

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

STONE HILL PARK LTD'S COMMENTS ON THE APPLICANT'S WRITTEN SUMMARY OF ORAL SUBMISSIONS PUT AT THE COMPULSORY ACQUISITION HEARING HELD ON 20 MARCH 2019.

1. BACKGROUND

- 1.1 The Second Compulsory Acquisition Hearing ("CA Hearing") was held at 10:00am on 4 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 [REP8-011].
- 1.3 SHP submitted its own Written Summary of Oral Representations [REP8-030] ("SHP's Written Summary") at Deadline 8. The purpose of this note is not repeat those submissions, but principally to highlight to the ExA, certain omissions, anomalies and discrepancies relating to information contained in the Applicant's Written Summary.
- 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").

2. AGENDA ITEM 4: REVISED FUNDING STATEMENT

- 2.1 **Paragraph 2.1:** The Applicant's claims that "*sufficient information has been provided by the Applicant*" is incompatible with the view expressed by the ExA at the Hearing that there was no verifiable evidence before the examination on the availability of funding.

SHP has made submissions on the inadequacies of the information provided by the Applicant throughout this examination, which include, inter alia;

- Section 2 of SHP's Comments on the Applicant's Written Summary of Oral Representations to the First CA Hearing [REP6-052];
- SHP's Comments on the Applicant's Answers to 2WQs relating to Funding [REP7-014];
- SHP's Comments on the Applicant's Answers to 3WQs relating to Funding [REP8-035].

These submissions comment and respond to each of the six bullet points in Paragraph 2.1 of the Applicant's Written Summary.

- 2.2 **Paragraphs 2.2 – 2.3:** SHP has provided evidence regarding the exaggerated claims made by the Applicant regarding HMRC's role in scrutinising the source of funding

and to the examination in the following submissions. SHP would refer the ExA to the following submissions;

2.2.1 SHP's Comments on the Applicant's Answers to 3WQs F.3.2 and F.3.11 [REP8-035];

2.2.2 Paragraphs 3.14-3.17 of Appendix 1 to SHP's Written Summary [REP8-030].

2.3 **Paragraphs 2.5 – 2.10:** The assertions made by the Applicant are wrong in fundamental respects. Rather than repeat previous evidence, SHP would refer the ExA to paragraphs 3.1 – 3.13 of Appendix 1 SHP's Written Summary [REP8-030], which explains the fundamental failures in the Applicant's position.

2.4 **Paragraph 2.11:** The Applicant has submitted various sets of management accounts as part of Appendix CAH2-11.

SHP would note;

- these management accounts have not been verified by anyone other than the directors of the Applicant;
- it is worth noting that none of the accounts submitted by the Applicant to Companies House have been audited – claims made by two RSP directors regarding Calder & Co being the auditors of the RiverOak group of companies are wrong and misleading;
- the Applicant waited until the last possible day (31 May 2019) to submit the Accounts of RiverOak Operations Ltd to Companies House. It did so in paper form, ensuring that these accounts would not be published until after the second CA Hearing on 4 June 2019. This prevented the ExA and SHP being able to questions of the Applicant, which was necessary as the published accounts provide no verifiable evidence of how funds have been expended;
- SHP's Comments on the Applicant's Answers to 2WQ F.2.21 [REP7-014] explained how greater transparency could be provided, and why such transparency was essential to provide comfort that Business Investment Relief would not be subject to clawback.

3. **AGENDA ITEMS 5: RESTRUCTURING**

3.1 **Paragraphs 3.1-3.4:** SHP has made numerous detailed submissions to the Examination regarding the relevance of the restructure and why it does nothing to add transparency or availability of Funding. These include, inter alia;

- SHP's Additional Submission on Funding [AS-102]

- SHP's Comments on the Applicant's Answers to 2WQs relating to Funding [REP7-014];
- SHP's Comments on the Applicant's Answers to 3WQs relating to Funding [REP8-035].

