

**APPLICATION BY RIVEROAK STRATEGIC PARTNERS LTD ("THE APPLICANT")**  
**FOR AN ORDER GRANTING DEVELOPMENT CONSENT FOR THE UPGRADE AND**  
**REOPENING ON MANSTON AIRPORT**

**PINS Reference Number: TR020002**

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**STONE HILL PARK LTD'S COMMENTS ON THE APPLICANT'S WRITTEN SUMMARY OF ORAL SUBMISSIONS PUT AT THE SOCIO-ECONOMIC HEARING HELD ON 20 MARCH 2019.**

**1. BACKGROUND**

- 1.1 The Socio-Economics Issue Specific Hearing (the "Hearing") was held at 10:00am on 5 June 2019 at Discovery Park, Sandwich, CT13 9FF.
- 1.2 The Applicant's Written Summary of Oral Submissions ("Applicant's Written Summary") was published on 18 June 2019 [REP8-013].
- 1.3 SHP submitted its own Written Summary of Oral Representations [REP8-031] ("SHP's Written Summary"). The purpose of this note is not to repeat those submissions, but to highlight to the ExA further omissions, anomalies and discrepancies relating to the information submitted by the Applicant.
- 1.4 Attached as Appendix 1 to this note is York Aviation's "Supplementary Note on the Applicant's Summaries of Oral Evidence at ISH5 regarding Socio-Economics and CAH2 regarding Compulsory Acquisition" ("York Aviation's Supplementary Note").
- 1.5 This note provides a further damning analysis of the extent to which the Applicant and its team either still does not understand how to assess employment and tourism impacts, or continues to misrepresent the position.
- 1.6 SHP would note that it is highly revealing that the Applicant refuses to acknowledge the fundamental errors it has made in assessing employment and tourism effects, even when presented with verifiable evidence that cannot be refuted. Instead, the Applicant continues to make unevidenced assertions that it cannot substantiate.

**2. AGENDA ITEM 4: EMPLOYMENT**

- 2.1 **Paragraph 2.7 & 2.8:** Paragraphs 3.2 and 3.3 of SHP's Written Summary, demonstrates that the Applicant has overstated the number multiplier used for the number of direct jobs created per million passengers or 100,000 tonnes of freight.
- 2.2 Paragraphs 2 – 5 of York Aviation's Supplementary Note, addresses the specific points raised in Applicant's Written Summary. York Aviation refer to the work it carried out for East Midlands, to demonstrate that the Applicant has materially overstated the direct employment effects of its forecasts. York Aviation state the Applicant's submissions on this point:

***“..... again demonstrates that the Applicant’s team does not understand how to estimate employment at airports”.***

- 2.3 **Paragraph 2.9:** In its comments, the Applicant is clearly confused about how the use of an incorrect multiplier would impact the effects assessed. If the correct multiplier is closer to 650, as stated by York Aviation, then the direct jobs would be 27% less even if the throughput was the same. Other than the effects attributable directly to the lower number of employees, the other effects would be the same.
- 2.4 **Paragraph 2.10:** the Applicant has no basis for claiming the benefits would outweigh the impacts, when it can provide no evidence to substantiate its assertions.
- 2.5 **Paragraph 2.11:** The Applicant seems to infer that TDC are in agreement with the job creation forecasts, which is considered to be a major benefit. It may be the case that TDC agree that the number of jobs claimed by the Applicant equals 8.3% of all jobs in Thanet, but that should not be confused with TDC agreeing that the employment effects would be a major benefit. Indeed the TDC Local Impact Report casts serious doubt on the employment impacts assessed by the Applicant.
- 2.6 As demonstrated by the consistency of analysis across socio-economic reports prepared for other airports, had TDC had been able to instruct experts that regularly undertake this work on behalf of airport operators (such as York Aviation), it is likely that the TDC’s comments would have been more severe.
- 2.7 **Paragraph 2.13 - 2.15 and 2.21-2.22:**
- 2.8 SHP notes that the Applicant has failed to address the material errors in the manner it has assessed the indirect and induced employment effects, despite this being discussed at length in the Hearing.
- 2.9 In paragraphs 6-11 of the appended York Aviation Supplementary Note, York Aviation explains how the Applicant and its adviser has failed to understand how indirect/induced employment effects are assessed, and provides further detail on the contrast between the Applicant’s approach and that of London Stansted, Luton and Heathrow. In paragraph 11, York Aviation concludes;

***“It is clear that the Applicant, as advised by Dr Dixon, simply does not understand the evidence from other airports upon which it seeks to rely. Given the manifest errors in the assessment of the jobs and broader economic impact of the proposed development, the ExA can have no confidence in the socio-economic assessment. Clearly, if the number of jobs created is substantially lower, as would be the case if correctly assessed, then the benefits to Thanet and Kent would be materially less than set out in the ES.”***

- 2.10 In its written summary, the Applicant references that it used the ratios for Stansted and Luton when calculating induced and indirect employment effects of a reopened Manston. Paragraphs 3.4-3.7 (and associated appendices) of SHP’s Written Summary set out the factual position on Luton, and the degree to which the assumptions used by the Applicant to assess employment effects are fundamentally flawed (notwithstanding the underlying forecasts are not credible).
- 2.11 SHP consider it important that the ExA has access to factual information in respect of Stansted that contradicts the assertions of the Applicant. Therefore, attached as

Appendix 2 is a copy of Chapter 11 (Socio-Economic Impacts) of the Environmental Statement that formed part of Stansted's 2018 planning application (UTT/18/0460/FUL). The following points are worth noting;

- Paragraph 11.97-11.98: The operational study area used includes eleven local authorities within the East of England region and five London boroughs that have a combined population of nearly 3 million;
- Paragraph 11.64: Both indirect and induced employment has been estimated using appropriate employment multipliers. The employment multiplier is the ratio of direct, indirect and induced employment to direct employment.
- Paragraph 11.65: States that Optimal Economics has reviewed evidence from studies of and use of regional multipliers in the UK including impact studies of airports. These studies identified multipliers within a relatively narrow range of 1.4 to 1.8. The value of the multiplier is influenced by the size and structure of the local economy. Economies which are relatively large in output and employment terms have a greater capacity to create induced employment and so to have a larger multiplier effect than for smaller economies. Optimal Economics has determined that the appropriate employment multiplier with regard to operational employment (including indirect and induced effects) for the study region is 1.8. **Note: this multiplier includes the direct jobs, so there is only 0.8 indirect or induced job to each direct job.**
- Paragraphs 11.159 and 11.160: These paragraphs show the employment impacts of the proposed development. Again, it evidences that the assumptions used **for Stansted are for only 0.8 indirect and induced job to each direct job.**

- 2.12 The Applicant's ES is based on 1.8 indirect and induced job per direct job, all of which are assessed to be in the local area, which is defined as "Thanet".
- 2.13 As noted in paragraph 11.65 of the Stansted document, Optimal Economics comment that the multiplier for a smaller local economy would be lower than a larger economy of 3 million, and hence this implies a 0.4 local multiplier (i.e. 1.4 minus the 1 direct job) would apply. This is consistent with the evidence in paragraph 20 of the York Note appended to SHP's Written Summary of Oral representations put to the Socio-Economics Hearing [REP8-031].
- 2.14 This demonstrates that the Applicant's misapplication of multipliers has vastly overstated the number of Year 20 indirect and induced jobs in Thanet by 350% (i.e. 1.8 vs 0.4).
- 2.15 This error in indirect / induced jobs also ignores the fact the Applicant's starting position is wrong as the Applicant has applied an inappropriate employment density for direct jobs. As a consequence, even if the Applicant's unrealistic "forecasts" were to be achieved, the level of local jobs direct/induced/indirect jobs would be vastly overstated. It has forecast (and assessed) 9,568 local direct/indirect and induced jobs at Year 20, whereas a correct application of the direct employment density and local multipliers (as benchmarked to other airports) would reduce this number to 3,005 (applying a direct employment density of 650 per 1million WLU and a local multiplier of 0.4). However, it is important to note that this would also require the Applicant's so-called "forecasts" to be fully achieved, which is not

remotely credible for the reasons set out in SHP's submissions. As explained in the reports from both York Aviation and Altitude Aviation Advisory, the airport would not be able to sustain operations on a viable basis.

- 2.16 **Paragraphs 2.16 and 2.23:** The Applicant's commentary regarding potential Catalytic effects fails to address the criticisms referred to in paragraphs 3.9 and 3.10 of SHP's Written Summary. This is explained in paragraph 13 of York Aviation's Supplementary Note, which also contrasts the evidenced based approach taken by Heathrow (Chapter 18 of the PEIR released as part of Heathrow's Statutory Consultation) in assessing the catalytic employment effects to the crude, inappropriate approach adopted by the Applicant and its advisers. York Aviation also comment;

***"The quantification of the catalytic impact of Manston has simply no validity at the national or any other level."***

- 2.17 **Paragraph 2.18-2.19:** The Applicant refers to its Appendix ISH5-17 in support of its estimates of MRO employment. York Aviation has addressed the examples given by the Applicant in paragraphs 11-14 of the note appended to SHP's Written Summary, demonstrating the Applicant has again overstated the potential employment impacts. In paragraph 12 of its Supplementary Note, York Aviation also notes that it is important to recognise that this type of employment is already included within the employment density stated – it would not be additional to the on-site employment estimates.

3. **AGENDA ITEMS 5: DISPLACEMENT**

- 3.1 **Paragraphs 3.1-3.4:** The Applicant comments on displacement are largely assertions that have not been, and cannot be, substantiated. SHP's Written Summary has set out the displacement effects that have not been accounted for in the socio-economic assessments, including in relation to PSZs. In paragraphs 14 and 15 of its Supplementary Note, York Aviation further explains the failures in the Applicant's approach to assessing displacement effects, and notes that Heathrow has correctly considered displacement effects in its recently published PEIR.

4. **AGENDA ITEM 6: TOURISM**

**Paragraphs 4.1-4.2:** The Applicant continues to make unevidenced assertions regarding the impacts on tourism. In contrast, SHP has provided evidence to the examination that demonstrates the Applicant's assumptions materially overstate the beneficial effects of tourism and understate the adverse impacts. For example, paragraphs 27 – 29 of the York Aviation note (appended to SHP's Written Summary) provides evidence from CAA survey data that demonstrates the local impacts of the named airports (including Southend) is negligible.

**APPENDIX 1:**

York Aviation's Supplementary Note on the Applicant's Summaries of Oral Evidence at ISH5 regarding Socio-Economics and CAH2 regarding Compulsory Acquisition



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## Manston Airport

### **Deadline 9: Supplementary Note in the Applicant's Summaries of Oral Evidence at ISH5 regarding Socio-Economics and CAH2 regarding Compulsory Acquisition**

1. This note provides further comments on the Applicant's written summaries in relation to Socio-economics and Compulsory Acquisition, in particular responding to additional information provided by the Applicant at Deadline 8. We also cross refer as relevant to the ExA's Fourth Written Questions and address a few additional points contained therein. We cross refer as required to the previous evidence submitted on behalf of Stone Hill Park. As with our previous submissions, these remarks are without prejudice to our continued view that the 'forecasts' underpinning RSP's case for the development of a cargo airport at Manston are not robust and not capable of being realised.

#### **Socio-Economics ISH5**

##### Direct on-site employment

2. **Para. 2.7** again demonstrates that the Applicant's team does not understand how to estimate employment at airports. It remains our view that the employment density (direct jobs per WLU) at Prestwick is the most relevant comparator (see York Aviation February 2019 Report para. 3.54) or, if data from East Midlands is to be used then the non-aviation related jobs on Pegasus Business Park need to be excluded. Either way, the employment density used by Azimuth Associates to estimate direct on-site employment is too high and this impacts on the total employment estimates derived solely through multipliers from the direct employment estimate.
3. We note that the ExA (Question SE.4.1) has asked the Applicant for further information regarding the extent to which Pegasus Business Park was developed out in 2013. We can confirm that the estimate that we made of on-site employment for East Midlands in 2013 included non-airport related employment on Pegasus Business Park. This is made clear at page 5 of the *East Midlands Airport Sustainable Development Strategy Economics and Surface Access*, as relied on as a basis by Azimuth (Vol IV, para. 4.2.1) as made clear at para. 5 of our note of ISH5. This should have been taken into account by Dr Dixon in preparing her estimates rather than simply adopting the total East Midlands employment figures but was not. Indeed, the page referred to by Azimuth provides information about how much employment at East Midlands was cargo related and how much passenger related specifically, leaving 19% of the employment within the site as non-aviation related:

*"In 2013, 6,730 employees were based on the Airport site, employed by 90 companies. Passenger related employment provides the largest proportion of airport jobs (45%), with Cargo at 36%.*

4. These figures could have been applied by Dr Dixon to assess a specific employment density relevant to the passenger/cargo mix projected for Manston, albeit account would also need to have been taken of the extent to which DHL's employment serves surface access transport as well as simply air freight (see York Aviation February 2019 Report, para. 6.23). When all relevant factors are taken into account, the relevant employment density for Manston would be similar to that at Prestwick.

5. In relation to **Para. 2.8**, we advised Dr Dixon in Autumn 2017, appended to our Note of Oral Evidence given at ISH5, that use of our 2004 work for ACI EUROPE was not appropriate in 2017 as it was substantially out of date. We also made clear (at para. 8 of that Note) that the overall Europe-wide employment density was not necessarily valid for any particular airport as this would depend on its characteristics.

#### Indirect/Induced Employment

6. **Paras. 2.14-2.15 & 2.21** again serve to demonstrate that the Applicant does not understand the data upon which it relies for assessing the likely employment and economic effects of the proposed development. Dr Dixon clearly does not understand the application of multipliers to assess the indirect and induced effects of a development and how the size of the multiplier relates to the scale of the study area, reflecting how much of the supply chain for an airport is contained locally or spread more widely. At para 2.15, the Applicant cites the adoption of a multiplier of 1.8 indirect/induced jobs in addition to every direct job as valid for the local area.
7. In the case of the Oxford Economics work for London Luton Airport, the multiplier of 1.9 (not 1.8) for every on-site direct job is applicable at the UK level (see para. 19 of our Note on ISH5) and the relevant local area multipliers were materially lower (see para. 20 of our Note on ISH5).
8. In the case of London Stansted, also referred to by the Applicant, a multiplier of 1.8 times the number of direct jobs to estimate total employment impact is cited as applicable to the study area comprising 16 districts/boroughs in London and the East of England in the ES for its recently approved Planning Application<sup>1</sup>. It is clear from Table 11.8 of the ES that the Stansted multiplier has been applied as a multiple of direct jobs, i.e. the comparable multiplier to that applied by OE for Luton at the national level is 0.8 at the pan-regional level for estimating additional indirect/induced jobs, consistent with OE's sub-regional multiplier for Luton.
9. It is notable also that the recent PEIR for Heathrow Airport suggests a national level indirect/induced multiplier of 1.3, with the study area multiplier being 0.7 for a study area comprising the London Boroughs of Ealing, Hillingdon and Hounslow as well as districts in Buckinghamshire and Surrey.<sup>2</sup> It is important to note that there is a direct relationship between the scale of multiplier to be adopted and the scale of population and activity within the study area reflecting the likelihood of supply chain purchases being made within the area as well as secondary rounds of spending.
10. Hence, correctly understood, the examples of multipliers used at other airports would strongly suggest that the appropriate multiplier for the indirect and induced employment likely to arise in Thanet would be less than 0.8, consistent with our best estimate of 0.7 for Kent and the Thames Estuary and 0.4 as a maximum for Thanet.
11. It is clear that the Applicant, as advised by Dr Dixon, simply does not understand the evidence from other airports upon which it seeks to rely. Given the manifest errors in the assessment of the jobs and broader economic impact of the proposed development, the ExA can have no confidence in the socio-economic assessment. Clearly, if the number of jobs created is substantially lower, as would be the case if correctly assessed, then the benefits to Thanet and Kent would be materially less than set out in the ES.
12. **Paras. 2.18-2.19** address the potential employment due to MRO activities. It is important to recognise that these would not be additional to the on-site employment estimates as, for example at Prestwick, maintenance related employment is already included within the employment density stated. We have addressed the more realistic assessment of how many jobs might be associated with such activities on the scale proposed at paras. 11-14 of our Note on ISH5.

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<sup>1</sup> Transforming London Stansted Airport, 35+ Planning Application, Environmental Statement, Section 11.

<sup>2</sup> Heathrow Airport Ltd, PEIR, Chapter 18, para 18.10.148.

### Catalytic Impact

13. At **Para. 2.23**, the Applicant states that the catalytic employment estimates are assumed to be at the UK level but, as we pointed out in our November 2017 Report (para. 5.8), the ICAO estimate relates to the global catalytic effect of aviation and the 2015 Intervistas study referred to by the Applicant to the Europe-wide effects. Neither of these are relevant at the national level similarly to the importance of distinguishing the relevant study area and the extent to which purchases are local or even national. As pointed out in our reports and at the Hearing, consideration of the catalytic benefits of an airport are more usually examined by reference to the specific business that it seeks to serve and how this benefits passengers and businesses in the relevant study area. It is for this reason that crude multipliers are not normally applied, not least as direct employment at an airport provides no indication of the extent to which wider catalytic benefits would be generated, for example a busy airport serving primarily outbound leisure flights might well employ more staff than a small airport focussed entirely on core business links. Heathrow Airport's PEIR provides an example of how to consider the likelihood of catalytic effects arising. Furthermore, to the extent that direct employment has been overestimated, this would flow through to the catalytic employment estimates when a crude multiplier is adopted. The quantification of the catalytic impact of Manston has simply no validity at the national or any other level.

### Displacement

14. The Applicant seeks to deny the relevance of any displacement effects at **Paras. 3.1-3.4**. Whilst this might be a reasonable approach if the impacts had only been assessed and scaled appropriately to a small local study area containing no other airport and few affected businesses, it is not correct given that the impacts have been assessed at least at a national scale. The Applicant continues to be in error when it says that displacement of activity at other airports or a switch from trucking to flown freight does not need to be accounted for.
15. We note that Heathrow correctly considered displacement effects in its recent PEIR.

### Tourism

16. At **Paras 4.1-4.2**, the Applicant continues to assert large potential inbound tourism benefits by reference to Southend Airport. We have provided actual information in relation to Southend Airport at paras. 27-29 of our Note on ISH5, as noted in the ExA'.

## **Compulsory Acquisition CA2**

### Compelling Case

17. At **Paras. 5.2-5.3**, the Applicant simply reiterates the arguments previously made. We have addressed the weakness in these arguments, sufficient to negate the existence of a compelling case, in our February 2019 Report (paras. 2.2-2.21) and in our Note of Oral Evidence at CAH2, paras. 16-19).
18. It is significant that that since this Note was written, Heathrow Airport has confirmed its plans in relation to the development of its freight facilities in its recent Statutory Consultation documents. The *Preferred Master Plan* Report (Figures 5.2.11 and 5.2.12) illustrates clearly where additional cargo facilities are to be provided to accommodate the doubling of cargo throughput expected by Government as a consequence of the additional flights facilitated by the third runway. These do not, as claimed by the Applicant in various submissions, involve the closure and demolition of Terminal 4.
19. As we have noted in previous reports and submissions, the expected increase in cargo handling capability at Heathrow when coupled with expected uplifts in cargo capacity at East Midlands and other airports removes any shortfall in capacity for air cargo across the UK and removes that plank of the Applicant's compelling case argument completely. We have addressed the substantial overstatement of socio-economic benefits above.



### Associated Development

20. We note that in the Heathrow Master Plan Report referred to above, that Heathrow has made clear that its definition of Airport Supporting Development (ASD) or Associated Development for the purpose of the NSIP is that which is essential to support the operation of the Airport and only that which requires to be located within the immediate vicinity of the Airport:

*The Preferred Masterplan only includes replacement and additional ASD that is essential for the successful operation of the airport, with regards to site suitability, planning considerations and other factors” (para. 4.9.13) (emphasis added)*

21. Given that the NSIP at Heathrow relates to the provision of an additional runway as well as passenger terminal capacity, the inclusion of facilities relevant to passengers, freight and aircraft support (MRO) are relevant. Applying the same ‘essential for the successful operation’ test to the list of potential ‘airport related’ uses suggested by the Applicant for Manston or potentially allowed within the definition currently included within the Draft DCO would show that most of them would fail a test of being essential for the successful operation of the cargo terminal and associated infrastructure (see our Deadline 7 comments on the Applicant’s responses to ExA’s Second Questions).
22. Contrary to what is said by the Applicant at **Para. 6.6**, the appropriate test is not whether the proposed use “requires a location at or in close proximity to an airport” but whether the use is necessary or essential for the successful operation, in this case, of a cargo terminal and associated stands.
23. We notice that the ExA has recognised the potential inconsistencies in the definition of what is or is not part of the Principal Development and what is Associated Development in relation to its recent Question ND.4.3 & 4.4, DCO.4.2 & 4.3, particularly in relation to the definition of airport related development. This is an important issue which needs further clarification, particularly in the absence of any cogent explanation from the Applicant as to the justification for the overall scale of development proposed. As explained in our Note on CA2, this extends beyond the justification for any development on the Northern Grass to the justification for the overall scale of development, even if the Applicant’s ‘forecasts’ were correct.

### Business Model

24. Appended to the Applicant’s Note on CAH2, are two documents responding to the ExA’s request for an updated and more detailed business plan and business model. We provided, in our Note on CAH2, an explanation of the minimum level of information that a Business Plan for an Airport seeking funding or to demonstrate viability should contain. The information provided by the Applicant remains woefully deficient and certainly insufficient for any party to assess the plausibility of the revenue and cost estimates that underpin the claimed viability of the proposed development and operation of Manston as a cargo airport.
25. In its response, the Applicant has provided a brief note explaining the differences between how it intends to operate Manston compared to East Midlands Airport and a revised spreadsheet with limited further information in relation to revenues and costs. There is no meaningful explanation as to how the figures have been derived sufficient for their veracity to be tested. In any event, a spreadsheet is not a Business Plan. A Business Plan is a document that sets out clearly how a business is going to achieve its forecasts by reference to the revenues to be earned and the costs of doing so. As became evident at the Need and Operations Hearing (ISH2), the Applicant appears not to have made the linkage between the deliverability of the so-called ‘forecasts’, or rather a wish list of who might operate at Manston, and the costs to users of doing so based on the expected prices to be charged. The spreadsheet as presented cannot be considered a Business Plan in any normal sense of the term, nor are the assumptions underpinning the calculations clearly set out.

26. In terms of the comparison to East Midlands, we note that RSP intend for Manston to provide its own handling, except for the (e-commerce) integrator, and so would earn revenue from this source, which we understand is included in the aeronautical revenue estimates. Clearly there would be a cost attached to providing this handling service, which we assume is contained within the staff and other operating costs, albeit this is not clear from the level of detail provided. We have some doubts as to the profitability of operating such handling services in house as experience at most airports would suggest that handling activities are outsourced given the low revenues that can be earned relative to the staff and other costs involved. Insufficient detail has been provided to enable this to be ascertained for Manston. We note that the ExA has asked for further information in relation to benchmarked charges for cargo handling (Question ND.4.6). Without such information it is simply not possible to check the reasonableness of the assumed income from this source.
27. We note also the RSP intends to supply aviation fuel directly and the explanatory note to the spreadsheet suggests that the income is shown within aeronautical revenues net of the costs of buying the fuel, i.e. as a profit margin on sales. Firstly, we note that it tends only to be very small airports that operate on this basis. This is because major airlines tend to have global fuel supply contracts with the main oil companies at heavily discounted rates applicable at most airports from which they operate. An airport itself, operating on a stand alone basis, can seldom match the selling price of aviation fuel offered by the main suppliers. Thus, most of the UK's larger airports, including East Midlands, contract out the supply of aviation fuel taking only a small throughput levy typically included within commercial revenues to ensure that the cost of aviation fuel, which makes up a major part of an airline's costs, does not act as a deterrent to airlines operating to/from them.
28. Airlines tend to seek to minimise fuel purchases at airports where their contracted supplier is not able to provide the fuel. As an independent supplier of fuel, RSP would a) be purchasing fuel from the oil companies and, as a relatively small operation, not able to avail of discounts available on a high volume basis and b) their mark-up on the base price (profit margin) would of itself increase the sale price to the airline still further. The extent of fuel sales would, thus, in all likelihood be in an inverse relationship to the overall cost to the airline relative to buying fuel elsewhere. Insufficient information is provided to explain the assumptions that underpin this part of the aeronautical revenue estimate in terms of the expected selling price of fuel relative to other airports and the margin on sales assumed (% or fixed amount).
29. The note setting out the comparison to East Midlands asserts that, once these revenues have been separated out, the comparable aeronautical revenue per WLU is £3.18, which RSP compare to the average aviation revenue earned at EMA in 2017/8 of £2.75 per WLU. The spreadsheet shows that the Manston estimate of £3.18 per WLU is made up of an assumed aeronautical revenue per passenger of £0.50, which is consistent with our expectation of the level of aeronautical income per passenger that Manston might attain, albeit some marketing support payments might need to be made in the early years reducing the net income for a period, and an assumed freight related aeronautical income of £4.28 per WLU (42.83 per metric tonne) in Year 20. This is then weighted by the relative WLU's produce an estimated average aeronautical revenue per WLU.

30. First of all, it is relevant to consider what this tells us about comparability to the level of charges at EMA. Whilst the assumed aeronautical revenue per passenger at Manston is of the order that we would expect for a small airport trying to establish itself in the market, this does not mean that passenger related aeronautical revenues would necessarily be as low at an established airport such as East Midlands. Taking the closest example of a regional airport, with limited cargo activity, average aeronautical revenue per passenger at Leeds Bradford Airport was £2.51 in 2016/7 (the most recent year for which information is available<sup>3</sup>). It is notable that this is amongst the lowest average aeronautical revenues at airports covered in the report. Leeds Bradford has outsourced its handling and does not directly sell fuel. Taking this as a reasonable proxy for passenger related revenues at East Midlands would imply that East Midlands earns around £3.10 per WLU of freight based on the WLUs set out by the Applicant for East Midlands for the FY ending March 2018. Hence, direct aeronautical charges at Manston would be still be 40% higher than at East Midlands, still acting as a significant deterrent to attracting airlines to use it, leaving aside whether Manston is cost competitive in other aspects of the service it seeks to provide directly.
31. The other costs of using an airport are equally relevant to whether airlines will chose to operate, particularly fuel and handling costs as noted above. This is particularly relevant given that, based on the information provided by the Applicant, such charges are assumed to make up the vast majority of the aeronautical income that RSP expects to earn at Manston:

*Aeronautical Income:*

<i>Passenger Income:</i>	<i>£3,407,000</i>	
<i>Direct Aeronautical Income</i>	<i>£703,877</i>	
<i>Handling and Fuel Income</i>	<i>£2,703,123</i>	<i>79% of pax related income</i>
 <i>Cargo Income:</i>	 <i>£50,966,000</i>	
<i>Direct Aeronautical Income</i>	<i>£14,594,665</i>	
<i>Handling and Fuel Income</i>	<i>£36,371,335</i>	<i>71% of cargo related income</i>

32. In overall terms, handling and fuel related income accounts for 72% of the claimed aeronautical revenue, yet the build up of this income is without any explanation as to the assumptions used. This is all the more extraordinary given that the e-commerce integrator, accounting for 50% of cargo traffic is not expected to purchase any handling services. Potentially each cargo aircraft departing Manston would be facing a fuel mark-up (additional cost) of c.£3,000-4,000, dependent on what is assumed for handling income.
33. Handling and fuel costs would be an important part of airlines' decision making as to whether they would be willing to operate yet no information is provided by the Applicant to justify such high levels of revenue being realistically attainable. Whilst we appreciate that the Azimuth Report provides a table of fuel storage required (Table 8), no information is provided as to how this has been calculated in terms the extent to which airlines would purchase fuel at Manston at the price proposed. These levels of income from handling charges and fuel margin seem extraordinarily high and likely to constitute another material factor as to why airlines would not choose to operate from Manston and would certainly influence the extent to which they were willing to purchase these services or goods from the airport operator when alternatives are available, handling freight off-site or purchasing fuel elsewhere, particularly given the propensity of freighter aircraft to multi-stop across Europe en-route to longer haul destinations.

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<sup>3</sup> Leigh Fisher UK Airport Performance Indicators for 2016/7.

34. In terms of property income, which makes up over 35% of total income in Year 20 (over £32 million), SHP provide separate comments on the realism of this. Given that the clear intention of RSP is to operate its own cargo sheds, the scope for rental income would be limited by the extent to which legitimate airport related uses can be attracted and the level of rent they are likely to be willing to pay. Most essential airport operationally related activities are generally only low rental income generators. At the very least, further explanation is required of the build up of this large rental stream in order that the legitimacy of the proposed rental generating activities can be ascertained. By way of comparator, total other income (including property income) at East Midlands Airport in 2017/8 (Annual Report and Accounts attached at **Appendix A**) was only £5.34 million, including income earned from the large scale DHL cargo hub, UPS building and other cargo operations, as well as the Airport's share of rental income from Pegasus Business Park (developed in conjunction with Wilson Bowden). In the circumstances where Manston intends to own and operate its own cargo facilities, the estimated property income at six times that earned at East Midlands is not credible given that the projected cargo throughput in Year 20 is of a similar order to that at East Midlands currently.
35. We are not able to comment further in relation to passenger related commercial revenues or operating costs pending provision of further information by the Applicant.
36. Overall, the information currently provided is inadequate to enable the realism of the overall Business Case for the proposed development to be understood and the likelihood of viability being obtained even over the longer term to be assessed. We remain of the view as set out in Section 7 of our February 2019 Report that the development of Manston is highly unlikely to be financially viable and that the claimed revenues would not be achievable even if it were to achieve its forecasts, which we do not consider credible for the reasons set out in our Reports.

#### **Supplementary Points in Relation to ExA's 4<sup>th</sup> Questions**

37. We set out here a few additional points of information that the ExA may find helpful in relation to its 4<sup>th</sup> Questions

DCO.4.22	<p>We recognise the ExA's concern that vehicles being used by passengers to access the Airport result in congestion on the highway network during the morning peak period, particularly if there is concern that the impacts have not been properly assessed in the TA. These concerns would equally apply in the afternoon traffic peak, particularly in relation to aircraft arriving between 15.00 and 17.00 and departing between 17.00 and 19.00 as implied by the ExA's Question Tr.4.6. In our experience, this is often the more critical interaction between the highway network and the timing of flights.</p> <p>However, the key issue is the extent to which any restrictions would impact on the ability of airlines to operate flights at the times required to optimise the utilisation of their aircraft and meet passenger demand. Significantly, given Ryanair is indicated as the operator of the majority of flights, it is informative to consider their operating pattern across UK airports. We have extracted the timetable of all of Ryanair's UK flights for the week beginning 24<sup>th</sup> June 2019 (<b>Appendix B</b>). This shows that across the UK as a whole, 6% of all departing flights were between 09.00 and 12.00. More importantly, for smaller airports of a similar scale (up to 85 flights per week), 19% of all departures were between 09.00 and 12.00. Imposing a restriction during this period would have a significant impact on the ability of the airline to schedule its operations efficiently. Furthermore, any constraints on operations in this period would increase the likelihood of the airline needing to schedule arrivals later than 23.00 in order to attain full utilisation of the aircraft over the day. Restrictions on operations in the late afternoon period could be even more impactful on the overall operation, certainly pushing more movements into requiring night period slots, which would simply not be available at Manston.</p> <p>We have also looked at the timetable of KLM operations at UK airports (<b>Appendix C</b>). Again, at smaller airports with a similar frequency to that projected for Manston, there is</p>
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	<p>heavy reliance on morning departures between 09.00 and 12.00. Some 29% of departures are during this period. This is because the flights are optimally timed so as to allow passengers arriving on early morning long haul flights at Amsterdam to connect into the UK and for passengers to reach Amsterdam in time for afternoon long haul departures. If the airline could not achieve such flight connections, it is unlikely to operate from Manston.</p> <p>Overall, the imposition of yet further restrictions on the timing of flight operations, which we understand are required to ensure that the impact of airport operations on the highway network are managed, would, when coupled with the proposed ban on scheduled night operations, severely limit an airline's ability to optimise its schedule and make efficient use of its aircraft. Such restrictions would make it very unlikely that passenger airlines would be willing to operate at Manston, other than a small number of niche operations for which the flight timings are not material. However, we understand the importance of restricting the impact of the Airport's operation on the highway network, particularly where inadequate mitigation has been proposed.</p>
ND.4.2	<p>The key point is that for dedicated freighter services to be viable, they need to operate at high load factors. Hence, the importance of consolidating operations where high volumes of import and export freight can be concentrated. This is why there is a 'golden triangle' of airports with high air freight volumes in northern Europe reflecting a concentration of population and industry generating demand for air freight. The same logic applies within the UK in relation to concentration at East Midlands. It is a gross over-simplification to suggest that freight destined for the UK could be flown to Manston instead as the local area would not generate sufficient freight demand for such a service to be viable.</p>
ND.4.5	<p>See comments above on the comparability of the proposed charges with East Midlands. We agree with the ExA that, at least in the early years, Manston would need to incentivise airlines to use it and would need to rebate charges substantially until its place in the market is established.</p>
ND.4.21	<p>What the Securitas information (if correct) does not state is the nature of this trucked cargo. To the extent that this is trucking under bond with airline flight numbers, such cargo is more likely related to availing of bellyhold capacity, including goods being trucked into the UK to avail of bellyhold capacity at Heathrow. Other trucking is likely to relate to conventional integrator operations linked to the established integrator hubs in Europe. The overall tonnage being trucked between the UK and Europe does not provide any indication of how likely it is or not that Manston could attract any share of it sufficient to justify a number of dedicated freighter operations at Heathrow.</p>
ND.4.25	<p>See comments at para. 17 above.</p>
ND.4.28	<p>Stansted Airport helpfully provides confirmation of the number of cargo stands that it has at <a href="https://www.magairports.com/our-expertise/cargo-services/london-stansted-cargo/">https://www.magairports.com/our-expertise/cargo-services/london-stansted-cargo/</a>. This accords with the information previously submitted by ourselves: Stansted's dedicated cargo stands can simultaneously accommodate 4 x A380, 3 x B747-8F, 1 x B747-400F and 1 X B767-300.</p> <p>In relation to freight at Stansted currently, we can confirm that we have checked with the CAA and the Airport and there has been an omission in the freight statistics submitted to the CAA regarding bellyhold freight being carried by Emirates. This will be rectified in CAA statistics from July onwards.</p>
SE.4.3/SE.4.4	<p>We have addressed these points above.</p>

28<sup>th</sup> June 2019

**East Midlands International Airport  
Limited**

**Annual report and financial statements**

**Registered number 02078271**

**Year ended 31 March 2018**

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## Strategic report

The directors present their strategic report for the Company for the year ended 31 March 2018.

### Principal activity

The principal activity of the Company during the year was the operation and management of East Midlands International Airport. The Company's revenues were derived primarily from aircraft and passenger handling charges, together with income from aviation, commercial, car park and retail activities.

The Company is a wholly owned subsidiary of East Midlands Airport Nottingham Derby Leicester Limited, which itself is a wholly owned subsidiary of Manchester Airports Holdings Limited. Manchester Airports Holdings Limited and its subsidiaries (including the Company) are referred to below as 'the Group'.

### Business review and future outlook

The results for the year are set out on page 7. During the year the Company made a profit before tax of £31,230,000 (2017: £11,194,000). At the year end the Company had net assets of £94,056,000 (2017: £222,638,000).

The Company intends to continue the development of East Midlands International Airport as a world class airport to meet the requirements of users and for the benefit of the economy in the East Midlands region.

In preparing the financial statements for the year ended 31 March 2018 the previously reported figures for aviation and car parking income have been restated to bring their treatment in line with the presentation in the consolidated financial statements of the ultimate parent company Manchester Airports Holdings Limited. Aviation income has been restated to present certain rebates and discounts as a reduction of revenue rather than a cost of sale, and car parking income has been restated to present car park booking commissions paid to third parties as a cost of sale rather than a reduction of revenue. These adjustments have no effect on either the profit for the year or net assets.

Manchester Airports Group ('MAG'), the group of companies whose ultimate parent company is Manchester Airports Holdings Limited, and of which the Company is a member, has continued to work with industry partners to help shape the UK Government's approach to Brexit. MAG is confident that the UK Government and the EU recognise the need to provide continuity for aviation and the importance of a transitional period after the UK leaves the EU in March 2019. In particular, MAG welcomes the commitment from both sides to putting in place a framework to enable air services to be maintained post Brexit. Maintaining the current liberal regime in the long term, alongside other agreements with other countries, must be a priority of the Government, to help ensure that the recent successful growth of aviation continues into the future.

MAG's resilient foundations, healthy financial position and the fundamental strengths of MAG's airports, will ensure that the Company is well placed to respond to any challenges that may be felt by the UK economy in the future, and the directors continue to take a positive long-term view of the Company's prospects.

### Principal risks and uncertainties

The key risks faced by the Company are aligned with those of Manchester Airports Holdings Limited. For more details of these risks and how they are managed please refer to the strategic report in the annual report and accounts for Manchester Airports Holdings Limited. The directors have not identified any other significant risks for the Company.

### Key performance indicators ('KPIs')

The key performance indicators for the Company are aligned with those of Manchester Airports Holdings Limited. For more details of these KPIs please refer to the strategic report in the annual report and accounts for Manchester Airports Holdings Limited. The directors do not use any additional KPIs for this Company.

By order of the Board



**N Thompson**  
Director

24 December 2018



## Directors' report

The directors present their directors' report and audited financial statements for the Company for the year ended 31 March 2018.

### Directors

The directors who held office during the year and up to the date of signing the financial statements were as follows:

A Cliffe (resigned 12 April 2018)  
C Cornish  
K Smart (appointed 12 April 2018)  
K O'Toole  
N Thompson

### Employees

The Company's employment policies are regularly reviewed and updated by the Board.

The Company is committed to providing equality of opportunity to all employees and potential employees. The Company gives full and careful consideration to applications for employment from all people regardless of their gender, ethnic origin, nationality, sexuality, age, disability or religious beliefs, bearing in mind the respective aptitudes and abilities of the applicant concerned. This also applies to training and promotion within the Company.

In the event of members of staff becoming disabled every effort is made to ensure that their employment with the Company continues and the appropriate training is arranged. It is the policy of the Company that the training, career development and promotion of a disabled person should, as far as possible, be identical to that of a person who does not suffer from a disability.

### Diversity

The Company provides services for a changing and diverse society and the board of directors considers that to provide the best services for our customers it is essential that the Company embraces diversity in the workforce. Accordingly, the Company has a programme of activity that aims to ensure that these objectives are achieved.

### Consultation and communication

Consultation with employees or their representatives has continued at all levels, with the aim of ensuring that views are taken into account when decisions are made that are likely to affect their interests, and that all employees are aware of the financial and economic performance of their business units and of the Company as a whole. At regular intervals all employees are invited to take part in a Company wide survey of employee views. Employees receive a written summary of the results of the survey and are given the opportunity to discuss these with their respective management teams.

The Company is constantly looking for ways to ensure that employees are able to participate and engage in the business. As part of the Trade Union recognition arrangements, various employee forums exist for each business area. In addition, business briefings are cascaded throughout the organisation to communicate key business and operational issues.

### Financial risk management

The Company's activities expose it to a variety of financial risks. The Company's funding, liquidity and exposure to interest rate risks are managed by the Group's treasury function.

Treasury operations are conducted within a framework of policies, which are approved and subsequently monitored by the Board. These include guidelines on funding, interest rate risk management and counterparty risk management.

For more details of the management of these risks please refer to page 40 of the annual report and accounts for Manchester Airports Holdings Limited. The directors have not identified any additional risks specific to this Company.

**Directors' report** *(continued)***Going concern**

The Company is able to rely on the Group of which it is a member for financial support. Manchester Airports Holdings Limited, the Company's ultimate parent undertaking, has confirmed that it will continue to provide financial and other support to the Company, for at least the next twelve months from the date of approval of the financial statements, to the extent necessary to enable the Company to continue to trade, and in particular will not seek repayment of the amounts currently made available.

It should be recognised that any consideration of the foreseeable future involves making a judgement, at a particular point in time, about future events, which are inherently uncertain. Nevertheless, at the time of preparation of these accounts and after making appropriate enquiries, the directors have a reasonable expectation that the Group has adequate resources to continue operating for the foreseeable future. For this reason the directors continue to adopt the going concern basis in preparing these accounts. For further details see note 1.

**Dividends**

A dividend of £160,545,000 (2017: £nil) was declared and paid in the year.

**Disclosure of information to auditor**

The directors who held office at the date of approval of this directors' report confirm that, so far as they are each aware, there is no relevant audit information of which the Company's auditor is unaware; and each director has taken all the steps that they ought to have taken as a director to make themselves aware of any relevant audit information, and to establish that the Company's auditor is aware of that information.

**Independent auditor**

Written resolutions relating to the reappointment of KPMG LLP as auditor, and to the authority of the directors to fix the auditor's remuneration, are to be put before the Company's voting shareholders for execution in the short term (and in the case of the former resolution, within the relevant period prescribed by statute).

By order of the Board



**N Thompson**

*Director*

24 December 2018

Olympic House  
Manchester Airport  
Manchester  
M90 1QX

## **Statement of directors' responsibilities relating to the strategic report, the directors' report and the financial statements**

The directors are responsible for preparing the strategic report, the directors' report and the financial statements in accordance with applicable law and regulations.

Company law requires the directors to prepare financial statements for each financial year. Under that law they have elected to prepare the financial statements in accordance with UK accounting standards and applicable law (UK Generally Accepted Accounting Practice), including FRS 102 *The Financial Reporting Standard applicable in the UK and Republic of Ireland*.

Under company law the directors must not approve the financial statements unless they are satisfied that they give a true and fair view of the state of affairs of the company and of the profit or loss of the company for that period. In preparing these financial statements, the directors are required to:

- select suitable accounting policies and then apply them consistently;
- make judgements and estimates that are reasonable and prudent;
- state whether applicable UK accounting standards have been followed, subject to any material departures disclosed and explained in the financial statements;
- assess the company's ability to continue as a going concern, disclosing, as applicable, matters related to going concern; and
- use the going concern basis of accounting unless they either intend to liquidate the company or to cease operations, or have no realistic alternative but to do so.

The directors are responsible for keeping adequate accounting records that are sufficient to show and explain the company's transactions and disclose with reasonable accuracy at any time the financial position of the company and enable them to ensure that the financial statements comply with the Companies Act 2006. They are responsible for such internal control as they determine is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error, and have general responsibility for taking such steps as are reasonably open to them to safeguard the assets of the company and to prevent and detect fraud and other irregularities.



**KPMG LLP**

1 St Peter's Square  
Manchester  
M2 3AE  
United Kingdom

**Independent auditor's report to the members of East Midlands International Airport Limited**

**Opinion**

We have audited the financial statements of East Midlands International Airport Limited ("the company") for the year ended 31 March 2018, which comprise the income statement and other comprehensive income, statement of financial position and statement of changes in equity, and related notes, including the accounting policies in note 1.

In our opinion the financial statements:

- give a true and fair view of the state of the company's affairs as at 31 March 2018 and of its profit for the year then ended;
- have been properly prepared in accordance with UK accounting standards, including FRS 102 *The Financial Reporting Standard applicable in the UK and Republic of Ireland*; and
- have been prepared in accordance with the requirements of the Companies Act 2006.

**Basis for opinion**

We conducted our audit in accordance with International Standards on Auditing (UK) ('ISAs (UK)') and applicable law. Our responsibilities are described below. We have fulfilled our ethical responsibilities under, and are independent of the company in accordance with, UK ethical requirements including the FRC Ethical Standard. We believe that the audit evidence we have obtained is a sufficient and appropriate basis for our opinion.

**Going concern**

We are required to report to you if we have concluded that the use of the going concern basis of accounting is inappropriate or there is an undisclosed material uncertainty that may cast significant doubt over the use of that basis for a period of at least twelve months from the date of approval of the financial statements. We have nothing to report in these respects.

**Strategic report and directors' report**

The directors are responsible for the strategic report and the directors' report. Our opinion on the financial statements does not cover those reports and we do not express an audit opinion thereon.

Our responsibility is to read the strategic report and the directors' report and, in doing so, consider whether, based on our financial statements audit work, the information therein is materially misstated or inconsistent with the financial statements or our audit knowledge. Based solely on that work:

- we have not identified material misstatements in the strategic report and the directors' report;
- in our opinion the information given in those reports for the financial year is consistent with the financial statements; and
- in our opinion those reports have been prepared in accordance with the Companies Act 2006.

## **Independent auditor's report to the members of East Midlands International Airport Limited (*continued*)**

### **Matters on which we are required to report by exception**

Under the Companies Act 2006 we are required to report to you if, in our opinion:

- adequate accounting records have not been kept, or returns adequate for our audit have not been received from branches not visited by us; or
- the financial statements are not in agreement with the accounting records and returns; or
- certain disclosures of directors' remuneration specified by law are not made; or
- we have not received all the information and explanations we require for our audit.

We have nothing to report in these respects.

### **Directors' responsibilities**

As explained more fully in their statement set out on page 4, the directors are responsible for: the preparation of the financial statements and for being satisfied that they give a true and fair view; such internal control as they determine is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error; assessing the company's ability to continue as a going concern, disclosing, as applicable, matters related to going concern; and using the going concern basis of accounting unless they either intend to liquidate the company or to cease operations, or have no realistic alternative but to do so.

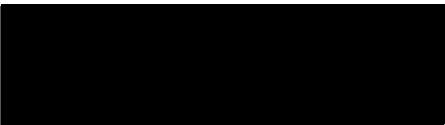
### **Auditor's responsibilities**

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue our opinion in an auditor's report. Reasonable assurance is a high level of assurance, but does not guarantee that an audit conducted in accordance with ISAs (UK) will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of the financial statements.

A fuller description of our responsibilities is provided on the FRC's website at [www.frc.org.uk/auditorresponsibilities](http://www.frc.org.uk/auditorresponsibilities).

### **The purpose of our audit work and to whom we owe our responsibilities**

This report is made solely to the company's members, as a body, in accordance with Chapter 3 of Part 16 of the Companies Act 2006. Our audit work has been undertaken so that we might state to the company's members those matters we are required to state to them in an auditor's report and for no other purpose. To the fullest extent permitted by law, we do not accept or assume responsibility to anyone other than the company and the company's members, as a body, for our audit work, for this report, or for the opinions we have formed.



**Nicola Quayle (Senior Statutory Auditor)**  
**for and on behalf of KPMG LLP, Statutory Auditor**  
*Chartered Accountants*  
1 St Peter's Square  
Manchester  
M2 3AE

24 December 2018

## Income statement

for the year ended 31 March 2018

	Note	2018 £000	2017 £000 Restated*
Revenue	2	61,048	50,751
Operating costs		(54,121)	(41,528)
<b>Operating profit</b>		<b>6,927</b>	<b>9,223</b>
Profit on disposal of fixed assets	3	-	4,202
Profit on disposal of investment properties	9	4,769	-
Revaluation of investment properties	9	(2,771)	(246)
Interest payable and similar charges	6	(2,185)	(1,985)
Dividends receivable		24,490	-
<b>Profit before taxation</b>	3	<b>31,230</b>	<b>11,194</b>
Tax on profit	7	(2,791)	(877)
<b>Profit for the financial year</b>		<b>28,439</b>	<b>10,317</b>

The results presented above are all derived from the Company's continuing operations.

The notes on pages 11 to 31 form an integral part of these financial statements.

\*See note 1 for details of the restatement.

**Other comprehensive income**  
*for the year ended 31 March 2018*

	2018 £000	2017 £000
<b>Profit for the year</b>	<b>28,439</b>	<b>10,317</b>
<b>Other comprehensive income</b>		
Remeasurement of the net defined benefit liability	4,500	(10,400)
Income tax on other comprehensive (expense)/income	(765)	1,836
Effect of change in rate of corporation tax on deferred tax	-	(118)
<b>Other comprehensive income for the year, net of income tax</b>	<b>3,735</b>	<b>(8,682)</b>
<b>Total comprehensive income for the year</b>	<b>32,174</b>	<b>1,635</b>

The notes on pages 11 to 31 form an integral part of these financial statements.

**Statement of financial position**  
**at 31 March 2018**

	<i>Note</i>	<b>2018</b> <b>£000</b>	<b>2018</b> <b>£000</b>	<b>2017</b> <b>£000</b>	<b>2017</b> <b>£000</b>
<b>Non-current assets</b>					
Tangible assets	8		216,943		217,255
Investment properties	9		4,901		12,004
Deferred tax assets	14		3,310		3,956
			<hr/>		<hr/>
			225,154		233,215
<b>Current assets</b>					
Inventories	10	187		187	
Trade and other receivables	12	119,179		76,749	
Cash at bank and in hand		1,827		938	
		<hr/>		<hr/>	
		121,193		77,874	
<b>Current liabilities</b>					
Trade and other payables	13	(209,886)		(42,354)	
		<hr/>		<hr/>	
<b>Net current liabilities</b>			(88,693)		35,520
			<hr/>		<hr/>
<b>Total assets less current liabilities</b>			136,461		268,735
<b>Provisions for liabilities</b>					
Deferred tax	14		(23,605)		(23,497)
Pension liabilities	19		(18,800)		(22,600)
			<hr/>		<hr/>
			(42,405)		(46,097)
			<hr/>		<hr/>
<b>Net assets</b>			94,056		222,638
			<hr/>		<hr/>
<b>Capital and reserves</b>					
Share capital	15	17,614		17,614	
Revaluation reserve	16	-		68,969	
Retained earnings	16	76,442		136,055	
		<hr/>		<hr/>	
<b>Shareholders' funds</b>			94,056		222,638
			<hr/>		<hr/>

The notes on pages 11 to 31 form an integral part of these financial statements.

These financial statements of East Midland International Airport Limited, registered number, 02078271 were approved by the board of directors on 24 December 2018 and were signed on its behalf by:



**N Thompson**  
Director



## Statement of changes in equity

For the year ended 31 March 2018

	Share capital	Revaluation reserve	Retained earnings	Total equity
	£000	£000	£000	£000
Balance at 1 April 2017	17,614	68,969	136,055	222,638
<b>Total comprehensive income for the year</b>				
Profit for the year	-	-	28,439	28,439
Other comprehensive income (see note 16)	-	2,922	601	3,523
<b>Total comprehensive income for the year</b>	-	2,922	29,040	31,962
<b>Transactions with owners recorded directly in equity</b>				
Transfer of revaluation reserves to retained earnings	-	(71,892)	71,892	-
Dividends paid	-	-	(160,545)	(160,545)
<b>Balance at 31 March 2018</b>	<b>17,614</b>	<b>-</b>	<b>76,442</b>	<b>94,056</b>

	Share capital	Revaluation reserve	Retained earnings	Total equity
	£000	£000	£000	£000
Balance at 1 April 2016	17,614	70,265	133,123	221,002
<b>Total comprehensive income for the year</b>				
Profit for the year	-	-	10,317	10,317
Other comprehensive income (see note 16)	-	(1,296)	(7,385)	(8,681)
<b>Total comprehensive income for the year</b>	-	(1,296)	2,932	1,636
<b>Balance at 31 March 2017</b>	<b>17,614</b>	<b>68,969</b>	<b>136,055</b>	<b>222,638</b>

The notes on pages 11 to 31 form an integral part of these financial statements.

## Notes

*(forming part of the financial statements)*

### 1 Accounting policies

East Midlands International Airport Limited (the 'Company') is a company limited by shares and incorporated and domiciled in the UK.

The Company is exempt by virtue of section 400 of the Companies Act 2006 from the requirement to prepare group financial statements. These financial statements present information about the Company as an individual undertaking and not about its group.

These financial statements were prepared in accordance with Financial Reporting Standard 102 *The Financial Reporting Standard* applicable in the UK and Republic of Ireland ('FRS 102') as issued in August 2014. The amendments issued in July 2015 have been applied. The presentation currency of these financial statements is sterling. All amounts in the financial statements have been rounded to the nearest £1,000.

The Company's ultimate parent undertaking, Manchester Airports Holdings Limited, includes the Company in its consolidated financial statements. The consolidated financial statements of Manchester Airports Holdings Limited are prepared in accordance with International Financial Reporting Standards as adopted by the EU, are available to the public and may be obtained from Olympic House, Manchester Airport, M90 1QX.

In these financial statements, the Company is considered to be a qualifying entity (for the purposes of this FRS) and has applied the exemptions available under FRS 102 relating to the following disclosures:

- Reconciliation of the number of shares outstanding from the beginning to end of the year;
- Cash Flow Statement and related notes; and
- Key Management Personnel compensation.

The Company has taken advantage of section 33.1A of FRS 102 and not disclosed transactions with fellow Group companies.

As the consolidated financial statements of Manchester Airports Holdings Limited include the equivalent disclosures, the Company has also taken the exemptions under FRS 102 available relating to the following disclosures:

- The disclosures required by FRS 102.11 *Basic Financial Instruments* and FRS 102.12 *Other Financial Instrument Issues* relating to financial instruments not falling within the fair value accounting rules of Paragraph 36(4) of Schedule 1.

The Company proposes to continue to adopt the reduced disclosure framework of FRS 102 in its next financial statements.

The accounting policies set out over the page have, unless otherwise stated, been applied consistently to all years presented in these financial statements.

#### 1.1 Measurement convention

The financial statements are prepared on the historical cost basis with the exception of certain assets and liabilities, namely investment properties and defined benefit scheme assets and liabilities, which are stated at their fair value at each statement of financial position date.

#### 1.2 Going concern

The financial statements have been prepared on the going concern basis, which the directors believe to be appropriate for the following reasons.

The Company is able to rely on the Group of which it is a member for financial support. Manchester Airports Holdings Limited, the Company's ultimate parent undertaking, has confirmed that it will continue to provide financial and other support to the Company, for at least the next twelve months from the date of approval of the financial statements, to the extent necessary to enable the Company to continue to trade, and in particular will not seek repayment of the amounts currently made available.

**Notes (continued)****1 Accounting policies (continued)**

The Group has considerable financial resources, as well as long-term contracts with a number of customers and suppliers across different geographic areas and industries. As a consequence, the directors of the Group believe that the Group is well placed to manage its business risks successfully despite the current uncertain economic outlook.

The Group's forecasts and projections, taking account of reasonably possible changes in trading performance, show that the Group should be able to operate within the level of its current facilities.

After considering all this available information, the directors of the Group have a reasonable expectation that the Group has adequate resources to continue in operational existence for the foreseeable future.

As with any company placing reliance on other group entities for financial support, the directors of the Company acknowledge that there can be no certainty that this financial and other support will continue, although at the date of approval of these financial statements, they have no reason to believe that it will not do so. On the basis of the above, the directors of the Company consider it appropriate to prepare the financial statements on a going concern basis.

**1.3 Restatement**

	2017	Reclassification	2017
	£000	£000	Restated £000
<b>Revenue</b>			
Aviation	20,115	(4,254)	15,861
Retail concessions	11,128		11,128
Car parking	16,303	2,340	18,643
Other	5,119		5,119
	<u>52,665</u>	<u>(1,914)</u>	<u>50,751</u>
Operating costs	(43,442)	1,914	(41,528)
Operating profit	9,223		9,223
Profit before taxation	11,194		11,194
Profit for the financial year	11,194		11,194

In preparing the financial statements for the year ended 31 March 2018 the previously reported figures for aviation and car parking income have been restated to appropriately present certain rebates and discounts as a reduction of revenue rather than a cost of sale, and car parking income has been restated to appropriately present car park booking commissions paid to third parties as a cost of sale rather than a reduction of revenue. These adjustments have no effect on either the profit for the year or net assets.

**1.4 Foreign currency**

The Company financial statements are presented in pound sterling and rounded to thousands. The Company's functional and presentation currency is the pound sterling.

Foreign currency transactions are translated into the functional currency using the spot exchange rates at the dates of the transactions. At each year end foreign currency monetary items are translated using the closing rate. Foreign exchange gains and losses resulting from the settlement of transactions, and from the translation at year end exchange rates of monetary assets and liabilities denominated in foreign currencies, are recognised in the income statement within operating costs.

## Notes (continued)

### 1 Accounting policies (continued)

#### 1.5 Classification of financial instruments issued by the Company

In accordance with FRS 102.22, financial instruments issued by the Company are treated as equity only to the extent that they meet the following two conditions:

- (a) they include no contractual obligations upon the Company to deliver cash or other financial assets or to exchange financial assets or financial liabilities with another party under conditions that are potentially unfavourable to the Company; and
- (b) where the instrument will or may be settled in the Company's own equity instruments, it is either a non-derivative that includes no obligation to deliver a variable number of the Company's own equity instruments or is a derivative that will be settled by the Company's exchanging a fixed amount of cash or other financial assets for a fixed number of its own equity instruments.

To the extent that this definition is not met, the proceeds of issue are classified as a financial liability. Where the instrument so classified takes the legal form of the Company's own shares, the amounts presented in these financial statements for called up share capital and share premium exclude amounts in relation to those shares.

#### 1.6 Basic financial instruments

##### Trade and other receivables/payables

Trade and other receivables are recognised initially at transaction price less attributable transaction costs. Trade and other payables are recognised initially at transaction price plus attributable transaction costs. Subsequent to initial recognition they are measured at amortised cost using the effective interest method, less any impairment losses in the case of trade receivables. If the arrangement constitutes a financing transaction, for example if payment is deferred beyond normal business terms, then it is measured at the present value of future payments discounted at a market rate of instrument for a similar debt instrument.

##### Investments in subsidiaries

Investments in subsidiaries are carried at cost less impairment, with changes recognised in other comprehensive income. Impairments are recognised in the income statement.

#### 1.7 Revenue

Revenue, which excludes value added tax, represents amounts received and receivable by the Company for services provided in the normal course of business, rent receivable and income from commercial concessions.

The Company recognises revenue when (a) the significant risks and rewards of ownership have been transferred to the buyer; (b) the Company retains no continuing involvement or control over the services; (c) the amount of revenue can be measured reliably; (d) it is probable that future economic benefits will flow to the entity and (e) when the specific criteria relating to each of the Company's sales channels have been met, as described below.

The following revenue recognition criteria apply to the Company's main income streams:

- Various passenger charges for handling and security based upon the number of departing passengers, are recognised at point of departure;
- Aircraft departure and arrival charges levied according to weight and time of departure/arrival, are recognised at point of departure;
- Aircraft parking charges based upon a combination of weight and time parked, are recognised at the point of departure;
- Car parking income is recognised at the point of exit for turn-up short and long stay parking. Contract parking and pre-book parking is recognised over the year to which it relates on a straight-line basis;
- Concession income from retail and commercial concessionaries is recognised in the year to which it relates on an accruals basis;
- Rental income arising from operating leases on investment properties is accounted for on a straight-line basis over the lease term; and
- Development profits are recognised upon legal completion of contracts.

**Notes (continued)****1 Accounting policies (continued)****1.8 Tangible fixed assets**

Tangible fixed assets constitute the Company's operational asset base including terminal, airfield, car parking, land, plant, and owner-occupied property assets. Investment properties held to earn rentals or for capital growth are accounted for separately. Fixed assets are stated at cost or deemed cost less accumulated depreciation. Cost includes directly attributable own labour.

Tangible fixed assets are stated at cost less accumulated depreciation and accumulated impairment losses. Certain items of tangible fixed assets that had been revalued to fair value prior to the date of transition to FRS 102, are measured on the basis of deemed cost, being the revalued amount at the date of that revaluation.

Where parts of an item of tangible fixed assets have different useful lives, they are accounted for as separate items of tangible fixed assets, for example land is treated separately from buildings.

The Company assesses at each reporting date whether tangible fixed assets are impaired.

Depreciation is charged to the income statement on a straight-line basis over the estimated useful lives of each part of an item of tangible fixed assets. No depreciation is provided on freehold land. Assets in the course of construction are stated at cost. These assets are not depreciated until they are available for use.

The estimated useful lives are as follows:

Freehold and long leasehold property	-	10 - 50 years
Runways, taxiways and aprons	-	10 - 75 years
Main services	-	7 - 50 years
Plant and machinery	-	5 - 25 years
Motor vehicles	-	3 - 7 years
Fixtures, fittings, tools and equipment	-	5 - 10 years

Depreciation methods, useful lives and residual values are reviewed if there is an indication of a significant change since last annual reporting date in the pattern by which the Company expects to consume an asset's future economic benefits.

Subsequent costs, including major inspections, are included in an asset's carrying amount or recognised as a separate asset, as appropriate, only when it is probable that economic benefits associated with the item will flow to the Company and the cost can be measured reliably. The carrying amount of any replaced component is derecognised. Major components are treated as a separate asset where they have significantly different patterns of consumption of economic benefits and are depreciated separately over their useful lives.

Repairs, maintenance and minor inspection costs are expensed as incurred.

Tangible assets are derecognised on disposal or when no future economic benefits are expected. On disposal, the difference between the net disposal proceeds and the carrying amount is recognised in the income statement and included in operating costs.

**1.9 Investment property**

Investment properties are properties that are held either to earn rental income or for capital appreciation or for both. Investment properties are recognised initially at cost.

Subsequent to initial recognition:

- i. investment properties whose fair value can be measured reliably without undue cost or effort are held at fair value. Any gains or losses arising from changes in the fair value are recognised in the income statement in the year that they arise; and
- ii. no depreciation is provided relating to investment properties applying the fair value model.

**Notes (continued)****1 Accounting policies (continued)**

All investment properties are valued by an independent property valuer as at the statement of financial position date. These valuations were prepared in accordance with the appraisal and valuation manual issued by the Royal Institution of Chartered Surveyors.

**1.10 Inventories**

Inventories are stated at the lower of cost and estimated selling price less costs to complete and sell.

Cost is determined on the first-in, first-out (FIFO) method. Cost includes the purchase price, including taxes, duties, transport and handling, directly attributable to bringing the inventory to its present location and condition.

At the end of each reporting year inventories are assessed for impairment. If an item of inventory is impaired, the identified inventory is reduced to its selling price less costs to complete and sell and an impairment charge is recognised in the income statement. Where a reversal of the impairment is required the impairment charge is reversed, up to the original impairment loss, and is recognised as a credit in the income statement.

**1.11 Impairment excluding stocks, investment properties and deferred tax assets****Financial assets (including trade and other receivables)**

A financial asset not carried at fair value through the income statement is assessed at each reporting date to determine whether there is objective evidence that it is impaired. A financial asset is impaired if objective evidence indicates that a loss event has occurred after the initial recognition of the asset, and that the loss event had a negative effect on the estimated future cash flows of that asset that can be estimated reliably.

An impairment loss relating to a financial asset measured at amortised cost is calculated as the difference between its carrying amount and the present value of the estimated future cash flows discounted at the asset's original effective interest rate. For financial instruments measured at cost less impairment, an impairment is calculated as the difference between its carrying amount and the best estimate of the amount that the Company would receive for the asset if it were to be sold at the reporting date. Interest on the impaired asset continues to be recognised through the unwinding of the discount. Impairment losses are recognised in the income statement. When a subsequent event causes the amount of impairment loss to decrease, the decrease in impairment loss is reversed through the income statement.

**Non-financial assets**

The carrying amounts of the Company's non-financial assets, other than investment property and deferred tax assets, are reviewed at each reporting date to determine whether there is any indication of impairment. If any such indication exists, then the asset's recoverable amount is estimated. The recoverable amount of an asset or cash-generating unit is the greater of its value in use and its fair value less costs to sell. In assessing value in use, the estimated future cash flows are discounted to their present value using a pre-tax discount rate that reflects current market assessments of the time value of money and the risks specific to the asset. For the purpose of impairment testing, assets that cannot be tested individually are grouped together into the smallest group of assets that generates cash inflows from continuing use that are largely independent of the cash inflows of other assets or groups of assets (the 'cash-generating unit').

An impairment loss is recognised if the carrying amount of an asset or its cash-generating unit exceeds its estimated recoverable amount. Impairment losses are recognised in the income statement.

Impairment losses recognised relating to cash generating units are allocated first to reduce the carrying amount of any goodwill allocated to the units, and then to reduce the carrying amounts of the other assets in the unit (group of units) on a *pro rata* basis.

An impairment loss is reversed only if the reasons for the impairment have ceased to apply. Impairment losses recognised in prior years are assessed at each reporting date for any indications that the loss has decreased or no longer exists. An impairment loss is reversed only to the extent that the asset's carrying amount does not exceed the carrying amount that would have been determined, net of depreciation or amortisation, if no impairment loss had been recognised.

## Notes (continued)

### 1 Accounting policies (continued)

#### 1.12 Employee benefits

The Company provides a range of benefits to employees, including annual bonus arrangements, paid holiday arrangements, and defined benefit and defined contribution pension plans.

##### *Short term benefits*

Short term benefits, including holiday pay and other similar non-monetary benefits, are recognised as an expense in the year in which the service is received.

##### *Defined contribution plans and other long term employee benefits*

The Company operates a defined contribution pension scheme for all qualifying employees. A defined contribution plan is a post-employment benefit plan under which the Company pays fixed contributions into a separate entity and will have no legal or constructive obligation to pay further amounts. Obligations for contributions to defined contribution pension plans are recognised as an expense in the income statement in the years during which services are rendered by employees. Amounts not paid are shown in accruals in the statement of financial position. The assets of the plan are held separately from the Company in independently administered funds.

##### *Defined benefit plans*

The Company participates in a defined benefit pension scheme. A defined benefit plan defines the pension benefit that the employee will receive on retirement, usually dependent upon several factors including age, length of service and remuneration. A defined benefit plan is a post-employment benefit plan other than a defined contribution plan.

The liability recognised in the statement of financial position relating to the defined benefit plan is the present value of the defined benefit obligation at the reporting date less the fair value of the plan assets at the reporting date.

The defined benefit obligation is calculated using the projected unit credit method. Annually the Company engages independent actuaries to calculate the obligation. The present value is determined by discounting the estimated future payments using market yields on high quality corporate bonds that are denominated in sterling and that have terms approximating the estimated year of the future payments ('discount rate').

The fair value of plan assets is measured in accordance with the FRS 102 fair value hierarchy and in accordance with the Company's policy for similarly held assets. This includes the use of appropriate valuation techniques.

Actuarial gains and losses arising from experience adjustments and changes in actuarial assumptions are charged or credited to other comprehensive income. These amounts together with the return on plan assets, less amounts included in net interest, are disclosed as 'Remeasurement of net defined benefit liability'.

The cost of the defined benefit plan, recognised in the income statement as employee costs, except where included in the cost of an asset, comprises:

- (a) the increase in pension benefit liability arising from employee service during the year; and
- (b) the cost of plan introductions, benefit changes, curtailments and settlements.

The net interest cost is calculated by applying the discount rate to the net balance of the defined benefit obligation and the fair value of plan assets. This cost is recognised in the income statement as 'interest costs'.

##### *Annual bonus plan*

The Company operates a number of annual bonus plans for employees. An expense is recognised in the income statement when the Company has a legal or constructive obligation to make payments under the plans as a result of past events and a reliable estimate of the obligation can be made.

## Notes (continued)

### 1 Accounting policies (continued)

#### 1.13 Expenses

##### *Operating leases*

Payments (excluding costs for services and insurance) made under operating leases are recognised in the income statement on a straight-line basis over the term of the lease unless the payments to the lessor are structured to increase in line with expected general inflation, in which case the payments related to the structured increases are recognised as incurred.

Lease incentives received are recognised in the income statement over the term of the lease as an integral part of the total lease expense.

##### *Interest receivable and interest payable*

Interest payable and similar charges include interest payable and finance charges. Interest income and interest payable are recognised in the income statement as they accrue, using the effective interest method.

#### 1.14 Significant items

Significant items are material items of income and expense that, because of the unusual nature or frequency of the events giving rise to them, merit separate presentation to allow an understanding of the Company's underlying financial performance.

Such items include impairment of assets, major reorganisation of businesses and integration costs associated with significant acquisitions.

#### 1.15 Taxation

Tax on the profit or loss for the year comprises current and deferred tax. Tax is recognised in the income statement except to the extent that it relates to items recognised directly in equity or other comprehensive income, in which case it is recognised directly in equity or other comprehensive income.

Current tax is the expected tax payable or receivable on the taxable income or loss for the year, using tax rates enacted or substantively enacted at the statement of financial position date, and any adjustment to tax payable relating to previous years.

Deferred tax is provided on timing differences that arise from the inclusion of income and expenses in tax assessments in years different from those in which they are recognised in the financial statements. The following timing differences are not provided for: differences between accumulated depreciation and tax allowances for the cost of a fixed asset if and when all conditions for retaining the tax allowances have been met; and differences relating to investments in subsidiaries, to the extent that it is not probable that they will reverse in the foreseeable future and the reporting entity is able to control the reversal of the timing difference. Deferred tax is not recognised on permanent differences arising because certain types of income or expense are non-taxable, or are disallowable for tax, or because certain tax charges or allowances are greater or smaller than the corresponding income or expense.

Deferred tax is measured at the tax rate that is expected to apply to the reversal of the related difference, using tax rates enacted or substantively enacted at the statement of financial position date. For investment property that is measured at fair value, deferred tax is provided at the rates and allowances applicable to the sale of the property. Deferred tax balances are not discounted.

Unrelieved tax losses and other deferred tax assets are recognised only to the extent that it is probable that they will be recovered against the reversal of deferred tax liabilities or other future taxable profits.

#### 1.16 Critical accounting estimates and judgements

In applying the Company's accounting policies, the Company has made estimates and judgements, concerning the future. Estimates and judgements are continually evaluated and are based on historical experience and other factors, including expectations of future events that are believed to be reasonable under the circumstances. Actual results may, however, differ from the estimates calculated, and management believe that the following are the more significant judgements impacting these financial statements.



**Notes (continued)****1 Accounting policies (continued)***Investment properties*

Investment properties were valued at fair value at 31 March 2018 by Deloitte LLP. The valuations were prepared in accordance with IFRS and the appraisal and valuation manual issued by the Royal Institution of Chartered Surveyors. Valuations were carried out having regard to comparable market evidence of transaction prices for similar properties, land valuations and discounted cash flow methods.

*Pensions*

Certain assumptions have been adopted for factors that determine the valuation of the Company's liability for pension obligations at year end and future returns on pension scheme assets and charges to the income statement. The factors have been determined in consultation with the Company's independent actuary taking into account market and economic conditions.

Changes in assumptions can vary from year to year as a result of changing conditions and other determinants which may cause increases or decreases in the valuation of the Company's liability for pension obligations. The objective of setting pension scheme assumptions for future years is to reflect the expected actual outcomes. The impact of the change in assumptions on the valuation of the net financial position for pension schemes is reflected in the statement of changes in equity. Further details are available in note 19.

## Notes (continued)

### 2 Analysis of revenue

	2018 £000	2017 £000 Restated*
<i>By activity</i>		
Aviation	23,201	15,861
Car parking	20,762	18,643
Retail concessions	11,655	11,128
Other	5,430	5,119
	<u>61,048</u>	<u>50,751</u>

\*See note 1 for details of the restatement.

All of the Company's revenue arises in the United Kingdom and details of the revenue generated by each of the Company's key activities are disclosed above.

### 3 Notes to the income statement

	2018 £000	2017 £000
<i>Profit before taxation is stated after charging/(crediting)</i>		
Depreciation of tangible fixed assets	11,572	9,045
Hire of plant and machinery - operating leases	6	68
Profit on disposal of fixed assets	-	(4,202)
	<u></u>	<u></u>

#### *Auditor's remuneration*

Amounts receivable by the Company's auditor and the auditor's associates relating to services to the Company have been borne by the Company's ultimate parent, Manchester Airports Holdings Limited. The directors believe that the proportion of the consolidated fee applicable to the Company is £20,000 (2017: £17,000).

### 4 Remuneration of directors

C Cornish, K O'Toole and N Thompson were directors of Manchester Airports Holdings Limited during the year, and their aggregate remuneration is disclosed in that company's financial statements. The directors believe that the total directors' remuneration applicable to the Company based on services provided is £800,000 (2017: £786,834). A Cliffe's aggregate emoluments as highest paid director of East Midlands Airport Limited is £500,556 (2017: £434,952).

## Notes (continued)

### 5 Staff numbers and costs

The average number of persons employed by the Company (including directors) during the year, analysed by category, was as follows:

	Number of employees	
	2018	2017
Operational	619	532
Management and administrative	10	10
	<u>629</u>	<u>542</u>

The aggregate payroll costs of these persons were as follows:

	2018	2017
	£000	£000
Wages and salaries	17,171	13,941
Social security costs	1,547	1,402
Other pension costs	1,795	1,014
	<u>20,513</u>	<u>16,357</u>

### 6 Interest payable and similar charges

	2018	2017
	£000	£000
Interest payable on preference shares (see note 13)	1,585	1,585
Interest expense on net defined benefit liabilities (see note 19)	600	400
	<u>2,185</u>	<u>1,985</u>

Of the above amount £1,585,000 (2017: £1,585,000) was payable to Group undertakings.

## Notes (continued)

### 7 Taxation

#### Total tax expense/(income) recognised in the income statement

	2018 £000	2018 £000	2017 £000	2017 £000
<i>UK corporation tax</i>				
Current tax on income for the year	2,425		2,140	
Adjustments relating to prior years	377		235	
	<hr/>		<hr/>	
Total current tax		2,802		2,375
<i>Deferred tax</i>				
Origination/reversal of timing differences	234		(50)	
Adjustment relating to prior years	(245)		(70)	
Effect of change in rate of corporation tax	-		(1,378)	
	<hr/>		<hr/>	
Total deferred tax		(11)		(1,498)
		<hr/>		<hr/>
Tax on profit		2,791		877
		<hr/>		<hr/>

#### Total tax expense/(income) included in other comprehensive income

	2018 £000	2017 £000
<i>Deferred tax</i>		
Origination/reversal of timing differences	765	(1,836)
Effect of change in rate of corporation tax	-	118
	<hr/>	<hr/>
Total tax income included in other comprehensive income	765	(1,718)
	<hr/>	<hr/>

#### Total tax expense/(income) recognised in the income statement, other comprehensive income and equity

	2018 Current tax £000	2018 Deferred tax £000	2018 Total tax £000	2017 Current tax £000	2017 Deferred tax £000	2017 Total tax £000
Recognised in the income statement	2,802	(11)	2,828	2,375	(1,498)	877
Recognised in other comprehensive income	-	765	765	-	(1,718)	(1,718)
	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
Total tax	2,802	754	3,556	2,375	(3,216)	(841)
	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>

## Notes (continued)

### 7 Taxation (continued)

#### Reconciliation of effective tax rate

	2018 £000	2017 £000
<i>Current tax reconciliation</i>		
Profit for the year	28,439	10,317
Total tax expense	2,791	877
	<hr/>	<hr/>
Profit before tax	31,230	11,194
	<hr/>	<hr/>
Profit before tax multiplied by the standard rate of corporation tax of 19% (2017: 20%)	5,934	2,239
<i>Effects of:</i>		
Expenses not deductible for tax purposes	1,495	(599)
Income exempt from tax	(4,653)	-
Adjustments to tax charge to prior years	377	235
Adjustments to deferred tax charge to prior years	(245)	(70)
Lower than standard rate used for deferred tax temporary differences	(117)	450
Change in rate of corporation tax	-	(1,378)
	<hr/>	<hr/>
Total tax expense included in the income statement	2,791	877
	<hr/>	<hr/>

#### Factors that may affect future current and total tax charges

The Finance Bill 2016 was substantively enacted on 6 September 2016 and included a reduction in the rate of corporation tax to 17% from 1 April 2020.

Deferred tax balances at 31 March 2018 have therefore been calculated at 17%, unless they are expected to unwind earlier than 1 April 2020, in which case the deferred tax balances have been calculated at the prevailing rate at the time the unwind is expected.

