<b>120</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>90</b>	<b>5</b>	<b>5</b>	
BILLUND																		
	STANSTED	RYANAIR	S	A	64	0	0	81	14	5	0	0	0	7	86	9	64	
	STANSTED	RYANAIR	S	D	64	0	0	78	16	5	0	2	0	12	88	8	64	
	LONDON CITY	SUN AIR OF SCANDINAVIA	S	A	43	0	0	95	2	2	0	0	0	4	79	12	39	
	LONDON CITY	SUN AIR OF SCANDINAVIA	S	D	43	0	0	88	9	2	0	0	0	5	74	12	39	
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	A	44	0	0	93	5	2	0	0	0	5	89	7	44	
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	D	44	0	0	93	2	2	0	2	0	8	86	6	44	
<b>TOTAL BILLUND</b>					<b>302</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>9</b>	<b>9</b>	
BIRMINGHAM																		
	NEWCASTLE	EASTERN AIRWAYS	S	A	38	0	2	87	3	8	3	0	0	8	85	9	46	
	NEWCASTLE	EASTERN AIRWAYS	S	D	37	0	3	95	0	3	3	0	0	4	87	10	46	
	EDINBURGH	FLYBE LTD	S	A	150	0	0	94	5	1	0	0	0	2	91	6	138	
	EDINBURGH	FLYBE LTD	S	D	149	0	1	90	6	3	1	0	0	6	93	6	138	
	GLASGOW	FLYBE LTD	S	A	128	0	2	91	4	4	1	0	0	4	92	5	139	
	GLASGOW	FLYBE LTD	S	D	128	0	2	89	7	2	2	0	0	7	88	7	139	
<b>TOTAL BIRMINGHAM</b>					<b>630</b>	<b>3</b>	<b>10</b>	<b>91</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>6</b>	<b>6</b>	
BLACKPOOL																		
BOA VISTA (RABIL)																		
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	0	50	53	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	3	100	2	4	
	GATWICK	THOMSON AIRWAYS LTD	S	A	7	0	0	86	14	0	0	0	0	8	50	32	8	
	GATWICK	THOMSON AIRWAYS LTD	S	D	8	0	0	75	25	0	0	0	0	10	63	13	8	
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	8	0	0	75	13	13	0	0	0	8	56	38	9	
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	8	0	0	100	0	0	0	0	0	2	50	16	8	
<b>TOTAL BOA VISTA (RABIL)</b>					<b>39</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>59</b>	<b>25</b>	<b>25</b>	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 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)												
BOLOGNA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	83	0	0	75	14	5	6	0	0	14	43	40	82	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	83	0	0	86	5	5	5	0	0	9	82	6	83	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	16	0	0	75	19	6	0	0	0	8	60	20	25	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	16	0	0	88	13	0	0	0	0	6	68	16	25	
	STANSTED	RYANAIR	S	A	28	0	0	79	18	4	0	0	0	10	82	14	28	
	STANSTED	RYANAIR	S	D	28	0	0	96	4	0	0	0	0	5	93	5	28	
<b>TOTAL BOLOGNA</b>					<b>254</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>68</b>	<b>19</b>	<b>19</b>	
BORDEAUX																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	36	0	0	81	6	11	3	0	0	11	79	11	56	
	GATWICK	BRITISH AIRWAYS PLC	S	D	36	0	0	89	0	8	3	0	0	9	86	7	56	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	71	19	5	5	0	0	10	82	7	22	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	81	10	10	0	0	0	9	73	11	22	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	100	0	0	0	0	0	4	92	7	12	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	75	25	0	0	0	0	8	92	11	12	
	STANSTED	RYANAIR	S	A	10	0	0	80	20	0	0	0	0	5	0	0	0	
	STANSTED	RYANAIR	S	D	10	0	0	80	20	0	0	0	0	5	0	0	0	
<b>TOTAL BORDEAUX</b>					<b>158</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>9</b>	<b>9</b>	
BOSTON																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	92	0	0	79	5	5	5	3	1	25	78	11	73	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	92	0	1	78	11	1	8	2	0	20	79	10	72	
	HEATHROW	DELTA AIRLINES	S	A	25	0	1	76	12	12	0	0	0	7	76	13	25	
	HEATHROW	DELTA AIRLINES	S	D	25	1	1	96	4	0	0	0	0	1	92	10	25	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	25	0	0	84	8	0	8	0	0	8	70	12	23	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	25	0	0	96	4	0	0	0	0	2	100	1	23	
<b>TOTAL BOSTON</b>					<b>284</b>	<b>1</b>	<b>3</b>	<b>82</b>	<b>8</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>81</b>	<b>10</b>	<b>10</b>	
BOURNEMOUTH																		
BRATISLAVA																		
	BIRMINGHAM	RYANAIR	S	A	8	0	0	75	13	13	0	0	0	12	63	12	8	
	BIRMINGHAM	RYANAIR	S	D	8	0	0	75	25	0	0	0	0	10	88	6	8	
	LUTON	RYANAIR	S	A	16	0	0	88	6	6	0	0	0	8	67	14	12	
	LUTON	RYANAIR	S	D	16	0	0	69	25	6	0	0	0	12	92	10	12	
	STANSTED	RYANAIR	S	A	43	0	1	79	12	5	5	0	0	11	68	25	44	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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)											
BRATISLAVA	STANSTED	RYANAIR	S	D	44	0	0	89	5	5	2	0	0	7	84	4	44
<b>TOTAL BRATISLAVA</b>					<b>135</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>14</b>	<b>14</b>
BREMEN	MANCHESTER	RYANAIR	S	A	12	0	0	83	8	8	0	0	0	6	92	5	12
	MANCHESTER	RYANAIR	S	D	12	0	0	83	0	8	8	0	0	11	92	4	12
	STANSTED	RYANAIR	S	A	64	0	0	95	2	0	0	3	0	10	96	2	56
	STANSTED	RYANAIR	S	D	64	0	0	92	2	5	2	0	0	7	89	7	56
<b>TOTAL BREMEN</b>					<b>152</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>93</b>	<b>4</b>	<b>4</b>
BRIDGETOWN	GATWICK	BRITISH AIRWAYS PLC	S	A	40	0	0	80	13	3	5	0	0	11	68	14	40
	GATWICK	BRITISH AIRWAYS PLC	S	D	40	0	0	73	18	8	3	0	0	12	80	10	40
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	19	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	25	0	50	0	0	47	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	4	0	0	50	0	0	50	0	0	46	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	13	13	13	0	0	24	88	6	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	8	0	0	88	0	13	0	0	0	9	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	0	25	13	0	0	36	88	6	8
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	12	0	0	50	17	0	25	0	8	71	75	23	8
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	12	0	0	50	0	17	25	0	8	69	88	13	8
	GATWICK	THOMSON AIRWAYS LTD	C	A	12	0	0	58	25	17	0	0	0	14	67	14	12
	GATWICK	THOMSON AIRWAYS LTD	C	D	12	0	0	50	25	17	8	0	0	26	64	15	11
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	25	0	50	25	0	0	43	50	22	2
	GLASGOW	THOMSON AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	7	100	0	2
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	12	0	0	75	0	17	8	0	0	22	75	11	16
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	14	0	0	57	21	14	0	0	7	57	73	7	15
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	28	0	0	71	7	11	7	4	0	21	87	8	23
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	28	0	0	79	4	7	7	4	0	19	74	14	23
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	0	0	88	13	0	0	0	0	3	50	19	8
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	0	100	0	0	0	0	0	2	100	3	8
<b>TOTAL BRIDGETOWN</b>					<b>270</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>11</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>75</b>	<b>13</b>	<b>13</b>
BRINDISI	STANSTED	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	0	88	8	8
	STANSTED	RYANAIR	S	D	8	0	0	88	0	13	0	0	0	7	75	14	8

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 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)											
BRINDISI																	
<b>TOTAL BRINDISI</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>81</b>	<b>11</b>	<b>11</b>
BRISTOL																	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	87	0	0	91	7	2	0	0	0	3	91	5	88
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	87	0	0	97	2	1	0	0	0	2	91	5	88
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	73	0	0	90	5	4	0	0	0	4	93	3	84
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	73	0	0	90	7	3	0	0	0	4	93	4	84
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	62	0	1	95	0	3	0	2	0	5	92	4	64
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	63	0	1	94	2	3	0	2	0	6	89	6	64
<b>TOTAL BRISTOL</b>					<b>446</b>	<b>1</b>	<b>2</b>	<b>93</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>4</b>	<b>4</b>
BRIVE-LA-GAILLARDE																	
	LONDON CITY	CITY JET	S	A	8	0	0	100	0	0	0	0	0	0	75	7	4
	LONDON CITY	CITY JET	S	D	8	0	0	88	13	0	0	0	0	4	100	3	4
<b>TOTAL BRIVE-LA-GAILLARDE</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>5</b>	<b>5</b>
BRNO (TURANY)																	
	STANSTED	RYANAIR	S	A	28	0	0	89	0	4	4	4	0	16	86	7	28
	STANSTED	RYANAIR	S	D	28	0	0	96	0	4	0	0	0	2	96	2	28
	LUTON	WIZZ AIR	S	A	11	0	1	91	0	9	0	0	0	3	75	14	12
	LUTON	WIZZ AIR	S	D	12	0	0	75	17	8	0	0	0	8	83	13	12
<b>TOTAL BRNO (TURANY)</b>					<b>79</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>7</b>	<b>7</b>
BRUSSELS																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	136	1	0	76	10	7	5	1	0	15	82	9	167
	HEATHROW	BRITISH AIRWAYS PLC	S	D	137	0	0	88	7	3	3	0	0	7	87	7	167
	BIRMINGHAM	BRUSSELS AIRLINES	S	A	111	1	1	96	1	3	0	0	0	3	81	9	104
	BIRMINGHAM	BRUSSELS AIRLINES	S	D	111	0	1	89	9	0	2	0	0	5	79	10	105
	EDINBURGH	BRUSSELS AIRLINES	S	A	48	0	0	96	4	0	0	0	0	2	86	3	22
	EDINBURGH	BRUSSELS AIRLINES	S	D	48	0	0	98	2	0	0	0	0	1	91	6	22
	HEATHROW	BRUSSELS AIRLINES	S	A	79	0	0	92	1	3	4	0	0	7	67	15	96
	HEATHROW	BRUSSELS AIRLINES	S	D	80	0	0	91	3	4	3	0	0	5	80	9	95
	MANCHESTER	BRUSSELS AIRLINES	S	A	75	0	1	79	12	9	0	0	0	8	81	9	74
	MANCHESTER	BRUSSELS AIRLINES	S	D	75	0	0	77	11	11	1	0	0	9	74	11	74
<b>TOTAL BRUSSELS</b>					<b>900</b>	<b>2</b>	<b>3</b>	<b>87</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>9</b>	<b>9</b>
BUCHAREST (OTOPENI)																	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 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)												
BUCHAREST (OTOPENI)																		
	LUTON	BLUE AIR TRANSPORT AERIAN	S	A	16	0	0	88	13	0	0	0	0	4	80	9	20	
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	16	0	0	69	31	0	0	0	0	10	75	11	20	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	77	9	11	4	0	0	10	84	7	56	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	73	13	13	2	0	0	11	79	11	56	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	16	0	0	94	0	0	6	0	0	10	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	16	0	0	88	13	0	0	0	0	7	0	0	0	
	HEATHROW	TAROM	S	A	27	0	0	81	7	7	4	0	0	13	79	9	34	
	HEATHROW	TAROM	S	D	27	0	0	78	15	4	4	0	0	13	79	12	33	
	LUTON	WIZZ AIR	S	A	44	0	1	82	9	9	0	0	0	9	92	4	36	
	LUTON	WIZZ AIR	S	D	43	0	1	65	21	14	0	0	0	14	67	14	36	
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>317</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>9</b>	<b>9</b>	
BUDAPEST																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	80	0	0	80	11	5	4	0	0	10	82	9	82	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	80	0	0	88	6	1	5	0	0	7	88	7	83	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	25	0	0	96	0	4	0	0	0	5	65	20	26	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	25	0	0	92	4	0	4	0	0	5	88	10	25	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	93	7	0	0	0	0	3	88	8	16	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	86	14	0	0	0	0	5	94	4	16	
	EDINBURGH	JET2.COM LTD	S	A	8	0	0	75	0	0	25	0	0	21	25	37	8	
	EDINBURGH	JET2.COM LTD	S	D	8	0	0	88	0	0	13	0	0	10	88	7	8	
	MANCHESTER	JET2.COM LTD	S	A	13	0	0	85	8	0	8	0	0	8	69	15	13	
	MANCHESTER	JET2.COM LTD	S	D	13	0	0	77	0	23	0	0	0	12	69	11	13	
	MANCHESTER	RYANAIR	S	A	16	0	0	81	19	0	0	0	0	6	100	0	12	
	MANCHESTER	RYANAIR	S	D	16	0	0	100	0	0	0	0	0	4	100	0	12	
	STANSTED	RYANAIR	S	A	62	0	2	89	11	0	0	0	0	5	85	6	80	
	STANSTED	RYANAIR	S	D	64	0	0	73	13	9	3	2	0	18	84	6	80	
	LUTON	WIZZ AIR	S	A	80	0	0	91	5	3	1	0	0	4	96	2	84	
	LUTON	WIZZ AIR	S	D	80	0	0	74	18	6	3	0	0	11	87	11	84	
<b>TOTAL BUDAPEST</b>					<b>598</b>	<b>2</b>	<b>2</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>8</b>	<b>8</b>	
BUENOS AIRES																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	82	14	0	4	0	0	8	82	25	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	71	18	11	0	0	0	11	75	36	28	
<b>TOTAL BUENOS AIRES</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>16</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>31</b>	<b>31</b>	



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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					FEB 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)												
BURGAS	LUTON	WIZZ AIR	S	A	7	0	1	86	14	0	0	0	0	3	100	2	8	
	LUTON	WIZZ AIR	S	D	8	0	0	88	13	0	0	0	0	5	100	6	8	
<b>TOTAL BURGAS</b>					<b>15</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>100</b>	<b>4</b>	<b>4</b>	
BYDGOSZCZ	BIRMINGHAM	RYANAIR	S	A	12	0	0	58	33	8	0	0	0	17	100	1	12	
	BIRMINGHAM	RYANAIR	S	D	12	0	0	50	42	8	0	0	0	16	92	4	12	
	STANSTED	RYANAIR	S	A	20	0	0	85	15	0	0	0	0	4	81	10	16	
	STANSTED	RYANAIR	S	D	20	0	0	80	10	10	0	0	0	9	81	9	16	
<b>TOTAL BYDGOSZCZ</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>6</b>	<b>6</b>	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 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	12	0	0	100	0	0	0	0	0	0	92	9	12	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	100	0	0	0	0	0	2	92	5	12	
	GATWICK	RYANAIR	S	A	12	0	0	92	8	0	0	0	0	4	0	0	0	
	GATWICK	RYANAIR	S	D	12	0	0	92	0	8	0	0	0	5	0	0	0	
<b>TOTAL CAGLIARI (ELMAS)</b>					<b>48</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>3</b>	<b>92</b>	<b>7</b>	<b>7</b>	
CAIRO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	82	4	7	7	0	0	10	93	7	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	79	21	0	0	0	0	8	39	40	28	
	HEATHROW	EGYPT AIR	S	A	56	0	0	71	14	14	0	0	0	12	79	10	56	
	HEATHROW	EGYPT AIR	S	D	56	0	0	79	11	7	4	0	0	11	89	5	56	
	MANCHESTER	EGYPT AIR	S	A	20	0	1	85	5	5	5	0	0	8	0	0	0	
	MANCHESTER	EGYPT AIR	S	D	20	0	0	70	20	0	10	0	0	14	0	0	0	
<b>TOTAL CAIRO</b>					<b>208</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>13</b>	<b>13</b>	
CALGARY																		
	HEATHROW	AIR CANADA	S	A	24	0	1	38	25	21	8	8	0	48	71	18	28	
	HEATHROW	AIR CANADA	S	D	25	0	0	92	8	0	0	0	0	6	89	6	27	
	GATWICK	AIR TRANSAT	S	A	6	0	0	17	33	33	0	0	17	174	88	28	8	
	GATWICK	AIR TRANSAT	S	D	6	0	0	50	0	50	0	0	0	25	63	15	8	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	1	44	30	19	7	0	0	23	79	7	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	32	25	25	18	0	0	32	86	5	28	
<b>TOTAL CALGARY</b>					<b>116</b>	<b>0</b>	<b>2</b>	<b>49</b>	<b>22</b>	<b>19</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>35</b>	<b>80</b>	<b>11</b>	<b>11</b>	
CAMPBELTOWN																		
	GLASGOW	LOGANAIR	S	A	39	0	0	97	0	0	3	0	0	4	79	20	39	
	GLASGOW	LOGANAIR	S	D	39	0	0	95	3	0	3	0	0	5	82	22	38	
<b>TOTAL CAMPBELTOWN</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>81</b>	<b>21</b>	<b>21</b>	
CANCUN																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	0	67	8	8	17	0	0	30	50	21	12	
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	92	0	8	0	0	0	7	75	10	12	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	8	0	1	63	0	0	25	0	13	71	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	8	0	0	63	0	0	25	0	13	78	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	8	0	0	63	13	13	0	0	13	83	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	8	0	0	63	13	13	0	0	13	86	0	0	0	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							FEB 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)												
CANCUN																		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	25	0	0	50	0	25	165	50	20	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	25	0	0	50	0	25	147	50	31	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	15	0	0	53	13	13	20	0	0	27	25	41	12	
	GATWICK	THOMSON AIRWAYS LTD	C	D	16	0	0	56	13	0	25	6	0	40	42	17	12	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	16	0	0	63	13	19	6	0	0	20	36	30	11	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	16	1	0	63	31	6	0	0	0	15	42	38	12	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	0	0	88	0	0	0	13	0	26	63	15	8	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	0	88	13	0	0	0	0	7	88	6	8	
<b>TOTAL CANCUN</b>					<b>143</b>	<b>1</b>	<b>1</b>	<b>64</b>	<b>10</b>	<b>7</b>	<b>13</b>	<b>1</b>	<b>4</b>	<b>43</b>	<b>54</b>	<b>22</b>	<b>22</b>	
CAPE TOWN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	84	5	9	0	0	2	32	95	4	56	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	55	20	13	13	0	0	26	71	18	56	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	28	0	0	89	11	0	0	0	0	3	89	4	28	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	28	0	0	86	11	4	0	0	0	7	89	5	28	
<b>TOTAL CAPE TOWN</b>					<b>168</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>21</b>	<b>85</b>	<b>9</b>	<b>9</b>	
CARCASSONNE																		
	STANSTED	RYANAIR	S	A	12	0	0	58	17	25	0	0	0	16	100	6	8	
	STANSTED	RYANAIR	S	D	12	0	0	83	8	8	0	0	0	8	100	1	8	
<b>TOTAL CARCASSONNE</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>100</b>	<b>3</b>	<b>3</b>	
CARDIFF WALES																		
	GLASGOW	CITY JET	S	A	47	0	0	98	0	0	2	0	0	4	0	0	0	
	GLASGOW	CITY JET	S	D	47	0	0	96	2	0	2	0	0	5	0	0	0	
	NEWCASTLE	EASTERN AIRWAYS	S	A	39	0	5	92	5	0	3	0	0	4	87	8	45	
	NEWCASTLE	EASTERN AIRWAYS	S	D	41	0	3	83	10	2	5	0	0	9	82	9	45	
	EDINBURGH	FLYBE LTD	S	A	57	0	0	84	7	2	7	0	0	13	94	6	53	
	EDINBURGH	FLYBE LTD	S	D	57	0	0	81	2	12	2	4	0	17	91	10	54	
<b>TOTAL CARDIFF WALES</b>					<b>289</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>89</b>	<b>8</b>	<b>8</b>	
CASABLANCA MOHAMED V																		
	GATWICK	AIR ARABIA MAROC	S	A	8	0	0	63	13	13	13	0	0	30	89	6	9	
	GATWICK	AIR ARABIA MAROC	S	D	8	0	0	50	25	0	13	0	13	135	89	2	9	
	GATWICK	ROYAL AIR MAROC	S	A	2	0	0	50	50	0	0	0	0	12	0	0	0	
	GATWICK	ROYAL AIR MAROC	S	D	2	0	0	100	0	0	0	0	0	2	0	0	0	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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)											
CASABLANCA MOHAMED V		HEATHROW	ROYAL AIR MAROC	S A	36	0	0	78	17	0	6	0	0	9	68	12	34
		HEATHROW	ROYAL AIR MAROC	S D	36	0	0	94	0	0	6	0	0	6	88	7	34
<b>TOTAL CASABLANCA MOHAMED V</b>					<b>92</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>21</b>	<b>80</b>	<b>8</b>	<b>8</b>
CATANIA (FONTANAROSSA)		GATWICK	EASYJET AIRLINE COMPANY LTD	S A	11	0	0	55	36	0	9	0	0	16	88	9	8
		GATWICK	EASYJET AIRLINE COMPANY LTD	S D	11	0	0	64	27	0	9	0	0	15	88	6	8
<b>TOTAL CATANIA (FONTANAROSSA)</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>32</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>88</b>	<b>7</b>	<b>7</b>
CHAMBERY		EDINBURGH	BA CITYFLYER LTD	C A	8	0	0	25	25	13	38	0	0	48	0	0	0
		EDINBURGH	BA CITYFLYER LTD	C D	7	0	0	86	0	14	0	0	0	9	0	0	0
		LONDON CITY	BA CITYFLYER LTD	S A	10	0	0	20	40	40	0	0	0	26	54	16	13
		LONDON CITY	BA CITYFLYER LTD	S D	12	0	0	58	17	17	8	0	0	25	77	9	13
		BIRMINGHAM	FLYBE LTD	C A	4	0	0	50	0	25	25	0	0	30	38	27	8
		BIRMINGHAM	FLYBE LTD	S A	7	0	1	71	0	0	29	0	0	26	0	0	0
		BIRMINGHAM	FLYBE LTD	S D	8	0	0	63	13	0	25	0	0	31	25	44	4
		BIRMINGHAM	FLYBE LTD	C D	4	0	0	50	25	0	25	0	0	38	50	15	4
		GATWICK	FLYBE LTD	C A	4	0	0	50	0	50	0	0	0	25	25	52	4
		GATWICK	FLYBE LTD	C D	4	0	0	50	25	0	25	0	0	29	50	40	4
		GATWICK	GERMANIA FLUGGESELLSCHAFT	C A	8	0	0	50	13	0	25	0	13	97	0	0	0
		GATWICK	GERMANIA FLUGGESELLSCHAFT	C D	8	0	0	75	13	0	13	0	0	14	0	0	0
		EDINBURGH	JET2.COM LTD	S A	4	0	0	50	0	25	0	25	0	95	33	39	6
		EDINBURGH	JET2.COM LTD	S D	4	0	0	50	25	0	25	0	0	27	50	23	6
		MANCHESTER	JET2.COM LTD	S A	10	0	0	10	20	40	20	10	0	65	0	63	8
		MANCHESTER	JET2.COM LTD	S D	10	0	0	70	0	10	20	0	0	27	63	43	8
		NEWCASTLE	JET2.COM LTD	S A	4	0	0	50	0	25	0	25	0	68	25	18	4
		NEWCASTLE	JET2.COM LTD	S D	4	0	0	75	25	0	0	0	0	10	75	13	4
		BIRMINGHAM	THOMSON AIRWAYS LTD	C A	4	0	0	25	25	25	0	25	0	101	0	127	4
		BIRMINGHAM	THOMSON AIRWAYS LTD	C D	4	0	0	50	25	0	0	25	0	74	25	61	4
		GATWICK	THOMSON AIRWAYS LTD	C A	16	0	0	13	13	25	50	0	0	63	44	28	16
		GATWICK	THOMSON AIRWAYS LTD	C D	16	0	0	38	19	13	31	0	0	47	50	25	16
		GLASGOW	THOMSON AIRWAYS LTD	C A	4	0	0	50	0	25	25	0	0	50	67	152	3
		GLASGOW	THOMSON AIRWAYS LTD	C D	4	0	0	50	25	0	25	0	0	45	67	135	3
		MANCHESTER	THOMSON AIRWAYS LTD	C A	8	0	0	13	13	25	25	25	0	107	25	39	4

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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)												
CHAMBERY																		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	8	0	0	25	13	13	38	13	0	74	50	22	4	
	GATWICK	TITAN AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	1	50	17	10	
	GATWICK	TITAN AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	8	30	37	10	
	STANSTED	TITAN AIRWAYS LTD	C	A	13	0	0	46	8	15	31	0	0	41	13	49	15	
	STANSTED	TITAN AIRWAYS LTD	C	D	13	0	0	62	8	15	15	0	0	26	53	28	15	
<b>TOTAL CHAMBERY</b>					<b>222</b>	<b>1</b>	<b>1</b>	<b>47</b>	<b>14</b>	<b>15</b>	<b>20</b>	<b>4</b>	<b>0</b>	<b>44</b>	<b>42</b>	<b>37</b>	<b>37</b>	
CHARLEROI																		
	EDINBURGH	RYANAIR	S	A	16	0	0	94	0	6	0	0	0	3	92	3	12	
	EDINBURGH	RYANAIR	S	D	16	0	0	94	6	0	0	0	0	5	100	3	12	
	MANCHESTER	RYANAIR	S	A	52	0	0	90	4	6	0	0	0	4	86	12	51	
	MANCHESTER	RYANAIR	S	D	52	0	0	83	12	0	4	2	0	11	87	12	52	
<b>TOTAL CHARLEROI</b>					<b>136</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>11</b>	<b>11</b>	
CHARLOTTE																		
	HEATHROW	US AIRWAYS	S	A	27	0	1	67	7	11	15	0	0	23	0	0	0	
	HEATHROW	US AIRWAYS	S	D	28	0	1	93	0	4	4	0	0	5	0	0	0	
<b>TOTAL CHARLOTTE</b>					<b>55</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>4</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>15</b>	<b>15</b>	
CHENGDU																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	12	0	0	42	25	17	17	0	0	28	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	12	0	0	83	8	0	8	0	0	14	0	0	0	
<b>TOTAL CHENGDU</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>17</b>	<b>8</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	
CHENNAI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	24	0	0	83	13	4	0	0	0	6	89	3	19	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	24	0	0	75	13	8	4	0	0	13	74	11	19	
<b>TOTAL CHENNAI</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>7</b>	<b>7</b>	
CHICAGO (O'HARE)																		
	HEATHROW	AMERICAN AIRLINES	S	A	70	1	0	74	4	11	9	0	1	26	59	27	68	
	HEATHROW	AMERICAN AIRLINES	S	D	70	0	0	94	0	3	3	0	0	5	93	4	68	
	MANCHESTER	AMERICAN AIRLINES	S	A	22	1	1	82	5	0	14	0	0	19	61	15	23	
	MANCHESTER	AMERICAN AIRLINES	S	D	22	0	1	95	0	0	0	5	0	10	83	13	23	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	77	9	5	9	0	0	13	59	46	56	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	77	14	7	2	0	0	11	80	9	56	
	HEATHROW	UNITED AIRLINES	S	A	79	0	0	91	0	5	4	0	0	6	73	14	80	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2013		
					79	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	UNITED AIRLINES	S	D	79	0	0	96	3	0	0	1	0	5	87	7	79
<b>TOTAL CHICAGO (O'HARE)</b>					<b>454</b>	<b>2</b>	<b>2</b>	<b>86</b>	<b>4</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>17</b>	<b>17</b>
CHISINAU (KISHINEV)	STANSTED	AIR MOLDOVA INTERNATIONAL	S	A	8	0	0	38	25	25	13	0	0	37	0	0	0
	STANSTED	AIR MOLDOVA INTERNATIONAL	S	D	8	0	0	63	13	0	25	0	0	31	0	0	0
<b>TOTAL CHISINAU (KISHINEV)</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>19</b>	<b>13</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>100</b>	<b>0</b>	<b>0</b>
CITY OF DERRY (EGLINTON)	BIRMINGHAM	RYANAIR	S	A	12	0	0	83	8	8	0	0	0	6	75	12	16
	BIRMINGHAM	RYANAIR	S	D	12	0	0	100	0	0	0	0	0	3	81	11	16
	STANSTED	RYANAIR	S	A	36	0	0	81	11	3	6	0	0	12	89	9	36
	STANSTED	RYANAIR	S	D	36	0	0	92	3	3	3	0	0	6	92	6	36
<b>TOTAL CITY OF DERRY (EGLINTON)</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>9</b>	<b>9</b>
CLUJ NAPOCA	LUTON	WIZZ AIR	S	A	28	0	0	96	4	0	0	0	0	2	100	1	24
	LUTON	WIZZ AIR	S	D	28	0	0	89	7	4	0	0	0	5	79	9	24
<b>TOTAL CLUJ NAPOCA</b>					<b>56</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>90</b>	<b>5</b>	<b>5</b>
COLOGNE BONN	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	36	0	0	81	11	8	0	0	0	7	67	16	33
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	36	0	1	86	11	3	0	0	0	4	74	10	34
	HEATHROW	GERMANWINGS	S	A	71	0	1	90	3	3	4	0	0	6	89	7	70
	HEATHROW	GERMANWINGS	S	D	71	0	0	94	0	4	1	0	0	5	90	6	70
	MANCHESTER	GERMANWINGS	S	A	16	0	0	75	25	0	0	0	0	8	74	8	19
	MANCHESTER	GERMANWINGS	S	D	16	0	0	100	0	0	0	0	0	2	89	4	19
	STANSTED	GERMANWINGS	S	A	56	0	0	91	5	4	0	0	0	5	82	9	62
	STANSTED	GERMANWINGS	S	D	56	0	0	93	4	2	2	0	0	4	76	13	62
<b>TOTAL COLOGNE BONN</b>					<b>358</b>	<b>2</b>	<b>2</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>9</b>	<b>9</b>
COLOMBO	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	0	17	25	50	8	0	0	33	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	75	25	0	0	0	0	9	0	0	0
	HEATHROW	SRILANKAN AIRLINES	S	A	44	0	0	84	5	9	2	0	0	8	95	2	44
	HEATHROW	SRILANKAN AIRLINES	S	D	44	0	0	82	14	2	2	0	0	7	91	4	46
<b>TOTAL COLOMBO</b>					<b>112</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>93</b>	<b>3</b>	<b>3</b>

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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
COMISO	STANSTED	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	3	0	0	0
	STANSTED	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL COMISO</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
COPENHAGEN	HEATHROW	BRITISH AIRWAYS PLC	S	A	140	0	0	76	9	10	4	1	0	13	84	7	155
	HEATHROW	BRITISH AIRWAYS PLC	S	D	140	0	0	81	10	5	4	0	0	10	86	7	155
	NEWCASTLE	CIMBER AIR A/S	S	A	24	0	0	100	0	0	0	0	0	0	79	13	19
	NEWCASTLE	CIMBER AIR A/S	S	D	24	0	0	96	0	0	4	0	0	5	74	15	19
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	16	0	0	100	0	0	0	0	0	4	0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	16	0	0	100	0	0	0	0	0	2	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	93	0	0	89	6	1	3	0	0	5	77	13	64
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	94	0	0	84	9	4	3	0	0	7	80	12	64
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	32	0	0	94	3	0	3	0	0	5	78	14	27
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	32	0	0	97	0	0	3	0	0	4	81	13	27
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	43	0	0	95	5	0	0	0	0	2	93	8	42
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	43	0	0	98	2	0	0	0	0	2	98	2	42
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	8	0	0	63	13	13	13	0	0	16	63	14	8
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	8	0	0	63	13	25	0	0	0	18	50	15	8
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	76	0	0	76	17	5	1	0	0	10	78	11	76
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	76	0	0	82	9	7	3	0	0	9	79	12	76
	BIRMINGHAM	SAS	S	A	44	0	0	84	9	5	2	0	0	8	84	9	43
	BIRMINGHAM	SAS	S	D	44	0	0	80	14	5	2	0	0	10	81	9	43
	HEATHROW	SAS	S	A	143	0	0	74	15	8	3	0	0	11	80	9	144
	HEATHROW	SAS	S	D	143	0	0	94	2	3	1	0	0	4	94	3	143
	MANCHESTER	SAS	S	A	51	0	0	96	2	2	0	0	0	3	88	8	49
	MANCHESTER	SAS	S	D	51	0	0	96	4	0	0	0	0	2	88	6	49
<b>TOTAL COPENHAGEN</b>					<b>1341</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>8</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>
CORK	BIRMINGHAM	AER ARANN	S	A	56	1	0	86	9	4	2	0	0	6	93	2	56
	BIRMINGHAM	AER ARANN	S	D	56	0	0	84	7	5	2	0	2	15	86	11	56
	EDINBURGH	AER ARANN	S	A	24	0	0	75	4	8	8	4	0	25	77	20	26
	EDINBURGH	AER ARANN	S	D	24	0	0	71	4	13	8	4	0	29	80	26	25
	GLASGOW	AER ARANN	S	A	16	0	0	81	0	19	0	0	0	10	75	20	16