4. **AGENDA ITEM 6: RESOURCE IMPLICATIONS**

4.1 **Paragraphs 4.1-4.5:**

- 4.1.1 The Applicant asserts that it has relied upon a figure of £7.5m identified by Mr Smith of CBRE. It is highly revealing that no information has been submitted from CBRE, in the form of any written report or letter, to support the assertions made by the Applicant.
- 4.1.2 This contrast with the evidence submitted by SHP, which includes a Compensation Assessment report prepared by Avison Young attached as Appendix 6 to SHP's Written Representations [REP3-025].
- 4.1.3 The Applicant fails to acknowledge that had it not been for the DCO the Local Plan would have allocated the site for residential led mixed use regeneration in line with the Planning Officers recommendation. Council members did not support this, with the rationale given that they did not want to prejudice the outcome of the DCO process. It is therefore reasonable to conclude that had it not been for the DCO, SHP are likely to have had planning consent for its mixed use scheme, to create a new settlement (including retention of a 1,200m runway for heritage aviation). This real life scenario describes the 'no scheme world'. Were it not for the Applicant's 'scheme', SHP's landholding would be expected to benefit from planning consent and an allocation in the local plan
- 4.1.4 The Applicant refers to Mr Smith's comments regarding the land being last transacted at a price of £1.
- (a) As explained in SHP's Comments on the Applicant's Answers to 3WQs CA.3.30 [REP8-035], the Applicant and its advisor Mr Smith is fully aware that SHP had acquired the land from its previous owner, Manston Skyport Ltd, for £7m in September 2014.
 - (b) This was a number of months after RiverOak Investment Corporation LLC (the predecessor of the Applicant) had made an offer of £7 million to the previous owner (which George Yerrall had acknowledged was the asking price), as evidenced in SHP's comments on paragraph 2.9.20 of the Applicant's Comments on the Written Representations [REP5-028].
 - (c) As explained in Appendix 2 to SHP's Written Representations [REP3-025], Manston Skyport Ltd had previously acquired an airport operating company with material liabilities, which was also facing ongoing operational losses of £10,000 per day. It did not acquire the land for £1.

- (d) It is also important to note that, in addition to the acquisition costs of £7 million (plus costs, including Stamp Duty Land Tax of £280k), SHP has invested well in excess of £3.5 million to date in planning related costs in advancing its plans for a new residential led mixed use community on the site.
- (e) Appendix CA.3.30 to SHP's Comments on the Applicant's Answers to 3WQs [REP8-035], included correspondence sent to Mr Smith of CBRE on these matters.

4.1.5 In paragraph 4.5, the Applicant refers to SHP's advisers not having presented it with a value based on the Compensation Code. Firstly, the Applicant had offered (but then did not deliver on) a consideration of £20m for SHP's land around the same time CBRE were suggesting a "value" of £2m (please refer to SHP's Response to First Written Question CA.1.17 [REP3-303]). Secondly, SHP had submitted the Avison Young report as evidence to the examination as part of its Written Representations [REP3-025]. That report sets out Avison Young's opinion of value on 3 alternative scenarios, all of which are consistent with the Compensation Code. SHP would also refer the ExA to its answer to fourth written Question F.4.5 [REP9-reference to be allocated), which provides additional information to substantiate SHP's submissions that the Applicant has materially understated the cost of acquiring the land by compulsory acquisition. SHP would again note that the Applicant has not submitted any evidence from CBRE, instead preferring to make assertions about what CBRE's advice is.

4.2 **Paragraph 4.6:** SHP has addressed the Applicant's comments regarding its business plan, the lack of viability and the Applicant's assertions regarding the Chesterfield case in its previous submissions, including most recently in paragraphs 4.6 – 4.13 of SHP's Written Summary and the accompanying Appendix 1 (e.g. paragraphs 3.7 and 3.12) and Appendix 2: York Aviation Note (paragraphs 1-20).

4.3 **Paragraph 4.7:** The Applicant claimed to have included a "fuller business model" as Appendix CAH2-15 to the Applicant's Written Summary. However this submission is completely irrelevant as explained in paragraphs 24-25 of York Aviation's Supplementary Note,

"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."

"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.”

- 4.4 York Aviation’s Supplementary Note provides further context behind these statements. It explains the importance of costs (including fuelling and handling costs) in the decision making of an airline to use a particular airport, the degree to which airports of any scale contract out the supply of aviation fuel to ensure that the cost does not act as a deterrent to airlines operating to/from them and the lack of information before the examination that would allow the Applicant’s assumptions to be understood or start to be tested.
- 4.5 The Applicant’s “Business Plan” makes also makes heroic assumptions regarding the level of property income that would be achieved, yet the Applicant has provided no evidence to substantiate its assertions. In the absence of anything from the Applicant, Appendix 2 to this note contains analysis to demonstrates that even when the most optimistic (yet completely unrealistic) set of assumptions are applied, the property income in the Applicant’s “business plan” is clearly grossly overstated. This demonstrates why no weight can be applied to the Applicant’s unevidenced assertions.
- 4.6 SHP would further note the information provided by the Applicant in Appendix CAH2-15 is not a “business plan” in any normal sense of the term. There is no information that would allow assumptions to be tested or viability to be assessed. There are numerous omissions including, but not limited to;
- 4.6.1 Failure to include basic cost categories including business rates, ongoing S106 contributions, replacement/maintenance capex, funding costs etc;
- 4.6.2 Failure to include and substantiate any capital costs, including planning costs, construction costs, land acquisition costs, noise mitigation costs, s106 costs and other highways related costs, costs associated with relocation of the HRDF Beacon, funding structure etc.
- 4.7 Notwithstanding the lack of credibility attaching to the Applicant’s proposals, when the Applicant’s business plan is compared with real, established and successful airports (that have ample spare capacity) it is clear that the Applicant’s scheme is not even intended to be cost efficient nor does it seek to minimise costs to airlines or freight owners.
- 4.8 **Paragraph 4.8:** There are a number of issues with the Applicant’s assertion that the global figure of all financial commitments is £19m as set out in its Appendix CAH2-11.
- 4.8.1 Firstly, the Applicant does not correctly distinguish between one-off and annual capital costs. As a result, the £427,067 of annual costs have been added to the one-off costs of £18,703,600 of forecast “one-off” capital costs. The consistency of basic errors that continue to be made by the Applicant, further suggests this is not a serious project;
- 4.8.2 The budgeted costs of land acquisition, noise insulation are materially understated. SHP has provided detailed submissions on this previously;