## Notes (continued)

### 8 Tangible fixed assets

	Freehold land and property £000	Long leasehold property £000	Airport infrastructure £000	Plant, fixtures and equipment £000	Assets in the course of construction £000	Total £000
<b>Cost</b>						
At beginning of year	32,531	104,581	212,411	51,077	11,539	412,139
Additions	-	-	-	-	11,450	11,450
Reclassification	-	417	5,813	6,838	(13,068)	-
Disposals	-	(810)	(204)	(4,937)	-	(5,951)
At end of year	32,531	104,188	218,020	52,978	9,921	417,638
<b>Depreciation</b>						
At beginning of year	-	64,991	82,862	47,031	-	194,884
Charge for year	-	2,064	5,021	4,487	-	11,572
Disposals	-	(810)	(14)	(4,937)	-	(5,761)
At end of year	-	66,245	87,869	46,581	-	200,695
<b>Net book value</b>						
At 31 March 2018	32,531	37,943	130,151	6,397	9,921	216,943
At 31 March 2017	32,531	39,590	129,549	4,046	11,539	217,255

The carrying amount of land not depreciated as at 31 March 2018 is £32,531,000 (2017: £32,531,000).

### 9 Investment properties

	Investment properties £000
Balance at 1 April 2017	12,004
Reclassification from operational assets	(56)
Disposals	(4,276)
Revaluations	(2,771)
<b>Net book value</b>	
At 31 March 2018	4,901
Historical cost net book value	3,070

The fair value of the Company's commercial investment property at 31 March 2018 has been arrived at on the basis of a valuation carried out at that date by Deloitte LLP. The valuers are independent and are not connected with the Company. The valuation, which conforms to International Valuation Standards, was arrived at by reference to market evidence of transaction prices for similar properties, land valuations and discounted cash flow methods.

The existing use value of land and buildings includes notional directly attributable acquisition costs. The open market value of land and buildings is determined before the deduction of expected selling costs.

Any gain or loss arising from a change in fair value is recognised in the income statement. Rental income from investment property is accounted for as described in the revenue accounting policy on page 13.

## Notes (continued)

### 10 Inventories

	2018 £000	2017 £000
Raw materials and consumables	187	187
	<u>187</u>	<u>187</u>

### 11 Fixed asset investments

	res in subsidiary undertakings
	£
<i>Cost and net book value</i>	
At 31 March 2018 and 31 March 2017	4

At 31 March 2018 the Company held investments in the following subsidiary undertakings:

Subsidiary undertakings	Country of incorporation	Principal activity	Class and percentage of shares held
East Midlands Airport Property Investments (Hotels) Limited	England and Wales	Investment property company	100% ordinary
East Midlands Airport Property Investments (Industrial) Limited	England and Wales	Investment property company	100% ordinary
East Midlands Airport Property Investments (Offices) Limited	England and Wales	Investment property company	100% ordinary
East Midlands Airport Core Property Investments Limited	England and Wales	Investment property company	100% ordinary

The registered office address for all of the above entities is Olympic House, Manchester Airport, Manchester, M90 1QX.

## Notes (continued)

### 12 Trade and other receivables

	2018 £000	2017 £000
Trade receivables	7,425	4,473
Amounts owed by group undertakings	104,506	65,415
Other receivables	109	1,034
Prepayments and accrued income	7,139	5,827
	<u>119,179</u>	<u>76,749</u>

Amounts owed by group undertakings are unsecured, interest free and are repayable on demand, and as at 31 March 2018 include dividends receivable of £24,490,000 (2017: £nil).

### 13 Trade and other payables

	2018 £000	2017 £000
Trade payables	5,125	2,163
Amounts owed to group undertakings	166,728	-
Taxation and social security	5,329	6,835
Other payables	2,048	1,045
Accruals and deferred income	13,042	14,697
Preference shares classified as liabilities	17,614	17,614
	<u>209,886</u>	<u>42,354</u>

Amounts owed to group undertakings are unsecured, interest free and are repayable on demand, and as at 31 March 2018 include dividends payable of £160,545,000 (2017: £nil).

The 9% cumulative redeemable preference shares have no fixed redemption date. They are to be repaid, fully or in part, after either the Company or a shareholder has given one month's notice. No premium is payable on redemption. The preference shares have no voting rights attached.



## Notes (continued)

### 14 Deferred tax assets and liabilities

	Differences between accumulated depreciation and capital allowances	Short term timing differences	Deferred tax on investment properties	Deferred tax asset on pension liability	Net tax assets/ (liabilities)
	£000	£000	£000	£000	£000
At 1 April 2017	(1,837)	114	(21,660)	3,842	(19,541)
(Charge)/credit to income	389	-	(497)	119	11
Credit to equity	-	-	-	(765)	(765)
	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>
At 31 March 2018	<u>(1,448)</u>	<u>114</u>	<u>(22,157)</u>	<u>3,196</u>	<u>(20,295)</u>

	Differences between accumulated depreciation and capital allowances	Short term timing differences	Deferred tax on investment properties	Deferred tax asset on pension liability	Net tax assets/ (liabilities)
	£000	£000	£000	£000	£000
At 1 April 2016	(1,503)	121	(23,499)	2,124	(22,757)
(Charge)/credit to income	(334)	(7)	1,839	-	1,498
(Charge)/credit to equity	-	-	-	1,718	1,718
	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>
At 31 March 2017	<u>(1,837)</u>	<u>114</u>	<u>(21,660)</u>	<u>3,842</u>	<u>(19,541)</u>

	2018 £000	2017 £000
Deferred tax assets	3,310	3,956
Deferred tax liabilities	(23,605)	(23,497)
	<u>          </u>	<u>          </u>
	<u>(20,295)</u>	<u>(19,541)</u>

### 15 Called up share capital

	2018 £000	2017 £000
<i>Issued, called up and fully paid</i>		
17,614,008 Ordinary shares of £1 each	17,614	17,614
	<u>          </u>	<u>          </u>
	<u>17,614</u>	<u>17,614</u>

## Notes (continued)

### 16 Reserves

2018	Revaluation Reserve £000	Retained earnings £000
At beginning of year	68,969	136,055
Profit for the year	-	31,616
Movement in operational assets fair values	2,676	(2,676)
Movement in investment property fair values	(2,771)	(246)
Remeasurement of the net defined benefit liability	-	3,735
Transfer of revaluation reserves to retained earnings	(68,875)	68,875
Dividends paid	-	(160,545)
<b>At end of year</b>	<b>-</b>	<b>76,442</b>

2017	Revaluation Reserve £000	Retained earnings £000
At beginning of year	70,265	133,123
Profit for the year	-	10,317
Movement in investment property fair values	(246)	246
Deferred tax arising on movement in investment property fair values	42	(42)
Remeasurement of the net defined benefit liability	-	(8,564)
Effect of change in rate of corporation tax	1,306	(1,423)
Depreciation transfer to the income statement	(2,398)	2,398
<b>At end of year</b>	<b>68,969</b>	<b>136,055</b>

### 17 Commitments

Capital commitments at the end of the financial year, for which no provision has been made, are as follows:

	2018 £000	2017 £000
Contracted	3,449	127

## Notes (continued)

### 18 Operating leases

At 31 March 2018 the Company has commitments under non-cancellable operating leases which expire as follows:

	2018 Other £000	2017 Other £000
Operating leases which expire:		
Within one year	59	68
In the second to fifth years inclusive	63	125
After five years	-	-
	<hr/> 122	<hr/> 193
	<hr/> <hr/>	<hr/> <hr/>

#### *Leases as a lessor*

The investment properties are let under operating leases. The future minimum lease payments receivable under non-cancellable leases are as follows:

	2018 £000	2017 £000
Operating leases which expire:		
Within one year	165	737
In the second to fifth years inclusive	398	2,662
After five years	6,068	33,149
	<hr/> 6,631	<hr/> 36,548
	<hr/> <hr/>	<hr/> <hr/>

## Notes (continued)

### 19 Pension schemes

#### *Defined contribution pension scheme*

The Company operates a defined contribution pension scheme. The pension cost charge for the year represents contributions payable by the Company to the scheme and amounted to £389,000 (2017: £304,000).

As at 31 March 2018 there were £nil (2017: £nil) contributions due relating to the year then ended that had not been paid over to the scheme.

#### *Defined benefit scheme*

An actuarial valuation of the East Midlands International Airport Limited scheme, using the projected unit basis, was carried out at 6 April 2017 by PricewaterhouseCoopers, independent consulting actuaries. The information disclosed below is relating to the whole of the plans for which the Company is either the sponsoring employer or has been allocated a share of cost under an agreed Group policy throughout the years shown.

	2018 £000	2017 £000
Present value of funded defined benefit obligations	(80,100)	(82,500)
Fair value of plan assets	61,300	59,900
Deficit	<u>(18,800)</u>	<u>(22,600)</u>
<i>Movements in present value of defined benefit obligation</i>		
	2018 £000	2017 £000
At 1 April	(82,500)	(64,700)
Current service cost	(1,100)	(800)
Interest cost	(2,200)	(2,300)
Actuarial (losses)/gains	3,900	(15,900)
Contributions by members	(300)	(300)
Net benefits paid out	2,100	1,500
At 31 March	<u>(80,100)</u>	<u>(82,500)</u>

## Notes (continued)

### 19 Pension schemes (continued)

#### Movements in fair value of plan assets

	2018 £000	2017 £000
At 1 April	59,900	52,900
Expected return on plan assets	1,600	1,900
Actuarial gains/(losses)	600	5,500
Contributions by employer	1,200	1,200
Contributions by members	300	300
Benefits paid	(2,100)	(1,500)
Administration expenses	(200)	(400)
At 31 March	61,300	59,900

#### Expense recognised in the income statement

	2018 £000	2017 £000
Current service cost	1,100	800
Administration expenses	200	400
Interest on net defined benefit liability	600	400
Total	1,900	1,600

The expense is recognised in the following line items in the income statement:

	2018 £000	2017 £000
Operating costs	1,300	1,200
Interest payable and similar charges	600	400
	1,900	1,600

The total amount recognised in other comprehensive income relating to actuarial gains on remeasurement is £4,500,000 (2017: loss of £10,400,000).

The fair values of the plan assets are as follows:

	2018 Fair value £000	2017 Fair value £000
Equities	36,700	35,600
Corporate bonds	15,300	15,300
Property	6,500	6,100
Other	2,800	2,900
	61,300	59,900

## Notes (continued)

### 19 Pension schemes (continued)

Principal actuarial assumptions (expressed as weighted averages) at the year end were as follows:

	2018 %	2017 %
Discount rate	2.60	2.65
Future salary increases	2.00	2.00
Inflation assumption	2.15	2.35

The mortality assumptions are based on the S1NXA standard mortality tables allowing for medium cohort 1% minimum mortality improvements. The assumptions are equivalent to expecting a 65-year old to live for a number of years as follows:

- Current pensioner aged 65: 22.7 years (male), 25.1 years (female)
- Future retiree upon reaching 65: 23.7 years (male), 26.3 years (female)

#### Experience adjustments

	2018 £000	2017 £000
Experience adjustments on scheme liabilities	300	400
Experience adjustments on scheme assets	600	5,500

The Company expects to contribute approximately £1.2m (2017: £1.2m) to its defined benefit plans in the next financial year.

### 20 Contingent liabilities

Under the Common Terms Agreement signed on 14 February 2014, the Company and a number of its fellow subsidiaries have entered into a security agreement with the Group's bondholders and bankers. The bonds and bank loans are secured by a fixed and floating charge over substantially all of the Group's assets. The total amount outstanding under this agreement at 31 March 2018 is £1,095.3m (2017: £937.1m).

### 21 Ultimate parent company and parent undertaking of larger group of which the Company is a member

The Company is a subsidiary undertaking of East Midlands Airport Nottingham Derby Leicester Limited. The smallest Group in which the results of the Company are consolidated is that headed by Manchester Airport Group Investments Limited. The Company's ultimate parent is Manchester Airports Holdings Limited. The consolidated financial statements of Manchester Airports Holdings Limited Group are available to the public and may be obtained from the Company Secretary at Olympic House, Manchester Airport, Manchester M90 1QX, or via the website at [www.magairports.com](http://www.magairports.com).

Carrier Code	Flight No	Dep Airport Name	Arr Airport Name	Local	Local Dep Time	Local Arr Time	General Aircraft Name	Frequency
				Days Of Op				
FR	1005	London Stansted Apt	Bucharest Henri Coanda Apt	7	0835	1345	Boeing 737 Passenger	1
FR	1005	London Stansted Apt	Bucharest Henri Coanda Apt	123456	0840	1350	Boeing 737 Passenger	6
FR	1006	Bucharest Henri Coanda Apt	London Stansted Apt	3	0650	0815	Boeing 737 Passenger	1
FR	1006	Bucharest Henri Coanda Apt	London Stansted Apt	12 4567	0645	0810	Boeing 737 Passenger	6
FR	1007	London Stansted Apt	Bucharest Henri Coanda Apt	6	1935	0045	Boeing 737 Passenger	1
FR	1007	London Stansted Apt	Bucharest Henri Coanda Apt	2	1845	2355	Boeing 737 Passenger	1
FR	1007	London Stansted Apt	Bucharest Henri Coanda Apt	1 345 7	1800	2310	Boeing 737 Passenger	5
FR	1008	Bucharest Henri Coanda Apt	London Stansted Apt	6	1740	1910	Boeing 737 Passenger	1
FR	1008	Bucharest Henri Coanda Apt	London Stansted Apt	3	1600	1730	Boeing 737 Passenger	1
FR	1008	Bucharest Henri Coanda Apt	London Stansted Apt	2	1650	1820	Boeing 737 Passenger	1
FR	1008	Bucharest Henri Coanda Apt	London Stansted Apt	1 45 7	1605	1735	Boeing 737 Passenger	4
FR	1013	London Stansted Apt	Prague Ruzyně	1234567	0800	1055	Boeing 737 Passenger	7
FR	1014	Prague Ruzyně	London Stansted Apt	1234567	0635	0735	Boeing 737 Passenger	7
FR	1017	Edinburgh	Budapest	5	1850	2250	Boeing 737 Passenger	1
FR	1017	Edinburgh	Budapest	3	1935	2335	Boeing 737 Passenger	1
FR	1017	Edinburgh	Budapest	1	1515	1915	Boeing 737 Passenger	1
FR	1018	Budapest	Edinburgh	5	1625	1825	Boeing 737 Passenger	1
FR	1018	Budapest	Edinburgh	3	1710	1910	Boeing 737 Passenger	1
FR	1018	Budapest	Edinburgh	1	1250	1450	Boeing 737 Passenger	1
FR	102	Shannon	London Stansted Apt	1234567	0705	0835	Boeing 737 Passenger	7
FR	1021	London Stansted Apt	Nowy Dwor Mazowiecki	7	0835	1150	Boeing 737 Passenger	1
FR	1021	London Stansted Apt	Nowy Dwor Mazowiecki	4 6	0855	1210	Boeing 737 Passenger	2
FR	1021	London Stansted Apt	Nowy Dwor Mazowiecki	3	0930	1245	Boeing 737 Passenger	1
FR	1021	London Stansted Apt	Nowy Dwor Mazowiecki	2 5	0850	1205	Boeing 737 Passenger	2
FR	1021	London Stansted Apt	Nowy Dwor Mazowiecki	1	0700	1015	Boeing 737 Passenger	1
FR	1022	Nowy Dwor Mazowiecki	London Stansted Apt	7	1215	1345	Boeing 737 Passenger	1
FR	1022	Nowy Dwor Mazowiecki	London Stansted Apt	6	0700	0830	Boeing 737 Passenger	1
FR	1022	Nowy Dwor Mazowiecki	London Stansted Apt	4	1235	1405	Boeing 737 Passenger	1
FR	1022	Nowy Dwor Mazowiecki	London Stansted Apt	3	0735	0905	Boeing 737 Passenger	1
FR	1022	Nowy Dwor Mazowiecki	London Stansted Apt	2 5	0655	0825	Boeing 737 Passenger	2
FR	1022	Nowy Dwor Mazowiecki	London Stansted Apt	1	1040	1210	Boeing 737 Passenger	1
FR	103	London Stansted Apt	Shannon	1234567	0905	1030	Boeing 737 Passenger	7
FR	1047	Karlsruhe/Baden-Baden Baden Airport	Edinburgh	5	1805	1910	Boeing 737 Passenger	1
FR	1047	Karlsruhe/Baden-Baden Baden Airport	Edinburgh	1	1025	1130	Boeing 737 Passenger	1
FR	1048	Edinburgh	Karlsruhe/Baden-Baden Baden Airport	5	1440	1740	Boeing 737 Passenger	1
FR	1048	Edinburgh	Karlsruhe/Baden-Baden Baden Airport	1	0700	1000	Boeing 737 Passenger	1
FR	1049	Edinburgh	Katowice	7	1755	2130	Boeing 737 Passenger	1
FR	1049	Edinburgh	Katowice	5	1815	2150	Boeing 737 Passenger	1
FR	1050	Katowice	Edinburgh	7	2155	2340	Boeing 737 Passenger	1
FR	1050	Katowice	Edinburgh	5	2215	2359	Boeing 737 Passenger	1
FR	1051	Edinburgh	Nantes Atlantique Airport	5	1345	1635	Boeing 737 Passenger	1
FR	1051	Edinburgh	Nantes Atlantique Airport	3	0705	0955	Boeing 737 Passenger	1
FR	1051	Edinburgh	Nantes Atlantique Airport	1	1155	1445	Boeing 737 Passenger	1
FR	1052	Nantes Atlantique Airport	Edinburgh	5	1700	1750	Boeing 737 Passenger	1
FR	1052	Nantes Atlantique Airport	Edinburgh	3	1020	1110	Boeing 737 Passenger	1
FR	1052	Nantes Atlantique Airport	Edinburgh	1	1510	1600	Boeing 737 Passenger	1
FR	1053	Prague Ruzyně	Edinburgh	4 7	1755	1910	Boeing 737 Passenger	2
FR	1053	Prague Ruzyně	Edinburgh	2	1950	2105	Boeing 737 Passenger	1
FR	1054	Edinburgh	Prague Ruzyně	4 7	1410	1730	Boeing 737 Passenger	2
FR	1054	Edinburgh	Prague Ruzyně	2	1605	1925	Boeing 737 Passenger	1
FR	1064	Edinburgh	Toulouse	7	1150	1510	Boeing 737 Passenger	1
FR	1064	Edinburgh	Toulouse	3	1830	2150	Boeing 737 Passenger	1
FR	1065	Toulouse	Edinburgh	7	1535	1655	Boeing 737 Passenger	1
FR	1065	Toulouse	Edinburgh	3	2215	2335	Boeing 737 Passenger	1
FR	1068	Edinburgh	Venice Treviso/Sant'Angelo Apt	5	0655	1030	Boeing 737 Passenger	1
FR	1068	Edinburgh	Venice Treviso/Sant'Angelo Apt	3	1750	2125	Boeing 737 Passenger	1
FR	1068	Edinburgh	Venice Treviso/Sant'Angelo Apt	1	1440	1815	Boeing 737 Passenger	1
FR	1069	Venice Treviso/Sant'Angelo Apt	Edinburgh	5	1055	1240	Boeing 737 Passenger	1
FR	1069	Venice Treviso/Sant'Angelo Apt	Edinburgh	3	2150	2335	Boeing 737 Passenger	1
FR	1069	Venice Treviso/Sant'Angelo Apt	Edinburgh	1	1840	2025	Boeing 737 Passenger	1
FR	1070	Valencia Airport	Edinburgh	6	2140	2345	Boeing 737 Passenger	1
FR	1070	Valencia Airport	Edinburgh	4	1910	2115	Boeing 737 Passenger	1
FR	1070	Valencia Airport	Edinburgh	2	1250	1455	Boeing 737 Passenger	1
FR	1071	Edinburgh	Valencia Airport	6	1715	2110	Boeing 737 Passenger	1
FR	1071	Edinburgh	Valencia Airport	4	1445	1840	Boeing 737 Passenger	1
FR	1071	Edinburgh	Valencia Airport	2	0825	1220	Boeing 737 Passenger	1
FR	1073	Nottingham East Midlands Airport	Reus	5	0810	1125	Boeing 737 Passenger	1

FR	1073	Nottingham East Midlands Airport	Reus	1	1805	2120	Boeing 737 Passenger	1
FR	1074	Reus	Nottingham East Midlands Airport	5	1150	1305	Boeing 737 Passenger	1
FR	1074	Reus	Nottingham East Midlands Airport	1	2145	2300	Boeing 737 Passenger	1
FR	1077	Hamburg Airport	Edinburgh	7	1730	1820	Boeing 737 Passenger	1
FR	1077	Hamburg Airport	Edinburgh	6	0625	0715	Boeing 737 Passenger	1
FR	1077	Hamburg Airport	Edinburgh	4	0620	0710	Boeing 737 Passenger	1
FR	1077	Hamburg Airport	Edinburgh	2	0610	0700	Boeing 737 Passenger	1
FR	1078	Edinburgh	Hamburg Airport	7	1410	1655	Boeing 737 Passenger	1
FR	1078	Edinburgh	Hamburg Airport	6	0740	1025	Boeing 737 Passenger	1
FR	1078	Edinburgh	Hamburg Airport	4	0735	1020	Boeing 737 Passenger	1
FR	1078	Edinburgh	Hamburg Airport	2	0725	1010	Boeing 737 Passenger	1
FR	108	Shannon	London Stansted Apt	67	2140	2310	Boeing 737 Passenger	2
FR	108	Shannon	London Stansted Apt	1 45	2120	2250	Boeing 737 Passenger	3
FR	1080	London Stansted Apt	Lisbon	6	1505	1755	Boeing 737 Passenger	1
FR	1080	London Stansted Apt	Lisbon	4	0950	1240	Boeing 737 Passenger	1
FR	1080	London Stansted Apt	Lisbon	23 5 7	1510	1800	Boeing 737 Passenger	4
FR	1080	London Stansted Apt	Lisbon	1	1010	1300	Boeing 737 Passenger	1
FR	1081	Lisbon	London Stansted Apt	4	1305	1555	Boeing 737 Passenger	1
FR	1081	Lisbon	London Stansted Apt	23 567	1825	2115	Boeing 737 Passenger	5
FR	1081	Lisbon	London Stansted Apt	1	1335	1625	Boeing 737 Passenger	1
FR	109	London Stansted Apt	Shannon	67	1950	2115	Boeing 737 Passenger	2
FR	109	London Stansted Apt	Shannon	1 45	1930	2055	Boeing 737 Passenger	3
FR	11	London Stansted Apt	Athens (GR)	1 3 5 7	1820	2359	Boeing 737 Passenger	4
FR	1108	Eindhoven Airport	Edinburgh	7	1045	1125	Boeing 737 Passenger	1
FR	1108	Eindhoven Airport	Edinburgh	5	2030	2110	Boeing 737 Passenger	1
FR	1108	Eindhoven Airport	Edinburgh	1	1400	1440	Boeing 737 Passenger	1
FR	1109	Edinburgh	Eindhoven Airport	7	0740	1020	Boeing 737 Passenger	1
FR	1109	Edinburgh	Eindhoven Airport	5	1345	1625	Boeing 737 Passenger	1
FR	1109	Edinburgh	Eindhoven Airport	1	0715	0955	Boeing 737 Passenger	1
FR	1117	Krakow John Paul II - Balice	Belfast International Apt	7	0655	0850	Boeing 737 Passenger	1
FR	1117	Krakow John Paul II - Balice	Belfast International Apt	4	0620	0815	Boeing 737 Passenger	1
FR	1117	Krakow John Paul II - Balice	Belfast International Apt	2	0650	0845	Boeing 737 Passenger	1
FR	1118	Belfast International Apt	Krakow John Paul II - Balice	7	0915	1310	Boeing 737 Passenger	1
FR	1118	Belfast International Apt	Krakow John Paul II - Balice	4	0840	1235	Boeing 737 Passenger	1
FR	1118	Belfast International Apt	Krakow John Paul II - Balice	2	0910	1305	Boeing 737 Passenger	1
FR	1119	Edinburgh	Carcassonne	6	0735	1105	Boeing 737 Passenger	1
FR	1119	Edinburgh	Carcassonne	2	1145	1515	Boeing 737 Passenger	1
FR	112	Dublin (IE)	London Gatwick Apt	1234567	0735	0910	Boeing 737 Passenger	7
FR	1120	Carcassonne	Edinburgh	6	1130	1255	Boeing 737 Passenger	1
FR	1120	Carcassonne	Edinburgh	2	1540	1705	Boeing 737 Passenger	1
FR	1121	Birmingham Airport	Tenerife Sur Apt	7	0635	1110	Boeing 737 Passenger	1
FR	1121	Birmingham Airport	Tenerife Sur Apt	5	0635	1105	Boeing 737 Passenger	1
FR	1121	Birmingham Airport	Tenerife Sur Apt	2 4	0555	1030	Boeing 737 Passenger	2
FR	1122	Tenerife Sur Apt	Birmingham Airport	7	1145	1605	Boeing 737 Passenger	1
FR	1122	Tenerife Sur Apt	Birmingham Airport	5	1140	1600	Boeing 737 Passenger	1
FR	1122	Tenerife Sur Apt	Birmingham Airport	2 4	1105	1525	Boeing 737 Passenger	2
FR	1128	Birmingham Airport	Gran Canaria	5	1815	2250	Boeing 737 Passenger	1
FR	1128	Birmingham Airport	Gran Canaria	1	1905	2340	Boeing 737 Passenger	1
FR	1129	Gran Canaria	Birmingham Airport	5	1330	1750	Boeing 737 Passenger	1
FR	1129	Gran Canaria	Birmingham Airport	1	1420	1840	Boeing 737 Passenger	1
FR	113	London Gatwick Apt	Dublin (IE)	1234567	0940	1100	Boeing 737 Passenger	6
FR	1130	Nottingham East Midlands Airport	Girona Costa Brava Apt	3 7	1950	2300	Boeing 737 Passenger	2
FR	1131	Girona Costa Brava Apt	Nottingham East Midlands Airport	3 7	1815	1925	Boeing 737 Passenger	2
FR	114	Dublin (IE)	London Gatwick Apt	5	1110	1245	Boeing 737 Passenger	1
FR	114	Dublin (IE)	London Gatwick Apt	1234 67	1105	1240	Boeing 737 Passenger	6
FR	1144	Berlin Schoenefeld Apt	Manchester (GB)	7	0900	1015	Boeing 737 Passenger	1
FR	1144	Berlin Schoenefeld Apt	Manchester (GB)	6	1045	1200	Boeing 737 Passenger	1
FR	1144	Berlin Schoenefeld Apt	Manchester (GB)	5	1210	1325	Boeing 737 Passenger	1
FR	1144	Berlin Schoenefeld Apt	Manchester (GB)	4	1335	1450	Boeing 737 Passenger	1
FR	1144	Berlin Schoenefeld Apt	Manchester (GB)	3	1005	1120	Boeing 737 Passenger	1
FR	1144	Berlin Schoenefeld Apt	Manchester (GB)	2	1105	1220	Boeing 737 Passenger	1
FR	1144	Berlin Schoenefeld Apt	Manchester (GB)	1	1040	1155	Boeing 737 Passenger	1
FR	1145	Manchester (GB)	Berlin Schoenefeld Apt	7	1040	1335	Boeing 737 Passenger	1
FR	1145	Manchester (GB)	Berlin Schoenefeld Apt	6	1225	1520	Boeing 737 Passenger	1
FR	1145	Manchester (GB)	Berlin Schoenefeld Apt	5	1350	1645	Boeing 737 Passenger	1
FR	1145	Manchester (GB)	Berlin Schoenefeld Apt	4	1515	1810	Boeing 737 Passenger	1
FR	1145	Manchester (GB)	Berlin Schoenefeld Apt	3	1145	1440	Boeing 737 Passenger	1
FR	1145	Manchester (GB)	Berlin Schoenefeld Apt	2	1245	1540	Boeing 737 Passenger	1
FR	1145	Manchester (GB)	Berlin Schoenefeld Apt	1	1220	1515	Boeing 737 Passenger	1
FR	115	London Gatwick Apt	Dublin (IE)	5	1315	1440	Boeing 737 Passenger	1



FR	115	London Gatwick Apt	Dublin (IE)	1234 67	1310	1435	Boeing 737 Passenger	5
FR	1158	Wroclaw	Edinburgh	4	0635	0800	Boeing 737 Passenger	1
FR	1158	Wroclaw	Edinburgh	2	1110	1235	Boeing 737 Passenger	1
FR	1159	Edinburgh	Wroclaw	4	0825	1140	Boeing 737 Passenger	1
FR	1159	Edinburgh	Wroclaw	2	0730	1045	Boeing 737 Passenger	1
FR	116	Dublin (IE)	London Gatwick Apt	1234567	1535	1710	Boeing 737 Passenger	7
FR	1163	Belfast International Apt	London Stansted Apt	5	1325	1445	Boeing 737 Passenger	1
FR	1164	London Stansted Apt	Belfast International Apt	5	1130	1300	Boeing 737 Passenger	1
FR	1165	Belfast International Apt	London Stansted Apt	7	2205	2325	Boeing 737 Passenger	1
FR	1166	London Stansted Apt	Belfast International Apt	7	2010	2140	Boeing 737 Passenger	1
FR	117	London Gatwick Apt	Dublin (IE)	1234567	1735	1855	Boeing 737 Passenger	6
FR	1174	Porto	Manchester (GB)	6	1225	1455	Boeing 737 Passenger	1
FR	1174	Porto	Manchester (GB)	4	1335	1605	Boeing 737 Passenger	1
FR	1174	Porto	Manchester (GB)	2	1905	2135	Boeing 737 Passenger	1
FR	1175	Manchester (GB)	Porto	6	0930	1200	Boeing 737 Passenger	1
FR	1175	Manchester (GB)	Porto	4	1040	1310	Boeing 737 Passenger	1
FR	1175	Manchester (GB)	Porto	2	1610	1840	Boeing 737 Passenger	1
FR	118	Dublin (IE)	London Gatwick Apt	234 67	1920	2055	Boeing 737 Passenger	5
FR	118	Dublin (IE)	London Gatwick Apt	1 5	1920	2050	Boeing 737 Passenger	2
FR	1182	Shannon	London Gatwick Apt	7	1820	1955	Boeing 737 Passenger	1
FR	1182	Shannon	London Gatwick Apt	5	1825	2000	Boeing 737 Passenger	1
FR	1182	Shannon	London Gatwick Apt	3	1805	1940	Boeing 737 Passenger	1
FR	1182	Shannon	London Gatwick Apt	12 4 6	1755	1930	Boeing 737 Passenger	4
FR	1183	London Gatwick Apt	Shannon	7	2020	2145	Boeing 737 Passenger	1
FR	1183	London Gatwick Apt	Shannon	5	2025	2150	Boeing 737 Passenger	1
FR	1183	London Gatwick Apt	Shannon	34	2010	2135	Boeing 737 Passenger	2
FR	1183	London Gatwick Apt	Shannon	12 6	1955	2120	Boeing 737 Passenger	3
FR	1184	Nottingham East Midlands Airport	Sevilla Airport	6	0625	1010	Boeing 737 Passenger	1
FR	1184	Nottingham East Midlands Airport	Sevilla Airport	2	0610	0955	Boeing 737 Passenger	1
FR	1185	Sevilla Airport	Nottingham East Midlands Airport	6	1045	1230	Boeing 737 Passenger	1
FR	1185	Sevilla Airport	Nottingham East Midlands Airport	2	1030	1215	Boeing 737 Passenger	1
FR	119	London Gatwick Apt	Dublin (IE)	1234567	2135	2255	Boeing 737 Passenger	6
FR	1194	London Stansted Apt	Bologna Guglielmo Marconi	7	1940	2245	Boeing 737 Passenger	1
FR	1194	London Stansted Apt	Bologna Guglielmo Marconi	6	2030	2335	Boeing 737 Passenger	1
FR	1194	London Stansted Apt	Bologna Guglielmo Marconi	3	1855	2200	Boeing 737 Passenger	1
FR	1194	London Stansted Apt	Bologna Guglielmo Marconi	2	1835	2140	Boeing 737 Passenger	1
FR	1194	London Stansted Apt	Bologna Guglielmo Marconi	1 45	1745	2050	Boeing 737 Passenger	3
FR	1195	Bologna Guglielmo Marconi	London Stansted Apt	7	1750	1915	Boeing 737 Passenger	1
FR	1195	Bologna Guglielmo Marconi	London Stansted Apt	6	1840	2005	Boeing 737 Passenger	1
FR	1195	Bologna Guglielmo Marconi	London Stansted Apt	3	2225	2350	Boeing 737 Passenger	1
FR	1195	Bologna Guglielmo Marconi	London Stansted Apt	2	2205	2330	Boeing 737 Passenger	1
FR	1195	Bologna Guglielmo Marconi	London Stansted Apt	1 45	2115	2240	Boeing 737 Passenger	3
FR	12	Athens (GR)	London Stansted Apt	13 5 7	1605	1755	Boeing 737 Passenger	4
FR	120	Dublin (IE)	London Gatwick Apt	23456	0630	0810	Boeing 737 Passenger	5
FR	120	Dublin (IE)	London Gatwick Apt	1 7	0630	0805	Boeing 737 Passenger	2
FR	1202	London Stansted Apt	Palma de Mallorca	7	0850	1215	Boeing 737 Passenger	1
FR	1202	London Stansted Apt	Palma de Mallorca	56	0745	1110	Boeing 737 Passenger	2
FR	1202	London Stansted Apt	Palma de Mallorca	4	0655	1020	Boeing 737 Passenger	1
FR	1202	London Stansted Apt	Palma de Mallorca	3	0900	1230	Boeing 737 Passenger	1
FR	1202	London Stansted Apt	Palma de Mallorca	2	0740	1105	Boeing 737 Passenger	1
FR	1202	London Stansted Apt	Palma de Mallorca	1	0730	1055	Boeing 737 Passenger	1
FR	1203	Palma de Mallorca	London Stansted Apt	7	1250	1425	Boeing 737 Passenger	1
FR	1203	Palma de Mallorca	London Stansted Apt	56	1145	1320	Boeing 737 Passenger	2
FR	1203	Palma de Mallorca	London Stansted Apt	4	1055	1230	Boeing 737 Passenger	1
FR	1203	Palma de Mallorca	London Stansted Apt	3	1305	1440	Boeing 737 Passenger	1
FR	1203	Palma de Mallorca	London Stansted Apt	2	1140	1315	Boeing 737 Passenger	1
FR	1203	Palma de Mallorca	London Stansted Apt	1	1130	1305	Boeing 737 Passenger	1
FR	121	London Gatwick Apt	Dublin (IE)	1234567	0850	1010	Boeing 737 Passenger	7
FR	1212	Birmingham Airport	Bydgoszcz	6	0600	0915	Boeing 737 Passenger	1
FR	1212	Birmingham Airport	Bydgoszcz	4	0620	0935	Boeing 737 Passenger	1
FR	1212	Birmingham Airport	Bydgoszcz	2	1335	1650	Boeing 737 Passenger	1
FR	1213	Bydgoszcz	Birmingham Airport	6	0940	1100	Boeing 737 Passenger	1
FR	1213	Bydgoszcz	Birmingham Airport	4	1000	1120	Boeing 737 Passenger	1
FR	1213	Bydgoszcz	Birmingham Airport	2	1715	1835	Boeing 737 Passenger	1
FR	122	Dublin (IE)	London Gatwick Apt	7	1255	1430	Boeing 737 Passenger	1
FR	122	Dublin (IE)	London Gatwick Apt	3	1335	1510	Boeing 737 Passenger	1
FR	122	Dublin (IE)	London Gatwick Apt	12 45	1250	1425	Boeing 737 Passenger	4
FR	1227	Manchester (GB)	Reus	7	1725	2050	Boeing 737 Passenger	1
FR	1227	Manchester (GB)	Reus	3	1640	2005	Boeing 737 Passenger	1
FR	1228	Reus	Manchester (GB)	7	2125	2255	Boeing 737 Passenger	1

FR	1228	Reus	Manchester (GB)	3	2040	2210	Boeing 737 Passenger	1
FR	123	London Gatwick Apt	Dublin (IE)	7	1455	1615	Boeing 737 Passenger	1
FR	123	London Gatwick Apt	Dublin (IE)	3	1535	1655	Boeing 737 Passenger	1
FR	123	London Gatwick Apt	Dublin (IE)	12 45	1450	1610	Boeing 737 Passenger	3
FR	124	London Stansted Apt	Ancona	7	0620	0945	Boeing 737 Passenger	1
FR	124	London Stansted Apt	Ancona	23456	0625	0950	Boeing 737 Passenger	5
FR	124	London Stansted Apt	Ancona	1	0600	0925	Boeing 737 Passenger	1
FR	1248	Tenerife Sur Apt	Manchester (GB)	6	1255	1725	Boeing 737 Passenger	1
FR	1248	Tenerife Sur Apt	Manchester (GB)	3	1240	1710	Boeing 737 Passenger	1
FR	1249	Manchester (GB)	Tenerife Sur Apt	6	0745	1220	Boeing 737 Passenger	1
FR	1249	Manchester (GB)	Tenerife Sur Apt	3	1735	2210	Boeing 737 Passenger	1
FR	125	Ancona	London Stansted Apt	7	1010	1135	Boeing 737 Passenger	1
FR	125	Ancona	London Stansted Apt	23456	1015	1140	Boeing 737 Passenger	5
FR	125	Ancona	London Stansted Apt	1	0950	1115	Boeing 737 Passenger	1
FR	1251	London Stansted Apt	Aalborg Airport	7	0755	1030	Boeing 737 Passenger	1
FR	1251	London Stansted Apt	Aalborg Airport	6	0815	1050	Boeing 737 Passenger	1
FR	1251	London Stansted Apt	Aalborg Airport	4	1235	1510	Boeing 737 Passenger	1
FR	1251	London Stansted Apt	Aalborg Airport	2	0715	0950	Boeing 737 Passenger	1
FR	1252	Aalborg Airport	London Stansted Apt	7	1055	1140	Boeing 737 Passenger	1
FR	1252	Aalborg Airport	London Stansted Apt	6	1115	1200	Boeing 737 Passenger	1
FR	1252	Aalborg Airport	London Stansted Apt	4	1535	1620	Boeing 737 Passenger	1
FR	1252	Aalborg Airport	London Stansted Apt	2	1015	1100	Boeing 737 Passenger	1
FR	1253	Birmingham Airport	Katowice	5	0750	1110	Boeing 737 Passenger	1
FR	1253	Birmingham Airport	Katowice	1	1510	1830	Boeing 737 Passenger	1
FR	1254	Katowice	Birmingham Airport	5	1135	1310	Boeing 737 Passenger	1
FR	1254	Katowice	Birmingham Airport	1	1855	2030	Boeing 737 Passenger	1
FR	1263	Manchester (GB)	Ibiza	5	1535	1925	Boeing 737 Passenger	1
FR	1263	Manchester (GB)	Ibiza	1	1520	1910	Boeing 737 Passenger	1
FR	1264	Ibiza	Manchester (GB)	5	2000	2145	Boeing 737 Passenger	1
FR	1264	Ibiza	Manchester (GB)	1	1945	2130	Boeing 737 Passenger	1
FR	1265	Agadir	Manchester (GB)	6	1205	1600	Boeing 737 Passenger	1
FR	1265	Agadir	Manchester (GB)	2	2010	0005	Boeing 737 Passenger	1
FR	1266	Manchester (GB)	Agadir	6	0750	1140	Boeing 737 Passenger	1
FR	1266	Manchester (GB)	Agadir	2	1555	1945	Boeing 737 Passenger	1
FR	1277	Belfast International Apt	Wroclaw	1 5	0905	1245	Boeing 737 Passenger	2
FR	1278	Wroclaw	Belfast International Apt	1 5	0705	0840	Boeing 737 Passenger	2
FR	1279	Manchester (GB)	Venice Treviso/Sant'Angelo Apt	6	1700	2025	Boeing 737 Passenger	1
FR	1279	Manchester (GB)	Venice Treviso/Sant'Angelo Apt	4	1255	1620	Boeing 737 Passenger	1
FR	1279	Manchester (GB)	Venice Treviso/Sant'Angelo Apt	2	0930	1255	Boeing 737 Passenger	1
FR	1280	Venice Treviso/Sant'Angelo Apt	Manchester (GB)	6	2050	2215	Boeing 737 Passenger	1
FR	1280	Venice Treviso/Sant'Angelo Apt	Manchester (GB)	4	1645	1810	Boeing 737 Passenger	1
FR	1280	Venice Treviso/Sant'Angelo Apt	Manchester (GB)	2	1320	1445	Boeing 737 Passenger	1
FR	1286	Marseille Provence Apt	Edinburgh	1 5	0925	1055	Boeing 737 Passenger	2
FR	1287	Edinburgh	Marseille Provence Apt	1 5	1120	1455	Boeing 737 Passenger	2
FR	1307	Belfast International Apt	Alicante Airport	6	1645	2040	Boeing 737 Passenger	1
FR	1307	Belfast International Apt	Alicante Airport	2	1015	1410	Boeing 737 Passenger	1
FR	1307	Belfast International Apt	Alicante Airport	1 3 5	1640	2035	Boeing 737 Passenger	3
FR	1308	Alicante Airport	Belfast International Apt	6	1420	1620	Boeing 737 Passenger	1
FR	1308	Alicante Airport	Belfast International Apt	2	0750	0950	Boeing 737 Passenger	1
FR	1308	Alicante Airport	Belfast International Apt	1 3 5	2110	2310	Boeing 737 Passenger	3
FR	1314	Malaga Airport	Belfast International Apt	7	2115	2325	Boeing 737 Passenger	1
FR	1314	Malaga Airport	Belfast International Apt	2 4	2120	2330	Boeing 737 Passenger	2
FR	1314	Malaga Airport	Belfast International Apt	1	0755	1005	Boeing 737 Passenger	1
FR	1315	Belfast International Apt	Malaga Airport	4	1645	2045	Boeing 737 Passenger	1
FR	1315	Belfast International Apt	Malaga Airport	2 7	1635	2035	Boeing 737 Passenger	2
FR	1315	Belfast International Apt	Malaga Airport	1	1030	1430	Boeing 737 Passenger	1
FR	1318	Naples Capodichino Apt	Nottingham East Midlands Airport	6	2135	2330	Boeing 737 Passenger	1
FR	1318	Naples Capodichino Apt	Nottingham East Midlands Airport	2	1940	2135	Boeing 737 Passenger	1
FR	1319	Nottingham East Midlands Airport	Naples Capodichino Apt	6	1720	2100	Boeing 737 Passenger	1
FR	1319	Nottingham East Midlands Airport	Naples Capodichino Apt	2	1515	1855	Boeing 737 Passenger	1
FR	1364	London Stansted Apt	Rabat	2 4 6	1645	1955	Boeing 737 Passenger	3
FR	1365	Rabat	London Stansted Apt	2 4 6	2020	2330	Boeing 737 Passenger	3
FR	1372	London Stansted Apt	Biarritz	7	1845	2145	Boeing 737 Passenger	1
FR	1372	London Stansted Apt	Biarritz	3	1805	2105	Boeing 737 Passenger	1
FR	1373	Biarritz	London Stansted Apt	7	2210	2305	Boeing 737 Passenger	1
FR	1373	Biarritz	London Stansted Apt	3	2130	2225	Boeing 737 Passenger	1
FR	1374	London Stansted Apt	Prague Ruzyně	7	1205	1500	Boeing 737 Passenger	1
FR	1374	London Stansted Apt	Prague Ruzyně	6	1300	1555	Boeing 737 Passenger	1
FR	1374	London Stansted Apt	Prague Ruzyně	4	1350	1645	Boeing 737 Passenger	1
FR	1374	London Stansted Apt	Prague Ruzyně	3 5	1715	2010	Boeing 737 Passenger	2

FR	1374	London Stansted Apt	Prague Ruzyne	2	1810	2105	Boeing 737 Passenger	1
FR	1374	London Stansted Apt	Prague Ruzyne	1	1410	1705	Boeing 737 Passenger	1
FR	1375	Prague Ruzyne	London Stansted Apt	7	1525	1620	Boeing 737 Passenger	1
FR	1375	Prague Ruzyne	London Stansted Apt	6	1620	1710	Boeing 737 Passenger	1
FR	1375	Prague Ruzyne	London Stansted Apt	4	1710	1810	Boeing 737 Passenger	1
FR	1375	Prague Ruzyne	London Stansted Apt	3 5	2035	2135	Boeing 737 Passenger	2
FR	1375	Prague Ruzyne	London Stansted Apt	2	2140	2240	Boeing 737 Passenger	1
FR	1375	Prague Ruzyne	London Stansted Apt	1	1730	1820	Boeing 737 Passenger	1
FR	1377	Belfast International Apt	Milan Bergamo/orio al Serio Apt	3 6	0630	0955	Boeing 737 Passenger	2
FR	1378	Milan Bergamo/orio al Serio Apt	Belfast International Apt	3 6	1020	1155	Boeing 737 Passenger	2
FR	1392	London Stansted Apt	Oslo Gardermoen Airport	6	0915	1210	Boeing 737 Passenger	1
FR	1392	London Stansted Apt	Oslo Gardermoen Airport	12345 7	0940	1235	Boeing 737 Passenger	6
FR	1393	Oslo Gardermoen Airport	London Stansted Apt	6	0745	0850	Boeing 737 Passenger	1
FR	1393	Oslo Gardermoen Airport	London Stansted Apt	2345 7	0810	0915	Boeing 737 Passenger	5
FR	1393	Oslo Gardermoen Airport	London Stansted Apt	1	0815	0915	Boeing 737 Passenger	1
FR	1394	London Stansted Apt	Oslo Gardermoen Airport	7	1755	2100	Boeing 737 Passenger	1
FR	1394	London Stansted Apt	Oslo Gardermoen Airport	6	1915	2220	Boeing 737 Passenger	1
FR	1394	London Stansted Apt	Oslo Gardermoen Airport	12345	1905	2210	Boeing 737 Passenger	5
FR	1395	Oslo Gardermoen Airport	London Stansted Apt	7	2130	2235	Boeing 737 Passenger	1
FR	1395	Oslo Gardermoen Airport	London Stansted Apt	6	2245	2350	Boeing 737 Passenger	1
FR	1395	Oslo Gardermoen Airport	London Stansted Apt	12345	2235	2340	Boeing 737 Passenger	5
FR	1396	London Stansted Apt	Oslo Gardermoen Airport	7	1140	1445	Boeing 737 Passenger	1
FR	1396	London Stansted Apt	Oslo Gardermoen Airport	6	1200	1505	Boeing 737 Passenger	1
FR	1396	London Stansted Apt	Oslo Gardermoen Airport	345	1155	1500	Boeing 737 Passenger	3
FR	1396	London Stansted Apt	Oslo Gardermoen Airport	2	1300	1605	Boeing 737 Passenger	1
FR	1397	Oslo Gardermoen Airport	London Stansted Apt	7	1510	1615	Boeing 737 Passenger	1
FR	1397	Oslo Gardermoen Airport	London Stansted Apt	6	1530	1635	Boeing 737 Passenger	1
FR	1397	Oslo Gardermoen Airport	London Stansted Apt	345	1525	1630	Boeing 737 Passenger	3
FR	1397	Oslo Gardermoen Airport	London Stansted Apt	2	1635	1740	Boeing 737 Passenger	1
FR	14	Athens (GR)	London Stansted Apt	7	0645	0835	Boeing 737 Passenger	1
FR	14	Athens (GR)	London Stansted Apt	6	0655	0845	Boeing 737 Passenger	1
FR	14	Athens (GR)	London Stansted Apt	5	1450	1640	Boeing 737 Passenger	1
FR	14	Athens (GR)	London Stansted Apt	4	0630	0820	Boeing 737 Passenger	1
FR	14	Athens (GR)	London Stansted Apt	123	0700	0850	Boeing 737 Passenger	3
FR	142	Dublin (IE)	London Gatwick Apt	3	1650	1820	Boeing 737 Passenger	1
FR	142	Dublin (IE)	London Gatwick Apt	12 4567	1645	1820	Boeing 737 Passenger	6
FR	143	London Gatwick Apt	Dublin (IE)	234567	1900	2030	Boeing 737 Passenger	6
FR	1432	Milan Malpensa Apt	Liverpool	4	1210	1320	Boeing 737 Passenger	1
FR	1432	Milan Malpensa Apt	Liverpool	2 6	1225	1335	Boeing 737 Passenger	2
FR	1433	Liverpool	Milan Malpensa Apt	4	1345	1655	Boeing 737 Passenger	1
FR	1433	Liverpool	Milan Malpensa Apt	2 6	1400	1710	Boeing 737 Passenger	2
FR	144	Berlin Schoenefeld Apt	London Stansted Apt	1234567	0630	0725	Boeing 737 Passenger	7
FR	1442	Dublin (IE)	Liverpool	7	1825	1920	Boeing 737 Passenger	1
FR	1442	Dublin (IE)	Liverpool	12345	1450	1545	Boeing 737 Passenger	5
FR	1443	Liverpool	Dublin (IE)	7	2015	2110	Boeing 737 Passenger	1
FR	1443	Liverpool	Dublin (IE)	12345	1330	1425	Boeing 737 Passenger	5
FR	1448	Birmingham Airport	Lanzarote	5	1205	1615	Boeing 737 Passenger	1
FR	1448	Birmingham Airport	Lanzarote	3	1200	1610	Boeing 737 Passenger	1
FR	1448	Birmingham Airport	Lanzarote	1	0900	1310	Boeing 737 Passenger	1
FR	1449	Lanzarote	Birmingham Airport	3 5	0725	1135	Boeing 737 Passenger	2
FR	1449	Lanzarote	Birmingham Airport	1	1345	1755	Boeing 737 Passenger	1
FR	145	London Stansted Apt	Berlin Schoenefeld Apt	1234567	0750	1040	Boeing 737 Passenger	7
FR	146	Berlin Schoenefeld Apt	London Stansted Apt	5	1830	1915	Boeing 737 Passenger	1
FR	146	Berlin Schoenefeld Apt	London Stansted Apt	3	1950	2035	Boeing 737 Passenger	1
FR	146	Berlin Schoenefeld Apt	London Stansted Apt	12 4 7	1800	1855	Boeing 737 Passenger	4
FR	1465	Birmingham Airport	Krakow John Paul II - Balice	7	0735	1100	Boeing 737 Passenger	1
FR	1465	Birmingham Airport	Krakow John Paul II - Balice	3	0555	0920	Boeing 737 Passenger	1
FR	1465	Birmingham Airport	Krakow John Paul II - Balice	1	2010	2335	Boeing 737 Passenger	1
FR	1466	Krakow John Paul II - Balice	Birmingham Airport	7	1125	1300	Boeing 737 Passenger	1
FR	1466	Krakow John Paul II - Balice	Birmingham Airport	3	0945	1120	Boeing 737 Passenger	1
FR	1466	Krakow John Paul II - Balice	Birmingham Airport	1	1810	1945	Boeing 737 Passenger	1
FR	147	London Stansted Apt	Berlin Schoenefeld Apt	5	1940	2230	Boeing 737 Passenger	1
FR	147	London Stansted Apt	Berlin Schoenefeld Apt	3	2100	2350	Boeing 737 Passenger	1
FR	147	London Stansted Apt	Berlin Schoenefeld Apt	12 4 7	1920	2210	Boeing 737 Passenger	4
FR	1477	Belfast International Apt	Berlin Schoenefeld Apt	4 7	0655	1015	Boeing 737 Passenger	2
FR	1478	Berlin Schoenefeld Apt	Belfast International Apt	4 7	1040	1200	Boeing 737 Passenger	2
FR	15	London Stansted Apt	Athens (GR)	7	0900	1440	Boeing 737 Passenger	1
FR	15	London Stansted Apt	Athens (GR)	6	0920	1500	Boeing 737 Passenger	1
FR	15	London Stansted Apt	Athens (GR)	45	0845	1425	Boeing 737 Passenger	2
FR	15	London Stansted Apt	Athens (GR)	123	0915	1455	Boeing 737 Passenger	3

FR	1503	Leeds Bradford	Gdansk Lech Walesa	6	1855	2215	Boeing 737 Passenger	1
FR	1503	Leeds Bradford	Gdansk Lech Walesa	4	1105	1425	Boeing 737 Passenger	1
FR	1503	Leeds Bradford	Gdansk Lech Walesa	3	1725	2045	Boeing 737 Passenger	1
FR	1503	Leeds Bradford	Gdansk Lech Walesa	2	1345	1705	Boeing 737 Passenger	1
FR	1504	Gdansk Lech Walesa	Leeds Bradford	6	1710	1830	Boeing 737 Passenger	1
FR	1504	Gdansk Lech Walesa	Leeds Bradford	4	1450	1610	Boeing 737 Passenger	1
FR	1504	Gdansk Lech Walesa	Leeds Bradford	3	2110	2230	Boeing 737 Passenger	1
FR	1504	Gdansk Lech Walesa	Leeds Bradford	2	1200	1320	Boeing 737 Passenger	1
FR	1517	Hamburg Airport	London Stansted Apt	6	0650	0725	Boeing 737 Passenger	1
FR	1517	Hamburg Airport	London Stansted Apt	4	0635	0710	Boeing 737 Passenger	1
FR	1517	Hamburg Airport	London Stansted Apt	23 5 7	0640	0715	Boeing 737 Passenger	4
FR	1517	Hamburg Airport	London Stansted Apt	1	0605	0640	Boeing 737 Passenger	1
FR	1518	London Stansted Apt	Hamburg Airport	7	0745	1015	Boeing 737 Passenger	1
FR	1518	London Stansted Apt	Hamburg Airport	4	0735	1005	Boeing 737 Passenger	1
FR	1518	London Stansted Apt	Hamburg Airport	23 56	0750	1020	Boeing 737 Passenger	4
FR	1518	London Stansted Apt	Hamburg Airport	1	0705	0935	Boeing 737 Passenger	1
FR	1519	Hamburg Airport	London Stansted Apt	5	1820	1855	Boeing 737 Passenger	1
FR	1519	Hamburg Airport	London Stansted Apt	4 6	1800	1835	Boeing 737 Passenger	2
FR	1519	Hamburg Airport	London Stansted Apt	3 7	1845	1920	Boeing 737 Passenger	2
FR	1519	Hamburg Airport	London Stansted Apt	1	1855	1930	Boeing 737 Passenger	1
FR	152	Dublin (IE)	Leeds Bradford	2 456	0755	0900	Boeing 737 Passenger	4
FR	152	Dublin (IE)	Leeds Bradford	13 7	0800	0905	Boeing 737 Passenger	3
FR	1520	London Stansted Apt	Hamburg Airport	7	1945	2215	Boeing 737 Passenger	1
FR	1520	London Stansted Apt	Hamburg Airport	5	1920	2150	Boeing 737 Passenger	1
FR	1520	London Stansted Apt	Hamburg Airport	4 6	1900	2130	Boeing 737 Passenger	2
FR	1520	London Stansted Apt	Hamburg Airport	3	2000	2230	Boeing 737 Passenger	1
FR	1520	London Stansted Apt	Hamburg Airport	1	1955	2225	Boeing 737 Passenger	1
FR	1522	Aberdeen (GB)	Malta	7	1845	2345	Boeing 737 Passenger	1
FR	1522	Aberdeen (GB)	Malta	3	1835	2325	Boeing 737 Passenger	1
FR	1523	Malta	Aberdeen (GB)	7	1510	1820	Boeing 737 Passenger	1
FR	1523	Malta	Aberdeen (GB)	3	1510	1810	Boeing 737 Passenger	1
FR	153	Leeds Bradford	Dublin (IE)	2 456	0630	0730	Boeing 737 Passenger	4
FR	153	Leeds Bradford	Dublin (IE)	13 7	0635	0735	Boeing 737 Passenger	3
FR	1546	Frankfurt International Apt	London Stansted Apt	45	1825	1900	Boeing 737 Passenger	2
FR	1546	Frankfurt International Apt	London Stansted Apt	3 67	1815	1850	Boeing 737 Passenger	3
FR	1546	Frankfurt International Apt	London Stansted Apt	2	1835	1910	Boeing 737 Passenger	1
FR	1546	Frankfurt International Apt	London Stansted Apt	1	1810	1845	Boeing 737 Passenger	1
FR	1547	London Stansted Apt	Frankfurt International Apt	7	1930	2205	Boeing 737 Passenger	1
FR	1547	London Stansted Apt	Frankfurt International Apt	45	1925	2200	Boeing 737 Passenger	2
FR	1547	London Stansted Apt	Frankfurt International Apt	3 6	1915	2150	Boeing 737 Passenger	2
FR	1547	London Stansted Apt	Frankfurt International Apt	2	1935	2210	Boeing 737 Passenger	1
FR	1547	London Stansted Apt	Frankfurt International Apt	1	1910	2145	Boeing 737 Passenger	1
FR	1556	Dublin (IE)	Manchester (GB)	6	2130	2235	Boeing 737 Passenger	1
FR	1556	Dublin (IE)	Manchester (GB)	12345 7	1905	2010	Boeing 737 Passenger	6
FR	1557	Manchester (GB)	Dublin (IE)	6	2000	2105	Boeing 737 Passenger	1
FR	1557	Manchester (GB)	Dublin (IE)	12345 7	1735	1840	Boeing 737 Passenger	6
FR	156	Dublin (IE)	Leeds Bradford	7	2135	2240	Boeing 737 Passenger	1
FR	156	Dublin (IE)	Leeds Bradford	6	2130	2235	Boeing 737 Passenger	1
FR	156	Dublin (IE)	Leeds Bradford	5	1550	1655	Boeing 737 Passenger	1
FR	156	Dublin (IE)	Leeds Bradford	234	1535	1640	Boeing 737 Passenger	3
FR	156	Dublin (IE)	Leeds Bradford	1	1605	1710	Boeing 737 Passenger	1
FR	1562	Birmingham Airport	Verona Villafranca Airport	5	0625	0940	Boeing 737 Passenger	1
FR	1562	Birmingham Airport	Verona Villafranca Airport	1	1140	1450	Boeing 737 Passenger	1
FR	1563	Verona Villafranca Airport	Birmingham Airport	5	1005	1120	Boeing 737 Passenger	1
FR	1563	Verona Villafranca Airport	Birmingham Airport	1	1515	1635	Boeing 737 Passenger	1
FR	157	Leeds Bradford	Dublin (IE)	7	2010	2110	Boeing 737 Passenger	1
FR	157	Leeds Bradford	Dublin (IE)	6	2005	2105	Boeing 737 Passenger	1
FR	157	Leeds Bradford	Dublin (IE)	5	1720	1820	Boeing 737 Passenger	1
FR	157	Leeds Bradford	Dublin (IE)	234	1710	1810	Boeing 737 Passenger	3
FR	157	Leeds Bradford	Dublin (IE)	1	1735	1835	Boeing 737 Passenger	1
FR	1584	Leeds Bradford	Fuerteventura	1 5	0625	1045	Boeing 737 Passenger	2
FR	1585	Fuerteventura	Leeds Bradford	1 5	1120	1530	Boeing 737 Passenger	2
FR	1590	Cologne/Bonn Apt	Bristol	5	1735	1815	Boeing 737 Passenger	1
FR	1590	Cologne/Bonn Apt	Bristol	13 7	1510	1550	Boeing 737 Passenger	3
FR	1591	Bristol	Cologne/Bonn Apt	5	1840	2115	Boeing 737 Passenger	1
FR	1591	Bristol	Cologne/Bonn Apt	13 7	1210	1445	Boeing 737 Passenger	3
FR	1592	Cologne/Bonn Apt	Manchester (GB)	7	0630	0710	Boeing 737 Passenger	1
FR	1592	Cologne/Bonn Apt	Manchester (GB)	4	0745	0825	Boeing 737 Passenger	1
FR	1592	Cologne/Bonn Apt	Manchester (GB)	13 56	0755	0835	Boeing 737 Passenger	4
FR	1593	Manchester (GB)	Cologne/Bonn Apt	7	0735	1010	Boeing 737 Passenger	1

FR	1593	Manchester (GB)	Cologne/Bonn Apt	4	0850	1125	Boeing 737 Passenger	1
FR	1593	Manchester (GB)	Cologne/Bonn Apt	1 3 56	0900	1135	Boeing 737 Passenger	4
FR	1612	Nottingham East Midlands Airport	Carcassonne	5	1155	1450	Boeing 737 Passenger	1
FR	1612	Nottingham East Midlands Airport	Carcassonne	1	1130	1425	Boeing 737 Passenger	1
FR	1613	Carcassonne	Nottingham East Midlands Airport	5	1515	1610	Boeing 737 Passenger	1
FR	1613	Carcassonne	Nottingham East Midlands Airport	1	1450	1545	Boeing 737 Passenger	1
FR	1624	Nottingham East Midlands Airport	Lodz Wladyslaw Reymont	2 6	1835	2150	Boeing 737 Passenger	2
FR	1625	Lodz Wladyslaw Reymont	Nottingham East Midlands Airport	2 6	2215	2335	Boeing 737 Passenger	2
FR	1632	Nottingham East Midlands Airport	Limoges	6	1355	1640	Boeing 737 Passenger	1
FR	1632	Nottingham East Midlands Airport	Limoges	4	1345	1630	Boeing 737 Passenger	1
FR	1632	Nottingham East Midlands Airport	Limoges	2	1325	1610	Boeing 737 Passenger	1
FR	1633	Limoges	Nottingham East Midlands Airport	6	1705	1745	Boeing 737 Passenger	1
FR	1633	Limoges	Nottingham East Midlands Airport	4	1655	1735	Boeing 737 Passenger	1
FR	1633	Limoges	Nottingham East Midlands Airport	2	1635	1715	Boeing 737 Passenger	1
FR	1638	Nottingham East Midlands Airport	Berlin Schoenefeld Apt	1 5	0640	0935	Boeing 737 Passenger	2
FR	1639	Berlin Schoenefeld Apt	Nottingham East Midlands Airport	5	1005	1110	Boeing 737 Passenger	1
FR	1639	Berlin Schoenefeld Apt	Nottingham East Midlands Airport	1	1000	1105	Boeing 737 Passenger	1
FR	1640	London Luton Apt	Bydgoszcz	5	1810	2120	Boeing 737 Passenger	1
FR	1640	London Luton Apt	Bydgoszcz	3 7	1750	2100	Boeing 737 Passenger	2
FR	1641	Bydgoszcz	London Luton Apt	5	2145	2255	Boeing 737 Passenger	1
FR	1641	Bydgoszcz	London Luton Apt	3 7	2125	2235	Boeing 737 Passenger	2
FR	1642	London Stansted Apt	Lviv	1 5 7	0645	1125	Boeing 737 Passenger	3
FR	1643	Lviv	London Stansted Apt	1 5 7	1150	1240	Boeing 737 Passenger	3
FR	1646	Nottingham East Midlands Airport	Wroclaw	3 7	1905	2225	Boeing 737 Passenger	2
FR	1646	Nottingham East Midlands Airport	Wroclaw	1 5	0630	0950	Boeing 737 Passenger	2
FR	1647	Wroclaw	Nottingham East Midlands Airport	5	1015	1130	Boeing 737 Passenger	1
FR	1647	Wroclaw	Nottingham East Midlands Airport	3 7	2250	0005	Boeing 737 Passenger	2
FR	1647	Wroclaw	Nottingham East Midlands Airport	1	1020	1135	Boeing 737 Passenger	1
FR	1652	Nottingham East Midlands Airport	Dinard/St-Malo	6	1400	1615	Boeing 737 Passenger	1
FR	1652	Nottingham East Midlands Airport	Dinard/St-Malo	2	1225	1440	Boeing 737 Passenger	1
FR	1653	Dinard/St-Malo	Nottingham East Midlands Airport	6	1640	1655	Boeing 737 Passenger	1
FR	1653	Dinard/St-Malo	Nottingham East Midlands Airport	2	1505	1520	Boeing 737 Passenger	1
FR	1662	Bologna Guglielmo Marconi	London Stansted Apt	5	1200	1305	Boeing 737 Passenger	1
FR	1662	Bologna Guglielmo Marconi	London Stansted Apt	1	1225	1330	Boeing 737 Passenger	1
FR	1663	London Stansted Apt	Bologna Guglielmo Marconi	5	1330	1650	Boeing 737 Passenger	1
FR	1663	London Stansted Apt	Bologna Guglielmo Marconi	1	1355	1715	Boeing 737 Passenger	1
FR	1664	Nottingham East Midlands Airport	Riga	5	1055	1540	Boeing 737 Passenger	1
FR	1664	Nottingham East Midlands Airport	Riga	3	1720	2205	Boeing 737 Passenger	1
FR	1664	Nottingham East Midlands Airport	Riga	1	0950	1435	Boeing 737 Passenger	1
FR	1665	Riga	Nottingham East Midlands Airport	5	1605	1700	Boeing 737 Passenger	1
FR	1665	Riga	Nottingham East Midlands Airport	3	2230	2325	Boeing 737 Passenger	1
FR	1665	Riga	Nottingham East Midlands Airport	1	1500	1555	Boeing 737 Passenger	1
FR	168	London Stansted Apt	Trieste	6	1345	1655	Boeing 737 Passenger	1
FR	168	London Stansted Apt	Trieste	4	1320	1630	Boeing 737 Passenger	1
FR	168	London Stansted Apt	Trieste	2	1350	1700	Boeing 737 Passenger	1
FR	168	London Stansted Apt	Trieste	1	0915	1225	Boeing 737 Passenger	1
FR	1682	Nottingham East Midlands Airport	Bergerac	3 7	0700	0945	Boeing 737 Passenger	2
FR	1683	Bergerac	Nottingham East Midlands Airport	3 7	1010	1055	Boeing 737 Passenger	2
FR	1686	Frankfurt International Apt	London Stansted Apt	7	0700	0735	Boeing 737 Passenger	1
FR	1686	Frankfurt International Apt	London Stansted Apt	6	0640	0715	Boeing 737 Passenger	1
FR	1686	Frankfurt International Apt	London Stansted Apt	345	0705	0740	Boeing 737 Passenger	3
FR	1686	Frankfurt International Apt	London Stansted Apt	12	0630	0705	Boeing 737 Passenger	2
FR	1687	London Stansted Apt	Frankfurt International Apt	7	0800	1035	Boeing 737 Passenger	1
FR	1687	London Stansted Apt	Frankfurt International Apt	6	0740	1015	Boeing 737 Passenger	1
FR	1687	London Stansted Apt	Frankfurt International Apt	345	0805	1040	Boeing 737 Passenger	3
FR	1687	London Stansted Apt	Frankfurt International Apt	12	0730	1005	Boeing 737 Passenger	2
FR	169	Trieste	London Stansted Apt	6	1720	1835	Boeing 737 Passenger	1
FR	169	Trieste	London Stansted Apt	4	1655	1810	Boeing 737 Passenger	1
FR	169	Trieste	London Stansted Apt	2	1725	1840	Boeing 737 Passenger	1
FR	169	Trieste	London Stansted Apt	1	1250	1405	Boeing 737 Passenger	1
FR	1702	Nottingham East Midlands Airport	Milan Bergamo/orio al Serio Apt	4	1800	2110	Boeing 737 Passenger	1
FR	1702	Nottingham East Midlands Airport	Milan Bergamo/orio al Serio Apt	2 6	1325	1635	Boeing 737 Passenger	2
FR	1703	Milan Bergamo/orio al Serio Apt	Nottingham East Midlands Airport	4	2135	2245	Boeing 737 Passenger	1
FR	1703	Milan Bergamo/orio al Serio Apt	Nottingham East Midlands Airport	2 6	1700	1810	Boeing 737 Passenger	2
FR	1707	Pisa	Nottingham East Midlands Airport	3 7	1505	1625	Boeing 737 Passenger	2
FR	1708	Nottingham East Midlands Airport	Pisa	3 7	1120	1440	Boeing 737 Passenger	2
FR	1717	Malta	Belfast International Apt	6	0615	0925	Boeing 737 Passenger	1
FR	1717	Malta	Belfast International Apt	2	1520	1820	Boeing 737 Passenger	1
FR	1718	Belfast International Apt	Malta	6	0950	1445	Boeing 737 Passenger	1
FR	1718	Belfast International Apt	Malta	2	1845	2330	Boeing 737 Passenger	1

FR	172	Dublin (IE)	Newcastle	7	0735	0845	Boeing 737 Passenger	1
FR	172	Dublin (IE)	Newcastle	123456	0945	1055	Boeing 737 Passenger	6
FR	1724	Nottingham East Midlands Airport	Krakow John Paul II - Balice	5	0910	1240	Boeing 737 Passenger	1
FR	1724	Nottingham East Midlands Airport	Krakow John Paul II - Balice	3	0850	1220	Boeing 737 Passenger	1
FR	1724	Nottingham East Midlands Airport	Krakow John Paul II - Balice	1	1725	2055	Boeing 737 Passenger	1
FR	1725	Krakow John Paul II - Balice	Nottingham East Midlands Airport	5	0710	0845	Boeing 737 Passenger	1
FR	1725	Krakow John Paul II - Balice	Nottingham East Midlands Airport	3	0650	0825	Boeing 737 Passenger	1
FR	1725	Krakow John Paul II - Balice	Nottingham East Midlands Airport	1	2130	2305	Boeing 737 Passenger	1
FR	173	Newcastle	Dublin (IE)	7	0910	1020	Boeing 737 Passenger	1
FR	173	Newcastle	Dublin (IE)	123456	1120	1230	Boeing 737 Passenger	6
FR	174	Dublin (IE)	Newcastle	7	2005	2115	Boeing 737 Passenger	1
FR	174	Dublin (IE)	Newcastle	5	1935	2045	Boeing 737 Passenger	1
FR	174	Dublin (IE)	Newcastle	1 4	2055	2205	Boeing 737 Passenger	2
FR	1742	Nottingham East Midlands Airport	Knock	7	1305	1420	Boeing 737 Passenger	1
FR	1742	Nottingham East Midlands Airport	Knock	5	1220	1335	Boeing 737 Passenger	1
FR	1742	Nottingham East Midlands Airport	Knock	4	1255	1410	Boeing 737 Passenger	1
FR	1742	Nottingham East Midlands Airport	Knock	3	1335	1450	Boeing 737 Passenger	1
FR	1742	Nottingham East Midlands Airport	Knock	1	1320	1435	Boeing 737 Passenger	1
FR	1743	Knock	Nottingham East Midlands Airport	7	1445	1600	Boeing 737 Passenger	1
FR	1743	Knock	Nottingham East Midlands Airport	5	1400	1515	Boeing 737 Passenger	1
FR	1743	Knock	Nottingham East Midlands Airport	4	1435	1550	Boeing 737 Passenger	1
FR	1743	Knock	Nottingham East Midlands Airport	3	1515	1630	Boeing 737 Passenger	1
FR	1743	Knock	Nottingham East Midlands Airport	1	1500	1615	Boeing 737 Passenger	1
FR	175	Newcastle	Dublin (IE)	7	2140	2250	Boeing 737 Passenger	1
FR	175	Newcastle	Dublin (IE)	5	2110	2220	Boeing 737 Passenger	1
FR	175	Newcastle	Dublin (IE)	1 4	2230	2340	Boeing 737 Passenger	2
FR	1756	Nottingham East Midlands Airport	Valencia Airport	6	1640	2010	Boeing 737 Passenger	1
FR	1756	Nottingham East Midlands Airport	Valencia Airport	2 4	1500	1830	Boeing 737 Passenger	2
FR	1756	Nottingham East Midlands Airport	Valencia Airport	1	1600	1930	Boeing 737 Passenger	1
FR	1757	Valencia Airport	Nottingham East Midlands Airport	6	1440	1615	Boeing 737 Passenger	1
FR	1757	Valencia Airport	Nottingham East Midlands Airport	2 4	1900	2035	Boeing 737 Passenger	2
FR	1757	Valencia Airport	Nottingham East Midlands Airport	1	2000	2135	Boeing 737 Passenger	1
FR	1766	Nottingham East Midlands Airport	Faro	6	1520	1815	Boeing 737 Passenger	1
FR	1766	Nottingham East Midlands Airport	Faro	3	1015	1310	Boeing 737 Passenger	1
FR	1766	Nottingham East Midlands Airport	Faro	12 45 7	1550	1845	Boeing 737 Passenger	5
FR	1767	Faro	Nottingham East Midlands Airport	6	1840	2130	Boeing 737 Passenger	1
FR	1767	Faro	Nottingham East Midlands Airport	3	1335	1625	Boeing 737 Passenger	1
FR	1767	Faro	Nottingham East Midlands Airport	12 45 7	1910	2200	Boeing 737 Passenger	5
FR	1782	London Stansted Apt	Bordeaux Merignac Apt	7	1950	2235	Boeing 737 Passenger	1
FR	1782	London Stansted Apt	Bordeaux Merignac Apt	6	1410	1655	Boeing 737 Passenger	1
FR	1782	London Stansted Apt	Bordeaux Merignac Apt	5	1645	1930	Boeing 737 Passenger	1
FR	1782	London Stansted Apt	Bordeaux Merignac Apt	4	1935	2220	Boeing 737 Passenger	1
FR	1782	London Stansted Apt	Bordeaux Merignac Apt	3	1550	1835	Boeing 737 Passenger	1
FR	1782	London Stansted Apt	Bordeaux Merignac Apt	1	1030	1315	Boeing 737 Passenger	1
FR	1783	Bordeaux Merignac Apt	London Stansted Apt	7	1840	1925	Boeing 737 Passenger	1
FR	1783	Bordeaux Merignac Apt	London Stansted Apt	6	1305	1345	Boeing 737 Passenger	1
FR	1783	Bordeaux Merignac Apt	London Stansted Apt	5	1535	1620	Boeing 737 Passenger	1
FR	1783	Bordeaux Merignac Apt	London Stansted Apt	4	1825	1910	Boeing 737 Passenger	1
FR	1783	Bordeaux Merignac Apt	London Stansted Apt	3	1440	1525	Boeing 737 Passenger	1
FR	1783	Bordeaux Merignac Apt	London Stansted Apt	1	0920	1005	Boeing 737 Passenger	1
FR	1788	London Stansted Apt	Dortmund	7	1315	1535	Boeing 737 Passenger	1
FR	1788	London Stansted Apt	Dortmund	123456	1300	1520	Boeing 737 Passenger	6
FR	1789	Dortmund	London Stansted Apt	7	1600	1620	Boeing 737 Passenger	1
FR	1789	Dortmund	London Stansted Apt	123456	1545	1605	Boeing 737 Passenger	6
FR	1802	London Stansted Apt	Kerkyra	7	1650	2205	Boeing 737 Passenger	1
FR	1802	London Stansted Apt	Kerkyra	4	1500	2015	Boeing 737 Passenger	1
FR	1802	London Stansted Apt	Kerkyra	3	1420	1935	Boeing 737 Passenger	1
FR	1803	Kerkyra	London Stansted Apt	7	2230	2345	Boeing 737 Passenger	1
FR	1803	Kerkyra	London Stansted Apt	4	2040	2155	Boeing 737 Passenger	1
FR	1803	Kerkyra	London Stansted Apt	3	2000	2115	Boeing 737 Passenger	1
FR	1832	London Stansted Apt	Naples Capodichino Apt	5	0645	1030	Boeing 737 Passenger	1
FR	1832	London Stansted Apt	Naples Capodichino Apt	3	0630	1015	Boeing 737 Passenger	1
FR	1832	London Stansted Apt	Naples Capodichino Apt	2 4 67	0700	1045	Boeing 737 Passenger	4
FR	1832	London Stansted Apt	Naples Capodichino Apt	1	1755	2140	Boeing 737 Passenger	1
FR	1833	Naples Capodichino Apt	London Stansted Apt	4 6	1120	1320	Boeing 737 Passenger	2
FR	1833	Naples Capodichino Apt	London Stansted Apt	3 5	1055	1255	Boeing 737 Passenger	2
FR	1833	Naples Capodichino Apt	London Stansted Apt	2 7	1110	1310	Boeing 737 Passenger	2
FR	1833	Naples Capodichino Apt	London Stansted Apt	1	2205	0005	Boeing 737 Passenger	1
FR	1834	London Stansted Apt	Clermont-Ferrand	1 5	1340	1625	Boeing 737 Passenger	2
FR	1835	Clermont-Ferrand	London Stansted Apt	1 5	1650	1730	Boeing 737 Passenger	2