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 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)												
CORK																		
	GLASGOW	AER ARANN	S	D	16	0	0	81	0	19	0	0	0	11	81	16	16	
	MANCHESTER	AER ARANN	S	A	59	2	0	76	8	8	5	2	0	16	92	5	53	
	MANCHESTER	AER ARANN	S	D	59	0	0	76	10	5	7	2	0	17	85	13	53	
	HEATHROW	AER LINGUS	S	A	104	0	0	76	13	9	3	0	0	11	87	6	112	
	HEATHROW	AER LINGUS	S	D	105	0	0	89	5	3	3	1	0	9	92	3	112	
	NEWCASTLE	JET2.COM LTD	S	A	8	0	0	63	25	0	0	13	0	40	75	17	8	
	NEWCASTLE	JET2.COM LTD	S	D	8	0	0	63	38	0	0	0	0	9	75	16	8	
	GATWICK	RYANAIR	S	A	26	0	2	85	8	0	4	4	0	14	93	10	28	
	GATWICK	RYANAIR	S	D	26	0	2	81	12	0	8	0	0	15	93	9	28	
	STANSTED	RYANAIR	S	A	64	1	0	77	11	5	2	6	0	23	86	10	56	
	STANSTED	RYANAIR	S	D	65	0	0	74	14	6	5	2	0	15	88	9	56	
<b>TOTAL CORK</b>					<b>716</b>	<b>4</b>	<b>4</b>	<b>79</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>87</b>	<b>9</b>	<b>9</b>	
CRAIOVA																		
	LUTON	WIZZ AIR	S	A	7	0	1	71	0	29	0	0	0	13	0	0	0	
	LUTON	WIZZ AIR	S	D	8	0	0	75	13	0	13	0	0	15	0	0	0	
<b>TOTAL CRAIOVA</b>					<b>15</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>7</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	
CUNAGUA (CAYO COCO)																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	50	0	0	0	0	11	50	87	2	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	0	50	0	0	0	32	50	13	2	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	25	0	25	25	0	106	50	87	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	0	25	25	25	0	111	100	10	4	
<b>TOTAL CUNAGUA (CAYO COCO)</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>79</b>	<b>67</b>	<b>49</b>	<b>49</b>	



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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					FEB 2013					
					MATCHED			16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)												
DAKAR																		
DALAMAN																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	0	33	0	67	0	0	0	22	0	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	3	0	0	33	33	33	0	0	0	22	0	0	0	0
<b>TOTAL DALAMAN</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>17</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
DALLAS/FORT WORTH																		
	HEATHROW	AMERICAN AIRLINES	S	A	67	0	2	85	3	3	6	3	0	14	75	12	56	
	HEATHROW	AMERICAN AIRLINES	S	D	67	0	1	84	9	1	6	0	0	10	84	7	56	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	75	7	4	14	0	0	17	59	18	27	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	57	21	18	4	0	0	19	68	18	28	
<b>TOTAL DALLAS/FORT WORTH</b>					<b>190</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>8</b>	<b>5</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>12</b>	<b>12</b>	
DAR-ES-SALAAM																		
DEAUVILLE																		
	LONDON CITY	VLM (BELGIUM)	S	A	7	0	0	71	14	14	0	0	0	11	88	9	8	
	LONDON CITY	VLM (BELGIUM)	S	D	8	0	0	63	13	13	13	0	0	19	88	7	8	
<b>TOTAL DEAUVILLE</b>					<b>15</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>13</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>88</b>	<b>8</b>	<b>8</b>	
DEBRECEN																		
	LUTON	WIZZ AIR	S	A	16	0	0	81	6	13	0	0	0	8	92	5	12	
	LUTON	WIZZ AIR	S	D	16	0	0	81	6	13	0	0	0	12	75	9	12	
<b>TOTAL DEBRECEN</b>					<b>32</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>10</b>	<b>83</b>	<b>7</b>	<b>7</b>	
DELHI																		
	BIRMINGHAM	AIR INDIA	S	A	16	0	0	19	38	6	13	25	0	93	0	0	0	
	BIRMINGHAM	AIR INDIA	S	D	16	0	0	56	0	13	25	6	0	54	0	0	0	
	HEATHROW	AIR INDIA	S	A	56	0	1	70	7	11	11	2	0	23	51	31	55	
	HEATHROW	AIR INDIA	S	D	56	0	0	71	5	7	13	2	2	31	61	35	56	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	46	16	21	13	4	0	35	56	25	55	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	48	30	14	5	2	0	24	44	32	55	
	HEATHROW	JET AIRWAYS	S	A	28	0	0	46	25	11	18	0	0	28	61	18	28	
	HEATHROW	JET AIRWAYS	S	D	28	0	0	75	11	7	7	0	0	11	89	5	28	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	28	0	0	39	25	25	11	0	0	25	93	2	28	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	28	0	0	89	0	11	0	0	0	5	89	5	28	
<b>TOTAL DELHI</b>					<b>368</b>	<b>0</b>	<b>1</b>	<b>58</b>	<b>15</b>	<b>13</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>63</b>	<b>23</b>	<b>23</b>	
DENVER INTERNATIONAL																		

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2013			
					26	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
DENVER INTERNATIONAL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	2	2	85	8	4	4	0	0	10	61	24	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	1	0	82	11	7	0	0	0	9	86	8	28	
<b>TOTAL DENVER INTERNATIONAL</b>					<b>54</b>	<b>3</b>	<b>2</b>	<b>83</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>16</b>	<b>16</b>	
DETROIT																		
	HEATHROW	DELTA AIRLINES	S	A	25	0	0	92	4	0	0	4	0	12	82	13	28	
	HEATHROW	DELTA AIRLINES	S	D	25	0	0	84	4	4	8	0	0	15	93	5	28	
<b>TOTAL DETROIT</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>9</b>	<b>9</b>	
DHAKHA																		
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	A	12	0	0	17	25	8	33	17	0	82	58	34	12	
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	12	0	0	8	0	25	50	17	0	101	33	56	12	
<b>TOTAL DHAKHA</b>					<b>24</b>	<b>1</b>	<b>1</b>	<b>13</b>	<b>13</b>	<b>17</b>	<b>42</b>	<b>17</b>	<b>0</b>	<b>91</b>	<b>46</b>	<b>45</b>	<b>45</b>	
DINARD																		
	STANSTED	RYANAIR	S	A	12	0	0	92	8	0	0	0	0	6	92	5	12	
	STANSTED	RYANAIR	S	D	12	0	0	92	8	0	0	0	0	3	100	3	12	
<b>TOTAL DINARD</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>96</b>	<b>4</b>	<b>4</b>	
DOHA HAMAD																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	88	12	0	0	0	0	3	89	7	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	82	11	4	4	0	0	10	75	15	28	
	HEATHROW	QATAR AIRWAYS	S	A	140	0	0	63	22	8	6	0	1	28	75	14	112	
	HEATHROW	QATAR AIRWAYS	S	D	140	0	0	85	9	4	1	1	1	14	89	7	112	
	MANCHESTER	QATAR AIRWAYS	S	A	40	0	0	73	20	8	0	0	0	9	65	13	40	
	MANCHESTER	QATAR AIRWAYS	S	D	40	0	0	65	23	13	0	0	0	15	65	19	40	
<b>TOTAL DOHA HAMAD</b>					<b>414</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>78</b>	<b>12</b>	<b>12</b>	
DONEGAL																		
	GLASGOW	LOGANAIR	S	A	16	0	0	94	6	0	0	0	0	2	94	9	16	
	GLASGOW	LOGANAIR	S	D	16	0	0	94	6	0	0	0	0	3	94	2	16	
<b>TOTAL DONEGAL</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>94</b>	<b>5</b>	<b>5</b>	
DONETSK																		
DORTMUND																		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	44	0	0	95	5	0	0	0	0	2	89	8	44	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	44	0	0	91	9	0	0	0	0	4	84	7	44	
	STANSTED	RYANAIR	S	A	28	0	0	50	43	7	0	0	0	17	0	0	0	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 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	STANSTED	RYANAIR	S	D	28	0	0	93	4	4	0	0	0	5	0	0	0
<b>TOTAL DORTMUND</b>					<b>144</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>7</b>	<b>7</b>
DRESDEN	LONDON CITY	CITY JET	S	A	15	0	0	100	0	0	0	0	0	0	0	0	0
	LONDON CITY	CITY JET	S	D	16	0	0	88	13	0	0	0	0	3	0	0	0
<b>TOTAL DRESDEN</b>					<b>31</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>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
DUBAI	HEATHROW	BRITISH AIRWAYS PLC	S	A	82	0	0	72	17	7	2	1	0	14	78	10	78
	HEATHROW	BRITISH AIRWAYS PLC	S	D	83	0	0	67	18	10	5	0	0	15	79	9	80
	BIRMINGHAM	EMIRATES	S	A	56	0	0	55	23	18	2	2	0	21	39	22	56
	BIRMINGHAM	EMIRATES	S	D	56	0	0	32	32	30	4	2	0	31	25	35	56
	GATWICK	EMIRATES	S	A	85	0	0	60	15	18	6	1	0	23	46	22	84
	GATWICK	EMIRATES	S	D	84	0	1	67	5	21	6	1	0	21	49	22	84
	GLASGOW	EMIRATES	S	A	57	0	0	68	19	7	4	2	0	17	66	18	56
	GLASGOW	EMIRATES	S	D	56	0	0	59	18	16	5	2	0	23	66	27	56
	HEATHROW	EMIRATES	S	A	140	0	0	53	23	16	6	3	0	26	51	24	140
	HEATHROW	EMIRATES	S	D	140	0	0	78	9	8	4	1	0	15	71	15	139
	MANCHESTER	EMIRATES	S	A	83	0	0	61	22	11	5	1	0	20	58	21	84
	MANCHESTER	EMIRATES	S	D	84	0	0	52	23	15	8	1	0	26	39	30	84
	NEWCASTLE	EMIRATES	S	A	28	0	0	86	7	4	0	0	4	20	68	15	28
	NEWCASTLE	EMIRATES	S	D	28	0	0	68	21	7	0	0	4	27	57	33	28
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	28	0	0	79	11	4	0	4	4	36	69	18	26
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	28	0	0	93	4	4	0	0	0	5	92	4	26
<b>TOTAL DUBAI</b>					<b>1118</b>	<b>2</b>	<b>1</b>	<b>64</b>	<b>17</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>58</b>	<b>20</b>	<b>20</b>
DUBLIN	BIRMINGHAM	AER ARANN	S	A	30	2	0	77	0	10	10	3	0	24	0	0	0
	BIRMINGHAM	AER ARANN	S	D	30	0	0	77	3	3	10	7	0	26	0	0	0
	EDINBURGH	AER ARANN	S	A	99	0	0	87	3	4	4	2	0	11	82	8	94
	EDINBURGH	AER ARANN	S	D	99	0	0	84	5	5	4	2	0	11	84	9	94
	GLASGOW	AER ARANN	S	A	105	0	0	78	8	6	8	1	0	16	81	9	101
	GLASGOW	AER ARANN	S	D	106	0	0	79	6	8	6	1	0	15	76	12	99
	MANCHESTER	AER ARANN	S	A	51	0	0	84	6	4	4	2	0	13	0	0	0
	MANCHESTER	AER ARANN	S	D	49	1	0	90	4	2	0	4	0	12	0	0	0

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					FEB 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		
DUBLIN																		
	NEWCASTLE	AER ARANN	S	A	52	0	0	85	4	10	2	0	0	8	0	0	0	0
	NEWCASTLE	AER ARANN	S	D	52	0	0	85	2	6	6	2	0	16	0	0	0	0
	BIRMINGHAM	AER LINGUS	S	A	71	1	5	96	1	1	1	0	0	4	92	5	88	
	BIRMINGHAM	AER LINGUS	S	D	73	0	4	93	1	4	1	0	0	6	85	7	88	
	GATWICK	AER LINGUS	S	A	167	0	1	84	8	2	5	1	0	12	86	7	162	
	GATWICK	AER LINGUS	S	D	167	0	1	79	10	4	7	0	1	15	82	9	162	
	HEATHROW	AER LINGUS	S	A	320	0	2	79	9	7	5	0	0	12	86	6	324	
	HEATHROW	AER LINGUS	S	D	318	0	1	88	3	5	4	0	0	7	94	2	322	
	MANCHESTER	AER LINGUS	S	A	77	0	3	87	6	6	0	0	0	6	85	7	104	
	MANCHESTER	AER LINGUS	S	D	77	1	5	88	6	4	1	0	0	5	88	9	104	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	195	0	0	68	12	11	9	0	0	18	56	19	200	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	195	0	0	86	5	5	5	0	0	9	80	10	200	
	LONDON CITY	CITY JET	S	A	111	0	0	95	3	2	1	0	0	3	91	6	120	
	LONDON CITY	CITY JET	S	D	111	0	0	94	5	0	1	0	0	3	90	6	120	
	BIRMINGHAM	RYANAIR	S	A	108	2	0	81	8	6	1	1	2	18	86	6	74	
	BIRMINGHAM	RYANAIR	S	D	108	0	0	94	5	2	0	0	0	4	80	7	74	
	EDINBURGH	RYANAIR	S	A	91	0	1	84	12	3	1	0	0	8	92	5	71	
	EDINBURGH	RYANAIR	S	D	91	0	0	79	13	7	1	0	0	9	90	7	71	
	GATWICK	RYANAIR	S	A	123	0	1	80	13	5	2	0	0	8	94	5	124	
	GATWICK	RYANAIR	S	D	123	0	1	83	10	5	2	0	0	9	93	5	124	
	LUTON	RYANAIR	S	A	84	0	1	51	21	17	8	2	0	27	78	12	68	
	LUTON	RYANAIR	S	D	84	0	1	74	12	10	4	1	0	14	91	5	68	
	MANCHESTER	RYANAIR	S	A	119	2	1	69	24	5	2	1	0	14	87	7	84	
	MANCHESTER	RYANAIR	S	D	119	1	1	74	16	6	3	2	0	16	93	4	84	
	NEWCASTLE	RYANAIR	S	A	36	1	0	78	14	6	3	0	0	10	86	8	36	
	NEWCASTLE	RYANAIR	S	D	37	0	0	73	14	8	5	0	0	15	64	13	36	
	STANSTED	RYANAIR	S	A	222	1	2	63	23	9	5	0	0	21	61	15	184	
	STANSTED	RYANAIR	S	D	225	0	0	79	12	5	4	0	0	14	83	8	184	
	LONDON CITY	VLM (BELGIUM)	S	A	19	0	0	63	21	11	5	0	0	19	0	0	0	0
	LONDON CITY	VLM (BELGIUM)	S	D	20	0	0	100	0	0	0	0	0	0	0	0	0	0
<b>TOTAL DUBLIN</b>					<b>4169</b>	<b>18</b>	<b>37</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>8</b>	<b>8</b>	
DUBROVNIK																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	75	13	13	0	0	0	6	92	5	12	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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)											
DUBROVNIK	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	63	25	13	0	0	0	12	75	11	12
<b>TOTAL DUBROVNIK</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>8</b>	<b>8</b>
DUNDEE	LONDON CITY	CITY JET	S	A	47	0	0	96	4	0	0	0	3	86	8	56	
	LONDON CITY	CITY JET	S	D	47	0	0	98	2	0	0	0	1	96	2	56	
<b>TOTAL DUNDEE</b>					<b>94</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>91</b>	<b>5</b>	<b>5</b>	
DURHAM TEES VALLEY																	
DUSSELDORF	STANSTED	AIR BERLIN	S	A	70	0	1	96	1	3	0	0	5	83	11	66	
	STANSTED	AIR BERLIN	S	D	70	0	1	96	1	3	0	0	3	76	12	67	
	LONDON CITY	BA CITYFLYER LTD	S	A	63	0	0	92	6	0	0	2	26	0	0	0	
	LONDON CITY	BA CITYFLYER LTD	S	D	63	0	0	87	6	5	0	2	28	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	137	0	0	78	9	9	4	1	11	76	12	201	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	138	0	0	84	8	6	2	0	7	81	10	203	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	36	0	0	86	6	6	3	0	8	64	19	39	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	36	0	0	92	6	0	3	0	6	82	9	39	
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	71	0	0	96	4	0	0	0	3	72	13	57	
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	71	0	0	92	6	3	0	0	4	69	16	61	
	GLASGOW	EUROWINGS LUFTVERKEHRS	S	A	24	0	0	88	4	8	0	0	4	0	0	0	
	GLASGOW	EUROWINGS LUFTVERKEHRS	S	D	24	0	0	92	4	4	0	0	4	0	0	0	
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	A	24	0	0	100	0	0	0	0	1	88	8	24	
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	D	24	0	0	92	4	4	0	0	3	67	11	24	
	BIRMINGHAM	FLYBE LTD	S	A	65	0	0	85	11	5	0	0	5	88	9	65	
	BIRMINGHAM	FLYBE LTD	S	D	65	0	0	83	6	9	2	0	9	88	5	65	
	MANCHESTER	FLYBE LTD	S	A	53	0	1	87	9	2	2	0	6	89	11	46	
	MANCHESTER	FLYBE LTD	S	D	54	0	0	89	6	4	2	0	5	85	6	46	
	HEATHROW	LUFTHANSA	S	A	129	0	1	82	9	5	3	1	14	80	10	115	
	HEATHROW	LUFTHANSA	S	D	129	0	1	87	4	5	4	0	7	82	9	116	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	67	0	0	76	15	9	0	0	9	68	15	77	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	67	0	0	88	6	4	1	0	6	78	12	80	
<b>TOTAL DUSSELDORF</b>					<b>1480</b>	<b>4</b>	<b>5</b>	<b>87</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>11</b>	<b>11</b>	

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2013			
					65	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
EAST MIDLANDS INTERNATI																		
	EDINBURGH	FLYBE LTD	S	A	65	0	1	91	5	2	3	0	0	6	92	4	61	
	EDINBURGH	FLYBE LTD	S	D	65	0	1	88	5	6	2	0	0	7	92	5	61	
	GLASGOW	FLYBE LTD	S	A	55	0	1	93	0	4	2	2	0	10	78	10	51	
	GLASGOW	FLYBE LTD	S	D	55	0	1	95	4	2	0	0	0	4	84	9	51	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>					<b>242</b>	<b>2</b>	<b>4</b>	<b>91</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>7</b>	<b>7</b>	
EDINBURGH																		
	LONDON CITY	BA CITYFLYER LTD	S	A	161	0	0	97	2	0	1	0	0	2	86	8	183	
	LONDON CITY	BA CITYFLYER LTD	S	D	164	0	0	92	4	2	2	0	0	4	90	6	183	
	GATWICK	BRITISH AIRWAYS PLC	S	A	103	0	0	77	12	8	4	0	0	11	73	11	107	
	GATWICK	BRITISH AIRWAYS PLC	S	D	104	0	0	83	7	7	4	0	0	9	81	10	108	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	278	0	1	81	9	5	5	0	0	11	83	8	309	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	280	0	0	82	9	4	5	0	0	10	82	8	310	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	108	0	0	89	6	4	0	1	0	7	82	9	109	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	109	0	0	84	10	4	1	1	0	8	78	11	109	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	87	0	0	91	5	2	1	1	0	6	89	6	88	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	87	0	0	91	5	3	1	0	0	5	84	10	88	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	101	0	0	97	1	0	2	0	0	3	85	9	104	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	101	0	0	97	1	0	2	0	0	2	90	5	104	
	BIRMINGHAM	FLYBE LTD	S	A	149	0	1	94	3	2	1	0	0	3	96	2	138	
	BIRMINGHAM	FLYBE LTD	S	D	150	0	0	89	7	4	0	0	0	6	84	9	138	
	MANCHESTER	FLYBE LTD	S	A	72	0	0	93	3	4	0	0	0	4	94	5	68	
	MANCHESTER	FLYBE LTD	S	D	73	0	0	82	8	5	1	3	0	12	88	8	68	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	164	0	0	85	5	6	3	0	0	8	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	164	0	0	91	6	2	1	0	0	3	0	0	0	
<b>TOTAL EDINBURGH</b>					<b>2457</b>	<b>2</b>	<b>2</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>7</b>	<b>7</b>	
EDMONTON																		
EGILSSTADIR																		
EINDHOVEN																		
	STANSTED	RYANAIR	S	A	84	0	0	88	8	2	1	0	0	8	73	11	56	
	STANSTED	RYANAIR	S	D	84	0	0	92	5	2	1	0	0	4	91	5	56	
<b>TOTAL EINDHOVEN</b>					<b>168</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>7</b>	<b>7</b>	
ENFIDHA - HAMMAMET INTL																		

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							FEB 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
ENFIDHA - HAMMAMET INTL	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	0	50	0	0	84	100	0	1
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	0	0	50	0	0	81	100	3	2
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	25	0	0	0	0	5	75	18	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	100	0	0	0	0	0	1	88	6	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	92	8	0	0	0	0	3	92	14	12
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	12	0	0	83	17	0	0	0	0	4	92	16	12
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	1	100	0	3
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	33	0	0	0	0	13	33	21	3
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	19	100	1	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	75	6	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	8	0	0	75	25	0	0	0	0	4	88	7	8
	GATWICK	THOMSON AIRWAYS LTD	C	D	8	0	0	88	13	0	0	0	0	5	88	10	8
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	25	75	0	0	0	0	21	0	0	0
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	10	0	0	0
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	8	0	0	75	0	13	13	0	0	21	75	12	8
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	8	0	0	75	0	13	13	0	0	27	88	9	8
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>					<b>100</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>10</b>	<b>10</b>
ENTEBBE	HEATHROW	BRITISH AIRWAYS PLC	S	A	12	0	0	83	0	8	8	0	0	10	55	32	11
	HEATHROW	BRITISH AIRWAYS PLC	S	D	12	0	0	58	33	0	8	0	0	17	45	24	11
<b>TOTAL ENTEBBE</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>50</b>	<b>28</b>	<b>28</b>
ERFURT	GATWICK	GERMANIA FLUGGESELLSCHAFT	S	A	8	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	GERMANIA FLUGGESELLSCHAFT	S	D	8	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL ERFURT</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>0</b>	<b>0</b>	<b>0</b>
EVENES	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	9	75	23	4
	GATWICK	MONARCH AIRLINES	C	D	3	0	0	67	33	0	0	0	0	8	75	19	4
<b>TOTAL EVENES</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>0</b>	<b>9</b>	<b>75</b>	<b>21</b>	<b>21</b>
EXETER	EDINBURGH	FLYBE LTD	S	A	14	0	0	93	0	0	7	0	0	8	81	7	16
	EDINBURGH	FLYBE LTD	S	D	14	0	0	79	21	0	0	0	0	6	88	24	16

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							FEB 2013					
			CHARTER/ SCHED	ARR/ DEP	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)											
EXETER	MANCHESTER	FLYBE LTD	S	A	65	0	0	88	11	2	0	0	0	7	78	11	51
	MANCHESTER	FLYBE LTD	S	D	65	0	1	85	11	3	2	0	0	6	82	9	51
	NEWCASTLE	FLYBE LTD	S	A	18	0	0	83	11	6	0	0	0	5	100	1	26
	NEWCASTLE	FLYBE LTD	S	D	18	0	0	94	0	6	0	0	0	6	73	10	26
<b>TOTAL EXETER</b>					<b>194</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>11</b>	<b>11</b>



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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 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	4	0	0	100	0	0	0	0	0	3	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	11	0	0	0
<b>TOTAL FAGERNES/LEIRIN</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
FARNBOROUGH					<b>2</b>	<b>2</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>10</b>	<b>10</b>
<b>TOTAL FARNBOROUGH</b>																	
FARO	GATWICK	BRITISH AIRWAYS PLC	S	A	19	0	0	58	21	16	5	0	0	19	50	27	20
	GATWICK	BRITISH AIRWAYS PLC	S	D	19	0	0	42	32	11	16	0	0	26	55	24	20
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	50	0	0	94	2	2	2	0	0	4	93	6	44
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	50	0	0	96	2	2	0	0	0	3	93	6	44
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	88	0	0	13	0	0	19	100	2	8
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	75	13	0	13	0	0	25	100	2	8
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	11	0	0	91	0	0	9	0	0	10	100	3	11
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	11	0	0	73	9	9	9	0	0	20	73	9	11
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	11	0	0	91	0	9	0	0	0	4	91	4	11
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	11	0	0	91	0	0	9	0	0	10	91	5	11
	MANCHESTER	JET2.COM LTD	S	A	5	0	0	40	40	20	0	0	0	23	0	0	0
	MANCHESTER	JET2.COM LTD	S	D	5	0	0	100	0	0	0	0	0	2	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	S	A	12	0	0	83	0	8	8	0	0	12	88	2	8
	BIRMINGHAM	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	S	D	12	0	0	83	8	0	8	0	0	13	100	3	8
	BIRMINGHAM	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	7	0	0	0
	GATWICK	MONARCH AIRLINES	S	A	8	0	0	88	13	0	0	0	0	8	13	31	8
	GATWICK	MONARCH AIRLINES	S	D	8	0	0	75	13	13	0	0	0	8	50	14	8
	MANCHESTER	MONARCH AIRLINES	S	A	20	0	0	100	0	0	0	0	0	1	62	20	21
	MANCHESTER	MONARCH AIRLINES	S	D	20	0	0	80	20	0	0	0	0	5	81	17	21
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	4	0	0	100	0	0	0	0	0	1	0	0	0
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	4	0	0	75	25	0	0	0	0	8	0	0	0
	BIRMINGHAM	RYANAIR	S	A	8	1	0	88	0	13	0	0	0	8	100	1	8
	BIRMINGHAM	RYANAIR	S	D	9	0	0	78	0	11	11	0	0	19	75	8	8
	EDINBURGH	RYANAIR	S	A	8	0	0	88	13	0	0	0	0	3	100	1	8
	EDINBURGH	RYANAIR	S	D	8	0	0	75	13	13	0	0	0	11	100	6	8
	MANCHESTER	RYANAIR	S	A	12	0	0	92	0	0	8	0	0	10	83	7	12

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 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																		
	MANCHESTER	RYANAIR	S	D	12	0	0	67	17	0	17	0	0	23	83	8	12	
	STANSTED	RYANAIR	S	A	16	0	0	88	13	0	0	0	5	64	12	14		
	STANSTED	RYANAIR	S	D	16	0	0	69	25	0	6	0	13	57	19	14		
<b>TOTAL FARO</b>					<b>395</b>	<b>3</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>11</b>	<b>11</b>	
FEZ																		
	STANSTED	RYANAIR	S	A	8	0	0	100	0	0	0	0	2	0	0	0		
	STANSTED	RYANAIR	S	D	8	0	0	88	13	0	0	0	9	0	0	0		
<b>TOTAL FEZ</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>6</b>	<b>0</b>	<b>0</b>	<b>0</b>		
FLORENCE																		
	LONDON CITY	CITY JET	S	A	26	0	0	100	0	0	0	0	1	78	10	23		
	LONDON CITY	CITY JET	S	D	28	0	0	96	4	0	0	0	1	75	16	24		
	HEATHROW	VUELING AIRLINES	S	A	24	0	0	75	21	0	0	4	17	0	0	0		
	HEATHROW	VUELING AIRLINES	S	D	24	0	0	96	0	0	0	4	12	0	0	0		
<b>TOTAL FLORENCE</b>					<b>102</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>77</b>	<b>13</b>	<b>13</b>		
FRANKFURT MAIN																		
	LONDON CITY	BA CITYFLYER LTD	S	A	75	0	0	95	3	1	1	0	4	90	4	77		
	LONDON CITY	BA CITYFLYER LTD	S	D	77	0	0	91	1	5	3	0	6	91	5	76		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	171	0	7	78	12	5	6	0	11	80	8	167		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	179	0	0	84	8	3	3	1	9	86	8	167		
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	44	0	0	89	7	2	2	0	7	78	12	36		
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	43	0	0	86	7	5	2	0	9	83	12	36		
	BIRMINGHAM	LUFTHANSA	S	A	51	0	0	94	6	0	0	0	4	75	9	61		
	BIRMINGHAM	LUFTHANSA	S	D	52	0	0	90	6	2	0	2	10	85	11	60		
	EDINBURGH	LUFTHANSA	S	A	50	0	0	82	16	2	0	0	9	75	12	28		
	EDINBURGH	LUFTHANSA	S	D	50	0	0	90	8	2	0	0	4	86	9	28		
	HEATHROW	LUFTHANSA	S	A	329	0	1	85	6	5	3	0	10	77	9	327		
	HEATHROW	LUFTHANSA	S	D	330	0	0	90	5	2	3	0	6	86	6	328		
	MANCHESTER	LUFTHANSA	S	A	111	0	1	74	22	5	0	0	10	77	12	111		
	MANCHESTER	LUFTHANSA	S	D	111	0	0	93	5	2	0	0	4	74	9	112		
	EDINBURGH	LUFTHANSA CITY LINE	S	A	6	0	0	100	0	0	0	0	3	0	0	0		
	EDINBURGH	LUFTHANSA CITY LINE	S	D	6	0	0	100	0	0	0	0	0	0	0	0		
	LONDON CITY	LUFTHANSA CITY LINE	S	A	75	0	0	97	3	0	0	0	2	88	5	74		
	LONDON CITY	LUFTHANSA CITY LINE	S	D	74	0	0	93	3	3	1	0	3	88	6	74		

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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																		
<b>TOTAL FRANKFURT MAIN</b>					<b>1834</b>	<b>2</b>	<b>9</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>8</b>	<b>8</b>	
FREETOWN																		
	GATWICK	GAMBIA BIRD	S	A	11	0	1	91	0	0	0	9	0	27	0	0	0	
	GATWICK	GAMBIA BIRD	S	D	12	0	0	75	17	8	0	0	0	12	0	0	0	
<b>TOTAL FREETOWN</b>					<b>23</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	
FRIEDRICHSHAFEN																		
	GATWICK	AER LINGUS	S	A	4	0	0	75	0	0	0	25	0	75	0	0	0	
	GATWICK	AER LINGUS	S	D	4	0	0	75	0	0	0	25	0	70	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	C	A	5	0	0	80	0	20	0	0	0	12	100	1	2	
	HEATHROW	BRITISH AIRWAYS PLC	C	D	5	0	0	100	0	0	0	0	0	6	100	14	2	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	5	50	9	4	
	GATWICK	MONARCH AIRLINES	S	A	6	0	0	83	17	0	0	0	0	6	58	12	12	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	15	25	19	4	
	GATWICK	MONARCH AIRLINES	S	D	6	0	0	83	0	17	0	0	0	11	92	8	12	
	MANCHESTER	MONARCH AIRLINES	S	A	4	0	0	100	0	0	0	0	0	5	100	7	4	
	MANCHESTER	MONARCH AIRLINES	S	D	4	0	0	100	0	0	0	0	0	0	100	3	4	
<b>TOTAL FRIEDRICHSHAFEN</b>					<b>48</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>18</b>	<b>67</b>	<b>13</b>	<b>13</b>	
FUERTEVENTURA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	20	0	0	80	10	5	5	0	0	14	50	18	8	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	20	0	0	60	30	10	0	0	0	12	88	4	8	
	BIRMINGHAM	MONARCH AIRLINES	S	A	4	0	0	50	25	25	0	0	0	18	75	13	4	
	BIRMINGHAM	MONARCH AIRLINES	S	D	4	0	0	75	0	0	25	0	0	25	100	1	4	
	MANCHESTER	MONARCH AIRLINES	S	A	4	0	0	75	25	0	0	0	0	8	75	36	4	
	MANCHESTER	MONARCH AIRLINES	S	D	4	0	0	100	0	0	0	0	0	0	75	6	4	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	8	0	0	63	25	13	0	0	0	10	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	8	0	0	100	0	0	0	0	0	3	0	0	0	
	BIRMINGHAM	RYANAIR	S	A	4	1	0	100	0	0	0	0	0	0	100	0	4	
	BIRMINGHAM	RYANAIR	S	D	4	0	0	100	0	0	0	0	0	6	100	4	4	
	EDINBURGH	RYANAIR	S	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	EDINBURGH	RYANAIR	S	D	4	0	0	75	25	0	0	0	0	4	0	0	0	
	STANSTED	RYANAIR	S	A	12	0	0	75	17	8	0	0	0	9	88	5	8	
	STANSTED	RYANAIR	S	D	12	0	0	83	0	17	0	0	0	11	88	7	8	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	8	0	0	100	0	0	0	0	0	1	0	0	0	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE						FEB 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																		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	8	0	0	88	13	0	0	0	0	6	0	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	12	0	0	92	8	0	0	0	0	2	0	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	12	0	0	83	0	17	0	0	0	9	0	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	7	0	0	86	0	0	14	0	0	14	0	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	7	0	0	100	0	0	0	0	0	3	0	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	11	0	0	82	0	9	9	0	0	11	0	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	11	0	0	73	9	18	0	0	0	12	0	0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	4	0	0	100	0	0	0	0	0	0	0	0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	4	0	0	100	0	0	0	0	0	1	0	0	0	0
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	8	100	4	4	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	75	4	4	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	10	0	0	40	40	10	10	0	0	20	88	5	8	8
	GATWICK	THOMSON AIRWAYS LTD	C	D	11	0	0	82	9	0	9	0	0	13	88	6	8	8
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	75	7	4	4
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	50	12	4	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	11	0	0	64	9	27	0	0	0	17	63	14	8	8
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	11	0	0	91	9	0	0	0	0	8	88	9	8	8
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	12	0	0	0	0
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0	0
<b>TOTAL FUERTEVENTURA</b>					<b>263</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>8</b>	<b>8</b>	<b>8</b>
FUNCHAL																		
	HEATHROW	AIR PORTUGAL	S	A	27	0	0	93	7	0	0	0	0	2	89	5	28	28
	HEATHROW	AIR PORTUGAL	S	D	28	0	0	96	4	0	0	0	0	1	93	5	28	28
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	23	0	1	87	4	4	4	0	0	8	83	10	24	24
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	24	0	0	88	4	4	4	0	0	9	83	14	23	23
	MANCHESTER	JET2.COM LTD	S	A	3	0	0	33	33	0	33	0	0	32	0	148	3	3
	MANCHESTER	JET2.COM LTD	S	D	3	0	0	0	100	0	0	0	0	21	0	33	3	3
	BIRMINGHAM	MONARCH AIRLINES	S	A	8	0	0	63	38	0	0	0	0	14	83	4	6	6
	BIRMINGHAM	MONARCH AIRLINES	S	D	8	0	0	100	0	0	0	0	0	5	83	6	6	6
	GATWICK	MONARCH AIRLINES	S	A	12	0	0	67	17	0	8	8	0	32	45	15	11	11
	GATWICK	MONARCH AIRLINES	S	D	12	0	0	92	0	8	0	0	0	7	82	6	11	11
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	0	50	0	0	55	75	14	4	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	22	25	18	4	4