- 4.8.3 The estimates for S106 contributions appear to be materially underestimated compared to allowances that have been made in the Financial Viability Analysis report SHP has submitted to TDC.
- 4.8.4 With regard to the letter dated 10 June 2019 from Mr Molloy of Aldgate Developments to Mr Lawlor, SHP would note the following;
- (a) Aldgate has no experience of airport related or similar development. Aldgate is an office and data centre developer, the latter being exactly the type of commercial use that could be accommodated on part of the Manston site. SHP would hope to provide more information to the ExA on this by Deadline 11;
 - (b) Rubicon Capital Advisors does not appear to have any relevant experience of raising development funding for projects of a similar nature to the Applicant's proposed project. Based on the full list of transactions published on Rubicon's website, the only "airport transaction" listed was advising Balfour Beatty on the 2013 debt refinancing of a UK Regional Airport on behalf of Balfour Beatty – this was Blackpool Airport - a very small airport; and
 - (c) Balfour Beatty subsequently closed the airport in 2014 (see attached article on BBC website: <https://www.bbc.co.uk/news/uk-england-lancashire-29529327>).
- 4.8.5 The last minute submission of a letter from a party that has no identifiable experience in the aviation sector (but is expanding its data centre operations) and is understood to have an existing relationship with one of RSP Directors must be treated by the ExA with extreme caution.

5. **AGENDA ITEM 16: COMPELLING CASE IN THE PUBIC INTEREST**

- 5.1 **Paragraphs 5.1 – 5.5:** SHP has fully addressed the case made by the Applicant in sections 4 -7 of SHP's Written Summary submitted at Deadline 8 [REP8-030]. We would also refer the ExA to paragraphs 17-19 of the appended York Aviation Supplementary Note. This provides additional information from Heathrow's Statutory Consultation, which for example, refutes claims by the Applicant that Terminal 4 would need be closed and demolished in order to increase freight capacity.

6. **AGENDA ITEM 11: LAND REQUIRED**

- 6.1 **Paragraphs 6.1-6.8:** SHP has made extensive submissions throughout the examination both addressing the specific points raised by the Applicant and setting out the material deficiencies in the Applicant's application regarding its failure to justify, explain and evidence the need for SHP's land.
- 6.2 These issues are summarised more fully in paragraphs 7.2-7.9 of SHP's Written Summary [REP8-030] and are not repeated here.

- 6.3 However, as the ExA will no doubt be aware, on 18 June 2019 Heathrow launched the Statutory Consultation for its plans to develop a third runway. It is apparent from the documentation published as part of the consultation that Heathrow is taking a very careful, evidenced approach to every square metre of claimed associated development (which is principally on land within its ownership and control). Heathrow has explicitly stated that only associated development that is essential for the successful operation of the airport has been included. This is highlighted in paragraphs 20 – 23 of York Aviation’s Supplementary Note. **SHP will include further relevant detail on the Heathrow proposal as part of SHP’s Deadline 11 submission commenting on the Applicant’s answers to fourth written questions.**
- 6.4 The contrast between Heathrow’s evidence based approach (which seeks to minimise land requirements) contrasts sharply with the cavalier approach taken by this Applicant - which appears to be based on maximising land take without explanation or justification.

7. **AGENDA ITEM 12: REASONABLE ALTERNATIVES**

- 7.1 **Paragraph 7.5:** SHP has consistently provided the ExA with detailed accurate information on the status of discussions between SHP and the Applicant. This contrasts with the approach of the Applicant, which has consistently misled the ExA regarding the nature and content of discussions. For example, SHP would note that the information contained with the Applicant’s latest Compulsory Acquisition Status Report [REP8-008] demonstrate the Applicant’s disregard for its obligations to provide the ExA with an accurate, complete perspective on the engagement between SHP and the Applicant.