FR	1836	London Stansted Apt	Plovdiv	3	1530	2040	Boeing 737 Passenger	1
FR	1836	London Stansted Apt	Plovdiv	1 5	1525	2035	Boeing 737 Passenger	2
FR	1837	Plovdiv	London Stansted Apt	3	2105	2230	Boeing 737 Passenger	1
FR	1837	Plovdiv	London Stansted Apt	1 5	2100	2225	Boeing 737 Passenger	2
FR	1874	London Stansted Apt	Nice	7	1910	2210	Boeing 737 Passenger	1
FR	1874	London Stansted Apt	Nice	4 6	1800	2100	Boeing 737 Passenger	2
FR	1874	London Stansted Apt	Nice	3	1820	2120	Boeing 737 Passenger	1
FR	1874	London Stansted Apt	Nice	2	1400	1700	Boeing 737 Passenger	1
FR	1874	London Stansted Apt	Nice	1 5	1920	2220	Boeing 737 Passenger	2
FR	1875	Nice	London Stansted Apt	7	2245	2345	Boeing 737 Passenger	1
FR	1875	Nice	London Stansted Apt	4 6	2135	2235	Boeing 737 Passenger	2
FR	1875	Nice	London Stansted Apt	3	2155	2255	Boeing 737 Passenger	1
FR	1875	Nice	London Stansted Apt	2	1735	1835	Boeing 737 Passenger	1
FR	1875	Nice	London Stansted Apt	1 5	2255	2355	Boeing 737 Passenger	2
FR	1882	London Stansted Apt	Lisbon	7	1630	1920	Boeing 737 Passenger	1
FR	1882	London Stansted Apt	Lisbon	12345	1740	2030	Boeing 737 Passenger	5
FR	1883	Lisbon	London Stansted Apt	7	1945	2235	Boeing 737 Passenger	1
FR	1883	Lisbon	London Stansted Apt	12345	2055	2345	Boeing 737 Passenger	5
FR	1884	London Stansted Apt	Lisbon	5	0915	1205	Boeing 737 Passenger	1
FR	1884	London Stansted Apt	Lisbon	2	0950	1240	Boeing 737 Passenger	1
FR	1884	London Stansted Apt	Lisbon	1 34 67	0945	1235	Boeing 737 Passenger	5
FR	1885	Lisbon	London Stansted Apt	5	0600	0850	Boeing 737 Passenger	1
FR	1885	Lisbon	London Stansted Apt	1234 67	0630	0920	Boeing 737 Passenger	6
FR	1886	London Stansted Apt	Lisbon	5	1135	1425	Boeing 737 Passenger	1
FR	1886	London Stansted Apt	Lisbon	1234 67	1155	1445	Boeing 737 Passenger	6
FR	1887	Lisbon	London Stansted Apt	5	1450	1740	Boeing 737 Passenger	1
FR	1887	Lisbon	London Stansted Apt	1234 67	1510	1800	Boeing 737 Passenger	6
FR	1905	London Stansted Apt	Bari	6	1655	2035	Boeing 737 Passenger	1
FR	1905	London Stansted Apt	Bari	2345 7	1740	2120	Boeing 737 Passenger	5
FR	1905	London Stansted Apt	Bari	1	0700	1040	Boeing 737 Passenger	1
FR	1906	Bari	London Stansted Apt	6	2100	2255	Boeing 737 Passenger	1
FR	1906	Bari	London Stansted Apt	5	2150	2345	Boeing 737 Passenger	1
FR	1906	Bari	London Stansted Apt	234 7	2145	2340	Boeing 737 Passenger	4
FR	1906	Bari	London Stansted Apt	1	1105	1300	Boeing 737 Passenger	1
FR	1924	Nottingham East Midlands Airport	Corvera	7	0635	1020	Boeing 737 Passenger	1
FR	1924	Nottingham East Midlands Airport	Corvera	5	0610	0955	Boeing 737 Passenger	1
FR	1924	Nottingham East Midlands Airport	Corvera	3	0600	0945	Boeing 737 Passenger	1
FR	1924	Nottingham East Midlands Airport	Corvera	2 4 6	0700	1045	Boeing 737 Passenger	3
FR	1924	Nottingham East Midlands Airport	Corvera	1	0645	1030	Boeing 737 Passenger	1
FR	1925	Corvera	Nottingham East Midlands Airport	7	1055	1240	Boeing 737 Passenger	1
FR	1925	Corvera	Nottingham East Midlands Airport	5	1050	1235	Boeing 737 Passenger	1
FR	1925	Corvera	Nottingham East Midlands Airport	3	1020	1205	Boeing 737 Passenger	1
FR	1925	Corvera	Nottingham East Midlands Airport	2 4 6	1120	1305	Boeing 737 Passenger	3
FR	1925	Corvera	Nottingham East Midlands Airport	1	1105	1250	Boeing 737 Passenger	1
FR	194	London Stansted Apt	Bologna Guglielmo Marconi	45	0830	1135	Boeing 737 Passenger	2
FR	194	London Stansted Apt	Bologna Guglielmo Marconi	123 67	0845	1150	Boeing 737 Passenger	5
FR	195	Bologna Guglielmo Marconi	London Stansted Apt	1234567	0645	0805	Boeing 737 Passenger	7
FR	1956	Nottingham East Midlands Airport	Faro	7	0600	0855	Boeing 737 Passenger	1
FR	1956	Nottingham East Midlands Airport	Faro	1 3456	0700	0955	Boeing 737 Passenger	5
FR	1957	Faro	Nottingham East Midlands Airport	7	0920	1210	Boeing 737 Passenger	1
FR	1957	Faro	Nottingham East Midlands Airport	1 3456	1020	1310	Boeing 737 Passenger	5
FR	1998	Birmingham Airport	Perpignan	6	1125	1425	Boeing 737 Passenger	1
FR	1998	Birmingham Airport	Perpignan	2	1510	1810	Boeing 737 Passenger	1
FR	1999	Perpignan	Birmingham Airport	6	1450	1600	Boeing 737 Passenger	1
FR	1999	Perpignan	Birmingham Airport	2	1835	1945	Boeing 737 Passenger	1
FR	2013	London Stansted Apt	Prague Ruzyně	3	1305	1600	Boeing 737 Passenger	1
FR	2013	London Stansted Apt	Prague Ruzyně	2 7	1805	2100	Boeing 737 Passenger	2
FR	2013	London Stansted Apt	Prague Ruzyně	1 5	2050	2345	Boeing 737 Passenger	2
FR	2014	Prague Ruzyně	London Stansted Apt	7	1635	1735	Boeing 737 Passenger	1
FR	2014	Prague Ruzyně	London Stansted Apt	3	1140	1240	Boeing 737 Passenger	1
FR	2014	Prague Ruzyně	London Stansted Apt	2	1640	1740	Boeing 737 Passenger	1
FR	2014	Prague Ruzyně	London Stansted Apt	1 5	1925	2025	Boeing 737 Passenger	2
FR	202	Dublin (IE)	London Stansted Apt	1234567	0625	0750	Boeing 737 Passenger	7
FR	203	London Stansted Apt	Dublin (IE)	123456	0630	0755	Boeing 737 Passenger	6
FR	2047	Lanzarote	Leeds Bradford	6	1420	1830	Boeing 737 Passenger	1
FR	2047	Lanzarote	Leeds Bradford	4	1510	1920	Boeing 737 Passenger	1
FR	2047	Lanzarote	Leeds Bradford	2	1500	1910	Boeing 737 Passenger	1
FR	2048	Leeds Bradford	Lanzarote	6	1855	2315	Boeing 737 Passenger	1
FR	2048	Leeds Bradford	Lanzarote	4	1945	0005	Boeing 737 Passenger	1
FR	2048	Leeds Bradford	Lanzarote	2	1935	2355	Boeing 737 Passenger	1

FR	205	London Stansted Apt	Dublin (IE)	1234567	0815	0940	Boeing 737 Passenger	7
FR	206	Dublin (IE)	London Stansted Apt	123456	0820	0940	Boeing 737 Passenger	6
FR	2060	Birmingham Airport	Palma de Mallorca	7	1815	2140	Boeing 737 Passenger	1
FR	2060	Birmingham Airport	Palma de Mallorca	4	1355	1720	Boeing 737 Passenger	1
FR	2060	Birmingham Airport	Palma de Mallorca	3	0850	1215	Boeing 737 Passenger	1
FR	2060	Birmingham Airport	Palma de Mallorca	2	1035	1400	Boeing 737 Passenger	1
FR	2075	Nottingham East Midlands Airport	Menorca	1 5	1800	2130	Boeing 737 Passenger	2
FR	2076	Menorca	Nottingham East Midlands Airport	1 5	2205	2340	Boeing 737 Passenger	2
FR	2082	Madrid Adolfo Suarez-Barajas Apt	Birmingham Airport	5	1445	1615	Boeing 737 Passenger	1
FR	2082	Madrid Adolfo Suarez-Barajas Apt	Birmingham Airport	1 3 7	1305	1435	Boeing 737 Passenger	3
FR	2083	Birmingham Airport	Madrid Adolfo Suarez-Barajas Apt	5	1655	2025	Boeing 737 Passenger	1
FR	2083	Birmingham Airport	Madrid Adolfo Suarez-Barajas Apt	1 3 7	1500	1830	Boeing 737 Passenger	3
FR	2090	Palma de Mallorca	Birmingham Airport	7	1610	1745	Boeing 737 Passenger	1
FR	2090	Palma de Mallorca	Birmingham Airport	4	1135	1310	Boeing 737 Passenger	1
FR	2090	Palma de Mallorca	Birmingham Airport	3	0645	0820	Boeing 737 Passenger	1
FR	2090	Palma de Mallorca	Birmingham Airport	2	0810	0945	Boeing 737 Passenger	1
FR	2107	Manchester (GB)	Kerkyra	4 7	1510	2030	Boeing 737 Passenger	2
FR	2108	Kerkyra	Manchester (GB)	7	2105	2235	Boeing 737 Passenger	1
FR	2108	Kerkyra	Manchester (GB)	4	2055	2225	Boeing 737 Passenger	1
FR	211	Dublin (IE)	London Stansted Apt	1234567	1630	1750	Boeing 737 Passenger	7
FR	212	London Stansted Apt	Dublin (IE)	1234567	1830	1955	Boeing 737 Passenger	7
FR	2131	Manchester (GB)	Lanzarote	7	0640	1100	Boeing 737 Passenger	1
FR	2131	Manchester (GB)	Lanzarote	5	0645	1105	Boeing 737 Passenger	1
FR	2131	Manchester (GB)	Lanzarote	3	0745	1205	Boeing 737 Passenger	1
FR	2131	Manchester (GB)	Lanzarote	12 4	0555	1015	Boeing 737 Passenger	3
FR	2132	Lanzarote	Manchester (GB)	7	1135	1545	Boeing 737 Passenger	1
FR	2132	Lanzarote	Manchester (GB)	5	1140	1550	Boeing 737 Passenger	1
FR	2132	Lanzarote	Manchester (GB)	3	1240	1650	Boeing 737 Passenger	1
FR	2132	Lanzarote	Manchester (GB)	12 4	1050	1500	Boeing 737 Passenger	3
FR	2134	London Stansted Apt	Rzeszow	7	0655	1020	Boeing 737 Passenger	1
FR	2134	London Stansted Apt	Rzeszow	3	1150	1515	Boeing 737 Passenger	1
FR	2135	Rzeszow	London Stansted Apt	7	1045	1220	Boeing 737 Passenger	1
FR	2135	Rzeszow	London Stansted Apt	3	1540	1715	Boeing 737 Passenger	1
FR	2136	London Stansted Apt	Rzeszow	7	1800	2125	Boeing 737 Passenger	1
FR	2136	London Stansted Apt	Rzeszow	5	1655	2020	Boeing 737 Passenger	1
FR	2136	London Stansted Apt	Rzeszow	4	0655	1020	Boeing 737 Passenger	1
FR	2136	London Stansted Apt	Rzeszow	3	0720	1045	Boeing 737 Passenger	1
FR	2136	London Stansted Apt	Rzeszow	2 6	1145	1510	Boeing 737 Passenger	2
FR	2136	London Stansted Apt	Rzeszow	1	1810	2135	Boeing 737 Passenger	1
FR	2137	Rzeszow	London Stansted Apt	7	2155	2330	Boeing 737 Passenger	1
FR	2137	Rzeszow	London Stansted Apt	5	2045	2220	Boeing 737 Passenger	1
FR	2137	Rzeszow	London Stansted Apt	4	1045	1220	Boeing 737 Passenger	1
FR	2137	Rzeszow	London Stansted Apt	3	1110	1245	Boeing 737 Passenger	1
FR	2137	Rzeszow	London Stansted Apt	2 6	1535	1710	Boeing 737 Passenger	2
FR	2137	Rzeszow	London Stansted Apt	1	2200	2335	Boeing 737 Passenger	1
FR	2141	Manchester (GB)	Krakow John Paul II - Balice	6	0555	0935	Boeing 737 Passenger	1
FR	2141	Manchester (GB)	Krakow John Paul II - Balice	3	1905	2245	Boeing 737 Passenger	1
FR	2141	Manchester (GB)	Krakow John Paul II - Balice	1 5	1050	1430	Boeing 737 Passenger	2
FR	2142	Krakow John Paul II - Balice	Manchester (GB)	6	1000	1145	Boeing 737 Passenger	1
FR	2142	Krakow John Paul II - Balice	Manchester (GB)	3	2310	0055	Boeing 737 Passenger	1
FR	2142	Krakow John Paul II - Balice	Manchester (GB)	1 5	1455	1640	Boeing 737 Passenger	2
FR	2144	London Luton Apt	Kaunas	1234 67	0855	1335	Boeing 737 Passenger	6
FR	2145	Kaunas	London Luton Apt	1234 67	0730	0815	Boeing 737 Passenger	6
FR	2150	Alicante Airport	Birmingham Airport	7	1610	1750	Boeing 737 Passenger	1
FR	2150	Alicante Airport	Birmingham Airport	6	1600	1740	Boeing 737 Passenger	1
FR	2150	Alicante Airport	Birmingham Airport	5	0645	0825	Boeing 737 Passenger	1
FR	2150	Alicante Airport	Birmingham Airport	4	1505	1645	Boeing 737 Passenger	1
FR	2150	Alicante Airport	Birmingham Airport	2	1230	1410	Boeing 737 Passenger	1
FR	2150	Alicante Airport	Birmingham Airport	1	0900	1040	Boeing 737 Passenger	1
FR	2151	Birmingham Airport	Alicante Airport	7	1815	2155	Boeing 737 Passenger	1
FR	2151	Birmingham Airport	Alicante Airport	6	1805	2145	Boeing 737 Passenger	1
FR	2151	Birmingham Airport	Alicante Airport	5	0850	1230	Boeing 737 Passenger	1
FR	2151	Birmingham Airport	Alicante Airport	4	1710	2050	Boeing 737 Passenger	1
FR	2151	Birmingham Airport	Alicante Airport	2	0815	1155	Boeing 737 Passenger	1
FR	2151	Birmingham Airport	Alicante Airport	1	1105	1445	Boeing 737 Passenger	1
FR	2152	Birmingham Airport	Alicante Airport	6	0745	1125	Boeing 737 Passenger	1
FR	2152	Birmingham Airport	Alicante Airport	345 7	1405	1745	Boeing 737 Passenger	4
FR	2152	Birmingham Airport	Alicante Airport	2	1745	2125	Boeing 737 Passenger	1
FR	2152	Birmingham Airport	Alicante Airport	1	1750	2130	Boeing 737 Passenger	1
FR	2153	Alicante Airport	Birmingham Airport	6	1200	1340	Boeing 737 Passenger	1



FR	2153	Alicante Airport	Birmingham Airport	345 7	1820	2000	Boeing 737 Passenger	4
FR	2153	Alicante Airport	Birmingham Airport	2	1540	1720	Boeing 737 Passenger	1
FR	2153	Alicante Airport	Birmingham Airport	1	1545	1725	Boeing 737 Passenger	1
FR	2154	Birmingham Airport	Corvera	6	1705	2050	Boeing 737 Passenger	1
FR	2154	Birmingham Airport	Corvera	2 4	0610	0955	Boeing 737 Passenger	2
FR	2154	Birmingham Airport	Corvera	1	1700	2045	Boeing 737 Passenger	1
FR	2155	Corvera	Birmingham Airport	6	2125	2310	Boeing 737 Passenger	1
FR	2155	Corvera	Birmingham Airport	2 4	1030	1215	Boeing 737 Passenger	2
FR	2155	Corvera	Birmingham Airport	1	2120	2305	Boeing 737 Passenger	1
FR	2156	Birmingham Airport	Malaga Airport	7	0800	1155	Boeing 737 Passenger	1
FR	2156	Birmingham Airport	Malaga Airport	6	1405	1800	Boeing 737 Passenger	1
FR	2156	Birmingham Airport	Malaga Airport	5	1210	1605	Boeing 737 Passenger	1
FR	2156	Birmingham Airport	Malaga Airport	34	1220	1615	Boeing 737 Passenger	2
FR	2156	Birmingham Airport	Malaga Airport	2	1940	2335	Boeing 737 Passenger	1
FR	2156	Birmingham Airport	Malaga Airport	1	1950	2345	Boeing 737 Passenger	1
FR	2157	Malaga Airport	Birmingham Airport	7	1230	1420	Boeing 737 Passenger	1
FR	2157	Malaga Airport	Birmingham Airport	6	1835	2030	Boeing 737 Passenger	1
FR	2157	Malaga Airport	Birmingham Airport	5	1640	1835	Boeing 737 Passenger	1
FR	2157	Malaga Airport	Birmingham Airport	34	1650	1845	Boeing 737 Passenger	2
FR	2157	Malaga Airport	Birmingham Airport	2	1720	1915	Boeing 737 Passenger	1
FR	2157	Malaga Airport	Birmingham Airport	1	1725	1920	Boeing 737 Passenger	1
FR	2162	Birmingham Airport	Palma de Mallorca	7	1700	2025	Boeing 737 Passenger	1
FR	2162	Birmingham Airport	Palma de Mallorca	6	1655	2020	Boeing 737 Passenger	1
FR	2162	Birmingham Airport	Palma de Mallorca	3	1735	2100	Boeing 737 Passenger	1
FR	2162	Birmingham Airport	Palma de Mallorca	12 45	2025	2350	Boeing 737 Passenger	4
FR	2163	Palma de Mallorca	Birmingham Airport	7	1500	1635	Boeing 737 Passenger	1
FR	2163	Palma de Mallorca	Birmingham Airport	6	1425	1600	Boeing 737 Passenger	1
FR	2163	Palma de Mallorca	Birmingham Airport	3	2140	2315	Boeing 737 Passenger	1
FR	2163	Palma de Mallorca	Birmingham Airport	12 45	1820	1955	Boeing 737 Passenger	4
FR	2182	London Southend Apt	Venice Marco Polo Apt	7	1800	2100	Boeing 737 Passenger	1
FR	2182	London Southend Apt	Venice Marco Polo Apt	4	1125	1425	Boeing 737 Passenger	1
FR	2182	London Southend Apt	Venice Marco Polo Apt	3	0745	1045	Boeing 737 Passenger	1
FR	2182	London Southend Apt	Venice Marco Polo Apt	1	1705	2005	Boeing 737 Passenger	1
FR	2183	Venice Marco Polo Apt	London Southend Apt	7	2155	2255	Boeing 737 Passenger	1
FR	2183	Venice Marco Polo Apt	London Southend Apt	4	1500	1600	Boeing 737 Passenger	1
FR	2183	Venice Marco Polo Apt	London Southend Apt	3	1110	1210	Boeing 737 Passenger	1
FR	2183	Venice Marco Polo Apt	London Southend Apt	1	2030	2130	Boeing 737 Passenger	1
FR	2184	London Southend Apt	Alicante Airport	6	1305	1630	Boeing 737 Passenger	1
FR	2184	London Southend Apt	Alicante Airport	5	0640	1005	Boeing 737 Passenger	1
FR	2184	London Southend Apt	Alicante Airport	23 7	0645	1010	Boeing 737 Passenger	3
FR	2185	Alicante Airport	London Southend Apt	6	1705	1830	Boeing 737 Passenger	1
FR	2185	Alicante Airport	London Southend Apt	5	1040	1205	Boeing 737 Passenger	1
FR	2185	Alicante Airport	London Southend Apt	23 7	1045	1210	Boeing 737 Passenger	3
FR	2186	London Southend Apt	Dublin (IE)	6	2005	2120	Boeing 737 Passenger	1
FR	2186	London Southend Apt	Dublin (IE)	3	0710	0825	Boeing 737 Passenger	1
FR	2186	London Southend Apt	Dublin (IE)	2 7	0655	0810	Boeing 737 Passenger	2
FR	2186	London Southend Apt	Dublin (IE)	1 45	0715	0830	Boeing 737 Passenger	3
FR	2187	Dublin (IE)	London Southend Apt	6	2145	2255	Boeing 737 Passenger	1
FR	2187	Dublin (IE)	London Southend Apt	2 7	0835	0945	Boeing 737 Passenger	2
FR	2187	Dublin (IE)	London Southend Apt	1 345	0855	1005	Boeing 737 Passenger	4
FR	2188	London Southend Apt	Milan Bergamo/orio al Serio Apt	7	1930	2215	Boeing 737 Passenger	1
FR	2188	London Southend Apt	Milan Bergamo/orio al Serio Apt	5	1735	2020	Boeing 737 Passenger	1
FR	2188	London Southend Apt	Milan Bergamo/orio al Serio Apt	3	1745	2030	Boeing 737 Passenger	1
FR	2188	London Southend Apt	Milan Bergamo/orio al Serio Apt	1	0815	1100	Boeing 737 Passenger	1
FR	2189	Milan Bergamo/orio al Serio Apt	London Southend Apt	7	2245	2330	Boeing 737 Passenger	1
FR	2189	Milan Bergamo/orio al Serio Apt	London Southend Apt	5	2045	2130	Boeing 737 Passenger	1
FR	2189	Milan Bergamo/orio al Serio Apt	London Southend Apt	3	2055	2140	Boeing 737 Passenger	1
FR	2189	Milan Bergamo/orio al Serio Apt	London Southend Apt	1	1125	1210	Boeing 737 Passenger	1
FR	2190	London Southend Apt	Malaga Airport	6	1310	1645	Boeing 737 Passenger	1
FR	2190	London Southend Apt	Malaga Airport	1 3 5 7	1300	1645	Boeing 737 Passenger	4
FR	2191	Malaga Airport	London Southend Apt	6	1730	1915	Boeing 737 Passenger	1
FR	2191	Malaga Airport	London Southend Apt	1 3 5 7	1720	1905	Boeing 737 Passenger	4
FR	2203	Leeds Bradford	Nowy Dwor Mazowiecki	4 7	0845	1210	Boeing 737 Passenger	2
FR	2204	Nowy Dwor Mazowiecki	Leeds Bradford	4 7	0645	0820	Boeing 737 Passenger	2
FR	221	Nottingham East Midlands Airport	Budapest	5	1325	1700	Boeing 737 Passenger	1
FR	221	Nottingham East Midlands Airport	Budapest	3	1715	2050	Boeing 737 Passenger	1
FR	221	Nottingham East Midlands Airport	Budapest	1	0840	1215	Boeing 737 Passenger	1
FR	222	Budapest	Nottingham East Midlands Airport	5	1725	1905	Boeing 737 Passenger	1
FR	222	Budapest	Nottingham East Midlands Airport	3	2115	2255	Boeing 737 Passenger	1
FR	222	Budapest	Nottingham East Midlands Airport	1	0635	0815	Boeing 737 Passenger	1

FR	2224	Tallinn	London Stansted Apt	7	1100	1155	Boeing 737 Passenger	1
FR	2224	Tallinn	London Stansted Apt	5	1150	1245	Boeing 737 Passenger	1
FR	2224	Tallinn	London Stansted Apt	3	1120	1215	Boeing 737 Passenger	1
FR	2224	Tallinn	London Stansted Apt	1	1155	1250	Boeing 737 Passenger	1
FR	2225	London Stansted Apt	Tallinn	5	0645	1125	Boeing 737 Passenger	1
FR	2225	London Stansted Apt	Tallinn	3 7	0555	1035	Boeing 737 Passenger	2
FR	2225	London Stansted Apt	Tallinn	1	0650	1130	Boeing 737 Passenger	1
FR	2241	Bologna Guglielmo Marconi	Manchester (GB)	7	1530	1700	Boeing 737 Passenger	1
FR	2241	Bologna Guglielmo Marconi	Manchester (GB)	5	1325	1455	Boeing 737 Passenger	1
FR	2241	Bologna Guglielmo Marconi	Manchester (GB)	3	1440	1615	Boeing 737 Passenger	1
FR	2241	Bologna Guglielmo Marconi	Manchester (GB)	1	1210	1340	Boeing 737 Passenger	1
FR	2242	Manchester (GB)	Bologna Guglielmo Marconi	7	1140	1505	Boeing 737 Passenger	1
FR	2242	Manchester (GB)	Bologna Guglielmo Marconi	5	0935	1300	Boeing 737 Passenger	1
FR	2242	Manchester (GB)	Bologna Guglielmo Marconi	3	1050	1415	Boeing 737 Passenger	1
FR	2242	Manchester (GB)	Bologna Guglielmo Marconi	1	0820	1145	Boeing 737 Passenger	1
FR	2244	London Stansted Apt	Vilnius	7	1810	2250	Boeing 737 Passenger	1
FR	2244	London Stansted Apt	Vilnius	3	1620	2100	Boeing 737 Passenger	1
FR	2244	London Stansted Apt	Vilnius	2 456	1905	2345	Boeing 737 Passenger	4
FR	2244	London Stansted Apt	Vilnius	1	1910	2350	Boeing 737 Passenger	1
FR	2245	Vilnius	London Stansted Apt	7	2315	2359	Boeing 737 Passenger	1
FR	2245	Vilnius	London Stansted Apt	5	1740	1825	Boeing 737 Passenger	1
FR	2245	Vilnius	London Stansted Apt	3	2125	2210	Boeing 737 Passenger	1
FR	2245	Vilnius	London Stansted Apt	2 4 6	1755	1840	Boeing 737 Passenger	3
FR	2245	Vilnius	London Stansted Apt	1	1800	1845	Boeing 737 Passenger	1
FR	225	London Stansted Apt	Dublin (IE)	1234567	1340	1505	Boeing 737 Passenger	7
FR	2252	Manchester (GB)	Lisbon	1 345 7	2055	2345	Boeing 737 Passenger	5
FR	2253	Lisbon	Manchester (GB)	1 345 7	1740	2030	Boeing 737 Passenger	5
FR	2266	Birmingham Airport	Malaga Airport	3 5 7	1655	2050	Boeing 737 Passenger	3
FR	2266	Birmingham Airport	Malaga Airport	2 4	1010	1405	Boeing 737 Passenger	2
FR	2266	Birmingham Airport	Malaga Airport	1	0800	1155	Boeing 737 Passenger	1
FR	2267	Malaga Airport	Birmingham Airport	3 5 7	2125	2320	Boeing 737 Passenger	3
FR	2267	Malaga Airport	Birmingham Airport	2 4	0750	0945	Boeing 737 Passenger	2
FR	2267	Malaga Airport	Birmingham Airport	1	1230	1425	Boeing 737 Passenger	1
FR	2268	Bournemouth	Dublin (IE)	7	2020	2130	Boeing 737 Passenger	1
FR	2268	Bournemouth	Dublin (IE)	6	1300	1410	Boeing 737 Passenger	1
FR	2268	Bournemouth	Dublin (IE)	4	1605	1715	Boeing 737 Passenger	1
FR	2268	Bournemouth	Dublin (IE)	2	1345	1455	Boeing 737 Passenger	1
FR	2269	Dublin (IE)	Bournemouth	7	2155	2305	Boeing 737 Passenger	1
FR	2269	Dublin (IE)	Bournemouth	6	1125	1235	Boeing 737 Passenger	1
FR	2269	Dublin (IE)	Bournemouth	4	1430	1540	Boeing 737 Passenger	1
FR	2269	Dublin (IE)	Bournemouth	2	1210	1320	Boeing 737 Passenger	1
FR	2272	Dublin (IE)	London Stansted Apt	1 34567	1155	1315	Boeing 737 Passenger	6
FR	228	London Stansted Apt	Szczytno	4 6	1335	1700	Boeing 737 Passenger	2
FR	228	London Stansted Apt	Szczytno	2	1655	2020	Boeing 737 Passenger	1
FR	2281	London Stansted Apt	Nowy Dwor Mazowiecki	6	1225	1540	Boeing 737 Passenger	1
FR	2281	London Stansted Apt	Nowy Dwor Mazowiecki	5	1255	1610	Boeing 737 Passenger	1
FR	2281	London Stansted Apt	Nowy Dwor Mazowiecki	3	1140	1455	Boeing 737 Passenger	1
FR	2281	London Stansted Apt	Nowy Dwor Mazowiecki	2 4 7	1200	1515	Boeing 737 Passenger	3
FR	2281	London Stansted Apt	Nowy Dwor Mazowiecki	1	1155	1510	Boeing 737 Passenger	1
FR	2282	Nowy Dwor Mazowiecki	London Stansted Apt	6	1605	1735	Boeing 737 Passenger	1
FR	2282	Nowy Dwor Mazowiecki	London Stansted Apt	5	1100	1230	Boeing 737 Passenger	1
FR	2282	Nowy Dwor Mazowiecki	London Stansted Apt	3	1525	1655	Boeing 737 Passenger	1
FR	2282	Nowy Dwor Mazowiecki	London Stansted Apt	2 4 7	1540	1710	Boeing 737 Passenger	3
FR	2282	Nowy Dwor Mazowiecki	London Stansted Apt	1	1535	1705	Boeing 737 Passenger	1
FR	2283	London Stansted Apt	Nowy Dwor Mazowiecki	7	1740	2055	Boeing 737 Passenger	1
FR	2283	London Stansted Apt	Nowy Dwor Mazowiecki	3	1755	2110	Boeing 737 Passenger	1
FR	2283	London Stansted Apt	Nowy Dwor Mazowiecki	3 6	1810	2125	Boeing 737 Passenger	1
FR	2283	London Stansted Apt	Nowy Dwor Mazowiecki	2 45	1800	2115	Boeing 737 Passenger	3
FR	2283	London Stansted Apt	Nowy Dwor Mazowiecki	1	1850	2205	Boeing 737 Passenger	1
FR	2284	Nowy Dwor Mazowiecki	London Stansted Apt	7	2120	2250	Boeing 737 Passenger	1
FR	2284	Nowy Dwor Mazowiecki	London Stansted Apt	3	2135	2305	Boeing 737 Passenger	1
FR	2284	Nowy Dwor Mazowiecki	London Stansted Apt	3 6	2150	2320	Boeing 737 Passenger	1
FR	2284	Nowy Dwor Mazowiecki	London Stansted Apt	2 45	2140	2310	Boeing 737 Passenger	3
FR	2284	Nowy Dwor Mazowiecki	London Stansted Apt	1	2230	2359	Boeing 737 Passenger	1
FR	229	Szczytno	London Stansted Apt	4 6	1725	1850	Boeing 737 Passenger	2
FR	229	Szczytno	London Stansted Apt	2	2045	2210	Boeing 737 Passenger	1
FR	2291	Alicante Airport	Bristol	4	1515	1650	Boeing 737 Passenger	1
FR	2292	Bristol	Alicante Airport	4	1715	2045	Boeing 737 Passenger	1
FR	2295	London Stansted Apt	Duesseldorf Weeze Airport	5	1420	1630	Boeing 737 Passenger	1
FR	2295	London Stansted Apt	Duesseldorf Weeze Airport	3	1455	1705	Boeing 737 Passenger	1

FR	2295	London Stansted Apt	Duesseldorf Weeze Airport	1	1905	2115	Boeing 737 Passenger	1
FR	2296	Duesseldorf Weeze Airport	London Stansted Apt	5	1655	1705	Boeing 737 Passenger	1
FR	2296	Duesseldorf Weeze Airport	London Stansted Apt	3	1730	1740	Boeing 737 Passenger	1
FR	2296	Duesseldorf Weeze Airport	London Stansted Apt	1	2140	2150	Boeing 737 Passenger	1
FR	231	Alghero	London Stansted Apt	6	2155	2330	Boeing 737 Passenger	1
FR	231	Alghero	London Stansted Apt	4	1055	1230	Boeing 737 Passenger	1
FR	231	Alghero	London Stansted Apt	2	1650	1825	Boeing 737 Passenger	1
FR	2314	London Stansted Apt	Bratislava	4	0815	1130	Boeing 737 Passenger	1
FR	2314	London Stansted Apt	Bratislava	23 567	0830	1145	Boeing 737 Passenger	5
FR	2315	Bratislava	London Stansted Apt	4	1155	1315	Boeing 737 Passenger	1
FR	2315	Bratislava	London Stansted Apt	23 567	0630	0750	Boeing 737 Passenger	5
FR	2318	London Stansted Apt	Bratislava	3 5 7	1950	2305	Boeing 737 Passenger	3
FR	2319	Bratislava	London Stansted Apt	3 5 7	1800	1920	Boeing 737 Passenger	3
FR	232	London Stansted Apt	Alghero	6	1800	2130	Boeing 737 Passenger	1
FR	232	London Stansted Apt	Alghero	4	0700	1030	Boeing 737 Passenger	1
FR	232	London Stansted Apt	Alghero	2	1255	1625	Boeing 737 Passenger	1
FR	2320	Edinburgh	Billund	7	1510	1745	Boeing 737 Passenger	1
FR	2320	Edinburgh	Billund	4	1515	1750	Boeing 737 Passenger	1
FR	2321	Billund	Edinburgh	7	1810	1845	Boeing 737 Passenger	1
FR	2321	Billund	Edinburgh	4	1815	1850	Boeing 737 Passenger	1
FR	2322	Leeds Bradford	Corvera	5	1650	2050	Boeing 737 Passenger	1
FR	2322	Leeds Bradford	Corvera	1	1620	2020	Boeing 737 Passenger	1
FR	2323	Corvera	Leeds Bradford	5	2130	2325	Boeing 737 Passenger	1
FR	2323	Corvera	Leeds Bradford	1	2055	2250	Boeing 737 Passenger	1
FR	2324	Girona Costa Brava Apt	Leeds Bradford	5	0640	0800	Boeing 737 Passenger	1
FR	2324	Girona Costa Brava Apt	Leeds Bradford	1	1745	1905	Boeing 737 Passenger	1
FR	2325	Leeds Bradford	Girona Costa Brava Apt	5	0825	1145	Boeing 737 Passenger	1
FR	2325	Leeds Bradford	Girona Costa Brava Apt	1	1930	2250	Boeing 737 Passenger	1
FR	2326	Leeds Bradford	Palma de Mallorca	5	0925	1305	Boeing 737 Passenger	1
FR	2326	Leeds Bradford	Palma de Mallorca	1234 67	0930	1310	Boeing 737 Passenger	6
FR	2327	Palma de Mallorca	Leeds Bradford	5	1340	1530	Boeing 737 Passenger	1
FR	2327	Palma de Mallorca	Leeds Bradford	1234 67	1345	1535	Boeing 737 Passenger	6
FR	2328	Leeds Bradford	Limoges	7	1535	1830	Boeing 737 Passenger	1
FR	2328	Leeds Bradford	Limoges	4	0620	0915	Boeing 737 Passenger	1
FR	2329	Limoges	Leeds Bradford	7	1855	1945	Boeing 737 Passenger	1
FR	2329	Limoges	Leeds Bradford	4	0940	1030	Boeing 737 Passenger	1
FR	2332	Leeds Bradford	Krakow John Paul II - Balice	7	2025	2355	Boeing 737 Passenger	1
FR	2332	Leeds Bradford	Krakow John Paul II - Balice	6	1635	2005	Boeing 737 Passenger	1
FR	2332	Leeds Bradford	Krakow John Paul II - Balice	4	0645	1015	Boeing 737 Passenger	1
FR	2332	Leeds Bradford	Krakow John Paul II - Balice	2	1545	1915	Boeing 737 Passenger	1
FR	2333	Krakow John Paul II - Balice	Leeds Bradford	7	1825	2000	Boeing 737 Passenger	1
FR	2333	Krakow John Paul II - Balice	Leeds Bradford	6	2030	2205	Boeing 737 Passenger	1
FR	2333	Krakow John Paul II - Balice	Leeds Bradford	4	1040	1215	Boeing 737 Passenger	1
FR	2333	Krakow John Paul II - Balice	Leeds Bradford	2	1940	2115	Boeing 737 Passenger	1
FR	2336	London Stansted Apt	Poznan Lawica Apt	3	0555	0900	Boeing 737 Passenger	1
FR	2336	London Stansted Apt	Poznan Lawica Apt	2 7	0705	1010	Boeing 737 Passenger	2
FR	2336	London Stansted Apt	Poznan Lawica Apt	1 456	1120	1425	Boeing 737 Passenger	4
FR	2337	Poznan Lawica Apt	London Stansted Apt	3	0925	1030	Boeing 737 Passenger	1
FR	2337	Poznan Lawica Apt	London Stansted Apt	2 7	1035	1140	Boeing 737 Passenger	2
FR	2337	Poznan Lawica Apt	London Stansted Apt	1 456	1450	1555	Boeing 737 Passenger	4
FR	2341	Faro	Newcastle	13 5 7	1535	1845	Boeing 737 Passenger	4
FR	2342	Newcastle	Faro	13 5 7	1910	2220	Boeing 737 Passenger	4
FR	2344	Girona Costa Brava Apt	Newcastle	6	1800	1930	Boeing 737 Passenger	1
FR	2344	Girona Costa Brava Apt	Newcastle	2	1715	1845	Boeing 737 Passenger	1
FR	2345	Newcastle	Girona Costa Brava Apt	6	1955	2325	Boeing 737 Passenger	1
FR	2345	Newcastle	Girona Costa Brava Apt	2	1910	2240	Boeing 737 Passenger	1
FR	2346	Palma de Mallorca	Newcastle	7	1700	1850	Boeing 737 Passenger	1
FR	2346	Palma de Mallorca	Newcastle	6	0745	0935	Boeing 737 Passenger	1
FR	2346	Palma de Mallorca	Newcastle	5	0615	0805	Boeing 737 Passenger	1
FR	2346	Palma de Mallorca	Newcastle	234	0630	0820	Boeing 737 Passenger	3
FR	2346	Palma de Mallorca	Newcastle	1	0635	0825	Boeing 737 Passenger	1
FR	2347	Newcastle	Palma de Mallorca	7	1925	2310	Boeing 737 Passenger	1
FR	2347	Newcastle	Palma de Mallorca	6	1000	1350	Boeing 737 Passenger	1
FR	2347	Newcastle	Palma de Mallorca	5	0830	1215	Boeing 737 Passenger	1
FR	2347	Newcastle	Palma de Mallorca	2 4	0845	1235	Boeing 737 Passenger	2
FR	2347	Newcastle	Palma de Mallorca	1 3	0850	1235	Boeing 737 Passenger	2
FR	2352	London Stansted Apt	Cologne/Bonn Apt	5	1420	1645	Boeing 737 Passenger	1
FR	2352	London Stansted Apt	Cologne/Bonn Apt	2 4	1505	1730	Boeing 737 Passenger	2
FR	2352	London Stansted Apt	Cologne/Bonn Apt	1 3	1210	1435	Boeing 737 Passenger	2
FR	2353	Cologne/Bonn Apt	London Stansted Apt	5	1710	1735	Boeing 737 Passenger	1

FR	2353	Cologne/Bonn Apt	London Stansted Apt	2 4	1755	1820	Boeing 737 Passenger	2
FR	2353	Cologne/Bonn Apt	London Stansted Apt	1 3	1500	1525	Boeing 737 Passenger	2
FR	2354	Edinburgh	Luxembourg	5	0925	1215	Boeing 737 Passenger	1
FR	2354	Edinburgh	Luxembourg	3	1350	1640	Boeing 737 Passenger	1
FR	2354	Edinburgh	Luxembourg	1	1710	2000	Boeing 737 Passenger	1
FR	2355	Luxembourg	Edinburgh	5	1250	1340	Boeing 737 Passenger	1
FR	2355	Luxembourg	Edinburgh	3	1715	1805	Boeing 737 Passenger	1
FR	2355	Luxembourg	Edinburgh	1	2035	2125	Boeing 737 Passenger	1
FR	2368	London Stansted Apt	Ostrava	6	1325	1640	Boeing 737 Passenger	1
FR	2368	London Stansted Apt	Ostrava	4	1725	2040	Boeing 737 Passenger	1
FR	2368	London Stansted Apt	Ostrava	2	1350	1705	Boeing 737 Passenger	1
FR	2369	Ostrava	London Stansted Apt	6	1710	1825	Boeing 737 Passenger	1
FR	2369	Ostrava	London Stansted Apt	4	2105	2220	Boeing 737 Passenger	1
FR	2369	Ostrava	London Stansted Apt	2	1730	1845	Boeing 737 Passenger	1
FR	2371	London Stansted Apt	Dublin (IE)	1 34567	1005	1130	Boeing 737 Passenger	6
FR	2372	London Stansted Apt	Gdansk Lech Walesa	7	2005	2315	Boeing 737 Passenger	1
FR	2372	London Stansted Apt	Gdansk Lech Walesa	6	0840	1150	Boeing 737 Passenger	1
FR	2372	London Stansted Apt	Gdansk Lech Walesa	2	2000	2310	Boeing 737 Passenger	1
FR	2372	London Stansted Apt	Gdansk Lech Walesa	1 345	1850	2200	Boeing 737 Passenger	4
FR	2373	Gdansk Lech Walesa	London Stansted Apt	7	1815	1930	Boeing 737 Passenger	1
FR	2373	Gdansk Lech Walesa	London Stansted Apt	6	0700	0815	Boeing 737 Passenger	1
FR	2373	Gdansk Lech Walesa	London Stansted Apt	2	1800	1915	Boeing 737 Passenger	1
FR	2373	Gdansk Lech Walesa	London Stansted Apt	1 345	2225	2340	Boeing 737 Passenger	4
FR	2374	London Stansted Apt	Gdansk Lech Walesa	5	0935	1245	Boeing 737 Passenger	1
FR	2374	London Stansted Apt	Gdansk Lech Walesa	34	1110	1420	Boeing 737 Passenger	2
FR	2374	London Stansted Apt	Gdansk Lech Walesa	2	0945	1255	Boeing 737 Passenger	1
FR	2374	London Stansted Apt	Gdansk Lech Walesa	1	0845	1155	Boeing 737 Passenger	1
FR	2375	Gdansk Lech Walesa	London Stansted Apt	5	0755	0910	Boeing 737 Passenger	1
FR	2375	Gdansk Lech Walesa	London Stansted Apt	34	0930	1045	Boeing 737 Passenger	2
FR	2375	Gdansk Lech Walesa	London Stansted Apt	2	0800	0915	Boeing 737 Passenger	1
FR	2375	Gdansk Lech Walesa	London Stansted Apt	1	0705	0820	Boeing 737 Passenger	1
FR	2376	Edinburgh	Berlin Schoenefeld Apt	7	1245	1550	Boeing 737 Passenger	1
FR	2376	Edinburgh	Berlin Schoenefeld Apt	5	0600	0905	Boeing 737 Passenger	1
FR	2376	Edinburgh	Berlin Schoenefeld Apt	34	0630	0935	Boeing 737 Passenger	2
FR	2376	Edinburgh	Berlin Schoenefeld Apt	2	0645	0950	Boeing 737 Passenger	1
FR	2376	Edinburgh	Berlin Schoenefeld Apt	1	1145	1450	Boeing 737 Passenger	1
FR	2377	Berlin Schoenefeld Apt	Edinburgh	7	1105	1210	Boeing 737 Passenger	1
FR	2377	Berlin Schoenefeld Apt	Edinburgh	345	1000	1105	Boeing 737 Passenger	3
FR	2377	Berlin Schoenefeld Apt	Edinburgh	2	1015	1120	Boeing 737 Passenger	1
FR	2377	Berlin Schoenefeld Apt	Edinburgh	1	1515	1620	Boeing 737 Passenger	1
FR	2404	London Stansted Apt	Memmingen	6	1215	1500	Boeing 737 Passenger	1
FR	2404	London Stansted Apt	Memmingen	4	1305	1550	Boeing 737 Passenger	1
FR	2404	London Stansted Apt	Memmingen	23 7	1205	1450	Boeing 737 Passenger	3
FR	2405	Memmingen	London Stansted Apt	6	1525	1605	Boeing 737 Passenger	1
FR	2405	Memmingen	London Stansted Apt	4	1200	1240	Boeing 737 Passenger	1
FR	2405	Memmingen	London Stansted Apt	23 7	1515	1555	Boeing 737 Passenger	3
FR	2411	Nottingham East Midlands Airport	Malta	5	1630	2055	Boeing 737 Passenger	1
FR	2411	Nottingham East Midlands Airport	Malta	3	0620	1045	Boeing 737 Passenger	1
FR	2411	Nottingham East Midlands Airport	Malta	1	1600	2035	Boeing 737 Passenger	1
FR	2418	Frankfurt International Apt	Manchester (GB)	12345	1425	1520	Boeing 737 Passenger	5
FR	2419	Manchester (GB)	Frankfurt International Apt	12345	1545	1835	Boeing 737 Passenger	5
FR	2432	London Stansted Apt	Krakow John Paul II - Balice	7	0850	1215	Boeing 737 Passenger	1
FR	2432	London Stansted Apt	Krakow John Paul II - Balice	5	0715	1040	Boeing 737 Passenger	1
FR	2432	London Stansted Apt	Krakow John Paul II - Balice	2	0855	1220	Boeing 737 Passenger	1
FR	2432	London Stansted Apt	Krakow John Paul II - Balice	1 34 6	0900	1225	Boeing 737 Passenger	4
FR	2433	Krakow John Paul II - Balice	London Stansted Apt	5	1105	1240	Boeing 737 Passenger	1
FR	2433	Krakow John Paul II - Balice	London Stansted Apt	3	0700	0835	Boeing 737 Passenger	1
FR	2433	Krakow John Paul II - Balice	London Stansted Apt	2	0655	0830	Boeing 737 Passenger	1
FR	2433	Krakow John Paul II - Balice	London Stansted Apt	1 4 67	0645	0820	Boeing 737 Passenger	4
FR	2434	London Stansted Apt	Krakow John Paul II - Balice	5	1315	1640	Boeing 737 Passenger	1
FR	2434	London Stansted Apt	Krakow John Paul II - Balice	4	1245	1610	Boeing 737 Passenger	1
FR	2434	London Stansted Apt	Krakow John Paul II - Balice	2	1650	2015	Boeing 737 Passenger	1
FR	2434	London Stansted Apt	Krakow John Paul II - Balice	1 67	1300	1625	Boeing 737 Passenger	3
FR	2435	Krakow John Paul II - Balice	London Stansted Apt	5	1705	1840	Boeing 737 Passenger	1
FR	2435	Krakow John Paul II - Balice	London Stansted Apt	4	1040	1215	Boeing 737 Passenger	1
FR	2435	Krakow John Paul II - Balice	London Stansted Apt	2	1450	1625	Boeing 737 Passenger	1
FR	2435	Krakow John Paul II - Balice	London Stansted Apt	1 67	1650	1825	Boeing 737 Passenger	3
FR	2436	London Stansted Apt	Krakow John Paul II - Balice	6	1835	2200	Boeing 737 Passenger	1
FR	2436	London Stansted Apt	Krakow John Paul II - Balice	4	1830	2155	Boeing 737 Passenger	1
FR	2436	London Stansted Apt	Krakow John Paul II - Balice	3	1740	2105	Boeing 737 Passenger	1

FR	2436	London Stansted Apt	Krakow John Paul II - Balice	2	1700	2025	Boeing 737 Passenger	1
FR	2436	London Stansted Apt	Krakow John Paul II - Balice	1 5 7	1800	2125	Boeing 737 Passenger	3
FR	2437	Krakow John Paul II - Balice	London Stansted Apt	6	2225	2359	Boeing 737 Passenger	1
FR	2437	Krakow John Paul II - Balice	London Stansted Apt	4	2220	2355	Boeing 737 Passenger	1
FR	2437	Krakow John Paul II - Balice	London Stansted Apt	3	2130	2305	Boeing 737 Passenger	1
FR	2437	Krakow John Paul II - Balice	London Stansted Apt	2	2050	2225	Boeing 737 Passenger	1
FR	2437	Krakow John Paul II - Balice	London Stansted Apt	1 5 7	2150	2325	Boeing 737 Passenger	3
FR	2446	Leeds Bradford	Malaga Airport	7	1650	2035	Boeing 737 Passenger	1
FR	2446	Leeds Bradford	Malaga Airport	4	1630	2015	Boeing 737 Passenger	1
FR	2446	Leeds Bradford	Malaga Airport	3	1705	2100	Boeing 737 Passenger	1
FR	2446	Leeds Bradford	Malaga Airport	2 56	1655	2050	Boeing 737 Passenger	3
FR	2446	Leeds Bradford	Malaga Airport	1	1905	2300	Boeing 737 Passenger	1
FR	2447	Malaga Airport	Leeds Bradford	7	2110	2310	Boeing 737 Passenger	1
FR	2447	Malaga Airport	Leeds Bradford	4	2050	2250	Boeing 737 Passenger	1
FR	2447	Malaga Airport	Leeds Bradford	3	2135	2335	Boeing 737 Passenger	1
FR	2447	Malaga Airport	Leeds Bradford	2 56	2125	2325	Boeing 737 Passenger	3
FR	2447	Malaga Airport	Leeds Bradford	1	1640	1840	Boeing 737 Passenger	1
FR	2448	Leeds Bradford	Malta	1 5	0945	1420	Boeing 737 Passenger	2
FR	2449	Malta	Leeds Bradford	1 5	0645	0920	Boeing 737 Passenger	2
FR	2453	Edinburgh	Bologna Guglielmo Marconi	5	0655	1040	Boeing 737 Passenger	1
FR	2453	Edinburgh	Bologna Guglielmo Marconi	1	2020	0005	Boeing 737 Passenger	1
FR	2454	Bologna Guglielmo Marconi	Edinburgh	5	1105	1255	Boeing 737 Passenger	1
FR	2454	Bologna Guglielmo Marconi	Edinburgh	1	1805	1955	Boeing 737 Passenger	1
FR	2462	London Stansted Apt	Bydgoszcz	1234567	0645	0955	Boeing 737 Passenger	7
FR	2463	Bydgoszcz	London Stansted Apt	1234567	1020	1130	Boeing 737 Passenger	7
FR	2466	London Stansted Apt	Szczecin	7	1920	2215	Boeing 737 Passenger	1
FR	2466	London Stansted Apt	Szczecin	5	1810	2105	Boeing 737 Passenger	1
FR	2466	London Stansted Apt	Szczecin	34 6	1900	2155	Boeing 737 Passenger	3
FR	2466	London Stansted Apt	Szczecin	2	1850	2145	Boeing 737 Passenger	1
FR	2466	London Stansted Apt	Szczecin	1	1840	2135	Boeing 737 Passenger	1
FR	2467	Szczecin	London Stansted Apt	7	2240	2335	Boeing 737 Passenger	1
FR	2467	Szczecin	London Stansted Apt	5	2130	2225	Boeing 737 Passenger	1
FR	2467	Szczecin	London Stansted Apt	2	2210	2305	Boeing 737 Passenger	1
FR	2467	Szczecin	London Stansted Apt	1 34 6	2220	2315	Boeing 737 Passenger	4
FR	2468	London Stansted Apt	Lodz Wladyslaw Reymont	7	1325	1640	Boeing 737 Passenger	1
FR	2468	London Stansted Apt	Lodz Wladyslaw Reymont	3	0705	1020	Boeing 737 Passenger	1
FR	2468	London Stansted Apt	Lodz Wladyslaw Reymont	12 56	1155	1510	Boeing 737 Passenger	4
FR	2469	Lodz Wladyslaw Reymont	London Stansted Apt	7	1705	1825	Boeing 737 Passenger	1
FR	2469	Lodz Wladyslaw Reymont	London Stansted Apt	3	1045	1205	Boeing 737 Passenger	1
FR	2469	Lodz Wladyslaw Reymont	London Stansted Apt	12 56	1535	1655	Boeing 737 Passenger	4
FR	2472	Malta	Nottingham East Midlands Airport	5	2120	2345	Boeing 737 Passenger	1
FR	2472	Malta	Nottingham East Midlands Airport	3	1110	1335	Boeing 737 Passenger	1
FR	2472	Malta	Nottingham East Midlands Airport	1	2100	2335	Boeing 737 Passenger	1
FR	2476	Leeds Bradford	Chania	2 6	0700	1300	Boeing 737 Passenger	2
FR	2477	Chania	Leeds Bradford	2 6	1325	1540	Boeing 737 Passenger	2
FR	2480	Malaga Airport	Leeds Bradford	2	1115	1315	Boeing 737 Passenger	1
FR	2482	Leeds Bradford	Riga	7	0640	1120	Boeing 737 Passenger	1
FR	2482	Leeds Bradford	Riga	3	1610	2050	Boeing 737 Passenger	1
FR	2483	Riga	Leeds Bradford	7	1145	1245	Boeing 737 Passenger	1
FR	2483	Riga	Leeds Bradford	3	2115	2215	Boeing 737 Passenger	1
FR	2486	Leeds Bradford	Ibiza	7	1405	1755	Boeing 737 Passenger	1
FR	2486	Leeds Bradford	Ibiza	4	1335	1725	Boeing 737 Passenger	1
FR	2487	Ibiza	Leeds Bradford	7	1840	2025	Boeing 737 Passenger	1
FR	2487	Ibiza	Leeds Bradford	4	2155	2340	Boeing 737 Passenger	1
FR	2492	Leeds Bradford	Tenerife Sur Apt	6	1905	2340	Boeing 737 Passenger	1
FR	2492	Leeds Bradford	Tenerife Sur Apt	1 3	0625	1100	Boeing 737 Passenger	2
FR	2493	Tenerife Sur Apt	Leeds Bradford	6	1405	1840	Boeing 737 Passenger	1
FR	2493	Tenerife Sur Apt	Leeds Bradford	1 3	1135	1610	Boeing 737 Passenger	2
FR	2496	Leeds Bradford	Kerkyra	3	0745	1305	Boeing 737 Passenger	1
FR	2497	Kerkyra	Leeds Bradford	3	1330	1505	Boeing 737 Passenger	1
FR	2498	London Stansted Apt	Bratislava	4	1915	2230	Boeing 737 Passenger	1
FR	2498	London Stansted Apt	Bratislava	1	1645	2000	Boeing 737 Passenger	1
FR	2499	Bratislava	London Stansted Apt	4	2255	0020	Boeing 737 Passenger	1
FR	2499	Bratislava	London Stansted Apt	1	2030	2150	Boeing 737 Passenger	1
FR	2501	Leeds Bradford	Pisa	5	1505	1835	Boeing 737 Passenger	1
FR	2501	Leeds Bradford	Pisa	1	1855	2225	Boeing 737 Passenger	1
FR	2502	Pisa	Leeds Bradford	5	1310	1440	Boeing 737 Passenger	1
FR	2502	Pisa	Leeds Bradford	1	1700	1830	Boeing 737 Passenger	1
FR	2503	Leeds Bradford	Faro	6	0615	0915	Boeing 737 Passenger	1
FR	2503	Leeds Bradford	Faro	5	1820	2120	Boeing 737 Passenger	1

FR	2503	Leeds Bradford	Faro	34 7	1950	2250	Boeing 737 Passenger	3
FR	2503	Leeds Bradford	Faro	1	1125	1425	Boeing 737 Passenger	1
FR	2504	Faro	Leeds Bradford	6	0940	1235	Boeing 737 Passenger	1
FR	2504	Faro	Leeds Bradford	5	1500	1755	Boeing 737 Passenger	1
FR	2504	Faro	Leeds Bradford	34 7	1630	1925	Boeing 737 Passenger	3
FR	2504	Faro	Leeds Bradford	1	0805	1100	Boeing 737 Passenger	1
FR	2521	Alicante Airport	Glasgow International Airport	7	1700	1905	Boeing 737 Passenger	1
FR	2521	Alicante Airport	Glasgow International Airport	4	1435	1640	Boeing 737 Passenger	1
FR	2521	Alicante Airport	Glasgow International Airport	2	1500	1705	Boeing 737 Passenger	1
FR	2522	Glasgow International Airport	Alicante Airport	7	1930	2335	Boeing 737 Passenger	1
FR	2522	Glasgow International Airport	Alicante Airport	4	1705	2110	Boeing 737 Passenger	1
FR	2522	Glasgow International Airport	Alicante Airport	2	1730	2135	Boeing 737 Passenger	1
FR	2535	Gran Canaria	Leeds Bradford	7	1405	1825	Boeing 737 Passenger	1
FR	2535	Gran Canaria	Leeds Bradford	4	1345	1805	Boeing 737 Passenger	1
FR	2536	Leeds Bradford	Gran Canaria	7	1850	2320	Boeing 737 Passenger	1
FR	2536	Leeds Bradford	Gran Canaria	4	1830	2300	Boeing 737 Passenger	1
FR	2545	Tenerife Sur Apt	Newcastle	5	1330	1800	Boeing 737 Passenger	1
FR	2545	Tenerife Sur Apt	Newcastle	1	1400	1840	Boeing 737 Passenger	1
FR	2546	Newcastle	Tenerife Sur Apt	5	1825	2310	Boeing 737 Passenger	1
FR	2546	Newcastle	Tenerife Sur Apt	1	1905	2359	Boeing 737 Passenger	1
FR	2558	Brussels S. Charleroi Airport	Glasgow International Airport	2 6	1040	1120	Boeing 737 Passenger	2
FR	2559	Glasgow International Airport	Brussels S. Charleroi Airport	2 6	1145	1425	Boeing 737 Passenger	2
FR	2561	Tenerife Sur Apt	Belfast International Apt	7	1240	1700	Boeing 737 Passenger	1
FR	2561	Tenerife Sur Apt	Belfast International Apt	4	1400	1820	Boeing 737 Passenger	1
FR	2562	Belfast International Apt	Tenerife Sur Apt	7	1725	2155	Boeing 737 Passenger	1
FR	2562	Belfast International Apt	Tenerife Sur Apt	4	1900	2330	Boeing 737 Passenger	1
FR	2595	Lanzarote	Belfast International Apt	1 5	1135	1550	Boeing 737 Passenger	2
FR	2596	Belfast International Apt	Lanzarote	1 5	0645	1100	Boeing 737 Passenger	2
FR	2603	Valencia Airport	Manchester (GB)	5	2015	2155	Boeing 737 Passenger	1
FR	2603	Valencia Airport	Manchester (GB)	1 3	1435	1615	Boeing 737 Passenger	2
FR	2604	Manchester (GB)	Valencia Airport	5	1610	1940	Boeing 737 Passenger	1
FR	2604	Manchester (GB)	Valencia Airport	1 3	1640	2010	Boeing 737 Passenger	2
FR	2608	Malaga Airport	Glasgow International Airport	7	1325	1540	Boeing 737 Passenger	1
FR	2608	Malaga Airport	Glasgow International Airport	4 6	1535	1750	Boeing 737 Passenger	2
FR	2608	Malaga Airport	Glasgow International Airport	2	1515	1730	Boeing 737 Passenger	1
FR	2609	Glasgow International Airport	Malaga Airport	7	1605	2020	Boeing 737 Passenger	1
FR	2609	Glasgow International Airport	Malaga Airport	4 6	1815	2230	Boeing 737 Passenger	2
FR	2609	Glasgow International Airport	Malaga Airport	2	1755	2210	Boeing 737 Passenger	1
FR	2612	London Stansted Apt	Santander	7	1905	2205	Boeing 737 Passenger	1
FR	2612	London Stansted Apt	Santander	4	1835	2135	Boeing 737 Passenger	1
FR	2612	London Stansted Apt	Santander	2 5	1845	2145	Boeing 737 Passenger	2
FR	2612	London Stansted Apt	Santander	1	1315	1615	Boeing 737 Passenger	1
FR	2613	Santander	London Stansted Apt	7	2230	2325	Boeing 737 Passenger	1
FR	2613	Santander	London Stansted Apt	4	2200	2255	Boeing 737 Passenger	1
FR	2613	Santander	London Stansted Apt	2 5	2210	2305	Boeing 737 Passenger	2
FR	2613	Santander	London Stansted Apt	1	1640	1735	Boeing 737 Passenger	1
FR	2626	Manchester (GB)	Ibiza	7	2030	0020	Boeing 737 Passenger	1
FR	2626	Manchester (GB)	Ibiza	6	1005	1355	Boeing 737 Passenger	1
FR	2626	Manchester (GB)	Ibiza	5	1950	2340	Boeing 737 Passenger	1
FR	2626	Manchester (GB)	Ibiza	3	2010	2355	Boeing 737 Passenger	1
FR	2626	Manchester (GB)	Ibiza	12 4	0650	1040	Boeing 737 Passenger	3
FR	2627	Ibiza	Manchester (GB)	7	1830	2005	Boeing 737 Passenger	1
FR	2627	Ibiza	Manchester (GB)	6	1430	1615	Boeing 737 Passenger	1
FR	2627	Ibiza	Manchester (GB)	5	1740	1925	Boeing 737 Passenger	1
FR	2627	Ibiza	Manchester (GB)	3	1755	1945	Boeing 737 Passenger	1
FR	2627	Ibiza	Manchester (GB)	12 4	1115	1300	Boeing 737 Passenger	3
FR	2630	Ponta Delgada	London Stansted Apt	6	1150	1645	Boeing 737 Passenger	1
FR	2631	London Stansted Apt	Ponta Delgada	6	0830	1125	Boeing 737 Passenger	1
FR	2634	London Stansted Apt	Zaragoza Airport	6	0650	1005	Boeing 737 Passenger	1
FR	2634	London Stansted Apt	Zaragoza Airport	4	1400	1715	Boeing 737 Passenger	1
FR	2634	London Stansted Apt	Zaragoza Airport	23 7	1325	1640	Boeing 737 Passenger	3
FR	2635	Zaragoza Airport	London Stansted Apt	6	1035	1150	Boeing 737 Passenger	1
FR	2635	Zaragoza Airport	London Stansted Apt	4	1740	1855	Boeing 737 Passenger	1
FR	2635	Zaragoza Airport	London Stansted Apt	23 7	1705	1820	Boeing 737 Passenger	3
FR	2642	London Stansted Apt	Riga	7	0620	1100	Boeing 737 Passenger	1
FR	2642	London Stansted Apt	Riga	5	0610	1050	Boeing 737 Passenger	1
FR	2642	London Stansted Apt	Riga	4	0635	1115	Boeing 737 Passenger	1
FR	2642	London Stansted Apt	Riga	3 6	0645	1125	Boeing 737 Passenger	2
FR	2642	London Stansted Apt	Riga	12	0625	1105	Boeing 737 Passenger	2
FR	2643	Riga	London Stansted Apt	7	1125	1210	Boeing 737 Passenger	1

FR	2643	Riga	London Stansted Apt	5	1115	1200	Boeing 737 Passenger	1
FR	2643	Riga	London Stansted Apt	4	1140	1225	Boeing 737 Passenger	1
FR	2643	Riga	London Stansted Apt	3 6	1150	1235	Boeing 737 Passenger	2
FR	2643	Riga	London Stansted Apt	12	1130	1215	Boeing 737 Passenger	2
FR	2644	London Stansted Apt	Riga	5	1640	2110	Boeing 737 Passenger	1
FR	2644	London Stansted Apt	Riga	234 67	1700	2130	Boeing 737 Passenger	5
FR	2644	London Stansted Apt	Riga	1	1755	2225	Boeing 737 Passenger	1
FR	2645	Riga	London Stansted Apt	5	2140	2225	Boeing 737 Passenger	1
FR	2645	Riga	London Stansted Apt	234 67	2155	2240	Boeing 737 Passenger	5
FR	2645	Riga	London Stansted Apt	1	2250	2335	Boeing 737 Passenger	1
FR	2665	Nowy Dwor Mazowiecki	Manchester (GB)	5	2250	0035	Boeing 737 Passenger	1
FR	2665	Nowy Dwor Mazowiecki	Manchester (GB)	3	1100	1245	Boeing 737 Passenger	1
FR	2665	Nowy Dwor Mazowiecki	Manchester (GB)	1	2130	2315	Boeing 737 Passenger	1
FR	2666	Manchester (GB)	Nowy Dwor Mazowiecki	5	1850	2215	Boeing 737 Passenger	1
FR	2666	Manchester (GB)	Nowy Dwor Mazowiecki	3	1310	1635	Boeing 737 Passenger	1
FR	2666	Manchester (GB)	Nowy Dwor Mazowiecki	1	1735	2100	Boeing 737 Passenger	1
FR	2669	London Stansted Apt	Nowy Dwor Mazowiecki	5	1945	2300	Boeing 737 Passenger	1
FR	2669	London Stansted Apt	Nowy Dwor Mazowiecki	3 7	1435	1750	Boeing 737 Passenger	2
FR	2669	London Stansted Apt	Nowy Dwor Mazowiecki	1	1420	1735	Boeing 737 Passenger	1
FR	2670	Nowy Dwor Mazowiecki	London Stansted Apt	5	1750	1920	Boeing 737 Passenger	1
FR	2670	Nowy Dwor Mazowiecki	London Stansted Apt	3 7	1815	1945	Boeing 737 Passenger	2
FR	2670	Nowy Dwor Mazowiecki	London Stansted Apt	1	1800	1930	Boeing 737 Passenger	1
FR	2672	London Stansted Apt	Rome Ciampino Apt	1234567	0625	0955	Boeing 737 Passenger	7
FR	2673	Rome Ciampino Apt	London Stansted Apt	1234567	1020	1205	Boeing 737 Passenger	7
FR	2674	Edinburgh	Copenhagen Kastrup Apt	1 3 5 7	1845	2135	Boeing 737 Passenger	4
FR	2675	Copenhagen Kastrup Apt	Edinburgh	1 3 5 7	2200	2250	Boeing 737 Passenger	4
FR	2687	London Stansted Apt	Cagliari	6	0720	1055	Boeing 737 Passenger	1
FR	2687	London Stansted Apt	Cagliari	4	0635	1010	Boeing 737 Passenger	1
FR	2687	London Stansted Apt	Cagliari	2	0610	0945	Boeing 737 Passenger	1
FR	2688	Cagliari	London Stansted Apt	6	1120	1255	Boeing 737 Passenger	1
FR	2688	Cagliari	London Stansted Apt	4	1035	1210	Boeing 737 Passenger	1
FR	2688	Cagliari	London Stansted Apt	2	1010	1145	Boeing 737 Passenger	1
FR	2690	London Southend Apt	Faro	6	1725	2010	Boeing 737 Passenger	1
FR	2690	London Southend Apt	Faro	34	1705	1950	Boeing 737 Passenger	2
FR	2690	London Southend Apt	Faro	1 5	1610	1855	Boeing 737 Passenger	2
FR	2691	Faro	London Southend Apt	6	2035	2315	Boeing 737 Passenger	1
FR	2691	Faro	London Southend Apt	34	2015	2255	Boeing 737 Passenger	2
FR	2691	Faro	London Southend Apt	1 5	1920	2200	Boeing 737 Passenger	2
FR	2698	London Southend Apt	Cluj-Napoca	6	0630	1110	Boeing 737 Passenger	1
FR	2698	London Southend Apt	Cluj-Napoca	4	0700	1140	Boeing 737 Passenger	1
FR	2698	London Southend Apt	Cluj-Napoca	2	1650	2130	Boeing 737 Passenger	1
FR	2699	Cluj-Napoca	London Southend Apt	6	1140	1220	Boeing 737 Passenger	1
FR	2699	Cluj-Napoca	London Southend Apt	4	1210	1250	Boeing 737 Passenger	1
FR	2699	Cluj-Napoca	London Southend Apt	2	2200	2240	Boeing 737 Passenger	1
FR	2700	London Southend Apt	Copenhagen Kastrup Apt	6	1920	2210	Boeing 737 Passenger	1
FR	2700	London Southend Apt	Copenhagen Kastrup Apt	4	1735	2025	Boeing 737 Passenger	1
FR	2700	London Southend Apt	Copenhagen Kastrup Apt	2	1750	2040	Boeing 737 Passenger	1
FR	2701	Copenhagen Kastrup Apt	London Southend Apt	6	2235	2325	Boeing 737 Passenger	1
FR	2701	Copenhagen Kastrup Apt	London Southend Apt	4	2050	2140	Boeing 737 Passenger	1
FR	2701	Copenhagen Kastrup Apt	London Southend Apt	2	2105	2155	Boeing 737 Passenger	1
FR	2709	London Southend Apt	Kerkyra	7	0740	1240	Boeing 737 Passenger	1
FR	2709	London Southend Apt	Kerkyra	2	1325	1825	Boeing 737 Passenger	1
FR	271	London Stansted Apt	Dublin (IE)	1234567	2205	2330	Boeing 737 Passenger	7
FR	2710	Kerkyra	London Southend Apt	7	1305	1400	Boeing 737 Passenger	1
FR	2710	Kerkyra	London Southend Apt	2	1850	1950	Boeing 737 Passenger	1
FR	2711	Birmingham Airport	Ibiza	7	0720	1100	Boeing 737 Passenger	1
FR	2711	Birmingham Airport	Ibiza	4	1450	1830	Boeing 737 Passenger	1
FR	2712	Ibiza	Birmingham Airport	7	1135	1315	Boeing 737 Passenger	1
FR	2712	Ibiza	Birmingham Airport	4	1905	2045	Boeing 737 Passenger	1
FR	2714	Alicante Airport	London Gatwick Apt	5	1520	1700	Boeing 737 Passenger	1
FR	2714	Alicante Airport	London Gatwick Apt	4	0825	1005	Boeing 737 Passenger	1
FR	2714	Alicante Airport	London Gatwick Apt	2 6	0810	0950	Boeing 737 Passenger	2
FR	2714	Alicante Airport	London Gatwick Apt	1 3	1530	1710	Boeing 737 Passenger	2
FR	2715	London Gatwick Apt	Alicante Airport	6	1015	1345	Boeing 737 Passenger	1
FR	2715	London Gatwick Apt	Alicante Airport	4	1100	1430	Boeing 737 Passenger	1
FR	2715	London Gatwick Apt	Alicante Airport	3 5	1735	2105	Boeing 737 Passenger	2
FR	2715	London Gatwick Apt	Alicante Airport	2	1025	1355	Boeing 737 Passenger	1
FR	2715	London Gatwick Apt	Alicante Airport	1	1740	2110	Boeing 737 Passenger	1
FR	2716	London Southend Apt	Bilbao	7	1455	1735	Boeing 737 Passenger	1
FR	2716	London Southend Apt	Bilbao	4	0630	0910	Boeing 737 Passenger	1

FR	2716	London Southend Apt	Bilbao	3	1300	1540	Boeing 737 Passenger	1
FR	2716	London Southend Apt	Bilbao	2	1305	1545	Boeing 737 Passenger	1
FR	2717	Bilbao	London Southend Apt	7	1805	1845	Boeing 737 Passenger	1
FR	2717	Bilbao	London Southend Apt	4	0945	1025	Boeing 737 Passenger	1
FR	2717	Bilbao	London Southend Apt	3	1615	1655	Boeing 737 Passenger	1
FR	2717	Bilbao	London Southend Apt	2	1620	1700	Boeing 737 Passenger	1
FR	2718	London Southend Apt	Kosice	6	0630	1010	Boeing 737 Passenger	1
FR	2718	London Southend Apt	Kosice	4	1340	1720	Boeing 737 Passenger	1
FR	2718	London Southend Apt	Kosice	2	0650	1030	Boeing 737 Passenger	1
FR	2719	Kosice	London Southend Apt	6	1035	1215	Boeing 737 Passenger	1
FR	2719	Kosice	London Southend Apt	4	1745	1925	Boeing 737 Passenger	1
FR	2719	Kosice	London Southend Apt	2	1055	1235	Boeing 737 Passenger	1
FR	272	Dublin (IE)	London Stansted Apt	1234567	2020	2140	Boeing 737 Passenger	7
FR	2720	London Southend Apt	Dublin (IE)	6	0630	0745	Boeing 737 Passenger	1
FR	2720	London Southend Apt	Dublin (IE)	4	2015	2130	Boeing 737 Passenger	1
FR	2720	London Southend Apt	Dublin (IE)	2	2040	2155	Boeing 737 Passenger	1
FR	2720	London Southend Apt	Dublin (IE)	1 3 5 7	1955	2110	Boeing 737 Passenger	4
FR	2721	Dublin (IE)	London Southend Apt	6	0810	0920	Boeing 737 Passenger	1
FR	2721	Dublin (IE)	London Southend Apt	4	2155	2305	Boeing 737 Passenger	1
FR	2721	Dublin (IE)	London Southend Apt	2	2220	2330	Boeing 737 Passenger	1
FR	2721	Dublin (IE)	London Southend Apt	1 3 5 7	2135	2245	Boeing 737 Passenger	4
FR	2746	London Stansted Apt	Kaunas	3 56	1815	2250	Boeing 737 Passenger	3
FR	2746	London Stansted Apt	Kaunas	2	0700	1135	Boeing 737 Passenger	1
FR	2747	Kaunas	London Stansted Apt	3 56	1710	1750	Boeing 737 Passenger	3
FR	2747	Kaunas	London Stansted Apt	2	1200	1240	Boeing 737 Passenger	1
FR	2752	Pisa	Edinburgh	6	0705	0850	Boeing 737 Passenger	1
FR	2752	Pisa	Edinburgh	4	1800	1945	Boeing 737 Passenger	1
FR	2752	Pisa	Edinburgh	2	1925	2110	Boeing 737 Passenger	1
FR	2753	Edinburgh	Pisa	6	0915	1300	Boeing 737 Passenger	1
FR	2753	Edinburgh	Pisa	4	2010	2355	Boeing 737 Passenger	1
FR	2753	Edinburgh	Pisa	2	1515	1900	Boeing 737 Passenger	1
FR	2772	London Stansted Apt	Fes	3 7	1045	1400	Boeing 737 Passenger	2
FR	2773	Fes	London Stansted Apt	3 7	0705	1020	Boeing 737 Passenger	2
FR	2781	Leeds Bradford	Malaga Airport	2	0645	1040	Boeing 737 Passenger	1
FR	2786	London Stansted Apt	Rodez	7	1125	1405	Boeing 737 Passenger	1
FR	2786	London Stansted Apt	Rodez	4	1420	1700	Boeing 737 Passenger	1
FR	2787	Rodez	London Stansted Apt	7	1430	1510	Boeing 737 Passenger	1
FR	2787	Rodez	London Stansted Apt	4	1725	1805	Boeing 737 Passenger	1
FR	2800	Manchester (GB)	Billund	5	1300	1555	Boeing 737 Passenger	1
FR	2800	Manchester (GB)	Billund	2 6	1335	1630	Boeing 737 Passenger	2
FR	2800	Manchester (GB)	Billund	1	0930	1225	Boeing 737 Passenger	1
FR	2801	Billund	Manchester (GB)	5	1620	1710	Boeing 737 Passenger	1
FR	2801	Billund	Manchester (GB)	2 6	1655	1745	Boeing 737 Passenger	2
FR	2801	Billund	Manchester (GB)	1	1250	1340	Boeing 737 Passenger	1
FR	2803	London Southend Apt	Palma de Mallorca	34	1105	1420	Boeing 737 Passenger	2
FR	2803	London Southend Apt	Palma de Mallorca	2 7	1045	1400	Boeing 737 Passenger	2
FR	2803	London Southend Apt	Palma de Mallorca	1 56	1050	1405	Boeing 737 Passenger	3
FR	2804	Palma de Mallorca	London Southend Apt	2 7	1440	1600	Boeing 737 Passenger	2
FR	2804	Palma de Mallorca	London Southend Apt	1 3456	1455	1615	Boeing 737 Passenger	5
FR	281	London Stansted Apt	Toulouse	7	1850	2150	Boeing 737 Passenger	1
FR	281	London Stansted Apt	Toulouse	6	1815	2115	Boeing 737 Passenger	1
FR	281	London Stansted Apt	Toulouse	5	1820	2120	Boeing 737 Passenger	1
FR	281	London Stansted Apt	Toulouse	4	1810	2110	Boeing 737 Passenger	1
FR	281	London Stansted Apt	Toulouse	3	1805	2105	Boeing 737 Passenger	1
FR	281	London Stansted Apt	Toulouse	2	1935	2235	Boeing 737 Passenger	1
FR	281	London Stansted Apt	Toulouse	1	1830	2130	Boeing 737 Passenger	1
FR	2813	Cologne/Bonn Apt	London Stansted Apt	123456	0645	0710	Boeing 737 Passenger	6
FR	2814	London Stansted Apt	Cologne/Bonn Apt	6	0735	1000	Boeing 737 Passenger	1
FR	2814	London Stansted Apt	Cologne/Bonn Apt	3	0745	1010	Boeing 737 Passenger	1
FR	2814	London Stansted Apt	Cologne/Bonn Apt	12 45	0740	1005	Boeing 737 Passenger	4
FR	2815	Cologne/Bonn Apt	London Stansted Apt	4	2210	2230	Boeing 737 Passenger	1
FR	2815	Cologne/Bonn Apt	London Stansted Apt	123 5 7	2155	2215	Boeing 737 Passenger	5
FR	2816	London Stansted Apt	Cologne/Bonn Apt	4	1920	2145	Boeing 737 Passenger	1
FR	2816	London Stansted Apt	Cologne/Bonn Apt	123 5 7	1905	2130	Boeing 737 Passenger	5
FR	282	Toulouse	London Stansted Apt	7	2215	2310	Boeing 737 Passenger	1
FR	282	Toulouse	London Stansted Apt	6	2140	2235	Boeing 737 Passenger	1
FR	282	Toulouse	London Stansted Apt	5	2145	2240	Boeing 737 Passenger	1
FR	282	Toulouse	London Stansted Apt	4	2135	2230	Boeing 737 Passenger	1
FR	282	Toulouse	London Stansted Apt	3	2130	2225	Boeing 737 Passenger	1
FR	282	Toulouse	London Stansted Apt	2	2300	2355	Boeing 737 Passenger	1