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE						FEB 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)									
FUNCHAL																		
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	75	10	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	75	16	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	75	17	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	8	75	20	4	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	7	75	19	4	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	75	5	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	0	25	0	54	75	16	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	8	25	26	4	
<b>TOTAL FUNCHAL</b>					<b>188</b>	<b>1</b>	<b>1</b>	<b>85</b>	<b>9</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>13</b>	<b>13</b>	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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)												
GATWICK																		
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	104	0	0	83	7	7	4	0	0	9	77	11	108	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	103	0	0	88	5	5	2	0	0	6	78	10	108	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	104	0	0	81	11	7	2	0	0	10	78	11	107	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	104	0	0	88	7	4	2	0	0	8	80	8	107	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	109	0	0	87	7	4	1	1	0	8	75	12	109	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	110	0	0	85	9	4	1	1	0	9	74	11	109	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	86	0	0	86	6	7	0	1	0	7	90	5	89	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	86	0	0	88	5	6	1	0	0	6	84	8	89	
	NEWCASTLE	FLYBE LTD	S	A	59	0	0	83	8	5	2	2	0	11	89	4	64	
	NEWCASTLE	FLYBE LTD	S	D	59	0	0	83	7	5	3	2	0	14	83	8	65	
<b>TOTAL GATWICK</b>					<b>927</b>	<b>6</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>10</b>	<b>10</b>	
GDANSK																		
	EDINBURGH	RYANAIR	S	A	8	0	0	88	0	13	0	0	0	6	63	21	8	
	EDINBURGH	RYANAIR	S	D	8	0	0	88	0	13	0	0	0	7	88	4	8	
	MANCHESTER	RYANAIR	S	A	8	0	0	50	25	13	13	0	0	23	75	12	8	
	MANCHESTER	RYANAIR	S	D	8	0	0	88	0	0	13	0	0	16	100	2	8	
	STANSTED	RYANAIR	S	A	44	0	0	68	20	11	0	0	0	12	80	9	54	
	STANSTED	RYANAIR	S	D	44	0	0	89	9	2	0	0	0	5	89	5	56	
	GLASGOW	WIZZ AIR	S	A	8	0	0	88	0	0	13	0	0	10	0	0	0	
	GLASGOW	WIZZ AIR	S	D	8	1	0	75	13	0	13	0	0	13	0	0	0	
	LUTON	WIZZ AIR	S	A	43	0	1	98	2	0	0	0	0	1	88	7	51	
	LUTON	WIZZ AIR	S	D	44	0	0	89	7	2	0	2	0	11	75	15	51	
<b>TOTAL GDANSK</b>					<b>223</b>	<b>3</b>	<b>1</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>9</b>	<b>9</b>	
GENEVA																		
	GATWICK	AER LINGUS	C	A	4	0	0	50	25	0	0	25	0	88	50	35	4	
	GATWICK	AER LINGUS	C	D	4	0	0	75	0	0	0	25	0	88	0	64	4	
	LONDON CITY	BA CITYFLYER LTD	S	A	19	0	0	89	5	0	5	0	0	6	92	4	24	
	LONDON CITY	BA CITYFLYER LTD	S	D	20	0	0	85	5	0	10	0	0	16	88	7	24	
	GATWICK	BRITISH AIRWAYS PLC	S	A	80	0	0	84	4	6	6	0	0	12	58	19	74	
	GATWICK	BRITISH AIRWAYS PLC	S	D	80	0	0	81	13	3	4	0	0	9	68	14	74	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	263	0	0	73	10	9	6	2	0	21	71	15	259	
	HEATHROW	BRITISH AIRWAYS PLC	C	A	4	0	0	50	25	0	25	0	0	24	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	C	D	4	0	0	75	0	25	0	0	0	12	0	0	0	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 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)											
GENEVA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	264	0	0	82	8	5	4	2	0	13	84	9	259	
	BIRMINGHAM	EASYJET AIRLINE COMPANY LTD	S	A	31	1	0	84	6	10	0	0	0	7	83	25	23	
	BIRMINGHAM	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	84	3	13	0	0	0	9	70	19	23	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	44	0	0	89	9	0	2	0	0	5	73	11	44	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	44	0	0	93	5	2	0	0	0	4	86	8	44	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	115	0	1	75	13	9	3	0	0	13	58	26	111	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	116	0	0	87	3	8	2	0	0	7	71	17	112	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	83	0	17	0	0	0	10	64	16	11	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	75	8	17	0	0	0	12	82	10	11	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	128	0	0	84	8	5	2	2	0	10	72	16	131	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	128	0	0	88	4	2	3	2	1	14	80	13	131	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	41	0	0	88	2	10	0	0	0	5	73	13	45	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	41	0	0	83	15	2	0	0	0	6	71	14	45	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	24	0	0	75	8	17	0	0	0	9	71	22	24	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	24	0	0	79	13	8	0	0	0	12	79	21	24	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	52	1	0	90	0	8	2	0	0	8	56	16	52	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	52	0	0	90	4	2	4	0	0	5	92	5	52	
	BIRMINGHAM	EASYJET SWITZERLAND	S	A	9	0	0	67	22	11	0	0	0	9	92	3	12	
	BIRMINGHAM	EASYJET SWITZERLAND	S	D	9	0	0	56	22	22	0	0	0	13	75	7	12	
	EDINBURGH	EASYJET SWITZERLAND	S	A	4	0	0	100	0	0	0	0	0	1	67	85	3	
	EDINBURGH	EASYJET SWITZERLAND	S	D	4	0	0	100	0	0	0	0	0	0	67	93	3	
	GATWICK	EASYJET SWITZERLAND	S	A	91	0	0	86	5	5	3	0	0	9	55	37	92	
	GATWICK	EASYJET SWITZERLAND	S	D	91	0	0	82	9	4	4	0	0	11	53	24	92	
	BIRMINGHAM	FLYBE LTD	C	A	4	0	0	75	0	0	25	0	0	29	100	3	4	
	BIRMINGHAM	FLYBE LTD	C	D	4	0	0	50	25	0	25	0	0	49	75	15	4	
	EDINBURGH	FLYBE LTD	C	A	4	0	0	75	25	0	0	0	0	5	67	9	3	
	EDINBURGH	FLYBE LTD	C	D	4	0	0	50	25	25	0	0	0	15	100	6	3	
	EDINBURGH	JET2.COM LTD	C	A	3	0	0	100	0	0	0	0	0	0	33	21	3	
	EDINBURGH	JET2.COM LTD	C	D	3	0	0	100	0	0	0	0	0	11	0	27	3	
	MANCHESTER	JET2.COM LTD	S	A	12	0	0	67	8	25	0	0	0	15	40	32	10	
	MANCHESTER	JET2.COM LTD	S	D	12	0	0	67	17	17	0	0	0	16	30	36	10	
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	2	50	21	4	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	8	100	4	4	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							FEB 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
GENEVA	GATWICK	MONARCH AIRLINES	C	A	27	0	0	74	7	11	7	0	0	12	27	52	22
	GATWICK	MONARCH AIRLINES	C	D	28	0	0	82	7	11	0	0	0	9	45	39	22
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	2	0	40	4
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	6	50	13	4
	GATWICK	SWISS AIRLINES	S	A	19	0	0	89	5	5	0	0	0	6	0	0	0
	GATWICK	SWISS AIRLINES	S	D	17	1	0	71	18	6	6	0	0	16	0	0	0
	HEATHROW	SWISS AIRLINES	S	A	138	0	0	77	12	7	4	0	0	12	76	10	163
	HEATHROW	SWISS AIRLINES	S	D	138	0	0	88	5	2	4	0	0	7	87	7	163
	LONDON CITY	SWISS AIRLINES	S	A	88	0	1	86	9	2	2	0	0	6	82	9	130
	LONDON CITY	SWISS AIRLINES	S	D	86	0	2	81	12	5	2	0	0	8	79	10	126
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	4	0	0	50	25	0	25	0	0	25	50	17	4
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	4	0	0	50	50	0	0	0	0	20	100	8	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	5	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	11	75	13	4
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	14	25	29	4
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	8	100	5	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	12	0	0	50	17	17	17	0	0	26	67	17	15
	GATWICK	THOMSON AIRWAYS LTD	C	D	12	0	0	58	17	25	0	0	0	22	40	19	15
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	11	100	9	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	9	50	18	4
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	14	25	28	4
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	9	50	16	4
<b>TOTAL GENEVA</b>					<b>2514</b>	<b>11</b>	<b>6</b>	<b>82</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>15</b>	<b>15</b>
GENOA	GATWICK	BRITISH AIRWAYS PLC	S	A	20	0	0	70	10	20	0	0	0	15	75	11	28
	GATWICK	BRITISH AIRWAYS PLC	S	D	20	0	0	65	20	15	0	0	0	11	75	11	28
	STANSTED	RYANAIR	S	A	8	0	0	50	25	13	0	13	0	54	50	39	8
	STANSTED	RYANAIR	S	D	8	0	0	75	0	25	0	0	0	12	75	11	8
<b>TOTAL GENOA</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>18</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>72</b>	<b>14</b>	<b>14</b>
GIBRALTAR	HEATHROW	BRITISH AIRWAYS PLC	S	A	35	0	0	66	17	9	6	3	0	22	75	18	36
	HEATHROW	BRITISH AIRWAYS PLC	S	D	35	0	0	89	3	6	3	0	0	7	72	11	36
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	85	12	0	0	4	0	12	80	22	25



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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2013			
					28	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)											
GIBRALTAR																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	28	0	0	93	4	4	0	0	0	5	88	8	26	
	BIRMINGHAM	MONARCH AIRLINES	S	A	12	0	0	92	0	0	0	8	0	21	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	S	D	12	0	0	100	0	0	0	0	0	1	0	0	0	
	LUTON	MONARCH AIRLINES	S	A	14	0	0	71	29	0	0	0	0	8	36	18	11	
	LUTON	MONARCH AIRLINES	S	D	16	0	0	69	25	6	0	0	0	10	67	13	12	
	MANCHESTER	MONARCH AIRLINES	S	A	16	0	0	69	19	0	0	13	0	35	42	55	12	
	MANCHESTER	MONARCH AIRLINES	S	D	16	0	0	100	0	0	0	0	0	1	100	1	12	
<b>TOTAL GIBRALTAR</b>					<b>210</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>17</b>	<b>17</b>	
GIRONA																		
	LUTON	RYANAIR	S	A	12	0	0	100	0	0	0	0	0	1	83	9	12	
	LUTON	RYANAIR	S	D	12	0	0	92	8	0	0	0	0	4	83	4	12	
	MANCHESTER	RYANAIR	S	A	12	0	0	100	0	0	0	0	0	3	100	3	16	
	MANCHESTER	RYANAIR	S	D	12	0	0	92	8	0	0	0	0	5	94	4	16	
	STANSTED	RYANAIR	S	A	12	0	0	100	0	0	0	0	0	1	0	0	0	
	STANSTED	RYANAIR	S	D	12	0	0	92	0	8	0	0	0	5	0	0	0	
<b>TOTAL GIRONA</b>					<b>72</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>91</b>	<b>5</b>	<b>5</b>	
GLASGOW																		
	LONDON CITY	BA CITYFLYER LTD	S	A	118	0	0	94	3	3	1	0	0	3	92	3	119	
	LONDON CITY	BA CITYFLYER LTD	S	D	118	0	0	93	6	1	0	0	0	2	96	3	119	
	GATWICK	BRITISH AIRWAYS PLC	S	A	104	0	0	80	12	7	1	1	0	11	79	9	107	
	GATWICK	BRITISH AIRWAYS PLC	S	D	104	0	0	82	10	7	2	0	0	9	79	9	107	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	241	0	0	78	10	6	5	1	0	17	84	8	263	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	242	0	0	83	7	7	3	1	0	10	83	8	265	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	86	0	0	86	7	6	1	0	0	7	84	9	89	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	86	0	0	86	3	8	1	1	0	8	87	6	89	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	87	0	0	92	2	5	0	1	0	7	95	3	88	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	87	0	0	91	2	5	2	0	0	7	89	7	88	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	87	0	0	95	1	2	1	0	0	4	93	5	88	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	87	0	0	95	2	0	2	0	0	4	94	4	88	
	BIRMINGHAM	FLYBE LTD	S	A	128	0	2	96	1	2	2	0	0	3	95	2	139	
	BIRMINGHAM	FLYBE LTD	S	D	128	0	2	88	5	5	2	0	0	6	87	7	139	
	MANCHESTER	FLYBE LTD	S	A	51	0	0	94	2	2	2	0	0	5	90	6	50	
	MANCHESTER	FLYBE LTD	S	D	51	0	0	88	4	2	6	0	0	10	88	7	50	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					FEB 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	
GLASGOW																	
<b>TOTAL GLASGOW</b>					<b>1806</b>	<b>3</b>	<b>4</b>	<b>87</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>6</b>	<b>6</b>
GOA																	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	25	25	0	0	0	20	25	28	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	10	50	9	4
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	0	25	75	0	0	0	35	0	28	4
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	6	100	5	4
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	4	0	0	75	0	0	25	0	0	31	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	4	0	0	100	0	0	0	0	0	6	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	8	0	0	63	0	38	0	0	0	19	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	8	0	0	75	13	0	13	0	0	15	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	0	25	25	50	0	0	54	50	26	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	26	100	2	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	25	50	25	0	0	0	22	25	68	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	14	25	67	4
<b>TOTAL GOA</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>16</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>54</b>	<b>45</b>	<b>45</b>
GOTEBORG																	
	BIRMINGHAM	BMI REGIONAL	S	A	22	0	1	77	18	0	5	0	0	10	0	0	0
	BIRMINGHAM	BMI REGIONAL	S	D	22	0	1	68	18	9	5	0	0	14	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	79	9	7	5	0	0	11	83	6	54
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	89	7	2	2	0	0	6	89	5	55
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	16	0	0	81	19	0	0	0	0	5	100	0	16
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	16	0	0	81	13	6	0	0	0	5	100	2	16
	HEATHROW	SAS	S	A	48	0	0	83	6	4	6	0	0	11	87	5	46
	HEATHROW	SAS	S	D	48	0	0	88	2	4	6	0	0	10	100	0	45
<b>TOTAL GOTEBORG</b>					<b>284</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>6</b>	<b>6</b>
GOTEBORG (SAVE)																	
	STANSTED	RYANAIR	S	A	56	0	0	84	13	2	2	0	0	7	85	8	55
	STANSTED	RYANAIR	S	D	56	0	0	93	5	2	0	0	0	4	93	6	56
<b>TOTAL GOTEBORG (SAVE)</b>					<b>112</b>	<b>0</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>89</b>	<b>7</b>	<b>7</b>
GRANADA																	
	LONDON CITY	BA CITYFLYER LTD	S	A	16	0	0	81	0	6	6	6	0	27	0	0	0
	LONDON CITY	BA CITYFLYER LTD	S	D	16	0	0	81	13	0	0	6	0	16	0	0	0

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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)											
GRANADA																	
<b>TOTAL GRANADA</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
GRAND CAYMAN																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	16	0	1	94	0	0	0	6	0	13	81	5	16
	HEATHROW	BRITISH AIRWAYS PLC	S	D	16	0	0	56	25	13	6	0	0	19	81	10	16
<b>TOTAL GRAND CAYMAN</b>					<b>32</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>81</b>	<b>8</b>	<b>8</b>
GRENADA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	100	0	0	0	0	0	50	11	8	
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	88	0	13	0	0	0	11	88	10	8
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	0	0	75	13	13	0	0	0	9	63	28	8
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	0	100	0	0	0	0	0	3	63	16	8
<b>TOTAL GRENADA</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>66</b>	<b>16</b>	<b>16</b>
GRENOBLE																	
	GATWICK	BRITISH AIRWAYS PLC	C	A	4	0	0	100	0	0	0	0	0	3	100	0	4
	GATWICK	BRITISH AIRWAYS PLC	C	D	4	0	0	50	50	0	0	0	0	10	75	8	4
	HEATHROW	BRITISH AIRWAYS PLC	C	A	5	0	0	80	0	20	0	0	0	9	100	2	4
	HEATHROW	BRITISH AIRWAYS PLC	C	D	5	0	0	60	20	0	20	0	0	18	50	17	4
	BIRMINGHAM	EASYJET AIRLINE COMPANY LTD	S	A	3	0	1	0	33	33	33	0	0	67	75	13	4
	BIRMINGHAM	EASYJET AIRLINE COMPANY LTD	S	D	4	0	0	25	25	0	25	25	0	119	50	32	4
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	4	0	0	25	0	50	25	0	0	39	86	5	7
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	4	0	0	25	0	75	0	0	0	35	86	6	7
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	24	0	0	88	0	4	8	0	0	15	52	22	25
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	25	0	0	88	4	4	4	0	0	8	84	11	25
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	7	0	0	57	14	29	0	0	0	21	80	6	10
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	7	0	0	57	14	29	0	0	0	19	80	5	10
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	4	1	0	50	25	0	25	0	0	39	83	14	6
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	4	0	0	75	0	0	25	0	0	27	83	9	6
	MANCHESTER	JET2.COM LTD	S	A	4	0	0	75	25	0	0	0	0	4	63	20	8
	MANCHESTER	JET2.COM LTD	C	A	6	0	0	33	50	17	0	0	0	24	0	56	6
	MANCHESTER	JET2.COM LTD	S	D	4	0	0	100	0	0	0	0	0	5	75	10	8
	MANCHESTER	JET2.COM LTD	C	D	6	0	0	67	33	0	0	0	0	8	60	33	5
	BIRMINGHAM	MONARCH AIRLINES	S	A	8	0	0	63	25	0	13	0	0	21	50	17	8
	BIRMINGHAM	MONARCH AIRLINES	S	D	8	0	0	75	13	13	0	0	0	9	88	4	8
	GATWICK	MONARCH AIRLINES	C	A	37	0	0	35	16	27	14	3	5	58	23	70	31

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 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)												
GRENABLE																		
	GATWICK	MONARCH AIRLINES	S	A	9	0	1	56	22	11	11	0	0	21	50	15	10	
	GATWICK	MONARCH AIRLINES	S	D	8	0	0	75	13	13	0	0	0	9	70	8	10	
	GATWICK	MONARCH AIRLINES	C	D	39	0	0	59	10	10	13	8	0	45	61	48	31	
	MANCHESTER	MONARCH AIRLINES	C	A	10	0	0	60	0	20	20	0	0	33	13	35	8	
	MANCHESTER	MONARCH AIRLINES	S	A	4	0	0	50	0	25	25	0	0	26	0	39	4	
	MANCHESTER	MONARCH AIRLINES	C	D	10	0	0	70	20	0	10	0	0	18	88	6	8	
	MANCHESTER	MONARCH AIRLINES	S	D	4	0	0	75	0	25	0	0	0	11	100	3	4	
	STANSTED	RYANAIR	S	A	12	0	0	75	0	17	8	0	0	19	60	14	10	
	STANSTED	RYANAIR	S	D	12	0	0	83	8	0	8	0	0	10	100	1	10	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	36	75	20	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	7	100	3	3	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	6	2	0	67	17	0	17	0	0	21	63	18	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	0	13	0	0	0	5	75	9	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	11	50	51	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	50	25	0	0	0	23	50	15	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	8	0	0	63	0	25	13	0	0	31	88	6	8	
	GATWICK	THOMSON AIRWAYS LTD	C	D	8	0	0	63	0	13	25	0	0	25	75	10	8	
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	20	75	8	4	
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	25	50	25	0	0	0	18	100	3	4	
<b>TOTAL GRENOBLE</b>					<b>339</b>	<b>4</b>	<b>2</b>	<b>63</b>	<b>12</b>	<b>13</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>26</b>	<b>64</b>	<b>22</b>	<b>22</b>	
GUANGZHOU BAIYUN INTER																		
	HEATHROW	CHINA SOUTHERN	S	A	28	0	3	96	0	4	0	0	0	2	45	20	20	
	HEATHROW	CHINA SOUTHERN	S	D	28	0	0	89	7	4	0	0	0	4	100	0	20	
<b>TOTAL GUANGZHOU BAIYUN INTERNATIONAL</b>					<b>56</b>	<b>0</b>	<b>3</b>	<b>93</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>73</b>	<b>10</b>	<b>10</b>	
GUERNSEY																		
	GATWICK	AURIGNY AIR SERVICES	S	A	120	0	14	78	4	10	7	1	0	16	79	13	131	
	GATWICK	AURIGNY AIR SERVICES	S	D	121	0	13	75	6	9	9	1	0	18	69	17	131	
	MANCHESTER	AURIGNY AIR SERVICES	S	A	50	0	2	84	6	6	4	0	0	10	83	10	54	
	MANCHESTER	AURIGNY AIR SERVICES	S	D	50	0	2	86	4	6	4	0	0	11	85	8	54	
	STANSTED	AURIGNY AIR SERVICES	S	A	13	0	2	69	0	8	23	0	0	38	82	20	11	
	STANSTED	AURIGNY AIR SERVICES	S	D	13	0	2	62	8	8	23	0	0	40	82	16	11	
	BIRMINGHAM	FLYBE LTD	S	A	24	0	0	67	8	8	17	0	0	25	100	0	6	
	BIRMINGHAM	FLYBE LTD	S	D	24	0	0	67	8	4	21	0	0	27	79	8	24	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE							FEB 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)											
GUERNSEY	GATWICK	FLYBE LTD	S	A	105	0	0	89	5	4	1	2	0	11	85	11	99
	GATWICK	FLYBE LTD	S	D	104	0	1	86	6	6	1	2	0	10	82	12	100
<b>TOTAL GUERNSEY</b>					<b>624</b>	<b>0</b>	<b>36</b>	<b>80</b>	<b>5</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>80</b>	<b>13</b>	<b>13</b>

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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)											
HAHN																		
	STANSTED	RYANAIR	S	A	64	0	0	86	8	5	2	0	0	7	69	16	64	
	STANSTED	RYANAIR	S	D	64	0	0	80	13	5	3	0	0	10	66	16	64	
<b>TOTAL HAHN</b>					<b>128</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>67</b>	<b>16</b>	<b>16</b>	
HALIFAX INT																		
	HEATHROW	AIR CANADA	S	A	24	0	1	79	8	0	13	0	0	12	46	22	13	
	HEATHROW	AIR CANADA	S	D	25	0	1	88	8	4	0	0	0	5	81	6	16	
<b>TOTAL HALIFAX INT</b>					<b>49</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>8</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>66</b>	<b>13</b>	<b>13</b>	
HAMBURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	128	0	0	84	4	6	5	1	0	12	80	10	136	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	129	0	0	81	9	7	3	0	0	9	86	6	136	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	16	0	0	100	0	0	0	0	0	1	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	16	0	0	94	6	0	0	0	0	3	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	43	0	1	77	9	7	7	0	0	14	70	14	43	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	44	0	0	84	2	9	5	0	0	13	84	9	44	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	94	0	6	0	0	0	6	61	19	18	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	94	0	0	6	0	0	4	83	7	18	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	100	0	0	0	0	0	1	82	10	17	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	100	0	0	0	0	0	0	89	3	18	
	BIRMINGHAM	GERMANWINGS	S	A	22	0	0	95	5	0	0	0	0	3	0	0	0	
	BIRMINGHAM	GERMANWINGS	S	D	22	0	0	95	5	0	0	0	0	3	0	0	0	
	HEATHROW	GERMANWINGS	S	A	75	0	1	76	15	5	4	0	0	12	0	0	0	
	HEATHROW	GERMANWINGS	S	D	74	1	0	81	8	5	5	0	0	11	0	0	0	
	MANCHESTER	GERMANWINGS	S	A	46	0	0	87	9	4	0	0	0	8	0	0	0	
	MANCHESTER	GERMANWINGS	S	D	46	0	0	83	11	4	2	0	0	8	0	0	0	
<b>TOTAL HAMBURG</b>					<b>733</b>	<b>1</b>	<b>2</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>9</b>	<b>9</b>	
HANOI																		
	GATWICK	VIETNAM AIRLINES	S	A	8	0	0	50	13	38	0	0	0	20	63	11	8	
	GATWICK	VIETNAM AIRLINES	S	D	8	0	0	75	13	13	0	0	0	9	75	14	8	
<b>TOTAL HANOI</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>12</b>	<b>12</b>	
HANOVER																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	80	1	0	89	5	3	3	1	0	9	82	9	83	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	81	0	0	93	2	2	2	0	0	6	87	6	83	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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)												
HANOVER																		
	BIRMINGHAM	FLYBE LTD	S	A	28	0	0	93	4	0	4	0	0	3	82	7	28	
	BIRMINGHAM	FLYBE LTD	S	D	28	0	0	82	14	0	4	0	0	10	50	22	28	
	MANCHESTER	FLYBE LTD	S	A	20	0	0	95	0	5	0	0	0	3	95	4	20	
	MANCHESTER	FLYBE LTD	S	D	20	0	0	90	5	0	5	0	0	6	95	3	20	
	STANSTED	GERMANWINGS	S	A	48	0	0	100	0	0	0	0	0	0	75	10	48	
	STANSTED	GERMANWINGS	S	D	48	0	0	96	2	2	0	0	0	2	71	13	48	
<b>TOTAL HANOVER</b>					<b>353</b>	<b>1</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>80</b>	<b>10</b>	<b>10</b>	
HASSI MESSAOUD																		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	50	0	25	0	0	43	58	23	12	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	1	75	14	12	
<b>TOTAL HASSI MESSAOUD</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>67</b>	<b>19</b>	<b>19</b>	
HAUGESUND																		
	STANSTED	RYANAIR	S	A	12	0	0	100	0	0	0	0	0	2	83	6	12	
	STANSTED	RYANAIR	S	D	12	0	0	100	0	0	0	0	0	1	83	6	12	
<b>TOTAL HAUGESUND</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>6</b>	<b>6</b>	
HAVANA																		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	0	0	88	0	13	0	0	0	5	75	25	12	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	0	100	0	0	0	0	0	1	58	23	12	
<b>TOTAL HAVANA</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>67</b>	<b>24</b>	<b>24</b>	
HEATHROW																		
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	280	0	0	79	11	5	5	0	0	12	78	11	310	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	279	0	1	86	6	5	4	0	0	9	86	7	309	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	242	1	0	81	8	8	3	1	0	12	78	11	264	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	242	0	0	84	7	5	2	1	0	14	86	7	263	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	240	1	0	78	10	7	5	0	0	14	74	13	297	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	239	1	0	85	6	4	5	0	0	9	83	9	297	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	165	0	0	81	7	6	5	1	0	13	73	11	154	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	166	0	0	82	5	7	5	0	1	17	73	14	154	
	EDINBURGH	VIRGIN ATLANTIC AIRWAYS LTD	S	A	164	0	1	94	4	1	1	0	0	3	0	0	0	
	EDINBURGH	VIRGIN ATLANTIC AIRWAYS LTD	S	D	165	0	0	88	7	3	2	0	0	6	0	0	0	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	109	0	1	69	22	7	2	0	0	12	0	0	0	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	109	0	1	84	9	4	3	0	0	9	0	0	0	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE								FEB 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)											
HEATHROW																	
<b>TOTAL HEATHROW</b>			<b>2402</b>	<b>6</b>	<b>4</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>10</b>	<b>10</b>		
HELSINKI																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	45	30	16	9	0	0	22	77	11	56
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	86	0	13	0	2	0	11	82	8	56
	HEATHROW	FINNAIR	S	A	112	0	0	67	17	11	4	1	0	18	89	5	112
	HEATHROW	FINNAIR	S	D	112	0	0	84	7	4	4	1	0	11	91	4	112
	MANCHESTER	FINNAIR	S	A	56	0	0	70	20	11	0	0	0	13	86	7	56
	MANCHESTER	FINNAIR	S	D	56	0	0	84	13	2	2	0	0	8	89	7	56
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	52	0	0	69	15	12	4	0	0	15	86	9	28
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	52	0	0	71	13	10	6	0	0	16	89	8	28
<b>TOTAL HELSINKI</b>			<b>554</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>86</b>	<b>7</b>	<b>7</b>		
HO CHI MINH CITY																	
	GATWICK	VIETNAM AIRLINES	S	A	8	0	0	38	13	25	25	0	0	34	63	9	8
	GATWICK	VIETNAM AIRLINES	S	D	8	0	0	75	0	13	13	0	0	22	100	4	8
<b>TOTAL HO CHI MINH CITY</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>6</b>	<b>19</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>81</b>	<b>6</b>	<b>6</b>		
HOLGUIN (FRANK PAIS)																	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	50	0	0	0	0	10	100	4	2
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	0	50	10	2
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	5	75	7	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	24	100	3	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	36	75	16	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	0	25	0	54	50	35	4
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>25</b>	<b>75</b>	<b>13</b>	<b>13</b>		
HONG KONG (CHEK LAP KOK)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	50	0	0	90	6	4	0	0	0	4	98	1	55
	HEATHROW	BRITISH AIRWAYS PLC	S	D	51	0	0	76	6	10	4	4	0	20	80	17	55
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	140	0	0	56	29	12	3	0	0	15	91	5	109
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	139	0	1	91	4	4	1	0	0	4	92	5	109
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>			<b>380</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>14</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>91</b>	<b>6</b>	<b>6</b>		
HOUSTON																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	49	1	1	80	8	6	4	2	0	16	71	14	51
	HEATHROW	BRITISH AIRWAYS PLC	S	D	50	1	0	70	14	6	8	2	0	23	76	13	51



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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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)											
HOUSTON	HEATHROW	UNITED AIRLINES	S	A	81	0	0	90	1	4	5	0	0	7	82	13	56
	HEATHROW	UNITED AIRLINES	S	D	81	0	0	84	4	9	4	0	0	10	82	11	56
<b>TOTAL HOUSTON</b>					<b>261</b>	<b>2</b>	<b>1</b>	<b>82</b>	<b>6</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>13</b>	<b>13</b>
HUMBERSIDE																	
HURGHADA	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	86	7	7	0	0	0	6	83	10	12
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	86	7	7	0	0	0	9	67	13	12
	GATWICK	MONARCH AIRLINES	C	A	3	0	0	67	0	0	33	0	0	28	0	60	4
	GATWICK	MONARCH AIRLINES	C	D	3	0	0	33	33	33	0	0	0	25	50	46	4
	MANCHESTER	MONARCH AIRLINES	C	A	3	0	0	67	33	0	0	0	0	8	25	77	4
	MANCHESTER	MONARCH AIRLINES	C	D	3	0	0	100	0	0	0	0	0	3	50	21	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	3	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	4	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	2	75	15	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	25	0	0	0	0	10	50	24	8
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	75	5	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	11	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	8	0	0	75	25	0	0	0	0	6	25	20	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	6	100	4	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	75	12	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	6	25	20	4
<b>TOTAL HURGHADA</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>67</b>	<b>18</b>	<b>18</b>
HYDERABAD ( RAJIV GHANDI )	HEATHROW	BRITISH AIRWAYS PLC	S	A	25	0	0	92	8	0	0	0	0	3	85	18	20
	HEATHROW	BRITISH AIRWAYS PLC	S	D	25	0	0	64	24	12	0	0	0	11	80	23	20
<b>TOTAL HYDERABAD ( RAJIV GHANDI )</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>21</b>	<b>21</b>