7.2 **AGENDA ITEM 16: CROWN LAND**

- 7.3 **Paragraph 8.3:** The Applicant continues to gloss over the materiality of the issue with the HRDF Beacon and the degree to which it would be a material impediment to the implementation of its project.
- 7.4 SHP has reviewed the recent submissions of the DIO [REP7a-026] and [REP8-025], which set out the risks and impediments in a manner that is wholly consistent with recent submissions from SHP, including SHP’s Response to Written Question CA.3.6 [REP7a-044].
- 7.5 From the evidence submitted, it is clear that the Applicant has not managed the issue properly. As the evidence from the DIO demonstrates, the Applicant was fully aware that its proposed development infringes on the safeguarded area. As a consequence, the Applicant should not have submitted its application until it had greater certainty that this issue would not be an impediment to the implementation of its scheme.
- 7.6 It is also highly revealing the extent to which the Applicant has misled, and failed to disclose critical information, each of the examination, the DIO and Cogent Land regarding this issue.

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



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 Application¹. 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.² 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.

¹ Transforming London Stansted Airport, 35+ Planning Application, Environmental Statement, Section 11.

² 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 available³). 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.

³ 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 4th Questions

37. We set out here a few additional points of information that the ExA may find helpful in relation to its 4th 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 24th June 2019 (Appendix 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 (Appendix C). 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 https://www.magairports.com/our-expertise/cargo-services/london-stansted-cargo/. 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>

28th 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.

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)
Operating profit		6,927	9,223
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	-
Profit before taxation	3	31,230	11,194
Tax on profit	7	(2,791)	(877)
Profit for the financial year		28,439	10,317

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
Profit for the year	28,439	10,317
Other comprehensive income		
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)
Other comprehensive income for the year, net of income tax	3,735	(8,682)
Total comprehensive income for the year	32,174	1,635

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>	2018 £000	2018 £000	2017 £000	2017 £000
Non-current assets					
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
Current assets					
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	
Current liabilities					
Trade and other payables	13	(209,886)		(42,354)	
		<hr/>		<hr/>	
Net current liabilities			(88,693)		35,520
			<hr/>		<hr/>
Total assets less current liabilities			136,461		268,735
Provisions for liabilities					
Deferred tax	14		(23,605)		(23,497)
Pension liabilities	19		(18,800)		(22,600)
			<hr/>		<hr/>
			(42,405)		(46,097)
			<hr/>		<hr/>
Net assets			94,056		222,638
			<hr/>		<hr/>
Capital and reserves					
Share capital	15	17,614		17,614	
Revaluation reserve	16	-		68,969	
Retained earnings	16	76,442		136,055	
		<hr/>		<hr/>	
Shareholders' funds		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
Total comprehensive income for the year				
Profit for the year	-	-	28,439	28,439
Other comprehensive income (see note 16)	-	2,922	601	3,523
Total comprehensive income for the year	-	2,922	29,040	31,962
Transactions with owners recorded directly in equity				
Transfer of revaluation reserves to retained earnings	-	(71,892)	71,892	-
Dividends paid	-	-	(160,545)	(160,545)
Balance at 31 March 2018	17,614	-	76,442	94,056

	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
Total comprehensive income for the year				
Profit for the year	-	-	10,317	10,317
Other comprehensive income (see note 16)	-	(1,296)	(7,385)	(8,681)
Total comprehensive income for the year	-	(1,296)	2,932	1,636
Balance at 31 March 2017	17,614	68,969	136,055	222,638

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 Restated
	£000	£000	£000
Revenue			
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
Cost						
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
Depreciation						
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
Net book value						
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)
Net book value	
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><u>(1,448)</u></u>	<u><u>114</u></u>	<u><u>(22,157)</u></u>	<u><u>3,196</u></u>	<u><u>(20,295)</u></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><u>(1,837)</u></u>	<u><u>114</u></u>	<u><u>(21,660)</u></u>	<u><u>3,842</u></u>	<u><u>(19,541)</u></u>

	2018 £000	2017 £000
Deferred tax assets	3,310	3,956
Deferred tax liabilities	<u>(23,605)</u>	<u>(23,497)</u>
	<u><u>(20,295)</u></u>	<u><u>(19,541)</u></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>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)
At end of year	-	76,442

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
At end of year	68,969	136,055

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.

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 Ruzyně	2	1810	2105	Boeing 737 Passenger	1
FR	1374	London Stansted Apt	Prague Ruzyně	1	1410	1705	Boeing 737 Passenger	1
FR	1375	Prague Ruzyně	London Stansted Apt	7	1525	1620	Boeing 737 Passenger	1
FR	1375	Prague Ruzyně	London Stansted Apt	6	1620	1710	Boeing 737 Passenger	1
FR	1375	Prague Ruzyně	London Stansted Apt	4	1710	1810	Boeing 737 Passenger	1
FR	1375	Prague Ruzyně	London Stansted Apt	3 5	2035	2135	Boeing 737 Passenger	2
FR	1375	Prague Ruzyně	London Stansted Apt	2	2140	2240	Boeing 737 Passenger	1
FR	1375	Prague Ruzyně	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	
Aberdeen (GB)	8	
0915	1	6
1035	2	
1055	1	
1155	2	
1835	1	
1845	1	
Belfast International Apt	45	
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	
Bournemouth	44	
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	
Cardiff	10	
0910	1	5
0950	1	
0955	1	
1000	1	
1150	1	
1925	1	
1945	3	
2005	1	
Exeter	6	
0840	1	
0900	1	3
0915	1	
1000	1	
1740	1	
1940	1	
Glasgow International Airport	33	
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	
Glasgow Prestwick Apt	51	
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	
Leeds Bradford	85	
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	
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		
Newcastle	43		
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		
Newquay	4		
0905	1	1	
2005	1		
2050	2		
Grand Total	454	85	19%