FR	282	Toulouse	London Stansted Apt	1	2155	2250	Boeing 737 Passenger	1
FR	2821	Manchester (GB)	Chania	6	0710	1315	Boeing 737 Passenger	1
FR	2821	Manchester (GB)	Chania	4	0810	1415	Boeing 737 Passenger	1
FR	2821	Manchester (GB)	Chania	2	1355	2000	Boeing 737 Passenger	1
FR	2822	Chania	Manchester (GB)	6	1405	1630	Boeing 737 Passenger	1
FR	2822	Chania	Manchester (GB)	4	1445	1710	Boeing 737 Passenger	1
FR	2822	Chania	Manchester (GB)	2	2025	2250	Boeing 737 Passenger	1
FR	2830	London Southend Apt	Reus	1 5	1055	1355	Boeing 737 Passenger	2
FR	2831	Reus	London Southend Apt	1 5	1420	1520	Boeing 737 Passenger	2
FR	2840	London Southend Apt	Brest (FR)	1 5	0705	0920	Boeing 737 Passenger	2
FR	2841	Brest (FR)	London Southend Apt	1 5	0945	1000	Boeing 737 Passenger	2
FR	286	London Stansted Apt	Klaipeda/Palanga	2 6	0610	1025	Boeing 737 Passenger	2
FR	2860	London Stansted Apt	Luxembourg	7	1425	1640	Boeing 737 Passenger	1
FR	2860	London Stansted Apt	Luxembourg	56	1900	2115	Boeing 737 Passenger	2
FR	2860	London Stansted Apt	Luxembourg	1234	1855	2110	Boeing 737 Passenger	4
FR	2861	Luxembourg	London Stansted Apt	7	1715	1730	Boeing 737 Passenger	1
FR	2861	Luxembourg	London Stansted Apt	56	2150	2205	Boeing 737 Passenger	2
FR	2861	Luxembourg	London Stansted Apt	1234	2145	2200	Boeing 737 Passenger	4
FR	287	Klaipeda/Palanga	London Stansted Apt	2 6	1050	1120	Boeing 737 Passenger	2
FR	288	Dublin (IE)	London Stansted Apt	3	1830	1950	Boeing 737 Passenger	1
FR	288	Dublin (IE)	London Stansted Apt	12 4567	1855	2015	Boeing 737 Passenger	6
FR	2885	Kaunas	Edinburgh	6	2225	2315	Boeing 737 Passenger	1
FR	2885	Kaunas	Edinburgh	2	1315	1405	Boeing 737 Passenger	1
FR	2886	Edinburgh	Kaunas	6	1715	2200	Boeing 737 Passenger	1
FR	2886	Edinburgh	Kaunas	2	0805	1250	Boeing 737 Passenger	1
FR	2911	Birmingham Airport	Faro	6	1935	2230	Boeing 737 Passenger	1
FR	2911	Birmingham Airport	Faro	4	1640	1935	Boeing 737 Passenger	1
FR	2912	Faro	Birmingham Airport	6	1620	1910	Boeing 737 Passenger	1
FR	2912	Faro	Birmingham Airport	4	2000	2250	Boeing 737 Passenger	1
FR	293	London Stansted Apt	Dublin (IE)	12345 7	2010	2130	Boeing 737 Passenger	6
FR	294	Dublin (IE)	London Stansted Apt	1234567	1530	1650	Boeing 737 Passenger	7
FR	295	London Stansted Apt	Toulouse	5	0635	0935	Boeing 737 Passenger	1
FR	295	London Stansted Apt	Toulouse	1234 67	0715	1015	Boeing 737 Passenger	6
FR	2953	Newquay	Alicante Airport	7	2005	2320	Boeing 737 Passenger	1
FR	2953	Newquay	Alicante Airport	3	0905	1220	Boeing 737 Passenger	1
FR	2954	Alicante Airport	Newquay	7	1810	1940	Boeing 737 Passenger	1
FR	2954	Alicante Airport	Newquay	3	0710	0840	Boeing 737 Passenger	1
FR	296	Toulouse	London Stansted Apt	5	1000	1055	Boeing 737 Passenger	1
FR	296	Toulouse	London Stansted Apt	1234 67	1040	1135	Boeing 737 Passenger	6
FR	297	London Stansted Apt	Dublin (IE)	3	1640	1805	Boeing 737 Passenger	1
FR	297	London Stansted Apt	Dublin (IE)	12 4567	1705	1830	Boeing 737 Passenger	6
FR	298	Dublin (IE)	London Stansted Apt	12345 7	2155	2315	Boeing 737 Passenger	6
FR	2981	Bristol	Bologna Guglielmo Marconi	7	0705	1015	Boeing 737 Passenger	1
FR	2981	Bristol	Bologna Guglielmo Marconi	3	0645	0955	Boeing 737 Passenger	1
FR	2982	Bologna Guglielmo Marconi	Bristol	7	1040	1200	Boeing 737 Passenger	1
FR	2982	Bologna Guglielmo Marconi	Bristol	3	1020	1140	Boeing 737 Passenger	1
FR	3002	London Stansted Apt	Rome Ciampino Apt	3	0840	1210	Boeing 737 Passenger	1
FR	3002	London Stansted Apt	Rome Ciampino Apt	12 4567	0845	1215	Boeing 737 Passenger	6
FR	3003	Rome Ciampino Apt	London Stansted Apt	23	1710	1855	Boeing 737 Passenger	2
FR	3003	Rome Ciampino Apt	London Stansted Apt	1 4567	1715	1900	Boeing 737 Passenger	5
FR	3004	London Stansted Apt	Rome Ciampino Apt	23	1920	2250	Boeing 737 Passenger	2
FR	3004	London Stansted Apt	Rome Ciampino Apt	1 4567	1925	2255	Boeing 737 Passenger	5
FR	3005	Rome Ciampino Apt	London Stansted Apt	234567	0630	0815	Boeing 737 Passenger	6
FR	3005	Rome Ciampino Apt	London Stansted Apt	1	0625	0810	Boeing 737 Passenger	1
FR	3014	London Stansted Apt	Rome Ciampino Apt	1234567	1610	1940	Boeing 737 Passenger	7
FR	3015	Rome Ciampino Apt	London Stansted Apt	1234567	1400	1545	Boeing 737 Passenger	7
FR	3026	Gdansk Lech Walesa	Belfast International Apt	3 6	0635	0815	Boeing 737 Passenger	2
FR	3027	Belfast International Apt	Gdansk Lech Walesa	3 6	0845	1230	Boeing 737 Passenger	2
FR	3028	Liverpool	Marrakech	5	0625	1015	Boeing 737 Passenger	1
FR	3028	Liverpool	Marrakech	1	0625	1005	Boeing 737 Passenger	1
FR	3029	Marrakech	Liverpool	5	1040	1430	Boeing 737 Passenger	1
FR	3029	Marrakech	Liverpool	1	1030	1410	Boeing 737 Passenger	1
FR	3033	London Stansted Apt	Agadir	6	1555	1945	Boeing 737 Passenger	1
FR	3033	London Stansted Apt	Agadir	2	1610	2000	Boeing 737 Passenger	1
FR	3034	Agadir	London Stansted Apt	6	2010	2359	Boeing 737 Passenger	1
FR	3034	Agadir	London Stansted Apt	2	2025	0015	Boeing 737 Passenger	1
FR	304	London Stansted Apt	Salzburg W A Mozart	3	0715	1010	Boeing 737 Passenger	1
FR	304	London Stansted Apt	Salzburg W A Mozart	1 567	0725	1020	Boeing 737 Passenger	4
FR	305	Salzburg W A Mozart	London Stansted Apt	3	1035	1135	Boeing 737 Passenger	1
FR	305	Salzburg W A Mozart	London Stansted Apt	1 567	1045	1145	Boeing 737 Passenger	4

FR	3071	London Stansted Apt	Comiso	5	1620	2035	Boeing 737 Passenger	1
FR	3071	London Stansted Apt	Comiso	1	0715	1130	Boeing 737 Passenger	1
FR	3072	London Stansted Apt	Rome Ciampino Apt	3	1310	1640	Boeing 737 Passenger	1
FR	3072	London Stansted Apt	Rome Ciampino Apt	12 4567	1325	1655	Boeing 737 Passenger	6
FR	3073	Rome Ciampino Apt	London Stansted Apt	3	1100	1245	Boeing 737 Passenger	1
FR	3073	Rome Ciampino Apt	London Stansted Apt	12 4567	1115	1300	Boeing 737 Passenger	6
FR	3074	Comiso	London Stansted Apt	5	2100	2320	Boeing 737 Passenger	1
FR	3074	Comiso	London Stansted Apt	1	1155	1415	Boeing 737 Passenger	1
FR	3086	Manchester (GB)	Bordeaux Merignac Apt	7	2035	2325	Boeing 737 Passenger	1
FR	3086	Manchester (GB)	Bordeaux Merignac Apt	3	0915	1205	Boeing 737 Passenger	1
FR	3087	Bordeaux Merignac Apt	Manchester (GB)	7	2350	0040	Boeing 737 Passenger	1
FR	3087	Bordeaux Merignac Apt	Manchester (GB)	3	0800	0850	Boeing 737 Passenger	1
FR	3088	Manchester (GB)	Goteborg Landvetter Apt	7	1125	1420	Boeing 737 Passenger	1
FR	3088	Manchester (GB)	Goteborg Landvetter Apt	3	0935	1230	Boeing 737 Passenger	1
FR	3089	Goteborg Landvetter Apt	Manchester (GB)	7	1005	1100	Boeing 737 Passenger	1
FR	3089	Goteborg Landvetter Apt	Manchester (GB)	3	1255	1350	Boeing 737 Passenger	1
FR	3118	Manchester (GB)	Marseille Provence Apt	2 6	1050	1400	Boeing 737 Passenger	2
FR	3119	Marseille Provence Apt	Manchester (GB)	2 6	1425	1535	Boeing 737 Passenger	2
FR	3126	Manchester (GB)	Marrakech	7	1935	2315	Boeing 737 Passenger	1
FR	3126	Manchester (GB)	Marrakech	4	0610	1000	Boeing 737 Passenger	1
FR	3127	Marrakech	Manchester (GB)	7	1530	1910	Boeing 737 Passenger	1
FR	3127	Marrakech	Manchester (GB)	4	1025	1415	Boeing 737 Passenger	1
FR	3128	Manchester (GB)	Thessaloniki	7	0640	1215	Boeing 737 Passenger	1
FR	3128	Manchester (GB)	Thessaloniki	3	1000	1535	Boeing 737 Passenger	1
FR	3129	Thessaloniki	Manchester (GB)	7	1240	1415	Boeing 737 Passenger	1
FR	3129	Thessaloniki	Manchester (GB)	3	1600	1735	Boeing 737 Passenger	1
FR	3131	London Stansted Apt	Paphos	7	1750	0030	Boeing 737 Passenger	1
FR	3131	London Stansted Apt	Paphos	6	1855	0125	Boeing 737 Passenger	1
FR	3131	London Stansted Apt	Paphos	5	1750	0020	Boeing 737 Passenger	1
FR	3131	London Stansted Apt	Paphos	4	1710	2350	Boeing 737 Passenger	1
FR	3131	London Stansted Apt	Paphos	3	1700	2330	Boeing 737 Passenger	1
FR	3131	London Stansted Apt	Paphos	2	0555	1225	Boeing 737 Passenger	1
FR	3131	London Stansted Apt	Paphos	1	1555	2225	Boeing 737 Passenger	1
FR	3132	Paphos	London Stansted Apt	7	1415	1725	Boeing 737 Passenger	1
FR	3132	Paphos	London Stansted Apt	6	1530	1830	Boeing 737 Passenger	1
FR	3132	Paphos	London Stansted Apt	5	1425	1725	Boeing 737 Passenger	1
FR	3132	Paphos	London Stansted Apt	4	1335	1645	Boeing 737 Passenger	1
FR	3132	Paphos	London Stansted Apt	3	1335	1635	Boeing 737 Passenger	1
FR	3132	Paphos	London Stansted Apt	2	1250	1550	Boeing 737 Passenger	1
FR	3132	Paphos	London Stansted Apt	1	1230	1530	Boeing 737 Passenger	1
FR	3152	Nottingham East Midlands Airport	Tenerife Sur Apt	7	1415	1850	Boeing 737 Passenger	1
FR	3152	Nottingham East Midlands Airport	Tenerife Sur Apt	6	1400	1835	Boeing 737 Passenger	1
FR	3152	Nottingham East Midlands Airport	Tenerife Sur Apt	2345	1355	1830	Boeing 737 Passenger	4
FR	3152	Nottingham East Midlands Airport	Tenerife Sur Apt	1	1405	1840	Boeing 737 Passenger	1
FR	3153	Tenerife Sur Apt	Nottingham East Midlands Airport	7	1925	2340	Boeing 737 Passenger	1
FR	3153	Tenerife Sur Apt	Nottingham East Midlands Airport	6	1910	2325	Boeing 737 Passenger	1
FR	3153	Tenerife Sur Apt	Nottingham East Midlands Airport	2345	1905	2320	Boeing 737 Passenger	4
FR	3153	Tenerife Sur Apt	Nottingham East Midlands Airport	1	1915	2330	Boeing 737 Passenger	1
FR	3162	Nottingham East Midlands Airport	Gran Canaria	6	2010	0035	Boeing 737 Passenger	1
FR	3162	Nottingham East Midlands Airport	Gran Canaria	3	1850	2325	Boeing 737 Passenger	1
FR	3163	Gran Canaria	Nottingham East Midlands Airport	6	1525	1945	Boeing 737 Passenger	1
FR	3163	Gran Canaria	Nottingham East Midlands Airport	3	1355	1825	Boeing 737 Passenger	1
FR	3168	Liverpool	Paphos	7	1415	2120	Boeing 737 Passenger	1
FR	3168	Liverpool	Paphos	3	0600	1255	Boeing 737 Passenger	1
FR	3169	Paphos	Liverpool	7	2145	0050	Boeing 737 Passenger	1
FR	3169	Paphos	Liverpool	3	1320	1615	Boeing 737 Passenger	1
FR	3170	Edinburgh	Riga	4	1740	2225	Boeing 737 Passenger	1
FR	3171	Riga	Edinburgh	4	2250	2335	Boeing 737 Passenger	1
FR	3172	Nottingham East Midlands Airport	Lanzarote	67	0705	1120	Boeing 737 Passenger	2
FR	3172	Nottingham East Midlands Airport	Lanzarote	2 4	0700	1120	Boeing 737 Passenger	2
FR	3173	Lanzarote	Nottingham East Midlands Airport	2 4 67	1155	1605	Boeing 737 Passenger	4
FR	3178	Edinburgh	Memmingen	6	1040	1355	Boeing 737 Passenger	1
FR	3178	Edinburgh	Memmingen	2	1335	1650	Boeing 737 Passenger	1
FR	3179	Memmingen	Edinburgh	6	1420	1535	Boeing 737 Passenger	1
FR	3179	Memmingen	Edinburgh	2	1715	1830	Boeing 737 Passenger	1
FR	3180	Edinburgh	Stockholm Skavsta Airport	4	0700	1010	Boeing 737 Passenger	1
FR	3180	Edinburgh	Stockholm Skavsta Airport	1	0635	0945	Boeing 737 Passenger	1
FR	3181	Stockholm Skavsta Airport	Edinburgh	4	1035	1145	Boeing 737 Passenger	1
FR	3181	Stockholm Skavsta Airport	Edinburgh	1	1010	1120	Boeing 737 Passenger	1
FR	3182	Edinburgh	Derry	6	0620	0715	Boeing 737 Passenger	1

FR	3182	Edinburgh	Derry	5	0645	0740	Boeing 737 Passenger	1
FR	3182	Edinburgh	Derry	2 4 7	1915	2010	Boeing 737 Passenger	3
FR	3183	Derry	Edinburgh	6	0740	0835	Boeing 737 Passenger	1
FR	3183	Derry	Edinburgh	5	0805	0900	Boeing 737 Passenger	1
FR	3183	Derry	Edinburgh	2 4 7	2035	2130	Boeing 737 Passenger	3
FR	3186	Madrid Adolfo Suarez-Barajas Apt	Manchester (GB)	7	0700	0840	Boeing 737 Passenger	1
FR	3186	Madrid Adolfo Suarez-Barajas Apt	Manchester (GB)	3	0655	0840	Boeing 737 Passenger	1
FR	3186	Madrid Adolfo Suarez-Barajas Apt	Manchester (GB)	2 6	0805	0945	Boeing 737 Passenger	2
FR	3186	Madrid Adolfo Suarez-Barajas Apt	Manchester (GB)	1 45	0810	0950	Boeing 737 Passenger	3
FR	3187	Manchester (GB)	Madrid Adolfo Suarez-Barajas Apt	3 7	0905	1240	Boeing 737 Passenger	2
FR	3187	Manchester (GB)	Madrid Adolfo Suarez-Barajas Apt	2 6	1010	1345	Boeing 737 Passenger	2
FR	3187	Manchester (GB)	Madrid Adolfo Suarez-Barajas Apt	1 45	1015	1350	Boeing 737 Passenger	3
FR	3188	London Stansted Apt	Rijeka	5	0905	1220	Boeing 737 Passenger	1
FR	3188	London Stansted Apt	Rijeka	1	0855	1210	Boeing 737 Passenger	1
FR	3189	Rijeka	London Stansted Apt	5	1245	1400	Boeing 737 Passenger	1
FR	3189	Rijeka	London Stansted Apt	1	1235	1350	Boeing 737 Passenger	1
FR	32	London Stansted Apt	Oslo Sandefjord-Torp Arpt	5 7	1140	1435	Boeing 737 Passenger	2
FR	32	London Stansted Apt	Oslo Sandefjord-Torp Arpt	3	1635	1930	Boeing 737 Passenger	1
FR	32	London Stansted Apt	Oslo Sandefjord-Torp Arpt	1	1340	1635	Boeing 737 Passenger	1
FR	3202	Manchester (GB)	Rzeszow	7	0555	0940	Boeing 737 Passenger	1
FR	3202	Manchester (GB)	Rzeszow	3	0830	1215	Boeing 737 Passenger	1
FR	3203	Rzeszow	Manchester (GB)	7	1005	1155	Boeing 737 Passenger	1
FR	3203	Rzeszow	Manchester (GB)	3	1240	1430	Boeing 737 Passenger	1
FR	3204	Manchester (GB)	Rome Ciampino Apt	6	0610	0955	Boeing 737 Passenger	1
FR	3204	Manchester (GB)	Rome Ciampino Apt	2345 7	0715	1100	Boeing 737 Passenger	5
FR	3204	Manchester (GB)	Rome Ciampino Apt	1	0930	1315	Boeing 737 Passenger	1
FR	3205	Rome Ciampino Apt	Manchester (GB)	6	1020	1215	Boeing 737 Passenger	1
FR	3205	Rome Ciampino Apt	Manchester (GB)	2345 7	1125	1320	Boeing 737 Passenger	5
FR	3205	Rome Ciampino Apt	Manchester (GB)	1	0655	0850	Boeing 737 Passenger	1
FR	3206	Manchester (GB)	Rome Ciampino Apt	3 5 7	1745	2130	Boeing 737 Passenger	3
FR	3207	Rome Ciampino Apt	Manchester (GB)	3 5 7	2155	2350	Boeing 737 Passenger	3
FR	3208	Manchester (GB)	Malaga Airport	1234567	1955	2355	Boeing 737 Passenger	7
FR	3209	Malaga Airport	Manchester (GB)	1234567	1725	1930	Boeing 737 Passenger	7
FR	3212	Manchester (GB)	Girona Costa Brava Apt	2 4 6	0835	1150	Boeing 737 Passenger	3
FR	3213	Girona Costa Brava Apt	Manchester (GB)	2 4 6	0640	0810	Boeing 737 Passenger	3
FR	3216	Manchester (GB)	Milan Bergamo/orio al Serio Apt	7	0830	1145	Boeing 737 Passenger	1
FR	3216	Manchester (GB)	Milan Bergamo/orio al Serio Apt	4	0825	1140	Boeing 737 Passenger	1
FR	3217	Milan Bergamo/orio al Serio Apt	Manchester (GB)	7	1215	1330	Boeing 737 Passenger	1
FR	3217	Milan Bergamo/orio al Serio Apt	Manchester (GB)	4	1205	1325	Boeing 737 Passenger	1
FR	3218	Manchester (GB)	Milan Bergamo/orio al Serio Apt	6	1830	2145	Boeing 737 Passenger	1
FR	3218	Manchester (GB)	Milan Bergamo/orio al Serio Apt	45 7	1305	1620	Boeing 737 Passenger	3
FR	3218	Manchester (GB)	Milan Bergamo/orio al Serio Apt	3	1625	1940	Boeing 737 Passenger	1
FR	3218	Manchester (GB)	Milan Bergamo/orio al Serio Apt	2	0745	1100	Boeing 737 Passenger	1
FR	3218	Manchester (GB)	Milan Bergamo/orio al Serio Apt	1	1900	2215	Boeing 737 Passenger	1
FR	3219	Milan Bergamo/orio al Serio Apt	Manchester (GB)	6	2210	2325	Boeing 737 Passenger	1
FR	3219	Milan Bergamo/orio al Serio Apt	Manchester (GB)	45 7	1645	1805	Boeing 737 Passenger	3
FR	3219	Milan Bergamo/orio al Serio Apt	Manchester (GB)	3	2005	2125	Boeing 737 Passenger	1
FR	3219	Milan Bergamo/orio al Serio Apt	Manchester (GB)	2	1125	1245	Boeing 737 Passenger	1
FR	3219	Milan Bergamo/orio al Serio Apt	Manchester (GB)	1	2240	2359	Boeing 737 Passenger	1
FR	3222	Manchester (GB)	Brussels S. Charleroi Airport	12345 7	1830	2055	Boeing 737 Passenger	6
FR	3223	Brussels S. Charleroi Airport	Manchester (GB)	12345 7	2120	2145	Boeing 737 Passenger	6
FR	3226	Manchester (GB)	Oslo Sandefjord-Torp Arpt	5	0830	1125	Boeing 737 Passenger	1
FR	3226	Manchester (GB)	Oslo Sandefjord-Torp Arpt	4	1835	2130	Boeing 737 Passenger	1
FR	3226	Manchester (GB)	Oslo Sandefjord-Torp Arpt	1	1345	1640	Boeing 737 Passenger	1
FR	3227	Oslo Sandefjord-Torp Arpt	Manchester (GB)	5	1150	1300	Boeing 737 Passenger	1
FR	3227	Oslo Sandefjord-Torp Arpt	Manchester (GB)	4	2155	2305	Boeing 737 Passenger	1
FR	3227	Oslo Sandefjord-Torp Arpt	Manchester (GB)	1	1705	1805	Boeing 737 Passenger	1
FR	3232	Manchester (GB)	Malaga Airport	6	1010	1410	Boeing 737 Passenger	1
FR	3232	Manchester (GB)	Malaga Airport	4	1000	1400	Boeing 737 Passenger	1
FR	3232	Manchester (GB)	Malaga Airport	3 5 7	1015	1415	Boeing 737 Passenger	3
FR	3232	Manchester (GB)	Malaga Airport	2	1535	1935	Boeing 737 Passenger	1
FR	3232	Manchester (GB)	Malaga Airport	1	0915	1315	Boeing 737 Passenger	1
FR	3233	Malaga Airport	Manchester (GB)	56	0740	0945	Boeing 737 Passenger	2
FR	3233	Malaga Airport	Manchester (GB)	4	0730	0935	Boeing 737 Passenger	1
FR	3233	Malaga Airport	Manchester (GB)	3 7	0745	0950	Boeing 737 Passenger	2
FR	3233	Malaga Airport	Manchester (GB)	2	2010	2215	Boeing 737 Passenger	1
FR	3233	Malaga Airport	Manchester (GB)	1	1350	1555	Boeing 737 Passenger	1
FR	3234	Manchester (GB)	Eindhoven Airport	7	0730	0945	Boeing 737 Passenger	1
FR	3234	Manchester (GB)	Eindhoven Airport	4	1415	1630	Boeing 737 Passenger	1
FR	3234	Manchester (GB)	Eindhoven Airport	1 5	1350	1605	Boeing 737 Passenger	2

FR	3235	Eindhoven Airport	Manchester (GB)	7	1010	1025	Boeing 737 Passenger	1
FR	3235	Eindhoven Airport	Manchester (GB)	4	1655	1710	Boeing 737 Passenger	1
FR	3235	Eindhoven Airport	Manchester (GB)	1 5	1630	1645	Boeing 737 Passenger	2
FR	3238	Manchester (GB)	Brussels S. Charleroi Airport	6	0715	0940	Boeing 737 Passenger	1
FR	3238	Manchester (GB)	Brussels S. Charleroi Airport	12345	0750	1015	Boeing 737 Passenger	5
FR	3239	Brussels S. Charleroi Airport	Manchester (GB)	6	1005	1030	Boeing 737 Passenger	1
FR	3239	Brussels S. Charleroi Airport	Manchester (GB)	12345	0700	0725	Boeing 737 Passenger	5
FR	3242	Manchester (GB)	Beziers	4	1100	1410	Boeing 737 Passenger	1
FR	3242	Manchester (GB)	Beziers	2 6	1320	1630	Boeing 737 Passenger	2
FR	3243	Beziers	Manchester (GB)	4	1435	1545	Boeing 737 Passenger	1
FR	3243	Beziers	Manchester (GB)	2 6	1655	1805	Boeing 737 Passenger	2
FR	3256	London Luton Apt	Nimes Garons Airport	2 4 6	0635	0930	Boeing 737 Passenger	3
FR	3257	Nimes Garons Airport	London Luton Apt	2 4 6	0955	1050	Boeing 737 Passenger	3
FR	33	Oslo Sandefjord-Torp Arpt	London Stansted Apt	5 7	1500	1600	Boeing 737 Passenger	2
FR	33	Oslo Sandefjord-Torp Arpt	London Stansted Apt	3	1955	2055	Boeing 737 Passenger	1
FR	33	Oslo Sandefjord-Torp Arpt	London Stansted Apt	1	1715	1815	Boeing 737 Passenger	1
FR	331	London Luton Apt	Dublin (IE)	1234567	0630	0750	Boeing 737 Passenger	7
FR	332	Dublin (IE)	London Luton Apt	1234567	0815	0930	Boeing 737 Passenger	7
FR	337	Dublin (IE)	London Luton Apt	123 567	1600	1715	Boeing 737 Passenger	6
FR	338	London Luton Apt	Dublin (IE)	1234567	1415	1535	Boeing 737 Passenger	7
FR	3385	Bristol	Limoges	1 5	1400	1635	Boeing 737 Passenger	2
FR	3386	Limoges	Bristol	1 5	1700	1740	Boeing 737 Passenger	2
FR	339	London Luton Apt	Dublin (IE)	5	1635	1755	Boeing 737 Passenger	1
FR	339	London Luton Apt	Dublin (IE)	1	1750	1910	Boeing 737 Passenger	1
FR	34	Manchester (GB)	Bratislava	7	1840	2210	Boeing 737 Passenger	1
FR	34	Manchester (GB)	Bratislava	5	2035	0005	Boeing 737 Passenger	1
FR	34	Manchester (GB)	Bratislava	3	1405	1735	Boeing 737 Passenger	1
FR	340	Dublin (IE)	London Luton Apt	5	1820	1935	Boeing 737 Passenger	1
FR	340	Dublin (IE)	London Luton Apt	1	1935	2050	Boeing 737 Passenger	1
FR	3406	London Luton Apt	Bologna Guglielmo Marconi	7	1640	1955	Boeing 737 Passenger	1
FR	3406	London Luton Apt	Bologna Guglielmo Marconi	6	1625	1940	Boeing 737 Passenger	1
FR	3406	London Luton Apt	Bologna Guglielmo Marconi	5	1610	1925	Boeing 737 Passenger	1
FR	3406	London Luton Apt	Bologna Guglielmo Marconi	4	1605	1920	Boeing 737 Passenger	1
FR	3406	London Luton Apt	Bologna Guglielmo Marconi	3	1730	2045	Boeing 737 Passenger	1
FR	3406	London Luton Apt	Bologna Guglielmo Marconi	2	1530	1845	Boeing 737 Passenger	1
FR	3406	London Luton Apt	Bologna Guglielmo Marconi	1	1705	2020	Boeing 737 Passenger	1
FR	3407	Bologna Guglielmo Marconi	London Luton Apt	7	1455	1615	Boeing 737 Passenger	1
FR	3407	Bologna Guglielmo Marconi	London Luton Apt	6	1440	1600	Boeing 737 Passenger	1
FR	3407	Bologna Guglielmo Marconi	London Luton Apt	5	1425	1545	Boeing 737 Passenger	1
FR	3407	Bologna Guglielmo Marconi	London Luton Apt	4	1415	1535	Boeing 737 Passenger	1
FR	3407	Bologna Guglielmo Marconi	London Luton Apt	3	1545	1705	Boeing 737 Passenger	1
FR	3407	Bologna Guglielmo Marconi	London Luton Apt	2	1345	1505	Boeing 737 Passenger	1
FR	3407	Bologna Guglielmo Marconi	London Luton Apt	1	1520	1640	Boeing 737 Passenger	1
FR	341	London Luton Apt	Dublin (IE)	1234567	2005	2125	Boeing 737 Passenger	7
FR	342	Dublin (IE)	London Luton Apt	123 567	2200	2315	Boeing 737 Passenger	6
FR	3441	Manchester (GB)	Palma de Mallorca	7	0755	1135	Boeing 737 Passenger	1
FR	3441	Manchester (GB)	Palma de Mallorca	6	0655	1035	Boeing 737 Passenger	1
FR	3441	Manchester (GB)	Palma de Mallorca	345	0620	1000	Boeing 737 Passenger	3
FR	3441	Manchester (GB)	Palma de Mallorca	2	0900	1240	Boeing 737 Passenger	1
FR	3441	Manchester (GB)	Palma de Mallorca	1	0715	1055	Boeing 737 Passenger	1
FR	3442	Palma de Mallorca	Manchester (GB)	7	1210	1350	Boeing 737 Passenger	1
FR	3442	Palma de Mallorca	Manchester (GB)	6	1110	1250	Boeing 737 Passenger	1
FR	3442	Palma de Mallorca	Manchester (GB)	345	1035	1215	Boeing 737 Passenger	3
FR	3442	Palma de Mallorca	Manchester (GB)	2	1315	1455	Boeing 737 Passenger	1
FR	3442	Palma de Mallorca	Manchester (GB)	1	1130	1310	Boeing 737 Passenger	1
FR	3445	Manchester (GB)	Palma de Mallorca	234 67	1715	2055	Boeing 737 Passenger	5
FR	3445	Manchester (GB)	Palma de Mallorca	1 5	1710	2050	Boeing 737 Passenger	2
FR	3446	Palma de Mallorca	Manchester (GB)	234567	2130	2310	Boeing 737 Passenger	6
FR	3446	Palma de Mallorca	Manchester (GB)	1	2125	2305	Boeing 737 Passenger	1
FR	3452	London Luton Apt	Corvera	6	1545	1930	Boeing 737 Passenger	1
FR	3452	London Luton Apt	Corvera	345 7	1740	2125	Boeing 737 Passenger	4
FR	3452	London Luton Apt	Corvera	2	1655	2040	Boeing 737 Passenger	1
FR	3452	London Luton Apt	Corvera	1	1735	2120	Boeing 737 Passenger	1
FR	3453	Corvera	London Luton Apt	6	2005	2150	Boeing 737 Passenger	1
FR	3453	Corvera	London Luton Apt	345 7	2200	2345	Boeing 737 Passenger	4
FR	3453	Corvera	London Luton Apt	2	2120	2300	Boeing 737 Passenger	1
FR	3453	Corvera	London Luton Apt	1	2155	2340	Boeing 737 Passenger	1
FR	3456	London Luton Apt	Beziers	5	0630	0925	Boeing 737 Passenger	1
FR	3456	London Luton Apt	Beziers	1 3	0625	0920	Boeing 737 Passenger	2
FR	3457	Beziers	London Luton Apt	5	0950	1050	Boeing 737 Passenger	1

FR	3457	Beziers	London Luton Apt	1 3	0945	1045	Boeing 737 Passenger	2
FR	3466	London Luton Apt	Vilnius	4	1750	2230	Boeing 737 Passenger	1
FR	3466	London Luton Apt	Vilnius	3	0715	1155	Boeing 737 Passenger	1
FR	3466	London Luton Apt	Vilnius	2 6	1735	2215	Boeing 737 Passenger	2
FR	3466	London Luton Apt	Vilnius	1	1725	2205	Boeing 737 Passenger	1
FR	3467	Vilnius	London Luton Apt	4	2255	2345	Boeing 737 Passenger	1
FR	3467	Vilnius	London Luton Apt	3	1220	1310	Boeing 737 Passenger	1
FR	3467	Vilnius	London Luton Apt	2 6	2240	2330	Boeing 737 Passenger	2
FR	3467	Vilnius	London Luton Apt	1	2235	2325	Boeing 737 Passenger	1
FR	3472	London Luton Apt	Rzeszow	6	1805	2130	Boeing 737 Passenger	1
FR	3472	London Luton Apt	Rzeszow	4	1800	2125	Boeing 737 Passenger	1
FR	3472	London Luton Apt	Rzeszow	2	1755	2120	Boeing 737 Passenger	1
FR	3473	Rzeszow	London Luton Apt	6	2155	2330	Boeing 737 Passenger	1
FR	3473	Rzeszow	London Luton Apt	4	2150	2325	Boeing 737 Passenger	1
FR	3473	Rzeszow	London Luton Apt	2	2145	2320	Boeing 737 Passenger	1
FR	3491	Lanzarote	Newcastle	7	0710	1135	Boeing 737 Passenger	1
FR	3491	Lanzarote	Newcastle	3	1350	1815	Boeing 737 Passenger	1
FR	3492	Newcastle	Lanzarote	7	1200	1625	Boeing 737 Passenger	1
FR	3492	Newcastle	Lanzarote	3	1840	2305	Boeing 737 Passenger	1
FR	35	Bratislava	Manchester (GB)	7	1645	1815	Boeing 737 Passenger	1
FR	35	Bratislava	Manchester (GB)	5	1840	2010	Boeing 737 Passenger	1
FR	35	Bratislava	Manchester (GB)	3	1210	1340	Boeing 737 Passenger	1
FR	3501	Manchester (GB)	Hamburg Airport	7	1355	1630	Boeing 737 Passenger	1
FR	3501	Manchester (GB)	Hamburg Airport	4	0630	0905	Boeing 737 Passenger	1
FR	3501	Manchester (GB)	Hamburg Airport	123 56	0640	0915	Boeing 737 Passenger	5
FR	3502	Hamburg Airport	Manchester (GB)	7	1655	1740	Boeing 737 Passenger	1
FR	3502	Hamburg Airport	Manchester (GB)	4	0930	1015	Boeing 737 Passenger	1
FR	3502	Hamburg Airport	Manchester (GB)	123 56	0940	1025	Boeing 737 Passenger	5
FR	3506	London Luton Apt	Marrakech	6	0800	1135	Boeing 737 Passenger	1
FR	3506	London Luton Apt	Marrakech	12 4	0645	1020	Boeing 737 Passenger	3
FR	3507	Marrakech	London Luton Apt	6	1200	1535	Boeing 737 Passenger	1
FR	3507	Marrakech	London Luton Apt	12 4	1045	1420	Boeing 737 Passenger	3
FR	3511	London Luton Apt	Lanzarote	3 7	0630	1040	Boeing 737 Passenger	2
FR	3512	Lanzarote	London Luton Apt	3 7	1115	1525	Boeing 737 Passenger	2
FR	3513	London Luton Apt	Tenerife Sur Apt	7	0635	1110	Boeing 737 Passenger	1
FR	3513	London Luton Apt	Tenerife Sur Apt	3	0625	1100	Boeing 737 Passenger	1
FR	3514	Tenerife Sur Apt	London Luton Apt	7	1145	1605	Boeing 737 Passenger	1
FR	3514	Tenerife Sur Apt	London Luton Apt	3	1135	1555	Boeing 737 Passenger	1
FR	3515	London Luton Apt	Gran Canaria	1 5	0630	1100	Boeing 737 Passenger	2
FR	3516	Gran Canaria	London Luton Apt	5	1135	1550	Boeing 737 Passenger	1
FR	3516	Gran Canaria	London Luton Apt	1	1140	1555	Boeing 737 Passenger	1
FR	3523	Malaga Airport	Exeter	7	0700	0835	Boeing 737 Passenger	1
FR	3523	Malaga Airport	Exeter	3	0800	0935	Boeing 737 Passenger	1
FR	3524	Exeter	Malaga Airport	7	0900	1235	Boeing 737 Passenger	1
FR	3524	Exeter	Malaga Airport	3	1000	1335	Boeing 737 Passenger	1
FR	3525	London Luton Apt	Fuerteventura	2 6	0730	1150	Boeing 737 Passenger	2
FR	3526	Fuerteventura	London Luton Apt	2 6	1225	1635	Boeing 737 Passenger	2
FR	3543	Manchester (GB)	Nantes Atlantique Airport	7	1305	1535	Boeing 737 Passenger	1
FR	3543	Manchester (GB)	Nantes Atlantique Airport	3	1345	1615	Boeing 737 Passenger	1
FR	3544	Nantes Atlantique Airport	Manchester (GB)	7	1600	1630	Boeing 737 Passenger	1
FR	3544	Nantes Atlantique Airport	Manchester (GB)	3	1640	1710	Boeing 737 Passenger	1
FR	3545	Naples Capodichino Apt	Exeter	7	0615	0805	Boeing 737 Passenger	1
FR	3545	Naples Capodichino Apt	Exeter	3	1515	1705	Boeing 737 Passenger	1
FR	3546	Exeter	Naples Capodichino Apt	7	0840	1230	Boeing 737 Passenger	1
FR	3546	Exeter	Naples Capodichino Apt	3	1740	2130	Boeing 737 Passenger	1
FR	3556	London Stansted Apt	Marrakech	6	0700	1035	Boeing 737 Passenger	1
Data copy	3556	London Stansted Apt	Marrakech	5	0555	0930	Boeing 737 Passenger	1
FR	3556	London Stansted Apt	Marrakech	2	0715	1050	Boeing 737 Passenger	1
FR	3556	London Stansted Apt	Marrakech	1 34 7	0610	0945	Boeing 737 Passenger	4
FR	3557	Marrakech	London Stansted Apt	6	1100	1440	Boeing 737 Passenger	1
FR	3557	Marrakech	London Stansted Apt	5	0955	1335	Boeing 737 Passenger	1
FR	3557	Marrakech	London Stansted Apt	2	1115	1455	Boeing 737 Passenger	1
FR	3557	Marrakech	London Stansted Apt	1 34 7	1010	1350	Boeing 737 Passenger	4
FR	36	Manchester (GB)	Carcassonne	5	1325	1630	Boeing 737 Passenger	1
FR	36	Manchester (GB)	Carcassonne	1	1400	1705	Boeing 737 Passenger	1
FR	3626	Manchester (GB)	Cagliari	7	1815	2210	Boeing 737 Passenger	1
FR	3626	Manchester (GB)	Cagliari	3	0610	1005	Boeing 737 Passenger	1
FR	3627	Cagliari	Manchester (GB)	7	2240	0030	Boeing 737 Passenger	1
FR	3627	Cagliari	Manchester (GB)	3	1030	1220	Boeing 737 Passenger	1
FR	3636	London Stansted Apt	Pardubice	6	1735	2035	Boeing 737 Passenger	1

FR	3636	London Stansted Apt	Pardubice	4	0900	1200	Boeing 737 Passenger	1
FR	3636	London Stansted Apt	Pardubice	2	1420	1720	Boeing 737 Passenger	1
FR	3637	Pardubice	London Stansted Apt	6	2100	2200	Boeing 737 Passenger	1
FR	3637	Pardubice	London Stansted Apt	4	1225	1325	Boeing 737 Passenger	1
FR	3637	Pardubice	London Stansted Apt	2	1745	1845	Boeing 737 Passenger	1
FR	3675	London Stansted Apt	Bremen	7	1905	2130	Boeing 737 Passenger	1
FR	3675	London Stansted Apt	Bremen	6	0930	1155	Boeing 737 Passenger	1
FR	3675	London Stansted Apt	Bremen	5	1120	1345	Boeing 737 Passenger	1
FR	3675	London Stansted Apt	Bremen	3	1335	1600	Boeing 737 Passenger	1
FR	3675	London Stansted Apt	Bremen	12 4	1855	2120	Boeing 737 Passenger	3
FR	3676	Bremen	London Stansted Apt	7	2155	2220	Boeing 737 Passenger	1
FR	3676	Bremen	London Stansted Apt	6	1220	1245	Boeing 737 Passenger	1
FR	3676	Bremen	London Stansted Apt	5	1410	1435	Boeing 737 Passenger	1
FR	3676	Bremen	London Stansted Apt	3	1625	1650	Boeing 737 Passenger	1
FR	3676	Bremen	London Stansted Apt	12 4	2145	2210	Boeing 737 Passenger	3
FR	3677	London Stansted Apt	Kiev Borispol Intl Apt	7	0705	1225	Boeing 737 Passenger	1
FR	3677	London Stansted Apt	Kiev Borispol Intl Apt	6	0900	1420	Boeing 737 Passenger	1
FR	3677	London Stansted Apt	Kiev Borispol Intl Apt	5	0610	1130	Boeing 737 Passenger	1
FR	3677	London Stansted Apt	Kiev Borispol Intl Apt	3	0640	1200	Boeing 737 Passenger	1
FR	3677	London Stansted Apt	Kiev Borispol Intl Apt	1	0830	1350	Boeing 737 Passenger	1
FR	3678	Kiev Borispol Intl Apt	London Stansted Apt	7	1300	1420	Boeing 737 Passenger	1
FR	3678	Kiev Borispol Intl Apt	London Stansted Apt	6	1455	1615	Boeing 737 Passenger	1
FR	3678	Kiev Borispol Intl Apt	London Stansted Apt	5	1205	1325	Boeing 737 Passenger	1
FR	3678	Kiev Borispol Intl Apt	London Stansted Apt	3	1235	1355	Boeing 737 Passenger	1
FR	3678	Kiev Borispol Intl Apt	London Stansted Apt	1	1425	1545	Boeing 737 Passenger	1
FR	37	Carcassonne	Manchester (GB)	5	1655	1800	Boeing 737 Passenger	1
FR	37	Carcassonne	Manchester (GB)	1	1730	1835	Boeing 737 Passenger	1
FR	3701	Nottingham East Midlands Airport	Fuerteventura	3 7	1445	1900	Boeing 737 Passenger	2
FR	3702	Fuerteventura	Nottingham East Midlands Airport	3 7	1935	2340	Boeing 737 Passenger	2
FR	3711	Birmingham Airport	Faro	7	1510	1805	Boeing 737 Passenger	1
FR	3711	Birmingham Airport	Faro	6	0710	1005	Boeing 737 Passenger	1
FR	3711	Birmingham Airport	Faro	5	1640	1935	Boeing 737 Passenger	1
FR	3711	Birmingham Airport	Faro	3	0800	1055	Boeing 737 Passenger	1
FR	3711	Birmingham Airport	Faro	2 4	1050	1345	Boeing 737 Passenger	2
FR	3711	Birmingham Airport	Faro	1	1740	2035	Boeing 737 Passenger	1
FR	3712	Faro	Birmingham Airport	7	1830	2120	Boeing 737 Passenger	1
FR	3712	Faro	Birmingham Airport	6	1030	1320	Boeing 737 Passenger	1
FR	3712	Faro	Birmingham Airport	5	2000	2250	Boeing 737 Passenger	1
FR	3712	Faro	Birmingham Airport	3	1120	1410	Boeing 737 Passenger	1
FR	3712	Faro	Birmingham Airport	2 4	0735	1025	Boeing 737 Passenger	2
FR	3712	Faro	Birmingham Airport	1	2100	2350	Boeing 737 Passenger	1
FR	3717	London Stansted Apt	Budapest	5	0625	0950	Boeing 737 Passenger	1
FR	3717	London Stansted Apt	Budapest	3	1635	2000	Boeing 737 Passenger	1
FR	3717	London Stansted Apt	Budapest	1	1255	1620	Boeing 737 Passenger	1
FR	3718	Budapest	London Stansted Apt	5	1015	1140	Boeing 737 Passenger	1
FR	3718	Budapest	London Stansted Apt	3	2025	2200	Boeing 737 Passenger	1
FR	3718	Budapest	London Stansted Apt	1	1645	1820	Boeing 737 Passenger	1
FR	372	London Stansted Apt	Biarritz	45 7	1355	1655	Boeing 737 Passenger	3
FR	372	London Stansted Apt	Biarritz	3	0640	0940	Boeing 737 Passenger	1
FR	372	London Stansted Apt	Biarritz	2	0835	1135	Boeing 737 Passenger	1
FR	372	London Stansted Apt	Biarritz	1 6	1405	1705	Boeing 737 Passenger	2
FR	373	Biarritz	London Stansted Apt	7	1725	1820	Boeing 737 Passenger	1
FR	373	Biarritz	London Stansted Apt	3	1005	1100	Boeing 737 Passenger	1
FR	373	Biarritz	London Stansted Apt	2	1200	1255	Boeing 737 Passenger	1
FR	373	Biarritz	London Stansted Apt	1 456	1730	1825	Boeing 737 Passenger	4
FR	3741	Birmingham Airport	Fuerteventura	1 5	0640	1100	Boeing 737 Passenger	2
FR	3742	Fuerteventura	Birmingham Airport	1 5	1135	1545	Boeing 737 Passenger	2
FR	3768	London Luton Apt	Girona Costa Brava Apt	5	2100	0005	Boeing 737 Passenger	1
FR	3768	London Luton Apt	Girona Costa Brava Apt	3	1855	2200	Boeing 737 Passenger	1
FR	3768	London Luton Apt	Girona Costa Brava Apt	1	1525	1830	Boeing 737 Passenger	1
FR	3769	Girona Costa Brava Apt	London Luton Apt	5	1915	2030	Boeing 737 Passenger	1
FR	3769	Girona Costa Brava Apt	London Luton Apt	3	1710	1825	Boeing 737 Passenger	1
FR	3769	Girona Costa Brava Apt	London Luton Apt	1	1345	1500	Boeing 737 Passenger	1
FR	3774	Bristol	Malta	2 4 7	1010	1420	Boeing 737 Passenger	3
FR	3775	Malta	Bristol	2 4 7	0720	0945	Boeing 737 Passenger	3
FR	38	Manchester (GB)	Limoges	7	1300	1545	Boeing 737 Passenger	1
FR	38	Manchester (GB)	Limoges	5	1125	1410	Boeing 737 Passenger	1
FR	38	Manchester (GB)	Limoges	2	1220	1505	Boeing 737 Passenger	1
FR	3801	Liverpool	Gran Canaria	7	1845	2320	Boeing 737 Passenger	1
FR	3801	Liverpool	Gran Canaria	3	1805	2235	Boeing 737 Passenger	1

FR	3802	Gran Canaria	Liverpool	7	1355	1815	Boeing 737 Passenger	1
FR	3802	Gran Canaria	Liverpool	3	1320	1740	Boeing 737 Passenger	1
FR	3803	Manchester (GB)	Gran Canaria	6	1810	2240	Boeing 737 Passenger	1
FR	3803	Manchester (GB)	Gran Canaria	4	1900	2330	Boeing 737 Passenger	1
FR	3803	Manchester (GB)	Gran Canaria	2	0610	1040	Boeing 737 Passenger	1
FR	3804	Gran Canaria	Manchester (GB)	6	1320	1745	Boeing 737 Passenger	1
FR	3804	Gran Canaria	Manchester (GB)	4	1405	1830	Boeing 737 Passenger	1
FR	3804	Gran Canaria	Manchester (GB)	2	1115	1540	Boeing 737 Passenger	1
FR	3805	Manchester (GB)	Fuerteventura	2 6	1430	1855	Boeing 737 Passenger	2
FR	3806	Fuerteventura	Manchester (GB)	2 6	1930	2350	Boeing 737 Passenger	2
FR	3811	Liverpool	Lanzarote	7	1840	2255	Boeing 737 Passenger	1
FR	3811	Liverpool	Lanzarote	3	1405	1820	Boeing 737 Passenger	1
FR	3812	Lanzarote	Liverpool	7	1410	1815	Boeing 737 Passenger	1
FR	3812	Lanzarote	Liverpool	3	1855	2300	Boeing 737 Passenger	1
FR	3842	London Stansted Apt	Reus	6	1140	1455	Boeing 737 Passenger	1
FR	3842	London Stansted Apt	Reus	4	0730	1045	Boeing 737 Passenger	1
FR	3842	London Stansted Apt	Reus	2	1145	1500	Boeing 737 Passenger	1
FR	3843	Reus	London Stansted Apt	6	1520	1635	Boeing 737 Passenger	1
FR	3843	Reus	London Stansted Apt	4	1110	1225	Boeing 737 Passenger	1
FR	3843	Reus	London Stansted Apt	2	1525	1640	Boeing 737 Passenger	1
FR	3851	Rhodes	Nottingham East Midlands Airport	7	2145	0010	Boeing 737 Passenger	1
FR	3851	Rhodes	Nottingham East Midlands Airport	4	1355	1620	Boeing 737 Passenger	1
FR	3852	Nottingham East Midlands Airport	Rhodes	7	1510	2120	Boeing 737 Passenger	1
FR	3852	Nottingham East Midlands Airport	Rhodes	4	0720	1330	Boeing 737 Passenger	1
FR	3853	Kerkyra	Nottingham East Midlands Airport	7	1225	1345	Boeing 737 Passenger	1
FR	3853	Kerkyra	Nottingham East Midlands Airport	4	1450	1610	Boeing 737 Passenger	1
FR	3854	Nottingham East Midlands Airport	Kerkyra	7	0645	1200	Boeing 737 Passenger	1
FR	3854	Nottingham East Midlands Airport	Kerkyra	4	0910	1425	Boeing 737 Passenger	1
FR	3855	Chania	Nottingham East Midlands Airport	6	1915	2125	Boeing 737 Passenger	1
FR	3856	Nottingham East Midlands Airport	Chania	6	1250	1850	Boeing 737 Passenger	1
FR	3872	London Stansted Apt	Pula	7	0650	1005	Boeing 737 Passenger	1
FR	3872	London Stansted Apt	Pula	4	1645	2000	Boeing 737 Passenger	1
FR	3872	London Stansted Apt	Pula	3	1720	2035	Boeing 737 Passenger	1
FR	3873	Pula	London Stansted Apt	7	1030	1145	Boeing 737 Passenger	1
FR	3873	Pula	London Stansted Apt	4	2025	2140	Boeing 737 Passenger	1
FR	3873	Pula	London Stansted Apt	3	2100	2215	Boeing 737 Passenger	1
FR	3882	London Luton Apt	Malta	7	0625	1045	Boeing 737 Passenger	1
FR	3882	London Luton Apt	Malta	5	0805	1225	Boeing 737 Passenger	1
FR	3882	London Luton Apt	Malta	4	1835	2255	Boeing 737 Passenger	1
FR	3882	London Luton Apt	Malta	123 6	1935	2355	Boeing 737 Passenger	4
FR	3883	Malta	London Luton Apt	7	1140	1405	Boeing 737 Passenger	1
FR	3883	Malta	London Luton Apt	5	1250	1515	Boeing 737 Passenger	1
FR	3883	Malta	London Luton Apt	4	1545	1810	Boeing 737 Passenger	1
FR	3883	Malta	London Luton Apt	123 6	1645	1910	Boeing 737 Passenger	4
FR	3884	London Luton Apt	Malta	4	0625	1040	Boeing 737 Passenger	1
FR	3885	Malta	London Luton Apt	4	1105	1330	Boeing 737 Passenger	1
FR	39	Limoges	Manchester (GB)	7	1610	1655	Boeing 737 Passenger	1
FR	39	Limoges	Manchester (GB)	5	1435	1520	Boeing 737 Passenger	1
FR	39	Limoges	Manchester (GB)	2	1530	1615	Boeing 737 Passenger	1
FR	3901	Birmingham Airport	Malta	7	1935	2355	Boeing 737 Passenger	1
FR	3901	Birmingham Airport	Malta	4	0625	1055	Boeing 737 Passenger	1
FR	3901	Birmingham Airport	Malta	2	1615	2035	Boeing 737 Passenger	1
FR	3902	Malta	Birmingham Airport	7	1640	1910	Boeing 737 Passenger	1
FR	3902	Malta	Birmingham Airport	4	1120	1400	Boeing 737 Passenger	1
FR	3902	Malta	Birmingham Airport	2	2100	2330	Boeing 737 Passenger	1
FR	3918	London Stansted Apt	Palermo	6	1720	2120	Boeing 737 Passenger	1
FR	3918	London Stansted Apt	Palermo	2	1715	2115	Boeing 737 Passenger	1
FR	3918	London Stansted Apt	Palermo	1 345 7	1710	2110	Boeing 737 Passenger	5
FR	3919	Palermo	London Stansted Apt	6	2145	2355	Boeing 737 Passenger	1
FR	3919	Palermo	London Stansted Apt	2	2140	2350	Boeing 737 Passenger	1
FR	3919	Palermo	London Stansted Apt	1 345 7	2135	2345	Boeing 737 Passenger	5
FR	4000	Nottingham East Midlands Airport	Shannon	5	1930	2045	Boeing 737 Passenger	1
FR	4000	Nottingham East Midlands Airport	Shannon	1	0640	0755	Boeing 737 Passenger	1
FR	4006	Alicante Airport	Manchester (GB)	6	1140	1330	Boeing 737 Passenger	1
FR	4006	Alicante Airport	Manchester (GB)	12345 7	1050	1240	Boeing 737 Passenger	6
FR	4007	Manchester (GB)	Alicante Airport	6	0720	1105	Boeing 737 Passenger	1
FR	4007	Manchester (GB)	Alicante Airport	12345 7	0630	1015	Boeing 737 Passenger	6
FR	4031	Liverpool	Faro	7	1120	1415	Boeing 737 Passenger	1
FR	4031	Liverpool	Faro	6	1410	1705	Boeing 737 Passenger	1
FR	4031	Liverpool	Faro	45	1715	2010	Boeing 737 Passenger	2

FR	4031	Liverpool	Faro	3	0830	1125	Boeing 737 Passenger	1
FR	4031	Liverpool	Faro	2	1935	2230	Boeing 737 Passenger	1
FR	4031	Liverpool	Faro	1	1735	2030	Boeing 737 Passenger	1
FR	4032	Faro	Liverpool	7	0800	1055	Boeing 737 Passenger	1
FR	4032	Faro	Liverpool	6	1730	2025	Boeing 737 Passenger	1
FR	4032	Faro	Liverpool	45	2035	2330	Boeing 737 Passenger	2
FR	4032	Faro	Liverpool	3	1150	1445	Boeing 737 Passenger	1
FR	4032	Faro	Liverpool	2	1615	1910	Boeing 737 Passenger	1
FR	4032	Faro	Liverpool	1	2055	2350	Boeing 737 Passenger	1
FR	4043	Liverpool	Nowy Dwor Mazowiecki	6	1720	2045	Boeing 737 Passenger	1
FR	4043	Liverpool	Nowy Dwor Mazowiecki	4	1630	1955	Boeing 737 Passenger	1
FR	4043	Liverpool	Nowy Dwor Mazowiecki	2	0730	1055	Boeing 737 Passenger	1
FR	4044	Nowy Dwor Mazowiecki	Liverpool	6	2110	2250	Boeing 737 Passenger	1
FR	4044	Nowy Dwor Mazowiecki	Liverpool	4	2020	2155	Boeing 737 Passenger	1
FR	4044	Nowy Dwor Mazowiecki	Liverpool	2	1120	1300	Boeing 737 Passenger	1
FR	4051	Faro	Manchester (GB)	1234567	1705	2005	Boeing 737 Passenger	7
FR	4052	Manchester (GB)	Faro	1234567	2030	2330	Boeing 737 Passenger	7
FR	4053	Nottingham East Midlands Airport	Nowy Dwor Mazowiecki	6	1810	2130	Boeing 737 Passenger	1
FR	4053	Nottingham East Midlands Airport	Nowy Dwor Mazowiecki	2	0625	0945	Boeing 737 Passenger	1
FR	4054	Nowy Dwor Mazowiecki	Nottingham East Midlands Airport	6	2155	2330	Boeing 737 Passenger	1
FR	4054	Nowy Dwor Mazowiecki	Nottingham East Midlands Airport	2	1010	1145	Boeing 737 Passenger	1
FR	4079	Alicante Airport	Newcastle	7	0855	1055	Boeing 737 Passenger	1
FR	4079	Alicante Airport	Newcastle	5	0650	0850	Boeing 737 Passenger	1
FR	4079	Alicante Airport	Newcastle	34 6	0830	1030	Boeing 737 Passenger	3
FR	4079	Alicante Airport	Newcastle	2	1555	1755	Boeing 737 Passenger	1
FR	4079	Alicante Airport	Newcastle	1	1700	1900	Boeing 737 Passenger	1
FR	4080	Newcastle	Alicante Airport	7	1120	1520	Boeing 737 Passenger	1
FR	4080	Newcastle	Alicante Airport	5	0915	1315	Boeing 737 Passenger	1
FR	4080	Newcastle	Alicante Airport	34 6	1055	1455	Boeing 737 Passenger	3
FR	4080	Newcastle	Alicante Airport	2	1820	2220	Boeing 737 Passenger	1
FR	4080	Newcastle	Alicante Airport	1	1925	2325	Boeing 737 Passenger	1
FR	4081	Liverpool	Fuerteventura	7	1535	1950	Boeing 737 Passenger	1
FR	4082	Fuerteventura	Liverpool	7	2025	0030	Boeing 737 Passenger	1
FR	4087	Faro	Manchester (GB)	7	0835	1135	Boeing 737 Passenger	1
FR	4087	Faro	Manchester (GB)	2345	0900	1200	Boeing 737 Passenger	3
FR	4087	Faro	Manchester (GB)	1	0855	1155	Boeing 737 Passenger	1
FR	4088	Manchester (GB)	Faro	7	1200	1500	Boeing 737 Passenger	1
FR	4088	Manchester (GB)	Faro	2345	1225	1525	Boeing 737 Passenger	3
FR	4088	Manchester (GB)	Faro	1	1220	1520	Boeing 737 Passenger	1
FR	4094	Manchester (GB)	Gdansk Lech Walesa	5	0555	0910	Boeing 737 Passenger	1
FR	4094	Manchester (GB)	Gdansk Lech Walesa	1	1315	1630	Boeing 737 Passenger	1
FR	4095	Gdansk Lech Walesa	Manchester (GB)	5	0935	1100	Boeing 737 Passenger	1
FR	4095	Gdansk Lech Walesa	Manchester (GB)	1	1125	1250	Boeing 737 Passenger	1
FR	4096	Manchester (GB)	Riga	6	1720	2155	Boeing 737 Passenger	1
FR	4096	Manchester (GB)	Riga	4	0955	1430	Boeing 737 Passenger	1
FR	4096	Manchester (GB)	Riga	2	0620	1055	Boeing 737 Passenger	1
FR	4097	Riga	Manchester (GB)	6	2220	2310	Boeing 737 Passenger	1
FR	4097	Riga	Manchester (GB)	4	1520	1610	Boeing 737 Passenger	1
FR	4097	Riga	Manchester (GB)	2	1120	1210	Boeing 737 Passenger	1
FR	4107	Leeds Bradford	Wroclaw	7	0825	1140	Boeing 737 Passenger	1
FR	4107	Leeds Bradford	Wroclaw	4	1410	1725	Boeing 737 Passenger	1
FR	4108	Wroclaw	Leeds Bradford	7	0645	0800	Boeing 737 Passenger	1
FR	4108	Wroclaw	Leeds Bradford	4	1230	1345	Boeing 737 Passenger	1
FR	4116	Manchester (GB)	Corvera	7	1530	1920	Boeing 737 Passenger	1
FR	4116	Manchester (GB)	Corvera	6	1320	1710	Boeing 737 Passenger	1
FR	4116	Manchester (GB)	Corvera	5	1725	2115	Boeing 737 Passenger	1
FR	4116	Manchester (GB)	Corvera	4	1355	1745	Boeing 737 Passenger	1
FR	4116	Manchester (GB)	Corvera	3	1330	1720	Boeing 737 Passenger	1
FR	4116	Manchester (GB)	Corvera	1	1715	2105	Boeing 737 Passenger	1
FR	4117	Corvera	Manchester (GB)	7	1955	2145	Boeing 737 Passenger	1
FR	4117	Corvera	Manchester (GB)	6	1745	1935	Boeing 737 Passenger	1
FR	4117	Corvera	Manchester (GB)	5	2150	2335	Boeing 737 Passenger	1
FR	4117	Corvera	Manchester (GB)	4	1820	2010	Boeing 737 Passenger	1
FR	4117	Corvera	Manchester (GB)	3	1755	1945	Boeing 737 Passenger	1
FR	4117	Corvera	Manchester (GB)	1	2140	2330	Boeing 737 Passenger	1
FR	4135	Bristol	Nowy Dwor Mazowiecki	6	1410	1740	Boeing 737 Passenger	1
FR	4135	Bristol	Nowy Dwor Mazowiecki	4	1115	1445	Boeing 737 Passenger	1
FR	4135	Bristol	Nowy Dwor Mazowiecki	2	1930	2300	Boeing 737 Passenger	1
FR	4135	Bristol	Nowy Dwor Mazowiecki	1	0840	1210	Boeing 737 Passenger	1
FR	4136	Nowy Dwor Mazowiecki	Bristol	6	1805	1945	Boeing 737 Passenger	1



FR	4136	Nowy Dwor Mazowiecki	Bristol	4	1510	1650	Boeing 737 Passenger	1
FR	4136	Nowy Dwor Mazowiecki	Bristol	2	1725	1905	Boeing 737 Passenger	1
FR	4136	Nowy Dwor Mazowiecki	Bristol	1	0635	0815	Boeing 737 Passenger	1
FR	4191	Milan Bergamo/orio al Serio Apt	London Stansted Apt	1234567	0630	0740	Boeing 737 Passenger	7
FR	4192	London Stansted Apt	Milan Bergamo/orio al Serio Apt	1234567	0805	1105	Boeing 737 Passenger	7
FR	4194	London Stansted Apt	Milan Bergamo/orio al Serio Apt	67	1335	1635	Boeing 737 Passenger	2
FR	4194	London Stansted Apt	Milan Bergamo/orio al Serio Apt	12345	1340	1640	Boeing 737 Passenger	5
FR	4195	Milan Bergamo/orio al Serio Apt	London Stansted Apt	12345 7	1425	1535	Boeing 737 Passenger	6
FR	4196	London Stansted Apt	Milan Bergamo/orio al Serio Apt	1234567	1600	1900	Boeing 737 Passenger	7
FR	4197	Milan Bergamo/orio al Serio Apt	London Stansted Apt	7	1845	1955	Boeing 737 Passenger	1
FR	4197	Milan Bergamo/orio al Serio Apt	London Stansted Apt	12345	1830	1940	Boeing 737 Passenger	5
FR	4198	London Stansted Apt	Milan Bergamo/orio al Serio Apt	7	2020	2320	Boeing 737 Passenger	1
FR	4198	London Stansted Apt	Milan Bergamo/orio al Serio Apt	123456	2005	2305	Boeing 737 Passenger	6
FR	4199	Milan Bergamo/orio al Serio Apt	London Stansted Apt	12345 7	1150	1300	Boeing 737 Passenger	6
FR	4203	Krakow John Paul II - Balice	Glasgow International Airport	7	0700	0850	Boeing 737 Passenger	1
FR	4203	Krakow John Paul II - Balice	Glasgow International Airport	3	1600	1750	Boeing 737 Passenger	1
FR	4204	Glasgow International Airport	Krakow John Paul II - Balice	7	0915	1300	Boeing 737 Passenger	1
FR	4204	Glasgow International Airport	Krakow John Paul II - Balice	3	1815	2200	Boeing 737 Passenger	1
FR	4205	Liverpool	Kerkyra	7	1510	2040	Boeing 737 Passenger	1
FR	4205	Liverpool	Kerkyra	4	0630	1200	Boeing 737 Passenger	1
FR	4206	Kerkyra	Liverpool	7	2105	2235	Boeing 737 Passenger	1
FR	4206	Kerkyra	Liverpool	4	1245	1415	Boeing 737 Passenger	1
FR	4207	Liverpool	Copenhagen Kastrup Apt	5	1650	1945	Boeing 737 Passenger	1
FR	4207	Liverpool	Copenhagen Kastrup Apt	1	1340	1635	Boeing 737 Passenger	1
FR	4208	Copenhagen Kastrup Apt	Liverpool	5	2010	2105	Boeing 737 Passenger	1
FR	4208	Copenhagen Kastrup Apt	Liverpool	1	1700	1755	Boeing 737 Passenger	1
FR	423	London Luton Apt	Cork	5	2000	2125	Boeing 737 Passenger	1
FR	423	London Luton Apt	Cork	4	1400	1525	Boeing 737 Passenger	1
FR	423	London Luton Apt	Cork	2	1115	1240	Boeing 737 Passenger	1
FR	423	London Luton Apt	Cork	1 3 67	1350	1515	Boeing 737 Passenger	4
FR	424	Cork	London Luton Apt	6	1540	1705	Boeing 737 Passenger	1
FR	424	Cork	London Luton Apt	5	2150	2315	Boeing 737 Passenger	1
FR	424	Cork	London Luton Apt	4	1550	1715	Boeing 737 Passenger	1
FR	424	Cork	London Luton Apt	2	1305	1430	Boeing 737 Passenger	1
FR	424	Cork	London Luton Apt	1 3 7	1545	1710	Boeing 737 Passenger	3
FR	4331	Tenerife Sur Apt	Manchester (GB)	1234567	1920	2350	Boeing 737 Passenger	7
FR	4332	Manchester (GB)	Tenerife Sur Apt	1234567	1410	1845	Boeing 737 Passenger	7
FR	4346	Liverpool	Tenerife Sur Apt	5	0625	1100	Boeing 737 Passenger	1
FR	4346	Liverpool	Tenerife Sur Apt	3	1910	2345	Boeing 737 Passenger	1
FR	4346	Liverpool	Tenerife Sur Apt	1	1720	2155	Boeing 737 Passenger	1
FR	4347	Tenerife Sur Apt	Liverpool	5	1135	1600	Boeing 737 Passenger	1
FR	4347	Tenerife Sur Apt	Liverpool	3	1420	1845	Boeing 737 Passenger	1
FR	4347	Tenerife Sur Apt	Liverpool	1	1230	1655	Boeing 737 Passenger	1
FR	4370	Manchester (GB)	Sevilla Airport	5	1900	2250	Boeing 737 Passenger	1
FR	4370	Manchester (GB)	Sevilla Airport	3	0655	1045	Boeing 737 Passenger	1
FR	4370	Manchester (GB)	Sevilla Airport	1	1525	1915	Boeing 737 Passenger	1
FR	4371	Sevilla Airport	Manchester (GB)	5	1635	1835	Boeing 737 Passenger	1
FR	4371	Sevilla Airport	Manchester (GB)	3	1115	1315	Boeing 737 Passenger	1
FR	4371	Sevilla Airport	Manchester (GB)	1	1945	2145	Boeing 737 Passenger	1
FR	442	Dublin (IE)	Liverpool	7	0710	0805	Boeing 737 Passenger	1
FR	442	Dublin (IE)	Liverpool	2 456	0705	0800	Boeing 737 Passenger	4
FR	442	Dublin (IE)	Liverpool	1 3	0710	0800	Boeing 737 Passenger	2
FR	443	Liverpool	Dublin (IE)	7	0830	0920	Boeing 737 Passenger	1
FR	443	Liverpool	Dublin (IE)	123456	0825	0920	Boeing 737 Passenger	6
FR	4440	Bristol	Valencia Airport	5	0635	0950	Boeing 737 Passenger	1
FR	4440	Bristol	Valencia Airport	1	2050	0005	Boeing 737 Passenger	1
FR	4441	Valencia Airport	Bristol	5	1020	1150	Boeing 737 Passenger	1
FR	4441	Valencia Airport	Bristol	1	1855	2025	Boeing 737 Passenger	1
FR	4458	Nottingham East Midlands Airport	Malaga Airport	7	1650	2045	Boeing 737 Passenger	1
FR	4458	Nottingham East Midlands Airport	Malaga Airport	56	1700	2055	Boeing 737 Passenger	2
FR	4458	Nottingham East Midlands Airport	Malaga Airport	234	1640	2035	Boeing 737 Passenger	3
FR	4459	Malaga Airport	Nottingham East Midlands Airport	7	2120	2320	Boeing 737 Passenger	1
FR	4459	Malaga Airport	Nottingham East Midlands Airport	56	2130	2330	Boeing 737 Passenger	2
FR	4459	Malaga Airport	Nottingham East Midlands Airport	234	2110	2310	Boeing 737 Passenger	3
FR	446	Dublin (IE)	Liverpool	6	1810	1900	Boeing 737 Passenger	1
FR	446	Dublin (IE)	Liverpool	5	1810	1905	Boeing 737 Passenger	1
FR	446	Dublin (IE)	Liverpool	1234 7	1750	1845	Boeing 737 Passenger	5
FR	4468	Nottingham East Midlands Airport	Malaga Airport	7	0830	1225	Boeing 737 Passenger	1
FR	4468	Nottingham East Midlands Airport	Malaga Airport	5	1815	2210	Boeing 737 Passenger	1
FR	4468	Nottingham East Midlands Airport	Malaga Airport	2	0905	1300	Boeing 737 Passenger	1