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 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	8	0	0	75	0	0	25	0	0	27	0	0	0
	LUTON	TAROM	S	D	8	0	0	75	0	0	25	0	0	26	0	0	0
<b>TOTAL IASI</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>
IBIZA	LONDON CITY	BA CITYFLYER LTD	S	A	13	0	0	92	8	0	0	0	3	63	13	8	
	LONDON CITY	BA CITYFLYER LTD	S	D	14	0	0	86	7	0	0	7	20	88	5	8	
<b>TOTAL IBIZA</b>					<b>27</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>9</b>	<b>9</b>
ILHA DO SAL C.VERDE	BIRMINGHAM	THOMSON AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	2	50	17	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	2	100	7	4	
	GATWICK	THOMSON AIRWAYS LTD	S	A	4	0	0	50	25	25	0	0	20	25	25	4	
	GATWICK	THOMSON AIRWAYS LTD	S	D	4	0	0	75	0	25	0	0	12	75	9	4	
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	4	0	0	75	25	0	0	0	13	25	41	4	
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	4	25	34	4	
<b>TOTAL ILHA DO SAL C.VERDE</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>50</b>	<b>22</b>	<b>22</b>	
INNSBRUCK	STANSTED	AUSTRIAN AIRLINES	C	A	4	0	0	75	25	0	0	0	9	0	0	0	
	STANSTED	AUSTRIAN AIRLINES	C	D	4	0	0	100	0	0	0	0	1	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	19	0	1	63	16	16	5	0	17	50	43	20	
	GATWICK	BRITISH AIRWAYS PLC	S	D	20	0	0	80	0	20	0	0	12	70	21	20	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	58	0	0	76	16	7	0	2	12	52	33	54	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	58	0	0	90	5	5	0	0	5	78	11	54	
	BIRMINGHAM	FLYBE LTD	C	A	4	0	0	75	0	25	0	0	12	100	0	4	
	BIRMINGHAM	FLYBE LTD	C	D	4	0	0	50	25	25	0	0	20	100	3	3	
	MANCHESTER	FLYBE LTD	C	A	3	0	0	100	0	0	0	0	0	75	26	4	
	MANCHESTER	FLYBE LTD	C	D	3	0	0	100	0	0	0	0	4	50	26	4	
	GATWICK	MONARCH AIRLINES	C	A	20	0	0	65	15	15	0	5	23	55	23	20	
	GATWICK	MONARCH AIRLINES	C	D	20	0	0	65	25	5	5	0	13	60	13	20	
	MANCHESTER	MONARCH AIRLINES	S	A	11	0	0	73	9	9	0	9	36	78	19	9	
	MANCHESTER	MONARCH AIRLINES	S	D	11	0	0	100	0	0	0	0	1	89	12	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	9	75	42	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	8	75	14	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	1	75	23	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 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
INNSBRUCK	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	5	75	7	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	3	0	0	67	0	0	33	0	0	37	75	19	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	3	0	0	67	0	0	0	33	0	119	100	0	4
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	7	75	13	4
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	11	100	4	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	8	0	0	63	25	13	0	0	0	14	88	5	8
	GATWICK	THOMSON AIRWAYS LTD	C	D	8	0	0	50	25	25	0	0	0	19	75	7	8
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	8	0	0	75	0	0	25	0	0	30	38	32	8
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	8	0	0	63	0	13	13	13	0	48	50	33	8
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	75	5	4
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	7	100	2	4
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	11	4
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	7	100	0	4
	BIRMINGHAM	TYROLEAN AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	9	50	62	4
	BIRMINGHAM	TYROLEAN AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	6	75	57	4
	EDINBURGH	TYROLEAN AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	26	67	7	3
	EDINBURGH	TYROLEAN AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	26	33	12	3
	MANCHESTER	TYROLEAN AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	2	63	37	8
	MANCHESTER	TYROLEAN AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	14	50	43	8
<b>TOTAL INNSBRUCK</b>					<b>342</b>	<b>1</b>	<b>1</b>	<b>77</b>	<b>11</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>21</b>	<b>21</b>
INVERNESS	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	81	0	8	8	4	0	22	73	16	26
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	81	4	12	4	0	0	12	69	20	26
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	25	0	0	88	4	8	0	0	0	6	83	18	24
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	25	0	0	92	4	4	0	0	0	5	83	7	24
	BIRMINGHAM	FLYBE LTD	S	A	23	0	0	100	0	0	0	0	0	1	95	4	20
	BIRMINGHAM	FLYBE LTD	S	D	23	0	0	83	13	4	0	0	0	8	75	12	20
	GATWICK	FLYBE LTD	S	A	56	0	0	89	4	2	4	2	0	11	86	9	56
	GATWICK	FLYBE LTD	S	D	56	0	0	88	4	4	5	0	0	9	84	13	56
	MANCHESTER	FLYBE LTD	S	A	41	0	0	93	5	2	0	0	0	4	73	10	44
	MANCHESTER	FLYBE LTD	S	D	42	0	0	86	12	2	0	0	0	8	73	13	44
<b>TOTAL INVERNESS</b>					<b>344</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>12</b>	<b>12</b>
IRELAND WEST(KNOCK)																	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					FEB 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	28	0	0	68	11	4	14	4	0	29	81	9	26	
	GATWICK	AER LINGUS	S	D	28	0	0	82	7	4	7	0	0	11	77	13	26	
	BIRMINGHAM	FLYBE LTD	S	A	14	0	2	93	7	0	0	0	0	2	0	0	0	
	BIRMINGHAM	FLYBE LTD	S	D	15	0	1	87	7	7	0	0	0	10	0	0	0	
	MANCHESTER	FLYBE LTD	S	A	14	0	0	57	7	21	14	0	0	31	81	7	16	
	MANCHESTER	FLYBE LTD	S	D	15	0	1	60	7	13	20	0	0	31	81	9	16	
	LUTON	RYANAIR	S	A	28	0	0	71	11	11	4	0	4	28	79	9	28	
	LUTON	RYANAIR	S	D	28	0	0	64	21	11	4	0	0	17	75	10	28	
	STANSTED	RYANAIR	S	A	36	0	0	75	0	17	6	3	0	24	79	8	28	
	STANSTED	RYANAIR	S	D	36	0	0	83	6	8	3	0	0	10	93	6	28	
<b>TOTAL IRELAND WEST(KNOCK)</b>					<b>242</b>	<b>0</b>	<b>4</b>	<b>74</b>	<b>8</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>76</b>	<b>12</b>	<b>12</b>	
ISLAMABAD																		
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	A	14	0	0	50	14	7	21	7	0	43	85	23	13	
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	D	14	0	0	57	14	14	14	0	0	24	62	22	13	
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	15	1	0	47	20	0	27	0	7	58	63	20	16	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	13	0	0	69	8	8	15	0	0	26	63	11	16	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	15	2	0	40	20	20	20	0	0	38	69	11	13	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	15	0	0	20	13	20	40	0	7	77	31	24	13	
<b>TOTAL ISLAMABAD</b>					<b>86</b>	<b>3</b>	<b>0</b>	<b>47</b>	<b>15</b>	<b>12</b>	<b>23</b>	<b>1</b>	<b>2</b>	<b>45</b>	<b>58</b>	<b>21</b>	<b>21</b>	
ISLAY																		
	GLASGOW	LOGANAIR	S	A	48	0	0	98	0	2	0	0	0	3	89	8	46	
	GLASGOW	LOGANAIR	S	D	47	0	0	87	11	2	0	0	0	5	93	5	46	
<b>TOTAL ISLAY</b>					<b>95</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>91</b>	<b>7</b>	<b>7</b>	
ISLE OF MAN																		
	LONDON CITY	BA CITYFLYER LTD	S	A	26	1	0	92	4	4	0	0	0	4	93	4	71	
	LONDON CITY	BA CITYFLYER LTD	S	D	27	0	0	96	4	0	0	0	0	1	93	4	71	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	24	0	0	83	4	0	13	0	0	11	86	8	21	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	24	0	0	88	4	4	4	0	0	7	95	4	21	
	BIRMINGHAM	FLYBE LTD	S	A	27	0	0	85	7	7	0	0	0	7	83	11	41	
	BIRMINGHAM	FLYBE LTD	S	D	27	0	0	70	19	11	0	0	0	12	80	11	41	
	GATWICK	FLYBE LTD	S	A	92	0	0	89	4	4	1	1	0	7	90	5	94	
	GATWICK	FLYBE LTD	S	D	92	0	0	88	4	5	1	1	0	8	86	9	94	
	MANCHESTER	FLYBE LTD	S	A	91	0	0	90	5	3	1	0	0	6	82	11	90	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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)												
ISLE OF MAN		MANCHESTER	FLYBE LTD	S	D	91	0	0	85	7	3	3	2	0	13	87	10	91
		NEWCASTLE	LINKSAIR LTD	S	A	15	0	0	100	0	0	0	0	0	1	0	0	0
		NEWCASTLE	LINKSAIR LTD	S	D	15	0	0	93	0	0	7	0	0	12	0	0	0
<b>TOTAL ISLE OF MAN</b>						<b>553</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>7</b>	<b>7</b>
ISTANBUL		HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	0	81	7	9	2	2	0	14	80	11	84
		HEATHROW	BRITISH AIRWAYS PLC	S	D	58	0	0	69	16	12	3	0	0	16	73	13	84
		BIRMINGHAM	THY TURK HAVA YOLLARI TURKISH	S	A	40	1	0	73	23	5	0	0	0	9	89	5	28
		BIRMINGHAM	THY TURK HAVA YOLLARI TURKISH	S	D	40	0	0	83	10	8	0	0	0	7	82	5	28
		EDINBURGH	THY TURK HAVA YOLLARI TURKISH	S	A	28	1	0	96	0	4	0	0	0	3	81	7	16
		EDINBURGH	THY TURK HAVA YOLLARI TURKISH	S	D	28	0	0	89	11	0	0	0	0	4	81	7	16
		GATWICK	THY TURK HAVA YOLLARI TURKISH	S	A	55	0	0	78	11	5	5	0	0	10	73	9	56
		GATWICK	THY TURK HAVA YOLLARI TURKISH	S	D	55	0	0	80	11	4	4	2	0	13	70	12	56
		HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	120	0	0	71	13	9	5	1	1	24	73	11	120
		HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	120	0	1	82	6	6	4	3	0	17	78	9	120
		MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	A	56	0	0	84	11	4	0	2	0	11	80	11	40
		MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	D	56	0	0	89	4	2	4	2	0	11	83	10	40
<b>TOTAL ISTANBUL</b>						<b>714</b>	<b>2</b>	<b>1</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>10</b>	<b>10</b>
ISTANBUL (SABIHA GOKCEN)		LUTON	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	100	0	0	0	0	0	2	94	7	18
		LUTON	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	100	0	0	0	0	0	0	83	7	18
		STANSTED	PEGASUS AIRLINES	S	A	57	0	0	65	21	11	0	4	0	19	89	6	56
		STANSTED	PEGASUS AIRLINES	S	D	56	1	2	59	18	20	2	2	0	20	80	9	56
		GATWICK	THY TURK HAVA YOLLARI TURKISH	S	A	28	0	0	68	11	21	0	0	0	14	0	0	0
		GATWICK	THY TURK HAVA YOLLARI TURKISH	S	D	28	0	0	82	7	11	0	0	0	8	0	0	0

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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)					195	1	2	70	14	14	1	2	0	15	86	8	8
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>																	
IVALO					2	0	0	100	0	0	0	0	0	10	0	0	0
<b>TOTAL IVALO</b>																	
IZMIR (ADNAM MENDERES)																	
	GATWICK	FREEBIRD AIRLINES	C	A	4	0	0	50	25	25	0	0	0	15	0	0	0
	GATWICK	FREEBIRD AIRLINES	C	D	4	0	0	75	25	0	0	0	0	11	0	0	0
	STANSTED	PEGASUS AIRLINES	S	A	8	0	0	100	0	0	0	0	0	1	100	2	8
	STANSTED	PEGASUS AIRLINES	S	D	8	0	0	88	13	0	0	0	0	5	100	1	8
<b>TOTAL IZMIR (ADNAM MENDERES)</b>					24	0	0	83	13	4	0	0	0	6	100	1	1

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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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)												
JEDDAH																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	19	0	0	95	0	0	5	0	0	6	65	15	20	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	19	0	0	89	5	0	5	0	0	6	85	12	20	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	28	0	0	82	14	0	0	4	0	13	54	26	28	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	28	0	0	93	7	0	0	0	0	2	93	10	28	
<b>TOTAL JEDDAH</b>					<b>94</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>16</b>	<b>16</b>	
JEREZ																		
<b>TOTAL JEREZ</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>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	
JERSEY																		
	LONDON CITY	BLUE ISLANDS LIMITED	S	A	43	0	0	93	0	0	7	0	0	7	81	9	43	
	LONDON CITY	BLUE ISLANDS LIMITED	S	D	43	0	0	88	5	0	7	0	0	7	84	18	43	
	GATWICK	BRITISH AIRWAYS PLC	S	A	129	0	0	81	15	2	2	2	0	12	73	12	136	
	GATWICK	BRITISH AIRWAYS PLC	S	D	129	0	0	86	8	5	2	0	0	7	84	9	136	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	4	0	0	100	0	0	0	0	0	4	88	4	8	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	4	0	0	100	0	0	0	0	0	0	88	4	8	
	BIRMINGHAM	FLYBE LTD	S	A	23	1	1	78	13	4	4	0	0	14	80	67	25	
	BIRMINGHAM	FLYBE LTD	S	D	24	0	0	88	4	4	4	0	0	12	96	6	24	
	GATWICK	FLYBE LTD	S	A	106	0	0	93	2	3	2	0	0	5	95	2	102	
	GATWICK	FLYBE LTD	S	D	106	0	0	92	3	2	4	0	0	6	90	5	102	
	MANCHESTER	FLYBE LTD	S	A	28	0	0	86	4	4	7	0	0	11	92	5	25	
	MANCHESTER	FLYBE LTD	S	D	28	0	0	79	7	11	4	0	0	12	84	9	25	
<b>TOTAL JERSEY</b>					<b>667</b>	<b>2</b>	<b>1</b>	<b>87</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>11</b>	<b>11</b>	
JOHANNESBURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	87	3	3	3	0	3	42	84	8	56	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	70	15	8	3	2	2	37	71	13	55	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	53	0	0	87	11	2	0	0	0	5	85	5	54	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	53	0	0	91	2	6	2	0	0	5	91	24	54	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	28	0	0	96	4	0	0	0	0	2	93	4	28	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	28	0	0	86	7	7	0	0	0	6	93	5	28	
<b>TOTAL JOHANNESBURG</b>					<b>284</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>85</b>	<b>11</b>	<b>11</b>	

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 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	8	0	0	38	0	25	13	13	13	106	29	32	7
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	11	0	0	27	9	18	45	0	0	60	90	4	10
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	8	0	0	13	0	38	38	13	0	81	22	69	9
<b>TOTAL KARACHI</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>4</b>	<b>26</b>	<b>33</b>	<b>7</b>	<b>4</b>	<b>80</b>	<b>50</b>	<b>34</b>	<b>34</b>
KARLSRUHE/BADEN BADEN	STANSTED	RYANAIR	S	A	28	0	0	79	7	11	4	0	0	13	88	4	32
	STANSTED	RYANAIR	S	D	28	0	0	61	21	7	11	0	0	21	84	8	32
<b>TOTAL KARLSRUHE/BADEN BADEN</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>86</b>	<b>6</b>	<b>6</b>
KATOWICE	BIRMINGHAM	RYANAIR	S	A	8	0	0	63	25	13	0	0	0	12	88	6	8
	BIRMINGHAM	RYANAIR	S	D	8	0	0	75	13	13	0	0	0	13	88	5	8
	MANCHESTER	RYANAIR	S	A	8	0	0	88	13	0	0	0	0	6	88	6	8
	MANCHESTER	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	3	88	5	8
	STANSTED	RYANAIR	S	A	29	0	0	90	3	3	3	0	0	7	86	7	57
	STANSTED	RYANAIR	S	D	28	0	0	93	7	0	0	0	0	6	96	4	56
	LUTON	WIZZ AIR	S	A	48	0	0	90	6	4	0	0	0	3	96	4	46
	LUTON	WIZZ AIR	S	D	47	0	1	83	6	9	2	0	0	9	70	28	46
<b>TOTAL KATOWICE</b>					<b>184</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>10</b>	<b>10</b>
KAUNAS	LUTON	RYANAIR	S	A	16	0	0	100	0	0	0	0	0	3	0	0	0
	LUTON	RYANAIR	S	D	16	0	0	94	6	0	0	0	0	4	0	0	0
	STANSTED	RYANAIR	S	A	24	0	0	96	0	4	0	0	0	3	100	0	28
	STANSTED	RYANAIR	S	D	24	0	0	96	0	4	0	0	0	4	93	5	28
<b>TOTAL KAUNAS</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>96</b>	<b>3</b>	<b>3</b>
KEFLAVIK	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	88	13	0	0	0	0	6	0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	75	25	0	0	0	0	11	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	27	0	0	96	4	0	0	0	0	2	93	5	14
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	27	0	0	93	7	0	0	0	0	5	71	12	14
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	92	0	8	0	0	0	4	100	4	5
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	92	0	8	0	0	0	5	100	2	5
	GATWICK	ICELANDAIR	S	A	23	0	0	100	0	0	0	0	0	3	89	4	9



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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					FEB 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		
KEFLAVIK																		
	GATWICK	ICELANDAIR	S	D	23	0	0	100	0	0	0	0	0	1	100	1	8	
	GLASGOW	ICELANDAIR	S	A	14	0	0	79	21	0	0	0	0	8	83	9	12	
	GLASGOW	ICELANDAIR	S	D	14	0	0	93	7	0	0	0	5	83	5	12		
	HEATHROW	ICELANDAIR	S	A	56	0	0	66	18	14	2	0	0	13	82	8	56	
	HEATHROW	ICELANDAIR	S	D	56	0	0	80	11	4	5	0	0	10	75	14	56	
	MANCHESTER	ICELANDAIR	S	A	12	0	0	92	8	0	0	0	2	92	6	12		
	MANCHESTER	ICELANDAIR	S	D	12	0	0	100	0	0	0	0	3	100	1	12		
	GATWICK	WOW AIR	S	A	52	0	0	83	13	4	0	0	8	0	0	0		
	GATWICK	WOW AIR	S	D	52	0	0	96	0	2	2	0	4	0	0	0		
<b>TOTAL KEFLAVIK</b>					<b>411</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>9</b>	<b>9</b>	
KERRY COUNTY																		
	LUTON	RYANAIR	S	A	27	0	1	74	22	4	0	0	8	96	2	28		
	LUTON	RYANAIR	S	D	28	0	0	82	14	4	0	0	9	93	5	28		
	STANSTED	RYANAIR	S	A	15	0	0	93	7	0	0	0	3	79	16	28		
	STANSTED	RYANAIR	S	D	16	0	0	100	0	0	0	0	0	86	15	28		
<b>TOTAL KERRY COUNTY</b>					<b>86</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>12</b>	<b>12</b>		
KHARKOV OSNOVA INTL																		
KIEV (BORISPOL)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	79	11	7	4	0	0	10	89	10	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	93	4	4	0	0	2	96	7	28		
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	28	0	0	46	29	14	11	0	0	24	82	12	28	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	28	0	0	25	25	36	14	0	0	39	54	21	28	
<b>TOTAL KIEV (BORISPOL)</b>					<b>112</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>17</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>80</b>	<b>12</b>	<b>12</b>	
KIEV (ZHULYANY)																		
	LUTON	WIZZ AIR	S	A	12	0	0	92	0	8	0	0	3	67	54	12		
	LUTON	WIZZ AIR	S	D	12	0	0	75	17	8	0	0	10	75	9	12		
<b>TOTAL KIEV (ZHULYANY)</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>71</b>	<b>31</b>	<b>31</b>		
KINGSTON																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	0	58	8	25	8	0	0	20	83	8	12	
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	50	25	17	8	0	0	23	25	22	12	
<b>TOTAL KINGSTON</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>17</b>	<b>21</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>54</b>	<b>15</b>	<b>15</b>	

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 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)												
KIRKWALL																		
	EDINBURGH	LOGANAIR	S	A	57	0	0	100	0	0	0	0	0	0	87	19	54	
	EDINBURGH	LOGANAIR	S	D	57	0	0	98	2	0	0	0	0	1	89	14	54	
	GLASGOW	LOGANAIR	S	A	28	0	0	93	7	0	0	0	0	1	79	8	28	
	GLASGOW	LOGANAIR	S	D	28	0	0	96	4	0	0	0	0	2	79	8	28	
<b>TOTAL KIRKWALL</b>					<b>170</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>14</b>	<b>14</b>	
KIRUNA																		
	GATWICK	ENTER AIR	C	A	8	0	0	63	13	13	13	0	0	20	71	13	7	
	GATWICK	ENTER AIR	C	D	6	0	0	100	0	0	0	0	0	2	80	6	5	
	MANCHESTER	ENTER AIR	C	A	2	0	0	50	0	50	0	0	0	17	0	0	0	
	HEATHROW	SAS	C	A	5	0	0	100	0	0	0	0	0	7	100	4	5	
	HEATHROW	SAS	C	D	5	0	0	60	0	20	20	0	0	19	80	8	5	
<b>TOTAL KIRUNA</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>4</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>85</b>	<b>7</b>	<b>7</b>	
KITTILA																		
	MANCHESTER	JET2.COM LTD	C	A	4	0	0	25	25	50	0	0	0	24	25	25	4	
	MANCHESTER	JET2.COM LTD	C	D	4	0	0	75	25	0	0	0	0	7	100	9	3	
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	4	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	23	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	25	25	25	0	0	43	0	56	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	25	0	25	0	0	33	50	16	4	
<b>TOTAL KITTILA</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>17</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>45</b>	<b>24</b>	<b>24</b>	
KLAGENFURT																		
KOSICE																		
	LUTON	WIZZ AIR	S	A	19	0	1	95	5	0	0	0	0	2	0	0	0	
	LUTON	WIZZ AIR	S	D	20	0	0	75	20	5	0	0	0	9	0	0	0	
<b>TOTAL KOSICE</b>					<b>39</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	
KRAKOW																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	11	0	0	82	0	0	0	9	9	57	75	9	12	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	11	0	0	91	0	9	0	0	0	5	83	9	12	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	85	4	8	4	0	0	9	82	15	28	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	92	8	0	0	0	0	5	79	12	28	
	NEWCASTLE	JET2.COM LTD	S	A	5	0	0	80	20	0	0	0	0	7	50	85	4	
	NEWCASTLE	JET2.COM LTD	S	D	5	0	0	80	20	0	0	0	0	4	100	5	4	

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					FEB 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	8	0	0	63	38	0	0	0	0	12	13	25	8	
	BIRMINGHAM	RYANAIR	S	D	8	0	0	75	25	0	0	0	0	9	100	2	8	
	EDINBURGH	RYANAIR	S	A	12	0	0	75	25	0	0	0	0	7	75	14	12	
	EDINBURGH	RYANAIR	S	D	12	0	0	92	8	0	0	0	0	8	83	15	12	
	MANCHESTER	RYANAIR	S	A	12	0	0	83	8	0	8	0	0	15	0	0	0	
	MANCHESTER	RYANAIR	S	D	12	0	0	92	8	0	0	0	0	6	0	0	0	
	STANSTED	RYANAIR	S	A	63	0	0	78	13	6	2	0	2	16	81	10	54	
	STANSTED	RYANAIR	S	D	64	0	0	59	34	5	2	0	0	13	89	5	56	
<b>TOTAL KRAKOW</b>					<b>279</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>16</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>81</b>	<b>11</b>	<b>11</b>	
KUALA LUMPUR (SEPANG)																		
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	56	0	0	54	20	13	14	0	0	24	80	12	56	
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	D	56	0	0	82	13	2	2	2	0	13	66	14	56	
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>112</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>7</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>73</b>	<b>13</b>	<b>13</b>	
KUUSAMO																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	17	100	4	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	4	100	2	3	
<b>TOTAL KUUSAMO</b>					<b>7</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>100</b>	<b>3</b>	<b>3</b>	
KUWAIT																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	75	18	7	0	0	0	9	100	1	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	75	0	18	7	0	0	16	68	14	28	
	HEATHROW	KUWAIT AIRWAYS	S	A	28	1	0	64	7	18	11	0	0	20	79	24	28	
	HEATHROW	KUWAIT AIRWAYS	S	D	28	1	0	75	4	11	7	0	4	45	68	20	28	
<b>TOTAL KUWAIT</b>					<b>112</b>	<b>3</b>	<b>0</b>	<b>72</b>	<b>7</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>22</b>	<b>79</b>	<b>15</b>	<b>15</b>	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 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)											
LA CORUNA	HEATHROW	VUELING AIRLINES	S	A	26	0	0	73	12	12	4	0	0	12	62	9	21
	HEATHROW	VUELING AIRLINES	S	D	26	0	0	92	4	0	4	0	0	8	100	0	21
<b>TOTAL LA CORUNA</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>5</b>	<b>5</b>
LA ROCHELLE	STANSTED	RYANAIR	S	A	12	0	0	83	0	17	0	0	0	8	92	19	12
	STANSTED	RYANAIR	S	D	12	0	0	83	8	8	0	0	0	8	100	1	12
<b>TOTAL LA ROCHELLE</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>4</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>96</b>	<b>10</b>	<b>10</b>
LAGOS	HEATHROW	ARIK AIR	S	A	27	0	1	70	11	7	7	4	0	24	46	23	28
	HEATHROW	ARIK AIR	S	D	27	0	1	85	4	0	11	0	0	11	93	6	28
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	86	11	0	4	0	0	9	83	10	29
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	39	11	29	14	4	4	50	50	30	28
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	28	0	0	89	7	0	4	0	0	6	93	3	28
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	28	0	0	93	4	0	4	0	0	4	89	5	28
<b>TOTAL LAGOS</b>					<b>166</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>8</b>	<b>6</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>17</b>	<b>76</b>	<b>13</b>	<b>13</b>
LAHORE	HEATHROW	PAKISTAN INTL AIRLINES	S	A	12	0	0	17	25	17	25	8	8	106	50	60	12
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	12	0	0	75	0	0	17	0	8	50	58	27	12
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	8	0	0	13	38	38	0	0	13	89	33	28	12
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	8	0	0	38	25	13	25	0	0	46	63	23	8
<b>TOTAL LAHORE</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>20</b>	<b>15</b>	<b>18</b>	<b>3</b>	<b>8</b>	<b>74</b>	<b>50</b>	<b>36</b>	<b>36</b>
LAMETIA-TERME	STANSTED	RYANAIR	S	A	8	0	0	75	25	0	0	0	0	9	100	2	12
	STANSTED	RYANAIR	S	D	8	0	0	88	0	13	0	0	0	4	100	2	12
<b>TOTAL LAMETIA-TERME</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>2</b>	<b>2</b>
LARNACA	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	0	83	8	8	0	0	0	9	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	75	8	17	0	0	0	16	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	68	7	14	11	0	0	17	79	17	28
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	43	32	11	14	0	0	26	50	27	28
	HEATHROW	CYPRUS AIRWAYS	S	A	36	0	0	61	22	14	3	0	0	16	75	13	36
	HEATHROW	CYPRUS AIRWAYS	S	D	35	1	1	71	20	6	3	0	0	11	86	10	35

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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)												
LARNACA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	83	6	0	11	0	0	13	82	15	17	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	78	17	0	6	0	0	14	72	17	18	
	BIRMINGHAM	MONARCH AIRLINES	S	A	8	0	0	75	13	13	0	0	0	9	83	7	6	
	BIRMINGHAM	MONARCH AIRLINES	S	D	8	0	0	75	0	25	0	0	0	18	83	13	6	
	MANCHESTER	MONARCH AIRLINES	S	A	8	0	0	88	0	13	0	0	0	9	13	64	8	
	MANCHESTER	MONARCH AIRLINES	S	D	8	0	0	88	0	13	0	0	0	14	25	42	8	
<b>TOTAL LARNACA</b>					<b>219</b>	<b>1</b>	<b>1</b>	<b>69</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>17</b>	<b>17</b>	
LAS PALMAS																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	25	50	25	0	0	0	23	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	4	0	0	50	50	0	0	0	0	9	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	24	0	0	83	0	4	8	4	0	21	88	7	16	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	24	0	0	83	8	0	4	4	0	22	81	11	16	
	GLASGOW	JET2.COM LTD	S	A	3	0	0	100	0	0	0	0	0	9	0	0	0	
	GLASGOW	JET2.COM LTD	S	D	3	0	0	100	0	0	0	0	0	4	0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	5	0	0	40	20	40	0	0	0	22	33	57	3	
	MANCHESTER	JET2.COM LTD	S	D	5	0	0	80	20	0	0	0	0	8	67	21	3	
	NEWCASTLE	JET2.COM LTD	S	A	3	0	0	67	33	0	0	0	0	15	0	0	0	
	NEWCASTLE	JET2.COM LTD	S	D	3	0	0	33	67	0	0	0	0	18	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	S	A	4	0	0	100	0	0	0	0	0	5	75	66	4	
	BIRMINGHAM	MONARCH AIRLINES	S	D	4	0	0	100	0	0	0	0	0	4	75	5	4	
	MANCHESTER	MONARCH AIRLINES	S	A	4	0	0	100	0	0	0	0	0	2	25	71	4	
	MANCHESTER	MONARCH AIRLINES	S	D	4	0	0	100	0	0	0	0	0	1	50	37	4	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	17	0	0	71	18	12	0	0	0	9	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	16	0	0	81	13	0	6	0	0	7	0	0	0	
	BIRMINGHAM	RYANAIR	S	A	4	0	0	100	0	0	0	0	0	7	100	2	4	
	BIRMINGHAM	RYANAIR	S	D	4	0	0	50	25	0	25	0	0	33	75	9	4	
	EDINBURGH	RYANAIR	S	A	4	0	0	100	0	0	0	0	0	3	33	25	3	
	EDINBURGH	RYANAIR	S	D	4	0	0	25	75	0	0	0	0	16	50	49	4	
	LUTON	RYANAIR	S	A	4	0	0	100	0	0	0	0	0	1	100	1	4	
	LUTON	RYANAIR	S	D	4	0	0	100	0	0	0	0	0	3	100	9	4	
	STANSTED	RYANAIR	S	A	11	0	0	82	0	18	0	0	0	11	75	11	8	
	STANSTED	RYANAIR	S	D	11	0	0	91	9	0	0	0	0	5	100	2	8	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	8	0	0	75	25	0	0	0	0	8	0	0	0	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					FEB 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
LAS PALMAS																		
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	8	0	0	88	13	0	0	0	0	7	0	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	4	0	0	75	25	0	0	0	0	6	0	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	4	0	0	75	0	25	0	0	0	16	0	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	10	0	0	80	20	0	0	0	0	6	0	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	10	1	0	80	10	10	0	0	0	9	0	0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	3	0	0	100	0	0	0	0	0	1	0	0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	3	0	0	100	0	0	0	0	0	8	0	0	0	0
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	8	1	0	100	0	0	0	0	0	0	50	19	4	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	0	75	13	4	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	13	0	0	62	31	0	8	0	0	14	67	29	12	12
	GATWICK	THOMSON AIRWAYS LTD	C	D	15	0	0	73	20	7	0	0	0	9	75	16	12	12
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	24	75	9	4	4
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	37	75	11	4	4
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	29	100	0	4	4
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	100	1	4	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	12	0	0	92	8	0	0	0	0	2	50	30	12	12
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	12	1	0	83	8	8	0	0	0	10	54	40	13	13
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	25	68	4	4
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	0	4	4
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	50	74	4	4
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	75	8	4	4
<b>TOTAL LAS PALMAS</b>					<b>323</b>	<b>3</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>20</b>	<b>20</b>	<b>20</b>
LAS VEGAS																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	0	83	17	0	0	0	0	6	73	20	11	11
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	75	17	8	0	0	0	11	83	8	12	12
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	57	11	14	18	0	0	28	54	20	28	28
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	64	11	11	11	4	0	29	79	10	28	28
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	18	0	0	94	6	0	0	0	0	2	78	16	23	23
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	18	0	0	61	33	6	0	0	0	13	78	12	23	23
<b>TOTAL LAS VEGAS</b>					<b>116</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>71</b>	<b>15</b>	<b>15</b>	<b>15</b>
LEEDS BRADFORD																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	72	0	0	89	4	1	6	0	0	8	81	9	103	103
	HEATHROW	BRITISH AIRWAYS PLC	S	D	73	0	0	95	3	0	3	0	0	4	85	9	105	105