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

Carrier Code	Flight No	Dep Airport Name	Arr Airport Name	Local			General Aircraft Name	Frequency
				Days Of Op	Local Dep Time	Local Arr Time		
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
KL	1071	Amsterdam	Manchester (GB)	12345	0800	0820	Boeing 737 Passenger	5
KL	1072	Manchester (GB)	Amsterdam	7	0900	1115	Boeing 737 Passenger	1
KL	1072	Manchester (GB)	Amsterdam	6	0910	1125	Boeing 737 Passenger	1
KL	1072	Manchester (GB)	Amsterdam	1	0900	1115	Boeing 737 Passenger	1
KL	1072	Manchester (GB)	Amsterdam	12345	0900	1115	Boeing 737 Passenger	4
KL	1073	Amsterdam	Manchester (GB)	67	1005	1025	Boeing 737 Passenger	2
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
KL	1081	Amsterdam	Manchester (GB)	7	1845	1900	Embraer 170/195	1
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
KL	1083	Amsterdam	Manchester (GB)	7	2115	2135	Boeing 737 Passenger	1
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
KL	1423	Amsterdam	Birmingham Airport	7	0935	0950	Boeing 737 Passenger	1
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
KL	1426	Birmingham Airport	Amsterdam	6	1300	1515	Embraer 170/195	1
KL	1426	Birmingham Airport	Amsterdam	12345 7	1310	1525	Boeing 737 Passenger	6
KL	1431	Amsterdam	Birmingham Airport	6	1635	1650	Embraer 170/195	1
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
KL	1445	Amsterdam	Aberdeen (GB)	1	1140	1210	Embraer 170/195	1
KL	1446	Aberdeen (GB)	Amsterdam	7	1240	1515	Embraer 170/195	1
KL	1446	Aberdeen (GB)	Amsterdam	6	1225	1500	Embraer 170/195	1
KL	1446	Aberdeen (GB)	Amsterdam	12345	1240	1515	Embraer 170/195	5
KL	1449	Amsterdam	Aberdeen (GB)	67	1610	1635	Boeing 737 Passenger	2
KL	1449	Amsterdam	Aberdeen (GB)	12345	1610	1635	Boeing 737 Passenger	5
KL	1450	Aberdeen (GB)	Amsterdam	67	1720	1955	Boeing 737 Passenger	2
KL	1450	Aberdeen (GB)	Amsterdam	12345	1720	1955	Boeing 737 Passenger	5
KL	1451	Amsterdam	Aberdeen (GB)	234567	2145	2215	Boeing 737 Passenger	6
KL	1451	Amsterdam	Aberdeen (GB)	1	2200	2230	Boeing 737 Passenger	1

KL	1470	Glasgow International Airport	Amsterdam	2	0605	0845	Boeing 737 Passenger	1
KL	1470	Glasgow International Airport	Amsterdam	1	0605	0845	Boeing 737 Passenger	1
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
KL	1478	Glasgow International Airport	Amsterdam	123 56	1655	1930	Boeing 737 Passenger	5
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
KL	1482	Humberside	Amsterdam	1234567	0610	0810	Embraer 170/195	6
KL	1485	Amsterdam	Humberside	123456	0930	0930	Embraer 170/195	6
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
KL	1519	Amsterdam	Norwich	12345	1350	1340	Embraer 170/195	5
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: ANALYSIS OF “PROPERTY INCOME” IN THE APPLICANT’S “BUSINESS PLAN”