FR	4468	Nottingham East Midlands Airport	Malaga Airport	1 34 6	0640	1035	Boeing 737 Passenger	4
FR	4469	Malaga Airport	Nottingham East Midlands Airport	7	1300	1500	Boeing 737 Passenger	1
FR	4469	Malaga Airport	Nottingham East Midlands Airport	5	1550	1750	Boeing 737 Passenger	1
FR	4469	Malaga Airport	Nottingham East Midlands Airport	2	1335	1535	Boeing 737 Passenger	1
FR	4469	Malaga Airport	Nottingham East Midlands Airport	1 34 6	1110	1310	Boeing 737 Passenger	4
FR	447	Liverpool	Dublin (IE)	6	1925	2015	Boeing 737 Passenger	1
FR	447	Liverpool	Dublin (IE)	5	1930	2025	Boeing 737 Passenger	1
FR	447	Liverpool	Dublin (IE)	1234 7	1910	2005	Boeing 737 Passenger	5
FR	448	Dublin (IE)	Liverpool	1 567	2055	2150	Boeing 737 Passenger	4
FR	449	Liverpool	Dublin (IE)	6	2215	2310	Boeing 737 Passenger	1
FR	449	Liverpool	Dublin (IE)	1 5 7	2225	2320	Boeing 737 Passenger	3
FR	4524	Edinburgh	Nowy Dwor Mazowiecki	7	0810	1140	Boeing 737 Passenger	1
FR	4524	Edinburgh	Nowy Dwor Mazowiecki	6	1535	1905	Boeing 737 Passenger	1
FR	4524	Edinburgh	Nowy Dwor Mazowiecki	4	0745	1115	Boeing 737 Passenger	1
FR	4524	Edinburgh	Nowy Dwor Mazowiecki	2	1755	2125	Boeing 737 Passenger	1
FR	4525	Nowy Dwor Mazowiecki	Edinburgh	7	0600	0745	Boeing 737 Passenger	1
FR	4525	Nowy Dwor Mazowiecki	Edinburgh	6	1325	1510	Boeing 737 Passenger	1
FR	4525	Nowy Dwor Mazowiecki	Edinburgh	4	1140	1325	Boeing 737 Passenger	1
FR	4525	Nowy Dwor Mazowiecki	Edinburgh	2	2150	2335	Boeing 737 Passenger	1
FR	4541	London Stansted Apt	Verona Villafranca Airport	7	1030	1330	Boeing 737 Passenger	1
FR	4541	London Stansted Apt	Verona Villafranca Airport	5	0610	0910	Boeing 737 Passenger	1
FR	4541	London Stansted Apt	Verona Villafranca Airport	3	0905	1205	Boeing 737 Passenger	1
FR	4541	London Stansted Apt	Verona Villafranca Airport	1 4	0645	0945	Boeing 737 Passenger	2
FR	4542	Verona Villafranca Airport	London Stansted Apt	7	1355	1510	Boeing 737 Passenger	1
FR	4542	Verona Villafranca Airport	London Stansted Apt	5	0940	1055	Boeing 737 Passenger	1
FR	4542	Verona Villafranca Airport	London Stansted Apt	4	1025	1140	Boeing 737 Passenger	1
FR	4542	Verona Villafranca Airport	London Stansted Apt	3	1235	1350	Boeing 737 Passenger	1
FR	4542	Verona Villafranca Airport	London Stansted Apt	1	1010	1125	Boeing 737 Passenger	1
FR	4551	Nowy Dwor Mazowiecki	Belfast International Apt	2 6	0700	0850	Boeing 737 Passenger	2
FR	4552	Belfast International Apt	Nowy Dwor Mazowiecki	2 6	0915	1255	Boeing 737 Passenger	2
FR	4571	Faro	Belfast International Apt	6	2040	2350	Boeing 737 Passenger	1
FR	4571	Faro	Belfast International Apt	2	1225	1535	Boeing 737 Passenger	1
FR	4572	Belfast International Apt	Faro	6	1705	2015	Boeing 737 Passenger	1
FR	4572	Belfast International Apt	Faro	2	0850	1200	Boeing 737 Passenger	1
FR	4573	Milan Malpensa Apt	Bristol	7	1350	1510	Boeing 737 Passenger	1
FR	4573	Milan Malpensa Apt	Bristol	3	1340	1500	Boeing 737 Passenger	1
FR	4574	Bristol	Milan Malpensa Apt	7	1535	1845	Boeing 737 Passenger	1
FR	4574	Bristol	Milan Malpensa Apt	3	1525	1835	Boeing 737 Passenger	1
FR	4588	Barcelona Apt	Cardiff	6	0740	0845	Boeing 737 Passenger	1
FR	4588	Barcelona Apt	Cardiff	2	0825	0930	Boeing 737 Passenger	1
FR	4589	Cardiff	Barcelona Apt	6	0910	1215	Boeing 737 Passenger	1
FR	4589	Cardiff	Barcelona Apt	2	0955	1300	Boeing 737 Passenger	1
FR	464	London Stansted Apt	Turin Caselle Airport	7	0655	0950	Boeing 737 Passenger	1
FR	464	London Stansted Apt	Turin Caselle Airport	123456	0645	0940	Boeing 737 Passenger	6
FR	465	Turin Caselle Airport	London Stansted Apt	1234567	1015	1115	Boeing 737 Passenger	7
FR	4741	Glasgow International Airport	Nowy Dwor Mazowiecki	5	1925	2300	Boeing 737 Passenger	1
FR	4741	Glasgow International Airport	Nowy Dwor Mazowiecki	1	2055	0030	Boeing 737 Passenger	1
FR	4742	Nowy Dwor Mazowiecki	Glasgow International Airport	5	1715	1900	Boeing 737 Passenger	1
FR	4742	Nowy Dwor Mazowiecki	Glasgow International Airport	1	1845	2030	Boeing 737 Passenger	1
FR	4753	Bristol	Tenerife Sur Apt	6	0625	1035	Boeing 737 Passenger	1
FR	4753	Bristol	Tenerife Sur Apt	4	0835	1245	Boeing 737 Passenger	1
FR	4753	Bristol	Tenerife Sur Apt	2	0615	1025	Boeing 737 Passenger	1
FR	4754	Tenerife Sur Apt	Bristol	4	1320	1725	Boeing 737 Passenger	1
FR	4754	Tenerife Sur Apt	Bristol	2 6	1110	1515	Boeing 737 Passenger	2
FR	4755	Bristol	Lanzarote	4	0640	1035	Boeing 737 Passenger	1
FR	4755	Bristol	Lanzarote	2 6	0745	1140	Boeing 737 Passenger	2
FR	4756	Lanzarote	Bristol	4	1110	1505	Boeing 737 Passenger	1
FR	4756	Lanzarote	Bristol	2 6	1215	1610	Boeing 737 Passenger	2
FR	4757	Bristol	Gran Canaria	1 5	0625	1040	Boeing 737 Passenger	2
FR	4758	Gran Canaria	Bristol	5	1115	1515	Boeing 737 Passenger	1
FR	4758	Gran Canaria	Bristol	1	1115	1520	Boeing 737 Passenger	1
FR	4760	Cardiff	Tenerife Sur Apt	4	2005	0010	Boeing 737 Passenger	1
FR	4761	Tenerife Sur Apt	Cardiff	4	1545	1940	Boeing 737 Passenger	1
FR	4776	Manchester (GB)	Shannon	7	2120	2230	Boeing 737 Passenger	1
FR	4776	Manchester (GB)	Shannon	4	1230	1340	Boeing 737 Passenger	1
FR	4776	Manchester (GB)	Shannon	3	1505	1615	Boeing 737 Passenger	1
FR	4776	Manchester (GB)	Shannon	1 5	0845	0955	Boeing 737 Passenger	2
FR	4777	Shannon	Manchester (GB)	7	2255	0005	Boeing 737 Passenger	1
FR	4777	Shannon	Manchester (GB)	4	1055	1205	Boeing 737 Passenger	1
FR	4777	Shannon	Manchester (GB)	3	1650	1800	Boeing 737 Passenger	1

FR	4777	Shannon	Manchester (GB)	1 5	0710	0820	Boeing 737 Passenger	2
FR	4950	Malaga Airport	Cardiff	1 3 5	1740	1920	Boeing 737 Passenger	3
FR	4951	Cardiff	Malaga Airport	1 3 5	1945	2325	Boeing 737 Passenger	3
FR	4952	London Stansted Apt	Perugia	2	0930	1305	Boeing 737 Passenger	1
FR	4952	London Stansted Apt	Perugia	1 345 7	0730	1105	Boeing 737 Passenger	5
FR	4953	Perugia	London Stansted Apt	2	1330	1500	Boeing 737 Passenger	1
FR	4953	Perugia	London Stansted Apt	1 345 7	1130	1300	Boeing 737 Passenger	5
FR	4966	London Stansted Apt	Lamezia Terme	4	0915	1315	Boeing 737 Passenger	1
FR	4966	London Stansted Apt	Lamezia Terme	3	0955	1355	Boeing 737 Passenger	1
FR	4966	London Stansted Apt	Lamezia Terme	2 6	0630	1030	Boeing 737 Passenger	2
FR	4967	Lamezia Terme	London Stansted Apt	4	1340	1550	Boeing 737 Passenger	1
FR	4967	Lamezia Terme	London Stansted Apt	3	0720	0930	Boeing 737 Passenger	1
FR	4967	Lamezia Terme	London Stansted Apt	2 6	1055	1305	Boeing 737 Passenger	2
FR	4976	London Stansted Apt	Brindisi	234 67	0620	1010	Boeing 737 Passenger	5
FR	4977	Brindisi	London Stansted Apt	7	1045	1250	Boeing 737 Passenger	1
FR	4977	Brindisi	London Stansted Apt	234 6	1035	1240	Boeing 737 Passenger	4
FR	4999	Shannon	Nottingham East Midlands Airport	5	2110	2215	Boeing 737 Passenger	1
FR	4999	Shannon	Nottingham East Midlands Airport	1	0820	0925	Boeing 737 Passenger	1
FR	504	Dublin (IE)	Bristol	23456	0635	0740	Boeing 737 Passenger	5
FR	504	Dublin (IE)	Bristol	1	0650	0755	Boeing 737 Passenger	1
FR	5041	Leeds Bradford	Bratislava	5	1630	1955	Boeing 737 Passenger	1
FR	5041	Leeds Bradford	Bratislava	1	1655	2020	Boeing 737 Passenger	1
FR	5042	Bratislava	Leeds Bradford	5	2020	2145	Boeing 737 Passenger	1
FR	5042	Bratislava	Leeds Bradford	1	2045	2210	Boeing 737 Passenger	1
FR	5043	Leeds Bradford	Vilnius	5	0635	1120	Boeing 737 Passenger	1
FR	5043	Leeds Bradford	Vilnius	1	0825	1310	Boeing 737 Passenger	1
FR	5044	Vilnius	Leeds Bradford	5	1145	1230	Boeing 737 Passenger	1
FR	5044	Vilnius	Leeds Bradford	1	0715	0800	Boeing 737 Passenger	1
FR	505	Bristol	Dublin (IE)	23456	0805	0905	Boeing 737 Passenger	5
FR	505	Bristol	Dublin (IE)	1	0820	0920	Boeing 737 Passenger	1
FR	506	Dublin (IE)	Bristol	7	1445	1550	Boeing 737 Passenger	1
FR	506	Dublin (IE)	Bristol	6	1505	1610	Boeing 737 Passenger	1
FR	506	Dublin (IE)	Bristol	2	1345	1450	Boeing 737 Passenger	1
FR	506	Dublin (IE)	Bristol	1 345	1455	1600	Boeing 737 Passenger	4
FR	5062	London Stansted Apt	Poznan Lawica Apt	5	0820	1125	Boeing 737 Passenger	1
FR	5062	London Stansted Apt	Poznan Lawica Apt	1	1950	2255	Boeing 737 Passenger	1
FR	5063	Poznan Lawica Apt	London Stansted Apt	5	1150	1255	Boeing 737 Passenger	1
FR	5063	Poznan Lawica Apt	London Stansted Apt	1	1820	1925	Boeing 737 Passenger	1
FR	507	Bristol	Dublin (IE)	7	1615	1715	Boeing 737 Passenger	1
FR	507	Bristol	Dublin (IE)	6	1635	1735	Boeing 737 Passenger	1
FR	507	Bristol	Dublin (IE)	2	1535	1635	Boeing 737 Passenger	1
FR	507	Bristol	Dublin (IE)	1 345	1625	1725	Boeing 737 Passenger	4
FR	508	Dublin (IE)	Bristol	1234567	1940	2045	Boeing 737 Passenger	7
FR	509	Bristol	Dublin (IE)	1234567	2110	2210	Boeing 737 Passenger	7
FR	514	London Stansted Apt	Dinard/St-Malo	7	0715	0930	Boeing 737 Passenger	1
FR	514	London Stansted Apt	Dinard/St-Malo	6	0935	1150	Boeing 737 Passenger	1
FR	514	London Stansted Apt	Dinard/St-Malo	5	1230	1445	Boeing 737 Passenger	1
FR	514	London Stansted Apt	Dinard/St-Malo	4	1330	1545	Boeing 737 Passenger	1
FR	514	London Stansted Apt	Dinard/St-Malo	3	1500	1715	Boeing 737 Passenger	1
FR	514	London Stansted Apt	Dinard/St-Malo	2	0950	1205	Boeing 737 Passenger	1
FR	514	London Stansted Apt	Dinard/St-Malo	1	1140	1355	Boeing 737 Passenger	1
FR	515	Dinard/St-Malo	London Stansted Apt	7	0955	1005	Boeing 737 Passenger	1
FR	515	Dinard/St-Malo	London Stansted Apt	6	1220	1230	Boeing 737 Passenger	1
FR	515	Dinard/St-Malo	London Stansted Apt	5	1510	1520	Boeing 737 Passenger	1
FR	515	Dinard/St-Malo	London Stansted Apt	4	1610	1620	Boeing 737 Passenger	1
FR	515	Dinard/St-Malo	London Stansted Apt	3	1740	1750	Boeing 737 Passenger	1
FR	515	Dinard/St-Malo	London Stansted Apt	2	1230	1240	Boeing 737 Passenger	1
FR	515	Dinard/St-Malo	London Stansted Apt	1	1420	1430	Boeing 737 Passenger	1
FR	5158	Malaga Airport	Newcastle	4 67	0655	0905	Boeing 737 Passenger	3
FR	5158	Malaga Airport	Newcastle	2	0650	0900	Boeing 737 Passenger	1
FR	5159	Newcastle	Malaga Airport	4 67	0930	1340	Boeing 737 Passenger	3
FR	5159	Newcastle	Malaga Airport	2	0925	1335	Boeing 737 Passenger	1
FR	5160	Edinburgh	Sofia	7	1830	0010	Boeing 737 Passenger	1
FR	5160	Edinburgh	Sofia	4	0715	1255	Boeing 737 Passenger	1
FR	5161	Sofia	Edinburgh	7	1620	1805	Boeing 737 Passenger	1
FR	5161	Sofia	Edinburgh	4	1320	1505	Boeing 737 Passenger	1
FR	5170	Manchester (GB)	Poitiers Biard Airport	7	1910	2145	Boeing 737 Passenger	1
FR	5170	Manchester (GB)	Poitiers Biard Airport	3	1430	1705	Boeing 737 Passenger	1
FR	5171	Poitiers Biard Airport	Manchester (GB)	7	2210	2255	Boeing 737 Passenger	1
FR	5171	Poitiers Biard Airport	Manchester (GB)	3	1730	1815	Boeing 737 Passenger	1

FR	5172	London Stansted Apt	Billund	123456	0720	0955	Boeing 737 Passenger	6
FR	5173	Billund	London Stansted Apt	123456	1020	1055	Boeing 737 Passenger	6
FR	5178	London Stansted Apt	Billund	1234567	1935	2210	Boeing 737 Passenger	7
FR	5179	Billund	London Stansted Apt	3	2245	2320	Boeing 737 Passenger	1
FR	5179	Billund	London Stansted Apt	12 4567	2235	2310	Boeing 737 Passenger	6
FR	52	London Stansted Apt	Stockholm Skavsta Airport	7	0820	1135	Boeing 737 Passenger	1
FR	52	London Stansted Apt	Stockholm Skavsta Airport	5	0840	1155	Boeing 737 Passenger	1
FR	52	London Stansted Apt	Stockholm Skavsta Airport	1234 6	0830	1145	Boeing 737 Passenger	5
FR	5209	Manchester (GB)	Malta	3 5	1920	2340	Boeing 737 Passenger	2
FR	5209	Manchester (GB)	Malta	1	0625	1045	Boeing 737 Passenger	1
FR	5210	Malta	Manchester (GB)	3 5	1615	1855	Boeing 737 Passenger	2
FR	5210	Malta	Manchester (GB)	1	1120	1400	Boeing 737 Passenger	1
FR	522	London Stansted Apt	Lourdes/Tarbes	6	0745	1045	Boeing 737 Passenger	1
FR	522	London Stansted Apt	Lourdes/Tarbes	3 5	1410	1710	Boeing 737 Passenger	2
FR	522	London Stansted Apt	Lourdes/Tarbes	1	1355	1655	Boeing 737 Passenger	1
FR	523	Lourdes/Tarbes	London Stansted Apt	6	1110	1210	Boeing 737 Passenger	1
FR	523	Lourdes/Tarbes	London Stansted Apt	1 3 5	1735	1835	Boeing 737 Passenger	3
FR	53	Stockholm Skavsta Airport	London Stansted Apt	2 5	0645	0805	Boeing 737 Passenger	2
FR	53	Stockholm Skavsta Airport	London Stansted Apt	1 34 67	0635	0755	Boeing 737 Passenger	5
FR	534	Dublin (IE)	Nottingham East Midlands Airport	1234567	0805	0910	Boeing 737 Passenger	7
FR	5341	Bristol	Bucharest Henri Coanda Apt	6	1700	2225	Boeing 737 Passenger	1
FR	5341	Bristol	Bucharest Henri Coanda Apt	2	1600	2125	Boeing 737 Passenger	1
FR	5342	Bucharest Henri Coanda Apt	Bristol	6	1500	1635	Boeing 737 Passenger	1
FR	5342	Bucharest Henri Coanda Apt	Bristol	2	2150	2325	Boeing 737 Passenger	1
FR	535	Nottingham East Midlands Airport	Dublin (IE)	1234567	0630	0740	Boeing 737 Passenger	7
FR	536	Dublin (IE)	Nottingham East Midlands Airport	1 45 7	1940	2045	Boeing 737 Passenger	4
FR	537	Nottingham East Midlands Airport	Dublin (IE)	45 7	2110	2215	Boeing 737 Passenger	3
FR	537	Nottingham East Midlands Airport	Dublin (IE)	1	2125	2230	Boeing 737 Passenger	1
FR	552	Dublin (IE)	Manchester (GB)	1234567	0630	0735	Boeing 737 Passenger	7
FR	5523	Bournemouth	Krakow John Paul II - Balice	5	2040	2359	Boeing 737 Passenger	1
FR	5523	Bournemouth	Krakow John Paul II - Balice	1	1340	1700	Boeing 737 Passenger	1
FR	5524	Krakow John Paul II - Balice	Bournemouth	5	1840	2015	Boeing 737 Passenger	1
FR	5524	Krakow John Paul II - Balice	Bournemouth	1	1140	1315	Boeing 737 Passenger	1
FR	553	Manchester (GB)	Dublin (IE)	1234567	0800	0900	Boeing 737 Passenger	7
FR	554	Dublin (IE)	Manchester (GB)	1234567	1035	1135	Boeing 737 Passenger	7
FR	555	Manchester (GB)	Dublin (IE)	1234567	1200	1300	Boeing 737 Passenger	7
FR	556	Dublin (IE)	Manchester (GB)	1 5	1640	1745	Boeing 737 Passenger	2
FR	557	Manchester (GB)	Dublin (IE)	1 5	1810	1910	Boeing 737 Passenger	2
FR	5578	Alicante Airport	Edinburgh	7	1215	1420	Boeing 737 Passenger	1
FR	5578	Alicante Airport	Edinburgh	12345	2140	2345	Boeing 737 Passenger	5
FR	5579	Edinburgh	Alicante Airport	7	0730	1140	Boeing 737 Passenger	1
FR	5579	Edinburgh	Alicante Airport	12345	1655	2105	Boeing 737 Passenger	5
FR	558	Dublin (IE)	Manchester (GB)	6	2040	2140	Boeing 737 Passenger	1
FR	558	Dublin (IE)	Manchester (GB)	12345 7	2030	2130	Boeing 737 Passenger	6
FR	559	Manchester (GB)	Dublin (IE)	6	2205	2300	Boeing 737 Passenger	1
FR	559	Manchester (GB)	Dublin (IE)	12345 7	2200	2300	Boeing 737 Passenger	6
FR	5592	Shannon	Bristol	6	2150	2305	Boeing 737 Passenger	1
FR	5592	Shannon	Bristol	2	1515	1630	Boeing 737 Passenger	1
FR	5593	Bristol	Shannon	6	2010	2125	Boeing 737 Passenger	1
FR	5593	Bristol	Shannon	2	1335	1450	Boeing 737 Passenger	1
FR	561	Manchester (GB)	Dublin (IE)	1234567	1515	1615	Boeing 737 Passenger	7
FR	562	Dublin (IE)	Manchester (GB)	1234567	1350	1450	Boeing 737 Passenger	7
FR	567	London Stansted Apt	Alicante Airport	5	1615	1955	Boeing 737 Passenger	1
FR	568	Alicante Airport	London Stansted Apt	5	2030	2215	Boeing 737 Passenger	1
FR	5681	London Stansted Apt	Eindhoven Airport	7	1615	1820	Boeing 737 Passenger	1
FR	5681	London Stansted Apt	Eindhoven Airport	6	1425	1630	Boeing 737 Passenger	1
FR	5681	London Stansted Apt	Eindhoven Airport	5	1535	1740	Boeing 737 Passenger	1
FR	5681	London Stansted Apt	Eindhoven Airport	4	1305	1510	Boeing 737 Passenger	1
FR	5681	London Stansted Apt	Eindhoven Airport	3	1355	1600	Boeing 737 Passenger	1
FR	5681	London Stansted Apt	Eindhoven Airport	2	1330	1535	Boeing 737 Passenger	1
FR	5681	London Stansted Apt	Eindhoven Airport	1	1555	1800	Boeing 737 Passenger	1
FR	5682	Eindhoven Airport	London Stansted Apt	7	1845	1855	Boeing 737 Passenger	1
FR	5682	Eindhoven Airport	London Stansted Apt	6	1655	1705	Boeing 737 Passenger	1
FR	5682	Eindhoven Airport	London Stansted Apt	5	1805	1815	Boeing 737 Passenger	1
FR	5682	Eindhoven Airport	London Stansted Apt	4	1535	1545	Boeing 737 Passenger	1
FR	5682	Eindhoven Airport	London Stansted Apt	3	1625	1635	Boeing 737 Passenger	1
FR	5682	Eindhoven Airport	London Stansted Apt	2	1600	1610	Boeing 737 Passenger	1
FR	5682	Eindhoven Airport	London Stansted Apt	1	1825	1835	Boeing 737 Passenger	1
FR	5771	Glasgow International Airport	Dublin (IE)	5	0845	0945	Boeing 737 Passenger	1
FR	5771	Glasgow International Airport	Dublin (IE)	1234 67	0840	0940	Boeing 737 Passenger	6

FR	5772	Dublin (IE)	Glasgow International Airport	5	0720	0820	Boeing 737 Passenger	1
FR	5772	Dublin (IE)	Glasgow International Airport	1234 67	0715	0815	Boeing 737 Passenger	6
FR	5773	Glasgow International Airport	Dublin (IE)	12345 7	1525	1625	Boeing 737 Passenger	5
FR	5774	Dublin (IE)	Glasgow International Airport	12345 7	1400	1500	Boeing 737 Passenger	6
FR	5775	Glasgow International Airport	Dublin (IE)	1234567	2155	2255	Boeing 737 Passenger	6
FR	5776	Dublin (IE)	Glasgow International Airport	1234567	2030	2130	Boeing 737 Passenger	7
FR	58	London Stansted Apt	Stockholm Skavsta Airport	7	1710	2025	Boeing 737 Passenger	1
FR	58	London Stansted Apt	Stockholm Skavsta Airport	456	1750	2105	Boeing 737 Passenger	3
FR	58	London Stansted Apt	Stockholm Skavsta Airport	1	1740	2055	Boeing 737 Passenger	1
FR	5812	Bournemouth	Paphos	6	0630	1315	Boeing 737 Passenger	1
FR	5812	Bournemouth	Paphos	2	1710	0005	Boeing 737 Passenger	1
FR	5813	Paphos	Bournemouth	6	1340	1625	Boeing 737 Passenger	1
FR	5813	Paphos	Bournemouth	2	1350	1645	Boeing 737 Passenger	1
FR	5833	Milan Bergamo/orio al Serio Apt	Edinburgh	5	1035	1200	Boeing 737 Passenger	1
FR	5833	Milan Bergamo/orio al Serio Apt	Edinburgh	2	1815	1950	Boeing 737 Passenger	1
FR	5833	Milan Bergamo/orio al Serio Apt	Edinburgh	1 3	1750	1925	Boeing 737 Passenger	2
FR	5834	Edinburgh	Milan Bergamo/orio al Serio Apt	5	1225	1550	Boeing 737 Passenger	1
FR	5834	Edinburgh	Milan Bergamo/orio al Serio Apt	2	2015	2340	Boeing 737 Passenger	1
FR	5834	Edinburgh	Milan Bergamo/orio al Serio Apt	1 3	1950	2315	Boeing 737 Passenger	2
FR	584	London Stansted Apt	Pisa	1234567	0850	1205	Boeing 737 Passenger	7
FR	585	Pisa	London Stansted Apt	1234567	0640	0805	Boeing 737 Passenger	7
FR	586	London Stansted Apt	Pisa	7	1315	1630	Boeing 737 Passenger	1
FR	586	London Stansted Apt	Pisa	123456	1445	1800	Boeing 737 Passenger	6
FR	587	Pisa	London Stansted Apt	7	1125	1250	Boeing 737 Passenger	1
FR	587	Pisa	London Stansted Apt	123456	1255	1420	Boeing 737 Passenger	6
FR	588	London Stansted Apt	Pisa	6	1955	2310	Boeing 737 Passenger	1
FR	588	London Stansted Apt	Pisa	4	2015	2330	Boeing 737 Passenger	1
FR	588	London Stansted Apt	Pisa	123 5 7	2005	2320	Boeing 737 Passenger	5
FR	5880	Belfast International Apt	Manchester (GB)	67	1335	1440	Boeing 737 Passenger	2
FR	5880	Belfast International Apt	Manchester (GB)	4	1225	1330	Boeing 737 Passenger	1
FR	5880	Belfast International Apt	Manchester (GB)	3	1220	1325	Boeing 737 Passenger	1
FR	5881	Manchester (GB)	Belfast International Apt	67	1505	1610	Boeing 737 Passenger	2
FR	5881	Manchester (GB)	Belfast International Apt	4	1400	1505	Boeing 737 Passenger	1
FR	5881	Manchester (GB)	Belfast International Apt	3	1350	1455	Boeing 737 Passenger	1
FR	589	Pisa	London Stansted Apt	345 7	1815	1940	Boeing 737 Passenger	4
FR	589	Pisa	London Stansted Apt	12 6	1800	1925	Boeing 737 Passenger	3
FR	59	Stockholm Skavsta Airport	London Stansted Apt	7	2050	2210	Boeing 737 Passenger	1
FR	59	Stockholm Skavsta Airport	London Stansted Apt	456	2130	2250	Boeing 737 Passenger	3
FR	59	Stockholm Skavsta Airport	London Stansted Apt	1	2120	2240	Boeing 737 Passenger	1
FR	5942	Bournemouth	Palma de Mallorca	7	0840	1155	Boeing 737 Passenger	1
FR	5942	Bournemouth	Palma de Mallorca	345	0855	1210	Boeing 737 Passenger	3
FR	5942	Bournemouth	Palma de Mallorca	2 6	1125	1440	Boeing 737 Passenger	2
FR	5942	Bournemouth	Palma de Mallorca	1	0900	1215	Boeing 737 Passenger	1
FR	5943	Palma de Mallorca	Bournemouth	7	0655	0810	Boeing 737 Passenger	1
FR	5943	Palma de Mallorca	Bournemouth	2 6	0940	1100	Boeing 737 Passenger	2
FR	5943	Palma de Mallorca	Bournemouth	1 345	0715	0830	Boeing 737 Passenger	4
FR	5944	Bournemouth	Malaga Airport	56	0845	1220	Boeing 737 Passenger	2
FR	5944	Bournemouth	Malaga Airport	4	1545	1920	Boeing 737 Passenger	1
FR	5944	Bournemouth	Malaga Airport	3 7	0905	1240	Boeing 737 Passenger	2
FR	5944	Bournemouth	Malaga Airport	2	0835	1210	Boeing 737 Passenger	1
FR	5945	Malaga Airport	Bournemouth	56	0640	0820	Boeing 737 Passenger	2
FR	5945	Malaga Airport	Bournemouth	4	1955	2135	Boeing 737 Passenger	1
FR	5945	Malaga Airport	Bournemouth	3 7	0700	0840	Boeing 737 Passenger	2
FR	5945	Malaga Airport	Bournemouth	2	0630	0810	Boeing 737 Passenger	1
FR	5946	Bournemouth	Corvera	2	1655	2025	Boeing 737 Passenger	1
FR	5946	Bournemouth	Corvera	1 3 5	0630	1000	Boeing 737 Passenger	3
FR	5947	Corvera	Bournemouth	2	2130	2255	Boeing 737 Passenger	1
FR	5947	Corvera	Bournemouth	1 3 5	1035	1200	Boeing 737 Passenger	3
FR	5953	Bournemouth	Faro	7	1030	1310	Boeing 737 Passenger	1
FR	5953	Bournemouth	Faro	1 3 5	1705	1945	Boeing 737 Passenger	3
FR	5954	Faro	Bournemouth	7	0730	1005	Boeing 737 Passenger	1
FR	5954	Faro	Bournemouth	1 3 5	1405	1640	Boeing 737 Passenger	3
FR	5991	Madrid Adolfo Suarez-Barajas Apt	London Stansted Apt	7	1135	1305	Boeing 737 Passenger	1
FR	5991	Madrid Adolfo Suarez-Barajas Apt	London Stansted Apt	123456	1035	1205	Boeing 737 Passenger	6
FR	5992	London Stansted Apt	Madrid Adolfo Suarez-Barajas Apt	7	0725	1100	Boeing 737 Passenger	1
FR	5992	London Stansted Apt	Madrid Adolfo Suarez-Barajas Apt	123456	0625	1000	Boeing 737 Passenger	6
FR	5993	Madrid Adolfo Suarez-Barajas Apt	London Stansted Apt	234567	0615	0745	Boeing 737 Passenger	6
FR	5993	Madrid Adolfo Suarez-Barajas Apt	London Stansted Apt	1	0630	0800	Boeing 737 Passenger	1
FR	5994	London Stansted Apt	Madrid Adolfo Suarez-Barajas Apt	234567	0825	1200	Boeing 737 Passenger	6
FR	5994	London Stansted Apt	Madrid Adolfo Suarez-Barajas Apt	1	0840	1215	Boeing 737 Passenger	1

FR	5995	Madrid Adolfo Suarez-Barajas Apt	London Stansted Apt	7	1335	1505	Boeing 737 Passenger	1
FR	5995	Madrid Adolfo Suarez-Barajas Apt	London Stansted Apt	6	1610	1740	Boeing 737 Passenger	1
FR	5995	Madrid Adolfo Suarez-Barajas Apt	London Stansted Apt	5	1650	1820	Boeing 737 Passenger	1
FR	5995	Madrid Adolfo Suarez-Barajas Apt	London Stansted Apt	4	1540	1710	Boeing 737 Passenger	1
FR	5995	Madrid Adolfo Suarez-Barajas Apt	London Stansted Apt	3	1605	1735	Boeing 737 Passenger	1
FR	5995	Madrid Adolfo Suarez-Barajas Apt	London Stansted Apt	2	1310	1440	Boeing 737 Passenger	1
FR	5995	Madrid Adolfo Suarez-Barajas Apt	London Stansted Apt	1	1710	1840	Boeing 737 Passenger	1
FR	5996	London Stansted Apt	Madrid Adolfo Suarez-Barajas Apt	7	1530	1905	Boeing 737 Passenger	1
FR	5996	London Stansted Apt	Madrid Adolfo Suarez-Barajas Apt	6	1140	1515	Boeing 737 Passenger	1
FR	5996	London Stansted Apt	Madrid Adolfo Suarez-Barajas Apt	5	1240	1615	Boeing 737 Passenger	1
FR	5996	London Stansted Apt	Madrid Adolfo Suarez-Barajas Apt	4	1130	1505	Boeing 737 Passenger	1
FR	5996	London Stansted Apt	Madrid Adolfo Suarez-Barajas Apt	3	1155	1530	Boeing 737 Passenger	1
FR	5996	London Stansted Apt	Madrid Adolfo Suarez-Barajas Apt	2	0900	1235	Boeing 737 Passenger	1
FR	5996	London Stansted Apt	Madrid Adolfo Suarez-Barajas Apt	1	1300	1635	Boeing 737 Passenger	1
FR	5997	Madrid Adolfo Suarez-Barajas Apt	London Stansted Apt	7	1815	1945	Boeing 737 Passenger	1
FR	5997	Madrid Adolfo Suarez-Barajas Apt	London Stansted Apt	56	2210	2340	Boeing 737 Passenger	2
FR	5997	Madrid Adolfo Suarez-Barajas Apt	London Stansted Apt	4	2230	2359	Boeing 737 Passenger	1
FR	5997	Madrid Adolfo Suarez-Barajas Apt	London Stansted Apt	3	2140	2310	Boeing 737 Passenger	1
FR	5997	Madrid Adolfo Suarez-Barajas Apt	London Stansted Apt	2	2235	0005	Boeing 737 Passenger	1
FR	5997	Madrid Adolfo Suarez-Barajas Apt	London Stansted Apt	1	2055	2225	Boeing 737 Passenger	1
FR	5998	London Stansted Apt	Madrid Adolfo Suarez-Barajas Apt	7	2015	2350	Boeing 737 Passenger	1
FR	5998	London Stansted Apt	Madrid Adolfo Suarez-Barajas Apt	6	1800	2135	Boeing 737 Passenger	1
FR	5998	London Stansted Apt	Madrid Adolfo Suarez-Barajas Apt	5	1755	2130	Boeing 737 Passenger	1
FR	5998	London Stansted Apt	Madrid Adolfo Suarez-Barajas Apt	4	1815	2145	Boeing 737 Passenger	1
FR	5998	London Stansted Apt	Madrid Adolfo Suarez-Barajas Apt	3	1730	2105	Boeing 737 Passenger	1
FR	5998	London Stansted Apt	Madrid Adolfo Suarez-Barajas Apt	2	1810	2145	Boeing 737 Passenger	1
FR	5998	London Stansted Apt	Madrid Adolfo Suarez-Barajas Apt	1	1645	2020	Boeing 737 Passenger	1
FR	6022	Bristol	Beziers	3	0930	1225	Boeing 737 Passenger	1
FR	6022	Bristol	Beziers	1 5	1300	1555	Boeing 737 Passenger	2
FR	6023	Beziers	Bristol	3	1250	1350	Boeing 737 Passenger	1
FR	6023	Beziers	Bristol	1 5	1620	1720	Boeing 737 Passenger	2
FR	6031	Nottingham East Midlands Airport	Palma de Mallorca	7	0740	1110	Boeing 737 Passenger	1
FR	6031	Nottingham East Midlands Airport	Palma de Mallorca	6	0855	1225	Boeing 737 Passenger	1
FR	6031	Nottingham East Midlands Airport	Palma de Mallorca	45	0700	1030	Boeing 737 Passenger	2
FR	6031	Nottingham East Midlands Airport	Palma de Mallorca	3	0920	1250	Boeing 737 Passenger	1
FR	6031	Nottingham East Midlands Airport	Palma de Mallorca	2	0815	1145	Boeing 737 Passenger	1
FR	6031	Nottingham East Midlands Airport	Palma de Mallorca	1	0805	1135	Boeing 737 Passenger	1
FR	6032	Palma de Mallorca	Nottingham East Midlands Airport	7	1145	1325	Boeing 737 Passenger	1
FR	6032	Palma de Mallorca	Nottingham East Midlands Airport	6	1330	1505	Boeing 737 Passenger	1
FR	6032	Palma de Mallorca	Nottingham East Midlands Airport	5	1105	1245	Boeing 737 Passenger	1
FR	6032	Palma de Mallorca	Nottingham East Midlands Airport	4	1105	1240	Boeing 737 Passenger	1
FR	6032	Palma de Mallorca	Nottingham East Midlands Airport	3	1325	1505	Boeing 737 Passenger	1
FR	6032	Palma de Mallorca	Nottingham East Midlands Airport	2	1220	1400	Boeing 737 Passenger	1
FR	6032	Palma de Mallorca	Nottingham East Midlands Airport	1	1210	1345	Boeing 737 Passenger	1
FR	6035	London Stansted Apt	Rimini	6	1715	2025	Boeing 737 Passenger	1
FR	6035	London Stansted Apt	Rimini	2	1005	1315	Boeing 737 Passenger	1
FR	6036	Rimini	London Stansted Apt	6	2050	2200	Boeing 737 Passenger	1
FR	6036	Rimini	London Stansted Apt	2	1340	1450	Boeing 737 Passenger	1
FR	6080	London Stansted Apt	Kalamata	6	1245	1820	Boeing 737 Passenger	1
FR	6081	Kalamata	London Stansted Apt	6	1845	2030	Boeing 737 Passenger	1
FR	6153	Glasgow Prestwick Apt	Lanzarote	6	1900	2335	Boeing 737 Passenger	1
FR	6153	Glasgow Prestwick Apt	Lanzarote	2	0640	1115	Boeing 737 Passenger	1
FR	6154	Lanzarote	Glasgow Prestwick Apt	6	1410	1835	Boeing 737 Passenger	1
FR	6154	Lanzarote	Glasgow Prestwick Apt	2	1150	1615	Boeing 737 Passenger	1
FR	6241	Duesseldorf Weeze Airport	Edinburgh	4	1435	1515	Boeing 737 Passenger	1
FR	6241	Duesseldorf Weeze Airport	Edinburgh	2 6	1545	1625	Boeing 737 Passenger	2
FR	6242	Edinburgh	Duesseldorf Weeze Airport	4	1130	1410	Boeing 737 Passenger	1
FR	6242	Edinburgh	Duesseldorf Weeze Airport	2 6	1240	1520	Boeing 737 Passenger	2
FR	6253	Glasgow Prestwick Apt	Gran Canaria	6	1330	1805	Boeing 737 Passenger	1
FR	6253	Glasgow Prestwick Apt	Gran Canaria	2	0700	1135	Boeing 737 Passenger	1
FR	6254	Gran Canaria	Glasgow Prestwick Apt	6	1845	2315	Boeing 737 Passenger	1
FR	6254	Gran Canaria	Glasgow Prestwick Apt	2	1210	1640	Boeing 737 Passenger	1
FR	6266	Edinburgh	Barcelona Apt	7	0700	1050	Boeing 737 Passenger	1
FR	6266	Edinburgh	Barcelona Apt	123456	0630	1020	Boeing 737 Passenger	6
FR	6267	Barcelona Apt	Edinburgh	7	1125	1325	Boeing 737 Passenger	1
FR	6267	Barcelona Apt	Edinburgh	123456	1055	1255	Boeing 737 Passenger	6
FR	6335	Sofia	Birmingham Airport	2 4 6	1645	1810	Boeing 737 Passenger	3
FR	6336	Birmingham Airport	Sofia	2 4 6	1835	2350	Boeing 737 Passenger	3
FR	6337	Sofia	Liverpool	6	0740	0915	Boeing 737 Passenger	1
FR	6337	Sofia	Liverpool	2	1645	1820	Boeing 737 Passenger	1

FR	6338	Liverpool	Sofia	6	0940	1505	Boeing 737 Passenger	1
FR	6338	Liverpool	Sofia	2	1845	0010	Boeing 737 Passenger	1
FR	6339	Edinburgh	Tallinn	7	0715	1200	Boeing 737 Passenger	1
FR	6339	Edinburgh	Tallinn	3	0730	1215	Boeing 737 Passenger	1
FR	6340	Tallinn	Edinburgh	7	1230	1315	Boeing 737 Passenger	1
FR	6340	Tallinn	Edinburgh	3	1240	1325	Boeing 737 Passenger	1
FR	6432	Ibiza	Liverpool	6	1445	1630	Boeing 737 Passenger	1
FR	6432	Ibiza	Liverpool	3	2130	2315	Boeing 737 Passenger	1
FR	6432	Ibiza	Liverpool	1	2040	2225	Boeing 737 Passenger	1
FR	6433	Liverpool	Ibiza	6	1025	1410	Boeing 737 Passenger	1
FR	6433	Liverpool	Ibiza	3	1710	2055	Boeing 737 Passenger	1
FR	6433	Liverpool	Ibiza	1	1620	2005	Boeing 737 Passenger	1
FR	6460	Lisbon	Edinburgh	6	1740	2050	Boeing 737 Passenger	1
FR	6460	Lisbon	Edinburgh	2	1155	1505	Boeing 737 Passenger	1
FR	6461	Edinburgh	Lisbon	6	1405	1715	Boeing 737 Passenger	1
FR	6461	Edinburgh	Lisbon	2	0745	1055	Boeing 737 Passenger	1
FR	651	Glasgow Prestwick Apt	Faro	7	0910	1220	Boeing 737 Passenger	1
FR	651	Glasgow Prestwick Apt	Faro	6	0830	1140	Boeing 737 Passenger	1
FR	651	Glasgow Prestwick Apt	Faro	3	0820	1130	Boeing 737 Passenger	1
FR	651	Glasgow Prestwick Apt	Faro	1 5	0720	1030	Boeing 737 Passenger	2
FR	652	Faro	Glasgow Prestwick Apt	7	1300	1605	Boeing 737 Passenger	1
FR	652	Faro	Glasgow Prestwick Apt	6	1205	1510	Boeing 737 Passenger	1
FR	652	Faro	Glasgow Prestwick Apt	3	1155	1500	Boeing 737 Passenger	1
FR	652	Faro	Glasgow Prestwick Apt	1 5	1055	1400	Boeing 737 Passenger	2
FR	653	Glasgow Prestwick Apt	Tenerife Sur Apt	6	1845	2325	Boeing 737 Passenger	1
FR	653	Glasgow Prestwick Apt	Tenerife Sur Apt	1234 7	0610	1050	Boeing 737 Passenger	5
FR	654	Tenerife Sur Apt	Glasgow Prestwick Apt	7	1150	1620	Boeing 737 Passenger	1
FR	654	Tenerife Sur Apt	Glasgow Prestwick Apt	6	1350	1820	Boeing 737 Passenger	1
FR	654	Tenerife Sur Apt	Glasgow Prestwick Apt	1234	1140	1610	Boeing 737 Passenger	4
FR	6541	London Stansted Apt	Marseille Provence Apt	123456	0800	1105	Boeing 737 Passenger	6
FR	6542	Marseille Provence Apt	London Stansted Apt	123456	0630	0735	Boeing 737 Passenger	6
FR	6543	London Stansted Apt	Marseille Provence Apt	7	1740	2045	Boeing 737 Passenger	1
FR	6543	London Stansted Apt	Marseille Provence Apt	45	1930	2235	Boeing 737 Passenger	2
FR	6543	London Stansted Apt	Marseille Provence Apt	2 6	1940	2245	Boeing 737 Passenger	2
FR	6543	London Stansted Apt	Marseille Provence Apt	1	2000	2305	Boeing 737 Passenger	1
FR	6544	Marseille Provence Apt	London Stansted Apt	7	2110	2215	Boeing 737 Passenger	1
FR	6544	Marseille Provence Apt	London Stansted Apt	5	1800	1905	Boeing 737 Passenger	1
FR	6544	Marseille Provence Apt	London Stansted Apt	4	1755	1900	Boeing 737 Passenger	1
FR	6544	Marseille Provence Apt	London Stansted Apt	12 6	1810	1915	Boeing 737 Passenger	3
FR	655	Glasgow Prestwick Apt	Malaga Airport	6	1600	2010	Boeing 737 Passenger	1
FR	655	Glasgow Prestwick Apt	Malaga Airport	4	0605	1015	Boeing 737 Passenger	1
FR	655	Glasgow Prestwick Apt	Malaga Airport	3	1015	1425	Boeing 737 Passenger	1
FR	655	Glasgow Prestwick Apt	Malaga Airport	2	1750	2200	Boeing 737 Passenger	1
FR	655	Glasgow Prestwick Apt	Malaga Airport	1 5	0700	1110	Boeing 737 Passenger	2
FR	656	Malaga Airport	Glasgow Prestwick Apt	6	2100	2320	Boeing 737 Passenger	1
FR	656	Malaga Airport	Glasgow Prestwick Apt	5	1200	1420	Boeing 737 Passenger	1
FR	656	Malaga Airport	Glasgow Prestwick Apt	4	1050	1310	Boeing 737 Passenger	1
FR	656	Malaga Airport	Glasgow Prestwick Apt	3	0730	0950	Boeing 737 Passenger	1
FR	656	Malaga Airport	Glasgow Prestwick Apt	2	1505	1725	Boeing 737 Passenger	1
FR	656	Malaga Airport	Glasgow Prestwick Apt	1	1145	1405	Boeing 737 Passenger	1
FR	6571	Nottingham East Midlands Airport	Venice Treviso/Sant'Angelo Apt	7	1350	1700	Boeing 737 Passenger	1
FR	6571	Nottingham East Midlands Airport	Venice Treviso/Sant'Angelo Apt	5	1150	1500	Boeing 737 Passenger	1
FR	6571	Nottingham East Midlands Airport	Venice Treviso/Sant'Angelo Apt	1	1245	1555	Boeing 737 Passenger	1
FR	6572	Venice Treviso/Sant'Angelo Apt	Nottingham East Midlands Airport	7	1725	1840	Boeing 737 Passenger	1
FR	6572	Venice Treviso/Sant'Angelo Apt	Nottingham East Midlands Airport	5	1525	1640	Boeing 737 Passenger	1
FR	6572	Venice Treviso/Sant'Angelo Apt	Nottingham East Midlands Airport	1	1620	1735	Boeing 737 Passenger	1
FR	6601	Nottingham East Midlands Airport	Palma de Mallorca	7	1655	2025	Boeing 737 Passenger	1
FR	6601	Nottingham East Midlands Airport	Palma de Mallorca	6	1620	1950	Boeing 737 Passenger	1
FR	6601	Nottingham East Midlands Airport	Palma de Mallorca	12345	1710	2040	Boeing 737 Passenger	5
FR	6602	Palma de Mallorca	Nottingham East Midlands Airport	7	2105	2245	Boeing 737 Passenger	1
FR	6602	Palma de Mallorca	Nottingham East Midlands Airport	6	2025	2205	Boeing 737 Passenger	1
FR	6602	Palma de Mallorca	Nottingham East Midlands Airport	12345	2115	2255	Boeing 737 Passenger	5
FR	6603	Edinburgh	Porto	6	1750	2035	Boeing 737 Passenger	1
FR	6603	Edinburgh	Porto	2	1740	2025	Boeing 737 Passenger	1
FR	6604	Ibiza	Edinburgh	7	1950	2150	Boeing 737 Passenger	1
FR	6604	Ibiza	Edinburgh	3	1535	1735	Boeing 737 Passenger	1
FR	6605	Edinburgh	Ibiza	7	1515	1915	Boeing 737 Passenger	1
FR	6605	Edinburgh	Ibiza	3	1100	1500	Boeing 737 Passenger	1
FR	6606	Porto	Edinburgh	6	2100	2345	Boeing 737 Passenger	1
FR	6606	Porto	Edinburgh	2	2050	2335	Boeing 737 Passenger	1

FR	6610	Kefallinia	London Stansted Apt	5	2040	2205	Boeing 737 Passenger	1
FR	6610	Kefallinia	London Stansted Apt	1	2230	2355	Boeing 737 Passenger	1
FR	6611	London Stansted Apt	Kefallinia	5	1450	2015	Boeing 737 Passenger	1
FR	6611	London Stansted Apt	Kefallinia	1	1640	2205	Boeing 737 Passenger	1
FR	6618	Edinburgh	Poznan Lawica Apt	5	0825	1150	Boeing 737 Passenger	1
FR	6618	Edinburgh	Poznan Lawica Apt	1	1755	2120	Boeing 737 Passenger	1
FR	6619	Poznan Lawica Apt	Edinburgh	5	0635	0800	Boeing 737 Passenger	1
FR	6619	Poznan Lawica Apt	Edinburgh	1	2145	2310	Boeing 737 Passenger	1
FR	662	Dublin (IE)	Birmingham Airport	7	0640	0750	Boeing 737 Passenger	1
FR	662	Dublin (IE)	Birmingham Airport	123456	0625	0735	Boeing 737 Passenger	6
FR	6621	Edinburgh	Tenerife Sur Apt	1 3 56	1345	1830	Boeing 737 Passenger	4
FR	6622	Edinburgh Sur Apt	Edinburgh	1 3 56	1905	2340	Boeing 737 Passenger	4
FR	6624	Edinburgh	Krakow John Paul II - Balice	6	1745	2130	Boeing 737 Passenger	1
FR	6624	Edinburgh	Krakow John Paul II - Balice	2 4	1605	1950	Boeing 737 Passenger	2
FR	6624	Edinburgh	Krakow John Paul II - Balice	1	1735	2120	Boeing 737 Passenger	1
FR	6625	Krakow John Paul II - Balice	Edinburgh	6	2155	2340	Boeing 737 Passenger	1
FR	6625	Krakow John Paul II - Balice	Edinburgh	2 4	2015	2200	Boeing 737 Passenger	2
FR	6625	Krakow John Paul II - Balice	Edinburgh	1	2145	2330	Boeing 737 Passenger	1
FR	6626	Edinburgh	Lanzarote	1 5	0610	1045	Boeing 737 Passenger	2
FR	6627	Lanzarote	Edinburgh	1 5	1120	1550	Boeing 737 Passenger	2
FR	663	Birmingham Airport	Dublin (IE)	7	0815	0925	Boeing 737 Passenger	1
FR	663	Birmingham Airport	Dublin (IE)	123456	0800	0910	Boeing 737 Passenger	6
FR	664	Dublin (IE)	Birmingham Airport	6	1135	1240	Boeing 737 Passenger	1
FR	664	Dublin (IE)	Birmingham Airport	5	1040	1145	Boeing 737 Passenger	1
FR	664	Dublin (IE)	Birmingham Airport	3	1035	1140	Boeing 737 Passenger	1
FR	664	Dublin (IE)	Birmingham Airport	12 4 7	1045	1150	Boeing 737 Passenger	4
FR	6642	Edinburgh	Bratislava	7	0640	1020	Boeing 737 Passenger	1
FR	6642	Edinburgh	Bratislava	4	2040	0020	Boeing 737 Passenger	1
FR	6643	Bratislava	Edinburgh	7	1045	1225	Boeing 737 Passenger	1
FR	6643	Bratislava	Edinburgh	4	1835	2015	Boeing 737 Passenger	1
FR	665	Birmingham Airport	Dublin (IE)	6	1305	1415	Boeing 737 Passenger	1
FR	665	Birmingham Airport	Dublin (IE)	5	1210	1320	Boeing 737 Passenger	1
FR	665	Birmingham Airport	Dublin (IE)	3	1205	1315	Boeing 737 Passenger	1
FR	665	Birmingham Airport	Dublin (IE)	12 4 7	1215	1325	Boeing 737 Passenger	4
FR	6652	Edinburgh	Malaga Airport	1234567	1640	2100	Boeing 737 Passenger	7
FR	6653	Malaga Airport	Edinburgh	1234567	2135	2355	Boeing 737 Passenger	7
FR	6654	Edinburgh	Bordeaux Merignac Apt	4	0850	1210	Boeing 737 Passenger	1
FR	6654	Edinburgh	Bordeaux Merignac Apt	2 6	0715	1035	Boeing 737 Passenger	2
FR	6655	Bordeaux Merignac Apt	Edinburgh	4	0710	0825	Boeing 737 Passenger	1
FR	6655	Bordeaux Merignac Apt	Edinburgh	2 6	1100	1215	Boeing 737 Passenger	2
FR	6656	Edinburgh	Palma de Mallorca	7	0715	1115	Boeing 737 Passenger	1
FR	6656	Edinburgh	Palma de Mallorca	6	0745	1145	Boeing 737 Passenger	1
FR	6656	Edinburgh	Palma de Mallorca	2	1920	2320	Boeing 737 Passenger	1
FR	6656	Edinburgh	Palma de Mallorca	1 345	0735	1135	Boeing 737 Passenger	4
FR	6657	Palma de Mallorca	Edinburgh	7	1150	1400	Boeing 737 Passenger	1
FR	6657	Palma de Mallorca	Edinburgh	6	1300	1510	Boeing 737 Passenger	1
FR	6657	Palma de Mallorca	Edinburgh	2	1645	1855	Boeing 737 Passenger	1
FR	6657	Palma de Mallorca	Edinburgh	1 345	1210	1420	Boeing 737 Passenger	4
FR	666	Dublin (IE)	Birmingham Airport	2 5 7	2035	2140	Boeing 737 Passenger	3
FR	666	Dublin (IE)	Birmingham Airport	1 34	2045	2150	Boeing 737 Passenger	3
FR	667	Birmingham Airport	Dublin (IE)	2 5 7	1900	2010	Boeing 737 Passenger	3
FR	667	Birmingham Airport	Dublin (IE)	1 34	1910	2020	Boeing 737 Passenger	3
FR	6673	Liverpool	Knock	7	1150	1255	Boeing 737 Passenger	1
FR	6673	Liverpool	Knock	56	1410	1515	Boeing 737 Passenger	2
FR	6673	Liverpool	Knock	2	0815	0920	Boeing 737 Passenger	1
FR	6673	Liverpool	Knock	1	1335	1440	Boeing 737 Passenger	1
FR	6674	Knock	Liverpool	7	1320	1425	Boeing 737 Passenger	1
FR	6674	Knock	Liverpool	56	1540	1645	Boeing 737 Passenger	2
FR	6674	Knock	Liverpool	2	0945	1050	Boeing 737 Passenger	1
FR	6674	Knock	Liverpool	1	1505	1610	Boeing 737 Passenger	1
FR	668	Dublin (IE)	Birmingham Airport	2345 7	2155	2300	Boeing 737 Passenger	5
FR	668	Dublin (IE)	Birmingham Airport	1 6	2225	2330	Boeing 737 Passenger	2
FR	6681	Edinburgh	Rome Ciampino Apt	7	0635	1030	Boeing 737 Passenger	1
FR	6681	Edinburgh	Rome Ciampino Apt	6	0645	1040	Boeing 737 Passenger	1
FR	6681	Edinburgh	Rome Ciampino Apt	5	0915	1310	Boeing 737 Passenger	1
FR	6681	Edinburgh	Rome Ciampino Apt	3	0625	1020	Boeing 737 Passenger	1
FR	6681	Edinburgh	Rome Ciampino Apt	1	0615	1010	Boeing 737 Passenger	1
FR	6682	Rome Ciampino Apt	Edinburgh	7	1055	1310	Boeing 737 Passenger	1
FR	6682	Rome Ciampino Apt	Edinburgh	6	1105	1315	Boeing 737 Passenger	1
FR	6682	Rome Ciampino Apt	Edinburgh	5	0635	0850	Boeing 737 Passenger	1



FR	6682	Rome Ciampino Apt	Edinburgh	3	1045	1300	Boeing 737 Passenger	1
FR	6682	Rome Ciampino Apt	Edinburgh	1	1035	1250	Boeing 737 Passenger	1
FR	6689	Sevilla Airport	Bristol	6	1715	1855	Boeing 737 Passenger	1
FR	6689	Sevilla Airport	Bristol	2	1130	1310	Boeing 737 Passenger	1
FR	669	Birmingham Airport	Dublin (IE)	2345 7	2025	2130	Boeing 737 Passenger	5
FR	669	Birmingham Airport	Dublin (IE)	1 6	2055	2200	Boeing 737 Passenger	2
FR	6690	Bristol	Sevilla Airport	6	1920	2240	Boeing 737 Passenger	1
FR	6690	Bristol	Sevilla Airport	2	0740	1100	Boeing 737 Passenger	1
FR	6695	Edinburgh	Malta	6	1805	2255	Boeing 737 Passenger	1
FR	6695	Edinburgh	Malta	4	0730	1220	Boeing 737 Passenger	1
FR	6695	Edinburgh	Malta	23	0700	1150	Boeing 737 Passenger	2
FR	6696	Edinburgh	Edinburgh	6	1440	1740	Boeing 737 Passenger	1
FR	6696	Malta	Edinburgh	4	1245	1545	Boeing 737 Passenger	1
FR	6696	Malta	Edinburgh	23	1215	1515	Boeing 737 Passenger	2
FR	6698	Edinburgh	Gran Canaria	6	1400	1850	Boeing 737 Passenger	1
FR	6698	Edinburgh	Gran Canaria	2	1900	2350	Boeing 737 Passenger	1
FR	6699	Gran Canaria	Edinburgh	6	1925	2359	Boeing 737 Passenger	1
FR	6699	Gran Canaria	Edinburgh	2	1400	1835	Boeing 737 Passenger	1
FR	670	Dublin (IE)	Birmingham Airport	1234567	1325	1435	Boeing 737 Passenger	7
FR	671	Birmingham Airport	Dublin (IE)	1234567	1500	1610	Boeing 737 Passenger	7
FR	672	Dublin (IE)	Birmingham Airport	7	1550	1700	Boeing 737 Passenger	1
FR	672	Dublin (IE)	Birmingham Airport	1 5	1615	1725	Boeing 737 Passenger	2
FR	673	Birmingham Airport	Dublin (IE)	7	1725	1835	Boeing 737 Passenger	1
FR	673	Birmingham Airport	Dublin (IE)	1 5	1750	1900	Boeing 737 Passenger	2
FR	6760	Edinburgh	Sevilla Airport	6	0910	1325	Boeing 737 Passenger	1
FR	6760	Edinburgh	Sevilla Airport	2	1810	2225	Boeing 737 Passenger	1
FR	6761	Sevilla Airport	Edinburgh	6	1355	1610	Boeing 737 Passenger	1
FR	6761	Sevilla Airport	Edinburgh	2	1530	1745	Boeing 737 Passenger	1
FR	6762	Bournemouth	Tenerife Sur Apt	2	0710	1120	Boeing 737 Passenger	1
FR	6763	Tenerife Sur Apt	Bournemouth	2	1155	1550	Boeing 737 Passenger	1
FR	6764	Bournemouth	Gran Canaria	6	1030	1435	Boeing 737 Passenger	1
FR	6765	Gran Canaria	Bournemouth	6	0600	1005	Boeing 737 Passenger	1
FR	682	London Stansted Apt	Stockholm Vasteras Apt	7	1640	1955	Boeing 737 Passenger	1
FR	682	London Stansted Apt	Stockholm Vasteras Apt	3	1325	1640	Boeing 737 Passenger	1
FR	682	London Stansted Apt	Stockholm Vasteras Apt	1 5	1140	1455	Boeing 737 Passenger	2
FR	6826	Edinburgh	Faro	7	1955	2315	Boeing 737 Passenger	1
FR	6826	Edinburgh	Faro	5	0840	1200	Boeing 737 Passenger	1
FR	6826	Edinburgh	Faro	3	1600	1920	Boeing 737 Passenger	1
FR	6826	Edinburgh	Faro	1	0635	0955	Boeing 737 Passenger	1
FR	6827	Faro	Edinburgh	7	1610	1930	Boeing 737 Passenger	1
FR	6827	Faro	Edinburgh	5	1225	1545	Boeing 737 Passenger	1
FR	6827	Faro	Edinburgh	3	1945	2305	Boeing 737 Passenger	1
FR	6827	Faro	Edinburgh	1	1020	1340	Boeing 737 Passenger	1
FR	683	Stockholm Vasteras Apt	London Stansted Apt	7	2020	2140	Boeing 737 Passenger	1
FR	683	Stockholm Vasteras Apt	London Stansted Apt	3	1705	1825	Boeing 737 Passenger	1
FR	683	Stockholm Vasteras Apt	London Stansted Apt	1 5	1520	1640	Boeing 737 Passenger	2
FR	6834	Naples Capodichino Apt	Manchester (GB)	6	0600	0805	Boeing 737 Passenger	1
FR	6834	Naples Capodichino Apt	Manchester (GB)	4	0805	1010	Boeing 737 Passenger	1
FR	6834	Naples Capodichino Apt	Manchester (GB)	2	1425	1630	Boeing 737 Passenger	1
FR	6835	Manchester (GB)	Naples Capodichino Apt	6	0830	1225	Boeing 737 Passenger	1
FR	6835	Manchester (GB)	Naples Capodichino Apt	4	1035	1430	Boeing 737 Passenger	1
FR	6835	Manchester (GB)	Naples Capodichino Apt	2	1005	1400	Boeing 737 Passenger	1
FR	691	Glasgow Prestwick Apt	Alicante Airport	5	1520	1920	Boeing 737 Passenger	1
FR	691	Glasgow Prestwick Apt	Alicante Airport	4 7	1655	2055	Boeing 737 Passenger	2
FR	691	Glasgow Prestwick Apt	Alicante Airport	3	1625	2025	Boeing 737 Passenger	1
FR	691	Glasgow Prestwick Apt	Alicante Airport	1	1530	1930	Boeing 737 Passenger	1
FR	692	Alicante Airport	Glasgow Prestwick Apt	7	2130	2340	Boeing 737 Passenger	1
FR	692	Alicante Airport	Glasgow Prestwick Apt	5	1955	2205	Boeing 737 Passenger	1
FR	692	Alicante Airport	Glasgow Prestwick Apt	4	2140	2350	Boeing 737 Passenger	1
FR	692	Alicante Airport	Glasgow Prestwick Apt	3	2100	2310	Boeing 737 Passenger	1
FR	692	Alicante Airport	Glasgow Prestwick Apt	1	2005	2215	Boeing 737 Passenger	1
FR	694	Glasgow Prestwick Apt	Ibiza	3 7	1450	1850	Boeing 737 Passenger	2
FR	695	Ibiza	Glasgow Prestwick Apt	3 7	1925	2130	Boeing 737 Passenger	2
FR	696	Glasgow Prestwick Apt	Palma de Mallorca	6	1500	1850	Boeing 737 Passenger	1
FR	696	Glasgow Prestwick Apt	Palma de Mallorca	345 7	0700	1050	Boeing 737 Passenger	4
FR	696	Glasgow Prestwick Apt	Palma de Mallorca	2	1705	2055	Boeing 737 Passenger	1
FR	697	Palma de Mallorca	Glasgow Prestwick Apt	6	1925	2130	Boeing 737 Passenger	1
FR	697	Palma de Mallorca	Glasgow Prestwick Apt	345 7	1125	1330	Boeing 737 Passenger	4
FR	697	Palma de Mallorca	Glasgow Prestwick Apt	2	2130	2335	Boeing 737 Passenger	1
FR	701	London Stansted Apt	Kerry	3 7	1355	1525	Boeing 737 Passenger	2

FR	701	London Stansted Apt	Kerry	1	45	1410	1540	Boeing 737 Passenger	3	
FR	702	Kerry	London Stansted Apt	1	345	7	1605	1735	Boeing 737 Passenger	5
FR	703	Gdansk Lech Walesa	Manchester (GB)	3		1710	1845	Boeing 737 Passenger	1	
FR	704	Manchester (GB)	Gdansk Lech Walesa	3		1910	2225	Boeing 737 Passenger	1	
FR	7111	Liverpool	Szczecin	7		0645	0950	Boeing 737 Passenger	1	
FR	7111	Liverpool	Szczecin	4		0620	0925	Boeing 737 Passenger	1	
FR	7112	Szczecin	Liverpool	7		1015	1120	Boeing 737 Passenger	1	
FR	7112	Szczecin	Liverpool	4		0950	1055	Boeing 737 Passenger	1	
FR	7117	London Stansted Apt	Strasbourg	7		0755	1020	Boeing 737 Passenger	1	
FR	7117	London Stansted Apt	Strasbourg	3		1500	1725	Boeing 737 Passenger	1	
FR	7118	Strasbourg	London Stansted Apt	7		1045	1110	Boeing 737 Passenger	1	
FR	7118	Strasbourg	London Stansted Apt	3		1750	1815	Boeing 737 Passenger	1	
FR	712	London Stansted Apt	Aarhus Tirstrup Airport	7		0840	1120	Boeing 737 Passenger	1	
FR	712	London Stansted Apt	Aarhus Tirstrup Airport	6		1425	1705	Boeing 737 Passenger	1	
FR	712	London Stansted Apt	Aarhus Tirstrup Airport	4		1130	1410	Boeing 737 Passenger	1	
FR	712	London Stansted Apt	Aarhus Tirstrup Airport	23	5	1125	1405	Boeing 737 Passenger	3	
FR	712	London Stansted Apt	Aarhus Tirstrup Airport	1		1120	1400	Boeing 737 Passenger	1	
FR	713	Aarhus Tirstrup Airport	London Stansted Apt	7		1150	1230	Boeing 737 Passenger	1	
FR	713	Aarhus Tirstrup Airport	London Stansted Apt	6		1730	1810	Boeing 737 Passenger	1	
FR	713	Aarhus Tirstrup Airport	London Stansted Apt	4		1435	1515	Boeing 737 Passenger	1	
FR	713	Aarhus Tirstrup Airport	London Stansted Apt	23	5	1430	1510	Boeing 737 Passenger	3	
FR	713	Aarhus Tirstrup Airport	London Stansted Apt	1		1425	1505	Boeing 737 Passenger	1	
FR	72	London Stansted Apt	Carcassonne	7		1455	1755	Boeing 737 Passenger	1	
FR	72	London Stansted Apt	Carcassonne	6		1430	1730	Boeing 737 Passenger	1	
FR	72	London Stansted Apt	Carcassonne	2345		1410	1710	Boeing 737 Passenger	4	
FR	72	London Stansted Apt	Carcassonne	1		1140	1440	Boeing 737 Passenger	1	
FR	7226	Bristol	Krakow John Paul II - Balice	5		0930	1255	Boeing 737 Passenger	1	
FR	7226	Bristol	Krakow John Paul II - Balice	3		0850	1215	Boeing 737 Passenger	1	
FR	7226	Bristol	Krakow John Paul II - Balice	1		0905	1230	Boeing 737 Passenger	1	
FR	7227	Krakow John Paul II - Balice	Bristol	5		0725	0905	Boeing 737 Passenger	1	
FR	7227	Krakow John Paul II - Balice	Bristol	3		0645	0825	Boeing 737 Passenger	1	
FR	7227	Krakow John Paul II - Balice	Bristol	1		0700	0840	Boeing 737 Passenger	1	
FR	7275	Belfast International Apt	Manchester (GB)	1234567		0800	0905	Boeing 737 Passenger	7	
FR	7276	Manchester (GB)	Belfast International Apt	1234567		0630	0735	Boeing 737 Passenger	7	
FR	73	Carcassonne	London Stansted Apt	7		1820	1920	Boeing 737 Passenger	1	
FR	73	Carcassonne	London Stansted Apt	6		1755	1855	Boeing 737 Passenger	1	
FR	73	Carcassonne	London Stansted Apt	2345		1735	1835	Boeing 737 Passenger	4	
FR	73	Carcassonne	London Stansted Apt	1		1505	1605	Boeing 737 Passenger	1	
FR	734	Birmingham Airport	Bratislava	4	6	1935	2300	Boeing 737 Passenger	2	
FR	734	Birmingham Airport	Bratislava	2		1035	1400	Boeing 737 Passenger	1	
FR	7342	Glasgow Prestwick Apt	Rome Ciampino Apt	6		0655	1055	Boeing 737 Passenger	1	
FR	7342	Glasgow Prestwick Apt	Rome Ciampino Apt	2		1705	2105	Boeing 737 Passenger	1	
FR	7343	Rome Ciampino Apt	Glasgow Prestwick Apt	6		1120	1330	Boeing 737 Passenger	1	
FR	7343	Rome Ciampino Apt	Glasgow Prestwick Apt	2		2130	2340	Boeing 737 Passenger	1	
FR	735	Bratislava	Birmingham Airport	4	6	1745	1910	Boeing 737 Passenger	2	
FR	735	Bratislava	Birmingham Airport	2		0845	1010	Boeing 737 Passenger	1	
FR	7352	Edinburgh	Brussels S. Charleroi Airport	7		1845	2130	Boeing 737 Passenger	1	
FR	7352	Edinburgh	Brussels S. Charleroi Airport	5		1130	1415	Boeing 737 Passenger	1	
FR	7352	Edinburgh	Brussels S. Charleroi Airport	4		1950	2235	Boeing 737 Passenger	1	
FR	7352	Edinburgh	Brussels S. Charleroi Airport	3		1415	1700	Boeing 737 Passenger	1	
FR	7352	Edinburgh	Brussels S. Charleroi Airport	1		1340	1625	Boeing 737 Passenger	1	
FR	7353	Brussels S. Charleroi Airport	Edinburgh	7		2155	2235	Boeing 737 Passenger	1	
FR	7353	Brussels S. Charleroi Airport	Edinburgh	5		1440	1520	Boeing 737 Passenger	1	
FR	7353	Brussels S. Charleroi Airport	Edinburgh	4		1845	1925	Boeing 737 Passenger	1	
FR	7353	Brussels S. Charleroi Airport	Edinburgh	3		1725	1805	Boeing 737 Passenger	1	
FR	7353	Brussels S. Charleroi Airport	Edinburgh	1		1650	1730	Boeing 737 Passenger	1	
FR	7381	Copenhagen Kastrup Apt	London Stansted Apt	6		1710	1810	Boeing 737 Passenger	1	
FR	7381	Copenhagen Kastrup Apt	London Stansted Apt	5		1740	1840	Boeing 737 Passenger	1	
FR	7381	Copenhagen Kastrup Apt	London Stansted Apt	4		1620	1720	Boeing 737 Passenger	1	
FR	7381	Copenhagen Kastrup Apt	London Stansted Apt	3		1720	1820	Boeing 737 Passenger	1	
FR	7381	Copenhagen Kastrup Apt	London Stansted Apt	2		1730	1825	Boeing 737 Passenger	1	
FR	7381	Copenhagen Kastrup Apt	London Stansted Apt	1	7	1730	1830	Boeing 737 Passenger	2	
FR	7382	London Stansted Apt	Copenhagen Kastrup Apt	6		1400	1645	Boeing 737 Passenger	1	
FR	7382	London Stansted Apt	Copenhagen Kastrup Apt	5		1430	1715	Boeing 737 Passenger	1	
FR	7382	London Stansted Apt	Copenhagen Kastrup Apt	4		1310	1555	Boeing 737 Passenger	1	
FR	7382	London Stansted Apt	Copenhagen Kastrup Apt	3		1410	1655	Boeing 737 Passenger	1	
FR	7382	London Stansted Apt	Copenhagen Kastrup Apt	12	7	1420	1705	Boeing 737 Passenger	3	
FR	7383	Copenhagen Kastrup Apt	London Stansted Apt	1234567		0715	0815	Boeing 737 Passenger	7	
FR	7384	London Stansted Apt	Copenhagen Kastrup Apt	34567		0900	1145	Boeing 737 Passenger	5	
FR	7384	London Stansted Apt	Copenhagen Kastrup Apt	2		0855	1140	Boeing 737 Passenger	1	

FR	7384	London Stansted Apt	Copenhagen Kastrup Apt	1	0840	1125	Boeing 737 Passenger	1
FR	7385	Copenhagen Kastrup Apt	London Stansted Apt	2 567	2215	2315	Boeing 737 Passenger	4
FR	7385	Copenhagen Kastrup Apt	London Stansted Apt	1 34	2210	2310	Boeing 737 Passenger	3
FR	7386	London Stansted Apt	Copenhagen Kastrup Apt	567	1905	2150	Boeing 737 Passenger	3
FR	7386	London Stansted Apt	Copenhagen Kastrup Apt	1234	1900	2145	Boeing 737 Passenger	4
FR	7407	Copenhagen Kastrup Apt	London Luton Apt	7	2140	2230	Boeing 737 Passenger	1
FR	7407	Copenhagen Kastrup Apt	London Luton Apt	1 3456	1435	1525	Boeing 737 Passenger	5
FR	7408	London Luton Apt	Copenhagen Kastrup Apt	7	1825	2115	Boeing 737 Passenger	1
FR	7408	London Luton Apt	Copenhagen Kastrup Apt	6	1115	1405	Boeing 737 Passenger	1
FR	7408	London Luton Apt	Copenhagen Kastrup Apt	1 345	1115	1410	Boeing 737 Passenger	4
FR	748	Birmingham Airport	Gdansk Lech Walesa	7	1955	2315	Boeing 737 Passenger	1
FR	748	Birmingham Airport	Gdansk Lech Walesa	3	1700	2020	Boeing 737 Passenger	1
FR	749	Gdansk Lech Walesa	Birmingham Airport	7	1800	1930	Boeing 737 Passenger	1
FR	749	Gdansk Lech Walesa	Birmingham Airport	3	1510	1635	Boeing 737 Passenger	1
FR	7542	Manchester (GB)	Barcelona Apt	1234567	0625	0945	Boeing 737 Passenger	7
FR	7543	Barcelona Apt	Manchester (GB)	1234567	1020	1155	Boeing 737 Passenger	7
FR	7544	Manchester (GB)	Barcelona Apt	1234567	1810	2130	Boeing 737 Passenger	7
FR	7545	Barcelona Apt	Manchester (GB)	6	2205	2340	Boeing 737 Passenger	1
FR	7545	Barcelona Apt	Manchester (GB)	5	1600	1740	Boeing 737 Passenger	1
FR	7545	Barcelona Apt	Manchester (GB)	234 7	2205	2345	Boeing 737 Passenger	4
FR	7545	Barcelona Apt	Manchester (GB)	1	1605	1745	Boeing 737 Passenger	1
FR	7608	London Stansted Apt	Chania	7	1255	1850	Boeing 737 Passenger	1
FR	7608	London Stansted Apt	Chania	5	0715	1310	Boeing 737 Passenger	1
FR	7608	London Stansted Apt	Chania	1	0640	1235	Boeing 737 Passenger	1
FR	7609	Chania	London Stansted Apt	7	1935	2145	Boeing 737 Passenger	1
FR	7609	Chania	London Stansted Apt	5	1335	1545	Boeing 737 Passenger	1
FR	7609	Chania	London Stansted Apt	1	1300	1510	Boeing 737 Passenger	1
FR	7616	Edinburgh	Santander	7	0655	1020	Boeing 737 Passenger	1
FR	7616	Edinburgh	Santander	3	1830	2155	Boeing 737 Passenger	1
FR	7617	Santander	Edinburgh	7	1045	1205	Boeing 737 Passenger	1
FR	7617	Santander	Edinburgh	3	2220	2340	Boeing 737 Passenger	1
FR	7622	Nottingham East Midlands Airport	Rzeszow	4	1410	1750	Boeing 737 Passenger	1
FR	7622	Nottingham East Midlands Airport	Rzeszow	2 6	0610	0950	Boeing 737 Passenger	2
FR	7623	Rzeszow	Nottingham East Midlands Airport	4	1815	2000	Boeing 737 Passenger	1
FR	7623	Rzeszow	Nottingham East Midlands Airport	2 6	1015	1200	Boeing 737 Passenger	2
FR	7624	Glasgow Prestwick Apt	Bydgoszcz	6	0720	1040	Boeing 737 Passenger	1
FR	7624	Glasgow Prestwick Apt	Bydgoszcz	2	1730	2050	Boeing 737 Passenger	1
FR	7625	Bydgoszcz	Glasgow Prestwick Apt	6	1105	1235	Boeing 737 Passenger	1
FR	7625	Bydgoszcz	Glasgow Prestwick Apt	2	2115	2245	Boeing 737 Passenger	1
FR	7672	Glasgow International Airport	Wroclaw	1 5	1305	1630	Boeing 737 Passenger	2
FR	7673	Wroclaw	Glasgow International Airport	1 5	1105	1240	Boeing 737 Passenger	2
FR	7784	London Luton Apt	Malaga Airport	4	0715	1105	Boeing 737 Passenger	1
FR	7784	London Luton Apt	Malaga Airport	3	1650	2045	Boeing 737 Passenger	1
FR	7784	London Luton Apt	Malaga Airport	2	0655	1050	Boeing 737 Passenger	1
FR	7784	London Luton Apt	Malaga Airport	1 567	0650	1045	Boeing 737 Passenger	4
FR	7785	Malaga Airport	London Luton Apt	7	1120	1310	Boeing 737 Passenger	1
FR	7785	Malaga Airport	London Luton Apt	5	1140	1330	Boeing 737 Passenger	1
FR	7785	Malaga Airport	London Luton Apt	4	1200	1350	Boeing 737 Passenger	1
FR	7785	Malaga Airport	London Luton Apt	3	2140	2330	Boeing 737 Passenger	1
FR	7785	Malaga Airport	London Luton Apt	2	1210	1400	Boeing 737 Passenger	1
FR	7785	Malaga Airport	London Luton Apt	1 6	1125	1315	Boeing 737 Passenger	2
FR	7786	Bristol	Chania	7	0915	1515	Boeing 737 Passenger	1
FR	7786	Bristol	Chania	3	0630	1230	Boeing 737 Passenger	1
FR	7787	Chania	Bristol	7	1540	1800	Boeing 737 Passenger	1
FR	7787	Chania	Bristol	3	1255	1515	Boeing 737 Passenger	1
FR	7805	London Luton Apt	Athens (GR)	7	0805	1355	Boeing 737 Passenger	1
FR	7805	London Luton Apt	Athens (GR)	56	0645	1235	Boeing 737 Passenger	2
FR	7805	London Luton Apt	Athens (GR)	1234	0800	1350	Boeing 737 Passenger	4
FR	7806	Athens (GR)	London Luton Apt	7	1420	1610	Boeing 737 Passenger	1
FR	7806	Athens (GR)	London Luton Apt	6	1300	1450	Boeing 737 Passenger	1
FR	7806	Athens (GR)	London Luton Apt	5	1315	1505	Boeing 737 Passenger	1
FR	7806	Athens (GR)	London Luton Apt	1234	1415	1605	Boeing 737 Passenger	4
FR	7807	London Luton Apt	Barcelona Apt	7	1655	2010	Boeing 737 Passenger	1
FR	7807	London Luton Apt	Barcelona Apt	3 6	1645	2000	Boeing 737 Passenger	2
FR	7807	London Luton Apt	Barcelona Apt	2 45	1600	1915	Boeing 737 Passenger	3
FR	7807	London Luton Apt	Barcelona Apt	1	1550	1905	Boeing 737 Passenger	1
FR	7808	Barcelona Apt	London Luton Apt	7	2045	2200	Boeing 737 Passenger	1
FR	7808	Barcelona Apt	London Luton Apt	3 6	2035	2150	Boeing 737 Passenger	2
FR	7808	Barcelona Apt	London Luton Apt	12 45	1950	2105	Boeing 737 Passenger	4
FR	7823	Glasgow Prestwick Apt	Barcelona Apt	6	1910	2250	Boeing 737 Passenger	1