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 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																		
	GLASGOW	LOGANAIR	S	A	35	0	0	97	3	0	0	0	0	2	69	19	36	
	GLASGOW	LOGANAIR	S	D	35	0	0	97	0	3	0	0	0	4	75	14	36	
<b>TOTAL LEEDS BRADFORD</b>					<b>215</b>	<b>2</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>80</b>	<b>11</b>	<b>11</b>	
LEIPZIG																		
	STANSTED	RYANAIR	S	A	16	0	0	94	6	0	0	0	0	2	81	11	16	
	STANSTED	RYANAIR	S	D	16	0	0	94	6	0	0	0	0	2	88	5	16	
<b>TOTAL LEIPZIG</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>8</b>	<b>8</b>	
LIBREVILLE																		
LIEIDA																		
	BIRMINGHAM	FLYBE LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	FLYBE LTD	C	D	4	0	0	75	25	0	0	0	0	12	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	50	29	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	10	75	34	4	
<b>TOTAL LIEIDA</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>63</b>	<b>31</b>	<b>31</b>	
LIMOGES																		
	STANSTED	RYANAIR	S	A	16	0	0	94	0	6	0	0	0	6	67	15	12	
	STANSTED	RYANAIR	S	D	16	0	0	94	6	0	0	0	0	5	75	11	12	
<b>TOTAL LIMOGES</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>5</b>	<b>71</b>	<b>13</b>	<b>13</b>	
LINZ																		
	STANSTED	RYANAIR	S	A	12	0	0	92	0	8	0	0	0	4	75	43	12	
	STANSTED	RYANAIR	S	D	12	0	0	92	0	8	0	0	0	9	92	7	12	
<b>TOTAL LINZ</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>19</b>	<b>83</b>	<b>25</b>	<b>25</b>	
LISBON																		
	GATWICK	AIR PORTUGAL	S	A	44	0	0	73	18	7	2	0	0	11	63	15	32	
	GATWICK	AIR PORTUGAL	S	D	44	0	0	82	9	5	5	0	0	9	81	8	32	
	HEATHROW	AIR PORTUGAL	S	A	148	0	0	77	9	6	8	0	0	14	75	10	152	
	HEATHROW	AIR PORTUGAL	S	D	148	1	0	79	8	5	7	0	0	11	84	8	152	
	MANCHESTER	AIR PORTUGAL	S	A	28	0	0	79	18	4	0	0	0	8	7	39	28	
	MANCHESTER	AIR PORTUGAL	S	D	28	0	0	75	21	4	0	0	0	7	21	34	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	83	0	1	73	14	8	2	1	0	14	76	16	82	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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)												
LISBON																		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	84	0	0	81	11	6	1	1	0	10	80	13	83	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	100	0	0	0	0	0	3	100	5	8	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	88	13	0	0	0	0	6	75	10	8	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	43	0	0	74	12	5	2	7	0	22	71	14	28	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	45	0	0	76	11	9	4	0	0	14	86	11	28	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	24	0	0	83	8	4	4	0	0	9	96	2	24	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	24	0	0	83	8	4	4	0	0	9	79	8	24	
	STANSTED	RYANAIR	S	A	56	0	0	77	18	0	5	0	0	14	0	0	0	
	STANSTED	RYANAIR	S	D	56	0	0	96	0	4	0	0	0	4	0	0	0	
<b>TOTAL LISBON</b>					<b>871</b>	<b>2</b>	<b>1</b>	<b>79</b>	<b>11</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>13</b>	<b>13</b>	
LIVERPOOL (JOHN LENNON)																		
LJUBLJANA																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	25	0	0	96	4	0	0	0	0	1	83	11	23	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	25	0	0	100	0	0	0	0	0	1	96	1	23	
	LUTON	WIZZ AIR	S	A	12	0	0	58	8	17	17	0	0	23	73	13	11	
	LUTON	WIZZ AIR	S	D	12	0	0	75	8	17	0	0	0	10	67	21	12	
<b>TOTAL LJUBLJANA</b>					<b>74</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>6</b>	<b>83</b>	<b>10</b>	<b>10</b>	
LODZ LUBLINEK																		
	STANSTED	RYANAIR	S	A	20	0	0	85	10	0	0	0	5	29	85	3	20	
	STANSTED	RYANAIR	S	D	20	0	0	85	5	5	5	0	0	14	85	4	20	
<b>TOTAL LODZ LUBLINEK</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>21</b>	<b>86</b>	<b>4</b>	<b>4</b>	
LONDON CITY																		
	EDINBURGH	BA CITYFLYER LTD	S	A	164	0	0	92	4	2	2	0	0	4	90	6	183	
	EDINBURGH	BA CITYFLYER LTD	S	D	163	0	0	96	2	0	1	0	0	3	88	8	184	
	GLASGOW	BA CITYFLYER LTD	S	A	118	0	0	95	4	1	0	0	0	2	92	4	119	
	GLASGOW	BA CITYFLYER LTD	S	D	119	0	0	95	3	3	0	0	0	3	87	5	119	
<b>TOTAL LONDON CITY</b>					<b>564</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>3</b>	<b>88</b>	<b>7</b>	<b>7</b>	
LOS ANGELES INTERNATION																		
	HEATHROW	AMERICAN AIRLINES	S	A	27	0	0	89	7	4	0	0	0	4	74	9	27	
	HEATHROW	AMERICAN AIRLINES	S	D	27	0	0	74	11	11	4	0	0	13	79	11	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	77	5	7	2	7	2	47	45	26	55	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	48	18	27	4	4	0	32	55	26	56	



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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 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)												
LOS ANGELES INTERNATIONAL																		
	HEATHROW	UNITED AIRLINES	S	A	24	0	0	92	0	4	4	0	0	6	89	7	28	
	HEATHROW	UNITED AIRLINES	S	D	24	0	0	83	0	0	17	0	0	17	96	6	28	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	28	0	0	93	7	0	0	0	0	2	84	47	32	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	28	0	0	82	7	11	0	0	0	9	69	15	32	
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>270</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>8</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>70</b>	<b>20</b>	<b>20</b>	
LUANDA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	8	0	0	75	13	13	0	0	0	9	88	7	8	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	8	0	0	50	13	13	25	0	0	27	75	25	8	
<b>TOTAL LUANDA</b>					<b>16</b>	<b>2</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>81</b>	<b>16</b>	<b>16</b>	
LUBLIN (PORT LOTNICZY)																		
	STANSTED	RYANAIR	S	A	12	0	0	67	17	17	0	0	0	13	100	1	12	
	STANSTED	RYANAIR	S	D	12	0	0	75	25	0	0	0	0	9	100	3	12	
	LUTON	WIZZ AIR	S	A	12	0	0	92	0	0	8	0	0	8	71	18	7	
	LUTON	WIZZ AIR	S	D	12	0	0	75	17	8	0	0	0	8	50	12	8	
<b>TOTAL LUBLIN (PORT LOTNICZY)</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>7</b>	<b>7</b>	
LUSAKA																		
LUTON																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	87	0	0	93	3	2	1	0	0	4	87	7	89	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	87	0	0	91	5	3	0	1	0	6	85	8	88	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	87	0	0	91	5	3	1	0	0	5	92	6	88	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	87	0	0	92	5	2	0	1	0	6	95	4	88	
<b>TOTAL LUTON</b>					<b>350</b>	<b>1</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>6</b>	<b>6</b>	
LUXEMBOURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	46	0	0	74	15	7	4	0	0	12	77	13	73	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	46	0	0	89	7	2	2	0	0	7	79	9	73	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	16	0	0	88	0	13	0	0	0	8	94	5	16	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	16	0	0	88	6	6	0	0	0	5	94	4	16	
	LONDON CITY	LUXAIR	S	A	110	0	0	82	9	5	5	0	0	10	88	7	92	
	LONDON CITY	LUXAIR	S	D	109	0	0	81	8	9	2	0	0	10	86	7	92	
	LONDON CITY	VLM (BELGIUM)	S	A	63	0	0	97	2	0	2	0	0	3	96	5	51	
	LONDON CITY	VLM (BELGIUM)	S	D	64	0	0	92	3	3	2	0	0	5	94	5	51	
<b>TOTAL LUXEMBOURG</b>					<b>470</b>	<b>10</b>	<b>2</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>7</b>	<b>7</b>	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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)											
LUXOR	HEATHROW	EGYPT AIR	S	A	2	0	0	100	0	0	0	0	0	0	100	2	4
	HEATHROW	EGYPT AIR	S	D	2	0	0	100	0	0	0	0	0	1	100	0	4
<b>TOTAL LUXOR</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>79</b>	<b>8</b>	<b>8</b>
LYON	GATWICK	AER LINGUS	S	A	4	0	0	50	0	25	0	0	25	178	0	0	0
	GATWICK	AER LINGUS	S	D	4	0	0	50	0	25	0	0	25	185	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	83	0	0	87	7	4	1	1	0	9	82	8	111
	HEATHROW	BRITISH AIRWAYS PLC	S	D	83	0	0	88	7	2	1	1	0	8	81	10	111
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	7	0	0	71	29	0	0	0	0	6	88	4	8
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	7	0	0	100	0	0	0	0	0	3	88	5	8
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	54	0	0	80	11	4	4	2	0	14	90	5	49
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	53	0	0	85	8	4	4	0	0	9	82	9	49
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	4	0	0	0	50	50	0	0	0	33	0	0	0
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	4	0	0	0	50	50	0	0	0	27	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	81	12	8	0	0	0	7	97	4	29
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	81	12	8	0	0	0	6	93	3	29
	GATWICK	ENTER AIR	C	A	2	0	0	50	0	0	50	0	0	38	0	0	0
	BIRMINGHAM	FLYBE LTD	S	A	28	0	0	86	4	11	0	0	0	7	0	0	0
	BIRMINGHAM	FLYBE LTD	S	D	28	0	0	96	0	0	4	0	0	7	0	0	0
	MANCHESTER	JET2.COM LTD	C	A	4	0	0	0	50	50	0	0	0	36	0	0	0
	MANCHESTER	JET2.COM LTD	C	D	4	0	0	50	25	25	0	0	0	21	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	14	0	0	21	21	43	14	0	0	42	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	16	0	0	63	13	13	13	0	0	23	0	0	0
<b>TOTAL LYON</b>					<b>466</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>85</b>	<b>8</b>	<b>8</b>

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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)												
MAASTRICHT																		
	STANSTED	RYANAIR	S	A	16	0	0	100	0	0	0	0	0	1	92	8	24	
	STANSTED	RYANAIR	S	D	16	0	0	94	0	6	0	0	0	4	83	10	24	
<b>TOTAL MAASTRICHT</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>9</b>	<b>9</b>	
MADRID																		
	GATWICK	AIR EUROPA	S	A	57	0	0	93	5	2	0	0	0	5	80	9	56	
	GATWICK	AIR EUROPA	S	D	57	0	0	86	12	2	0	0	0	5	89	5	56	
	LONDON CITY	BA CITYFLYER LTD	S	A	62	0	0	92	6	2	0	0	0	3	94	3	35	
	LONDON CITY	BA CITYFLYER LTD	S	D	63	0	0	92	6	2	0	0	0	3	83	11	35	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	137	0	0	64	17	11	8	0	0	19	74	17	129	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	138	0	0	86	8	4	2	0	0	8	81	11	130	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	26	1	0	96	4	0	0	0	0	5	69	17	26	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	92	8	0	0	0	0	6	85	9	26	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	116	0	0	78	14	3	3	2	0	13	82	10	119	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	116	0	0	84	7	6	3	0	0	8	84	8	119	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	40	0	0	83	3	8	5	3	0	18	76	10	49	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	40	0	0	85	8	0	5	3	0	19	84	8	49	
	HEATHROW	IBERIA	S	A	219	0	0	79	11	5	4	0	0	10	73	10	201	
	HEATHROW	IBERIA	S	D	219	0	0	81	7	7	5	0	0	10	79	10	201	
	MANCHESTER	RYANAIR	S	A	16	0	0	63	31	6	0	0	0	12	89	5	18	
	MANCHESTER	RYANAIR	S	D	16	0	0	38	44	13	0	6	0	38	83	7	18	
	STANSTED	RYANAIR	S	A	56	0	0	77	11	7	5	0	0	12	73	16	52	
	STANSTED	RYANAIR	S	D	56	0	0	50	29	14	7	0	0	21	58	23	52	
<b>TOTAL MADRID</b>					<b>1461</b>	<b>4</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>11</b>	<b>11</b>	
MAHON																		
	GATWICK	MONARCH AIRLINES	S	A	4	0	0	100	0	0	0	0	0	0	75	9	4	
	GATWICK	MONARCH AIRLINES	S	D	4	0	0	100	0	0	0	0	0	2	100	3	4	
<b>TOTAL MAHON</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>6</b>	<b>6</b>	
MALAGA																		
	LONDON CITY	BA CITYFLYER LTD	S	A	19	0	0	84	5	11	0	0	0	7	92	6	13	
	LONDON CITY	BA CITYFLYER LTD	S	D	19	0	0	84	11	5	0	0	0	6	54	13	13	
	GATWICK	BRITISH AIRWAYS PLC	S	A	40	0	0	73	20	5	3	0	0	13	55	21	40	
	GATWICK	BRITISH AIRWAYS PLC	S	D	40	0	0	78	15	5	3	0	0	13	73	10	40	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	76	0	0	83	9	5	0	3	0	11	76	15	74	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2013			
					74	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
MALAGA	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	74	0	0	88	7	5	0	0	0	7	74	14	73
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	20	0	0	95	0	0	5	0	0	9	80	8	20
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	20	0	0	85	10	0	5	0	0	12	90	8	20
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	94	6	0	0	0	0	3	88	3	17
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	56	33	11	0	0	0	16	82	11	17
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	92	8	0	0	0	0	4	88	3	16
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	92	8	0	0	0	0	4	100	1	16
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	19	0	0	100	0	0	0	0	0	0	100	2	19
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	19	0	0	89	11	0	0	0	0	5	95	5	19
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	92	0	0	8	0	0	10	83	4	12
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	100	0	0	0	0	0	1	100	2	12
	GLASGOW	JET2.COM LTD	S	A	7	0	0	14	71	14	0	0	0	25	0	0	0
	GLASGOW	JET2.COM LTD	S	D	7	0	0	100	0	0	0	0	0	1	0	0	0
	MANCHESTER	JET2.COM LTD	S	A	8	0	0	50	13	38	0	0	0	20	83	21	6
	MANCHESTER	JET2.COM LTD	S	D	8	0	0	63	13	25	0	0	0	11	83	21	6
	NEWCASTLE	JET2.COM LTD	S	A	5	0	0	60	0	0	40	0	0	37	43	33	7
	NEWCASTLE	JET2.COM LTD	S	D	5	0	0	60	0	20	20	0	0	29	57	15	7
	BIRMINGHAM	MONARCH AIRLINES	S	A	16	0	0	94	0	6	0	0	0	3	88	8	16
	BIRMINGHAM	MONARCH AIRLINES	S	D	16	0	0	94	0	6	0	0	0	5	88	5	16
	GATWICK	MONARCH AIRLINES	S	A	15	0	1	87	0	7	7	0	0	11	19	37	16
	GATWICK	MONARCH AIRLINES	S	D	16	0	0	88	6	6	0	0	0	6	44	22	16
	LUTON	MONARCH AIRLINES	S	A	10	0	0	80	0	0	10	10	0	45	22	59	9
	LUTON	MONARCH AIRLINES	S	D	8	0	0	100	0	0	0	0	0	5	75	10	8
	MANCHESTER	MONARCH AIRLINES	S	A	24	0	0	83	8	4	4	0	0	12	33	25	24
	MANCHESTER	MONARCH AIRLINES	S	D	24	0	0	79	8	4	8	0	0	14	83	11	24
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	21	0	0	90	5	0	5	0	0	11	0	0	0
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	21	0	0	81	10	5	5	0	0	15	0	0	0
	BIRMINGHAM	RYANAIR	S	A	12	0	0	92	0	8	0	0	0	4	100	0	12
	BIRMINGHAM	RYANAIR	S	D	12	0	0	100	0	0	0	0	0	4	92	7	12
	EDINBURGH	RYANAIR	S	A	8	0	0	88	13	0	0	0	0	8	50	14	8
	EDINBURGH	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	6	75	70	8
	MANCHESTER	RYANAIR	S	A	12	0	0	92	0	8	0	0	0	5	100	2	12
	MANCHESTER	RYANAIR	S	D	12	0	0	92	0	8	0	0	0	8	92	3	12

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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)											
MALAGA	STANSTED	RYANAIR	S	A	40	0	0	80	10	5	5	0	0	14	57	15	28
	STANSTED	RYANAIR	S	D	41	0	0	88	5	5	2	0	0	8	79	9	28
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	3	4
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	14	75	10	4
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	11	75	18	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	6	75	5	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	8	0	0	63	13	0	25	0	0	25	38	33	8
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	8	0	0	75	13	0	13	0	0	15	63	28	8
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	1	4
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	0	4
<b>TOTAL MALAGA</b>					<b>828</b>	<b>1</b>	<b>1</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>13</b>	<b>13</b>
MALE INTERNATIONAL	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	0	50	50	0	0	0	32	25	32	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	30	75	11	4
<b>TOTAL MALE INTERNATIONAL</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>59</b>	<b>14</b>	<b>14</b>
MALMO	GATWICK	IRAQI AIRWAYS	S	A	8	0	0	100	0	0	0	0	0	0	0	0	0
	STANSTED	RYANAIR	S	A	16	0	0	94	6	0	0	0	0	5	69	14	16
	STANSTED	RYANAIR	S	D	16	0	0	94	6	0	0	0	0	5	75	13	16
<b>TOTAL MALMO</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>72</b>	<b>13</b>	<b>13</b>
MALTA	GATWICK	AIR MALTA	S	A	28	1	0	93	4	4	0	0	0	3	96	2	28
	GATWICK	AIR MALTA	S	D	28	1	0	89	7	0	4	0	0	5	96	4	28
	HEATHROW	AIR MALTA	S	A	55	0	1	85	4	4	7	0	0	9	86	7	56
	HEATHROW	AIR MALTA	S	D	55	0	1	82	7	5	5	0	0	11	79	9	56
	MANCHESTER	AIR MALTA	S	A	16	0	0	100	0	0	0	0	0	1	93	5	15
	MANCHESTER	AIR MALTA	S	D	16	0	0	94	6	0	0	0	0	3	80	8	15
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	35	0	0	89	3	6	3	0	0	7	93	4	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	35	0	0	91	3	6	0	0	0	7	87	11	30
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	16	0	0	100	0	0	0	0	0	1	81	28	16
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	16	0	0	94	6	0	0	0	0	2	88	25	16
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	88	0	0	13	0	0	17	100	0	8
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	75	25	0	0	0	0	6	100	2	8

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 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)												
MALTA																		
	BIRMINGHAM	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	3	75	10	8	
	BIRMINGHAM	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	5	63	14	8	
	EDINBURGH	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	1	75	11	4	
	EDINBURGH	RYANAIR	S	D	8	0	0	88	13	0	0	0	0	9	100	6	4	
	LUTON	RYANAIR	S	A	16	0	0	100	0	0	0	0	0	2	83	6	12	
	LUTON	RYANAIR	S	D	16	0	0	88	13	0	0	0	0	7	92	7	12	
	STANSTED	RYANAIR	S	A	8	0	0	88	0	13	0	0	0	5	90	9	10	
	STANSTED	RYANAIR	S	D	8	0	0	88	13	0	0	0	0	3	100	3	10	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	3	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	2	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	14	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	75	16	4	
<b>TOTAL MALTA</b>					<b>412</b>	<b>3</b>	<b>3</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>8</b>	<b>8</b>	
MANCHESTER																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	239	1	0	81	9	4	6	0	0	12	76	11	297	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	241	1	0	86	5	5	5	0	0	10	84	8	297	
	EDINBURGH	FLYBE LTD	S	A	73	0	1	85	5	5	1	3	0	11	90	7	68	
	EDINBURGH	FLYBE LTD	S	D	72	0	2	92	4	4	0	0	0	5	91	6	68	
	GLASGOW	FLYBE LTD	S	A	51	0	1	90	2	2	6	0	0	8	90	7	50	
	GLASGOW	FLYBE LTD	S	D	51	0	1	90	6	2	2	0	0	6	92	4	50	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	0	0	52	2	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	109	0	0	64	20	12	3	1	0	17	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	109	0	2	79	16	4	2	0	0	8	0	0	0	
<b>TOTAL MANCHESTER</b>					<b>955</b>	<b>9</b>	<b>7</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>8</b>	<b>8</b>	
MANILA																		
	HEATHROW	PHILIPPINE AIRLINES	S	A	16	0	0	69	25	6	0	0	0	8	0	0	0	
	HEATHROW	PHILIPPINE AIRLINES	S	D	16	0	0	81	19	0	0	0	0	7	0	0	0	
<b>TOTAL MANILA</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	
MARRAKESH																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	39	0	0	74	5	15	5	0	0	12	79	10	28	
	GATWICK	BRITISH AIRWAYS PLC	S	D	39	0	0	54	28	10	8	0	0	20	57	17	28	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	54	0	0	96	0	4	0	0	0	3	92	6	52	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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)											
MARRAKESH	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	55	0	0	89	5	4	2	0	0	7	71	15	52
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	92	0	8	0	0	0	3	92	5	13
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	92	0	8	0	0	0	5	86	9	14
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	16	0	0	94	0	0	6	0	0	6	100	5	6
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	16	0	0	94	0	0	6	0	0	7	100	0	6
	GATWICK	ROYAL AIR MAROC	S	A	18	0	0	67	28	0	6	0	0	13	0	0	0
	GATWICK	ROYAL AIR MAROC	S	D	18	0	0	78	11	6	6	0	0	14	0	0	0
	LUTON	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	3	75	12	8
	LUTON	RYANAIR	S	D	8	0	0	75	25	0	0	0	0	8	75	8	8
	STANSTED	RYANAIR	S	A	12	0	0	58	17	25	0	0	0	19	88	10	8
	STANSTED	RYANAIR	S	D	12	0	0	83	0	8	8	0	0	12	88	8	8
	GATWICK	THOMSON AIRWAYS LTD	S	A	8	0	0	88	13	0	0	0	0	4	88	10	8
	GATWICK	THOMSON AIRWAYS LTD	S	D	8	0	0	100	0	0	0	0	0	0	63	13	8
	MANCHESTER	THOMSON AIRWAYS LTD	S	A	7	0	1	100	0	0	0	0	0	1	75	11	8
	MANCHESTER	THOMSON AIRWAYS LTD	S	D	8	0	1	88	0	13	0	0	0	9	50	30	8
<b>TOTAL MARRAKESH</b>					<b>350</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>11</b>	<b>11</b>
MARSA ALAM	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	4	3
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	5	4
<b>TOTAL MARSA ALAM</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>9</b>	<b>9</b>
MARSEILLE	HEATHROW	BRITISH AIRWAYS PLC	S	A	79	0	0	73	11	6	8	1	0	19	84	9	75
	HEATHROW	BRITISH AIRWAYS PLC	S	D	79	0	0	92	1	1	4	1	0	8	81	10	75
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	83	17	0	0	0	0	5	72	15	25
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	97	0	3	0	0	0	6	80	11	25
	STANSTED	RYANAIR	S	A	28	0	0	54	18	25	4	0	0	20	82	9	28
	STANSTED	RYANAIR	S	D	28	0	0	100	0	0	0	0	0	3	100	2	28
<b>TOTAL MARSEILLE</b>					<b>274</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>9</b>	<b>9</b>
MAURITIUS	HEATHROW	AIR MAURITIUS LTD	S	A	12	0	0	67	25	0	8	0	0	20	83	10	12
	HEATHROW	AIR MAURITIUS LTD	S	D	12	0	0	75	0	25	0	0	0	10	92	4	12
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	0	100	0	0	0	0	0	1	92	7	12
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	75	8	17	0	0	0	12	92	15	12

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 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)												
MAURITIUS																		
<b>TOTAL MAURITIUS</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>90</b>	<b>9</b>	<b>9</b>	
MELBOURNE																		
	HEATHROW	QANTAS	S	A	27	0	0	70	7	7	11	0	4	41	68	28	28	
	HEATHROW	QANTAS	S	D	27	0	0	96	0	0	4	0	0	5	96	3	28	
<b>TOTAL MELBOURNE</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>4</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>23</b>	<b>82</b>	<b>15</b>	<b>15</b>	
MEMMINGEN ALLGAU																		
	STANSTED	RYANAIR	S	A	25	0	0	84	8	4	4	0	0	12	72	11	25	
	STANSTED	RYANAIR	S	D	25	0	0	80	12	8	0	0	0	7	88	6	25	
<b>TOTAL MEMMINGEN ALLGAU</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>9</b>	<b>9</b>	
MEXICO CITY																		
	HEATHROW	AEROMEXICO	S	A	12	0	2	83	8	8	0	0	0	7	17	38	12	
	HEATHROW	AEROMEXICO	S	D	12	0	0	100	0	0	0	0	0	1	67	17	12	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	16	0	0	88	13	0	0	0	0	4	75	12	12	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	16	0	0	69	25	0	6	0	0	12	83	10	12	
<b>TOTAL MEXICO CITY</b>					<b>56</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>60</b>	<b>19</b>	<b>19</b>	
MIAMI INTERNATIONAL																		
	HEATHROW	AMERICAN AIRLINES	S	A	55	0	0	82	4	5	7	2	0	15	65	16	40	
	HEATHROW	AMERICAN AIRLINES	S	D	55	0	0	87	7	4	2	0	0	8	85	8	40	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	72	0	0	85	8	4	3	0	0	7	73	10	83	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	72	0	0	71	18	7	4	0	0	16	69	13	83	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	28	0	0	100	0	0	0	0	0	0	89	5	28	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	28	0	0	79	14	4	4	0	0	10	82	7	28	
<b>TOTAL MIAMI INTERNATIONAL</b>					<b>310</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>11</b>	<b>11</b>	
MILAN (Linate)																		
	HEATHROW	ALITALIA (CAI)	S	A	72	0	0	90	1	6	1	0	1	21	83	10	115	
	HEATHROW	ALITALIA (CAI)	S	D	71	1	0	86	4	4	4	1	0	13	77	12	116	
	LONDON CITY	ALITALIA (CAI)	S	A	58	0	0	100	0	0	0	0	0	0	90	7	42	
	LONDON CITY	ALITALIA (CAI)	S	D	58	0	0	93	3	3	0	0	0	3	88	10	42	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	178	0	0	76	10	7	6	2	0	15	82	9	160	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	180	0	0	88	7	2	2	1	0	8	81	7	161	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	28	0	0	82	0	11	7	0	0	15	72	14	53	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	28	0	0	86	0	11	4	0	0	14	79	9	53	



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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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)												
MILAN (LINATE)																		
<b>TOTAL MILAN (LINATE)</b>					<b>673</b>	<b>4</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>10</b>	<b>10</b>	
MILAN (MALPENSA)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	50	0	0	94	2	0	4	0	0	6	85	7	80	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	52	0	0	90	4	4	2	0	0	5	91	3	80	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	27	0	0	93	7	0	0	0	0	2	68	25	19	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	27	0	0	100	0	0	0	0	0	2	53	33	19	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	106	0	0	82	8	8	3	0	0	9	68	22	113	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	106	0	0	80	9	9	1	0	0	9	79	15	113	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	25	0	0	76	20	4	0	0	0	7	79	8	33	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	25	0	0	76	24	0	0	0	0	7	88	7	33	
	BIRMINGHAM	FLYBE LTD	S	A	20	1	0	80	15	5	0	0	0	6	95	1	22	
	BIRMINGHAM	FLYBE LTD	S	D	20	0	0	80	10	10	0	0	0	10	86	5	22	
	MANCHESTER	FLYBE LTD	S	A	21	0	1	90	5	5	0	0	0	3	92	4	24	
	MANCHESTER	FLYBE LTD	S	D	22	0	0	86	14	0	0	0	0	4	92	3	24	
<b>TOTAL MILAN (MALPENSA)</b>					<b>501</b>	<b>1</b>	<b>1</b>	<b>85</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>	
MINNEAPOLIS-ST PAUL																		
	HEATHROW	DELTA AIRLINES	S	A	26	0	0	96	0	0	0	4	0	9	71	15	28	
	HEATHROW	DELTA AIRLINES	S	D	25	0	0	92	0	4	0	4	0	11	89	3	28	
<b>TOTAL MINNEAPOLIS-ST PAUL</b>					<b>51</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>9</b>	<b>9</b>	
MINSK INT'L																		
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	A	12	0	0	75	17	0	8	0	0	16	75	11	12	
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	D	12	0	0	92	0	0	8	0	0	9	92	4	12	
<b>TOTAL MINSK INT'L</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>7</b>	<b>7</b>	
MOMBASA																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	5	75	11	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	5	4	
<b>TOTAL MOMBASA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>8</b>	<b>8</b>	
MONASTIR																		
MONROVIA (ROBERTS)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	15	0	0	60	27	13	0	0	0	12	92	10	12	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	16	0	0	81	6	0	13	0	0	21	92	11	12	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 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)											
MONROVIA (ROBERTS)																	
<b>TOTAL MONROVIA (ROBERTS)</b>					<b>31</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>92</b>	<b>10</b>	<b>10</b>
MONTEGO BAY																	
	GATWICK	THOMSON AIRWAYS LTD	C	A	8	0	0	75	13	0	13	0	0	16	75	9	8
	GATWICK	THOMSON AIRWAYS LTD	C	D	8	0	0	63	25	0	13	0	0	27	88	9	8
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	11	25	30	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	11	0	23	4
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	11	0	0	91	9	0	0	0	0	4	67	19	12
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	11	0	0	45	36	18	0	0	0	17	67	33	12
<b>TOTAL MONTEGO BAY</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>22</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>63</b>	<b>20</b>	<b>20</b>
MONTPELLIER																	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	77	14	5	5	0	0	10	86	7	22
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	82	9	5	5	0	0	10	82	7	22
<b>TOTAL MONTPELLIER</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>7</b>	<b>7</b>
MONTREAL (DORVAL)																	
	HEATHROW	AIR CANADA	S	A	27	0	1	81	4	11	4	0	0	11	56	25	27
	HEATHROW	AIR CANADA	S	D	27	0	1	89	0	4	4	4	0	14	81	14	26
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	50	21	18	7	4	0	27	46	39	28
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	61	11	18	11	0	0	23	71	21	28
<b>TOTAL MONTREAL (DORVAL)</b>					<b>110</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>9</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>63</b>	<b>25</b>	<b>25</b>
MOSCOW (DOMODEDOVO)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	80	0	0	61	19	10	10	0	0	21	77	11	84
	HEATHROW	BRITISH AIRWAYS PLC	S	D	81	0	0	84	5	2	9	0	0	13	79	10	84
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	56	0	0	82	5	13	0	0	0	9	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	88	7	4	2	0	0	5	0	0	0
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	15	0	0	73	13	13	0	0	0	13	0	0	0
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	15	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL MOSCOW (DOMODEDOVO)</b>					<b>303</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>12</b>	<b>12</b>
MOSCOW (SHEREMETYEVO)																	
	HEATHROW	AEROFLOT	S	A	72	0	0	76	18	4	0	0	1	20	83	7	72
	HEATHROW	AEROFLOT	S	D	72	0	0	89	7	3	0	0	1	16	92	6	72
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>					<b>144</b>	<b>4</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>88</b>	<b>6</b>	<b>6</b>
MOSCOW (VNUKOVO)																	

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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)												
MOSCOW (VNUKOVO)																		
	HEATHROW	TRANSAERO AIRLINES	S	A	56	0	0	61	18	14	5	2	0	21	83	7	24	
	HEATHROW	TRANSAERO AIRLINES	S	D	55	0	1	76	13	5	5	0	0	13	83	8	24	
<b>TOTAL MOSCOW (VNUKOVO)</b>					<b>111</b>	<b>10</b>	<b>1</b>	<b>68</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>83</b>	<b>8</b>	<b>8</b>	
MUMBAI																		
	HEATHROW	AIR INDIA	S	A	28	0	0	71	11	4	11	4	0	23	75	9	28	
	HEATHROW	AIR INDIA	S	D	28	0	0	75	11	11	4	0	0	11	93	4	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	66	14	14	4	2	0	19	84	11	56	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	80	9	5	4	2	0	14	82	14	56	
	HEATHROW	JET AIRWAYS	S	A	55	0	0	71	11	7	11	0	0	17	50	26	56	
	HEATHROW	JET AIRWAYS	S	D	55	0	0	87	4	5	4	0	0	8	84	7	56	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	28	0	0	79	11	7	4	0	0	10	64	16	28	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	28	0	0	93	7	0	0	0	0	2	89	5	28	
<b>TOTAL MUMBAI</b>					<b>334</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>12</b>	<b>12</b>	
MUNICH																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	193	0	0	79	11	4	6	0	0	12	67	13	181	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	194	0	0	85	6	5	4	0	0	9	86	6	181	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	19	0	0	95	5	0	0	0	0	3	75	13	20	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	19	0	0	95	5	0	0	0	0	3	70	15	20	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	47	0	1	91	4	2	2	0	0	5	54	22	50	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	48	0	0	90	10	0	0	0	0	5	74	14	50	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	16	1	0	94	0	0	6	0	0	5	75	14	16	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	16	0	0	94	0	0	6	0	0	6	94	4	16	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	28	0	0	89	7	4	0	0	0	5	70	15	40	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	28	0	0	89	7	4	0	0	0	5	90	4	40	
	BIRMINGHAM	LUFTHANSA	S	A	7	0	0	100	0	0	0	0	0	3	0	0	0	
	BIRMINGHAM	LUFTHANSA	S	D	7	0	0	71	14	0	14	0	0	18	0	0	0	
	HEATHROW	LUFTHANSA	S	A	217	0	0	79	11	5	5	0	0	14	65	15	220	
	HEATHROW	LUFTHANSA	S	D	215	0	1	84	8	5	2	0	0	8	79	9	220	
	MANCHESTER	LUFTHANSA	S	A	79	0	1	84	13	4	0	0	0	7	58	20	80	
	MANCHESTER	LUFTHANSA	S	D	79	0	0	92	5	3	0	0	0	3	85	10	80	
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	69	0	0	94	4	1	0	0	0	3	74	13	76	
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	69	0	0	91	7	1	0	0	0	5	70	14	76	
	LUTON	MONARCH AIRLINES	S	A	8	0	0	38	50	13	0	0	0	16	71	14	14	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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)											
MUNICH	LUTON	MONARCH AIRLINES	S	D	8	0	0	100	0	0	0	0	0	5	71	12	14
	MANCHESTER	MONARCH AIRLINES	S	A	7	0	0	71	29	0	0	0	0	11	40	21	15
	MANCHESTER	MONARCH AIRLINES	S	D	7	0	0	86	0	14	0	0	0	7	93	4	15
<b>TOTAL MUNICH</b>					<b>1386</b>	<b>2</b>	<b>3</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>12</b>	<b>12</b>
MUNSTER-OSNABRUCK	LONDON CITY	VLM (BELGIUM)	S	A	15	0	0	100	0	0	0	0	0	96	2	26	
	LONDON CITY	VLM (BELGIUM)	S	D	16	0	0	100	0	0	0	0	0	96	3	27	
<b>TOTAL MUNSTER-OSNABRUCK</b>					<b>31</b>	<b>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>2</b>	<b>2</b>	
MURCIA SAN JAVIER	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	24	0	0	88	8	0	4	0	0	7	82	7	22
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	24	0	0	88	4	4	4	0	0	9	82	13	22
	MANCHESTER	JET2.COM LTD	S	A	7	0	0	86	0	0	0	14	0	47	56	20	9
	MANCHESTER	JET2.COM LTD	S	D	7	0	0	86	14	0	0	0	0	5	89	15	9
	LUTON	RYANAIR	S	A	8	0	0	88	13	0	0	0	0	5	0	0	0
	LUTON	RYANAIR	S	D	8	0	0	88	13	0	0	0	0	8	0	0	0
	MANCHESTER	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	1	0	0	0
	MANCHESTER	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	1	0	0	0
	STANSTED	RYANAIR	S	A	12	0	0	92	8	0	0	0	0	3	83	9	12
	STANSTED	RYANAIR	S	D	12	0	0	92	8	0	0	0	0	4	75	11	12
<b>TOTAL MURCIA SAN JAVIER</b>					<b>118</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>11</b>	<b>11</b>
MUSCAT	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	79	18	4	0	0	0	10	89	7	28
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	68	21	11	0	0	0	11	68	16	28
	HEATHROW	OMAN AIR	S	A	28	0	0	36	32	21	7	0	4	37	50	39	28
	HEATHROW	OMAN AIR	S	D	28	0	0	89	4	4	0	4	0	12	89	8	28
<b>TOTAL MUSCAT</b>					<b>112</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>19</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>18</b>	<b>74</b>	<b>17</b>	<b>17</b>