1. In Appendix 10 (Note substantiating net income figure) to the Applicant’s Written Summary of Oral Representations to the First Compulsory Acquisition Hearing [REP5-011], the Applicant attempt to explain the basis for the Property Income it had included within its “business plan”.
2. In summary, the Applicant explained that this income related to;
 - The rental income paid by an “E-commerce” carrier for airside facilities. In paragraph 1.3, the Applicant claims it had applied a “conservative lease charge”;
 - Northern Grass Area – in paragraph 2.2, the Applicant asserts that it has “ascribed conservative lease rates, terms and scenarios”; to the 105,000sq metre of B1 and B8 business space on the Northern Grass area. This has been assessed in the ES as comprising 75% of B8 space (distribution and storage) and 25% of B1 space (office and light industrial use).
 - Ground rent charged to FBO / MRO operations – this would be expected to be relatively insignificant in the overall context given each tenant would be required to build , occupy, staff and maintain the facilities.
3. Based on the forecast Property Income in the latest “business plan” submitted as Appendix CAH2-15 to the Applicant’s Written Summary, the Applicant has again made heroic assumptions regarding the income that could be achieved **without a shred of evidence to substantiate its assertions**.
4. This note demonstrates the extent to which the Applicant has overstated property income **even when the most optimistic set of assumptions are applied**. In this regard, the rental levels have been benchmarked to the prime rental levels achievable at the established, successful East Midlands Airport. This is a very generous comparator.
5. In reality, any tenants would expect a material discount to attract them to a more peripheral location, particularly for a start-up operation as proposed by the Applicant, where any tenants would be acutely aware of the risk of the airport failing to sustain viable operations.
6. **Key Assumptions Applied:**
 - Year 6 has been used as the assessment year, as this is the date at which the Works 15-17 are fully developed and the first two phases (28,500sqm) of airside cargo facilities have been developed. In line with the Applicant’s assertions, 50% of the airside cargo facilities are assumed to be leased to an “e-commerce” provider;
 - This would equate to 14,250 sq m plus all of the 105,000 sq m space (75% of which is B8) on the Northern Grass, being available in Year 6;
 - All space is assumed to be 100% occupied, with rent being paid – again this would be completely unrealistic, but the purpose is to demonstrate the wholly unrealistic nature of the Applicant’s forecasts;
 - Rental levels;
 - B8 space is assumed to be let at the prime rent levels achieved at East Midlands – this equates to £6.75 per sq ft (as evidenced by appended Savills report appended as

Appendix 3.A) – NB. the occupational space has been converted to sq ft when calculating rents;

- The airside cargo space is leased to the “e-commerce” provider at an equivalent level to £6.75 per sq ft – clearly this would be a material premium to the conservative lease charge suggested by the Applicant;
- B1 space is let at headline level of c.£15.00 per sq ft achieved for recent lettings of Grade A office at East Midlands (see attached Appendix 3.B sale document for Donnington Court, at Pegasus Business Park, which shows rents of c.£15.00 being paid by PwC and HSBC, with vacant space expected to achieve between £7.63 and £15.25 per sq ft). **Consistent with the evidence submitted previously by York Aviation the ExA will note that PwC and HSBC are not “airport-related” occupiers, but have chosen the location due to its central location in the East Midlands;**
- Ground rent of £250,000 per annum has been applied to the MRO / FBO land.
- No rental incentives have been applied – in reality, rent free periods and other tenant incentives would be normal, which would materially reduce income levels in early years;
- No discount has been applied to account for the lower value uses suggested by the Applicant in its submissions (e.g. the uses set out in the updated NSIP Justification). As explained in paragraph 33 of York Aviation’s Supplementary Note (Appendix 1);
“[M]ost essential airport operationally related activities are generally low rental income generators.”
- No costs of switching airports have been taken into account – this is despite the Azimuth report (paragraph 2.2.10 of Volume III) advising the significant costs of switching airports had been accounted for.

7. The Table below shows that even when the most optimistic and completely unrealistic assumptions are adopted (as set out above), there would be no prospect of the Applicant generating revenue anywhere near to the level it has forecast in its business plan (i.e. £22.168m in Year 6).

Works	Use Class	Use Type	Sq M	Sq Ft	Rent (£/sq ft)	Annual Rent
15-17	B1	Office or light industry	26,250	282,555	15.00	4,238,325
15-17	B8	Storage or distribution	78,750	847,665	6.75	5,721,739
			105,000	1,130,220		9,960,064
1	B8	Storage or distribution	14,250	153,387	6.75	1,035,362
MRO and FBO Ground Rent						250,000
Total Rent						11,245,426

8. Notwithstanding the lack of credibility attaching to the Applicant’s proposals, the analysis above further demonstrates that the Applicant’s scheme is not intended to be cost efficient nor does it seek to minimise costs to airlines or freight owners.

Big shed briefing



DP World London Gateway Logistics Park where 231,000 sq ft is due for speculative delivery in 2019

32% take-up increase • Supply at highest level since '14 • Record level of spec development

76%

Rise in the rolling average take-up level since 2009

Nationwide overview

Take-up records tumble in many regions



Richard Sullivan
National Head
of Industrial & Logistics
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With recent headlines about the high st and retailers trading updates starting to filter through it would be tempting to suggest that the logistics property market might be experiencing similar headwinds.

It is pleasing to report that take-up in 2018 has risen by more than 8m sq ft year on year and take-up related to retail (in all its forms) accounted for 53% of this demand.

We expect that this trend will continue into 2019 and beyond as retailers continue to get their supply chains fit for purpose in the multi-channel world. Both Next and Marks & Spencer have announced they will be spending hundreds of millions of pounds on their supply chains in the coming years.

We should make note of the growth of new entrants to the market, such as Wayfair.com who are increasing the amount of warehouse space they need at exponential level.