FR	7823	Glasgow Prestwick Apt	Barcelona Apt	3	7	1730	2110	Boeing 737 Passenger	2	
FR	7823	Glasgow Prestwick Apt	Barcelona Apt	1	45	1735	2115	Boeing 737 Passenger	3	
FR	7824	Barcelona Apt	Glasgow Prestwick Apt	6		1650	1845	Boeing 737 Passenger	1	
FR	7824	Barcelona Apt	Glasgow Prestwick Apt	1	345	7	2150	2345	Boeing 737 Passenger	5
FR	7834	Edinburgh	Beziers	7		1255	1625	Boeing 737 Passenger	1	
FR	7834	Edinburgh	Beziers	3		1135	1505	Boeing 737 Passenger	1	
FR	7835	Beziers	Edinburgh	7		1650	1820	Boeing 737 Passenger	1	
FR	7835	Beziers	Edinburgh	3		1530	1700	Boeing 737 Passenger	1	
FR	7842	Glasgow Prestwick Apt	Corvera	5		1505	1905	Boeing 737 Passenger	1	
FR	7842	Glasgow Prestwick Apt	Corvera	1		1510	1910	Boeing 737 Passenger	1	
FR	7843	Corvera	Glasgow Prestwick Apt	5		1940	2145	Boeing 737 Passenger	1	
FR	7843	Corvera	Glasgow Prestwick Apt	1		1945	2150	Boeing 737 Passenger	1	
FR	7844	Edinburgh	Kerkyra	6		0745	1325	Boeing 737 Passenger	1	
FR	7844	Edinburgh	Kerkyra	4		1600	2140	Boeing 737 Passenger	1	
FR	7845	Kerkyra	Edinburgh	6		1350	1535	Boeing 737 Passenger	1	
FR	7845	Kerkyra	Edinburgh	4		2205	2350	Boeing 737 Passenger	1	
FR	7846	Glasgow Prestwick Apt	Pisa	7		0840	1220	Boeing 737 Passenger	1	
FR	7846	Glasgow Prestwick Apt	Pisa	3		1240	1620	Boeing 737 Passenger	1	
FR	7847	Pisa	Glasgow Prestwick Apt	7		0630	0815	Boeing 737 Passenger	1	
FR	7847	Pisa	Glasgow Prestwick Apt	3		1030	1215	Boeing 737 Passenger	1	
FR	7892	Edinburgh	Goteborg Landvetter Apt	1	5	1250	1540	Boeing 737 Passenger	2	
FR	7893	Goteborg Landvetter Apt	Edinburgh	1	5	1130	1225	Boeing 737 Passenger	2	
FR	792	London Stansted Apt	Venice Marco Polo Apt	1234567		0620	0920	Boeing 737 Passenger	7	
FR	7921	Edinburgh	Gdansk Lech Walesa	6		1930	2250	Boeing 737 Passenger	1	
FR	7921	Edinburgh	Gdansk Lech Walesa	4		1850	2210	Boeing 737 Passenger	1	
FR	7921	Edinburgh	Gdansk Lech Walesa	2		1945	2305	Boeing 737 Passenger	1	
FR	7922	Gdansk Lech Walesa	Edinburgh	6		1740	1905	Boeing 737 Passenger	1	
FR	7922	Gdansk Lech Walesa	Edinburgh	4		1700	1825	Boeing 737 Passenger	1	
FR	7922	Gdansk Lech Walesa	Edinburgh	2		1755	1920	Boeing 737 Passenger	1	
FR	793	Venice Marco Polo Apt	London Stansted Apt	1234567		0945	1055	Boeing 737 Passenger	7	
FR	794	London Stansted Apt	Venice Marco Polo Apt	7		1410	1710	Boeing 737 Passenger	1	
FR	794	London Stansted Apt	Venice Marco Polo Apt	456		1310	1610	Boeing 737 Passenger	3	
FR	794	London Stansted Apt	Venice Marco Polo Apt	3		1230	1530	Boeing 737 Passenger	1	
FR	794	London Stansted Apt	Venice Marco Polo Apt	2		1040	1340	Boeing 737 Passenger	1	
FR	794	London Stansted Apt	Venice Marco Polo Apt	1		1245	1545	Boeing 737 Passenger	1	
FR	795	Venice Marco Polo Apt	London Stansted Apt	7		1735	1845	Boeing 737 Passenger	1	
FR	795	Venice Marco Polo Apt	London Stansted Apt	3		1555	1705	Boeing 737 Passenger	1	
FR	795	Venice Marco Polo Apt	London Stansted Apt	2		1405	1515	Boeing 737 Passenger	1	
FR	795	Venice Marco Polo Apt	London Stansted Apt	1		1610	1720	Boeing 737 Passenger	1	
FR	795	Venice Marco Polo Apt	London Stansted Apt	1	456	1635	1745	Boeing 737 Passenger	3	
FR	7961	London Stansted Apt	Podgorica	7		0645	1035	Boeing 737 Passenger	1	
FR	7961	London Stansted Apt	Podgorica	3		0715	1105	Boeing 737 Passenger	1	
FR	7962	Podgorica	London Stansted Apt	7		1100	1255	Boeing 737 Passenger	1	
FR	7962	Podgorica	London Stansted Apt	3		1130	1325	Boeing 737 Passenger	1	
FR	7963	London Stansted Apt	Brive-La-Gaillarde	6		0730	1010	Boeing 737 Passenger	1	
FR	7963	London Stansted Apt	Brive-La-Gaillarde	3		0930	1210	Boeing 737 Passenger	1	
FR	7964	Brive-La-Gaillarde	London Stansted Apt	6		1035	1120	Boeing 737 Passenger	1	
FR	7964	Brive-La-Gaillarde	London Stansted Apt	3		1235	1320	Boeing 737 Passenger	1	
FR	7965	London Stansted Apt	Porto	7		1615	1835	Boeing 737 Passenger	1	
FR	7965	London Stansted Apt	Porto	6		1610	1830	Boeing 737 Passenger	1	
FR	7965	London Stansted Apt	Porto	5		1320	1540	Boeing 737 Passenger	1	
FR	7965	London Stansted Apt	Porto	3		1540	1800	Boeing 737 Passenger	1	
FR	7965	London Stansted Apt	Porto	1		1650	1910	Boeing 737 Passenger	1	
FR	7966	Porto	London Stansted Apt	7		1320	1550	Boeing 737 Passenger	1	
FR	7966	Porto	London Stansted Apt	6		1315	1545	Boeing 737 Passenger	1	
FR	7966	Porto	London Stansted Apt	5		1035	1255	Boeing 737 Passenger	1	
FR	7966	Porto	London Stansted Apt	3		1250	1510	Boeing 737 Passenger	1	
FR	7966	Porto	London Stansted Apt	1		1400	1620	Boeing 737 Passenger	1	
FR	798	London Stansted Apt	Venice Marco Polo Apt	7		1755	2055	Boeing 737 Passenger	1	
FR	798	London Stansted Apt	Venice Marco Polo Apt	6		1830	2130	Boeing 737 Passenger	1	
FR	798	London Stansted Apt	Venice Marco Polo Apt	5		1805	2105	Boeing 737 Passenger	1	
FR	798	London Stansted Apt	Venice Marco Polo Apt	3		1815	2115	Boeing 737 Passenger	1	
FR	798	London Stansted Apt	Venice Marco Polo Apt	2		1800	2100	Boeing 737 Passenger	1	
FR	799	Venice Marco Polo Apt	London Stansted Apt	7		2120	2230	Boeing 737 Passenger	1	
FR	799	Venice Marco Polo Apt	London Stansted Apt	6		2155	2305	Boeing 737 Passenger	1	
FR	799	Venice Marco Polo Apt	London Stansted Apt	5		2130	2240	Boeing 737 Passenger	1	
FR	799	Venice Marco Polo Apt	London Stansted Apt	2		2125	2235	Boeing 737 Passenger	1	
FR	799	Venice Marco Polo Apt	London Stansted Apt	23		2140	2250	Boeing 737 Passenger	1	
FR	8005	Alicante Airport	Aberdeen (GB)	4	7	0745	1010	Boeing 737 Passenger	2	
FR	8006	Aberdeen (GB)	Alicante Airport	4	7	1035	1450	Boeing 737 Passenger	2	

FR	8007	Malaga Airport	Aberdeen (GB)	7	0805	1030	Boeing 737 Passenger	1
FR	8007	Malaga Airport	Aberdeen (GB)	4	0625	0850	Boeing 737 Passenger	1
FR	8008	Aberdeen (GB)	Malaga Airport	7	1055	1525	Boeing 737 Passenger	1
FR	8008	Aberdeen (GB)	Malaga Airport	4	0915	1345	Boeing 737 Passenger	1
FR	8025	Corvera	London Stansted Apt	3	1120	1305	Boeing 737 Passenger	1
FR	8025	Corvera	London Stansted Apt	1 5	1145	1330	Boeing 737 Passenger	2
FR	8026	London Stansted Apt	Corvera	3	0700	1045	Boeing 737 Passenger	1
FR	8026	London Stansted Apt	Corvera	1 5	0725	1110	Boeing 737 Passenger	2
FR	8027	Corvera	London Stansted Apt	5	2120	2305	Boeing 737 Passenger	1
FR	8027	Corvera	London Stansted Apt	2 4	2115	2300	Boeing 737 Passenger	2
FR	8027	Corvera	London Stansted Apt	1 3 67	2110	2255	Boeing 737 Passenger	4
FR	8028	London Stansted Apt	Corvera	5	1700	2045	Boeing 737 Passenger	1
FR	8028	London Stansted Apt	Corvera	4	1655	2040	Boeing 737 Passenger	1
FR	8028	London Stansted Apt	Corvera	123 67	1650	2035	Boeing 737 Passenger	5
FR	8044	Birmingham Airport	Chania	6	1445	2040	Boeing 737 Passenger	1
FR	8044	Birmingham Airport	Chania	2	1530	2125	Boeing 737 Passenger	1
FR	8045	Chania	Birmingham Airport	6	2105	2315	Boeing 737 Passenger	1
FR	8045	Chania	Birmingham Airport	2	2150	2359	Boeing 737 Passenger	1
FR	8046	Birmingham Airport	Girona Costa Brava Apt	5	1950	2300	Boeing 737 Passenger	1
FR	8046	Birmingham Airport	Girona Costa Brava Apt	3	0625	0935	Boeing 737 Passenger	1
FR	8046	Birmingham Airport	Girona Costa Brava Apt	1	0630	0940	Boeing 737 Passenger	1
FR	8047	Girona Costa Brava Apt	Birmingham Airport	5	1815	1925	Boeing 737 Passenger	1
FR	8047	Girona Costa Brava Apt	Birmingham Airport	3	1015	1125	Boeing 737 Passenger	1
FR	8047	Girona Costa Brava Apt	Birmingham Airport	1	1005	1115	Boeing 737 Passenger	1
FR	805	London Stansted Apt	Knock	6	0805	0935	Boeing 737 Passenger	1
FR	805	London Stansted Apt	Knock	34	0800	0930	Boeing 737 Passenger	2
FR	805	London Stansted Apt	Knock	12 5 7	0755	0925	Boeing 737 Passenger	4
FR	806	Knock	London Stansted Apt	6	1000	1130	Boeing 737 Passenger	1
FR	806	Knock	London Stansted Apt	34	0955	1125	Boeing 737 Passenger	2
FR	806	Knock	London Stansted Apt	12 5 7	0950	1120	Boeing 737 Passenger	4
FR	8061	Kerkyra	Birmingham Airport	6	1540	1705	Boeing 737 Passenger	1
FR	8061	Kerkyra	Birmingham Airport	2	1300	1425	Boeing 737 Passenger	1
FR	8062	Birmingham Airport	Kerkyra	6	0925	1440	Boeing 737 Passenger	1
FR	8062	Birmingham Airport	Kerkyra	2	0710	1225	Boeing 737 Passenger	1
FR	807	London Stansted Apt	Knock	5 7	1510	1640	Boeing 737 Passenger	2
FR	807	London Stansted Apt	Knock	1	1515	1645	Boeing 737 Passenger	1
FR	808	Knock	London Stansted Apt	5 7	1705	1835	Boeing 737 Passenger	2
FR	808	Knock	London Stansted Apt	1	1710	1840	Boeing 737 Passenger	1
FR	8083	Birmingham Airport	Nowy Dwor Mazowiecki	7	1925	2255	Boeing 737 Passenger	1
FR	8083	Birmingham Airport	Nowy Dwor Mazowiecki	4	1955	2325	Boeing 737 Passenger	1
FR	8083	Birmingham Airport	Nowy Dwor Mazowiecki	2	0950	1320	Boeing 737 Passenger	1
FR	8084	Nowy Dwor Mazowiecki	Birmingham Airport	7	1720	1900	Boeing 737 Passenger	1
FR	8084	Nowy Dwor Mazowiecki	Birmingham Airport	4	1750	1930	Boeing 737 Passenger	1
FR	8084	Nowy Dwor Mazowiecki	Birmingham Airport	2	0745	0925	Boeing 737 Passenger	1
FR	8087	Birmingham Airport	Reus	7	1350	1700	Boeing 737 Passenger	1
FR	8087	Birmingham Airport	Reus	3	1155	1505	Boeing 737 Passenger	1
FR	8088	Reus	Birmingham Airport	7	1725	1835	Boeing 737 Passenger	1
FR	8088	Reus	Birmingham Airport	3	1530	1640	Boeing 737 Passenger	1
FR	8108	Malaga Airport	Bristol	7	0855	1040	Boeing 737 Passenger	1
FR	8109	Bristol	Malaga Airport	7	1105	1445	Boeing 737 Passenger	1
FR	8116	Nuremberg, Nuremberg	London Stansted Apt	7	2250	2340	Boeing 737 Passenger	1
FR	8116	Nuremberg, Nuremberg	London Stansted Apt	6	2140	2230	Boeing 737 Passenger	1
FR	8116	Nuremberg, Nuremberg	London Stansted Apt	12345	2235	2325	Boeing 737 Passenger	5
FR	8117	London Stansted Apt	Nuremberg, Nuremberg	7	1945	2225	Boeing 737 Passenger	1
FR	8117	London Stansted Apt	Nuremberg, Nuremberg	6	1835	2115	Boeing 737 Passenger	1
FR	8117	London Stansted Apt	Nuremberg, Nuremberg	12345	1930	2210	Boeing 737 Passenger	5
FR	8119	London Stansted Apt	Nuremberg, Nuremberg	12345	0735	1015	Boeing 737 Passenger	5
FR	812	Dublin (IE)	Edinburgh	2 5	0640	0750	Boeing 737 Passenger	2
FR	812	Dublin (IE)	Edinburgh	1 34 67	0625	0735	Boeing 737 Passenger	5
FR	8120	Nuremberg, Nuremberg	London Stansted Apt	12345	0630	0710	Boeing 737 Passenger	5
FR	8121	Bristol	Malaga Airport	6	2010	2350	Boeing 737 Passenger	1
FR	8121	Bristol	Malaga Airport	5	1735	2115	Boeing 737 Passenger	1
FR	8121	Bristol	Malaga Airport	1234 7	1730	2110	Boeing 737 Passenger	5
FR	8122	Malaga Airport	Bristol	6	1800	1945	Boeing 737 Passenger	1
FR	8122	Malaga Airport	Bristol	5	1530	1710	Boeing 737 Passenger	1
FR	8122	Malaga Airport	Bristol	1234 7	2145	2325	Boeing 737 Passenger	5
FR	813	Edinburgh	Dublin (IE)	2 5	0815	0920	Boeing 737 Passenger	2
FR	813	Edinburgh	Dublin (IE)	1 34 67	0800	0905	Boeing 737 Passenger	5
FR	8132	London Stansted Apt	Gran Canaria	4	0610	1045	Boeing 737 Passenger	1
FR	8132	London Stansted Apt	Gran Canaria	23 67	0705	1140	Boeing 737 Passenger	4

FR	8133	Gran Canaria	London Stansted Apt	4	1120	1545	Boeing 737 Passenger	1
FR	8133	Gran Canaria	London Stansted Apt	23 67	1215	1640	Boeing 737 Passenger	4
FR	814	Dublin (IE)	Edinburgh	1 5	1710	1820	Boeing 737 Passenger	2
FR	8142	London Luton Apt	Knock	1234567	1000	1125	Boeing 737 Passenger	7
FR	8143	Knock	London Luton Apt	2 4	1200	1315	Boeing 737 Passenger	2
FR	8143	Knock	London Luton Apt	1 3 567	1150	1305	Boeing 737 Passenger	5
FR	8144	London Luton Apt	Knock	7	1455	1620	Boeing 737 Passenger	1
FR	8144	London Luton Apt	Knock	5	1355	1520	Boeing 737 Passenger	1
FR	8145	Knock	London Luton Apt	7	1645	1800	Boeing 737 Passenger	1
FR	8145	Knock	London Luton Apt	5	1545	1700	Boeing 737 Passenger	1
FR	815	Edinburgh	Dublin (IE)	5	1540	1645	Boeing 737 Passenger	1
FR	815	Edinburgh	Dublin (IE)	1	1530	1635	Boeing 737 Passenger	1
FR	8156	London Stansted Apt	Tenerife Sur Apt	7	1355	1830	Boeing 737 Passenger	1
FR	8157	Tenerife Sur Apt	London Stansted Apt	7	1905	2330	Boeing 737 Passenger	1
FR	816	Dublin (IE)	Edinburgh	1234567	1235	1345	Boeing 737 Passenger	7
FR	8162	London Stansted Apt	Malaga Airport	5	0730	1120	Boeing 737 Passenger	1
FR	8162	London Stansted Apt	Malaga Airport	1234 67	0725	1120	Boeing 737 Passenger	6
FR	8163	Malaga Airport	London Stansted Apt	1234567	1155	1355	Boeing 737 Passenger	7
FR	8164	London Stansted Apt	Malaga Airport	1234567	1725	2120	Boeing 737 Passenger	7
FR	8165	Malaga Airport	London Stansted Apt	1234567	2155	2359	Boeing 737 Passenger	7
FR	8166	London Stansted Apt	Tenerife Sur Apt	5	0555	1030	Boeing 737 Passenger	1
FR	8166	London Stansted Apt	Tenerife Sur Apt	1234 67	0615	1050	Boeing 737 Passenger	6
FR	8167	Tenerife Sur Apt	London Stansted Apt	5	1105	1525	Boeing 737 Passenger	1
FR	8167	Tenerife Sur Apt	London Stansted Apt	1234 67	1125	1545	Boeing 737 Passenger	6
FR	817	Edinburgh	Dublin (IE)	1234567	1410	1515	Boeing 737 Passenger	7
FR	818	Dublin (IE)	Edinburgh	7	2110	2220	Boeing 737 Passenger	1
FR	818	Dublin (IE)	Edinburgh	5	2055	2205	Boeing 737 Passenger	1
FR	818	Dublin (IE)	Edinburgh	4 6	1935	2045	Boeing 737 Passenger	2
FR	818	Dublin (IE)	Edinburgh	3	2035	2145	Boeing 737 Passenger	1
FR	818	Dublin (IE)	Edinburgh	2	2025	2135	Boeing 737 Passenger	1
FR	818	Dublin (IE)	Edinburgh	1	2010	2120	Boeing 737 Passenger	1
FR	8182	London Stansted Apt	Fuerteventura	2 4 67	0610	1035	Boeing 737 Passenger	4
FR	8183	Fuerteventura	London Stansted Apt	2 4 67	1110	1525	Boeing 737 Passenger	4
FR	819	Edinburgh	Dublin (IE)	7	2245	2350	Boeing 737 Passenger	1
FR	819	Edinburgh	Dublin (IE)	5	2230	2335	Boeing 737 Passenger	1
FR	819	Edinburgh	Dublin (IE)	4 6	2110	2215	Boeing 737 Passenger	2
FR	819	Edinburgh	Dublin (IE)	3	2210	2315	Boeing 737 Passenger	1
FR	819	Edinburgh	Dublin (IE)	2	2205	2310	Boeing 737 Passenger	1
FR	819	Edinburgh	Dublin (IE)	1	2145	2250	Boeing 737 Passenger	1
FR	8202	Bristol	Knock	7	1410	1525	Boeing 737 Passenger	1
FR	8202	Bristol	Knock	5	1215	1330	Boeing 737 Passenger	1
FR	8202	Bristol	Knock	3	1415	1530	Boeing 737 Passenger	1
FR	8203	Knock	Bristol	7	1550	1705	Boeing 737 Passenger	1
FR	8203	Knock	Bristol	5	1355	1510	Boeing 737 Passenger	1
FR	8203	Knock	Bristol	3	1555	1710	Boeing 737 Passenger	1
FR	8206	Bristol	Budapest	2 4 6	1950	2330	Boeing 737 Passenger	3
FR	8207	Budapest	Bristol	2 4 6	1740	1925	Boeing 737 Passenger	3
FR	8208	Prague Ruzyne	Bournemouth	7	1455	1555	Boeing 737 Passenger	1
FR	8208	Prague Ruzyne	Bournemouth	4	0730	0830	Boeing 737 Passenger	1
FR	8209	Bournemouth	Prague Ruzyne	7	1620	1920	Boeing 737 Passenger	1
FR	8209	Bournemouth	Prague Ruzyne	4	0855	1155	Boeing 737 Passenger	1
FR	8212	Bristol	Wroclaw	7	1535	1855	Boeing 737 Passenger	1
FR	8212	Bristol	Wroclaw	3	0910	1230	Boeing 737 Passenger	1
FR	8213	Wroclaw	Bristol	7	1350	1510	Boeing 737 Passenger	1
FR	8213	Wroclaw	Bristol	3	0725	0845	Boeing 737 Passenger	1
FR	8216	Bristol	Poznan Lawica Apt	3 7	0645	1000	Boeing 737 Passenger	2
FR	8217	Poznan Lawica Apt	Bristol	3 7	1025	1145	Boeing 737 Passenger	2
FR	8224	Bristol	Rzeszow	5	1600	1945	Boeing 737 Passenger	1
FR	8224	Bristol	Rzeszow	1	0630	1015	Boeing 737 Passenger	1
FR	8225	Rzeszow	Bristol	5	2010	2200	Boeing 737 Passenger	1
FR	8225	Rzeszow	Bristol	1	1040	1230	Boeing 737 Passenger	1
FR	8234	Bristol	Palma de Mallorca	4	0820	1145	Boeing 737 Passenger	1
FR	8234	Bristol	Palma de Mallorca	2 6	0845	1210	Boeing 737 Passenger	2
FR	8235	Palma de Mallorca	Bristol	4	0625	0755	Boeing 737 Passenger	1
FR	8235	Palma de Mallorca	Bristol	2 6	0650	0820	Boeing 737 Passenger	2
FR	8240	Bristol	Venice Marco Polo Apt	7	1850	2205	Boeing 737 Passenger	1
FR	8240	Bristol	Venice Marco Polo Apt	6	0655	1010	Boeing 737 Passenger	1
FR	8240	Bristol	Venice Marco Polo Apt	5	1700	2015	Boeing 737 Passenger	1
FR	8240	Bristol	Venice Marco Polo Apt	4	0700	1015	Boeing 737 Passenger	1
FR	8240	Bristol	Venice Marco Polo Apt	2	1805	2120	Boeing 737 Passenger	1

FR	8241	Venice Marco Polo Apt	Bristol	7	2230	2350	Boeing 737 Passenger	1
FR	8241	Venice Marco Polo Apt	Bristol	6	1035	1155	Boeing 737 Passenger	1
FR	8241	Venice Marco Polo Apt	Bristol	5	2040	2200	Boeing 737 Passenger	1
FR	8241	Venice Marco Polo Apt	Bristol	4	1040	1200	Boeing 737 Passenger	1
FR	8241	Venice Marco Polo Apt	Bristol	2	2145	2305	Boeing 737 Passenger	1
FR	8244	Bristol	Palma de Mallorca	7	0755	1120	Boeing 737 Passenger	1
FR	8244	Bristol	Palma de Mallorca	6	1800	2125	Boeing 737 Passenger	1
FR	8244	Bristol	Palma de Mallorca	4	1755	2120	Boeing 737 Passenger	1
FR	8244	Bristol	Palma de Mallorca	3	0845	1210	Boeing 737 Passenger	1
FR	8244	Bristol	Palma de Mallorca	2	1145	1510	Boeing 737 Passenger	1
FR	8244	Bristol	Palma de Mallorca	1 5	1745	2110	Boeing 737 Passenger	2
FR	8245	Palma de Mallorca	Bristol	7	1155	1325	Boeing 737 Passenger	1
FR	8245	Palma de Mallorca	Bristol	6	2200	2335	Boeing 737 Passenger	1
FR	8245	Palma de Mallorca	Bristol	4	2155	2325	Boeing 737 Passenger	1
FR	8245	Palma de Mallorca	Bristol	3	0650	0820	Boeing 737 Passenger	1
FR	8245	Palma de Mallorca	Bristol	2	1545	1715	Boeing 737 Passenger	1
FR	8245	Palma de Mallorca	Bristol	1 5	2145	2320	Boeing 737 Passenger	2
FR	8248	Bristol	Faro	6	1805	2045	Boeing 737 Passenger	1
FR	8248	Bristol	Faro	5	1035	1315	Boeing 737 Passenger	1
FR	8248	Bristol	Faro	234 7	1755	2035	Boeing 737 Passenger	4
FR	8248	Bristol	Faro	1	1730	2010	Boeing 737 Passenger	1
FR	8249	Faro	Bristol	6	2110	2350	Boeing 737 Passenger	1
FR	8249	Faro	Bristol	5	0730	1010	Boeing 737 Passenger	1
FR	8249	Faro	Bristol	234 7	2100	2340	Boeing 737 Passenger	4
FR	8249	Faro	Bristol	1	2035	2315	Boeing 737 Passenger	1
FR	8254	Bristol	Gdansk Lech Walesa	5	0755	1115	Boeing 737 Passenger	1
FR	8254	Bristol	Gdansk Lech Walesa	1	0635	0955	Boeing 737 Passenger	1
FR	8255	Gdansk Lech Walesa	Bristol	5	1140	1305	Boeing 737 Passenger	1
FR	8255	Gdansk Lech Walesa	Bristol	1	1020	1145	Boeing 737 Passenger	1
FR	8262	Bristol	Milan Bergamo/orio al Serio Apt	6	1220	1530	Boeing 737 Passenger	1
FR	8262	Bristol	Milan Bergamo/orio al Serio Apt	4	1225	1535	Boeing 737 Passenger	1
FR	8262	Bristol	Milan Bergamo/orio al Serio Apt	2	2050	2359	Boeing 737 Passenger	1
FR	8263	Milan Bergamo/orio al Serio Apt	Bristol	6	1555	1705	Boeing 737 Passenger	1
FR	8263	Milan Bergamo/orio al Serio Apt	Bristol	4	1600	1710	Boeing 737 Passenger	1
FR	8263	Milan Bergamo/orio al Serio Apt	Bristol	2	1915	2025	Boeing 737 Passenger	1
FR	8264	Bristol	Ibiza	3	1610	1940	Boeing 737 Passenger	1
FR	8264	Bristol	Ibiza	1 5	0630	1000	Boeing 737 Passenger	2
FR	8265	Ibiza	Bristol	3	2015	2145	Boeing 737 Passenger	1
FR	8265	Ibiza	Bristol	1 5	1035	1205	Boeing 737 Passenger	2
FR	8266	London Stansted Apt	Katowice	7	1210	1525	Boeing 737 Passenger	1
FR	8266	London Stansted Apt	Katowice	6	1730	2045	Boeing 737 Passenger	1
FR	8266	London Stansted Apt	Katowice	3 5	1120	1435	Boeing 737 Passenger	2
FR	8266	London Stansted Apt	Katowice	2	0750	1105	Boeing 737 Passenger	1
FR	8266	London Stansted Apt	Katowice	1 4	1810	2125	Boeing 737 Passenger	2
FR	8267	Katowice	London Stansted Apt	7	1550	1710	Boeing 737 Passenger	1
FR	8267	Katowice	London Stansted Apt	6	2110	2230	Boeing 737 Passenger	1
FR	8267	Katowice	London Stansted Apt	3 5	1500	1620	Boeing 737 Passenger	2
FR	8267	Katowice	London Stansted Apt	2	1130	1250	Boeing 737 Passenger	1
FR	8267	Katowice	London Stansted Apt	1 4	2150	2310	Boeing 737 Passenger	2
FR	8270	Malta	Exeter	6	1655	1915	Boeing 737 Passenger	1
FR	8270	Malta	Exeter	2	0630	0850	Boeing 737 Passenger	1
FR	8271	Exeter	Malta	6	1940	2359	Boeing 737 Passenger	1
FR	8271	Exeter	Malta	2	0915	1335	Boeing 737 Passenger	1
FR	828	Palma de Mallorca	Bournemouth	4	1700	1815	Boeing 737 Passenger	1
FR	8286	Bristol	Alicante Airport	7	0840	1210	Boeing 737 Passenger	1
FR	8286	Bristol	Alicante Airport	5	1110	1440	Boeing 737 Passenger	1
FR	8286	Bristol	Alicante Airport	3	0900	1230	Boeing 737 Passenger	1
FR	8287	Alicante Airport	Bristol	7	0640	0815	Boeing 737 Passenger	1
FR	8287	Alicante Airport	Bristol	5	0910	1045	Boeing 737 Passenger	1
FR	8287	Alicante Airport	Bristol	3	0700	0835	Boeing 737 Passenger	1
FR	8288	London Stansted Apt	Lanzarote	345 7	0705	1125	Boeing 737 Passenger	4
FR	8288	London Stansted Apt	Lanzarote	2	1330	1750	Boeing 737 Passenger	1
FR	8288	London Stansted Apt	Lanzarote	1	0750	1210	Boeing 737 Passenger	1
FR	8289	Lanzarote	London Stansted Apt	345 7	1200	1610	Boeing 737 Passenger	4
FR	8289	Lanzarote	London Stansted Apt	2	1825	2235	Boeing 737 Passenger	1
FR	8289	Lanzarote	London Stansted Apt	1	1245	1655	Boeing 737 Passenger	1
FR	829	Bournemouth	Palma de Mallorca	4	1840	2155	Boeing 737 Passenger	1
FR	8296	Bristol	Alicante Airport	4	1815	2145	Boeing 737 Passenger	1
FR	8296	Bristol	Alicante Airport	2	1110	1440	Boeing 737 Passenger	1
FR	8296	Bristol	Alicante Airport	1 3 567	1805	2135	Boeing 737 Passenger	5

FR	8297	Alicante Airport	Bristol	4	2220	2355	Boeing 737 Passenger	1
FR	8297	Alicante Airport	Bristol	2	0905	1040	Boeing 737 Passenger	1
FR	8297	Alicante Airport	Bristol	1 3 567	2210	2345	Boeing 737 Passenger	5
FR	8307	Wroclaw	Manchester (GB)	3 5	1335	1500	Boeing 737 Passenger	2
FR	8307	Wroclaw	Manchester (GB)	1	1920	2045	Boeing 737 Passenger	1
FR	8308	Manchester (GB)	Wroclaw	3 5	1525	1840	Boeing 737 Passenger	2
FR	8308	Manchester (GB)	Wroclaw	1	2110	0025	Boeing 737 Passenger	1
FR	8309	Wroclaw	Newcastle	7	1410	1525	Boeing 737 Passenger	1
FR	8309	Wroclaw	Newcastle	4	1750	1905	Boeing 737 Passenger	1
FR	8310	Newcastle	Wroclaw	7	1550	1905	Boeing 737 Passenger	1
FR	8310	Newcastle	Wroclaw	4	1930	2245	Boeing 737 Passenger	1
FR	8313	Gdansk Lech Walesa	Newcastle	5	1820	1935	Boeing 737 Passenger	1
FR	8313	Gdansk Lech Walesa	Newcastle	1	1720	1835	Boeing 737 Passenger	1
FR	8314	Newcastle	Gdansk Lech Walesa	5	2000	2315	Boeing 737 Passenger	1
FR	8314	Newcastle	Gdansk Lech Walesa	1	1900	2215	Boeing 737 Passenger	1
FR	8321	London Stansted Apt	Valencia Airport	2 567	0710	1040	Boeing 737 Passenger	4
FR	8321	London Stansted Apt	Valencia Airport	1 34	0715	1045	Boeing 737 Passenger	3
FR	8322	Valencia Airport	London Stansted Apt	2 567	1110	1240	Boeing 737 Passenger	4
FR	8322	Valencia Airport	London Stansted Apt	1 34	1115	1245	Boeing 737 Passenger	3
FR	8323	London Stansted Apt	Valencia Airport	6	1655	2025	Boeing 737 Passenger	1
FR	8323	London Stansted Apt	Valencia Airport	3	1400	1730	Boeing 737 Passenger	1
FR	8323	London Stansted Apt	Valencia Airport	2	1745	2115	Boeing 737 Passenger	1
FR	8324	Valencia Airport	London Stansted Apt	6	2055	2225	Boeing 737 Passenger	1
FR	8324	Valencia Airport	London Stansted Apt	3	1820	1950	Boeing 737 Passenger	1
FR	8324	Valencia Airport	London Stansted Apt	2	2145	2315	Boeing 737 Passenger	1
FR	8343	London Stansted Apt	Porto	1234567	0925	1150	Boeing 737 Passenger	7
FR	8344	Porto	London Stansted Apt	1234567	0635	0900	Boeing 737 Passenger	7
FR	8347	London Stansted Apt	Porto	5	2120	2345	Boeing 737 Passenger	1
FR	8347	London Stansted Apt	Porto	2	1720	1945	Boeing 737 Passenger	1
FR	8347	London Stansted Apt	Porto	1 34 67	2055	2320	Boeing 737 Passenger	5
FR	8348	Porto	London Stansted Apt	5	1830	2055	Boeing 737 Passenger	1
FR	8348	Porto	London Stansted Apt	2	2010	2235	Boeing 737 Passenger	1
FR	8348	Porto	London Stansted Apt	1 34 67	1805	2030	Boeing 737 Passenger	5
FR	8351	London Stansted Apt	Almeria	1 5	0650	1050	Boeing 737 Passenger	2
FR	8352	Almeria	London Stansted Apt	1 5	1115	1310	Boeing 737 Passenger	2
FR	8353	London Stansted Apt	Budapest	1234567	0830	1155	Boeing 737 Passenger	7
FR	8354	Budapest	London Stansted Apt	1234567	0630	0805	Boeing 737 Passenger	7
FR	8357	Budapest	Manchester (GB)	4	0645	0835	Boeing 737 Passenger	1
FR	8357	Budapest	Manchester (GB)	2 67	0625	0815	Boeing 737 Passenger	3
FR	8358	Manchester (GB)	Budapest	67	0845	1225	Boeing 737 Passenger	2
FR	8358	Manchester (GB)	Budapest	4	0900	1240	Boeing 737 Passenger	1
FR	8358	Manchester (GB)	Budapest	2	0840	1220	Boeing 737 Passenger	1
FR	8361	London Stansted Apt	Sevilla Airport	7	0555	0945	Boeing 737 Passenger	1
FR	8361	London Stansted Apt	Sevilla Airport	4	0730	1120	Boeing 737 Passenger	1
FR	8362	Sevilla Airport	London Stansted Apt	7	1015	1205	Boeing 737 Passenger	1
FR	8362	Sevilla Airport	London Stansted Apt	4	1200	1350	Boeing 737 Passenger	1
FR	8363	London Stansted Apt	Sevilla Airport	7	0935	1325	Boeing 737 Passenger	1
FR	8363	London Stansted Apt	Sevilla Airport	6	1315	1705	Boeing 737 Passenger	1
FR	8363	London Stansted Apt	Sevilla Airport	5	0940	1330	Boeing 737 Passenger	1
FR	8363	London Stansted Apt	Sevilla Airport	234	1225	1615	Boeing 737 Passenger	3
FR	8363	London Stansted Apt	Sevilla Airport	1	0555	0945	Boeing 737 Passenger	1
FR	8364	Sevilla Airport	London Stansted Apt	6	1735	1925	Boeing 737 Passenger	1
FR	8364	Sevilla Airport	London Stansted Apt	5 7	1400	1550	Boeing 737 Passenger	2
FR	8364	Sevilla Airport	London Stansted Apt	234	1645	1835	Boeing 737 Passenger	3
FR	8364	Sevilla Airport	London Stansted Apt	1	1015	1200	Boeing 737 Passenger	1
FR	8369	Budapest	London Stansted Apt	3	2155	2330	Boeing 737 Passenger	1
FR	8369	Budapest	London Stansted Apt	2	1820	1955	Boeing 737 Passenger	1
FR	8369	Budapest	London Stansted Apt	1 4567	2150	2325	Boeing 737 Passenger	5
FR	8371	London Stansted Apt	Budapest	3	1805	2130	Boeing 737 Passenger	1
FR	8371	London Stansted Apt	Budapest	2	2020	2345	Boeing 737 Passenger	1
FR	8371	London Stansted Apt	Budapest	1 4567	1800	2125	Boeing 737 Passenger	5
FR	8378	London Stansted Apt	Santiago de Compostela	7	1445	1755	Boeing 737 Passenger	1
FR	8378	London Stansted Apt	Santiago de Compostela	6	1920	2230	Boeing 737 Passenger	1
FR	8378	London Stansted Apt	Santiago de Compostela	4	1340	1650	Boeing 737 Passenger	1
FR	8378	London Stansted Apt	Santiago de Compostela	3	1215	1525	Boeing 737 Passenger	1
FR	8378	London Stansted Apt	Santiago de Compostela	12 5	1210	1520	Boeing 737 Passenger	3
FR	8379	Santiago de Compostela	London Stansted Apt	7	1310	1420	Boeing 737 Passenger	1
FR	8379	Santiago de Compostela	London Stansted Apt	6	2255	0005	Boeing 737 Passenger	1
FR	8379	Santiago de Compostela	London Stansted Apt	4	1715	1825	Boeing 737 Passenger	1
FR	8379	Santiago de Compostela	London Stansted Apt	123 5	1035	1145	Boeing 737 Passenger	4



FR	8380	London Stansted Apt	Santiago de Compostela	6	1125	1435	Boeing 737 Passenger	1
FR	8380	London Stansted Apt	Santiago de Compostela	2	0800	1110	Boeing 737 Passenger	1
FR	8381	Santiago de Compostela	London Stansted Apt	6	1520	1630	Boeing 737 Passenger	1
FR	8381	Santiago de Compostela	London Stansted Apt	2	1135	1245	Boeing 737 Passenger	1
FR	8382	London Stansted Apt	Alicante Airport	7	0715	1055	Boeing 737 Passenger	1
FR	8382	London Stansted Apt	Alicante Airport	6	0610	0950	Boeing 737 Passenger	1
FR	8382	London Stansted Apt	Alicante Airport	12345	0635	1015	Boeing 737 Passenger	5
FR	8383	Alicante Airport	London Stansted Apt	7	1130	1315	Boeing 737 Passenger	1
FR	8383	Alicante Airport	London Stansted Apt	6	1030	1215	Boeing 737 Passenger	1
FR	8383	Alicante Airport	London Stansted Apt	12345	1050	1235	Boeing 737 Passenger	5
FR	8386	London Stansted Apt	Palma de Mallorca	1234567	1335	1700	Boeing 737 Passenger	7
FR	8387	Palma de Mallorca	London Stansted Apt	1234567	1735	1910	Boeing 737 Passenger	7
FR	8388	London Stansted Apt	Zadar	6	0705	1030	Boeing 737 Passenger	1
FR	8388	London Stansted Apt	Zadar	4	1220	1545	Boeing 737 Passenger	1
FR	8388	London Stansted Apt	Zadar	2	1125	1450	Boeing 737 Passenger	1
FR	8388	London Stansted Apt	Zadar	1	1720	2045	Boeing 737 Passenger	1
FR	8389	Zadar	London Stansted Apt	6	1055	1220	Boeing 737 Passenger	1
FR	8389	Zadar	London Stansted Apt	4	1610	1735	Boeing 737 Passenger	1
FR	8389	Zadar	London Stansted Apt	2	1515	1640	Boeing 737 Passenger	1
FR	8389	Zadar	London Stansted Apt	1	2110	2235	Boeing 737 Passenger	1
FR	8396	London Stansted Apt	Jerez	5	0640	1035	Boeing 737 Passenger	1
FR	8396	London Stansted Apt	Jerez	3	0645	1040	Boeing 737 Passenger	1
FR	8396	London Stansted Apt	Jerez	1 7	0655	1050	Boeing 737 Passenger	2
FR	8397	Jerez	London Stansted Apt	5	1135	1330	Boeing 737 Passenger	1
FR	8397	Jerez	London Stansted Apt	3	1105	1300	Boeing 737 Passenger	1
FR	8397	Jerez	London Stansted Apt	1 7	1115	1310	Boeing 737 Passenger	2
FR	8403	London Stansted Apt	Brno	2 4567	1350	1700	Boeing 737 Passenger	5
FR	8403	London Stansted Apt	Brno	13	1355	1705	Boeing 737 Passenger	2
FR	8404	Brno	London Stansted Apt	4	1725	1835	Boeing 737 Passenger	1
FR	8404	Brno	London Stansted Apt	123 567	1730	1840	Boeing 737 Passenger	6
FR	8405	London Stansted Apt	Wroclaw	5	0900	1155	Boeing 737 Passenger	1
FR	8405	London Stansted Apt	Wroclaw	2	1930	2225	Boeing 737 Passenger	1
FR	8405	London Stansted Apt	Wroclaw	1 34 67	0835	1130	Boeing 737 Passenger	5
FR	8406	Wroclaw	London Stansted Apt	2	2250	2359	Boeing 737 Passenger	1
FR	8406	Wroclaw	London Stansted Apt	1 34567	0700	0810	Boeing 737 Passenger	6
FR	8407	London Stansted Apt	Wroclaw	7	1925	2220	Boeing 737 Passenger	1
FR	8407	London Stansted Apt	Wroclaw	1 3 56	2040	2335	Boeing 737 Passenger	4
FR	8408	Wroclaw	London Stansted Apt	7	2245	2355	Boeing 737 Passenger	1
FR	8408	Wroclaw	London Stansted Apt	1 3 56	1905	2015	Boeing 737 Passenger	4
FR	842	London Luton Apt	Kerry	1234567	1615	1745	Boeing 737 Passenger	7
FR	8421	Edinburgh	Fuerteventura	7	1350	1830	Boeing 737 Passenger	1
FR	8421	Edinburgh	Fuerteventura	4	0700	1140	Boeing 737 Passenger	1
FR	8422	Fuerteventura	Edinburgh	7	1905	2340	Boeing 737 Passenger	1
FR	8422	Fuerteventura	Edinburgh	4	1215	1650	Boeing 737 Passenger	1
FR	8425	London Luton Apt	Alicante Airport	6	1725	2105	Boeing 737 Passenger	1
FR	8425	London Luton Apt	Alicante Airport	3 7	1655	2035	Boeing 737 Passenger	2
FR	8425	London Luton Apt	Alicante Airport	2 45	1640	2020	Boeing 737 Passenger	3
FR	8425	London Luton Apt	Alicante Airport	1	1645	2025	Boeing 737 Passenger	1
FR	8426	Alicante Airport	London Luton Apt	6	2140	2325	Boeing 737 Passenger	1
FR	8426	Alicante Airport	London Luton Apt	5	2055	2240	Boeing 737 Passenger	1
FR	8426	Alicante Airport	London Luton Apt	1234 7	2110	2255	Boeing 737 Passenger	5
FR	843	Kerry	London Luton Apt	1234567	1810	1940	Boeing 737 Passenger	7
FR	8445	London Stansted Apt	Budapest	2	1515	1840	Boeing 737 Passenger	1
FR	8445	London Stansted Apt	Budapest	1 34567	1145	1510	Boeing 737 Passenger	6
FR	8446	Budapest	London Stansted Apt	2	1315	1450	Boeing 737 Passenger	1
FR	8446	Budapest	London Stansted Apt	1 34567	1535	1710	Boeing 737 Passenger	6
FR	8474	London Stansted Apt	Poitiers Biard Airport	3	1230	1500	Boeing 737 Passenger	1
FR	8474	London Stansted Apt	Poitiers Biard Airport	1 5 7	1405	1635	Boeing 737 Passenger	3
FR	8475	Poitiers Biard Airport	London Stansted Apt	3	1525	1600	Boeing 737 Passenger	1
FR	8475	Poitiers Biard Airport	London Stansted Apt	1 5 7	1700	1735	Boeing 737 Passenger	3
FR	8503	London Stansted Apt	Nantes Atlantique Airport	5 7	1305	1525	Boeing 737 Passenger	2
FR	8503	London Stansted Apt	Nantes Atlantique Airport	3	1310	1530	Boeing 737 Passenger	1
FR	8503	London Stansted Apt	Nantes Atlantique Airport	1	1330	1550	Boeing 737 Passenger	1
FR	8504	Nantes Atlantique Airport	London Stansted Apt	5 7	1550	1610	Boeing 737 Passenger	2
FR	8504	Nantes Atlantique Airport	London Stansted Apt	3	1555	1615	Boeing 737 Passenger	1
FR	8504	Nantes Atlantique Airport	London Stansted Apt	1	1615	1635	Boeing 737 Passenger	1
FR	8513	Porto	Birmingham Airport	7	1720	1940	Boeing 737 Passenger	1
FR	8513	Porto	Birmingham Airport	3	1030	1250	Boeing 737 Passenger	1
FR	8514	Birmingham Airport	Porto	7	2005	2225	Boeing 737 Passenger	1
FR	8514	Birmingham Airport	Porto	3	0745	1005	Boeing 737 Passenger	1

FR	8520	Malta	Cardiff	7	0700	0935	Boeing 737 Passenger	1
FR	8520	Malta	Cardiff	3	0700	0925	Boeing 737 Passenger	1
FR	8521	Cardiff	Malta	7	1000	1435	Boeing 737 Passenger	1
FR	8521	Cardiff	Malta	3	0950	1415	Boeing 737 Passenger	1
FR	8542	London Stansted Apt	Berlin Schoenefeld Apt	3 5	0630	0930	Boeing 737 Passenger	2
FR	8542	London Stansted Apt	Berlin Schoenefeld Apt	12 4 67	0635	0935	Boeing 737 Passenger	5
FR	8543	Berlin Schoenefeld Apt	London Stansted Apt	3	0955	1055	Boeing 737 Passenger	1
FR	8543	Berlin Schoenefeld Apt	London Stansted Apt	12 4567	1000	1100	Boeing 737 Passenger	6
FR	8544	London Stansted Apt	Berlin Schoenefeld Apt	123456	1900	2200	Boeing 737 Passenger	6
FR	8545	Berlin Schoenefeld Apt	London Stansted Apt	123456	2225	2325	Boeing 737 Passenger	6
FR	8554	Castellon de la Plana	London Stansted Apt	6	2225	2350	Boeing 737 Passenger	1
FR	8554	Castellon de la Plana	London Stansted Apt	2 4	1820	1945	Boeing 737 Passenger	2
FR	8555	London Stansted Apt	Castellon de la Plana	6	1830	2155	Boeing 737 Passenger	1
FR	8555	London Stansted Apt	Castellon de la Plana	2 4	1415	1740	Boeing 737 Passenger	2
FR	8561	Liverpool	Prague Ruzyně	3	1825	2130	Boeing 737 Passenger	1
FR	8561	Liverpool	Prague Ruzyně	1 5	1550	1900	Boeing 737 Passenger	2
FR	8562	Prague Ruzyně	Liverpool	3	1650	1800	Boeing 737 Passenger	1
FR	8562	Prague Ruzyně	Liverpool	1 5	1415	1525	Boeing 737 Passenger	2
FR	8582	London Stansted Apt	Thessaloniki	2 7	1700	2210	Boeing 737 Passenger	2
FR	8582	London Stansted Apt	Thessaloniki	1 3456	1655	2205	Boeing 737 Passenger	5
FR	8583	Thessaloniki	London Stansted Apt	1234567	2235	2359	Boeing 737 Passenger	7
FR	8584	London Stansted Apt	Rhodes	2 6	0635	1235	Boeing 737 Passenger	2
FR	8585	Rhodes	London Stansted Apt	2 6	1300	1510	Boeing 737 Passenger	2
FR	8592	London Stansted Apt	Bergerac	5	0715	1000	Boeing 737 Passenger	1
FR	8592	London Stansted Apt	Bergerac	234 67	1215	1500	Boeing 737 Passenger	5
FR	8592	London Stansted Apt	Bergerac	1	0825	1110	Boeing 737 Passenger	1
FR	8593	Bergerac	London Stansted Apt	5	1025	1110	Boeing 737 Passenger	1
FR	8593	Bergerac	London Stansted Apt	234 67	1525	1610	Boeing 737 Passenger	5
FR	8593	Bergerac	London Stansted Apt	1	1135	1220	Boeing 737 Passenger	1
FR	8681	Bristol	Kaunas	6	0700	1150	Boeing 737 Passenger	1
FR	8681	Bristol	Kaunas	2	1715	2205	Boeing 737 Passenger	1
FR	8682	Kaunas	Bristol	6	1215	1310	Boeing 737 Passenger	1
FR	8682	Kaunas	Bristol	2	1555	1650	Boeing 737 Passenger	1
FR	8728	Milan Malpensa Apt	London Stansted Apt	1234567	0710	0815	Boeing 737 Passenger	7
FR	8729	London Stansted Apt	Milan Malpensa Apt	1234567	0845	1140	Boeing 737 Passenger	7
FR	8736	London Stansted Apt	Milan Malpensa Apt	6	1750	2050	Boeing 737 Passenger	1
FR	8736	London Stansted Apt	Milan Malpensa Apt	345 7	1825	2125	Boeing 737 Passenger	4
FR	8736	London Stansted Apt	Milan Malpensa Apt	2	1925	2225	Boeing 737 Passenger	1
FR	8736	London Stansted Apt	Milan Malpensa Apt	1	1820	2120	Boeing 737 Passenger	1
FR	8737	Milan Malpensa Apt	London Stansted Apt	6	2115	2220	Boeing 737 Passenger	1
FR	8737	Milan Malpensa Apt	London Stansted Apt	345 7	2150	2255	Boeing 737 Passenger	4
FR	8737	Milan Malpensa Apt	London Stansted Apt	2	2255	2359	Boeing 737 Passenger	1
FR	8737	Milan Malpensa Apt	London Stansted Apt	1	2145	2250	Boeing 737 Passenger	1
FR	8742	Malta	Bournemouth	7	1110	1335	Boeing 737 Passenger	1
FR	8742	Malta	Bournemouth	4	1140	1405	Boeing 737 Passenger	1
FR	8743	Bournemouth	Malta	7	0630	1045	Boeing 737 Passenger	1
FR	8743	Bournemouth	Malta	4	0700	1115	Boeing 737 Passenger	1
FR	8746	London Stansted Apt	La Rochelle	7	1400	1635	Boeing 737 Passenger	1
FR	8746	London Stansted Apt	La Rochelle	6	1435	1710	Boeing 737 Passenger	1
FR	8746	London Stansted Apt	La Rochelle	4	1230	1505	Boeing 737 Passenger	1
FR	8746	London Stansted Apt	La Rochelle	2	1405	1640	Boeing 737 Passenger	1
FR	8746	London Stansted Apt	La Rochelle	1	1520	1755	Boeing 737 Passenger	1
FR	8747	La Rochelle	London Stansted Apt	7	1700	1730	Boeing 737 Passenger	1
FR	8747	La Rochelle	London Stansted Apt	6	1735	1805	Boeing 737 Passenger	1
FR	8747	La Rochelle	London Stansted Apt	4	1530	1600	Boeing 737 Passenger	1
FR	8747	La Rochelle	London Stansted Apt	2	1705	1735	Boeing 737 Passenger	1
FR	8747	La Rochelle	London Stansted Apt	1	1820	1850	Boeing 737 Passenger	1
FR	876	London Stansted Apt	Beziers	7	1420	1710	Boeing 737 Passenger	1
FR	876	London Stansted Apt	Beziers	5	1205	1455	Boeing 737 Passenger	1
FR	876	London Stansted Apt	Beziers	3	1125	1415	Boeing 737 Passenger	1
FR	877	Beziers	London Stansted Apt	7	1735	1835	Boeing 737 Passenger	1
FR	877	Beziers	London Stansted Apt	5	1520	1620	Boeing 737 Passenger	1
FR	877	Beziers	London Stansted Apt	3	1440	1540	Boeing 737 Passenger	1
FR	8776	London Stansted Apt	Limoges	7	1410	1650	Boeing 737 Passenger	1
FR	8776	London Stansted Apt	Limoges	5	1500	1740	Boeing 737 Passenger	1
FR	8776	London Stansted Apt	Limoges	4	1450	1730	Boeing 737 Passenger	1
FR	8776	London Stansted Apt	Limoges	2	0950	1230	Boeing 737 Passenger	1
FR	8776	London Stansted Apt	Limoges	1 3 6	1205	1445	Boeing 737 Passenger	3
FR	8777	Limoges	London Stansted Apt	7	1715	1755	Boeing 737 Passenger	1
FR	8777	Limoges	London Stansted Apt	5	1805	1845	Boeing 737 Passenger	1

FR	8777	Limoges	London Stansted Apt	4	1800	1840	Boeing 737 Passenger	1
FR	8777	Limoges	London Stansted Apt	2	1255	1335	Boeing 737 Passenger	1
FR	8777	Limoges	London Stansted Apt	1 3 6	1510	1550	Boeing 737 Passenger	3
FR	8816	London Stansted Apt	Nimes Garons Airport	7	1200	1455	Boeing 737 Passenger	1
FR	8816	London Stansted Apt	Nimes Garons Airport	5	1305	1600	Boeing 737 Passenger	1
FR	8816	London Stansted Apt	Nimes Garons Airport	3	0730	1025	Boeing 737 Passenger	1
FR	8816	London Stansted Apt	Nimes Garons Airport	1	0900	1155	Boeing 737 Passenger	1
FR	8817	Nimes Garons Airport	London Stansted Apt	7	1520	1615	Boeing 737 Passenger	1
FR	8817	Nimes Garons Airport	London Stansted Apt	5	1625	1720	Boeing 737 Passenger	1
FR	8817	Nimes Garons Airport	London Stansted Apt	3	1050	1145	Boeing 737 Passenger	1
FR	8817	Nimes Garons Airport	London Stansted Apt	1	1220	1315	Boeing 737 Passenger	1
FR	8823	London Stansted Apt	Edinburgh	45 7	2125	2245	Boeing 737 Passenger	3
FR	8824	Edinburgh	London Stansted Apt	45 7	1935	2100	Boeing 737 Passenger	3
FR	8852	Malta	London Stansted Apt	7	2145	0015	Boeing 737 Passenger	1
FR	8852	Malta	London Stansted Apt	12 456	2125	2355	Boeing 737 Passenger	5
FR	8853	London Stansted Apt	Malta	7	1710	2120	Boeing 737 Passenger	1
FR	8853	London Stansted Apt	Malta	12 456	1650	2100	Boeing 737 Passenger	5
FR	8868	London Stansted Apt	Poitiers Biard Airport	4	1440	1700	Boeing 737 Passenger	1
FR	8868	London Stansted Apt	Poitiers Biard Airport	2	1355	1615	Boeing 737 Passenger	1
FR	8868	London Stansted Apt	Poitiers Biard Airport	1	0805	1025	Boeing 737 Passenger	1
FR	8868	London Stansted Apt	Tours Val de Loire Airport	6	0730	0950	Boeing 737 Passenger	1
FR	8869	Poitiers Biard Airport	London Stansted Apt	4	1725	1750	Boeing 737 Passenger	1
FR	8869	Poitiers Biard Airport	London Stansted Apt	2	1640	1705	Boeing 737 Passenger	1
FR	8869	Poitiers Biard Airport	London Stansted Apt	1	1050	1115	Boeing 737 Passenger	1
FR	8869	Tours Val de Loire Airport	London Stansted Apt	6	1015	1040	Boeing 737 Passenger	1
FR	8881	London Stansted Apt	Edinburgh	6	0855	1015	Boeing 737 Passenger	1
FR	8882	Edinburgh	London Stansted Apt	6	0650	0825	Boeing 737 Passenger	1
FR	8894	Manchester (GB)	Brindisi	5	1635	2045	Boeing 737 Passenger	1
FR	8894	Manchester (GB)	Brindisi	1	1610	2020	Boeing 737 Passenger	1
FR	8895	Brindisi	Manchester (GB)	5	2110	2325	Boeing 737 Passenger	1
FR	8895	Brindisi	Manchester (GB)	1	2045	2300	Boeing 737 Passenger	1
FR	8928	Liverpool	Malta	5	1530	1950	Boeing 737 Passenger	1
FR	8928	Liverpool	Malta	2	0955	1425	Boeing 737 Passenger	1
FR	8929	Malta	Liverpool	5	2015	2250	Boeing 737 Passenger	1
FR	8929	Malta	Liverpool	2	0645	0930	Boeing 737 Passenger	1
FR	8944	Malaga Airport	London Stansted Apt	7	1550	1745	Boeing 737 Passenger	1
FR	8944	Malaga Airport	London Stansted Apt	4	1445	1640	Boeing 737 Passenger	1
FR	8945	London Stansted Apt	Malaga Airport	7	1810	2210	Boeing 737 Passenger	1
FR	8945	London Stansted Apt	Malaga Airport	4	1705	2105	Boeing 737 Passenger	1
FR	8975	Alicante Airport	London Stansted Apt	6	2115	2300	Boeing 737 Passenger	1
FR	8975	Alicante Airport	London Stansted Apt	3	1545	1730	Boeing 737 Passenger	1
FR	8975	Alicante Airport	London Stansted Apt	2	2100	2245	Boeing 737 Passenger	1
FR	8975	Alicante Airport	London Stansted Apt	1 45 7	1540	1725	Boeing 737 Passenger	4
FR	8976	London Stansted Apt	Alicante Airport	6	1700	2040	Boeing 737 Passenger	1
FR	8976	London Stansted Apt	Alicante Airport	3	1755	2135	Boeing 737 Passenger	1
FR	8976	London Stansted Apt	Alicante Airport	2	1645	2025	Boeing 737 Passenger	1
FR	8976	London Stansted Apt	Alicante Airport	1 45 7	1750	2130	Boeing 737 Passenger	4
FR	901	London Stansted Apt	Cork	7	0815	0940	Boeing 737 Passenger	1
FR	901	London Stansted Apt	Cork	123456	0820	0945	Boeing 737 Passenger	6
FR	9014	London Stansted Apt	Barcelona Apt	5	1555	1910	Boeing 737 Passenger	1
FR	9014	London Stansted Apt	Barcelona Apt	234 67	1610	1925	Boeing 737 Passenger	5
FR	9014	London Stansted Apt	Barcelona Apt	1	1615	1930	Boeing 737 Passenger	1
FR	9015	Barcelona Apt	London Stansted Apt	5	1400	1530	Boeing 737 Passenger	1
FR	9015	Barcelona Apt	London Stansted Apt	234 7	1405	1535	Boeing 737 Passenger	4
FR	9015	Barcelona Apt	London Stansted Apt	1	1420	1550	Boeing 737 Passenger	1
FR	902	Cork	London Stansted Apt	7	0615	0745	Boeing 737 Passenger	1
FR	902	Cork	London Stansted Apt	123456	0625	0755	Boeing 737 Passenger	6
FR	9032	Manchester (GB)	Ponta Delgada	5	0745	1040	Boeing 737 Passenger	1
FR	9033	Ponta Delgada	Manchester (GB)	5	1105	1555	Boeing 737 Passenger	1
FR	9036	Manchester (GB)	Palma de Mallorca	7	1000	1340	Boeing 737 Passenger	1
FR	9036	Manchester (GB)	Palma de Mallorca	6	1110	1450	Boeing 737 Passenger	1
FR	9036	Manchester (GB)	Palma de Mallorca	4	1800	2140	Boeing 737 Passenger	1
FR	9036	Manchester (GB)	Palma de Mallorca	2	1625	2005	Boeing 737 Passenger	1
FR	9037	Palma de Mallorca	Manchester (GB)	7	1415	1555	Boeing 737 Passenger	1
FR	9037	Palma de Mallorca	Manchester (GB)	6	1530	1710	Boeing 737 Passenger	1
FR	9037	Palma de Mallorca	Manchester (GB)	4	2220	2359	Boeing 737 Passenger	1
FR	9037	Palma de Mallorca	Manchester (GB)	2	2040	2220	Boeing 737 Passenger	1
FR	9044	London Stansted Apt	Barcelona Apt	1234567	1245	1600	Boeing 737 Passenger	7
FR	9045	Barcelona Apt	London Stansted Apt	12345 7	1050	1220	Boeing 737 Passenger	6
FR	9046	Manchester (GB)	Palermo	5	1625	2035	Boeing 737 Passenger	1

FR	9046	Manchester (GB)	Palermo	1	0815	1225	Boeing 737 Passenger	1
FR	9047	Palermo	Manchester (GB)	5	2100	2325	Boeing 737 Passenger	1
FR	9047	Palermo	Manchester (GB)	1	1255	1520	Boeing 737 Passenger	1
FR	905	London Stansted Apt	Cork	1234567	2035	2200	Boeing 737 Passenger	7
FR	9058	Manchester (GB)	Almeria	7	0715	1115	Boeing 737 Passenger	1
FR	9058	Manchester (GB)	Almeria	4	1655	2055	Boeing 737 Passenger	1
FR	9059	Almeria	Manchester (GB)	7	1140	1340	Boeing 737 Passenger	1
FR	9059	Almeria	Manchester (GB)	4	2120	2320	Boeing 737 Passenger	1
FR	906	Cork	London Stansted Apt	1234567	1840	2010	Boeing 737 Passenger	7
FR	9060	Manchester (GB)	Lisbon	6	1800	2050	Boeing 737 Passenger	1
FR	9063	Lisbon	Manchester (GB)	6	2120	0010	Boeing 737 Passenger	1
FR	9072	Alicante Airport	Manchester (GB)	6	2235	0025	Boeing 737 Passenger	1
FR	9072	Alicante Airport	Manchester (GB)	4	2140	2330	Boeing 737 Passenger	1
FR	9072	Alicante Airport	Manchester (GB)	2	1710	1900	Boeing 737 Passenger	1
FR	9072	Alicante Airport	Manchester (GB)	1 3 5 7	1720	1910	Boeing 737 Passenger	4
FR	9073	Manchester (GB)	Alicante Airport	6	1815	2200	Boeing 737 Passenger	1
FR	9073	Manchester (GB)	Alicante Airport	4	1710	2055	Boeing 737 Passenger	1
FR	9073	Manchester (GB)	Alicante Airport	2	1925	2310	Boeing 737 Passenger	1
FR	9073	Manchester (GB)	Alicante Airport	1 3 5 7	1935	2320	Boeing 737 Passenger	4
FR	9074	Manchester (GB)	Naples Capodichino Apt	7	1430	1825	Boeing 737 Passenger	1
FR	9075	Naples Capodichino Apt	Manchester (GB)	7	1850	2055	Boeing 737 Passenger	1
FR	9076	Manchester (GB)	Rhodes	1 5	1430	2055	Boeing 737 Passenger	2
FR	9077	Rhodes	Manchester (GB)	1 5	2120	2355	Boeing 737 Passenger	2
FR	9078	Alicante Airport	Leeds Bradford	7	1200	1355	Boeing 737 Passenger	1
FR	9078	Alicante Airport	Leeds Bradford	6	1750	1940	Boeing 737 Passenger	1
FR	9078	Alicante Airport	Leeds Bradford	5	1600	1755	Boeing 737 Passenger	1
FR	9078	Alicante Airport	Leeds Bradford	3	0655	0850	Boeing 737 Passenger	1
FR	9078	Alicante Airport	Leeds Bradford	12 4	2135	2330	Boeing 737 Passenger	3
FR	9079	Leeds Bradford	Alicante Airport	7	0735	1125	Boeing 737 Passenger	1
FR	9079	Leeds Bradford	Alicante Airport	6	1325	1715	Boeing 737 Passenger	1
FR	9079	Leeds Bradford	Alicante Airport	5	1820	2210	Boeing 737 Passenger	1
FR	9079	Leeds Bradford	Alicante Airport	3	0915	1305	Boeing 737 Passenger	1
FR	9079	Leeds Bradford	Alicante Airport	12 4	1710	2100	Boeing 737 Passenger	3
FR	908	London Stansted Apt	Cork	6	1210	1335	Boeing 737 Passenger	1
FR	908	London Stansted Apt	Cork	12345 7	1650	1815	Boeing 737 Passenger	6
FR	9082	Alicante Airport	Bournemouth	7	1830	1955	Boeing 737 Passenger	1
FR	9082	Alicante Airport	Bournemouth	1 3 5	2140	2305	Boeing 737 Passenger	3
FR	9083	Bournemouth	Alicante Airport	7	1425	1755	Boeing 737 Passenger	1
FR	9083	Bournemouth	Alicante Airport	1 3 5	1735	2105	Boeing 737 Passenger	3
FR	9084	Alicante Airport	Nottingham East Midlands Airport	7	1235	1415	Boeing 737 Passenger	1
FR	9084	Alicante Airport	Nottingham East Midlands Airport	6	1245	1430	Boeing 737 Passenger	1
FR	9084	Alicante Airport	Nottingham East Midlands Airport	5	1015	1155	Boeing 737 Passenger	1
FR	9084	Alicante Airport	Nottingham East Midlands Airport	4	1045	1225	Boeing 737 Passenger	1
FR	9084	Alicante Airport	Nottingham East Midlands Airport	3	1130	1310	Boeing 737 Passenger	1
FR	9084	Alicante Airport	Nottingham East Midlands Airport	2	1245	1425	Boeing 737 Passenger	1
FR	9084	Alicante Airport	Nottingham East Midlands Airport	1	1115	1255	Boeing 737 Passenger	1
FR	9085	Nottingham East Midlands Airport	Alicante Airport	7	0820	1200	Boeing 737 Passenger	1
FR	9085	Nottingham East Midlands Airport	Alicante Airport	5	0600	0935	Boeing 737 Passenger	1
FR	9085	Nottingham East Midlands Airport	Alicante Airport	4	0630	1010	Boeing 737 Passenger	1
FR	9085	Nottingham East Midlands Airport	Alicante Airport	2 6	0830	1210	Boeing 737 Passenger	2
FR	9085	Nottingham East Midlands Airport	Alicante Airport	1 3	0700	1040	Boeing 737 Passenger	2
FR	909	Cork	London Stansted Apt	6	1015	1145	Boeing 737 Passenger	1
FR	909	Cork	London Stansted Apt	12345 7	1455	1625	Boeing 737 Passenger	6
FR	9094	Manchester (GB)	Alicante Airport	7	1515	1900	Boeing 737 Passenger	1
FR	9094	Manchester (GB)	Alicante Airport	6	1555	1940	Boeing 737 Passenger	1
FR	9094	Manchester (GB)	Alicante Airport	5	0825	1210	Boeing 737 Passenger	1
FR	9094	Manchester (GB)	Alicante Airport	3	1615	2000	Boeing 737 Passenger	1
FR	9094	Manchester (GB)	Alicante Airport	1	1025	1410	Boeing 737 Passenger	1
FR	9095	Alicante Airport	Manchester (GB)	7	1300	1450	Boeing 737 Passenger	1
FR	9095	Alicante Airport	Manchester (GB)	6	2015	2205	Boeing 737 Passenger	1
FR	9095	Alicante Airport	Manchester (GB)	5	1245	1435	Boeing 737 Passenger	1
FR	9095	Alicante Airport	Manchester (GB)	3	2035	2225	Boeing 737 Passenger	1
FR	9095	Alicante Airport	Manchester (GB)	1	0810	1000	Boeing 737 Passenger	1
FR	9122	Manchester (GB)	Faro	7	0950	1250	Boeing 737 Passenger	1
FR	9122	Manchester (GB)	Faro	3	0945	1245	Boeing 737 Passenger	1
FR	9122	Manchester (GB)	Faro	1	1610	1910	Boeing 737 Passenger	1
FR	9125	Faro	Manchester (GB)	7	1315	1615	Boeing 737 Passenger	1
FR	9125	Faro	Manchester (GB)	3	1310	1610	Boeing 737 Passenger	1
FR	9125	Faro	Manchester (GB)	1	1935	2235	Boeing 737 Passenger	1
FR	9126	Manchester (GB)	Fuerteventura	4	1430	1925	Boeing 737 Passenger	1

FR	9127	Fuerteventura	Manchester (GB)	4	2000	0020	Boeing 737 Passenger	1
FR	9142	London Stansted Apt	Faro	7	0715	1010	Boeing 737 Passenger	1
FR	9142	London Stansted Apt	Faro	6	0735	1030	Boeing 737 Passenger	1
FR	9142	London Stansted Apt	Faro	2	0655	0950	Boeing 737 Passenger	1
FR	9142	London Stansted Apt	Faro	1 345	0710	1005	Boeing 737 Passenger	4
FR	9143	Faro	London Stansted Apt	7	1035	1325	Boeing 737 Passenger	1
FR	9143	Faro	London Stansted Apt	6	1055	1345	Boeing 737 Passenger	1
FR	9143	Faro	London Stansted Apt	2	1015	1305	Boeing 737 Passenger	1
FR	9143	Faro	London Stansted Apt	1 345	1030	1320	Boeing 737 Passenger	4
FR	9145	Barcelona Apt	Liverpool	6	1120	1300	Boeing 737 Passenger	1
FR	9145	Barcelona Apt	Liverpool	4	0630	0810	Boeing 737 Passenger	1
FR	9145	Barcelona Apt	Liverpool	3 5	2030	2210	Boeing 737 Passenger	2
FR	9145	Barcelona Apt	Liverpool	2	1840	2020	Boeing 737 Passenger	1
FR	9145	Barcelona Apt	Liverpool	1	0830	1010	Boeing 737 Passenger	1
FR	9146	Liverpool	Barcelona Apt	6	0725	1045	Boeing 737 Passenger	1
FR	9146	Liverpool	Barcelona Apt	4	0835	1155	Boeing 737 Passenger	1
FR	9146	Liverpool	Barcelona Apt	3 5	1635	1955	Boeing 737 Passenger	2
FR	9146	Liverpool	Barcelona Apt	2	1445	1805	Boeing 737 Passenger	1
FR	9146	Liverpool	Barcelona Apt	1	1035	1355	Boeing 737 Passenger	1
FR	9162	Barcelona Apt	Birmingham Airport	6	2145	2315	Boeing 737 Passenger	1
FR	9162	Barcelona Apt	Birmingham Airport	4	1240	1410	Boeing 737 Passenger	1
FR	9162	Barcelona Apt	Birmingham Airport	3	1405	1535	Boeing 737 Passenger	1
FR	9162	Barcelona Apt	Birmingham Airport	12 5 7	1350	1520	Boeing 737 Passenger	4
FR	9163	Birmingham Airport	Barcelona Apt	6	1755	2110	Boeing 737 Passenger	1
FR	9163	Birmingham Airport	Barcelona Apt	4	1435	1745	Boeing 737 Passenger	1
FR	9163	Birmingham Airport	Barcelona Apt	3	1600	1910	Boeing 737 Passenger	1
FR	9163	Birmingham Airport	Barcelona Apt	12 5 7	1545	1855	Boeing 737 Passenger	4
FR	9184	Alicante Airport	Nottingham East Midlands Airport	6	1525	1710	Boeing 737 Passenger	1
FR	9184	Alicante Airport	Nottingham East Midlands Airport	4	2230	0015	Boeing 737 Passenger	1
FR	9184	Alicante Airport	Nottingham East Midlands Airport	2	2155	2340	Boeing 737 Passenger	1
FR	9184	Alicante Airport	Nottingham East Midlands Airport	1 3 5 7	2200	2345	Boeing 737 Passenger	4
FR	9185	Nottingham East Midlands Airport	Alicante Airport	4	1815	2155	Boeing 737 Passenger	1
FR	9185	Nottingham East Midlands Airport	Alicante Airport	2 6	1740	2120	Boeing 737 Passenger	2
FR	9185	Nottingham East Midlands Airport	Alicante Airport	1 3 5 7	1745	2125	Boeing 737 Passenger	4
FR	9188	Palma de Mallorca	Edinburgh	6	0615	0825	Boeing 737 Passenger	1
FR	9188	Palma de Mallorca	Edinburgh	5	2155	0005	Boeing 737 Passenger	1
FR	9189	Edinburgh	Palma de Mallorca	6	0915	1315	Boeing 737 Passenger	1
FR	9189	Edinburgh	Palma de Mallorca	5	1720	2120	Boeing 737 Passenger	1
FR	9190	Palma de Mallorca	London Stansted Apt	3	0825	1000	Boeing 737 Passenger	1
FR	9190	Palma de Mallorca	London Stansted Apt	1	1500	1635	Boeing 737 Passenger	1
FR	9191	London Stansted Apt	Palma de Mallorca	3	1100	1425	Boeing 737 Passenger	1
FR	9191	London Stansted Apt	Palma de Mallorca	1	1700	2025	Boeing 737 Passenger	1
FR	9202	Liverpool	Porto	5	1215	1440	Boeing 737 Passenger	1
FR	9202	Liverpool	Porto	1	1820	2045	Boeing 737 Passenger	1
FR	9203	Porto	Liverpool	5	0930	1150	Boeing 737 Passenger	1
FR	9203	Porto	Liverpool	1	2115	2335	Boeing 737 Passenger	1
FR	9206	London Luton Apt	Faro	3	1735	2030	Boeing 737 Passenger	1
FR	9206	London Luton Apt	Faro	2 56	1930	2225	Boeing 737 Passenger	3
FR	9206	London Luton Apt	Faro	1	1820	2115	Boeing 737 Passenger	1
FR	9207	Faro	London Luton Apt	3	1420	1710	Boeing 737 Passenger	1
FR	9207	Faro	London Luton Apt	2 56	1615	1905	Boeing 737 Passenger	3
FR	9207	Faro	London Luton Apt	1	1505	1755	Boeing 737 Passenger	1
FR	9221	Faro	Aberdeen (GB)	2 6	0800	1130	Boeing 737 Passenger	2
FR	9222	Aberdeen (GB)	Faro	2 6	1155	1525	Boeing 737 Passenger	2
FR	9223	Faro	Cardiff	5	1620	1900	Boeing 737 Passenger	1
FR	9223	Faro	Cardiff	1	0845	1125	Boeing 737 Passenger	1
FR	9224	Cardiff	Faro	5	1925	2205	Boeing 737 Passenger	1
FR	9224	Cardiff	Faro	1	1150	1430	Boeing 737 Passenger	1
FR	9225	Faro	Newquay	2 6	1755	2025	Boeing 737 Passenger	2
FR	9226	Newquay	Faro	2 6	2050	2320	Boeing 737 Passenger	2
FR	9227	Manchester (GB)	Kiev Borispol Intl Apt	5	0605	1135	Boeing 737 Passenger	1
FR	9227	Manchester (GB)	Kiev Borispol Intl Apt	1	0735	1305	Boeing 737 Passenger	1
FR	9228	Kiev Borispol Intl Apt	Manchester (GB)	5	1210	1340	Boeing 737 Passenger	1
FR	9228	Kiev Borispol Intl Apt	Manchester (GB)	1	1340	1510	Boeing 737 Passenger	1
FR	9251	London Stansted Apt	Ibiza	1234567	1725	2105	Boeing 737 Passenger	7
FR	9252	Ibiza	London Stansted Apt	1234567	2140	2320	Boeing 737 Passenger	7
FR	9253	London Stansted Apt	Ibiza	7	0745	1125	Boeing 737 Passenger	1
FR	9253	London Stansted Apt	Ibiza	6	0715	1055	Boeing 737 Passenger	1
FR	9253	London Stansted Apt	Ibiza	2 4	0700	1040	Boeing 737 Passenger	2
FR	9253	London Stansted Apt	Ibiza	1	1520	1900	Boeing 737 Passenger	1