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 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	28	0	0	75	11	4	7	0	4	34	93	6	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	79	18	0	4	0	0	9	96	4	28	
	HEATHROW	KENYA AIRWAYS	S	A	28	0	0	71	7	14	7	0	0	13	82	7	28	
	HEATHROW	KENYA AIRWAYS	S	D	28	0	0	93	4	4	0	0	0	2	100	1	28	
<b>TOTAL NAIROBI</b>					<b>112</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>93</b>	<b>5</b>	<b>5</b>	
NANTES																		
	LONDON CITY	CITY JET	S	A	7	0	0	100	0	0	0	0	0	0	0	0	0	
	LONDON CITY	CITY JET	S	D	8	0	0	88	13	0	0	0	0	5	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	16	0	0	94	6	0	0	0	0	2	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	16	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	FLYBE LTD	S	A	4	0	0	75	0	0	25	0	0	24	75	20	12	
	MANCHESTER	FLYBE LTD	S	D	4	0	0	100	0	0	0	0	0	4	75	22	12	
	LONDON CITY	VLM (BELGIUM)	S	A	16	0	0	69	19	13	0	0	0	12	86	8	28	
	LONDON CITY	VLM (BELGIUM)	S	D	18	0	0	78	0	22	0	0	0	11	89	9	28	
<b>TOTAL NANTES</b>					<b>89</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>13</b>	<b>13</b>	
NAPLES																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	39	0	0	59	26	8	8	0	0	19	73	13	44	
	GATWICK	BRITISH AIRWAYS PLC	S	D	39	0	0	69	18	3	10	0	0	16	70	11	44	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	64	18	14	0	5	0	24	60	15	25	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	82	14	0	0	5	0	19	60	16	25	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	24	0	0	83	17	0	0	0	0	6	91	6	23	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	24	0	0	96	4	0	0	0	0	3	100	1	23	
<b>TOTAL NAPLES</b>					<b>170</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>17</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>74</b>	<b>11</b>	<b>11</b>	
NDJAMENA																		
NEW YORK (JF KENNEDY)																		
	HEATHROW	AMERICAN AIRLINES	S	A	100	0	2	75	3	10	6	5	1	34	71	13	119	
	HEATHROW	AMERICAN AIRLINES	S	D	100	0	2	90	4	1	5	0	0	8	87	5	119	
	MANCHESTER	AMERICAN AIRLINES	S	A	26	0	0	85	0	8	0	8	0	22	52	29	25	
	MANCHESTER	AMERICAN AIRLINES	S	D	26	0	0	88	0	0	12	0	0	10	72	10	25	
	LONDON CITY	BRITISH AIRWAYS (BA) LTD	S	A	41	0	0	93	0	5	2	0	0	5	86	7	35	
	LONDON CITY	BRITISH AIRWAYS (BA) LTD	S	D	41	0	0	98	0	0	2	0	0	3	95	3	37	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	202	0	0	82	4	5	6	1	0	16	73	14	175	

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					FEB 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
NEW YORK (JF KENNEDY)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	204	0	0	76	10	4	8	1	0	16	75	16	175	
	HEATHROW	DELTA AIRLINES	S	A	76	0	4	79	3	8	7	4	0	21	77	12	81	
	HEATHROW	DELTA AIRLINES	S	D	76	0	3	92	5	3	0	0	0	3	89	6	81	
	HEATHROW	KUWAIT AIRWAYS	S	A	12	0	0	67	8	8	17	0	0	26	67	19	12	
	HEATHROW	KUWAIT AIRWAYS	S	D	12	0	0	42	8	8	42	0	0	50	75	7	12	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	8	0	0	0	0	25	50	25	0	109	8	84	12	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	97	0	1	80	4	5	10	0	0	13	86	7	101	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	99	0	0	88	8	3	1	0	0	5	89	4	101	
<b>TOTAL NEW YORK (JF KENNEDY)</b>					<b>1120</b>	<b>2</b>	<b>12</b>	<b>82</b>	<b>5</b>	<b>5</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>11</b>	<b>11</b>	
NEW YORK (NEWARK)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	72	0	0	88	1	3	6	3	0	13	61	17	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	72	0	0	83	8	4	4	0	0	12	75	18	65	
	BIRMINGHAM	UNITED AIRLINES	S	A	20	0	0	80	5	5	10	0	0	16	91	5	23	
	BIRMINGHAM	UNITED AIRLINES	S	D	20	0	0	85	0	10	5	0	0	11	78	25	23	
	EDINBURGH	UNITED AIRLINES	S	A	24	0	0	83	0	4	13	0	0	12	89	6	27	
	EDINBURGH	UNITED AIRLINES	S	D	24	0	1	83	0	13	4	0	0	8	74	18	27	
	GLASGOW	UNITED AIRLINES	S	A	24	0	0	75	13	8	4	0	0	12	87	11	23	
	GLASGOW	UNITED AIRLINES	S	D	24	0	0	83	8	4	4	0	0	9	74	12	23	
	HEATHROW	UNITED AIRLINES	S	A	128	0	1	77	5	9	7	2	0	20	79	11	133	
	HEATHROW	UNITED AIRLINES	S	D	126	0	2	88	6	2	3	1	0	8	90	6	133	
	MANCHESTER	UNITED AIRLINES	S	A	28	0	0	71	14	11	4	0	0	12	70	18	27	
	MANCHESTER	UNITED AIRLINES	S	D	28	0	0	71	14	7	7	0	0	16	52	29	27	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	52	0	1	81	2	12	2	2	2	28	85	6	48	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	52	0	1	79	10	4	6	0	2	30	90	6	50	
<b>TOTAL NEW YORK (NEWARK)</b>					<b>694</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>6</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>12</b>	<b>12</b>	
NEWCASTLE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	165	0	0	81	8	5	6	0	1	18	74	14	154	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	165	0	0	83	6	5	5	1	0	12	79	9	154	
	BIRMINGHAM	EASTERN AIRWAYS	S	A	38	0	2	92	0	3	5	0	0	8	87	9	47	
	BIRMINGHAM	EASTERN AIRWAYS	S	D	37	0	3	89	0	5	5	0	0	9	84	9	50	
	GATWICK	FLYBE LTD	S	A	59	0	0	83	5	8	2	2	0	13	91	4	64	
	GATWICK	FLYBE LTD	S	D	59	0	0	83	7	5	3	2	0	13	86	5	64	
<b>TOTAL NEWCASTLE</b>					<b>523</b>	<b>10</b>	<b>5</b>	<b>83</b>	<b>6</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>81</b>	<b>10</b>	<b>10</b>	

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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	111	0	0	89	3	7	1	0	0	5	95	4	65	
	GATWICK	FLYBE LTD	S	D	111	0	0	84	7	5	3	1	0	9	91	8	65	
	MANCHESTER	FLYBE LTD	S	A	16	0	0	94	0	0	0	6	0	13	86	6	14	
	MANCHESTER	FLYBE LTD	S	D	16	0	0	81	13	0	0	6	0	17	79	16	14	
<b>TOTAL NEWQUAY</b>					<b>254</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>5</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>7</b>	<b>7</b>	
NICE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	56	0	0	89	4	2	5	0	0	6	77	11	56	
	GATWICK	BRITISH AIRWAYS PLC	S	D	56	0	0	82	7	7	4	0	0	11	70	11	56	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	142	0	0	83	3	8	5	1	0	13	74	10	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	142	0	0	80	13	4	3	0	0	9	69	11	94	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	69	0	0	74	14	7	3	0	1	16	73	18	49	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	69	0	0	83	9	6	1	0	1	14	78	14	49	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	20	0	1	70	10	15	5	0	0	15	55	32	22	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	95	0	5	0	0	0	3	86	6	22	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	75	25	0	0	0	0	8	50	18	14	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	75	25	0	0	0	0	5	71	9	14	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	8	0	0	88	0	13	0	0	0	8	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	8	0	0	88	0	0	13	0	0	9	0	0	0	
<b>TOTAL NICE</b>					<b>616</b>	<b>4</b>	<b>1</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>13</b>	<b>13</b>	
NIEDERRHEIN																		
	EDINBURGH	RYANAIR	S	A	12	0	0	83	8	8	0	0	0	6	92	5	12	
	EDINBURGH	RYANAIR	S	D	12	0	0	83	8	8	0	0	0	7	75	10	12	
	STANSTED	RYANAIR	S	A	36	0	0	97	0	3	0	0	0	1	91	8	56	
	STANSTED	RYANAIR	S	D	36	0	0	92	0	0	8	0	0	8	79	13	56	
<b>TOTAL NIEDERRHEIN</b>					<b>96</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>5</b>	<b>85</b>	<b>10</b>	<b>10</b>	
NIMES																		
	LUTON	RYANAIR	S	A	12	0	0	83	17	0	0	0	0	7	100	1	12	
	LUTON	RYANAIR	S	D	12	0	0	83	17	0	0	0	0	4	92	3	12	
<b>TOTAL NIMES</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>96</b>	<b>2</b>	<b>2</b>	
NORWICH																		
	EDINBURGH	FLYBE LTD	S	A	20	0	1	95	0	5	0	0	0	2	93	2	28	
	EDINBURGH	FLYBE LTD	S	D	21	0	0	76	10	14	0	0	0	10	79	9	28	

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE						FEB 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)									
NORWICH																		
	MANCHESTER	LOGANAIR	S	A	62	0	0	94	5	0	2	0	0	4	74	19	62	
	MANCHESTER	LOGANAIR	S	D	63	0	0	89	8	2	2	0	0	7	79	13	62	
<b>TOTAL NORWICH</b>					<b>166</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>14</b>	<b>14</b>	
NUREMBERG																		
	LONDON CITY	CITY JET	S	A	43	0	0	93	2	2	2	0	0	5	90	4	42	
	LONDON CITY	CITY JET	S	D	43	0	0	93	0	2	5	0	0	7	93	7	44	
	STANSTED	RYANAIR	S	A	28	0	0	82	18	0	0	0	0	6	0	0	0	
	STANSTED	RYANAIR	S	D	28	0	0	86	11	4	0	0	0	6	0	0	0	
<b>TOTAL NUREMBERG</b>					<b>142</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>6</b>	<b>6</b>	



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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 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																		
OLBIA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	5	0	0	80	0	20	0	0	0	12	0	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	5	0	0	60	20	0	20	0	0	18	0	0	0	0
<b>TOTAL OLBIA</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
OPA LOCKA																		
OPORTO (PORTUGAL)																		
	GATWICK	AIR PORTUGAL	S	A	53	0	0	79	9	8	4	0	0	11	80	9	56	
	GATWICK	AIR PORTUGAL	S	D	53	0	0	83	4	6	8	0	0	12	88	6	56	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	15	0	0	67	13	7	13	0	0	22	81	12	16	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	15	0	1	80	7	7	7	0	0	12	81	10	16	
	STANSTED	RYANAIR	S	A	59	0	1	90	2	7	2	0	0	7	70	13	47	
	STANSTED	RYANAIR	S	D	60	0	1	68	15	12	5	0	0	13	75	13	48	
<b>TOTAL OPORTO (PORTUGAL)</b>					<b>255</b>	<b>1</b>	<b>3</b>	<b>79</b>	<b>8</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>10</b>	<b>10</b>	
ORLANDO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	28	0	0	86	0	11	4	0	0	8	82	9	28	
	GATWICK	BRITISH AIRWAYS PLC	S	D	28	0	0	61	21	7	11	0	0	19	79	10	28	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	33	0	0	64	15	12	9	0	0	22	77	16	43	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	34	0	0	74	9	9	9	0	0	17	79	19	43	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	28	0	0	86	11	4	0	0	0	3	67	15	33	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	28	0	0	86	7	7	0	0	0	7	82	9	33	
<b>TOTAL ORLANDO</b>					<b>179</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>14</b>	<b>14</b>	
OSLO (GARDERMOEN)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	135	0	0	67	13	13	7	0	0	16	80	10	130	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	136	0	0	82	7	6	5	0	0	11	85	9	130	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	12	0	0	75	17	8	0	0	0	11	83	8	12	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	12	0	0	75	17	8	0	0	0	13	83	9	12	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	100	0	0	77	15	4	3	1	0	12	83	8	76	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	100	0	0	81	8	6	4	1	0	11	76	12	76	
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	12	0	0	58	17	17	8	0	0	19	69	14	16	
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	D	12	0	0	58	8	25	8	0	0	29	69	17	16	
	HEATHROW	SAS	S	A	133	0	0	67	14	15	5	0	0	16	74	10	136	
	HEATHROW	SAS	S	D	133	0	0	89	8	1	3	0	0	6	93	3	136	

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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					FEB 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)									
OSLO (GARDERMOEN)	MANCHESTER	SAS	S	A	16	0	0	75	13	13	0	0	0	9	90	5	20	
	MANCHESTER	SAS	S	D	16	0	0	81	13	6	0	0	0	8	85	6	20	
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>817</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>8</b>	<b>8</b>	
OSTRAVA	STANSTED	RYANAIR	S	A	12	0	0	92	8	0	0	0	0	6	0	0	0	
	STANSTED	RYANAIR	S	D	12	0	0	100	0	0	0	0	0	3	0	0	0	
<b>TOTAL OSTRAVA</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	
OTTAWA INTERNATIONAL	HEATHROW	AIR CANADA	S	A	21	0	0	76	19	0	5	0	0	8	39	43	28	
	HEATHROW	AIR CANADA	S	D	20	0	1	95	5	0	0	0	0	2	78	11	27	
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>41</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>12</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>58</b>	<b>27</b>	<b>27</b>	
OUAGADOUGOU																		
OULU																		

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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
PADERBORN																		
	BIRMINGHAM	AIR BERLIN	S	A	4	0	0	100	0	0	0	0	0	1	0	0	0	
	BIRMINGHAM	AIR BERLIN	S	D	4	0	0	100	0	0	0	0	0	5	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	A	14	0	0	86	7	7	0	0	0	4	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	D	16	0	0	81	0	13	6	0	0	10	0	0	0	
<b>TOTAL PADERBORN</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>3</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>38</b>	<b>60</b>	<b>60</b>	
PALERMO																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	11	0	0	91	0	0	9	0	0	11	80	26	10	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	11	0	0	82	9	0	9	0	0	11	90	10	10	
	STANSTED	RYANAIR	S	A	12	0	0	50	50	0	0	0	0	16	50	15	12	
	STANSTED	RYANAIR	S	D	12	0	1	8	33	50	8	0	0	40	92	5	12	
<b>TOTAL PALERMO</b>					<b>46</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>24</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>77</b>	<b>14</b>	<b>14</b>	
PALMA DE MALLORCA																		
	LONDON CITY	BA CITYFLYER LTD	S	A	13	0	0	100	0	0	0	0	0	1	100	4	8	
	LONDON CITY	BA CITYFLYER LTD	S	D	13	0	0	100	0	0	0	0	0	0	88	5	8	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	35	0	0	94	3	0	0	3	0	8	71	10	28	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	35	0	0	91	6	0	0	3	0	10	54	16	28	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	18	1	0	89	0	6	6	0	0	8	94	2	18	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	89	6	0	6	0	0	6	94	2	18	
	GATWICK	MONARCH AIRLINES	S	A	7	0	0	100	0	0	0	0	0	3	14	46	7	
	GATWICK	MONARCH AIRLINES	S	D	7	0	0	71	29	0	0	0	0	6	43	29	7	
	MANCHESTER	MONARCH AIRLINES	S	A	7	0	0	71	29	0	0	0	0	5	0	45	8	
	MANCHESTER	MONARCH AIRLINES	S	D	7	0	0	100	0	0	0	0	0	4	38	17	8	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	4	0	0	100	0	0	0	0	0	1	0	0	0	
	STANSTED	RYANAIR	S	A	11	1	1	82	18	0	0	0	0	6	100	2	8	
	STANSTED	RYANAIR	S	D	12	0	0	75	17	8	0	0	0	11	63	13	8	
<b>TOTAL PALMA DE MALLORCA</b>					<b>191</b>	<b>2</b>	<b>1</b>	<b>91</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>70</b>	<b>13</b>	<b>13</b>	
PAPHOS																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	88	13	0	0	0	0	4	100	0	8	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	88	0	13	0	0	0	7	100	5	8	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	25	0	0	76	16	8	0	0	0	7	83	7	24	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	25	0	0	76	16	4	4	0	0	10	83	12	24	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	75	8	8	8	0	0	13	100	0	10	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2013			
					12	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
PAPHOS	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	83	8	0	8	0	0	12	90	8	10
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	20	0	0	75	10	5	10	0	0	15	89	5	19
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	20	0	0	80	5	10	5	0	0	15	90	6	20
	MANCHESTER	RYANAIR	S	A	8	0	0	75	25	0	0	0	0	6	0	0	0
	MANCHESTER	RYANAIR	S	D	8	0	0	88	13	0	0	0	0	8	0	0	0
	STANSTED	RYANAIR	S	A	16	0	0	81	13	6	0	0	0	6	75	8	12
	STANSTED	RYANAIR	S	D	16	0	0	69	13	19	0	0	0	15	100	5	12
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	24	25	25	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	25	25	25	25	0	0	51	0	39	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	11	75	8	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	23	25	32	4
<b>TOTAL PAPHOS</b>					<b>194</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>8</b>	<b>8</b>
PARIS (CHARLES DE GAULLE)	BIRMINGHAM	AIR FRANCE	S	A	77	0	0	94	6	0	0	0	0	4	84	9	83
	BIRMINGHAM	AIR FRANCE	S	D	77	0	0	95	3	3	0	0	0	4	93	5	83
	HEATHROW	AIR FRANCE	S	A	204	0	1	80	12	4	4	0	0	10	72	14	204
	HEATHROW	AIR FRANCE	S	D	203	0	0	91	6	3	0	0	0	4	92	4	203
	MANCHESTER	AIR FRANCE	S	A	81	0	0	75	19	5	1	0	0	9	67	16	84
	MANCHESTER	AIR FRANCE	S	D	81	0	0	86	9	1	4	0	0	8	83	8	84
	HEATHROW	BRITISH AIRWAYS PLC	S	A	192	0	0	73	12	9	5	1	0	14	74	12	184
	HEATHROW	BRITISH AIRWAYS PLC	S	D	193	0	0	83	7	5	5	1	0	10	85	7	184
	EDINBURGH	CITY JET	S	A	83	0	0	93	1	5	1	0	0	5	86	9	83
	EDINBURGH	CITY JET	S	D	83	0	0	92	2	5	1	0	0	5	87	7	83
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	19	0	0	95	5	0	0	0	0	5	89	3	19
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	19	0	0	100	0	0	0	0	0	2	100	1	19
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	95	0	0	5	0	0	4	82	9	22
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	100	0	0	0	0	0	1	95	6	22
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	71	0	0	82	15	1	1	0	0	7	91	6	69
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	73	0	0	89	8	1	1	0	0	6	88	6	69
	BIRMINGHAM	FLYBE LTD	S	A	72	0	0	97	1	1	0	0	0	1	92	6	72
	BIRMINGHAM	FLYBE LTD	S	D	72	0	0	93	4	1	1	0	0	7	89	10	72
	MANCHESTER	FLYBE LTD	S	A	96	0	0	98	1	0	1	0	0	2	89	5	96
	MANCHESTER	FLYBE LTD	S	D	96	0	0	94	4	1	1	0	0	4	84	7	96

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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)																		
	NEWCASTLE	HOP - BRIT AIR	S	A	64	0	0	92	6	2	0	0	0	3	78	10	76	
	NEWCASTLE	HOP - BRIT AIR	S	D	64	0	0	86	9	5	0	0	0	7	76	12	76	
	MANCHESTER	JET2.COM LTD	S	A	10	0	0	50	30	0	20	0	0	23	70	46	10	
	MANCHESTER	JET2.COM LTD	S	D	10	0	0	90	0	0	10	0	0	10	100	4	10	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>1986</b>	<b>12</b>	<b>1</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>9</b>	<b>9</b>	
PARIS (LE BOURGET)																		
PARIS (ORLY)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	112	0	0	69	16	10	4	1	0	15	83	6	111	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	112	0	0	82	6	6	5	0	0	9	91	4	111	
	LONDON CITY	VLM (BELGIUM)	S	A	120	0	0	87	6	5	3	0	0	7	91	5	128	
	LONDON CITY	VLM (BELGIUM)	S	D	118	1	0	87	5	6	1	1	0	8	89	5	127	
<b>TOTAL PARIS (ORLY)</b>					<b>462</b>	<b>3</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>5</b>	<b>5</b>	
PARMA																		
	STANSTED	RYANAIR	S	A	12	0	0	58	33	8	0	0	0	13	92	5	12	
	STANSTED	RYANAIR	S	D	12	0	0	58	42	0	0	0	0	11	83	7	12	
<b>TOTAL PARMA</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>38</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>88</b>	<b>6</b>	<b>6</b>	
PAU																		
PERUGIA																		
	STANSTED	RYANAIR	S	A	12	0	0	75	17	8	0	0	0	11	83	10	12	
	STANSTED	RYANAIR	S	D	12	0	0	83	8	8	0	0	0	7	83	6	12	
<b>TOTAL PERUGIA</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>8</b>	<b>8</b>	
PESCARA																		
	STANSTED	RYANAIR	S	A	20	0	0	95	5	0	0	0	0	2	100	0	16	
	STANSTED	RYANAIR	S	D	20	0	0	95	5	0	0	0	0	4	100	3	16	
<b>TOTAL PESCARA</b>					<b>40</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>100</b>	<b>2</b>	<b>2</b>	
PESHAWAR																		
PHILADELPHIA INTERNATION																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	53	0	0	87	2	2	9	0	0	16	76	13	38	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	53	0	0	77	11	8	2	2	0	14	66	23	38	
	HEATHROW	US AIRWAYS	S	A	27	0	1	85	0	7	7	0	0	12	64	12	28	
	HEATHROW	US AIRWAYS	S	D	26	0	1	81	12	4	0	4	0	14	79	10	28	
	MANCHESTER	US AIRWAYS	S	A	28	0	0	79	0	0	21	0	0	23	64	20	28	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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)											
PHILADELPHIA INTERNATIONAL	MANCHESTER	US AIRWAYS	S	D	28	0	0	79	0	14	7	0	0	16	71	16	28
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>215</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>16</b>	<b>16</b>
PHOENIX	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	0	74	7	11	4	4	0	19	56	26	27
	HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	0	41	37	15	7	0	0	25	77	13	26
<b>TOTAL PHOENIX</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>22</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>66</b>	<b>20</b>	<b>20</b>
PHUKET	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	12	0	0	0
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	6	0	0	0
<b>TOTAL PHUKET</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
PISA	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	71	14	4	7	0	4	27	79	10	28
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	71	14	11	4	0	0	12	93	6	28
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	33	0	0	79	0	9	9	3	0	22	91	7	32
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	33	0	0	91	3	3	3	0	0	6	81	9	32
	STANSTED	RYANAIR	S	A	56	0	0	86	5	4	4	2	0	13	91	7	44
	STANSTED	RYANAIR	S	D	56	0	0	70	18	7	5	0	0	15	70	16	44
<b>TOTAL PISA</b>					<b>234</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>9</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>84</b>	<b>9</b>	<b>9</b>
PLOVDIV	STANSTED	RYANAIR	S	A	8	0	0	88	0	13	0	0	0	7	100	3	10
	STANSTED	RYANAIR	S	D	8	0	0	75	13	13	0	0	0	11	80	7	10
<b>TOTAL PLOVDIV</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>9</b>	<b>90</b>	<b>5</b>	<b>5</b>
POITIERS	STANSTED	RYANAIR	S	A	8	0	0	88	0	13	0	0	0	8	88	16	8
	STANSTED	RYANAIR	S	D	8	0	0	88	0	13	0	0	0	7	75	19	8
<b>TOTAL POITIERS</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>17</b>	<b>17</b>
PORT OF SPAIN	GATWICK	BRITISH AIRWAYS PLC	S	A	20	0	0	85	5	0	10	0	0	18	80	6	20
	GATWICK	BRITISH AIRWAYS PLC	S	D	20	0	0	60	15	20	5	0	0	18	55	17	20
	GATWICK	CARIBBEAN AIRLINES	S	A	12	0	0	83	8	8	0	0	0	7	50	30	12
	GATWICK	CARIBBEAN AIRLINES	S	D	12	0	0	58	17	8	8	0	8	123	33	25	12
<b>TOTAL PORT OF SPAIN</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>36</b>	<b>58</b>	<b>18</b>	<b>18</b>

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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)												
POZNAN																		
	STANSTED	RYANAIR	S	A	28	0	0	79	18	4	0	0	0	8	79	8	28	
	STANSTED	RYANAIR	S	D	28	0	0	93	4	4	0	0	0	5	89	7	28	
	LUTON	WIZZ AIR	S	A	20	0	0	100	0	0	0	0	0	1	92	4	24	
	LUTON	WIZZ AIR	S	D	20	0	0	95	5	0	0	0	0	5	83	6	24	
<b>TOTAL POZNAN</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>7</b>	<b>7</b>	
PRAGUE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	111	0	0	83	7	5	5	0	0	10	77	14	132	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	111	0	0	82	8	4	6	0	0	10	86	7	132	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	93	7	0	0	0	0	2	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	93	0	7	0	0	0	4	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	45	0	0	82	16	2	0	0	0	5	67	18	46	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	46	0	0	78	13	9	0	0	0	8	70	17	46	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	75	8	8	0	8	0	32	0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	11	0	0	82	18	0	0	0	0	6	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	38	0	0	95	5	0	0	0	0	2	82	10	39	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	38	0	0	92	8	0	0	0	0	4	92	6	39	
	EDINBURGH	JET2.COM LTD	S	A	5	0	0	80	20	0	0	0	0	6	100	2	8	
	EDINBURGH	JET2.COM LTD	S	D	5	0	0	80	20	0	0	0	0	7	88	7	8	
	MANCHESTER	JET2.COM LTD	S	A	16	0	0	88	6	6	0	0	0	5	56	15	16	
	MANCHESTER	JET2.COM LTD	S	D	16	0	0	94	0	6	0	0	0	4	88	6	16	
	NEWCASTLE	JET2.COM LTD	S	A	5	0	0	80	0	0	20	0	0	16	100	5	5	
	NEWCASTLE	JET2.COM LTD	S	D	5	0	0	100	0	0	0	0	0	3	100	8	5	
	LUTON	WIZZ AIR	S	A	32	0	0	94	3	3	0	0	0	3	86	11	28	
	LUTON	WIZZ AIR	S	D	31	0	1	81	6	6	6	0	0	11	71	26	28	
<b>TOTAL PRAGUE</b>					<b>555</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>12</b>	<b>12</b>	
PRISTINA																		
	GATWICK	GERMANIA FLUGGESELLSCHAFT	S	A	4	0	0	50	0	0	50	0	0	41	0	0	0	
	GATWICK	GERMANIA FLUGGESELLSCHAFT	S	D	4	0	0	50	0	0	25	0	25	160	0	0	0	
<b>TOTAL PRISTINA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>13</b>	<b>101</b>	<b>0</b>	<b>0</b>	<b>0</b>	
PROVIDENCIALES																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	1	100	0	0	0	0	0	0	75	5	4	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	4	0	0	100	0	0	0	0	0	3	75	21	4	
<b>TOTAL PROVIDENCIALES</b>					<b>8</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>13</b>	<b>13</b>	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					FEB 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		
PUERTO PLATA																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	7	0	0	0	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	7	50	29	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	9	25	54	4	
<b>TOTAL PUERTO PLATA</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>38</b>	<b>41</b>	<b>41</b>	
PUNTA CANA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	0	83	0	8	8	0	0	15	63	11	8	
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	92	8	0	0	0	0	9	63	16	8	
	GATWICK	THOMSON AIRWAYS LTD	C	A	7	0	0	29	0	57	14	0	0	32	75	34	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	7	0	0	57	29	14	0	0	0	17	75	16	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	14	50	34	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	8	75	25	4	
<b>TOTAL PUNTA CANA</b>					<b>48</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>6</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>66</b>	<b>20</b>	<b>20</b>	



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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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	11	0	0	45	36	18	0	0	0	18	0	0	0	0
	STANSTED	RYANAIR		S D	11	0	0	91	0	9	0	0	0	6	0	0	0	0
<b>TOTAL RABAT</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
RALEIGH																		
	HEATHROW	AMERICAN AIRLINES		S A	25	0	1	92	0	4	4	0	0	6	86	7	28	
	HEATHROW	AMERICAN AIRLINES		S D	25	0	1	88	4	0	8	0	0	7	89	5	28	
<b>TOTAL RALEIGH</b>					<b>50</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>2</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>6</b>	<b>6</b>	
REUS																		
	STANSTED	RYANAIR		S A	8	0	0	100	0	0	0	0	0	100	1	8		
	STANSTED	RYANAIR		S D	8	0	0	100	0	0	0	0	0	2	100	2	8	
<b>TOTAL REUS</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>1</b>	<b>1</b>	
RIGA																		
	GATWICK	AIR BALTIC		S A	33	0	0	82	12	6	0	0	0	11	88	6	32	
	GATWICK	AIR BALTIC		S D	33	0	0	70	15	15	0	0	0	13	84	7	32	
	MANCHESTER	RYANAIR		S A	8	0	0	88	13	0	0	0	0	4	88	5	8	
	MANCHESTER	RYANAIR		S D	8	0	0	88	0	13	0	0	0	8	88	6	8	
	STANSTED	RYANAIR		S A	56	0	0	77	14	7	0	2	0	11	73	20	56	
	STANSTED	RYANAIR		S D	56	0	0	88	5	5	0	2	0	9	82	8	56	
	LUTON	WIZZ AIR		S A	28	0	0	89	7	4	0	0	0	4	95	4	20	
	LUTON	WIZZ AIR		S D	28	0	0	82	14	0	4	0	0	8	80	11	20	
<b>TOTAL RIGA</b>					<b>250</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>10</b>	<b>10</b>	
RIO DE JANEIRO (GALEAO)																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	28	0	0	100	0	0	0	0	0	3	78	11	23	
	HEATHROW	BRITISH AIRWAYS PLC		S D	28	0	0	79	18	4	0	0	0	8	70	17	23	
	HEATHROW	TAM LINHAS AEREAS		S A	6	0	0	67	17	0	17	0	0	21	67	13	12	
	HEATHROW	TAM LINHAS AEREAS		S D	6	0	0	100	0	0	0	0	0	0	83	10	12	
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>13</b>	<b>13</b>	
RIYADH																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	28	0	0	82	0	11	7	0	0	15	88	8	26	
	HEATHROW	BRITISH AIRWAYS PLC		S D	28	0	0	61	14	14	11	0	0	23	50	25	26	
	HEATHROW	SAUDI ARABIAN AIRLINES		S A	28	0	0	57	18	18	7	0	0	22	71	15	28	
	HEATHROW	SAUDI ARABIAN AIRLINES		S D	28	0	0	82	7	0	11	0	0	12	89	8	28	