Lastly, we are not currently seeing Brexit have a significant impact on occupier demand, either positive or negative. This may change as more clarity emerges on the UK's post 29th March trading arrangements, but occupiers should be comforted by the fact that supply levels are now at their highest level since 2014.

Take-up

At a nationwide level take-up reached 34.1m sq ft for 2018 a 32% increase on 2017 and 14.1m sq ft above the long term average.

Whilst the actual deal counts were marginally up the average deal size is at its highest level ever and now stands as 281,000 sq ft.

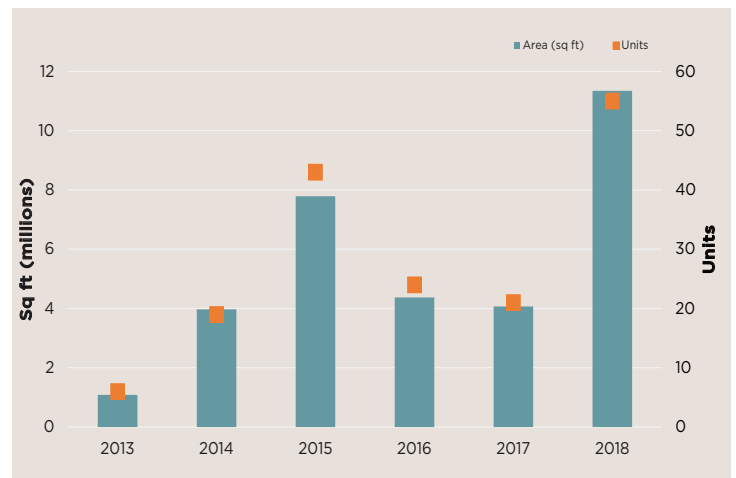
New records were set in many markets including the East Midlands, Yorkshire, the North West and the South East.

Supply and Pipeline

Nationwide supply has risen in 2018 and now stands at 31.4m sq ft, reflecting a vacancy rate of just 5.3%. Of the current supply on the market 51% is classified as grade A, up from just 35% in Q1 2015.

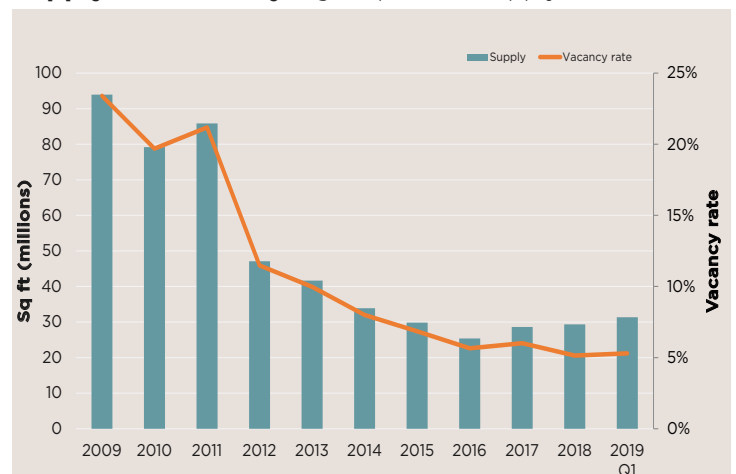
We expect this balance to alter further in favour of grade A units in 2019 as 2018 saw a record number of speculative development announcements; 55 units were announced totalling 11.3m sq ft. Of the units due for delivery 67.5% are under 200,000 sq ft.

Speculative announcements almost triple



Source Savills Research

Supply and vacancy slight up-tick in supply



Source Savills Research

“Strong occupier demand and the lack of stock in London continues to drive rental growth across the region”

London and the South East

Unprecedented demand for larger units



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Supply

The quality balance of the supply has shifted as speculatively developed units have come to the market. Grade A stock now makes up 69% of all space on the market totalling 3.83 million sq ft across seventeen units, a 108% increase on the amount of grade A space available in 2017.

Increased speculative development paired with large 2nd hand units returning to the market such as Tectonic 620 comprising 617,393 sq ft has caused supply to rise. Current supply totals 5.54 m sq ft, representing a 42% rise from 2017, 71% of this supply is under 200,000 sq ft, which correlates with long term take-up trends with 64% of deals being in the same size band. Unit sizes increase as you move north with the largest units, Tectonic 620 and Altitude both being in Milton Keynes.

Take-up

Take-up levels increased 33% in 2018 reaching

6.35 m sq ft through 20 separate deals, the highest amount of activity since 2014. The average deal size has risen by 66.4% from 2017 reaching a record high of 312,379 sq ft for the region, a 40% increase above the long term yearly average.