FR	9254	Ibiza	London Stansted Apt	7	1200	1340	Boeing 737 Passenger	1
FR	9254	Ibiza	London Stansted Apt	6	1130	1310	Boeing 737 Passenger	1
FR	9254	Ibiza	London Stansted Apt	2 4	1115	1255	Boeing 737 Passenger	2
FR	9254	Ibiza	London Stansted Apt	1	1935	2115	Boeing 737 Passenger	1
FR	9271	London Stansted Apt	Eindhoven Airport	5 7	0630	0835	Boeing 737 Passenger	2
FR	9271	London Stansted Apt	Eindhoven Airport	4 6	0620	0825	Boeing 737 Passenger	2
FR	9271	London Stansted Apt	Eindhoven Airport	3	0625	0830	Boeing 737 Passenger	1
FR	9271	London Stansted Apt	Eindhoven Airport	2	0645	0850	Boeing 737 Passenger	1
FR	9271	London Stansted Apt	Eindhoven Airport	1	0615	0820	Boeing 737 Passenger	1
FR	9272	Eindhoven Airport	London Stansted Apt	5 7	0900	0910	Boeing 737 Passenger	2
FR	9272	Eindhoven Airport	London Stansted Apt	4 6	0850	0900	Boeing 737 Passenger	2
FR	9272	Eindhoven Airport	London Stansted Apt	3	0855	0905	Boeing 737 Passenger	1
FR	9272	Eindhoven Airport	London Stansted Apt	2	0915	0925	Boeing 737 Passenger	1
FR	9272	Eindhoven Airport	London Stansted Apt	1	0845	0855	Boeing 737 Passenger	1
FR	9273	London Stansted Apt	Eindhoven Airport	6	1855	2100	Boeing 737 Passenger	1
FR	9273	London Stansted Apt	Eindhoven Airport	3	1805	2010	Boeing 737 Passenger	1
FR	9273	London Stansted Apt	Eindhoven Airport	2 7	1845	2050	Boeing 737 Passenger	2
FR	9273	London Stansted Apt	Eindhoven Airport	1 45	1825	2030	Boeing 737 Passenger	3
FR	9274	Eindhoven Airport	London Stansted Apt	6	2125	2135	Boeing 737 Passenger	1
FR	9274	Eindhoven Airport	London Stansted Apt	5	2105	2115	Boeing 737 Passenger	1
FR	9274	Eindhoven Airport	London Stansted Apt	3	2035	2045	Boeing 737 Passenger	1
FR	9274	Eindhoven Airport	London Stansted Apt	2 7	2115	2125	Boeing 737 Passenger	2
FR	9274	Eindhoven Airport	London Stansted Apt	1 4	2100	2110	Boeing 737 Passenger	2
FR	9282	London Stansted Apt	Faro	7	1050	1345	Boeing 737 Passenger	1
FR	9282	London Stansted Apt	Faro	5	1715	2010	Boeing 737 Passenger	1
FR	9282	London Stansted Apt	Faro	4 6	1915	2210	Boeing 737 Passenger	2
FR	9282	London Stansted Apt	Faro	3	1500	1755	Boeing 737 Passenger	1
FR	9282	London Stansted Apt	Faro	2	1600	1855	Boeing 737 Passenger	1
FR	9282	London Stansted Apt	Faro	1	1505	1800	Boeing 737 Passenger	1
FR	9283	Faro	London Stansted Apt	7	0710	1000	Boeing 737 Passenger	1
FR	9283	Faro	London Stansted Apt	5	2050	2340	Boeing 737 Passenger	1
FR	9283	Faro	London Stansted Apt	4 6	1535	1825	Boeing 737 Passenger	2
FR	9283	Faro	London Stansted Apt	3	1845	2135	Boeing 737 Passenger	1
FR	9283	Faro	London Stansted Apt	2	1935	2225	Boeing 737 Passenger	1
FR	9283	Faro	London Stansted Apt	1	1850	2140	Boeing 737 Passenger	1
FR	9284	Alicante Airport	Nottingham East Midlands Airport	3 5	1830	2015	Boeing 737 Passenger	2
FR	9284	Alicante Airport	Nottingham East Midlands Airport	1	0825	1010	Boeing 737 Passenger	1
FR	9285	Nottingham East Midlands Airport	Alicante Airport	3 5	1415	1755	Boeing 737 Passenger	2
FR	9285	Nottingham East Midlands Airport	Alicante Airport	1	1035	1415	Boeing 737 Passenger	1
FR	9301	Belfast International Apt	Girona Costa Brava Apt	4	1925	2300	Boeing 737 Passenger	1
FR	9301	Belfast International Apt	Girona Costa Brava Apt	1	1325	1700	Boeing 737 Passenger	1
FR	9302	Girona Costa Brava Apt	Belfast International Apt	4	1725	1900	Boeing 737 Passenger	1
FR	9302	Girona Costa Brava Apt	Belfast International Apt	1	1125	1300	Boeing 737 Passenger	1
FR	9303	Girona Costa Brava Apt	Edinburgh	7	1755	1935	Boeing 737 Passenger	1
FR	9303	Girona Costa Brava Apt	Edinburgh	4	0650	0830	Boeing 737 Passenger	1
FR	9304	Edinburgh	Girona Costa Brava Apt	7	2000	2340	Boeing 737 Passenger	1
FR	9304	Edinburgh	Girona Costa Brava Apt	4	0855	1235	Boeing 737 Passenger	1
FR	9305	Girona Costa Brava Apt	Liverpool	7	1100	1215	Boeing 737 Passenger	1
FR	9305	Girona Costa Brava Apt	Liverpool	3	1715	1830	Boeing 737 Passenger	1
FR	9306	Liverpool	Girona Costa Brava Apt	7	1240	1555	Boeing 737 Passenger	1
FR	9306	Liverpool	Girona Costa Brava Apt	3	1855	2210	Boeing 737 Passenger	1
FR	9307	Girona Costa Brava Apt	Glasgow Prestwick Apt	6	1815	2000	Boeing 737 Passenger	1
FR	9307	Girona Costa Brava Apt	Glasgow Prestwick Apt	3	0630	0815	Boeing 737 Passenger	1
FR	9308	Glasgow Prestwick Apt	Girona Costa Brava Apt	6	2025	2350	Boeing 737 Passenger	1
FR	9308	Glasgow Prestwick Apt	Girona Costa Brava Apt	3	0840	1205	Boeing 737 Passenger	1
FR	9335	Girona Costa Brava Apt	Bristol	7	1550	1700	Boeing 737 Passenger	1
FR	9335	Girona Costa Brava Apt	Bristol	45	1105	1215	Boeing 737 Passenger	2
FR	9335	Girona Costa Brava Apt	Bristol	3	1555	1705	Boeing 737 Passenger	1
FR	9335	Girona Costa Brava Apt	Bristol	1	1815	1925	Boeing 737 Passenger	1
FR	9336	Bristol	Girona Costa Brava Apt	7	1225	1525	Boeing 737 Passenger	1
FR	9336	Bristol	Girona Costa Brava Apt	45	1240	1540	Boeing 737 Passenger	2
FR	9336	Bristol	Girona Costa Brava Apt	3	1205	1505	Boeing 737 Passenger	1
FR	9336	Bristol	Girona Costa Brava Apt	1	1950	2250	Boeing 737 Passenger	1
FR	934	London Stansted Apt	Perpignan	3	0610	0915	Boeing 737 Passenger	1
FR	935	Perpignan	London Stansted Apt	3	0940	1050	Boeing 737 Passenger	1
FR	936	London Stansted Apt	Perpignan	7	1155	1500	Boeing 737 Passenger	1
FR	936	London Stansted Apt	Perpignan	6	0640	0945	Boeing 737 Passenger	1
FR	936	London Stansted Apt	Perpignan	4	0635	0940	Boeing 737 Passenger	1
FR	936	London Stansted Apt	Perpignan	2	0755	1100	Boeing 737 Passenger	1
FR	937	Perpignan	London Stansted Apt	7	1525	1635	Boeing 737 Passenger	1

FR	937	Perpignan	London Stansted Apt	6	1025	1135	Boeing 737 Passenger	1
FR	937	Perpignan	London Stansted Apt	4	1005	1115	Boeing 737 Passenger	1
FR	937	Perpignan	London Stansted Apt	2	1125	1235	Boeing 737 Passenger	1
FR	9387	Barcelona Apt	Nottingham East Midlands Airport	1234567	1325	1450	Boeing 737 Passenger	7
FR	9388	Nottingham East Midlands Airport	Barcelona Apt	1234567	0935	1250	Boeing 737 Passenger	7
FR	9406	Ibiza	Nottingham East Midlands Airport	6	2040	2220	Boeing 737 Passenger	1
FR	9406	Ibiza	Nottingham East Midlands Airport	2	2140	2320	Boeing 737 Passenger	1
FR	9407	Nottingham East Midlands Airport	Ibiza	6	1625	2005	Boeing 737 Passenger	1
FR	9407	Nottingham East Midlands Airport	Ibiza	2	1725	2105	Boeing 737 Passenger	1
FR	9417	Glasgow Prestwick Apt	Palma de Mallorca	4	1615	2005	Boeing 737 Passenger	1
FR	9418	Palma de Mallorca	Glasgow Prestwick Apt	4	2040	2245	Boeing 737 Passenger	1
FR	9501	Manchester (GB)	Zadar	2 6	1740	2125	Boeing 737 Passenger	2
FR	9502	Zadar	Manchester (GB)	2 6	2150	2330	Boeing 737 Passenger	2
FR	9509	London Stansted Apt	Bremen	7	0625	0850	Boeing 737 Passenger	1
FR	9509	London Stansted Apt	Bremen	4	0750	1015	Boeing 737 Passenger	1
FR	9509	London Stansted Apt	Bremen	3 5	0800	1025	Boeing 737 Passenger	2
FR	9509	London Stansted Apt	Bremen	1	0755	1020	Boeing 737 Passenger	1
FR	9510	Bremen	London Stansted Apt	7	0915	0940	Boeing 737 Passenger	1
FR	9510	Bremen	London Stansted Apt	4	1040	1105	Boeing 737 Passenger	1
FR	9510	Bremen	London Stansted Apt	3 5	1050	1115	Boeing 737 Passenger	2
FR	9510	Bremen	London Stansted Apt	1	1045	1110	Boeing 737 Passenger	1
FR	9542	London Stansted Apt	Faro	6	1105	1400	Boeing 737 Passenger	1
FR	9542	London Stansted Apt	Faro	23	1800	2055	Boeing 737 Passenger	1
FR	9543	Faro	London Stansted Apt	6	1425	1715	Boeing 737 Passenger	1
FR	9543	Faro	London Stansted Apt	23	1445	1735	Boeing 737 Passenger	1
FR	9552	Barcelona Apt	Birmingham Airport	2 6	0800	0925	Boeing 737 Passenger	2
FR	9553	Birmingham Airport	Barcelona Apt	2 6	0950	1305	Boeing 737 Passenger	2
FR	9592	Liverpool	Palma de Mallorca	7	1750	2125	Boeing 737 Passenger	1
FR	9592	Liverpool	Palma de Mallorca	6	1900	2235	Boeing 737 Passenger	1
FR	9592	Liverpool	Palma de Mallorca	4	1510	1845	Boeing 737 Passenger	1
FR	9592	Liverpool	Palma de Mallorca	3	2045	0020	Boeing 737 Passenger	1
FR	9592	Liverpool	Palma de Mallorca	2	1615	1950	Boeing 737 Passenger	1
FR	9592	Liverpool	Palma de Mallorca	1 5	2010	2345	Boeing 737 Passenger	2
FR	9593	Palma de Mallorca	Liverpool	7	2220	0005	Boeing 737 Passenger	1
FR	9593	Palma de Mallorca	Liverpool	6	1355	1540	Boeing 737 Passenger	1
FR	9593	Palma de Mallorca	Liverpool	4	1245	1430	Boeing 737 Passenger	1
FR	9593	Palma de Mallorca	Liverpool	3	1835	2020	Boeing 737 Passenger	1
FR	9593	Palma de Mallorca	Liverpool	2	2025	2210	Boeing 737 Passenger	1
FR	9593	Palma de Mallorca	Liverpool	1 5	1800	1945	Boeing 737 Passenger	2
FR	9621	Vilnius	Liverpool	4	1205	1305	Boeing 737 Passenger	1
FR	9621	Vilnius	Liverpool	1	1150	1250	Boeing 737 Passenger	1
FR	9622	Liverpool	Vilnius	4	0645	1140	Boeing 737 Passenger	1
FR	9622	Liverpool	Vilnius	1	0630	1125	Boeing 737 Passenger	1
FR	9626	Liverpool	Pisa	5	1350	1715	Boeing 737 Passenger	1
FR	9626	Liverpool	Pisa	1	1240	1605	Boeing 737 Passenger	1
FR	9627	Pisa	Liverpool	5	1150	1325	Boeing 737 Passenger	1
FR	9627	Pisa	Liverpool	1	1040	1215	Boeing 737 Passenger	1
FR	9628	Liverpool	Poznan Lawica Apt	2 6	1830	2150	Boeing 737 Passenger	2
FR	9629	Poznan Lawica Apt	Liverpool	2 6	2215	2335	Boeing 737 Passenger	2
FR	964	London Stansted Apt	Goteborg Landvetter Apt	7	1805	2100	Boeing 737 Passenger	1
FR	964	London Stansted Apt	Goteborg Landvetter Apt	4	1755	2050	Boeing 737 Passenger	1
FR	964	London Stansted Apt	Goteborg Landvetter Apt	3	1845	2140	Boeing 737 Passenger	1
FR	964	London Stansted Apt	Goteborg Landvetter Apt	2	1715	2010	Boeing 737 Passenger	1
FR	964	London Stansted Apt	Goteborg Landvetter Apt	1 56	2015	2310	Boeing 737 Passenger	3
FR	9646	Liverpool	Krakow John Paul II - Balice	5	2010	2335	Boeing 737 Passenger	1
FR	9646	Liverpool	Krakow John Paul II - Balice	3	2020	2345	Boeing 737 Passenger	1
FR	9646	Liverpool	Krakow John Paul II - Balice	1	1810	2135	Boeing 737 Passenger	1
FR	9647	Krakow John Paul II - Balice	Liverpool	5	1800	1945	Boeing 737 Passenger	1
FR	9647	Krakow John Paul II - Balice	Liverpool	3	1810	1955	Boeing 737 Passenger	1
FR	9647	Krakow John Paul II - Balice	Liverpool	1	2210	2355	Boeing 737 Passenger	1
FR	9648	Liverpool	Wroclaw	7	0620	0935	Boeing 737 Passenger	1
FR	9648	Liverpool	Wroclaw	4	1130	1445	Boeing 737 Passenger	1
FR	9649	Wroclaw	Liverpool	7	1000	1125	Boeing 737 Passenger	1
FR	9649	Wroclaw	Liverpool	4	0940	1105	Boeing 737 Passenger	1
FR	965	Goteborg Landvetter Apt	London Stansted Apt	7	2125	2230	Boeing 737 Passenger	1
FR	965	Goteborg Landvetter Apt	London Stansted Apt	4	2115	2220	Boeing 737 Passenger	1
FR	965	Goteborg Landvetter Apt	London Stansted Apt	3	2205	2310	Boeing 737 Passenger	1
FR	965	Goteborg Landvetter Apt	London Stansted Apt	2	2035	2140	Boeing 737 Passenger	1
FR	965	Goteborg Landvetter Apt	London Stansted Apt	1 56	1845	1950	Boeing 737 Passenger	3
FR	9651	Rome Ciampino Apt	Nottingham East Midlands Airport	7	1955	2135	Boeing 737 Passenger	1

FR	9651	Rome Ciampino Apt	Nottingham East Midlands Airport	4	2105	2245	Boeing 737 Passenger	1
FR	9652	Nottingham East Midlands Airport	Rome Ciampino Apt	7	1550	1930	Boeing 737 Passenger	1
FR	9652	Nottingham East Midlands Airport	Rome Ciampino Apt	4	1700	2040	Boeing 737 Passenger	1
FR	966	London Stansted Apt	Goteborg Landvetter Apt	1 5	0815	1105	Boeing 737 Passenger	2
FR	967	Goteborg Landvetter Apt	London Stansted Apt	1 5	0655	0750	Boeing 737 Passenger	2
FR	972	London Stansted Apt	Genoa	123456	1210	1520	Boeing 737 Passenger	6
FR	973	Genoa	London Stansted Apt	123456	1545	1650	Boeing 737 Passenger	6
FR	9772	London Stansted Apt	Karlsruhe/Baden-Baden Baden Airparl	6	1300	1535	Boeing 737 Passenger	1
FR	9772	London Stansted Apt	Karlsruhe/Baden-Baden Baden Airparl	5	1425	1650	Boeing 737 Passenger	1
FR	9772	London Stansted Apt	Karlsruhe/Baden-Baden Baden Airparl	4	1345	1610	Boeing 737 Passenger	1
FR	9772	London Stansted Apt	Karlsruhe/Baden-Baden Baden Airparl	2	1350	1615	Boeing 737 Passenger	1
FR	9772	London Stansted Apt	Karlsruhe/Baden-Baden Baden Airparl	1 3 7	1410	1635	Boeing 737 Passenger	3
FR	9773	Karlsruhe/Baden-Baden Baden Airparl	London Stansted Apt	6	1600	1630	Boeing 737 Passenger	1
FR	9773	Karlsruhe/Baden-Baden Baden Airparl	London Stansted Apt	5	1330	1400	Boeing 737 Passenger	1
FR	9773	Karlsruhe/Baden-Baden Baden Airparl	London Stansted Apt	4	1250	1320	Boeing 737 Passenger	1
FR	9773	Karlsruhe/Baden-Baden Baden Airparl	London Stansted Apt	2	1640	1710	Boeing 737 Passenger	1
FR	9773	Karlsruhe/Baden-Baden Baden Airparl	London Stansted Apt	1 3 7	1310	1340	Boeing 737 Passenger	3
FR	9802	London Stansted Apt	Girona Costa Brava Apt	6	0915	1220	Boeing 737 Passenger	1
FR	9802	London Stansted Apt	Girona Costa Brava Apt	4	0910	1215	Boeing 737 Passenger	1
FR	9802	London Stansted Apt	Girona Costa Brava Apt	1 3 5 7	1445	1750	Boeing 737 Passenger	4
FR	9803	Girona Costa Brava Apt	London Stansted Apt	6	0725	0840	Boeing 737 Passenger	1
FR	9803	Girona Costa Brava Apt	London Stansted Apt	4	1240	1355	Boeing 737 Passenger	1
FR	9803	Girona Costa Brava Apt	London Stansted Apt	1 3 5 7	1305	1420	Boeing 737 Passenger	4
FR	9810	London Stansted Apt	Barcelona Apt	1234567	0815	1130	Boeing 737 Passenger	7
FR	9811	Barcelona Apt	London Stansted Apt	1234567	0620	0750	Boeing 737 Passenger	7
FR	9812	Liverpool	Derry	6	1610	1710	Boeing 737 Passenger	1
FR	9812	Liverpool	Derry	4	1120	1220	Boeing 737 Passenger	1
FR	9812	Liverpool	Derry	2	1115	1215	Boeing 737 Passenger	1
FR	9813	Derry	Liverpool	6	1735	1835	Boeing 737 Passenger	1
FR	9813	Derry	Liverpool	4	1245	1345	Boeing 737 Passenger	1
FR	9813	Derry	Liverpool	2	1240	1340	Boeing 737 Passenger	1
FR	9814	London Stansted Apt	Barcelona Apt	1234567	2035	2350	Boeing 737 Passenger	7
FR	9815	Barcelona Apt	London Stansted Apt	12345 7	1840	2010	Boeing 737 Passenger	6
FR	982	London Stansted Apt	Pescara	7	1350	1725	Boeing 737 Passenger	1
FR	982	London Stansted Apt	Pescara	6	1810	2145	Boeing 737 Passenger	1
FR	982	London Stansted Apt	Pescara	4	0710	1045	Boeing 737 Passenger	1
FR	982	London Stansted Apt	Pescara	3	0830	1205	Boeing 737 Passenger	1
FR	982	London Stansted Apt	Pescara	1	1330	1705	Boeing 737 Passenger	1
FR	9824	Liverpool	Reus	7	1145	1505	Boeing 737 Passenger	1
FR	9824	Liverpool	Reus	4	1540	1900	Boeing 737 Passenger	1
FR	9825	Reus	Liverpool	7	1530	1655	Boeing 737 Passenger	1
FR	9825	Reus	Liverpool	4	1925	2050	Boeing 737 Passenger	1
FR	983	Pescara	London Stansted Apt	7	1750	1925	Boeing 737 Passenger	1
FR	983	Pescara	London Stansted Apt	6	2210	2345	Boeing 737 Passenger	1
FR	983	Pescara	London Stansted Apt	4	1110	1245	Boeing 737 Passenger	1
FR	983	Pescara	London Stansted Apt	3	1230	1405	Boeing 737 Passenger	1
FR	983	Pescara	London Stansted Apt	1	1730	1905	Boeing 737 Passenger	1
FR	9852	Cork	London Gatwick Apt	7	1005	1125	Boeing 737 Passenger	1
FR	9852	Cork	London Gatwick Apt	6	1405	1530	Boeing 737 Passenger	1
FR	9852	Cork	London Gatwick Apt	5	1030	1155	Boeing 737 Passenger	1
FR	9852	Cork	London Gatwick Apt	2	1025	1150	Boeing 737 Passenger	1
FR	9852	Cork	London Gatwick Apt	1 34	1010	1135	Boeing 737 Passenger	3
FR	9853	London Gatwick Apt	Cork	6	1555	1720	Boeing 737 Passenger	1
FR	9853	London Gatwick Apt	Cork	34	1240	1405	Boeing 737 Passenger	2
FR	9853	London Gatwick Apt	Cork	2 5	1225	1350	Boeing 737 Passenger	2
FR	9853	London Gatwick Apt	Cork	1 7	1215	1340	Boeing 737 Passenger	2
FR	9862	Liverpool	Malaga Airport	7	0810	1210	Boeing 737 Passenger	1
FR	9862	Liverpool	Malaga Airport	4	1825	2220	Boeing 737 Passenger	1
FR	9862	Liverpool	Malaga Airport	123 56	0640	1035	Boeing 737 Passenger	5
FR	9863	Malaga Airport	Liverpool	7	1245	1445	Boeing 737 Passenger	1
FR	9863	Malaga Airport	Liverpool	4	1600	1800	Boeing 737 Passenger	1
FR	9863	Malaga Airport	Liverpool	123 56	1110	1310	Boeing 737 Passenger	5
FR	9884	Liverpool	Bari	6	0635	1040	Boeing 737 Passenger	1
FR	9884	Liverpool	Bari	2	0800	1205	Boeing 737 Passenger	1
FR	9885	Bari	Liverpool	6	1105	1320	Boeing 737 Passenger	1
FR	9885	Bari	Liverpool	2	1230	1445	Boeing 737 Passenger	1
FR	9886	Liverpool	Alicante Airport	7	0715	1100	Boeing 737 Passenger	1
FR	9886	Liverpool	Alicante Airport	6	1725	2110	Boeing 737 Passenger	1
FR	9886	Liverpool	Alicante Airport	4	0945	1330	Boeing 737 Passenger	1
FR	9886	Liverpool	Alicante Airport	3 5	0655	1040	Boeing 737 Passenger	2



FR	9886	Liverpool	Alicante Airport	2	1635	2020	Boeing 737 Passenger	1
FR	9886	Liverpool	Alicante Airport	1	0625	1010	Boeing 737 Passenger	1
FR	9887	Alicante Airport	Liverpool	7	1135	1325	Boeing 737 Passenger	1
FR	9887	Alicante Airport	Liverpool	6	2145	2335	Boeing 737 Passenger	1
FR	9887	Alicante Airport	Liverpool	4	0730	0920	Boeing 737 Passenger	1
FR	9887	Alicante Airport	Liverpool	3 5	1115	1305	Boeing 737 Passenger	2
FR	9887	Alicante Airport	Liverpool	2	2055	2245	Boeing 737 Passenger	1
FR	9887	Alicante Airport	Liverpool	1	1045	1235	Boeing 737 Passenger	1
FR	9892	Liverpool	Malaga Airport	6	0900	1255	Boeing 737 Passenger	1
FR	9892	Liverpool	Malaga Airport	5	0930	1325	Boeing 737 Passenger	1
FR	9892	Liverpool	Malaga Airport	4	0815	1210	Boeing 737 Passenger	1
FR	9892	Liverpool	Malaga Airport	3	1655	2050	Boeing 737 Passenger	1
FR	9892	Liverpool	Malaga Airport	2	1840	2235	Boeing 737 Passenger	1
FR	9893	Malaga Airport	Liverpool	6	0635	0835	Boeing 737 Passenger	1
FR	9893	Malaga Airport	Liverpool	5	0705	0905	Boeing 737 Passenger	1
FR	9893	Malaga Airport	Liverpool	4	1245	1445	Boeing 737 Passenger	1
FR	9893	Malaga Airport	Liverpool	3	2125	2325	Boeing 737 Passenger	1
FR	9893	Malaga Airport	Liverpool	2	1615	1815	Boeing 737 Passenger	1
FR	9895	Liverpool	Cork	7	0805	0915	Boeing 737 Passenger	1
FR	9895	Liverpool	Cork	6	0710	0820	Boeing 737 Passenger	1
FR	9895	Liverpool	Cork	4	1435	1545	Boeing 737 Passenger	1
FR	9895	Liverpool	Cork	1	1500	1610	Boeing 737 Passenger	1
FR	9896	Cork	Liverpool	7	0630	0740	Boeing 737 Passenger	1
FR	9896	Cork	Liverpool	6	0845	0955	Boeing 737 Passenger	1
FR	9896	Cork	Liverpool	4	1610	1720	Boeing 737 Passenger	1
FR	9896	Cork	Liverpool	1	1635	1745	Boeing 737 Passenger	1
FR	9898	Liverpool	Alicante Airport	7	1805	2145	Boeing 737 Passenger	1
FR	9898	Liverpool	Alicante Airport	4	1745	2125	Boeing 737 Passenger	1
FR	9898	Liverpool	Alicante Airport	2	1820	2200	Boeing 737 Passenger	1
FR	9899	Alicante Airport	Liverpool	7	1550	1740	Boeing 737 Passenger	1
FR	9899	Alicante Airport	Liverpool	4	2200	2350	Boeing 737 Passenger	1
FR	9899	Alicante Airport	Liverpool	2	1605	1755	Boeing 737 Passenger	1
FR	9911	Girona Costa Brava Apt	Bournemouth	6	2040	2140	Boeing 737 Passenger	1
FR	9911	Girona Costa Brava Apt	Bournemouth	1 3 5	1550	1650	Boeing 737 Passenger	3
FR	9912	Bournemouth	Girona Costa Brava Apt	6	1715	2015	Boeing 737 Passenger	1
FR	9912	Bournemouth	Girona Costa Brava Apt	1 3 5	1225	1525	Boeing 737 Passenger	3
FR	9918	Liverpool	Bergerac	2 6	1400	1650	Boeing 737 Passenger	2
FR	9919	Bergerac	Liverpool	2 6	1715	1805	Boeing 737 Passenger	2
FR	9961	London Stansted Apt	Sofia	6	0610	1120	Boeing 737 Passenger	1
FR	9961	London Stansted Apt	Sofia	12345 7	0630	1140	Boeing 737 Passenger	6
FR	9962	Sofia	London Stansted Apt	6	1145	1300	Boeing 737 Passenger	1
FR	9962	Sofia	London Stansted Apt	12345 7	1205	1320	Boeing 737 Passenger	6
FR	9967	London Stansted Apt	Sofia	5	1610	2120	Boeing 737 Passenger	1
FR	9967	London Stansted Apt	Sofia	3	1630	2140	Boeing 737 Passenger	1
FR	9967	London Stansted Apt	Sofia	12 4 6 7	1620	2130	Boeing 737 Passenger	5
FR	9968	Sofia	London Stansted Apt	5	2145	2255	Boeing 737 Passenger	1
FR	9968	Sofia	London Stansted Apt	3	2205	2315	Boeing 737 Passenger	1
FR	9968	Sofia	London Stansted Apt	12 4 6 7	2155	2305	Boeing 737 Passenger	5

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Row Labels	Sum of Frequency	
<b>Aberdeen (GB)</b>	<b>8</b>	
0915	1	6
1035	2	
1055	1	
1155	2	
1835	1	
1845	1	
<b>Belfast International Apt</b>	<b>45</b>	
0630	2	9
0645	2	
0655	2	
0800	7	
0840	1	
0845	2	
0850	1	
0905	2	
0910	1	
0915	3	
0950	1	
1015	1	
1030	1	
1220	1	
1225	1	
1325	2	
1335	2	
1635	2	
1640	3	
1645	2	
1705	1	
1725	1	
1845	1	
1900	1	
1925	1	
2205	1	
<b>Bournemouth</b>	<b>44</b>	
0630	5	7
0700	1	
0710	1	
0835	1	
0840	1	
0845	2	
0855	4	
0900	1	
0905	2	

# Ryanair Departure Times at Smaller Airports

1030	2	
1125	2	
1225	3	
1300	1	
1340	1	
1345	1	
1425	1	
1545	1	
1605	1	
1620	1	
1655	1	
1705	3	
1710	1	
1715	1	
1735	3	
1840	1	
2020	1	
2040	1	
<b>Cardiff</b>	<b>10</b>	
0910	1	5
0950	1	
0955	1	
1000	1	
1150	1	
1925	1	
1945	3	
2005	1	
<b>Exeter</b>	<b>6</b>	
0840	1	
0900	1	3
0915	1	
1000	1	
1740	1	
1940	1	
<b>Glasgow International Airport</b>	<b>33</b>	
0840	6	
0845	1	
0915	1	3
1145	2	
1305	2	
1525	5	
1605	1	
1705	1	
1730	1	
1755	1	
1815	3	
1925	1	

Ryanair Departure Times at Smaller Airports

1930	1	
2055	1	
2155	6	
<b>Glasgow Prestwick Apt</b>	<b>51</b>	
0605	1	
0610	5	
0640	1	
0655	1	
0700	7	
0720	3	
0820	1	
0830	1	
0840	2	
0910	1	2
1015	1	
1240	1	
1330	1	
1450	2	
1500	1	
1505	1	
1510	1	
1520	1	
1530	1	
1600	1	
1615	1	
1625	1	
1655	2	
1705	2	
1730	3	
1735	3	
1750	1	
1845	1	
1900	1	
1910	1	
2025	1	
<b>Leeds Bradford</b>	<b>85</b>	
0615	1	
0620	1	
0625	4	
0630	4	
0635	4	
0640	1	
0645	2	
0700	2	
0735	1	
0745	1	
0825	3	

Ryanair Departure Times at Smaller Airports

0845	2	12
0915	1	
0925	1	
0930	6	
0945	2	
1105	1	
1125	1	
1325	1	
1335	1	
1345	1	
1405	1	
1410	1	
1505	1	
1535	1	
1545	1	
1610	1	
1620	1	
1630	2	
1635	1	
1650	2	
1655	4	
1705	1	
1710	6	
1720	1	
1725	1	
1735	1	
1820	2	
1830	1	
1850	1	
1855	3	
1905	2	
1930	1	
1935	1	
1945	1	
1950	3	
2005	1	
2010	1	
2025	1	

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**London Gatwick Apt** **62**

0850	7	9
0940	6	
1015	1	
1025	1	
1100	1	
1215	2	
1225	2	
1240	2	

# Ryanair Departure Times at Smaller Airports

1310	5
1315	1
1450	3
1455	1
1535	1
1555	1
1735	8
1740	1
1900	6
1955	3
2010	2
2020	1
2025	1
2135	6

## **London Southend Apt 63**

0630	4
0640	1
0645	3
0650	1
0655	2
0700	1
0705	2
0710	1
0715	3
0740	1
0745	1
0815	1
1045	2
1050	3
1055	2
1105	2
1125	1
1300	5
1305	2
1310	1
1325	1
1340	1
1455	1
1610	2
1650	1
1705	3
1725	1
1735	2
1745	1
1750	1
1800	1
1920	1

Ryanair Departure Times at Smaller Airports

1930	1		
1955	4		
2005	1		
2015	1		
2040	1		
<b>Newcastle</b>	<b>43</b>		
0830	1		
0845	2		
0850	2		
0910	1	18	
0915	1		
0925	1		
0930	3		
1000	1		
1055	3		
1120	7		
1200	1		
1550	1		
1820	1		
1825	1		
1840	1		
1900	1		
1905	1		
1910	5		
1925	2		
1930	1		
1955	1		
2000	1		
2110	1		
2140	1		
2230	2		
<b>Newquay</b>	<b>4</b>		
0905	1	1	
2005	1		
2050	2		
<b>Grand Total</b>	<b>454</b>	<b>85</b>	<b>19%</b>

## Appendix C KLM UK Flight Timetable week beginning 24th June 2019

Carrier Code	Flight No	Dep Airport Name	Arr Airport Name	Local		Local Dep Time	Local Arr Time	General Aircraft Name	Frequency
				Days Of Op					
KL	0922	Inverness	Amsterdam	7		0625	0900	Embraer 170/195	1
KL	0922	Inverness	Amsterdam	6		0625	0900	Embraer 170/195	1
KL	0922	Inverness	Amsterdam	5		0625	0900	Embraer 170/195	1
KL	0922	Inverness	Amsterdam	4		0625	0900	Embraer 170/195	1
KL	0922	Inverness	Amsterdam	3		0625	0900	Embraer 170/195	1
KL	0922	Inverness	Amsterdam	2		0625	0900	Embraer 170/195	1
KL	0922	Inverness	Amsterdam	1		0625	0900	Embraer 170/195	1
KL	0923	Amsterdam	Inverness	7		0930	1010	Embraer 170/195	1
KL	0924	Inverness	Amsterdam	7		1055	1330	Embraer 170/195	1
KL	0925	Amsterdam	Inverness	6		1430	1510	Embraer 170/195	1
KL	0926	Inverness	Amsterdam	6		1550	1825	Embraer 170/195	1
KL	0927	Amsterdam	Inverness	23456		1200	1240	Embraer 170/195	1
KL	0927	Amsterdam	Inverness	12345		1200	1240	Embraer 170/195	5
KL	0928	Inverness	Amsterdam	6		1320	1555	Embraer 170/195	1
KL	0928	Inverness	Amsterdam	3		1325	1600	Embraer 170/195	1
KL	0928	Inverness	Amsterdam	12 45		1325	1600	Embraer 170/195	4
KL	0931	Amsterdam	Inverness	1234567		2135	2215	Embraer 170/195	7
KL	0947	Amsterdam	Belfast George Best City Apt	1234567		1610	1645	Embraer 170/195	7
KL	0948	Belfast George Best City Apt	Amsterdam	7		1715	1950	Embraer 170/195	1
KL	0948	Belfast George Best City Apt	Amsterdam	6		1715	1950	Embraer 170/195	1
KL	0948	Belfast George Best City Apt	Amsterdam	2 4		1715	1950	Embraer 170/195	2
KL	0948	Belfast George Best City Apt	Amsterdam	1 3 5		1715	1950	Embraer 170/195	3
KL	0952	Newcastle	Amsterdam	67		0600	0825	Boeing 737 Passenger	2
KL	0952	Newcastle	Amsterdam	1		0600	0825	Boeing 737 Passenger	1
KL	0952	Newcastle	Amsterdam	12345		0600	0825	Boeing 737 Passenger	4
KL	0953	Amsterdam	Newcastle	6		0835	0845	Boeing 737 Passenger	1
KL	0953	Amsterdam	Newcastle	12345 7		0835	0845	Boeing 737 Passenger	6
KL	0954	Newcastle	Amsterdam	6		0930	1150	Boeing 737 Passenger	1
KL	0954	Newcastle	Amsterdam	12345 7		0930	1150	Boeing 737 Passenger	6
KL	0959	Amsterdam	Newcastle	67		1230	1245	Embraer 170/195	2
KL	0959	Amsterdam	Newcastle	12345		1230	1245	Embraer 170/195	5
KL	0960	Newcastle	Amsterdam	7		1315	1535	Embraer 170/195	1
KL	0960	Newcastle	Amsterdam	6		1315	1535	Embraer 170/195	1
KL	0960	Newcastle	Amsterdam	4		1315	1535	Embraer 170/195	1
KL	0960	Newcastle	Amsterdam	2		1315	1535	Embraer 170/195	1
KL	0960	Newcastle	Amsterdam	1 3 5		1315	1535	Embraer 170/195	3
KL	0963	Amsterdam	Newcastle	6		1620	1640	Embraer 170/195	1
KL	0963	Amsterdam	Newcastle	3 567		1620	1640	Boeing 737 Passenger	1
KL	0963	Amsterdam	Newcastle	12345		1620	1640	Boeing 737 Passenger	5
KL	0964	Newcastle	Amsterdam	6		1730	1955	Embraer 170/195	1
KL	0964	Newcastle	Amsterdam	3 567		1730	1955	Boeing 737 Passenger	1
KL	0964	Newcastle	Amsterdam	12345		1730	1955	Boeing 737 Passenger	5
KL	0965	Amsterdam	Newcastle	1234567		2215	2230	Boeing 737 Passenger	7
KL	0969	Amsterdam	London City Apt	12345 7		2005	2015	Embraer 170/195	6
KL	0970	London City Apt	Amsterdam	12345 7		2045	2300	Embraer 170/195	6
KL	0971	Amsterdam	London City Apt	7		1305	1315	Embraer 170/195	1
KL	0972	London City Apt	Amsterdam	7		1345	1600	Embraer 170/195	1
KL	0981	Amsterdam	London City Apt	12345		0705	0715	Embraer 170/195	5
KL	0982	London City Apt	Amsterdam	12345		0745	1000	Embraer 170/195	5
KL	0983	Amsterdam	London City Apt	123456		0800	0810	Embraer 170/195	6
KL	0984	London City Apt	Amsterdam	123456		0840	1100	Embraer 170/195	6
KL	0985	Amsterdam	London City Apt	12345		0845	0850	Embraer 170/195	5
KL	0986	London City Apt	Amsterdam	3		0925	1130	Embraer 170/195	1
KL	0986	London City Apt	Amsterdam	12 45		0925	1130	Embraer 170/195	4
KL	0987	Amsterdam	London City Apt	123456		0925	0930	Embraer 170/195	6
KL	0988	London City Apt	Amsterdam	123456		1000	1210	Embraer 170/195	6
KL	0989	Amsterdam	London City Apt	12345		1635	1640	Embraer 170/195	5
KL	0990	London City Apt	Amsterdam	12345		1710	1920	Embraer 170/195	5



KL	0991	Amsterdam	London City Apt	12345 7	1715	1720	Embraer 170/195	6
KL	0992	London City Apt	Amsterdam	12345 7	1750	2005	Embraer 170/195	6
KL	0993	Amsterdam	London City Apt	12345 7	1825	1835	Embraer 170/195	6
KL	0994	London City Apt	Amsterdam	7	1905	2120	Embraer 170/195	1
KL	0994	London City Apt	Amsterdam	12345	1905	2115	Embraer 170/195	5
KL	0995	Amsterdam	London City Apt	6	1130	1140	Embraer 170/195	1
KL	0996	London City Apt	Amsterdam	6	1210	1415	Embraer 170/195	1
KL	0997	Amsterdam	London City Apt	12345 7	1925	1935	Embraer 170/195	6
KL	0998	London City Apt	Amsterdam	7	2005	2220	Embraer 170/195	1
KL	0998	London City Apt	Amsterdam	12345	2005	2215	Embraer 170/195	5
KL	1000	London Heathrow Apt	Amsterdam	3	0630	0900	Boeing 737 Passenger	1
KL	1000	London Heathrow Apt	Amsterdam	1	0630	0900	Boeing 737 Passenger	1
KL	1000	London Heathrow Apt	Amsterdam	12 4567	0630	0900	Boeing 737 Passenger	5
KL	1001	Amsterdam	London Heathrow Apt	2 45 7	0720	0740	Boeing 737 Passenger	4
KL	1001	Amsterdam	London Heathrow Apt	1 3 6	0720	0740	Boeing 737 Passenger	3
KL	1002	London Heathrow Apt	Amsterdam	2 45 7	0840	1100	Boeing 737 Passenger	4
KL	1002	London Heathrow Apt	Amsterdam	1 3 6	0840	1100	Boeing 737 Passenger	3
KL	1007	Amsterdam	London Heathrow Apt	12345	0835	0900	Boeing 737 Passenger	5
KL	1008	London Heathrow Apt	Amsterdam	12345	0955	1225	Boeing 737 Passenger	5
KL	1009	Amsterdam	London Heathrow Apt	1 4 7	1015	1045	Boeing 737 Passenger	2
KL	1009	Amsterdam	London Heathrow Apt	123 56	1015	1045	Boeing 737 Passenger	5
KL	1010	London Heathrow Apt	Amsterdam	1 4 7	1145	1405	Boeing 737 Passenger	2
KL	1010	London Heathrow Apt	Amsterdam	123 56	1145	1405	Boeing 737 Passenger	5
KL	1017	Amsterdam	London Heathrow Apt	6	1320	1350	Boeing 737 Passenger	1
KL	1017	Amsterdam	London Heathrow Apt	67	1320	1350	Embraer 170/195	1
KL	1017	Amsterdam	London Heathrow Apt	12345	1320	1350	Boeing 737 Passenger	5
KL	1018	London Heathrow Apt	Amsterdam	6	1445	1700	Boeing 737 Passenger	1
KL	1018	London Heathrow Apt	Amsterdam	67	1445	1700	Embraer 170/195	1
KL	1018	London Heathrow Apt	Amsterdam	12345	1445	1700	Boeing 737 Passenger	5
KL	1019	Amsterdam	London Heathrow Apt	4	1440	1500	Embraer 170/195	1
KL	1019	Amsterdam	London Heathrow Apt	2	1440	1500	Embraer 170/195	1
KL	1019	Amsterdam	London Heathrow Apt	1 3 5	1440	1500	Embraer 170/195	3
KL	1020	London Heathrow Apt	Amsterdam	2	1605	1820	Embraer 170/195	1
KL	1020	London Heathrow Apt	Amsterdam	1 345	1605	1820	Embraer 170/195	4
KL	1021	Amsterdam	London Heathrow Apt	3 6	1555	1615	Boeing 737 Passenger	1
KL	1021	Amsterdam	London Heathrow Apt	12345 7	1555	1615	Boeing 737 Passenger	6
KL	1022	London Heathrow Apt	Amsterdam	3 6	1710	1935	Boeing 737 Passenger	1
KL	1022	London Heathrow Apt	Amsterdam	12345 7	1710	1935	Boeing 737 Passenger	6
KL	1023	Amsterdam	London Heathrow Apt	7	1715	1735	Boeing 737 Passenger	1
KL	1023	Amsterdam	London Heathrow Apt	2	1715	1735	Embraer 170/195	1
KL	1023	Amsterdam	London Heathrow Apt	1 345	1715	1735	Embraer 170/195	4
KL	1024	London Heathrow Apt	Amsterdam	7	1835	2050	Boeing 737 Passenger	1
KL	1024	London Heathrow Apt	Amsterdam	6	1835	2050	Boeing 737 Passenger	1
KL	1024	London Heathrow Apt	Amsterdam	12345	1835	2050	Embraer 170/195	5
KL	1027	Amsterdam	London Heathrow Apt	7	1910	1930	Boeing 737 Passenger	1
KL	1027	Amsterdam	London Heathrow Apt	123456	1905	1925	Embraer 170/195	6
KL	1028	London Heathrow Apt	Amsterdam	7	2055	2305	Boeing 737 Passenger	1
KL	1028	London Heathrow Apt	Amsterdam	123456	2055	2305	Embraer 170/195	6
KL	1029	Amsterdam	London Heathrow Apt	5	1700	1710	Embraer 170/195	1
KL	1029	Amsterdam	London Heathrow Apt	1234	1655	1710	Embraer 170/195	4
KL	1030	London Heathrow Apt	Amsterdam	12345	1915	2125	Embraer 170/195	5
KL	1031	Amsterdam	London Heathrow Apt	6	1735	1750	Boeing 737 Passenger	1
KL	1031	Amsterdam	London Heathrow Apt	12345 7	1735	1750	Embraer 170/195	6
KL	1032	London Heathrow Apt	Amsterdam	12345 7	2025	2240	Embraer 170/195	6
KL	1033	Amsterdam	London Heathrow Apt	2	2030	2055	Boeing 737 Passenger	1
KL	1033	Amsterdam	London Heathrow Apt	1 34567	2030	2055	Boeing 737 Passenger	6
KL	1046	Bristol	Amsterdam	1	0620	0850	Embraer 170/195	1
KL	1046	Bristol	Amsterdam	1234567	0620	0850	Embraer 170/195	6
KL	1049	Amsterdam	Bristol	5	0835	0850	Boeing 737 Passenger	1
KL	1049	Amsterdam	Bristol	1234 67	0835	0850	Embraer 170/195	6
KL	1050	Bristol	Amsterdam	5	0930	1145	Boeing 737 Passenger	1

KL	1050	Bristol	Amsterdam	1234 67	0920	1135	Embraer 170/195	6
KL	1051	Amsterdam	Bristol	67	1300	1315	Embraer 170/195	2
KL	1051	Amsterdam	Bristol	12345	1300	1315	Embraer 170/195	5
KL	1052	Bristol	Amsterdam	67	1345	1605	Embraer 170/195	2
KL	1052	Bristol	Amsterdam	12345	1345	1605	Embraer 170/195	5
KL	1053	Amsterdam	Bristol	7	1640	1655	Embraer 170/195	1
KL	1053	Amsterdam	Bristol	6	1630	1645	Embraer 170/195	1
KL	1053	Amsterdam	Bristol	12345	1640	1655	Boeing 737 Passenger	5
KL	1054	Bristol	Amsterdam	7	1725	1945	Embraer 170/195	1
KL	1054	Bristol	Amsterdam	6	1715	1935	Embraer 170/195	1
KL	1054	Bristol	Amsterdam	12345	1735	1955	Boeing 737 Passenger	5
KL	1057	Amsterdam	Bristol	1234567	2200	2210	Embraer 170/195	7
KL	1058	Cardiff	Amsterdam	2 5	0605	0830	Embraer 170/195	2
KL	1058	Cardiff	Amsterdam	1	0605	0830	Embraer 170/195	1
KL	1058	Cardiff	Amsterdam	1 34 6	0605	0830	Embraer 170/195	3
KL	1059	Amsterdam	Cardiff	7	0905	0925	Embraer 170/195	1
KL	1059	Amsterdam	Cardiff	23456	0855	0915	Embraer 170/195	5
KL	1059	Amsterdam	Cardiff	1	0850	0910	Embraer 170/195	1
KL	1060	Cardiff	Amsterdam	7	0955	1215	Embraer 170/195	1
KL	1060	Cardiff	Amsterdam	23456	0945	1205	Embraer 170/195	5
KL	1060	Cardiff	Amsterdam	1	0940	1200	Embraer 170/195	1
KL	1063	Amsterdam	Cardiff	1234567	1625	1645	Embraer 170/195	7
KL	1064	Cardiff	Amsterdam	1234567	1715	1935	Embraer 170/195	7
KL	1069	Amsterdam	Cardiff	23 5 7	2110	2130	Embraer 170/195	4
KL	1069	Amsterdam	Cardiff	1 4	2110	2130	Embraer 170/195	2
KL	1070	Manchester (GB)	Amsterdam	56	0555	0815	Boeing 737 Passenger	2
KL	1070	Manchester (GB)	Amsterdam	1	0555	0820	Boeing 737 Passenger	1
KL	1070	Manchester (GB)	Amsterdam	1234 7	0555	0820	Boeing 737 Passenger	4
KL	1071	Amsterdam	Manchester (GB)	7	0755	0815	Boeing 737 Passenger	1
KL	1071	Amsterdam	Manchester (GB)	6	0810	0830	Boeing 737 Passenger	1
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KL	1072	Manchester (GB)	Amsterdam	1	0900	1115	Boeing 737 Passenger	1
KL	1072	Manchester (GB)	Amsterdam	12345	0900	1115	Boeing 737 Passenger	4
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KL	1073	Amsterdam	Manchester (GB)	2345	1005	1025	Boeing 737 Passenger	3
KL	1073	Amsterdam	Manchester (GB)	12	1005	1025	Boeing 737 Passenger	2
KL	1074	Manchester (GB)	Amsterdam	6	1110	1330	Boeing 737 Passenger	1
KL	1074	Manchester (GB)	Amsterdam	2345 7	1110	1330	Boeing 737 Passenger	4
KL	1074	Manchester (GB)	Amsterdam	12	1110	1330	Boeing 737 Passenger	2
KL	1075	Amsterdam	Manchester (GB)	67	1250	1305	Embraer 170/195	2
KL	1075	Amsterdam	Manchester (GB)	12345	1250	1305	Embraer 170/195	5
KL	1076	Manchester (GB)	Amsterdam	67	1345	1605	Embraer 170/195	2
KL	1076	Manchester (GB)	Amsterdam	12345	1345	1605	Embraer 170/195	5
KL	1079	Amsterdam	Manchester (GB)	6	1625	1645	Boeing 737 Passenger	1
KL	1079	Amsterdam	Manchester (GB)	1 4 67	1625	1645	Boeing 737 Passenger	1
KL	1079	Amsterdam	Manchester (GB)	12345	1625	1645	Boeing 737 Passenger	5
KL	1080	Manchester (GB)	Amsterdam	6	1730	1950	Boeing 737 Passenger	1
KL	1080	Manchester (GB)	Amsterdam	1 4 7	1730	1950	Boeing 737 Passenger	1
KL	1080	Manchester (GB)	Amsterdam	12345	1730	1950	Boeing 737 Passenger	5
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KL	1081	Amsterdam	Manchester (GB)	12345	1845	1900	Embraer 170/195	5
KL	1082	Manchester (GB)	Amsterdam	12345 7	1935	2150	Embraer 170/195	6
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KL	1083	Amsterdam	Manchester (GB)	6	2115	2135	Boeing 737 Passenger	1
KL	1083	Amsterdam	Manchester (GB)	12345	2115	2135	Boeing 737 Passenger	5
KL	1276	Edinburgh	Amsterdam	5	0600	0835	Boeing 737 Passenger	1
KL	1276	Edinburgh	Amsterdam	1	0600	0835	Boeing 737 Passenger	1
KL	1276	Edinburgh	Amsterdam	1234 67	0600	0835	Boeing 737 Passenger	5
KL	1277	Amsterdam	Edinburgh	7	0800	0825	Embraer 170/195	1

KL	1277	Amsterdam	Edinburgh	2	0800	0825	Boeing 737 Passenger	1
KL	1277	Amsterdam	Edinburgh	1 3456	0800	0825	Boeing 737 Passenger	5
KL	1278	Edinburgh	Amsterdam	7	0910	1145	Embraer 170/195	1
KL	1278	Edinburgh	Amsterdam	2	0910	1145	Boeing 737 Passenger	1
KL	1278	Edinburgh	Amsterdam	1 3456	0910	1145	Boeing 737 Passenger	5
KL	1281	Amsterdam	Edinburgh	67	1215	1240	Embraer 170/195	2
KL	1281	Amsterdam	Edinburgh	12345	1215	1240	Boeing 737 Passenger	5
KL	1282	Edinburgh	Amsterdam	6	1325	1555	Embraer 170/195	1
KL	1282	Edinburgh	Amsterdam	67	1315	1550	Embraer 170/195	1
KL	1282	Edinburgh	Amsterdam	4	1325	1555	Boeing 737 Passenger	1
KL	1282	Edinburgh	Amsterdam	123 5	1325	1600	Boeing 737 Passenger	4
KL	1289	Amsterdam	Edinburgh	2 6	1620	1640	Boeing 737 Passenger	2
KL	1289	Amsterdam	Edinburgh	1 345 7	1615	1640	Boeing 737 Passenger	5
KL	1290	Edinburgh	Amsterdam	1234567	1725	1955	Boeing 737 Passenger	7
KL	1293	Amsterdam	Edinburgh	4	2110	2135	Boeing 737 Passenger	1
KL	1293	Amsterdam	Edinburgh	123 567	2110	2135	Boeing 737 Passenger	6
KL	1420	Birmingham Airport	Amsterdam	234 67	0600	0825	Boeing 737 Passenger	4
KL	1420	Birmingham Airport	Amsterdam	1	0600	0825	Boeing 737 Passenger	1
KL	1420	Birmingham Airport	Amsterdam	12 5	0600	0825	Boeing 737 Passenger	2
KL	1421	Amsterdam	Birmingham Airport	7	0815	0830	Boeing 737 Passenger	1
KL	1421	Amsterdam	Birmingham Airport	123456	0815	0830	Boeing 737 Passenger	6
KL	1422	Birmingham Airport	Amsterdam	7	0915	1130	Boeing 737 Passenger	1
KL	1422	Birmingham Airport	Amsterdam	123456	0915	1130	Boeing 737 Passenger	6
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KL	1424	Birmingham Airport	Amsterdam	7	1035	1250	Boeing 737 Passenger	1
KL	1425	Amsterdam	Birmingham Airport	6	1215	1230	Embraer 170/195	1
KL	1425	Amsterdam	Birmingham Airport	12345 7	1215	1230	Boeing 737 Passenger	6
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KL	1426	Birmingham Airport	Amsterdam	12345 7	1310	1525	Boeing 737 Passenger	6
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KL	1431	Amsterdam	Birmingham Airport	12345 7	1635	1650	Boeing 737 Passenger	6
KL	1432	Birmingham Airport	Amsterdam	6	1740	1955	Embraer 170/195	1
KL	1432	Birmingham Airport	Amsterdam	12345 7	1740	1955	Boeing 737 Passenger	6
KL	1433	Amsterdam	Birmingham Airport	5	1900	1915	Embraer 170/195	1
KL	1433	Amsterdam	Birmingham Airport	1234	1900	1915	Embraer 170/195	4
KL	1434	Birmingham Airport	Amsterdam	5	1945	2155	Embraer 170/195	1
KL	1434	Birmingham Airport	Amsterdam	1234	1945	2155	Embraer 170/195	4
KL	1435	Amsterdam	Birmingham Airport	1 4 7	2105	2120	Boeing 737 Passenger	3
KL	1435	Amsterdam	Birmingham Airport	123 56	2105	2120	Boeing 737 Passenger	4
KL	1440	Aberdeen (GB)	Amsterdam	1	0600	0835	Boeing 737 Passenger	1
KL	1440	Aberdeen (GB)	Amsterdam	1234567	0600	0835	Boeing 737 Passenger	6
KL	1441	Amsterdam	Aberdeen (GB)	1234567	0815	0845	Embraer 170/195	7
KL	1442	Aberdeen (GB)	Amsterdam	6	0915	1145	Embraer 170/195	1
KL	1442	Aberdeen (GB)	Amsterdam	12345 7	0915	1145	Embraer 170/195	6
KL	1443	Amsterdam	Aberdeen (GB)	7	0935	1005	Embraer 170/195	1
KL	1443	Amsterdam	Aberdeen (GB)	123456	0935	1005	Embraer 170/195	6
KL	1444	Aberdeen (GB)	Amsterdam	7	1035	1310	Embraer 170/195	1
KL	1444	Aberdeen (GB)	Amsterdam	123456	1035	1310	Embraer 170/195	6
KL	1445	Amsterdam	Aberdeen (GB)	7	1140	1210	Embraer 170/195	1
KL	1445	Amsterdam	Aberdeen (GB)	6	1125	1155	Embraer 170/195	1
KL	1445	Amsterdam	Aberdeen (GB)	2345	1140	1210	Embraer 170/195	4
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KL	1446	Aberdeen (GB)	Amsterdam	6	1225	1500	Embraer 170/195	1
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KL	1449	Amsterdam	Aberdeen (GB)	67	1610	1635	Boeing 737 Passenger	2
KL	1449	Amsterdam	Aberdeen (GB)	12345	1610	1635	Boeing 737 Passenger	5
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KL	1470	Glasgow International Airport	Amsterdam	1234567	0605	0845	Boeing 737 Passenger	5
KL	1473	Amsterdam	Glasgow International Airport	67	0930	1000	Boeing 737 Passenger	2
KL	1473	Amsterdam	Glasgow International Airport	1	0930	1000	Boeing 737 Passenger	1
KL	1473	Amsterdam	Glasgow International Airport	12345	0930	1000	Boeing 737 Passenger	4
KL	1474	Glasgow International Airport	Amsterdam	67	1045	1320	Boeing 737 Passenger	2
KL	1474	Glasgow International Airport	Amsterdam	3	1045	1320	Boeing 737 Passenger	1
KL	1474	Glasgow International Airport	Amsterdam	1	1045	1320	Boeing 737 Passenger	1
KL	1474	Glasgow International Airport	Amsterdam	12 45	1045	1320	Boeing 737 Passenger	3
KL	1477	Amsterdam	Glasgow International Airport	4 7	1535	1605	Boeing 737 Passenger	2
KL	1477	Amsterdam	Glasgow International Airport	2	1535	1605	Boeing 737 Passenger	1
KL	1477	Amsterdam	Glasgow International Airport	1 3 56	1535	1605	Boeing 737 Passenger	4
KL	1478	Glasgow International Airport	Amsterdam	4 7	1655	1930	Boeing 737 Passenger	2
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KL	1481	Amsterdam	Glasgow International Airport	6	2140	2210	Boeing 737 Passenger	1
KL	1481	Amsterdam	Glasgow International Airport	1	2115	2145	Boeing 737 Passenger	1
KL	1481	Amsterdam	Glasgow International Airport	12345 7	2115	2145	Boeing 737 Passenger	5
KL	1482	Humberside	Amsterdam	1	0610	0810	Embraer 170/195	1
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KL	1486	Humberside	Amsterdam	1	1000	1200	Embraer 170/195	1
KL	1486	Humberside	Amsterdam	123456	1000	1200	Embraer 170/195	5
KL	1489	Amsterdam	Humberside	12345 7	1640	1640	Embraer 170/195	6
KL	1490	Humberside	Amsterdam	12345 7	1710	1915	Embraer 170/195	6
KL	1493	Amsterdam	Humberside	1234567	2130	2130	Embraer 170/195	7
KL	1514	Norwich	Amsterdam	1	0605	0800	Embraer 170/195	1
KL	1514	Norwich	Amsterdam	1234567	0605	0800	Embraer 170/195	6
KL	1515	Amsterdam	Norwich	6	0910	0900	Embraer 170/195	1
KL	1515	Amsterdam	Norwich	12345	0910	0900	Embraer 170/195	5
KL	1516	Norwich	Amsterdam	6	0930	1125	Embraer 170/195	1
KL	1516	Norwich	Amsterdam	12345	0930	1125	Embraer 170/195	5
KL	1519	Amsterdam	Norwich	7	1350	1340	Embraer 170/195	1
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KL	1520	Norwich	Amsterdam	12345 7	1410	1605	Embraer 170/195	6
KL	1521	Amsterdam	Norwich	1	1700	1650	Embraer 170/195	1
KL	1522	Norwich	Amsterdam	1	1720	1915	Embraer 170/195	1
KL	1523	Amsterdam	Norwich	2345 7	1700	1650	Embraer 170/195	5
KL	1524	Norwich	Amsterdam	2345 7	1720	1915	Embraer 170/195	5
KL	1527	Amsterdam	Norwich	1234567	2120	2110	Embraer 170/195	7
KL	1530	Durham	Amsterdam	1	0620	0840	Embraer 170/195	1
KL	1530	Durham	Amsterdam	1234567	0620	0840	Embraer 170/195	6
KL	1533	Amsterdam	Durham	7	0920	0930	Embraer 170/195	1
KL	1533	Amsterdam	Durham	6	0925	0935	Embraer 170/195	1
KL	1533	Amsterdam	Durham	12345	0920	0930	Embraer 170/195	5
KL	1534	Durham	Amsterdam	6	1005	1220	Embraer 170/195	1
KL	1534	Durham	Amsterdam	3 7	1000	1215	Embraer 170/195	2
KL	1534	Durham	Amsterdam	12 45	1000	1220	Embraer 170/195	4
KL	1535	Amsterdam	Durham	12345	1640	1650	Embraer 170/195	5
KL	1536	Durham	Amsterdam	12345	1720	1935	Embraer 170/195	5
KL	1539	Amsterdam	Durham	1234567	2135	2145	Embraer 170/195	7
KL	1540	Leeds Bradford	Amsterdam	1	0620	0840	Embraer 170/195	1
KL	1540	Leeds Bradford	Amsterdam	1234567	0620	0840	Embraer 170/195	6
KL	1541	Amsterdam	Leeds Bradford	6	0925	0935	Embraer 170/195	1
KL	1541	Amsterdam	Leeds Bradford	12345 7	0920	0930	Embraer 170/195	6
KL	1542	Leeds Bradford	Amsterdam	6	1005	1215	Embraer 170/195	1
KL	1542	Leeds Bradford	Amsterdam	12345 7	1000	1210	Embraer 170/195	6
KL	1549	Amsterdam	Leeds Bradford	6	1640	1650	Embraer 170/195	1
KL	1549	Amsterdam	Leeds Bradford	12345 7	1640	1650	Embraer 170/195	6
KL	1550	Leeds Bradford	Amsterdam	6	1720	1935	Embraer 170/195	1
KL	1550	Leeds Bradford	Amsterdam	12345 7	1720	1935	Embraer 170/195	6

KL	1551	Amsterdam	Leeds Bradford	67	2210	2220	Embraer 170/195	2
KL	1551	Amsterdam	Leeds Bradford	12345	2200	2210	Embraer 170/195	5

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Sum of Frequency Column Labels										
Row Labels	Belfast	George Best City Apt	Cardiff	Durham	Glasgow International	Airport	Humberside	Inverness	Leeds Bradford	Grand Total
0605			6			7				13
0610							7			7
0620				7					7	14
0625								7		7
0940			1							1
0945			5							5
0955			1							1
1000				6			6		6	18
1005				1					1	2
1045						7				7
1055								1		1
1320								1		1
1325								5		5
1550								1		1
1655						7				7
1710							6			6
1715		7	7							14
1720				5					7	12
Grand Total		7	20	19		21	19	15	21	122

## **APPENDIX 2:**

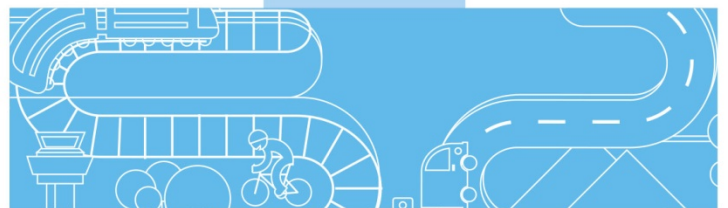
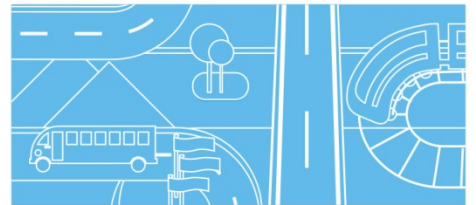
Chapter 11 (Socio-Economic Impacts) of the Environmental Statement that formed part of London Stansted's 2018 planning application (UTT/18/0460/FUL).

TRANSFORMING LONDON STANSTED AIRPORT

35+ PLANNING APPLICATION

# Chapter 11

## Socio-Economic Impacts



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# 11 SOCIO-ECONOMIC IMPACTS

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## Introduction

- 11.1 The proposed increase in the passenger cap will enable the airport to handle an additional 8 million passengers per annum (mppa). This will result in increased employment at the airport as well as additional employment and socio-economic benefits at the regional level. The increase in capacity will enable growth in services in terms of destinations served and frequency of flights, which will create benefits for the users of the airport and generate wider beneficial economic effects in the region and beyond, through the airport's role as a facilitator of economic activity. The proposed increase in the cap will enable new services to destinations important for business and high value in-bound tourism.
- 11.2 This chapter considers the employment impacts and wider socio-economic effects of the proposed development. It should also be read in conjunction with ES Appendix 11.1, which provides details of the study areas used in this assessment and ES Appendix 11.2, which provides baseline information on the study area.
- 11.3 The chapter is structured as follows:
- The section on **legislation, guidance and planning policy** (read in conjunction with the ES Appendix 3.1) identifies the national, regional and sub-regional policy objectives relevant to the assessment of socio-economic and employment effects;
  - The section on **assessment methodology** and significance criteria sets out the methodology used for each component of the impact assessment. Three potential impacts have been identified – user benefits, wider economic impacts and employment impacts. The employment impacts are considered in relation to both the construction and operational phases of the proposed development.
  - The section on **baseline conditions** (and ES Appendix 11.2) establishes the existing economic position in the study areas. Due to the differing nature of wider economic and employment impacts, different study areas are considered for each component of impact;
  - **Incorporated mitigation** sets out the range of mitigation and enhancement measures related to economic and employment impacts which have already been established through the 2015 Sustainable Development Plan (SDP) and Section 106 agreements;
  - The **impact assessment** section establishes the impact of the proposed development and the resulting effects on the wider economy and employment;
  - **Further mitigation** identifies ways that the airport intends to further minimise adverse impacts or maximise benefits; and
  - **Cumulative effects** take account of the impact of the proposed development in combination with other committed developments in the study area.

## Legislation, Guidance and Planning Policy Context

- 11.4 'Cross cutting' policies and plans which are relevant to the consideration of socio-economic and other effects are described in Appendix 4.1 and the Planning Statement submitted as part of this application. Such policies are not repeated here in detail to avoid the chapter becoming unduly long or repetitive. This section does however highlight the specific legislation, guidance and policies that are most relevant to this topic.

### National Policy

#### Aviation Policy Framework

- 11.5 The ability to move people and goods across the globe in a matter of hours is fundamental to the global economy. Airports can make an important contribution to their local economies, being major employers in their own right and having the potential to attract companies whose business depends on air travel into their immediate proximity. Airports also contribute to quality of life, enabling people to travel abroad for leisure, broaden their horizons or visit friends and relatives. The Aviation Policy Framework<sup>1</sup> (APF) recognises the vital role that aviation plays in the UK economy and supports aviation growth within a framework which recognises both the benefits of aviation and its costs. The Secretary of State for Transport's Foreword to the document confirms:

*"The Government believes that aviation needs to grow, delivering the benefits essential to our economic wellbeing, whilst respecting the environment and protecting quality of life."*

- 11.6 The benefits of aviation set out in the document include the gross domestic product (GDP) and employment supported by the air transport and aerospace sector, and the wider contribution that aviation makes as an enabler of other activities. These 'enabling' impacts include:
- Trade in goods: aviation plays an important role in supporting trade in high-value, time critical sectors;
  - Greater productivity: aviation enables productivity and growth by enhancing access to markets through improved connectivity. It facilitates inward investment and the movement of goods and people which enhances trade and the diffusion of knowledge;
  - Tourism: air travel is essential to international tourism, particularly from more distant markets; and
  - Travel, culture and family: aviation also provides wider social benefits enabling UK residents to experience different cultures.

- 11.7 One of the main objectives of the APF is to ensure that the UK's air links continue to make it one of the best-connected countries in the world and to ensure that the benefits of aviation to the economy are fully realised.

#### The Airports Commission

- 11.8 The Airports Commission (AC) final report<sup>2</sup> recognised the benefits of making best use of Stansted Airport. It acknowledged the investment of £80 million into the terminal redevelopment work (underway at that time) and that capacity at Stansted will be important to the wider London airports system before any additional runway capacity is provided. The AC

also acknowledged the strategic importance of Stansted to the wider London airport system while supporting the need to ensure that local people are protected from unacceptable negative impacts of living close to an airport.

11.9 Moreover, it was stated in the report that:

*“The Commission considers that there may be a case for reviewing the Stansted planning cap if and when the airport moves closer to full capacity. Its forecasts indicate that this would not occur until at least the 2030s, although the airport has seen rapid growth since its purchase by MAG, which if sustained over a longer period would bring this forward.”*

### **Beyond the Horizon: The Future of Aviation in the UK**

11.10 An updated aviation strategy will be published by the end of 2018, which will replace the 2013 APF. It will provide the framework for aviation policy for the period up to 2050 and beyond. To support the development of this strategy, a call for evidence<sup>3</sup> was published in July 2017.

11.11 The aviation sector is central to building a global and connected Britain. The call for evidence recognises the importance of trade and inward investment to the UK and the role that aviation can play in achieving the government’s ambitions to increase productivity and grow the economy.

11.12 While the government’s preferred option for a new runway at Heathrow is set out in the draft Airports National Policy Statement (NPS)<sup>4</sup>, the call for evidence recognises that strong growth is putting pressure on existing infrastructure and that there is a need to make better use of existing airport capacity. To this end:

*“The government agrees with the Airport Commission’s recommendation that there is a requirement for more intensive use of existing airport capacity and is minded to be supportive of all airports who wish to make best use of their existing runways including those in the South East.”*

### **National Planning Policy Framework**

11.13 The purpose of the planning system according to the National Planning Policy Framework<sup>5</sup> (NPPF) is to deliver sustainable development. This requires the planning system to consider three principal objectives: economic; social; and environmental. The Government is committed to securing economic growth, therefore significant weight should be accorded in planning decisions and policy to the need to support economic growth.

11.14 With specific reference to airports, the policy states:

*“when planning for ports, airports and airfields that are not subject to a separate national policy statement, plans should take account of their growth and role in serving business, leisure, training and emergency service needs”.*

### **Conclusions on National Policy**

11.15 The economic benefits of aviation are acknowledged in the Government’s existing aviation policy framework and recent call for evidence supporting the new aviation strategy. The policy framework recognises that Stansted has an important role to play in the development of the London airport system, particularly before any additional runway capacity is provided. The call for evidence recognises the need to be supportive of airports wanting to make best use of their existing runways. The NPPF also calls on local authorities to support sustainable

economic growth and to take account of the role of airports in serving business and leisure activity.

## **Regional, Sub-Regional and Local Policy Review**

### **The London-Stansted-Cambridge-Corridor (LSCC) Growth Commission**

- 11.16 The London-Stansted-Cambridge Corridor (LSCC) Consortium is a partnership of public and private organisations covering the area from North London to Stansted, Cambridge and Peterborough. The partnership was formed to organise and promote what is a defined economic area, with strong inter-connections; commuting to work and learn patterns, clusters of industries and supply chains.
- 11.17 The LSCC Consortium established the LSCC Growth Commission in 2015 to provide independent analysis and advice to enhance the economic potential of the LSCC and set out a vision for the area to become one of the top five global knowledge regions. The final report from the Growth Commission<sup>6</sup> notes that the LSCC provides a unique opportunity which is critical to the future of the UK economy. The LSCC is characterised by higher than average growth in population, workforce, jobs, businesses, gross value added (GVA) and productivity. It contributes significantly to the UK economy with Europe's leading life sciences cluster and the UK's largest cluster of ICT and digital firms, concentrated around London and Cambridge.
- 11.18 Five priorities will drive the ambition of the LSCC, one of which is Stansted as a dynamic source of growth and development. The report notes:

*"Our vision is for an airport that is a dynamic driver of growth and local business performance, providing the services and routes that the corridor's tech and life sciences businesses need [...] London Stansted Airport has the capacity to expand and could be a big part of the solution to the aviation needs of the Corridor, London and the Greater South East."*

### **Greater Cambridge Greater Peterborough LEP Strategic Economic Plan**

- 11.19 The Greater Cambridge Greater Peterborough Local Enterprise Partnership (LEP) is a business-led organisation focused on driving forward sustainable economic growth. The goal of the LEP is to develop an internationally competitive, nationally significant local economy bringing together the diverse strengths of the area. The Strategic Economic Plan<sup>7</sup> aims to realise the area's significant potential for continued economic growth through a targeted range of interventions.
- 11.20 The role of transport and international connectivity is recognised in the Plan:
- "The area includes London Stansted and Cambridge Airports, which contribute significantly to the LEP area and wider economy. International connectivity by air is a key requirement of any major international business location. In order to help those businesses in our area continue to grow it is vital that they have connectivity with their key markets, and in the case of international businesses, their head offices and other operations."*
- 11.21 The Plan supports making maximum use of capacity at Stansted and, particularly, the development of long-haul routes. To enable the development of these routes, the Plan sets out its proposals for an Air Passenger Duty (APD) exemption as a mechanism to provide start-up support for new long-haul routes from Stansted.

## **South East LEP**

- 11.22 Stansted also lies within the South East LEP area which covers East Sussex, Essex, Kent, Medway, Southend and Thurrock. Within the Strategic Economic Plan<sup>8</sup>, the LEP identifies 12 growth corridors, one of which is the M11 London Harlow Stansted Cambridge corridor. The Plan recognises that Stansted has an important role to play in attracting investment from a wide range of global companies seeking a UK base.

## **Economic Plan for Essex**

- 11.23 The Economic Plan for Essex<sup>9</sup> is based on the collective ambitions of all local authorities in Essex and is designed to be a long-term plan for growth in the Essex economy. The priority of the Plan is to secure sustainable economic growth for businesses and communities across Essex.
- 11.24 The Plan recognises the important role that Stansted plays in the Essex economy and LSCC in particular, along with the potential of the airport to act as a catalyst for growth across the corridor and beyond. The Economic Plan for Essex supports growth at Stansted and concludes that:

*"It is clear that Stansted is, and can continue to be a major driver of economic growth in Essex."*

## **Haven Gateway Partnership**

- 11.25 Stansted lies at one end of the A120 Haven Gateway growth corridor linking the west of Essex with Harwich International Port in the east. The vision of the Haven Gateway Partnership<sup>10</sup> is

*"To deliver a thriving economy in a high quality environment for its residents and visitors, by capitalising on its location as a key gateway associated with the Haven Ports, realising its potential for significant growth, addressing its needs for economic regeneration, creating an additional focus on knowledge based employment and SMEs while protecting and enhancing its natural assets."*

- 11.26 The Partnership consider the A120 to be a vital link between Stansted and the ports to the east of the sub-region. A number of investment opportunities and transport improvements have been identified in the Economic Plan for Essex to unlock the growth potential of the corridor by taking advantage of proximity to Stansted and Harwich.

## **Adopted Uttlesford Local Plan**

- 11.27 The current Uttlesford Local Plan<sup>11</sup> was adopted in 2005. The Plan specifically sets out a number of policies relating to the airport, which are described in Appendix 4.1.

## **Draft Local Plan – Regulation 18**

- 11.28 The new draft Uttlesford Local Plan<sup>12</sup> was subject to public consultation in 2017. The Plan sets out the vision for Uttlesford for the period to 2033, the spatial strategy of where and when investment should be located and the policies to deliver the Plan. The vision for 2033 is that Uttlesford will continue to be one of the most desirable places to live and work in the UK.
- 11.29 The vision for Uttlesford is under-pinned by three themes (promoting thriving, safe and healthy communities, supporting sustainable business growth and protecting and enhancing

heritage and character) which, in turn, are supported by ten spatial objectives. The following objective is particularly relevant:

- Objective 2a – Enabling Growth and Investment. This objective seeks to strengthen the local economy by enabling the growth of existing and new employers, including providing opportunities for employment growth related to Stansted Airport.
- 11.30 The Plan recognises the importance of Stansted to the LSCC and, in particular, to the South Cambridgeshire research and bio-technology cluster. In the vision for the District, it is stated that Stansted will “*form a pivotal part of the highly successful London Stansted Cambridge Corridor*” and “*the environmental impact of London Stansted Airport will be effectively managed.*”
- 11.31 The spatial strategy provides the framework for the policies in the Plan. Policy SP11 relates to Stansted Airport and states “*the growth of London Stansted Airport will be supported.*” However, development proposals must meet several criteria related to national aviation policy, environmental effects and surface access measures.
- 11.32 Policy SP11 also includes the North Stansted Employment Area (‘Northside’) which is a 55 hectare site allocated for B2 (general industry) and B8 (storage and distribution) employment use. Development on this site will not be restricted to airport-related employment.
- 11.33 Policy SP4 relates to the provision of jobs and states that “provision will be made for a minimum net increase of 14,630 jobs in the period 2011 – 2033 to maintain a broad balance between homes and jobs and to maintain a diverse economic base.”

#### **Uttlesford Economic Development Strategy 2016-18**

- 11.34 Uttlesford shares the Government’s commitment to sustainable economic growth. Its Economic Development Strategy 2016-18<sup>13</sup> retains the focus of the previous two strategies on facilitating sustainable growth in jobs and businesses. One of the main actions of the Strategy is to promote specific and targeted propositions to attract inward investment and facilitate local business expansion. The international connectivity of Stansted is noted as supporting this action.