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 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																		
<b>TOTAL RIYADH</b>					112	0	0	71	10	11	9	0	0	18	75	14	14	
RODEZ																		
ROME (CIAMPINO)																		
	EDINBURGH	RYANAIR	S	A	10	0	0	90	10	0	0	0	0	5	0	0	0	
	EDINBURGH	RYANAIR	S	D	10	0	0	60	30	10	0	0	0	17	0	0	0	
	MANCHESTER	RYANAIR	S	A	20	0	0	85	10	5	0	0	0	4	89	4	18	
	MANCHESTER	RYANAIR	S	D	20	0	0	85	10	0	0	5	0	19	78	8	18	
	STANSTED	RYANAIR	S	A	112	0	0	84	13	2	1	0	0	6	58	17	84	
	STANSTED	RYANAIR	S	D	112	0	0	86	11	4	0	0	0	6	84	8	85	
<b>TOTAL ROME (CIAMPINO)</b>					<b>284</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>11</b>	<b>11</b>	
ROME (FIUMICINO)																		
	HEATHROW	ALITALIA (CAI)	S	A	81	0	3	86	5	1	7	0	0	9	81	10	104	
	HEATHROW	ALITALIA (CAI)	S	D	82	0	0	83	9	1	6	1	0	13	69	14	104	
	LONDON CITY	ALITALIA (CAI)	S	A	24	0	0	96	4	0	0	0	0	2	0	0	0	
	LONDON CITY	ALITALIA (CAI)	S	D	24	0	0	96	4	0	0	0	0	3	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	27	0	0	48	26	11	15	0	0	32	39	22	28	
	GATWICK	BRITISH AIRWAYS PLC	S	D	27	0	0	63	22	7	7	0	0	21	68	10	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	161	0	0	82	7	5	6	0	0	11	76	13	141	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	162	0	0	88	6	2	3	0	0	7	89	6	141	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	92	0	0	91	7	2	0	0	0	4	78	12	96	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	92	0	0	95	3	2	0	0	0	3	84	8	96	
	EDINBURGH	JET2.COM LTD	C	A	2	0	0	100	0	0	0	0	0	1	0	0	0	
	EDINBURGH	JET2.COM LTD	C	D	2	0	0	100	0	0	0	0	0	4	0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	18	0	0	83	11	0	6	0	0	13	50	28	16	
	MANCHESTER	JET2.COM LTD	S	D	18	0	0	89	11	0	0	0	0	3	88	8	16	
	BIRMINGHAM	MONARCH AIRLINES	S	A	8	0	0	50	50	0	0	0	0	15	67	15	15	
	BIRMINGHAM	MONARCH AIRLINES	S	D	8	0	0	75	13	13	0	0	0	8	93	4	15	
	LUTON	MONARCH AIRLINES	S	A	8	0	0	50	25	25	0	0	0	17	67	21	12	
	LUTON	MONARCH AIRLINES	S	D	8	0	0	88	0	13	0	0	0	10	67	12	12	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	15	0	1	53	27	13	7	0	0	16	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	15	0	1	80	13	7	0	0	0	7	0	0	0	
<b>TOTAL ROME (FIUMICINO)</b>					<b>879</b>	<b>6</b>	<b>5</b>	<b>84</b>	<b>9</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>11</b>	<b>11</b>	

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					FEB 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	
ROTTERDAM																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	68	0	0	75	9	7	9	0	0	16	87	12	83
	HEATHROW	BRITISH AIRWAYS PLC	S	D	68	0	0	91	1	4	3	0	0	7	89	8	83
	LONDON CITY	VLM (BELGIUM)	S	A	169	0	0	94	3	2	1	0	0	4	91	6	158
	LONDON CITY	VLM (BELGIUM)	S	D	167	0	0	93	4	2	1	0	0	3	93	5	160
<b>TOTAL ROTTERDAM</b>					<b>472</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>7</b>	<b>7</b>
RYGGE																	
	EDINBURGH	RYANAIR	S	A	16	0	0	63	25	13	0	0	0	12	0	0	0
	EDINBURGH	RYANAIR	S	D	16	0	0	88	13	0	0	0	0	5	0	0	0
	MANCHESTER	RYANAIR	S	A	16	0	0	81	6	0	13	0	0	13	73	15	15
	MANCHESTER	RYANAIR	S	D	16	0	0	75	13	0	13	0	0	14	81	10	16
	STANSTED	RYANAIR	S	A	85	0	0	75	16	6	2	0	0	10	90	6	84
	STANSTED	RYANAIR	S	D	84	0	0	74	13	11	2	0	0	12	87	9	84
<b>TOTAL RYGGE</b>					<b>233</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>8</b>	<b>8</b>
RZESZOW																	
	BIRMINGHAM	RYANAIR	S	A	8	0	0	88	13	0	0	0	0	2	100	2	12
	BIRMINGHAM	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	2	100	4	12
	LUTON	RYANAIR	S	A	12	0	0	100	0	0	0	0	0	2	100	2	12
	LUTON	RYANAIR	S	D	12	0	0	92	8	0	0	0	0	7	100	2	12
	MANCHESTER	RYANAIR	S	A	8	0	0	88	0	0	13	0	0	17	100	1	8
	MANCHESTER	RYANAIR	S	D	8	0	0	88	0	0	13	0	0	20	88	5	8
	STANSTED	RYANAIR	S	A	20	0	0	85	10	5	0	0	0	6	75	9	16
	STANSTED	RYANAIR	S	D	20	0	0	85	10	5	0	0	0	7	94	3	16
<b>TOTAL RZESZOW</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>94</b>	<b>4</b>	<b>4</b>

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 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)												
SALONIKA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	16	0	0	88	6	0	6	0	0	9	81	13	16	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	16	0	0	100	0	0	0	0	0	4	94	5	16	
	STANSTED	RYANAIR	S	A	16	0	0	81	13	0	0	6	0	18	75	8	12	
	STANSTED	RYANAIR	S	D	16	0	0	88	6	6	0	0	0	7	100	4	12	
<b>TOTAL SALONIKA</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>8</b>	<b>8</b>	
SALZBURG																		
	GATWICK	AER LINGUS	C	A	2	0	0	50	0	0	50	0	0	37	0	46	1	
	GATWICK	AER LINGUS	C	D	2	0	0	50	0	0	50	0	0	38	100	13	1	
	GATWICK	BRITISH AIRWAYS PLC	S	A	32	0	0	84	9	0	6	0	0	9	79	10	28	
	GATWICK	BRITISH AIRWAYS PLC	S	D	32	0	0	84	13	0	3	0	0	9	71	15	28	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	75	8	17	0	0	0	12	75	32	12	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	83	0	17	0	0	0	10	83	7	12	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	4	0	0	100	0	0	0	0	0	0	83	18	6	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	4	0	0	100	0	0	0	0	0	2	83	23	6	
	BIRMINGHAM	FLYBE LTD	C	A	8	0	0	75	13	0	13	0	0	15	88	5	8	
	BIRMINGHAM	FLYBE LTD	C	D	8	0	0	38	13	25	25	0	0	33	38	30	8	
	EDINBURGH	JET2.COM LTD	S	A	4	0	0	25	25	50	0	0	0	32	0	48	4	
	EDINBURGH	JET2.COM LTD	S	D	4	0	0	100	0	0	0	0	0	3	75	21	4	
	MANCHESTER	JET2.COM LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	0	1	
	MANCHESTER	JET2.COM LTD	S	A	4	0	0	0	50	25	25	0	0	42	25	40	4	
	MANCHESTER	JET2.COM LTD	C	D	4	0	0	75	25	0	0	0	0	4	0	91	1	
	MANCHESTER	JET2.COM LTD	S	D	4	0	0	75	0	0	25	0	0	23	50	37	4	
	GATWICK	MONARCH AIRLINES	C	A	7	0	0	86	0	0	14	0	0	14	50	32	4	
	GATWICK	MONARCH AIRLINES	C	D	7	0	0	29	14	29	29	0	0	38	75	29	4	
	STANSTED	RYANAIR	S	A	28	0	0	75	11	4	11	0	0	15	77	12	26	
	STANSTED	RYANAIR	S	D	28	0	0	79	11	7	4	0	0	12	96	8	26	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	25	0	0	43	80	9	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	48	100	4	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	13	50	11	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	15	100	2	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	22	100	2	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	12	0	0	67	33	0	0	0	0	8	100	1	12	

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2013			
					12	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
<b>SALZBURG</b>																		
	GATWICK	THOMSON AIRWAYS LTD	C	D	12	0	0	58	25	17	0	0	0	14	92	7	12	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	6	100	12	4		
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	100	4	4		
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	4	100	1	4		
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	5	75	9	8		
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	1	50	18	8		
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	1	75	6	4		
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	10	50	16	4		
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	11	50	12	4		
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	4	100	3	4		
<b>TOTAL SALZBURG</b>					<b>304</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>10</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>14</b>	<b>14</b>	
<b>SAMEDAN/ST MORITZ</b>																		
<b>SAN DIEGO</b>																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	71	11	0	14	4	0	27	58	15	26	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	75	4	4	14	4	0	32	81	10	26	
<b>TOTAL SAN DIEGO</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>7</b>	<b>2</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>30</b>	<b>69</b>	<b>12</b>	<b>12</b>	
<b>SAN FRANCISCO</b>																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	71	18	7	4	0	0	13	69	14	51	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	63	20	16	2	0	0	16	80	8	51	
	HEATHROW	UNITED AIRLINES	S	A	28	0	0	86	4	7	4	0	0	9	78	8	27	
	HEATHROW	UNITED AIRLINES	S	D	28	0	0	89	7	4	0	0	0	3	67	19	27	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	24	0	0	96	4	0	0	0	0	3	65	18	23	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	24	0	0	88	8	4	0	0	0	6	78	11	23	
<b>TOTAL SAN FRANCISCO</b>					<b>216</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>12</b>	<b>12</b>	
<b>SAN JUAN (PUERTO RICO)</b>																		
<b>SANDEFJORD(TORP)</b>																		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	16	0	0	44	44	13	0	0	0	18	56	23	16	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	16	0	0	63	25	13	0	0	0	12	56	24	16	
	STANSTED	RYANAIR	S	A	35	0	0	83	3	6	9	0	0	17	75	7	28	
	STANSTED	RYANAIR	S	D	36	0	0	92	6	3	0	0	0	4	89	3	28	
<b>TOTAL SANDEFJORD(TORP)</b>					<b>103</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>9</b>	<b>9</b>	

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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)												
SANFORD																		
SANTA CRUZ DE LA PALMA																		
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	7	100	3	5	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	5	100	5	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	4	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	2	4	
<b>TOTAL SANTA CRUZ DE LA PALMA</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>20</b>	<b>20</b>	
SANTANDER																		
	STANSTED	RYANAIR	S	A	16	0	0	81	13	6	0	0	0	6	88	4	16	
	STANSTED	RYANAIR	S	D	16	0	0	100	0	0	0	0	0	1	100	2	16	
<b>TOTAL SANTANDER</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>94</b>	<b>3</b>	<b>3</b>	
SANTIAGO DE COMPOSTELA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	75	8	8	0	0	8	44	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	75	17	0	0	0	8	41	0	0	0	
	STANSTED	RYANAIR	S	A	12	0	0	100	0	0	0	0	0	1	83	6	12	
	STANSTED	RYANAIR	S	D	12	0	0	100	0	0	0	0	0	1	92	4	12	
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>22</b>	<b>88</b>	<b>5</b>	<b>5</b>	
SAO PAULO (GUARULHOS)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	64	25	4	7	0	0	13	71	25	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	75	0	14	11	0	0	15	61	53	28	
	HEATHROW	TAM LINHAS AEREAS	S	A	28	0	0	21	18	39	21	0	0	40	64	13	28	
	HEATHROW	TAM LINHAS AEREAS	S	D	28	0	0	93	4	4	0	0	0	4	93	5	28	
<b>TOTAL SAO PAULO (GUARULHOS)</b>					<b>112</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>12</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>72</b>	<b>24</b>	<b>24</b>	
SEATTLE (TACOMA)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	40	0	0	65	15	13	3	5	0	24	79	22	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	40	0	0	65	15	13	8	0	0	17	68	32	28	
<b>TOTAL SEATTLE (TACOMA)</b>					<b>80</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>13</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>73</b>	<b>27</b>	<b>27</b>	
SEOUL (INCHEON)																		
	HEATHROW	ASIANA AIRLINES	S	A	28	0	0	68	11	18	4	0	0	15	67	15	27	
	HEATHROW	ASIANA AIRLINES	S	D	28	0	0	93	4	4	0	0	0	4	89	4	27	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	50	27	18	5	0	0	20	75	8	24	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	23	0	0	74	17	4	4	0	0	12	92	2	24	
	HEATHROW	KOREAN AIR	S	A	28	0	0	79	14	7	0	0	0	9	29	29	28	

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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)											
SEOUL (INCHEON)	HEATHROW	KOREAN AIR	S	D	28	0	0	89	4	7	0	0	0	6	100	1	28
<b>TOTAL SEOUL (INCHEON)</b>					<b>157</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>10</b>	<b>10</b>
SEVILLE	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	19	0	0	74	21	5	0	0	0	7	100	1	16
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	19	0	0	74	21	5	0	0	0	10	100	3	16
	STANSTED	RYANAIR	S	A	19	0	1	58	32	11	0	0	0	17	44	19	16
	STANSTED	RYANAIR	S	D	20	0	0	70	15	10	5	0	0	14	88	6	16
<b>TOTAL SEVILLE</b>					<b>77</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>22</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>7</b>	<b>7</b>
SHANGHAI (PU DONG)	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	50	11	7	29	4	0	45	58	19	24
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	43	14	25	14	4	0	36	88	9	24
	HEATHROW	CHINA EASTERN AIRLINES	S	A	16	0	4	69	13	6	6	6	0	31	63	16	16
	HEATHROW	CHINA EASTERN AIRLINES	S	D	16	0	4	88	0	6	6	0	0	8	100	1	16
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	26	0	0	62	27	8	4	0	0	16	85	4	20
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	26	0	0	92	8	0	0	0	0	2	80	8	20
<b>TOTAL SHANGHAI (PU DONG)</b>					<b>140</b>	<b>0</b>	<b>8</b>	<b>65</b>	<b>13</b>	<b>9</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>78</b>	<b>10</b>	<b>10</b>
SHANNON	BIRMINGHAM	AER ARANN	S	A	27	0	0	85	7	0	4	4	0	16	63	22	27
	BIRMINGHAM	AER ARANN	S	D	27	0	0	85	4	4	4	4	0	18	70	16	27
	EDINBURGH	AER ARANN	S	A	23	0	0	91	9	0	0	0	0	3	74	24	19
	EDINBURGH	AER ARANN	S	D	23	0	0	87	4	4	4	0	0	7	80	8	20
	MANCHESTER	AER ARANN	S	A	46	0	0	89	7	2	2	0	0	5	79	13	47
	MANCHESTER	AER ARANN	S	D	47	0	0	87	4	6	0	2	0	9	83	12	47
	HEATHROW	AER LINGUS	S	A	76	0	1	74	12	5	8	0	1	19	93	3	81
	HEATHROW	AER LINGUS	S	D	75	0	0	87	0	8	3	1	1	15	95	2	81
	GATWICK	RYANAIR	S	A	20	0	0	75	10	15	0	0	0	11	82	7	28
	GATWICK	RYANAIR	S	D	20	0	0	70	10	10	10	0	0	14	79	10	28
	STANSTED	RYANAIR	S	A	48	0	0	92	2	2	4	0	0	8	94	10	48
	STANSTED	RYANAIR	S	D	48	0	0	83	10	2	4	0	0	8	90	11	48
<b>TOTAL SHANNON</b>					<b>480</b>	<b>1</b>	<b>1</b>	<b>84</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>9</b>	<b>9</b>
SHARM EL SHEIKH (OPHIRA)	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	33	0	0	91	3	0	6	0	0	10	87	7	31

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 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
SHARM EL SHEIKH (OPHIRA)																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	34	0	0	88	3	3	6	0	0	13	81	10	32	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	20	0	0	95	0	0	5	0	0	5	89	10	18	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	95	0	5	0	0	0	4	78	11	18	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	92	8	0	0	0	0	3	73	15	11	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	92	8	0	0	0	0	4	36	25	11	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	12	2	0	83	8	8	0	0	0	5	100	4	4	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	100	0	0	0	0	0	2	100	1	4	
	BIRMINGHAM	MONARCH AIRLINES	S	A	12	0	0	83	0	8	0	8	0	21	33	44	9	
	BIRMINGHAM	MONARCH AIRLINES	S	D	12	0	0	75	8	17	0	0	0	12	100	3	8	
	GATWICK	MONARCH AIRLINES	S	A	15	0	0	80	7	7	7	0	0	11	38	34	16	
	GATWICK	MONARCH AIRLINES	S	D	15	0	0	80	0	13	7	0	0	16	50	27	16	
	LUTON	MONARCH AIRLINES	S	A	12	0	0	75	25	0	0	0	0	8	0	0	0	
	LUTON	MONARCH AIRLINES	S	D	12	0	0	75	25	0	0	0	0	8	0	0	0	
	MANCHESTER	MONARCH AIRLINES	S	A	16	0	0	88	6	6	0	0	0	5	61	13	18	
	MANCHESTER	MONARCH AIRLINES	S	D	16	0	0	75	19	6	0	0	0	9	89	8	18	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	16	75	5	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	5	100	7	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	22	37	9	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	7	80	14	10	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	10	0	0	80	0	0	10	10	0	38	78	12	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	10	0	0	90	0	0	0	10	0	37	56	11	9	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	0	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	5	100	4	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	0	67	18	12	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	8	0	0	88	0	0	13	0	0	9	75	22	12	
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	THOMSON AIRWAYS LTD	C	A	20	0	0	85	15	0	0	0	0	4	65	14	23	
	GATWICK	THOMSON AIRWAYS LTD	C	D	20	0	0	75	20	5	0	0	0	9	83	9	23	
	GLASGOW	THOMSON AIRWAYS LTD	C	A	8	0	0	88	13	0	0	0	0	4	100	2	8	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	8	0	0	88	0	13	0	0	0	8	88	10	8	
	LUTON	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	88	16	8	
	LUTON	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	6	88	23	8	



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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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	A	20	0	0	95	5	0	0	0	0	2	86	10	21	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	20	0	0	100	0	0	0	0	0	2	90	6	21	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	8	0	0	88	13	0	0	0	0	2	88	7	8	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	2	100	2	8	
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>					<b>454</b>	<b>2</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>13</b>	<b>13</b>	
SINGAPORE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	0	76	24	0	0	0	0	8	100	1	20	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	23	0	0	52	17	17	13	0	0	25	65	15	20	
	HEATHROW	SINGAPORE AIRLINES	S	A	104	0	0	67	18	13	2	0	0	13	83	7	111	
	HEATHROW	SINGAPORE AIRLINES	S	D	104	0	0	92	3	3	2	0	0	5	93	4	112	
	MANCHESTER	SINGAPORE AIRLINES	S	A	28	0	0	96	0	4	0	0	0	2	82	8	28	
	MANCHESTER	SINGAPORE AIRLINES	S	D	28	0	0	79	21	0	0	0	0	7	75	11	28	
<b>TOTAL SINGAPORE</b>					<b>308</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>7</b>	<b>7</b>	
SION																		
SKOPJE																		
	LUTON	WIZZ AIR	S	A	16	0	0	94	6	0	0	0	0	1	100	1	12	
	LUTON	WIZZ AIR	S	D	16	0	0	75	25	0	0	0	0	11	67	12	12	
<b>TOTAL SKOPJE</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>7</b>	<b>7</b>	
SOFIA																		
	GLASGOW	BH AIR	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	GLASGOW	BH AIR	C	D	4	0	0	75	25	0	0	0	0	7	0	0	0	
	MANCHESTER	BH AIR	C	A	4	0	0	100	0	0	0	0	0	100	1	4		
	MANCHESTER	BH AIR	C	D	4	0	0	100	0	0	0	0	0	3	100	3	4	
	NEWCASTLE	BH AIR	C	A	4	0	0	75	25	0	0	0	0	7	100	0	4	
	NEWCASTLE	BH AIR	C	D	4	0	0	100	0	0	0	0	0	3	67	13	3	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	82	7	4	7	0	0	10	79	10	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	96	4	0	0	0	0	3	86	5	28	
	HEATHROW	BULGARIA AIR	S	A	22	0	0	32	23	23	18	5	0	44	80	13	20	
	HEATHROW	BULGARIA AIR	S	D	22	0	0	50	9	18	18	5	0	36	60	16	20	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	36	0	0	89	0	6	3	3	0	12	89	6	36	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	36	0	0	94	3	3	0	0	0	4	89	7	36	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	100	0	0	0	0	0	100	2	12		

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							FEB 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
SOFIA																		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	100	0	0	0	0	0	0	0	75	8	12
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	100	0	0	0	0	0	0	0	75	7	4
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	100	0	0	0	0	0	2	100	2	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	27	80	7	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	25	25	25	0	0	43	40	18	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	1	67	17	6	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	83	18	6	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	50	46	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	50	54	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	25	0	25	50	0	0	66	75	19	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	0	0	50	50	0	0	86	50	17	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	0	0	25	104	100	2	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	25	50	0	0	0	25	117	75	9	4	
	LUTON	WIZZ AIR	S	A	28	0	0	100	0	0	0	0	0	1	96	2	28	
	LUTON	WIZZ AIR	S	D	27	0	1	70	15	11	4	0	0	13	82	13	28	
<b>TOTAL SOFIA</b>					<b>333</b>	<b>6</b>	<b>5</b>	<b>81</b>	<b>6</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>15</b>	<b>82</b>	<b>10</b>	<b>10</b>	
SOUTHAMPTON																		
	EDINBURGH	FLYBE LTD	S	A	100	0	0	91	4	3	2	0	0	5	94	4	121	
	EDINBURGH	FLYBE LTD	S	D	100	0	0	89	7	2	2	0	0	6	94	5	121	
	GLASGOW	FLYBE LTD	S	A	91	0	1	87	7	5	1	0	0	6	89	6	110	
	GLASGOW	FLYBE LTD	S	D	91	0	1	84	9	8	0	0	0	8	77	11	111	
	MANCHESTER	FLYBE LTD	S	A	87	0	0	84	6	8	2	0	0	10	79	13	92	
	MANCHESTER	FLYBE LTD	S	D	87	0	0	80	7	10	2	0	0	11	84	11	92	
	NEWCASTLE	FLYBE LTD	S	A	62	0	1	95	0	2	3	0	0	5	87	9	71	
	NEWCASTLE	FLYBE LTD	S	D	62	0	1	92	2	3	3	0	0	8	85	12	71	
<b>TOTAL SOUTHAMPTON</b>					<b>680</b>	<b>2</b>	<b>4</b>	<b>87</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>9</b>	<b>9</b>	
SOUTHEND																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	28	0	0	96	4	0	0	0	0	3	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	28	0	0	96	4	0	0	0	0	2	0	0	0	
<b>TOTAL SOUTHEND</b>					<b>56</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>	
ST KITTS																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	50	0	13	25	13	0	51	88	10	8	
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	75	0	13	13	0	0	23	75	12	8	

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 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)											
ST KITTS																	
<b>TOTAL ST KITTS</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>13</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>37</b>	<b>81</b>	<b>11</b>	<b>11</b>
ST LUCIA (HEWANORRA)																	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	4	0	0	75	25	0	0	0	0	5	67	12	12
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	1	75	20	12
<b>TOTAL ST LUCIA (HEWANORRA)</b>					<b>12</b>	<b>1</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>16</b>	<b>16</b>
ST PETERSBURG																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	93	4	4	0	0	0	4	89	14	28
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	79	14	4	4	0	0	7	82	15	28
<b>TOTAL ST PETERSBURG</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>15</b>	<b>15</b>
STANSTED																	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	101	0	0	96	2	0	2	0	0	2	90	6	104
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	101	0	0	97	1	0	2	0	0	2	82	10	104
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	87	0	0	95	2	0	2	0	0	4	94	5	88
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	87	0	0	95	1	2	1	0	0	3	92	5	88
<b>TOTAL STANSTED</b>					<b>378</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>3</b>	<b>89</b>	<b>7</b>	<b>7</b>
STAVANGER																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	53	0	0	70	11	17	2	0	0	13	87	6	55
	HEATHROW	BRITISH AIRWAYS PLC	S	D	53	0	0	81	8	8	4	0	0	8	95	3	55
	NEWCASTLE	EASTERN AIRWAYS	S	A	19	0	1	95	0	0	5	0	0	8	95	2	20
	NEWCASTLE	EASTERN AIRWAYS	S	D	14	0	2	93	0	0	7	0	0	7	67	15	15
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	24	0	0	96	0	4	0	0	0	3	85	6	20
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	24	0	0	92	8	0	0	0	0	3	85	6	20
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	8	0	0	63	25	13	0	0	0	13	0	0	0
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	D	8	0	0	50	38	13	0	0	0	12	0	0	0
	HEATHROW	SAS	S	A	51	1	0	71	8	16	6	0	0	17	84	6	51
	HEATHROW	SAS	S	D	51	0	0	86	8	4	2	0	0	6	100	0	51
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S	S	A	15	0	1	100	0	0	0	0	0	2	88	7	16
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S	S	D	15	0	1	87	13	0	0	0	0	5	88	9	16
<b>TOTAL STAVANGER</b>					<b>335</b>	<b>1</b>	<b>5</b>	<b>81</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>7</b>	<b>7</b>
STOCKHOLM (ARLANDA)																	
	LONDON CITY	BA CITYFLYER LTD	S	A	58	0	0	84	9	7	0	0	0	6	91	10	43

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 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	
STOCKHOLM (ARLANDA)																			
	LONDON CITY	BA CITYFLYER LTD	S	D	61	0	0	82	11	7	0	0	0	6	86	4	43		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	155	0	0	67	19	8	5	1	0	17	79	8	158		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	155	0	0	83	9	5	2	1	0	11	86	6	158		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	119	0	1	82	12	3	3	0	0	9	93	5	76		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	120	0	0	92	3	3	3	0	0	5	91	6	76		
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	8	0	0	63	25	0	13	0	0	17	63	20	16		
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	D	8	0	0	50	25	13	13	0	0	22	63	20	16		
	HEATHROW	SAS	S	A	145	0	0	63	19	10	8	0	0	18	88	6	144		
	HEATHROW	SAS	S	D	145	1	1	88	6	4	2	0	0	6	93	3	144		
	MANCHESTER	SAS	S	A	43	0	0	88	9	0	2	0	0	7	95	5	44		
	MANCHESTER	SAS	S	D	43	0	0	93	5	0	2	0	0	5	95	5	44		
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>1062</b>	<b>3</b>	<b>2</b>	<b>80</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>7</b>	<b>7</b>		
STOCKHOLM (SKAVSTA)																			
	STANSTED	RYANAIR	S	A	64	0	0	73	16	9	0	2	0	15	91	16	56		
	STANSTED	RYANAIR	S	D	64	0	0	69	19	13	0	0	0	13	82	12	56		
<b>TOTAL STOCKHOLM (SKAVSTA)</b>					<b>128</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>88</b>	<b>12</b>	<b>12</b>		
STORNOWAY																			
	EDINBURGH	LOGANAIR	S	A	39	0	0	100	0	0	0	0	0	0	86	12	44		
	EDINBURGH	LOGANAIR	S	D	39	0	0	95	0	5	0	0	0	3	91	11	44		
	GLASGOW	LOGANAIR	S	A	82	0	0	95	2	2	0	0	0	2	90	6	83		
	GLASGOW	LOGANAIR	S	D	82	0	0	93	4	2	1	0	0	5	89	5	84		
<b>TOTAL STORNOWAY</b>					<b>242</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>89</b>	<b>8</b>	<b>8</b>		
STRASBOURG																			
	STANSTED	RYANAIR	S	A	12	0	0	92	0	8	0	0	0	5	0	0	0		
	STANSTED	RYANAIR	S	D	12	0	0	92	0	8	0	0	0	5	0	0	0		
<b>TOTAL STRASBOURG</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>		
STUTT GART																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	84	7	4	5	0	0	10	89	7	56		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	89	5	4	2	0	0	5	86	7	56		
	BIRMINGHAM	FLYBE LTD	S	A	23	1	1	96	0	4	0	0	0	3	100	0	23		
	BIRMINGHAM	FLYBE LTD	S	D	24	0	0	58	17	17	8	0	0	22	83	5	24		
	HEATHROW	GERMANWINGS	S	A	72	0	0	88	6	6	1	0	0	5	83	5	71		

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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)												
STUTT GART																		
	HEATHROW	GERMANWINGS	S	D	72	0	0	88	7	3	3	0	0	5	92	4	71	
	STANSTED	GERMANWINGS	S	A	28	0	0	93	4	4	0	0	0	3	75	10	32	
	STANSTED	GERMANWINGS	S	D	28	0	0	93	4	4	0	0	0	3	69	17	32	
<b>TOTAL STUTT GART</b>					<b>359</b>	<b>2</b>	<b>1</b>	<b>87</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>7</b>	<b>7</b>	
SULAYMANIYAH INT																		
	GATWICK	IRAQI AIRWAYS	S	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	IRAQI AIRWAYS	S	D	4	0	0	100	0	0	0	0	0	0	0	0	0	
<b>TOTAL SULAYMANIYAH INT</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>	
SUMBURGH																		
	EDINBURGH	LOGANAIR	S	A	52	0	0	85	8	0	6	2	0	14	94	6	52	
	EDINBURGH	LOGANAIR	S	D	52	0	0	85	6	0	10	0	0	13	86	16	51	
	GLASGOW	LOGANAIR	S	A	36	0	0	69	14	6	11	0	0	17	75	12	28	
	GLASGOW	LOGANAIR	S	D	36	0	0	92	6	3	0	0	0	5	79	10	28	
<b>TOTAL SUMBURGH</b>					<b>176</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>2</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>11</b>	<b>11</b>	
SYDNEY																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	1	93	7	0	0	0	0	4	86	14	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	82	11	4	4	0	0	9	46	27	28	
	HEATHROW	QANTAS	S	A	28	0	0	57	14	21	7	0	0	28	61	19	28	
	HEATHROW	QANTAS	S	D	28	0	0	86	7	7	0	0	0	6	79	17	28	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	28	0	0	79	7	11	4	0	0	13	96	5	28	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	28	0	0	89	0	7	4	0	0	7	93	4	28	
<b>TOTAL SYDNEY</b>					<b>167</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>14</b>	<b>14</b>	
SZCZECIN (GOLENOW)																		
	STANSTED	RYANAIR	S	A	12	0	0	75	8	17	0	0	0	11	83	10	12	
	STANSTED	RYANAIR	S	D	12	0	0	83	8	8	0	0	0	8	83	7	12	
<b>TOTAL SZCZECIN (GOLENOW)</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>13</b>	<b>0</b>	<b>0</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 FEBRUARY 2014

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					FEB 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	28	0	0	50	29	21	0	0	0	17	75	10	28	
	HEATHROW	EVA AIR	S	D	28	0	0	93	0	4	4	0	0	6	89	5	28	
<b>TOTAL TAIPEI</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>7</b>	<b>7</b>	
TALLIN																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	15	0	0	53	20	27	0	0	0	18	50	33	16	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	15	0	0	87	7	7	0	0	0	10	69	15	16	
	STANSTED	RYANAIR	S	A	11	1	1	73	18	0	0	9	0	23	0	0	0	
	STANSTED	RYANAIR	S	D	12	0	0	75	17	0	0	8	0	22	0	0	0	
<b>TOTAL TALLIN</b>					<b>53</b>	<b>1</b>	<b>1</b>	<b>72</b>	<b>15</b>	<b>9</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>18</b>	<b>71</b>	<b>20</b>	<b>20</b>	
TAMPA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	23	0	0	78	4	9	9	0	0	13	77	21	22	
	GATWICK	BRITISH AIRWAYS PLC	S	D	23	0	0	83	4	9	4	0	0	13	73	32	22	
<b>TOTAL TAMPA</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>4</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>26</b>	<b>26</b>	
TAMPERE																		
	STANSTED	RYANAIR	S	A	16	0	0	69	31	0	0	0	0	10	75	33	12	
	STANSTED	RYANAIR	S	D	16	0	0	100	0	0	0	0	0	2	75	6	12	
<b>TOTAL TAMPERE</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>20</b>	<b>20</b>	
TANGIERS (IBN BATUTA)																		
	GATWICK	AIR ARABIA MAROC	S	A	8	0	0	88	13	0	0	0	0	4	100	0	8	
	GATWICK	AIR ARABIA MAROC	S	D	8	0	0	75	25	0	0	0	0	5	88	4	8	
<b>TOTAL TANGIERS (IBN BATUTA)</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>94</b>	<b>2</b>	<b>2</b>	
TARBES-LOURDES INTERNA																		
	STANSTED	RYANAIR	S	A	8	0	0	88	0	13	0	0	0	10	80	16	10	
	STANSTED	RYANAIR	S	D	8	0	0	88	13	0	0	0	0	8	100	1	10	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>8</b>	<b>8</b>	
TASHKENT																		
	HEATHROW	UZBEKISTAN AIRLINES	S	A	8	0	0	75	0	0	13	0	13	139	100	2	8	
	HEATHROW	UZBEKISTAN AIRLINES	S	D	8	0	0	50	13	25	0	0	13	146	100	2	8	
<b>TOTAL TASHKENT</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>6</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>142</b>	<b>100</b>	<b>2</b>	<b>2</b>	
TEHRAN IMAM KHOMEINI																		

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 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	12	0	0	33	17	33	17	0	0	30	63	16	8	
	HEATHROW	IRAN AIR	S	D	12	0	0	92	0	8	0	0	0	5	75	10	8	
<b>TOTAL TEHRAN IMAM KHOMEINI</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>8</b>	<b>21</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>69</b>	<b>13</b>	<b>13</b>	
TEL AVIV																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	78	1	0	55	27	10	8	0	0	19	70	12	80	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	78	1	0	81	10	4	5	0	0	10	73	11	80	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	38	0	0	61	24	16	0	0	0	13	74	14	35	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	38	0	0	61	29	8	3	0	0	16	61	16	36	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	10	0	0	60	10	10	20	0	0	23	38	24	8	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	10	0	0	60	30	0	10	0	0	19	100	5	8	
	HEATHROW	EL AL	S	A	44	0	0	75	14	9	2	0	0	9	84	7	44	
	HEATHROW	EL AL	S	D	44	0	0	70	16	14	0	0	0	12	84	8	44	
	LUTON	EL AL	S	A	9	0	0	100	0	0	0	0	0	3	50	19	4	
	LUTON	EL AL	S	D	9	0	0	67	22	11	0	0	0	15	83	13	6	
<b>TOTAL TEL AVIV</b>					<b>358</b>	<b>2</b>	<b>0</b>	<b>68</b>	<b>19</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>12</b>	<b>12</b>	
TENERIFE (SURREINA SOFIA)																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	20	0	0	60	25	10	5	0	0	19	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	20	0	0	50	30	10	10	0	0	23	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	100	0	0	0	0	0	0	88	6	8	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	100	0	0	0	0	0	2	75	11	8	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	56	0	0	91	4	4	2	0	0	4	89	6	46	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	79	14	5	2	0	0	9	80	8	46	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	23	0	1	91	0	4	4	0	0	7	96	3	24	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	24	0	0	83	13	0	4	0	0	9	88	4	24	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	88	13	0	0	0	0	3	0	0	0	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	75	25	0	0	0	0	9	0	0	0	
	GATWICK	JET2.COM LTD	C	A	3	0	0	100	0	0	0	0	0	6	17	53	6	
	GATWICK	JET2.COM LTD	C	D	3	0	0	100	0	0	0	0	0	2	50	42	6	
	GLASGOW	JET2.COM LTD	S	A	15	0	0	73	27	0	0	0	0	8	18	44	11	
	GLASGOW	JET2.COM LTD	S	D	15	0	0	93	0	7	0	0	0	4	91	31	11	
	MANCHESTER	JET2.COM LTD	S	A	16	0	0	63	13	13	0	13	0	45	36	30	11	
	MANCHESTER	JET2.COM LTD	C	A	3	0	0	33	0	67	0	0	0	32	33	27	3	
	MANCHESTER	JET2.COM LTD	S	D	16	0	1	88	13	0	0	0	0	5	73	22	11	

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							FEB 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)																		
	MANCHESTER	JET2.COM LTD	C	D	3	0	0	67	33	0	0	0	0	8	100	6	3	
	NEWCASTLE	JET2.COM LTD	S	A	12	0	0	92	8	0	0	0	0	6	42	33	12	
	NEWCASTLE	JET2.COM LTD	S	D	12	0	0	83	17	0	0	0	0	9	67	27	12	
	BIRMINGHAM	MONARCH AIRLINES	S	A	28	0	0	79	7	7	7	0	0	13	61	17	23	
	BIRMINGHAM	MONARCH AIRLINES	S	D	28	0	0	86	4	7	4	0	0	11	74	11	23	
	GATWICK	MONARCH AIRLINES	C	A	3	0	0	33	0	33	0	33	0	76	0	0	0	
	GATWICK	MONARCH AIRLINES	S	A	28	0	0	75	7	14	4	0	0	12	4	55	25	
	GATWICK	MONARCH AIRLINES	C	D	3	0	0	67	0	0	33	0	0	48	0	0	0	
	GATWICK	MONARCH AIRLINES	S	D	28	0	0	79	11	7	4	0	0	10	60	30	25	
	LUTON	MONARCH AIRLINES	S	A	19	1	1	63	11	16	5	0	5	32	64	15	14	
	LUTON	MONARCH AIRLINES	S	D	20	0	0	85	5	0	5	0	5	27	53	17	15	
	MANCHESTER	MONARCH AIRLINES	S	A	35	0	1	74	11	14	0	0	0	11	17	44	35	
	MANCHESTER	MONARCH AIRLINES	S	D	36	0	0	94	3	0	3	0	0	5	74	17	35	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	28	0	0	86	14	0	0	0	0	6	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	28	0	0	86	11	4	0	0	0	5	0	0	0	
	BIRMINGHAM	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	0	88	15	8	
	BIRMINGHAM	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	4	88	7	8	
	EDINBURGH	RYANAIR	S	A	8	0	0	50	50	0	0	0	0	15	88	5	8	
	EDINBURGH	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	6	75	9	8	
	LUTON	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	1	100	3	8	
	LUTON	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	5	88	7	8	
	MANCHESTER	RYANAIR	S	A	16	0	0	75	25	0	0	0	0	7	81	6	16	
	MANCHESTER	RYANAIR	S	D	16	0	0	88	13	0	0	0	0	5	75	15	16	
	STANSTED	RYANAIR	S	A	23	0	0	70	13	9	9	0	0	14	81	8	16	
	STANSTED	RYANAIR	S	D	23	0	0	61	17	13	9	0	0	17	56	18	16	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	5	0	0	80	20	0	0	0	0	6	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	5	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	12	0	0	92	8	0	0	0	0	3	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	12	0	0	92	0	8	0	0	0	6	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	12	0	0	83	8	8	0	0	0	8	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	13	0	0	92	8	0	0	0	0	5	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	16	0	0	88	6	6	0	0	0	5	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	16	0	0	94	6	0	0	0	0	3	0	0	0	



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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 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)											
TENERIFE (SURREINA SOFIA)	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	10	0	0	100	0	0	0	0	0	2	0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	10	0	0	100	0	0	0	0	0	4	0	0	0
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	12	0	0	67	25	8	0	0	0	10	67	16	12
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	12	0	0	100	0	0	0	0	0	3	92	6	12
	EDINBURGH	THOMSON AIRWAYS LTD	C	A	8	0	0	88	13	0	0	0	0	6	75	8	8
	EDINBURGH	THOMSON AIRWAYS LTD	C	D	8	0	0	88	13	0	0	0	0	6	75	12	8
	GATWICK	THOMSON AIRWAYS LTD	C	A	26	0	0	65	15	15	0	4	0	23	48	30	27
	GATWICK	THOMSON AIRWAYS LTD	C	D	27	0	0	70	22	0	4	4	0	23	63	16	27
	GLASGOW	THOMSON AIRWAYS LTD	C	A	12	0	0	83	8	8	0	0	0	6	83	11	12
	GLASGOW	THOMSON AIRWAYS LTD	C	D	12	0	0	100	0	0	0	0	0	2	92	3	12
	LUTON	THOMSON AIRWAYS LTD	C	A	8	0	0	63	38	0	0	0	0	10	63	11	8
	LUTON	THOMSON AIRWAYS LTD	C	D	8	0	0	88	0	13	0	0	0	5	88	8	8
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	28	0	0	86	11	0	4	0	0	10	64	22	28
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	29	0	0	93	7	0	0	0	0	5	79	19	28
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	15	0	0	73	20	7	0	0	0	8	75	8	12
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	15	0	0	87	7	0	7	0	0	7	100	3	12
	STANSTED	THOMSON AIRWAYS LTD	C	A	8	0	0	88	13	0	0	0	0	5	25	21	8
	STANSTED	THOMSON AIRWAYS LTD	C	D	8	0	0	88	13	0	0	0	0	6	75	10	8
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>1095</b>	<b>4</b>	<b>4</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>68</b>	<b>17</b>	<b>17</b>
TIMISOARA	LUTON	WIZZ AIR	S	A	12	0	0	92	8	0	0	0	0	3	100	1	12
	LUTON	WIZZ AIR	S	D	12	0	0	92	0	8	0	0	0	5	100	2	12
<b>TOTAL TIMISOARA</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>100</b>	<b>2</b>	<b>2</b>
TIRANA	GATWICK	BRITISH AIRWAYS PLC	S	A	16	0	0	81	13	0	6	0	0	10	81	9	16
	GATWICK	BRITISH AIRWAYS PLC	S	D	16	0	0	56	25	13	6	0	0	18	69	10	16
<b>TOTAL TIRANA</b>					<b>33</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>18</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>12</b>	<b>12</b>
TIREE	GLASGOW	LOGANAIR	S	A	23	1	0	91	4	0	4	0	0	4	68	28	22
	GLASGOW	LOGANAIR	S	D	24	0	0	83	0	13	4	0	0	8	74	22	23
<b>TOTAL TIREE</b>					<b>47</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>2</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>71</b>	<b>25</b>	<b>25</b>
TIRGU MURES																	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2013			
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					Actual (7)	Plan (8)												
TIRGU MURES																		
	LUTON	WIZZ AIR	S	A	12	0	0	100	0	0	0	0	0	1	100	1	10	
	LUTON	WIZZ AIR	S	D	12	0	0	92	8	0	0	0	0	9	50	13	10	
<b>TOTAL TIRGU MURES</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>75</b>	<b>7</b>	<b>7</b>	
TOBAGO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	50	25	25	0	0	0	19	100	4	4	
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	50	25	0	25	0	0	43	50	25	4	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	100	2	4		
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	5	75	6	4		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	0	0	75	0	25	0	0	9	0	0	0		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	0	75	0	13	13	0	17	0	0	0		
<b>TOTAL TOBAGO</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>6</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>81</b>	<b>9</b>	<b>9</b>	
TOKYO (HANEDA)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	44	6	28	17	0	6	132	67	29	15	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	19	0	0	84	0	0	11	5	0	22	63	36	16	
<b>TOTAL TOKYO (HANEDA)</b>					<b>37</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>3</b>	<b>14</b>	<b>14</b>	<b>3</b>	<b>3</b>	<b>75</b>	<b>65</b>	<b>32</b>	<b>32</b>	
TOKYO (NARITA)																		
	HEATHROW	ALL NIPPON AIRWAYS	S	A	28	0	0	82	11	4	4	0	0	9	96	2	28	
	HEATHROW	ALL NIPPON AIRWAYS	S	D	28	0	0	86	7	0	7	0	0	8	96	2	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	71	7	4	14	4	0	29	96	2	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	79	11	4	0	7	0	20	75	11	28	
	HEATHROW	JAPAN AIRLINES	S	A	27	0	1	85	7	4	4	0	0	10	93	11	28	
	HEATHROW	JAPAN AIRLINES	S	D	27	0	1	89	7	0	4	0	0	5	89	8	28	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	28	0	0	68	4	21	7	0	0	16	96	4	28	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	28	0	0	86	11	4	0	0	0	5	93	8	28	
<b>TOTAL TOKYO (NARITA)</b>					<b>222</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>8</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>92</b>	<b>6</b>	<b>6</b>	
TORONTO																		
	HEATHROW	AIR CANADA	S	A	106	0	3	74	12	5	8	1	0	20	40	42	105	
	HEATHROW	AIR CANADA	S	D	103	0	5	84	7	5	2	2	0	12	86	23	104	
	GATWICK	AIR TRANSAT	S	A	12	0	0	75	8	8	8	0	0	12	42	28	12	
	GATWICK	AIR TRANSAT	S	D	12	0	0	67	8	8	8	0	8	91	58	30	12	
	GLASGOW	AIR TRANSAT	S	A	4	0	0	75	0	0	0	25	0	55	75	8	4	
	GLASGOW	AIR TRANSAT	S	D	4	0	0	50	25	0	0	25	0	60	50	12	4	

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					Actual (7)	Plan (8)												
TORONTO																		
	MANCHESTER	AIR TRANSAT	S	A	4	0	0	25	0	50	25	0	0	35	75	24	4	
	MANCHESTER	AIR TRANSAT	S	D	4	0	0	0	75	0	25	0	0	36	50	33	4	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	68	16	4	11	2	0	21	50	38	56	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	68	13	16	4	0	0	17	73	17	56	
<b>TOTAL TORONTO</b>					<b>361</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>12</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>61</b>	<b>31</b>	<b>31</b>	
TOULOUSE (BLAGNAC)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	70	0	0	87	4	6	3	0	0	8	83	10	109	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	70	0	0	84	6	4	6	0	0	11	83	11	109	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	63	0	0	84	8	2	6	0	0	10	72	20	67	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	63	0	0	87	8	2	3	0	0	7	76	9	67	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	26	25	74	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	2	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	11	25	74	4	
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	6	100	2	4	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	9	0	75	3	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	67	6	3	
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>292</b>	<b>2</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>14</b>	<b>14</b>	
TOURS																		
	STANSTED	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	1	88	36	8	
	STANSTED	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	0	100	3	8	
<b>TOTAL TOURS</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>94</b>	<b>19</b>	<b>19</b>	
TREVISO																		
	STANSTED	RYANAIR	S	A	52	0	0	81	6	10	4	0	0	12	69	13	48	
	STANSTED	RYANAIR	S	D	52	0	0	88	4	6	2	0	0	7	83	8	48	
<b>TOTAL TREVISO</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>10</b>	<b>10</b>	
TRIESTE (RONCHI DEI LEGIO)																		
	STANSTED	RYANAIR	S	A	16	0	0	100	0	0	0	0	0	3	94	3	16	
	STANSTED	RYANAIR	S	D	16	0	0	100	0	0	0	0	0	1	100	0	16	
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>					<b>32</b>	<b>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>97</b>	<b>2</b>	<b>2</b>	
TRIPOLI																		
	GATWICK	AFRIQIYAH AIRWAYS	S	A	16	0	0	38	31	19	6	6	0	34	17	31	12	
	GATWICK	AFRIQIYAH AIRWAYS	S	D	16	0	0	81	6	6	6	0	0	13	100	4	12	

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					Actual (7)	Plan (8)												
TRIPOLI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	88	6	0	6	0	0	9	75	12	12	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	88	0	6	6	0	0	9	83	6	12	
	HEATHROW	LIBYAN ARAB AIRLINES	S	A	7	0	0	0	14	43	43	0	0	50	50	21	8	
	HEATHROW	LIBYAN ARAB AIRLINES	S	D	7	0	0	0	14	57	29	0	0	51	63	20	8	
	MANCHESTER	LIBYAN ARAB AIRLINES	S	A	9	0	3	33	22	44	0	0	0	23	42	23	12	
	MANCHESTER	LIBYAN ARAB AIRLINES	S	D	9	0	3	44	44	11	0	0	0	15	33	34	12	
<b>TOTAL TRIPOLI</b>					<b>98</b>	<b>0</b>	<b>6</b>	<b>57</b>	<b>15</b>	<b>17</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>58</b>	<b>19</b>	<b>19</b>	
TROMSOE																		
	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	A	6	0	0	67	33	0	0	0	0	10	0	0	0	
	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	D	6	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	8	0	0	63	25	0	13	0	0	29	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	8	0	0	88	0	0	13	0	0	23	0	0	0	
<b>TOTAL TROMSOE</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>8</b>	<b>8</b>	
TRONDHEIM (VAERNES)																		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	16	0	0	75	13	13	0	0	0	10	92	3	12	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	16	0	0	75	13	6	6	0	0	12	75	11	12	
<b>TOTAL TRONDHEIM (VAERNES)</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>7</b>	<b>7</b>	
TUNIS																		
	HEATHROW	TUNISAIR	S	A	19	0	0	37	21	16	21	5	0	46	44	29	18	
	HEATHROW	TUNISAIR	S	D	19	0	0	32	11	32	21	5	0	48	50	28	18	
<b>TOTAL TUNIS</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>16</b>	<b>24</b>	<b>21</b>	<b>5</b>	<b>0</b>	<b>47</b>	<b>64</b>	<b>20</b>	<b>20</b>	
TURIN																		
	GATWICK	AER LINGUS	S	A	4	0	0	25	25	25	0	25	0	106	0	0	0	
	GATWICK	AER LINGUS	S	D	4	0	0	50	25	0	0	25	0	82	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	40	0	0	73	18	8	3	0	0	10	64	15	39	
	GATWICK	BRITISH AIRWAYS PLC	S	D	40	0	0	83	8	8	3	0	0	10	73	14	40	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	14	1	0	57	7	14	21	0	0	31	25	37	8	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	15	0	0	47	33	7	13	0	0	26	63	18	8	
	BIRMINGHAM	FLYBE LTD	C	A	8	0	0	88	0	13	0	0	0	7	63	12	8	
	BIRMINGHAM	FLYBE LTD	C	D	8	0	0	88	0	13	0	0	0	10	63	17	8	
	MANCHESTER	FLYBE LTD	C	A	4	0	0	25	50	25	0	0	0	28	0	66	4	
	MANCHESTER	FLYBE LTD	C	D	4	0	0	50	25	25	0	0	0	21	75	40	4	

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																	MATCHED
TURIN	EDINBURGH	JET2.COM LTD	C	A	2	0	0	0	0	0	100	0	0	86	0	0	0
	MANCHESTER	JET2.COM LTD	C	A	2	0	0	0	0	50	50	0	0	63	0	33	1
	MANCHESTER	JET2.COM LTD	C	D	3	0	0	100	0	0	0	0	3	100	2	1	
	STANSTED	RYANAIR	S	A	44	0	0	82	11	7	0	0	7	64	14	44	
	STANSTED	RYANAIR	S	D	44	0	0	84	11	5	0	0	5	89	5	44	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	2	50	17	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	20	0	24	100	1	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	50	0	0	26	33	33	6	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	0	50	25	0	44	83	5	6	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	3	75	9	4	
	BIRMINGHAM	THOMSON AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	6	100	2	4	
	GATWICK	THOMSON AIRWAYS LTD	C	A	8	0	0	88	0	0	0	13	41	63	17	8	
	GATWICK	THOMSON AIRWAYS LTD	C	D	8	0	0	88	0	0	0	0	13	46	88	11	8
	GLASGOW	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	100	4	3	
	GLASGOW	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	3	100	4	3	
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	25	35	8	
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	3	63	10	8	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	100	3	4	
	NEWCASTLE	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	1	75	6	4	
	STANSTED	THOMSON AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	1	60	17	5	
	STANSTED	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	100	0	5	
<b>TOTAL TURIN</b>					<b>325</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>14</b>	<b>14</b>

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

Origin / Destinations: U

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

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 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)												
VALENCIA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	36	0	0	89	3	6	3	0	0	7	78	15	36	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	36	0	0	97	0	3	0	0	0	4	75	12	36	
	STANSTED	RYANAIR	S	A	24	0	0	79	8	8	4	0	0	13	81	17	16	
	STANSTED	RYANAIR	S	D	24	0	0	71	17	8	4	0	0	13	81	17	16	
<b>TOTAL VALENCIA</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>15</b>	<b>15</b>	
VALLADOLID																		
VANCOUVER																		
	HEATHROW	AIR CANADA	S	A	27	0	0	52	19	22	7	0	0	23	71	11	28	
	HEATHROW	AIR CANADA	S	D	27	0	0	89	4	0	4	4	0	13	93	4	28	
	GATWICK	AIR TRANSAT	S	A	4	0	0	0	0	50	50	0	0	51	100	2	4	
	GATWICK	AIR TRANSAT	S	D	4	0	0	50	25	25	0	0	0	15	75	21	4	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	46	21	18	14	0	0	30	79	21	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	36	21	36	7	0	0	30	79	12	28	
<b>TOTAL VANCOUVER</b>					<b>118</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>16</b>	<b>20</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>81</b>	<b>12</b>	<b>12</b>	
VARNA																		
	LUTON	WIZZ AIR	S	A	8	0	0	88	13	0	0	0	0	3	88	6	8	
	LUTON	WIZZ AIR	S	D	8	0	0	88	13	0	0	0	0	5	63	16	8	
<b>TOTAL VARNA</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>11</b>	<b>11</b>	
VASTERAS																		
	STANSTED	RYANAIR	S	A	16	0	0	81	13	6	0	0	0	8	94	6	16	
	STANSTED	RYANAIR	S	D	16	0	0	100	0	0	0	0	0	1	94	2	16	
<b>TOTAL VASTERAS</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>94</b>	<b>4</b>	<b>4</b>	
VENICE																		
	LONDON CITY	BA CITYFLYER LTD	S	A	16	0	0	100	0	0	0	0	0	90	6	20		
	LONDON CITY	BA CITYFLYER LTD	S	D	16	0	0	94	6	0	0	0	0	2	91	4	23	
	GATWICK	BRITISH AIRWAYS PLC	S	A	84	0	0	65	23	6	5	1	0	17	71	38	82	
	GATWICK	BRITISH AIRWAYS PLC	S	D	84	0	0	79	11	6	4	1	0	15	70	14	82	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	71	11	14	4	0	0	15	86	14	29	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	93	4	0	4	0	0	5	96	2	28	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	50	0	0	84	6	10	0	0	0	6	65	33	51	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	50	0	1	76	18	4	2	0	0	10	73	16	52	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	10	0	0	70	30	0	0	0	0	8	0	0	0	

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 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)											
VENICE	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	10	0	0	100	0	0	0	0	0	3	0	0	0
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	100	0	0	0	0	0	1	86	6	7
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	100	0	0	0	0	0	1	100	1	7
	MANCHESTER	MONARCH AIRLINES	S	A	8	0	0	88	0	13	0	0	0	7	50	37	8
	MANCHESTER	MONARCH AIRLINES	S	D	8	0	0	88	0	13	0	0	0	8	88	5	8
<b>TOTAL VENICE</b>					<b>416</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>19</b>	<b>19</b>
VERONA VILLAFRANCA	GATWICK	BRITISH AIRWAYS PLC	S	A	28	0	0	75	7	14	4	0	0	16	62	18	29
	GATWICK	BRITISH AIRWAYS PLC	S	D	28	0	0	79	14	4	4	0	0	12	79	11	29
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	20	0	0	85	10	5	0	0	0	5	67	17	24
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	20	0	0	90	10	0	0	0	0	4	67	16	24
	EDINBURGH	FLYBE LTD	C	A	4	0	0	0	0	75	25	0	0	53	0	0	0
	EDINBURGH	FLYBE LTD	C	D	4	0	0	50	0	50	0	0	0	23	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	50	50	0	0	0	0	12	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	50	0	50	0	0	0	23	0	0	0
	MANCHESTER	MONARCH AIRLINES	S	A	4	0	0	75	25	0	0	0	0	7	73	11	11
	MANCHESTER	MONARCH AIRLINES	S	D	4	0	0	100	0	0	0	0	0	0	82	12	11
	GATWICK	THOMSON AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	4	75	6	4
	GATWICK	THOMSON AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	75	7	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	A	4	0	0	75	0	0	0	0	25	99	100	3	4
	MANCHESTER	THOMSON AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	13	100	4	4
<b>TOTAL VERONA VILLAFRANCA</b>					<b>133</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>71</b>	<b>15</b>	<b>15</b>
VIENNA	HEATHROW	BRITISH AIRWAYS PLC	S	A	110	0	0	79	7	9	5	0	0	11	66	19	112
	HEATHROW	BRITISH AIRWAYS PLC	S	D	112	0	0	88	4	4	5	0	0	8	84	9	112
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	86	5	0	9	0	0	7	46	28	26
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	91	9	0	0	0	0	3	73	12	26
	HEATHROW	TYROLEAN AIRWAYS	S	A	82	0	0	79	12	4	5	0	0	10	73	9	105
	HEATHROW	TYROLEAN AIRWAYS	S	D	82	0	0	89	5	1	5	0	0	6	83	8	105
<b>TOTAL VIENNA</b>					<b>430</b>	<b>4</b>	<b>0</b>	<b>84</b>	<b>7</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>
VILNIUS	STANSTED	RYANAIR	S	A	28	0	0	93	0	7	0	0	0	6	89	5	28
	STANSTED	RYANAIR	S	D	28	0	0	96	0	4	0	0	0	3	96	4	28



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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE							FEB 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	31	0	0	100	0	0	0	0	0	1	100	0	28
	LUTON	WIZZ AIR	S	D	31	0	0	90	10	0	0	0	0	5	89	9	28
<b>TOTAL VILNIUS</b>					<b>118</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>93</b>	<b>4</b>	<b>4</b>

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

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							FEB 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
WARSAW (CHOPIN)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	86	5	5	4	0	0	8	80	10	56	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	95	2	2	2	0	0	4	82	8	56	
	HEATHROW	LOT-POLISH AIRLINES	S	A	80	0	0	74	13	8	5	1	0	16	88	5	80	
	HEATHROW	LOT-POLISH AIRLINES	S	D	80	0	0	86	6	1	5	1	0	11	94	3	80	
	GLASGOW	WIZZ AIR	S	A	8	0	0	88	13	0	0	0	0	5	0	0	0	
	GLASGOW	WIZZ AIR	S	D	8	0	0	63	25	13	0	0	0	14	0	0	0	
	LUTON	WIZZ AIR	S	A	79	0	1	91	4	4	1	0	0	6	81	9	68	
	LUTON	WIZZ AIR	S	D	79	0	1	84	8	6	3	0	0	10	74	15	68	
<b>TOTAL WARSAW (CHOPIN)</b>					<b>446</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>9</b>	<b>9</b>	
WARSAW (MODLIN MASOVIA)																		
	MANCHESTER	RYANAIR	S	A	12	0	0	92	0	8	0	0	0	7	0	0	0	
	MANCHESTER	RYANAIR	S	D	12	0	0	92	0	8	0	0	0	7	0	0	0	
	STANSTED	RYANAIR	S	A	84	0	0	88	6	1	2	1	1	14	0	0	0	
	STANSTED	RYANAIR	S	D	84	0	0	93	6	1	0	0	0	4	0	0	0	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>					<b>192</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WASHINGTON (DULLES)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	69	0	0	88	4	7	0	0	0	5	65	15	69	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	70	0	0	71	16	7	6	0	0	13	84	7	70	
	HEATHROW	UNITED AIRLINES	S	A	76	1	0	87	3	4	5	1	0	11	83	11	83	
	HEATHROW	UNITED AIRLINES	S	D	77	0	0	84	5	3	4	4	0	15	86	8	83	
	MANCHESTER	UNITED AIRLINES	S	A	15	0	0	87	7	0	7	0	0	9	88	6	16	
	MANCHESTER	UNITED AIRLINES	S	D	15	0	0	93	0	7	0	0	0	4	100	1	16	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	24	0	0	96	0	0	4	0	0	7	83	6	24	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	24	0	0	92	8	0	0	0	0	3	96	3	24	
<b>TOTAL WASHINGTON (DULLES)</b>					<b>370</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>9</b>	<b>9</b>	
WATERFORD																		
	BIRMINGHAM	FLYBE LTD	S	A	10	0	2	80	10	0	10	0	0	12	100	1	3	
	BIRMINGHAM	FLYBE LTD	S	D	11	0	1	91	0	0	9	0	0	14	100	4	3	
	MANCHESTER	FLYBE LTD	S	A	5	0	0	40	20	40	0	0	0	24	0	0	0	
	MANCHESTER	FLYBE LTD	S	D	5	0	0	40	0	40	20	0	0	33	0	0	0	
<b>TOTAL WATERFORD</b>					<b>31</b>	<b>0</b>	<b>3</b>	<b>71</b>	<b>6</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>100</b>	<b>3</b>	<b>3</b>	
WEST PALM BEACH																		

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

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							FEB 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)											
WICK JOHN O GROATS	EDINBURGH	LOGANAIR	S	A	26	0	0	92	0	4	4	0	0	6	91	10	23
	EDINBURGH	LOGANAIR	S	D	26	0	0	96	0	4	0	0	0	3	88	14	24
<b>TOTAL WICK JOHN O GROATS</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>12</b>	<b>12</b>
WROCLAW	STANSTED	RYANAIR	S	A	36	0	0	89	11	0	0	0	0	4	61	35	28
	STANSTED	RYANAIR	S	D	36	0	0	86	8	6	0	0	0	7	64	13	28
	LUTON	WIZZ AIR	S	A	20	0	0	100	0	0	0	0	0	0	90	5	20
	LUTON	WIZZ AIR	S	D	20	0	0	85	10	0	5	0	0	8	50	19	20
<b>TOTAL WROCLAW</b>					<b>112</b>	<b>2</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>66</b>	<b>19</b>	<b>19</b>

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 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)													
ZAGREB																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	25	0	0	84	4	8	4	0	0	10	70	13	27		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	25	0	0	96	4	0	0	0	0	2	81	8	27		
	HEATHROW	CROATIA AIRLINES	S	A	36	0	0	75	11	8	6	0	0	14	81	6	36		
	HEATHROW	CROATIA AIRLINES	S	D	36	0	0	81	8	6	6	0	0	12	83	6	36		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	92	8	0	0	0	0	2	88	5	16		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	100	0	0	0	0	0	2	81	7	16		
<b>TOTAL ZAGREB</b>					<b>146</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>7</b>	<b>7</b>		
ZARAGOZA																			
	STANSTED	RYANAIR	S	A	20	0	0	65	25	5	5	0	0	13	75	12	16		
	STANSTED	RYANAIR	S	D	20	0	0	80	15	5	0	0	0	9	88	9	16		
<b>TOTAL ZARAGOZA</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>20</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>10</b>	<b>10</b>		
ZURICH																			
	LONDON CITY	BA CITYFLYER LTD	S	A	87	0	0	95	5	0	0	0	0	2	90	7	88		
	LONDON CITY	BA CITYFLYER LTD	S	D	88	0	0	95	3	0	1	0	0	3	92	4	87		
	HEATHROW	BRITISH AIRWAYS PLC	C	A	2	0	0	100	0	0	0	0	0	0	100	2	1		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	133	0	2	77	11	5	6	0	0	13	76	10	188		
	HEATHROW	BRITISH AIRWAYS PLC	C	D	2	0	0	50	0	0	50	0	0	51	100	3	1		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	133	0	2	80	8	8	3	1	0	11	86	7	189		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	48	0	0	90	4	6	0	0	0	5	64	14	47		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	48	0	0	90	8	2	0	0	0	5	79	7	47		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	95	5	0	0	0	0	2	91	4	22		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	100	0	0	0	0	0	3	86	7	22		
	BIRMINGHAM	HELVETIC AIRWAYS	S	A	43	0	0	86	12	2	0	0	0	5	78	10	41		
	BIRMINGHAM	HELVETIC AIRWAYS	S	D	43	0	0	74	19	5	2	0	0	13	76	12	41		
	BIRMINGHAM	SWISS AIRLINES	S	A	11	0	1	91	0	9	0	0	0	4	85	7	20		
	BIRMINGHAM	SWISS AIRLINES	S	D	12	0	0	75	17	8	0	0	0	11	79	9	19		
	HEATHROW	SWISS AIRLINES	S	A	195	0	0	78	10	8	4	0	0	11	69	13	192		
	HEATHROW	SWISS AIRLINES	S	D	195	0	0	85	6	6	4	0	0	8	79	9	192		
	LONDON CITY	SWISS AIRLINES	S	A	133	1	6	95	4	2	0	0	0	2	82	8	163		
	LONDON CITY	SWISS AIRLINES	S	D	135	0	0	93	5	1	0	0	0	3	81	10	167		
	MANCHESTER	SWISS AIRLINES	S	A	59	0	0	69	27	3	0	0	0	9	63	15	82		
	MANCHESTER	SWISS AIRLINES	S	D	59	0	0	59	31	10	0	0	0	14	63	17	82		
<b>TOTAL ZURICH</b>					<b>1472</b>	<b>12</b>	<b>15</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>10</b>	<b>10</b>		

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2014

Reporting Airport: BIRMINGHAM (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 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)	362	4	0	79	8	4	7	1	1	21	76	17	414
SCHEDULED FLIGHTS(ALL ROUTES)	5123	42	45	85	8	4	2	1	0	10	83	10	4860
AIRPORT TOTAL	5485	46	45	85	8	4	3	1	0	11	82	11	5274

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2014

Reporting Airport: EDINBURGH (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 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)	107	0	0	74	11	7	7	0	0	15	66	15	90
SCHEDULED FLIGHTS(ALL ROUTES)	6113	6	19	89	5	3	2	0	0	6	86	8	6180
AIRPORT TOTAL	6220	6	19	89	6	3	2	0	0	6	86	8	6270

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2014

Reporting Airport: GATWICK (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 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)	1166	7	0	66	15	10	8	1	0	22	64	20	1242
SCHEDULED FLIGHTS(ALL ROUTES)	15361	16	61	82	9	6	3	0	0	11	77	12	14035
AIRPORT TOTAL	16527	23	61	81	10	6	3	0	0	12	76	13	15277

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2014

Reporting Airport: GLASGOW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 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)	141	0	0	79	11	6	4	0	0	11	81	14	176
SCHEDULED FLIGHTS(ALL ROUTES)	4524	5	12	88	6	4	2	0	0	8	85	9	4532
AIRPORT TOTAL	4665	5	12	88	6	4	2	0	0	8	85	9	4708



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2014

Reporting Airport: HEATHROW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 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)	42	4	0	76	5	10	10	0	0	14	83	12	30
SCHEDULED FLIGHTS(ALL ROUTES)	35005	25	115	79	9	6	5	1	0	13	80	11	35053
AIRPORT TOTAL	35047	29	115	79	9	6	5	1	0	13	80	11	35083

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2014

Reporting Airport: LONDON CITY (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 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)	5204	3	10	92	4	2	1	0	0	5	88	7	5335
AIRPORT TOTAL	5204	3	10	92	4	2	1	0	0	5	88	7	5335

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2014

Reporting Airport: LUTON (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 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)	60	78	0	92	5	2	2	0	0	6	83	12	65
SCHEDULED FLIGHTS(ALL ROUTES)	4255	3	19	85	8	4	2	0	0	9	84	9	4071
AIRPORT TOTAL	4315	81	19	85	8	4	2	0	0	9	84	9	4136

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2014

Reporting Airport: MANCHESTER (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 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)	821	15	0	75	11	8	5	1	0	19	63	22	1041
SCHEDULED FLIGHTS(ALL ROUTES)	9120	33	42	83	9	5	3	1	0	10	78	12	9288
AIRPORT TOTAL	9941	48	42	82	9	5	3	1	0	11	77	13	10329

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2014

Reporting Airport: NEWCASTLE (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 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)	145	7	0	86	11	2	1	0	0	5	80	11	195
SCHEDULED FLIGHTS(ALL ROUTES)	2415	13	29	87	6	4	3	0	0	10	82	11	2481
AIRPORT TOTAL	2560	20	29	87	6	4	3	0	0	9	82	11	2676

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2014

Reporting Airport: STANSTED (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 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)	140	6	0	78	9	7	6	0	0	13	66	18	128
SCHEDULED FLIGHTS(ALL ROUTES)	8440	65	29	84	9	5	2	0	0	9	83	9	7772
AIRPORT TOTAL	8580	71	29	84	9	5	2	0	0	9	83	9	7900