#### **Uttlesford Corporate Plan 2017-21**

- 11.35 One of the aims of the Uttlesford Corporate Plan<sup>14</sup> is to support sustainable business growth and the promotion of the economic benefits of Stansted Airport is a key commitment.

#### **Other Local Plans**

- 11.36 The local plans<sup>15 16 17</sup> of a number of other authorities<sup>i</sup> acknowledge their positions in the LSCC and seek to capitalise on the strategic location of the corridor in order to promote economic growth and prosperity. These authorities are working with partner authorities in the corridor to deliver the LSCC vision for the area.
- 11.37 At the heart of the LSCC, with good connections to London, Cambridge and Stansted Airport the Harlow Enterprise Zone is a premier business location<sup>18</sup>.

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<sup>i</sup> East Herts, Harlow and Epping Forest

## **Sustainable Development Plan**

- 11.38 The Stansted SDP<sup>19</sup> is the framework and master plan for growth of the airport based on the capacity of its single runway. The SDP has been finalised following extensive consultation and it sets out the strategic objectives for the growth and development of the airport and comprises four detailed plans covering the economy and surface access, land use, environment and community.
- 11.39 The economy section of the SDP recognises that Stansted is an important catalyst for growth and an aim of the airport is to maximise its contribution to the economy, support local growth and maintain a fair and sustainable relationship with its supply chain and business partners. The SDP highlights the economic impact of Stansted, particularly its contribution to employment as the largest single-site employer in the East of England, and its role as a gateway for inbound tourists and an important freight hub.
- 11.40 The SDP also recognises that it can play a role in maximising its local economic benefits through partnership working and the delivery of specific programmes and training/educational packages. Good connectivity to Stansted is important in driving economic regeneration in some local areas around the airport and the Surface Access Strategy will target connections to key areas for current and future workforce recruitment.

## **Conclusions on Regional, Sub-Regional and Local Policy**

- 11.41 Within the regional and sub-regional economy, Stansted is recognised at all levels of policy and strategy and in all key documents related to economic development as a key driver of future economic growth. Development of the airport is also supported in the draft Uttlesford Local Plan and by key policies. Its growing international air services are seen as especially important for local businesses to compete globally.



## Assessment Methodology and Significance Criteria

### Assessment Methodology

- 11.42 The approach adopted for the impact assessment set out below follows a widely accepted set of methodologies for establishing the socio-economic and employment effects of airport development. These methodologies were used in the ES which accompanied the planning application to increase Stansted's capacity to 35 mppa (the 25+ project) and 274,000 air transport movements (ATMs). They have also been applied in a range of other aviation projects and were endorsed by the AC<sup>20</sup>.
- 11.43 The growth of the airport will generate benefits for:
- The users of the airport who will benefit from more flights to existing destinations and new flights to new destinations (these benefits are termed user benefits);
  - The wider economy through the enabling of increased economic activity (sometimes termed catalytic impacts or wider economic impacts); and
  - The people who secure new airport related employment<sup>ii</sup>.

### User Benefits

- 11.44 Airport users will benefit from the increased capacity as Stansted will be better able to accommodate the forecast level of demand. Increased capacity will encourage competition and choice in airlines at Stansted, improving routes, frequency of flights and potentially reducing fares. New passengers, who would otherwise be unable to fly due to the limited capacity (from 2023 onwards), will benefit as a result the increased passenger cap. Existing passengers will benefit from greater choice as a result of the additional flight frequencies, expanded route network and the opportunity to use a more convenient airport. There will also be benefits to freight users, the airport operator and government (from increased tax revenue).
- 11.45 Quantifying these user benefits would require a detailed analysis of traffic patterns and surface transport costs under alternative capacity assumptions and using a UK wide airport system model which can allocate passengers to airports in response to changes in capacity. DfT has a model which can analyse major changes in capacity but, given the scale of the proposed development, this level of analysis is not practical. Therefore, a qualitative assessment of such benefits, using professional judgment and experience, is provided below. This approach has been agreed by UDC by virtue of its scoping opinion (see Appendix 2.1 in ES Volume 2).

### Wider Socio-Economic Effects

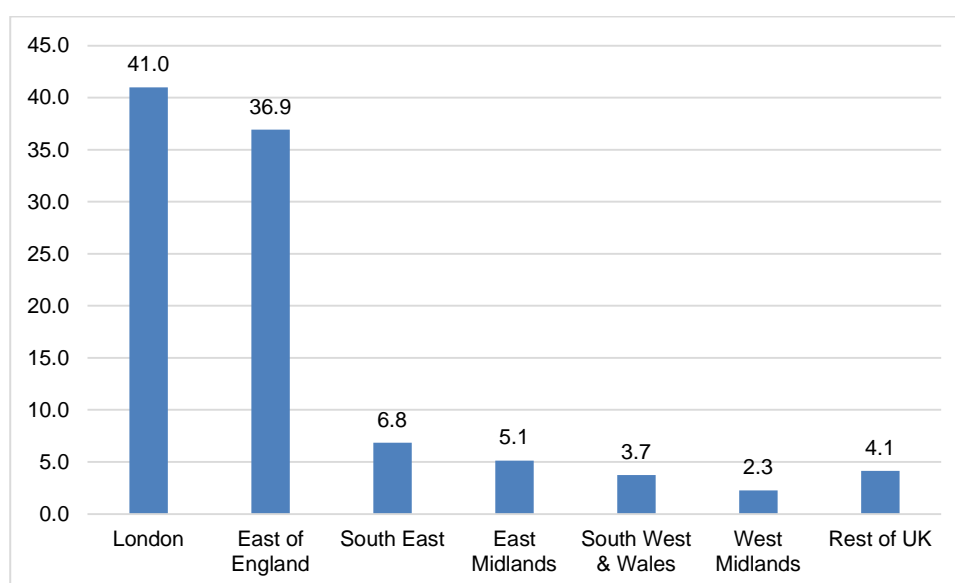
- 11.46 The proposed development will generate economic and social benefits for the wider economic study area, which is defined below. These benefits will comprise:
- Opportunities for businesses in the study area to access a wider range of air services from a local airport;
  - Enhancement of the attractiveness of the study area to businesses in terms of its 'air transport offer';

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<sup>ii</sup> People employed at the airport, in supplier companies and in the local economy

- Opportunities for increased flights to serve higher numbers of both inbound and outbound leisure<sup>iii</sup> visitors. The potential impacts of these outbound tourists on the economy and domestic tourism industry are discussed later in the chapter; and
- Strengthening the airport's important role in the freight market which helps UK businesses compete in the global economy.

11.47 For the assessment of wider socio-economic effects, an area has been defined in which most effects will be felt. Stansted draws its passengers from an area south of the Midlands, but its core catchment area is the East of England<sup>iv</sup> and London which together account for 78%<sup>21</sup> of UK passengers in 2016. Details are shown in Figure 11.1. The majority of the wider economic effects will therefore accrue to the East of England and London, particularly the inner and north east London boroughs<sup>v</sup>. The wider economic study area is therefore defined as the East of England and London and is shown in Map 1 in Appendix 11.1 in ES Volume 2.



**Figure 11.1: Origin/destination of UK passengers at Stansted, 2016<sup>22</sup> (%)**

11.48 Paragraph 11.46 above identifies the activities most likely to be affected by airport growth. The approach to the assessment of wider economic effects reported in this chapter establishes the mechanisms by which airport development will create wider effects and how the expansion of Stansted (in terms of passenger numbers) will impact on these mechanisms. The assessment will be quantitative or qualitative as appropriate.

### **Employment Effects**

11.49 The economic impact of airport-related employment growth at the airport can be measured in terms of the number of jobs created or supported by the growth and the GVA associated with those jobs. GVA includes wages, salaries, organisational surpluses and profits.

<sup>iii</sup> Leisure visitors include holiday visits, visits to friends and relatives and other non-business visits e.g. education

<sup>iv</sup> Includes Buckinghamshire and Oxfordshire

<sup>v</sup> London Boroughs of Camden, City, City of Westminster, Islington, Southwark, Barking and Dagenham, Enfield, Hackney, Haringey, Havering, Newham, Redbridge, Tower Hamlets, Waltham Forest.

11.50 For the construction assessment, the approach is to estimate the additional employment associated with the proposed development and assess the impact of this employment within the construction study area.

11.51 For the operational assessment, the approach involves the following main steps:

- Define the study area in which the impact will be felt;
- Estimate the current and future levels of airport related employment with and without the proposed development;
- Estimate current and future labour demand and supply in the study area; and
- Assess the impact of the forecast increase in the level of airport related employment against the wider forecasts of labour demand and supply in the study area.

### ***Employment Study Areas***

11.52 To assess the employment effects, it is necessary to define the area in which they will be felt. Given the different characteristics of the construction and the operational workforce, the areas for the construction and operational assessments are different:

- **Construction Study Area:** The construction industry is characterised by short, temporary contracts, and longer journeys to work compared to those made by people working in other industries. On this basis, the assessment of the construction effects is undertaken for an area comprising the South East and London. The construction study area is shown in Map 2 in Appendix 11.1 in ES Volume 2.
- **Operational Study Area:** The employment impact of the proposed development will be closely related to the home location of the airport workforce. The 2006 planning application defined the study area on the basis of the proportion of the airport's workforce that lives within identified local authority areas. A criterion was adopted such that all local authorities who have at least 1% of the Airport's workforce as residents would be included in the operational study area. This was accepted by UDC as an appropriate approach<sup>vi</sup> and has been adopted for this analysis. Using this approach and the 2015 Stansted Employee and Travel Survey<sup>23</sup> yields an operational study area consisting of 16 local authorities and covering almost 84% of the Stansted workforce in 2015<sup>vii</sup>.

11.53 Table 11.1 shows the adopted study area for the operational employment assessment which is also illustrated by Map 3 in Appendix 11.1, ES Volume 2.

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<sup>vi</sup> The 2006 study area comprised ten local authorities – Uttlesford, East Hertfordshire, Braintree, Harlow, Chelmsford, Epping Forest, Colchester, St Edmundsbury, South Cambridgeshire and Cambridge

<sup>vii</sup> The Stansted employee and travel survey is undertaken every two years and the 2017 is currently underway, although the results are not yet available.

**Table 11.1: Stansted employment study area<sup>24</sup>**

Local Authority	No. of Employee's	% Stansted Employment
East Hertfordshire	2,684	24.5
Uttlesford	2,007	18.3
Braintree	1,650	15.1
Harlow	809	7.4
Chelmsford	398	3.6
Colchester	257	2.3
Epping Forest	188	1.7
Newham	167	1.5
Redbridge	145	1.3
Waltham Forest	144	1.3
Enfield	141	1.3
Broxbourne	140	1.3
St Edmundsbury	134	1.2
South Cambridgeshire	133	1.2
Haringey	130	1.2
Cambridge	72	0.7
<b>Total Study Area</b>	<b>9,199</b>	<b>83.9</b>

Note: Cambridge does not meet the 1% criterion but the local authority is completely surrounded by South Cambridgeshire and is included to ensure there are 'no gaps' in the geographic coverage.

### **Airport Related Employment**

11.54 In assessing the effect of the proposed development in terms of employment, there are three main categories of employment to consider:

- **Direct employment:** people employed at Stansted during either construction or operation who receive wages and salaries. For the operational assessment only, direct employment is split into two categories – direct on-airport employment and direct off-airport employment. The categories cover similar types of employment. The former category is self-explanatory while the latter concerns people working in businesses whose activity is directly and solely related to Stansted Airport, but which are located outside the airport boundary;
- **Indirect employment:** employment in firms which are in the supply chain of the businesses at the airport during either construction or operation; and
- **Induced employment:** employment supported by the expenditure of people employed directly and indirectly in the operational and construction study areas.

### **Construction Employment**

11.55 As described in Chapter 5 of the ES, the application is for the development of new airfield infrastructure including two new taxiway links to the runway and nine additional aircraft parking stands. The direct employment supported by this work has been calculated by applying output per employee data from official statistics to the estimated capital expenditure.

11.56 Indirect employment is employment in firms in the supply chain of the contractors undertaking the proposed development. The extent to which there would be indirect employment in the

East of England and London will depend on the ability of the study area to supply the goods and services required by these contractors. Induced employment in the East of England and London will be supported by the expenditure of the direct and indirect employees in the area. Indirect and induced employment has been estimated using an employment multiplier which is the ratio of direct, indirect and induced employment to direct employment.

- 11.57 The indirect and induced employment associated with this expenditure has been estimated by applying an employment multiplier to the direct job estimate. Having calculated the employment impacts, GVA was calculated by applying GVA per person in employment for the East of England and London from official statistics to the employment estimates.

### ***Operations – Baseline Employment***

- 11.58 Stansted's direct on-airport employment is that located within the airport boundary and the baseline figure was obtained from the 2015 Stansted Employee Travel Survey.
- 11.59 In order to estimate the directly created GVA, GVA per employee for the study area was calculated using the latest official data for GVA and the number of people employed in the study area. GVA is available for NUTS 3 areas and all NUTS 3 areas<sup>25</sup> which cover the study area were included in the calculation. GVA per person in employment for the operational study area is £60,500.
- 11.60 Stansted's direct off-airport employment has been estimated from a survey of companies undertaken during April 2017 by Optimal Economics. The off-airport estimates are based on 17 interviews undertaken from a population of 40 companies. The approach to the survey was to:
- Identify possible off-airport companies through internet searches of appropriate business categories (e.g. hotels, air freight, aircraft/aviation services). The companies identified were based in Uttlesford, East Hertfordshire and Harlow;
  - Undertake a telephone survey of businesses identified to determine the level of employment and the extent to which the business is dependent on the airport; and
  - Use the survey results to provide an estimate of direct off-airport employment for the population of off-airport companies.
- 11.61 GVA per person employed for the operational study area (discussed in paragraph 11.61 above) was applied to the number of direct off-airport employees to calculate direct off-airport GVA.
- 11.62 Indirect employment in the operational study area is employment in the businesses which are in the supply chain of the airport itself and companies which provide services at the airport.
- 11.63 Induced employment in the operational study area is the employment supported by the local expenditure of people employed directly and indirectly.
- 11.64 Both indirect and induced employment has been estimated using appropriate employment multipliers. The employment multiplier is the ratio of direct, indirect and induced employment to direct employment.
- 11.65 Optimal Economics has reviewed evidence from studies<sup>26</sup> of and use of regional multipliers in the UK including impact studies of airports. These studies identified multipliers within a

relatively narrow range of 1.4 to 1.8<sup>viii</sup>. The value of the multiplier is influenced by the size and structure of the local economy. Economies which are relatively large in output and employment terms have a greater capacity to create induced employment and so to have a larger multiplier effect than for smaller economies. Optimal Economics has determined that the appropriate employment multiplier with regard to operational employment (including indirect and induced effects) for the study region is 1.8

- 11.66 GVA per person employed for the study area was applied to the number of indirect and induced jobs to calculate the associated GVA.

### ***Operations – Future Stansted Related Employment***

- 11.67 The impact of the proposed development was assessed for the future assessment year of 2028 which is the date at which Stansted is projected to reach its throughput of 43 mppa (the Development Case). The projected level of employment at the airport in 2028 without the development (the Do Minimum scenario) has been compared to the level of employment with the proposed development (the Development Case). As detailed above, the figure for future Stansted related employment comprises direct, indirect and induced employment.

- 11.68 Future levels of employment will be affected by two factors:

- The growth in passenger traffic through the airport; and
- The growth in productivity for direct on-airport employment and in the wider economy for direct off-airport and indirect employment.

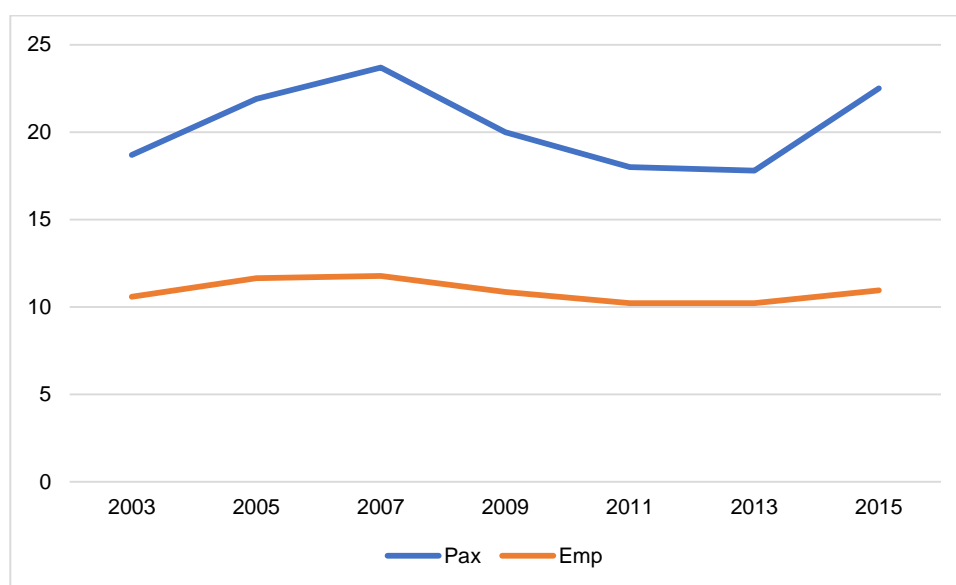
- 11.69 Table 11.2 provides a summary of the forecast air traffic through Stansted in 2028 in the Do Minimum scenario and the Development Case scenario. The Table also shows the annual passenger and air traffic data for 2023 (the 'Transitional Year') and the impact of the proposed development in each assessment year.

**Table 11.2: Forecast air traffic data for Stansted Airport<sup>27</sup>**

No Development (Do Minimum)	Passengers (mppa)	ATMs (000s)	Cargo (000 tonnes)
2016	24.3	181	254.5
2023	35	247	330.2
2028	35.0	249	374.9
Proposed Development (Development Case)	Passengers (mppa)	ATMs (000s)	Cargo (000 tonnes)
2016	24.3	181	254.5
2023	36	253	330.2
2028	43	274	375.7
Impact of Proposed Development	Passengers (mppa)	ATMs (000s)	Cargo (000 tonnes)
2023	+1	+6	+0.0
2028	+8	+25	+0.8

<sup>viii</sup> Indirect and induced multiplier for Luton airport was 1.8 (covering Bedfordshire, Buckinghamshire and Hertfordshire); Indirect multiplier for aviation industry in the UK was 1.7; Indirect and induced multiplier for Stansted (2006 planning application) was 1.4 (covering ten local authorities in the East of England).

- 11.70 The proposed development will enable an additional 8 mppa to use the airport in 2028 compared to the Do Minimum scenario. Alongside this, there would be an additional 25,000 air transport movements and around 800 tonnes of cargo throughput in the Development Case.
- 11.71 The other factor affecting the employment forecasts is the assumption made regarding future productivity growth. The estimates of productivity growth have been based on past trends.
- 11.72 For direct on-airport employment, the trend in passengers per employee has been reviewed while, for direct off-airport employment, the trend in economy wide productivity (output per worker) has been considered.
- 11.73 Figure 11.2 shows the numbers of passengers and employees at Stansted over the period from 2003 to 2015. This shows that the number of passengers has tended to grow faster than employment, although the relationship between the two fluctuates.
- 11.74 Annual levels of productivity (passengers per employee) have risen over time, but have varied from year to year. Very sharp increases in passenger numbers (as over the period 2013-15) tend to be associated with rapid increases in productivity simply because staffing levels cannot be increased in proportion over a short period. A slowing of (or fall in) passenger growth tends to be associated with slow productivity growth because airport businesses hold on to staff and may even be 'catching up' with unfilled vacancies.



**Figure 11.2: Passengers (mppa) and employment (000s) at Stansted, 2003 to 2015<sup>28</sup>**

- 11.75 Table 11.3 shows that estimates of airport productivity growth can be greatly affected by the choice of years for comparison and, more importantly, indicates a strong relationship between passenger growth and productivity growth over the long term. In the analysis presented below, productivity growth over the longest data period (2003 to 2015) is 1.3% p.a., but this is associated with passenger growth of 1.6% p.a. Growth in passengers in the Development Case is 5.1% p.a. in which case productivity growth would be expected to be higher. Over the period 2011 to 2015, relatively fast passenger growth (5.7 % p.a. was accompanied by productivity growth of 3.9% p.a., although both these growth rates are influenced by the very rapid growth in passengers between 2013 and 2015. This suggests a need to temper the

productivity growth rate and we have therefore adopted an annual productivity growth rate of 2%<sup>ix</sup> for the analysis.

**Table 11.3: Growth in passenger numbers and productivity at Stansted<sup>29</sup>**

Period	Passenger Growth per annum	Productivity Growth per annum
2003 to 2015	1.6	1.3
2005 to 2015	0.3	0.9
2007 to 2015	-0.6	0.2
2009 to 2015	2.0	1.8
2011 to 2015	5.7	3.9
2013 to 2015	12.4	8.6

11.76 The approach to forecasting direct off-airport employment was to assume that 2015 employment will grow in line with passenger throughput with an allowance for economy-wide productivity growth. As off-airport businesses differ in their mix of activities, an economy wide average rate of productivity (output per worker) growth of 0.6% per annum has been adopted for the analysis. This is the average annual rate of growth in output per worker in the UK between 2003 and 2015<sup>30</sup>.

11.77 Indirect and Induced employment in the study area in 2028 has been estimated using the employment multiplier of 1.8, as discussed above.

11.78 GVA has been estimated by applying GVA per employee (uprated for annual productivity growth) to the employment estimates.

### ***Labour Demand and Supply in 2028***

11.79 The forecast of Stansted related employment must be placed within the context of other developments, including the future level of labour supply and employment, in the operational study area.

11.80 Labour Supply is the number of people in work or looking for work in the study area. The supply of labour is dependent on:

- The resident population of working age; and
- The proportion of the working age population who wish to work as measured by the economic activity rate.

11.81 The resident population in an area is dependent on the level of housing provision. In preparing their assessments of future housing need, local authorities consider future employment forecasts and whether adjustments are required to the housing delivery rate to balance jobs and workers.<sup>x</sup> The actual labour supply available to employers in the study area is dependent on the number of local residents who choose to work in the study area and the number of people not resident in the area, but who commute into the study area from the surrounding districts and regions.

<sup>ix</sup> This is in line with other recent studies where the implicit rate of productivity growth is just under 2% including the 2015 SDP.

<sup>x</sup> The Draft Uttlesford Local Plan – Regulation 18 provides for growth at Stansted in its objectively assessed housing need.



- 11.82 Population projections are available by local authority from the Office for National Statistics (ONS) and have been used to identify the population of working age in the study area. For the purpose of this analysis, the population of working age is assumed to be all people aged between 16 and 64, although it is noted that changes to the state pension age will increase the population of working age to those aged up to 67 years during the forecasting period.
- 11.83 ONS no longer publishes national economic activity rate projections, hence, estimating the future workforce in the study area draws on recent trends in economic activity rates. Economic activity rates have been increasing and in 2015 the economic activity rate in the study area was 78.4%. Future labour supply has been estimated by applying this rate to the projections of working age population.
- 11.84 Employment in the study area has been taken from the East of England Forecasting Model (EEFM)<sup>31</sup> which includes forecasts of employment for the local authorities within the East of England. These forecasts have been used in this assessment for the local authorities in the study area that lie within the East of England. For the London Boroughs within the study area, the GLA<sup>32</sup> employment projections for these Boroughs have been used.

#### *Assessment of Effects*

- 11.85 The estimate of employment associated with the operation of the proposed development has been compared to forecast levels of employment in the study area in 2028 to determine the scale of effect.

#### **Significance Criteria**

- 11.86 There are no prescribed significance criteria against which wider economic and employment effects of a proposed development can be assessed. However, to ensure the assessment of effects is undertaken in a meaningful and structured manner, the criteria in Table 11.4 have been used in assessing the likely economic and employment effects of the proposed development. Similar criteria were applied to the assessment of impacts associated with the 2006 planning application to raise the passenger cap at Stansted to 35 mppa.

**Table 11.4: Socio-economic significance criteria**

Level of Significance	Description
Major	Very large or large change in economic or employment conditions, both adverse and beneficial, which are important considerations at a regional or district level because they contribute to achieving national or regional policy objectives.
Moderate	Intermediate change in economic or employment conditions which are important considerations at a local level.
Minor	Small changes in economic or employment conditions. These effects may be relevant at a local scale but are unlikely to be of importance in the decision-making process.
Negligible	No discernible change in economic or employment conditions. An effect that is likely to have a negligible or neutral (neither net positive nor negative) influence, irrespective of other effects.

## Baseline Conditions

### Wider Economic Effects

- 11.87 The baseline assessment of wider economic effects considers the characteristics of air traffic at Stansted, the economic performance of the area over which impacts will be felt and the airport's role within the regional area.

#### Stansted Airport Traffic

- 11.88 The characteristics of air traffic at Stansted are summarised in Appendix 11.2 which accompanies this chapter of the ES. The number of business passengers is of prime importance in driving the wider socio-economic impact of the airport. Foreign passengers are particularly important for the UK's tourism industry.
- 11.89 Drawing on the analysis in Appendix 11.2, the main points to note are:
- Of Stansted's 24.1<sup>xi</sup> million passengers surveyed by the CAA in 2016, the majority (20.6 million passengers or 86%) were making a leisure trip with 3.5 million passengers (14%) travelling for business purposes. The balance between business and leisure trips was similar to that of Gatwick and Luton airports within the London airport system, where leisure passengers account for around 79% of all trips;
  - Of the 3.5 million business passengers at Stansted, 2.1 million were UK passengers with almost 1.4 million foreign business passengers. Excluding Heathrow, Stansted has the highest proportion of foreign leisure passengers than any other UK airport which are important for the UK tourism industry;
  - Stansted is important to the air freight industry, being the third largest airport in the UK in terms of freight carried, behind Heathrow and East Midlands airports. With over 220,000 tonnes<sup>xii</sup> carried in 2016, it accounts for 10% of UK air freight; and
  - Stansted plays a specific role in the freight market, with almost all freight at Stansted carried on dedicated cargo aircraft as opposed to in the holds of passenger aircraft.

#### Economic Performance of Wider Study Area

- 11.90 As described previously, the study area for the assessment of wider economic effects comprises the East of England and London. The analysis of economic performance draws on official data published by ONS and uses the latest data available at October 2017. Appendix 11.2 contains supporting data with the key points summarised below:
- The population of the study area was 14.9 million in 2016, which is almost 23% of the population of the UK;
  - In terms of population, the East of England and London were the two fastest growing regions in the UK between 2010 and 2016;
  - The East of England and London are important drivers of the UK economy and together account for 31% of UK GVA. London is the largest UK region with GVA of

<sup>xi</sup> Stansted's total passengers in 2016 was 24.3 mppa, but the CAA survey data cover 24.1mppa

<sup>xii</sup> Freight only, excludes mail

£378 billion in 2015<sup>xiii</sup> with the East of England the fourth largest region behind London, the South East and North West;

- Both London and the East of England have experienced higher than UK average GVA growth between 2010 and 2015; and
- GVA per employee is a measure of productivity and in 2015 was £56,900 across the UK as a whole. London has the highest level of GVA per employee at £77,400 (36% above the UK average) with East of England GVA just below the UK average at £55,900.

11.91 The LSCC links London and the East of England and is a fast-growing economy, is strongly entrepreneurial and is a major location for knowledge based jobs and innovation. The LSCC's recent economic performance includes<sup>33</sup>:

- A post-recession workforce and employment growth which is more than twice the national average;
- Productivity which is 16% higher than the UK average in 2014;
- Business population growth which is more than twice the national average;
- Being Europe's leading life sciences cluster and the UK's largest ICT and digital cluster;
- London and Cambridge are also in the Top 10 cities in Europe for investment; and
- Stansted's location within the Corridor, and the global nature of its key businesses, heightens the contribution it can make to economic growth.

### **Summary**

11.92 As part of the London air transport system, Stansted serves two of the fastest growing regions which are particularly important to the UK economy, accounting for 31% of UK GVA. It also serves, and contributes to the success of, two important growth corridors (the LSCC and the A120 Haven Gateway corridor) and the GCGP LEP area.

### **Employment Impacts**

11.93 The baseline employment assessment covers the construction and operational aspects of the proposed development. Within the construction baseline an overview of the economy of the construction study area is provided.

11.94 Within the operational baseline, the economic performance of the operational study area is assessed for 2016. The level of Stansted related employment is analysed for 2015 as this is the date of the latest Stansted employment survey.

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<sup>xiii</sup> As at October 2017, the latest GVA figures are for 2015

## Construction

### ***Baseline Economic Performance:***

- 11.95 As the construction study area is the same as the study area for the assessment of wider economic effects, paragraph 11.92 provides a summary of population and GVA trends. Further details on the construction study area economy are also provided in Appendix 11.2.
- 11.96 In terms of employment, the key points to note are:
- Almost 8 million people were employed in the construction study area in 2016 which represents 26% of GB<sup>xiv</sup> employment;
  - In 2016 there were 348,000 people employed in the construction industry in the study area with the majority (54%) working in London;
  - Since 2011 unemployment in the East and London has been decreasing and in 2016, the rate of unemployment in the East of England was 3.9% and 5.8% in London. These rates are equivalent to over 388,000 people looking for work in the construction study area; and
  - Additional information on the characteristics of the unemployed is available from job-seekers allowance records. There were over 105,000 people claiming jobseekers allowance in the East of England and London in 2016 with almost 1,100 looking for work in skilled construction and building trades.

## Operations

### ***Baseline Economic Performance***

- 11.97 The Stansted operational study area (defined in Table 11.1) includes eleven local authorities within the East of England region and five London boroughs. Detailed information on the economic performance of the operational study area is contained in Appendix 11.2.
- 11.98 The key features of the operational study area are:
- A population of almost 3 million in 2016 of which, over 1.9 million were of working age (16-64 years). Since 2010, population growth in the study area has been 7.9% which is equivalent to growth of 1.3% per annum and, is almost twice the average growth rate for the UK;
  - The economic activity rate in the operational study area in 2016 was 78.8% which is slightly lower than the rate for the East of England but very similar to the London and UK rates;
  - Employment in the operational study area was over 1.1 million in 2016, having grown from almost 1 million in 2010. Employment growth in the operational study area has been strong since 2010 compared to the East of England and GB as a whole;
  - The service sector dominates employment in the study area with the largest sectors in 2016 being health (13%), education (11%), retail (10%) and business administration and support services (10%). In absolute terms, the largest growth between 2010 and

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<sup>xiv</sup> The Business Register and Employment Survey data published by ONS is only for GB

2016 was in professional, scientific and technical services and business administration and support;

- Residence based earnings in the study area are £39 per week higher than workplace earnings which reflects the effect of commuting patterns on earnings in the study area. Average annual residence and workplace earnings in the study area in 2016 are estimated to be £26,100 and £24,000 respectively;
- Following the financial crisis and recession in 2008, unemployment in the study area rose to a peak of 9% in 2011 before falling to 4.4% in 2016. This rate is equivalent to almost 67,000 people looking for work. The unemployment rate in the study area is slightly above the rate for the East of England (3.9%) and below the rate for London (5.8%); and
- The study area is a net exporter of labour, with out-commuters exceeding in-commuters by almost 215,000.

11.99 In terms of recent economic performance, the operational study area is:

- A large fast-growing area in terms of population with a relatively high proportion of young and working age people;
- An area which has had strong employment growth since 2010;
- An area with slightly higher GVA per head than the East of England as a whole; and
- An area which is closely integrated with London and the rest of the East of England in terms of commuting.

### ***Stansted Related Employment***

11.100 As described earlier in this chapter, employment related to the operation of Stansted employment may be divided into direct (on and off airport), indirect and induced.

11.101 Total **direct on-airport** employment at Stansted was 11,000 in 2015 which supported an annual passenger throughput of 22.5 mppa. Using the Stansted Employee Travel Surveys, Table 11.5 shows on-airport employment from 2003 to 2015. Passenger throughput is also shown.

11.102 Annual passenger throughput at Stansted reached 23.7 mppa in 2007. The effect of the financial crisis and subsequent recession, combined with the previous owner's commercial strategy, then saw passenger throughput fall to 17.8 mppa in 2013 before recovering and increasing sharply since then. Employment also peaked in 2007 at 11,800; fell to 10,200 in 2013 before increasing to 11,000 in 2015.

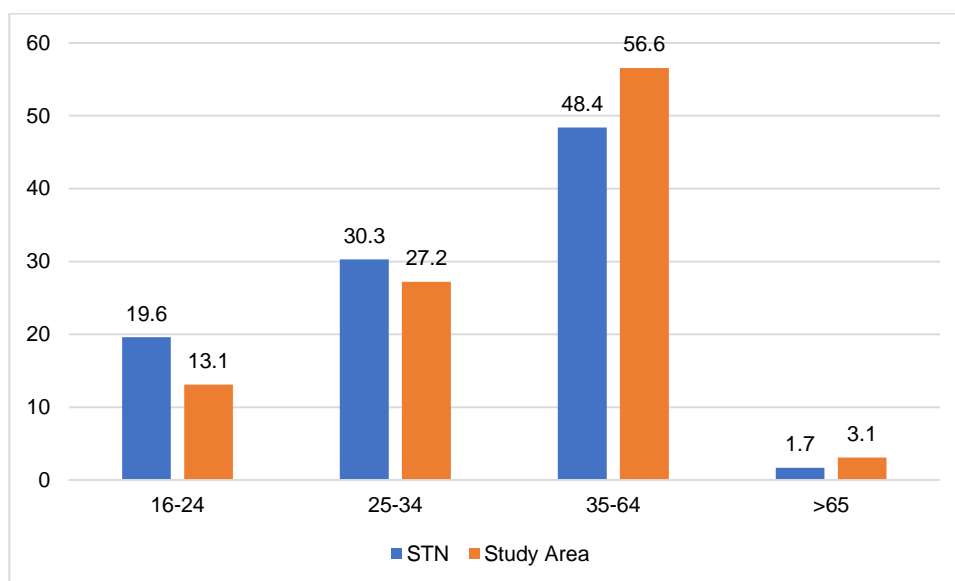
**Table 11.5: On-airport employment and passengers, 2003 to 2015<sup>34</sup>**

Year	Employment	Passengers (mppa)	Passengers per Employee
2003	10,600	18.7	1,800
2005	11,600	21.9	1,900
2007	11,800	23.7	2,000
2009	10,900	20.0	1,800
2011	10,200	18.0	1,800
2013	10,200	17.8	1,700
2015	11,000	22.5	2,100
<b>% Change 2003 to 2015</b>	<b>3.5</b>	<b>20.3</b>	<b>16.2</b>

Note: Data have been rounded

11.103 As discussed above (paragraph 11.75), the number of passengers per employee is a broad measure of productivity at the airport. At peak passenger throughput in 2007, there were 2,000 passengers for every employee. Passengers per employee decreased between 2007 and 2013, but by 2015 had increased to 2,100.

11.104 The 2015 Employee Travel Survey also provides data on the characteristics of the employees at Stansted. The distribution of employees at the airport and in the study area by age group is shown in Figure 11.3. Compared to the operational study area, Stansted has a relatively young workforce with almost 50% of employees aged between 16 and 34. Data limitations prevent a more detailed analysis of the 35 to 64 age group.



**Figure 11.3: Stansted and study area employees by age, 2015<sup>35</sup>**

11.105 The number of employees by job type is shown in Table 11.6. The largest number of employees (26%) is in passenger services, sales and clerical roles with a further 20% in the provision of air transport services (either as cabin crew or a pilot or person engaged in flight operations).

**Table 11.6: Stansted employees by job type, 2015<sup>36</sup>**

Job Type	Number	%
Air Cabin Crew	1,800	16.5
Apron, Ramp, Cargo, Baggage Handling & Drivers	1,100	10.1
Catering, Cleaning & Housekeeping	1,400	12.8
Customs, Immigration, Police & Fire	400	3.6
IT	100	0.7
Maintenance Tradesmen	700	6.7
Management & Professional	1,200	10.8
Passenger Services, Sales & Clerical	2,800	25.6
Pilots, Air Traffic Control, Flight Operations	400	3.8
Security, Passenger Search	1,000	9.3
<b>Total</b>	<b>11,000</b>	<b>100.0</b>

Note: Numbers have been rounded

11.106 The job types have been used to allocate employment to the major occupational groups, which shows that the airport provides employment opportunities across all occupational groups from professional and managerial to elementary occupations (Table 11.7).

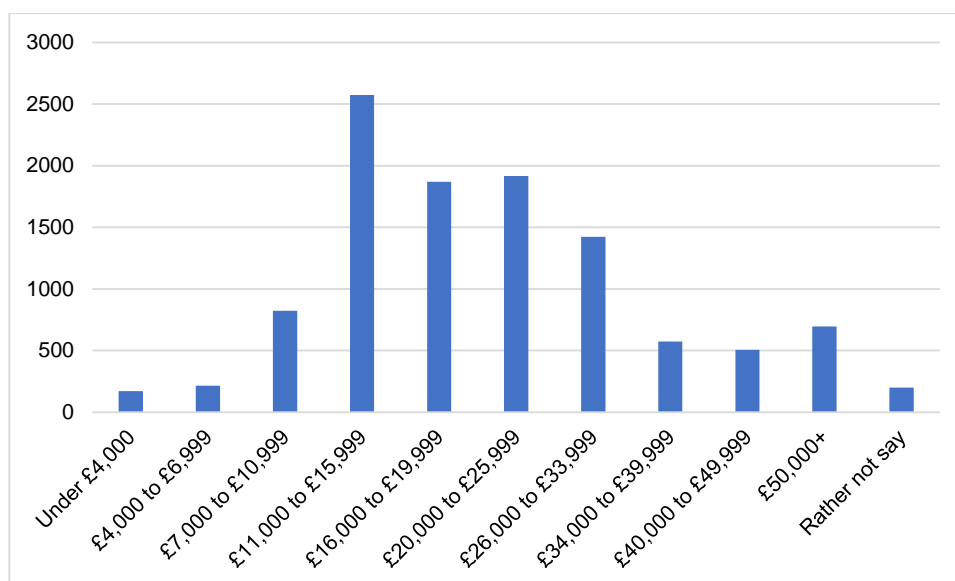
**Table 11.7: Occupational distribution of Stansted employees, 2015<sup>37</sup>**

Occupational Group	Number	%
1: Managers, Directors and Senior Officials	600	5.4
2: Professional	1,100	9.9
3: Associate Professional and Technical	400	3.6
4: Administrative and Secretarial	700	6.4
5: Skilled Trades	1,100	9.9
6: Caring, Leisure and Other Service	1,800	16.5
7: Sales and Customer Service	2,100	19.2
8: Process, Plant and Machine Operatives	1,100	10.1
9: Elementary	2,100	18.9
<b>Total</b>	<b>11,000</b>	<b>100.0</b>

Note: Numbers have been rounded

11.107 The distribution of Stansted employees by salary band is shown in Figure 11.4. The average salary across all employees in 2015 was £24,200 which is 8% higher than average workplace earnings in the operational study area<sup>xv</sup>.

<sup>xv</sup> Average workplace earnings in the operational study area in 2015 were £22,400.



**Figure 11.4: Distribution of Stansted employees by salary band, 2015<sup>38</sup>**

11.108 **Direct off-airport** employment is limited by local planning policies around Stansted which require that airport related activity should be located within the airport boundary. As previous studies have found negligible amounts of off-airport employment, a survey was undertaken to determine if any employment of this type exists.

11.109 Using the methodology outlined in earlier in this chapter, direct off-airport employment has been estimated to be 330.

11.110 The operation of Stansted supports **indirect employment** in the study area through companies based at the airport buying goods and services in the local economy. Jobs are created in the suppliers (and in the supply chain of suppliers).

11.111 **Induced employment** is employment supported by the local expenditure of people whose jobs are either directly or indirectly supported by the airport.

11.112 As discussed above, a local employment multiplier of 1.8 has been used to calculate indirect and induced employment. GVA has been calculated by applying to the employment figures the average GVA per worker for the operational study area.

11.113 Total Stansted related employment and GVA in 2015 in the study area economy are shown in Table 11.8.

**Table 11.8: Stansted related employment and GVA, 2015**

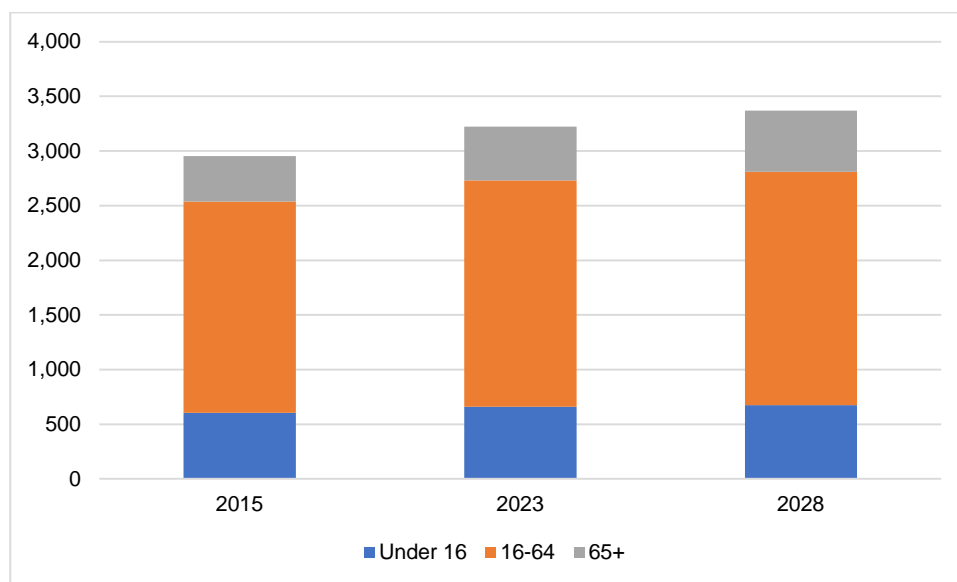
	No. Employees	GVA, £m
Direct On-Airport	11,000	663.0
Direct Off-Airport	300	19.8
Indirect & Induced	9,000	546.3
<b>Total</b>	<b>20,300</b>	<b>1,229.1</b>

Note: Numbers have been rounded



### ***Future Labour Supply in the Study Area***

11.114 The population of the operational study area is projected<sup>39</sup> to increase from 2.95 million in 2015 to 3.37 million in 2028 which is an increase of 14%. Figure 11.5 shows operational study area population projections between 2015 and 2028 by broad age group. Although the population aged over 65 is the fastest growing age group, the largest growth, in absolute terms, is in the population of working age which is projected to increase by 201,000 to 2.13 million in 2028.



**Figure 11.5: Operational study area population projections by age group, 2015 to 2028<sup>40</sup> (000s)**

11.115 Using the methodology described earlier in this chapter, the economically active population has been estimated for the operational study area and is shown in Table 11.9. The economically active population resident in the operational study area is forecast by Optimal Economics to increase by 157,300 to almost 1.67 million in 2028. This is an increase of over 10% which is faster growth than in the East of England, but not quite as fast as London.

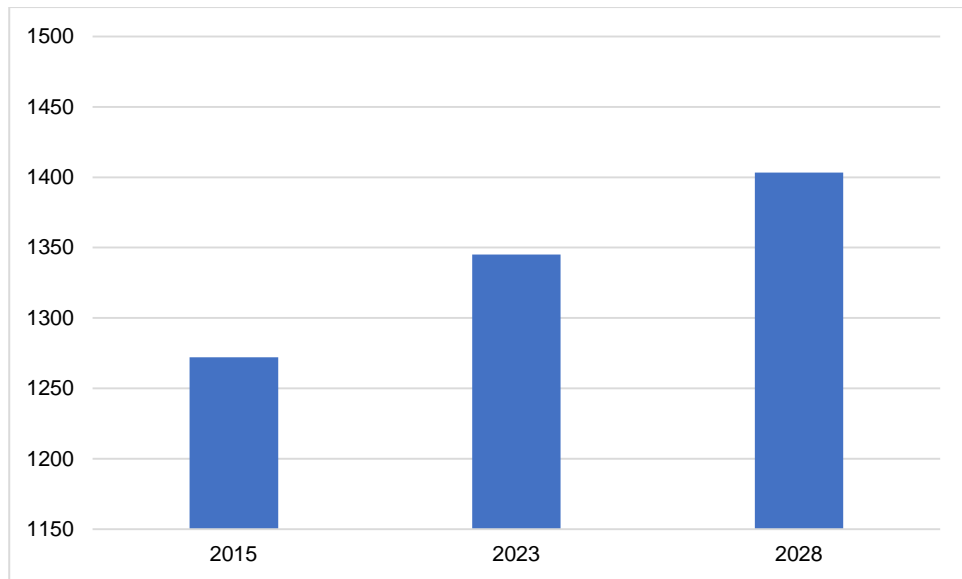
**Table 11.9: Forecast Resident Labour Supply, Operational Study Area, 2015 to 2028<sup>41</sup> (000s)**

	2015	2023	2028	Change 2015-2028	% Change 2015-2028
Study Area	1,515.6	1,622.9	1,672.9	157.3	10.4
East	3,025.2	3,134.9	3,189.8	164.5	5.4
London	4,609.6	5,018.0	5,200.4	590.8	12.8

Note: Numbers have been rounded

### ***Future Employment in the Study Area***

11.116 Forecast total employment in the operational study area in 2028 is shown in Figure 11.6. Employment is forecast to increase by over 131,000 to 1.4 million in 2028.



**Figure 11.6: Employment forecasts for study area, 2015 to 2028<sup>42</sup>, (000s)**

## Incorporated Mitigation

11.117 Stansted provides employment opportunities across a range of job types which are particularly attractive to young people and are increasingly important to North London's employment needs. The businesses based at the airport also source goods and services from other suppliers in the local area. Various mitigation and enhancement measures in relation to employment and socio-economic impacts have been set in place through the Section 106 Agreement in 2003, unilateral commitments made by STAL in the 2008 25+ permission and the 2015 SDP.

11.118 With regard to employment effects, the 2003 Section 106 Agreement committed Stansted to a regular programme of meetings with the Stansted Airport Employment Forum and to support agreed training programmes over the period to 2009. Commitments were also made to a regular review of the airport's employment and training strategy and to undertaking a survey of airport employment at intervals of no more than five years. In 2008, the airport agreed to commit any unspent resources from the 2003-2009 training programme to further training projects.

11.119 In 2015, the SDP committed the airport to the following:

- To enhance the Stansted Airport Employment and Skills Academy to help provide training and jobs for local people, with particular focus on attracting employees from disadvantaged areas;
- To invest in an apprenticeship programme;
- To develop and enhance a work experience programme;
- To work in partnership with local schools and colleges to secure a pipeline of future employees;
- To increase the annual apprentice intake to 10 and to aim to get 550 local people into work each year; and
- To work to extend bus and rail services to improve access to employment at the airport.

11.120 In 2015 Stansted opened the Aerozone – an on-site education centre providing educational materials to inspire the young generation. Working in partnership with local schools, the Aerozone focuses on:

- Science, technology, engineering and maths to inspire young people to consider engineering as a future career;
- The variety of jobs at the airport to encourage a career in the aviation industry; and
- The history of the airport.

11.121 In 2018 Stansted Airport College will open its doors to its first students and apprentices. The College is a partnership between Stansted Airport and Harlow College and is the first of its kind at any airport in the country. The College will offer a range of technical and professional courses in aviation, engineering, business, hospitality, retail and events.

- 11.122 In relation to wider economic performance, the 2003 Section 106 Agreement committed the airport to supporting an annual 'Meet the Buyers' event to assist local firms in securing airport related business.
- 11.123 The 2015 SDP contains a continued commitment to the Meet the Buyer events. It also commits the airport to working in partnership with local authorities, Local Enterprise Partnerships and regional bodies to attract funding for infrastructure to drive growth and job creation into the East of England.
- 11.124 To support economic development the airport has increasingly focussed on attracting long haul and full-service airlines to Stansted to provide direct services to Europe, the Middle East and USA, and a continuing expansion of the direct short haul network to key tourist and business destinations. From summer 2018, there will be new daily services to North America and a daily service to Dubai. The airport is continuing to work on securing new routes to Asia. Expansion of the route network will improve access for companies in the region to large and fast growing global markets. Long haul routes would also improve connectivity for cargo activity.

## Impact Assessment

### User Benefits and Wider Economic Impacts

11.125 This section identifies and assesses the impacts in terms of benefits to users and wider socio-economic impacts of the increase in the number of passengers and aircraft handled by the airport up to the level of the new limits associated with the development.

11.126 The proposed development (Development Case) will create user benefits. These benefits include enabling people to undertake flights which they could not otherwise take and increased convenience and reduced costs for other users. In addition to user benefits there will be gains for the economy and society at large. Aviation creates economic and social benefits through several mechanisms:

- Access to air services is an important factor in encouraging business investment, including from overseas (inward investment), in the UK and in specific localities;
- Access to air services supports business growth and increased productivity by enhancing access to markets and the interchange of people, skills and knowledge;
- Access to air services facilitates trade in goods (especially high value goods) and services; and
- Air services support tourism. Air is the predominant mode of transport for international tourists to the UK. Air services also allow UK tourists to enjoy a wide range of overseas destinations with benefits in terms of access to recreation, culture and family members.

11.127 Table 11.2 set out the forecasts of passengers, ATM's and cargo tonnage for Stansted in 2028 with and without the proposed development. For the wider socio-economic effects, the characteristics of these passengers are particularly important. Figure 11.7 shows the breakdown of passengers by journey (i.e. business or leisure) over the period to 2028.

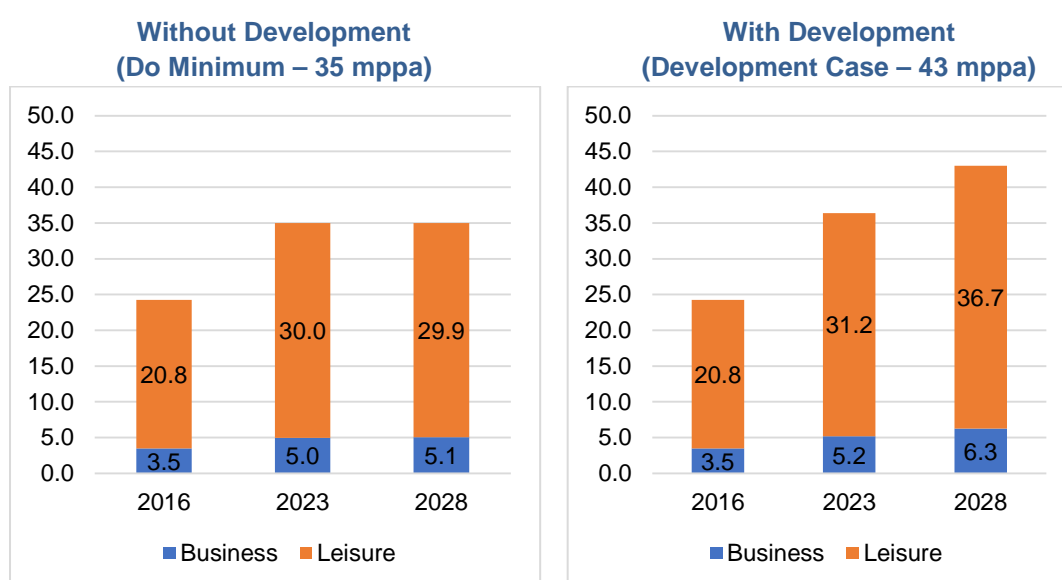
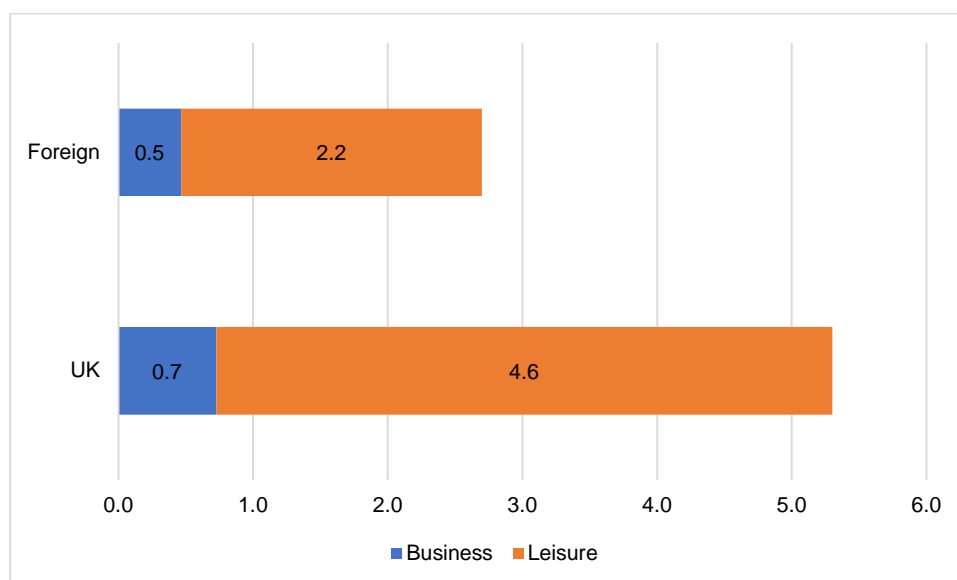


Figure 11.7: Stansted passengers by type, 2016 to 2028<sup>43</sup>, (mppa)

11.128 In 2028 with the proposed development (the Development Case), it is forecast that there will be 6.3 million business passengers and 36.7 million leisure passengers using Stansted. This is an additional 1.2 million business passengers and 6.8 million leisure passengers over the Do Minimum scenario. Figure 11.8 shows the number of additional passengers in 2028 by their origin. The majority (57%) of additional passengers will be UK leisure passengers with a further 28% being foreign leisure passengers.



**Figure 11.8: Additional Stansted passengers by origin & journey purpose comparison, Do Minimum v Development Case in 2028<sup>44</sup>, (mppa)**

11.129 Of the additional 5.3 million UK passengers, the place of residence is known for 4.4 million of them. It is forecast that 79%<sup>xvi</sup> will live in the East of England and London.

### User Benefits

11.130 Additional airport capacity allows passengers to access flights more conveniently and/or at a lower cost. There is a direct benefit to people who would use the airport in any case from greater frequency of flights and flights to new destinations, making them more likely to be able to travel at their preferred time and providing access to a wider range of destinations without having to transfer. There will also be benefits for new passengers who can now fly from the airport. Some of these passengers would not be able to fly without the increased capacity and some will be passengers who would otherwise use another (less convenient) airport. The benefits from the proposed development to the users and providers of the additional capacity can be summarised as:

- Benefits to new (generated) passengers who would otherwise be unable to take these 'additional' flights;
- Existing users of the airport who will benefit from additional flight frequencies in terms of cost and convenience as a result of the additional capacity;
- Existing users able to fly direct to new destinations

<sup>xvi</sup> Also includes Buckinghamshire and Oxfordshire

- Freight users who will benefit from the cargo capacity;
- Benefits to airport businesses from increased throughput; and
- Government revenue including the air passenger duty paid by the additional passengers and other taxes from increased activity.

11.131 The proposed development will generate the types of benefit listed above. However, the quantification of user benefits is a complex process requiring large amounts of data for all UK airports along with forecasts of how provision of new capacity at airports would affect annual passenger numbers. As such, it is beyond the agreed scope of this study to value the user costs and benefits associated with the proposed development.

11.132 In 2028, the London airports system will be capacity constrained such that all demand will not be met. The proposed development at Stansted will enable 8 million more passengers to travel each year than would otherwise be the case. Even with the proposed development, there will still be an excess of demand for travel through the London airports system, but the excess will be reduced compared to the situation if the proposed development did not proceed (the Do Minimum scenario). The effect of the Development Case is assessed as **moderate beneficial**.

## **Wider Benefits**

### ***Inward Investment and Productivity***

11.133 It is UK Government policy<sup>45</sup> to encourage investment in the UK by international businesses. Government policy aims to ensure the UK remains the leading destination in Europe for foreign direct investment (FDI) and becomes the leading destination for FDI from emerging economies. As stated in the Government's aviation policy call for evidence 'Beyond the Horizon', "*Aviation has a key role to play in achieving the government's ambitions to increase productivity and grow the economy*".

11.134 Air transport plays a major role in contributing to the attractiveness of an area to FDI. Appendix 11.2 provides further details of FDI to the UK and the role of transport in investment decisions.

11.135 A number of studies have found that expansion of air passenger traffic has a positive impact on economic growth and productivity. A study undertaken by Oxford Economic Forecasting (OEF)<sup>46</sup> in 2006 found that increased use of air services helps to improve the competitiveness of almost all aspects of companies' operations, including sales, logistics and inventory management, production and customer support. Moreover, by expanding the market in which firms operate, air services also act as a spur to innovation, increased sales and profits, and improved efficiency.

11.136 The OEF report set out calculations of impact which indicate that every additional business air passenger travelling will result in an increase of annual national income (GDP) after 10 years of approximately £1,000 (in 2016 prices).

11.137 A report produced by Oxera in 2009<sup>47</sup> set out various calculations of the wider impact of alternative policies (and thus passenger numbers) on the UK economy. These calculations implied that every additional passenger (of all types) would eventually create an impact on GVA of over £700 per annum through impacts on trade, investment and transport efficiency.

### *Contribution of Proposed Development*

- 11.138 The evidence noted above shows that access to air transport is an important consideration in foreign direct investment decisions. Stansted is an important asset for the East of England and London and the proposed development will enable an additional 1.2 million business passengers to travel through the airport, the majority of which will have an origin or destination in the study area. While it is not possible to quantify the effect of the Development Case in terms of the number of additional investment projects to the area, the proposed development will enable the Airport to contribute to the 'attractiveness' of the area and its growth and vision, particularly the LSCC, the GCGP LEP area and the A120 Haven Gateway growth corridor in Essex..
- 11.139 If the figure derived from the OEF work referred to above is adopted, the wider impacts on business efficiency and productivity from the proposed expansion at Stansted would produce an increase in annual UK GVA of £1.2 billion. As around 79% of the passengers will be from the East of England and London the impact at that level is estimated to be £0.95 billion.
- 11.140 Were the figures implied by the Oxera work to be adopted, the wider impact would be even greater at around £5.6 billion at the UK level and £4.4 billion at the London and East of England level.
- 11.141 On this basis, and using the criteria in Table 11.4, the effect of the Development Case is assessed as **major beneficial**.

### **Wider Benefits – Tourism**

#### ***In-Bound Tourism***

- 11.142 International tourism is a major worldwide industry and air travel is a key facilitator of the UK tourism industry. Appendix 11.2 provides details of the value of tourism to the UK economy. In summary, the main points to note are:
- In 2016, international tourists made 37.6 million visits to the UK and spent almost £22.5 billion;
  - The majority of visits (74%) and spending (86%) were made by people arriving by air. Spend per visit of people arriving by air is almost £700 per visit compared to £310 and £330 for arrivals by sea and the Channel Tunnel respectively;
  - Of the 37.6 million visits to the UK in 2016, almost 9.2 million were for business purposes with air transport being used by 63% of these visits. Expenditure per visit by business passengers arriving by air (£860) is, on average, eight times more per visit than those arriving by sea (£100) and four times more than those arriving by the Channel Tunnel (£200);
  - Stansted is an important port of entry into the UK for foreign leisure passengers. Heathrow is the principal port of entry for visitors to the UK, accounting for 25% of all arrivals, with Gatwick, Stansted, Dover and the Channel Tunnel each accounting for between 10% and 13%. Stansted is the third busiest airport and fourth busiest port of entry accounting for almost 4.4 million arrivals (12% of all arrivals) with the majority coming from Europe; and
  - London is the main tourist destination accounting for over 50% of all visits to the UK and 53% of all expenditure.



### ***Out-Bound Tourism***

11.143 The experiences, including cultural experiences, enjoyed by UK residents who are able to travel abroad is acknowledged in the Government's aviation policy call for evidence as a benefit and an enhancement to quality of life. Appendix 11.2 provides details of out-bound tourism from the UK in 2016. The main points to note are:

- In 2016 there were 70.8 million visits abroad by UK residents who spent £43.8 billion;
- Air transport accounts for 84% of visits abroad and 88% of spending abroad by UK residents. Almost 83% of all business trips are made by air; and
- Heathrow and Gatwick are the largest ports of exit for UK tourists traveling abroad, accounting for 9.9 million and 11.5 million UK residents respectively. Stansted is the fifth largest port of exit with 3.2 million people travelling through the airport (5% of UK residents travelling abroad), the great majority of who were travelling to Europe (97%).

### ***Contribution of Proposed Development***

11.144 The proposed development will enable more leisure trips to be made through Stansted, some of which will be inbound to the UK and some will be outbound from the UK. It has been argued that increasing airport capacity will have an adverse effect on the UK trade balance and the domestic tourism industry as an increase in overseas holidays by UK residents will be at the expense of domestic holidays.

11.145 However, in the event that the demand for overseas holiday trips was suppressed by failure to proceed with the proposed development, the result might be:

- An increase in people going abroad by rail or sea with associated increased expenditure;
- A reduction in the number of overseas trips made, but the trips taken could be for longer and be more expensive;
- An increase in people taking holidays in the UK with associated increased expenditure;
- People spending the money that would have spent on the trip on other things which may well be imported goods or services; and
- Increased savings.

11.146 It is also necessary to recognise that many overseas trips have a substantial element of 'home country' content such as locally based UK airlines; UK based staff and airport revenue and agent costs.

11.147 Hence, the effect of a constraint in air travel is likely to be some combination of the expenditure shifts described above, but the overall effect is impossible to quantify. It cannot

however, be assumed that the Do Minimum scenario at Stansted would improve the balance of trade as compared to the Development Case<sup>xvii</sup>.

- 11.148 The UK economy will certainly benefit from the additional foreign leisure visitors using Stansted in 2028 as a result of the proposed development. Figure 11.8 showed that the proposed development would enable an additional 2.2 million foreign leisure passengers to arrive in the UK through Stansted. Assuming that these passengers would not be able to visit the UK without the expansion in capacity and that a passenger is counted twice (once on arrival and once on departure), the number of additional foreign visits to the UK via Stansted in 2028 is estimated to be 1.1 million. This is an increase in visits of 2.9% over the level of international visits to the UK in 2016.
- 11.149 Overseas visitors to the UK by air spend, as noted above, an average of almost £700 per visit. Applying this figure to the number of additional overseas visits yields an estimate of spending by these additional visitors of £779 million in 2028 (2016 prices). This additional expenditure is estimated to support an additional 13,900 jobs in the tourism industry which would create GVA of £336 million (2016 prices) in 2028. This estimate assumes that all the additional passengers who are able to fly to the UK through Stansted in 2028 would not visit the UK in the absence of the proposed development and is therefore the maximum estimate of the effect on in-bound international tourism.
- 11.150 While it is possible that some of the additional foreign tourists who will arrive through Stansted if the cap is lifted would otherwise make the trip by another route, the constraints on airport capacity and the existence of other holiday options mean that many, if not most, of these trips would not take place. It follows logically that the associated spending in the UK may not be made at all, without the increase in capacity at Stansted.
- 11.151 The proposed development would enable an additional 4.6 million UK leisure<sup>xviii</sup> passengers to make international trips in 2028 which would equate to 2.3 million additional trips. These additional trips by UK residents provide an increase in consumer benefit and social/cultural benefits to those individuals.
- 11.152 Using the criteria in Table 11.4 the effect of the proposed development on international tourism is assessed to be **major beneficial**.

### **Wider Benefits – International Trade**

- 11.153 International trade is an important mechanism in promoting economic growth and in raising standards of living. The aviation industry plays an important role in facilitating international trade in goods to and from the UK. Appendix 11.2 provides details of the volume and value of UK exports and imports and the role of air transport. The main points to note are:
- In 2016, the value of UK exports and imports was £291 and £425 billion respectively<sup>48</sup>. London and the East of England together account for 21% of all exports and 25% of all imports;

<sup>xvii</sup> Stop Stansted Expansion (SSE) proposed in the High Court in February 2009, that the 'tourism deficit' had not been properly taken account of at the public inquiry to increase passenger throughput at Stansted to 35mppa (G1). This challenge was dismissed by the Judge who stated that "by trying to bring the 'tourism deficit' into account against a particular air transport scheme (i.e. the G1 proposal), SSE were calling into question the Government's judgement of national economic policy which had already taken that phenomenon into account".

<sup>xviii</sup> Leisure passengers include holidays, visiting friends and relatives, education and other social activities.

- The majority (55%) of UK imports are from the EU while just over half (51%) of UK exports are to non-EU destinations;
- In 2016, over 48 million tonnes of goods were exported and 158 million tonnes imported through UK ports from non-EU<sup>xix</sup> destinations with a value of £163 billion and £226 billion for exports and imports respectively;
- All UK airports account for 48% of exports and 46% of imports by value, but less than 1% of the total volume of exports and imports which reflects the high value, low weight characteristics of air freight; and
- In 2016, goods with a value of £6.3 billion were exported through Stansted to non-EU destinations while goods with a value of £6 billion were imported. Overall, Stansted accounted for 5% of all non-EU trade carried through UK airports in volume terms but almost 7% in value terms.

### ***Contribution of Proposed Development***

11.154 Stansted has a unique role in the London airports system, in that the majority of its freight is carried on cargo aircraft reflecting its role as a freight base for the main logistics operators and integrators. Table 11.2 showed that in 2028 the proposed development would enable an additional 800 tonnes of cargo to be carried through the airport. This represents an increase of 0.2% on the Do Minimum scenario and is thus assessed as a **minor beneficial** effect.

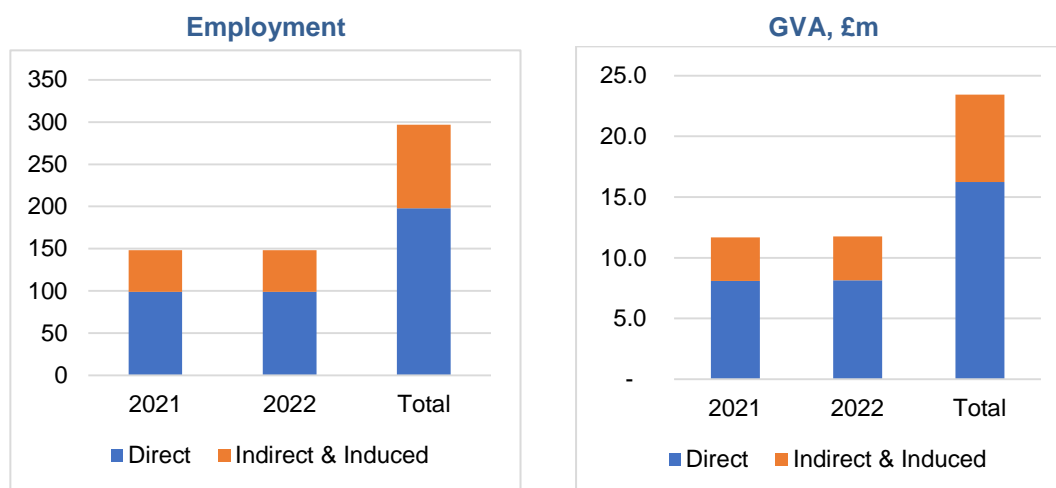
### **Employment Effects: Construction**

11.155 The construction of the new stands and taxiway links to the runway will cost almost £48 million over a twelve month period between 2021 and 2022. This expenditure is a relatively small proportion of total forecast capital expenditure at Stansted of £481 million between the third quarter of 2016 and the first quarter of 2030.

11.156 Total employment related to the construction of the proposed development comprises the same components (direct, indirect and induced) as operational Stansted employment which were defined at the beginning of the Chapter. Using the methodology set out above, direct employment has been estimated as almost 200 over the twelve-month period between 2021 and 2022. The number of jobs per year is shown in Figure 11.9. Construction employment is forecast to be approximately 100 in 2021 and 2022. GVA associated with this employment is estimated to be £16.2 million in 2015 prices.

11.157 Optimal Economics has reviewed evidence on regional multipliers from other studies and concluded that the appropriate multiplier for airport construction work at the study area level is 1.5. The indirect and induced employment in the study area is thus estimated to be 100 over the twelve month period supporting GVA of £7.2 million. In total the construction of the new airfield infrastructure to support the proposed development will create a total of almost 300 jobs and support GVA of £23.4 million over the twelve-month period between 2021 and 2020.

<sup>xix</sup> Detailed information on the volume and value of international trade by UK port is only available for trade conducted with countries outside the EU.



**Figure 11.9: Construction employment and GVA, 2018 to 2020<sup>49</sup>**

11.158 As referred to earlier in this chapter, in 2016 there were 384,000 people working in the construction industry in the study area. Construction work associated with the proposed development is estimated to create 100 direct jobs in both 2021 and 2022. These jobs represent 0.03% of construction employment in the study area. The number of indirect and induced jobs at 50 in each year is also very small relative to total employment in the study area (almost 8 million). Given the scale of forecast construction employment, the employment effect of the construction of the required infrastructure for the proposed development is assessed as **negligible**.

#### **Employment Effects: Operations**

11.159 The assessment of the employment effects associated with the operation of the proposed development requires forecasts of the future levels of Stansted related employment for the Do Minimum scenario and the Development Case. These forecasts have been made using the methodology outlined above. Table 11.10 shows the forecasts of Stansted related employment and GVA in 2028 in the Do Minimum scenario and the Development Case.

**Table 11.10: Stansted related employment and GVA, 2028**

	Without Development (Do Minimum)		With Development (Development Case)	
	Employment	GVA, £m	Employment	GVA, £m
Direct on-airport	13,200	866.9	16,200	1,065
Direct off-airport	300	20.6	300	21
Indirect & Induced	10,800	710.0	13,200	869
<b>Total</b>	<b>24,300</b>	<b>1,597.6</b>	<b>29,700</b>	<b>1,954.8</b>

11.160 Table 11.11 shows the effect of the proposed development on employment and GVA in 2028. By this time, the proposed development is estimated to support additional employment of 5,400 and GVA of £357 million in the operational study area compared to the Do Minimum scenario.

**Table 11.11: Effect of proposed development on Stansted related employment and GVA, 2028**

	Employment	GVA, £m
Direct (on and off-airport)	3,000	198.5
Indirect and Induced	2,400	158.8
<b>Total</b>	<b>5,400</b>	<b>357.3</b>

11.161 To assess the effect of the additional employment Table 11.12 sets out the forecasts of labour supply and demand in the study area. The Table shows that employment in the study area is forecast to be over 1.4 million in 2028 which is an increase of 131,100 from 2015. The availability of people to take up this employment is forecast to be 1.67 million which is an increase of 157,300 from 2015. In 2028, there are forecast to be 269,600 more people available for work in the study area than there will be jobs.

**Table 11.12: Labour supply and demand in the study area**

	2015	2028	Change 2015-2029	% Change 2015-2019
Labour Supply	1,515.6	1,672.9	157.3	10.4
Labour Demand	1,272.2	1,403.3	131.1	10.3
Supply minus Demand	243.4	269.6		

11.162 The additional jobs created by the proposed development (Development Case) would thus contribute to reducing this 'shortfall' of 269,600 jobs, reducing the need for out-commuting and to achieving the jobs target (117,745 new jobs) in the Economic Plan for Essex.

11.163 Changes in the level of employment in an area can, by affecting in and out migration, impact on housing demand, though demand can also be affected by changes in commuting patterns. As stated previously, in preparing their assessments of future housing need, local authorities consider future employment forecasts and whether adjustments are required to the housing delivery rate to balance jobs and workers. In work to support the emerging local plans of Uttlesford and East Hertfordshire (the two largest authorities in terms of Stansted employees), growth at Stansted of level now contemplated has been planned for. In the light of the very small labour market impact of the development relative to wider forces, Optimal Economics conclude that the scale of any consequential effects on the net demand for housing in the study area can only be very minor.

11.164 Using the criteria in Table 11.4 the operational employment effect of the proposed development is assessed as beneficial. In terms of the scale of the effect, the additional jobs represent 3.4% of the forecast increase in labour supply in the study area between 2015 and 2028 and would reduce the *growth* of the shortfall of jobs by 21%. On this basis, the employment effects are assessed as **moderate beneficial**.

## Further Mitigation

- 11.165 No significant adverse effects have been identified during the assessment but, to ensure the socio-economic benefits of the proposed development are maximised, STAL will continue to develop and enhance the initiatives that are already in place. Stansted is one of the largest employment sites in the East of England and provides employment opportunities across all occupational groups.
- 11.166 STAL will continue to develop some key initiatives including the Stansted Airport Employment and Skills Academy with a particular focus on attracting employees from disadvantaged areas including Harlow, Braintree, other parts of Essex and North-East London. By 2028 STAL's aim is to increase employment of local people in line with airport employment growth to 700 per year.
- 11.167 The new Stansted Airport College will provide a purpose-built training facility for up to 500 young people per year to gain industry recognised qualifications and work experience around the airport. This will ensure the students have the correct skills to take advantage of the employment opportunities at the airport and will secure a pipeline of future employees.
- 11.168 As described in ES Chapter 6 (Surface Access and Transport and the Transport Assessment in ES Volume 3), the ASAS focuses on connections to areas targeted for workforce recruitment including North London Boroughs and the Airport Travelcard provides significant savings over standard fares to encourage travel by public transport.

## Residual Effects

11.169 The residual socio-economic effects of the proposed development, accounting for the ‘further mitigation’, will remain at the same broad level of significance as identified in the impacts assessments above.

## Cumulative Effects

11.170 The new draft Uttlesford Local Plan<sup>50</sup> includes the Northern Ancillary Area of Stansted Airport (‘Northside’) in its strategic allocation of employment land. This is a 55 hectare site allocated for B2 and B8 employment uses with a target provision of 145,500m<sup>2</sup> of B2 and B8 floorspace<sup>xx</sup>. Assuming an even split between B2 and B8 employment uses, it is estimated that the site could support employment of 2,900 when fully developed.

11.171 Table 11.13 shows the cumulative effect of developing this land and the direct employment required by Stansted in 2028 in the Do Minimum scenario and the Development Case. The development of additional capacity at the Airport under the Development Case combined with the full development of Northside is forecast to support employment of 19,400 in 2028.

**Table 11.13: Cumulative effect of development of Northside and direct airport employment, 2028**

	Without Development (Do Minimum)	With Development (Development Case)
Direct Airport Employment	13,500	16,500
Northside	2,900	2,900
<b>Total</b>	<b>16,400</b>	<b>19,400</b>

<sup>xx</sup> Uttlesford District Council, Regulation 18 Local Plan, Appendix 2 – Monitoring Framework

## Conclusions

11.172 Table 11.14 provides a summary of the socio-economic impacts.

**Table 11.14: Summary of socio-economic impacts**

Impact	Description of Impact of Proposed Development	Assessment of Impact
User Benefits	Benefits to new and existing passengers from increased range of flights and improved flight frequencies. Enabling an additional 8 million passengers to travel at a time where there is excess ('unmet') demand for travel through the London airports.	<b>Moderate Beneficial</b>
Wider Benefits: - Inward Investment & Productivity	Enabling an additional 1.2 million business passengers to travel through the Airport and contributing to the 'attractiveness' of the area to inward investors.	<b>Major Beneficial</b>
Wider Benefits: - Tourism	Enabling 2.2 million foreign leisure passengers to arrive in the UK through Stansted and 4.6 million UK passengers to make a leisure trip abroad. In-bound leisure passengers are estimated to support 13,900 jobs and GVA of £336 million in 2028.	<b>Major Beneficial</b>
Wider Benefits: - International Trade	Enabling an additional 800 tonnes of cargo to be carried.	<b>Minor Beneficial</b>
Construction Employment	Employment constructing the physical works of 300 and GVA of £23.4 million over a ten month period.	<b>Negligible</b>
Operational Employment	Additional employment of 5,400 and GVA of £357.3 million compared to the Do Minimum scenario.	<b>Moderate Beneficial</b>



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