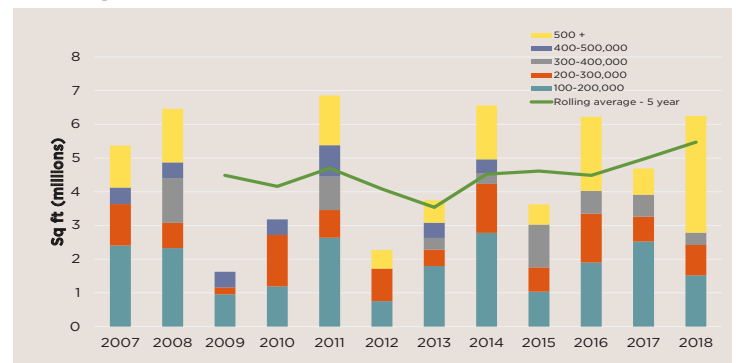
Build-to-suit transactions accounted for 45% of deals within the region, totalling 4.58 million sq ft. The largest deal in the region was Lidl acquiring land and self-building 1.1 million sq ft in Dunstable.

We are expecting a strong start to 2019 with 1.5m sq ft of warehouse space already under offer.

Development Pipeline

There are eight units under construction totalling 1.52 m sq ft, but there are no units under construction inside the M25 and just two in the Home Counties. The largest unit due for delivery in 2019 is Bedford 405 where Goodman are speculatively developing 405,000 sq ft, set to reach practical completion in Q3 2019.

Take up rolling average reaches new high



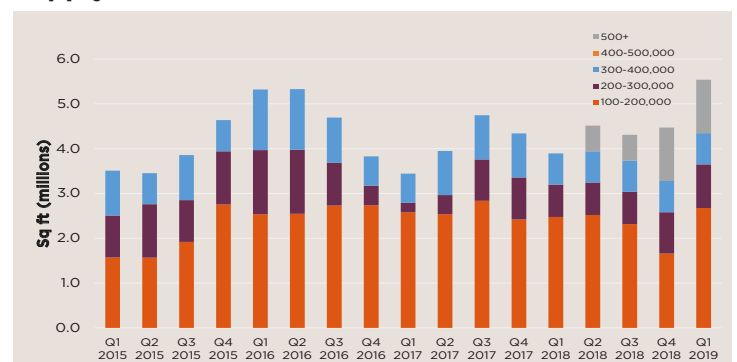
Source Savills Research

Key statistics

	Stats	yr/yr change
Take-up	6.35m sq ft	↑ 33%
Supply	5.54m sq ft	↑ 42%
Development Pipeline	1.52m sq ft	↓ 2.9%
Quoting Grade A Rent	£7.5-£18/ sq ft	↑ 9%
Vacancy rate	5.5%	↑ 120bps

Source Savills Research

Supply rises in smaller units



Source Savills Research

2018 saw grade A space account for 94% of the total space transacted with grade B & C space equating to just 6%.

East Midlands

Best year ever for take-up in the region



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Panattoni Park Northampton
532,00 sq ft due for 2019 completion

Supply

Since the recent high point was reached in Q4 2017 supply has been decreasing and now stands at 3.28m sq ft, a fall of 33.99% in 12 months, reflecting a vacancy rate of just 3.8%.

Whilst the vacancy rate has fluctuated around the 4% market in the last four years the make-up of the supply has altered dramatically. For example at the start of 2015 there was 2.7m sq ft of grade B & C supply on the market accounting for 67% of supply. On the other hand at the start of 2019 this proportion had fallen to 43%.

The largest unit on the market remains Quantum at Magna Park at 411,613 sq ft which has been vacant for 32 months having been under offer twice in the last 12 months.

Take-up

2018 has been a record year with 8.92 m sq ft of space transacted, 101% above the long term average and more than double what was transacted in 2017.

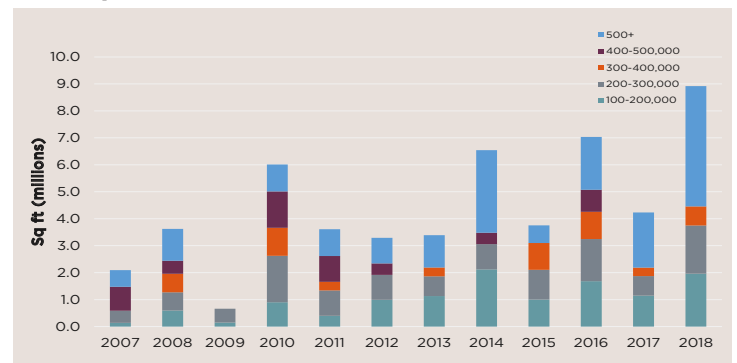
Comparing transaction volumes with 2017, all building types experienced around twice as much activity in 2018, such as the amount of new grade A space transacted increasing 166%. In fact, 2018 saw grade A space account for 94% of the total space transacted with grade B & C space equating to just 6%.

Build-to-suit space dominated the market with the largest deal being c.1.3 million sq ft at Segro Logistics Park East Midlands Gateway (Big Box 1). Segro Logistics Park East Midlands Gateway has been one of the most successful schemes in the region in 2018 securing 4 build to suit deals totalling over 2 million sq ft of space.

Development Pipeline

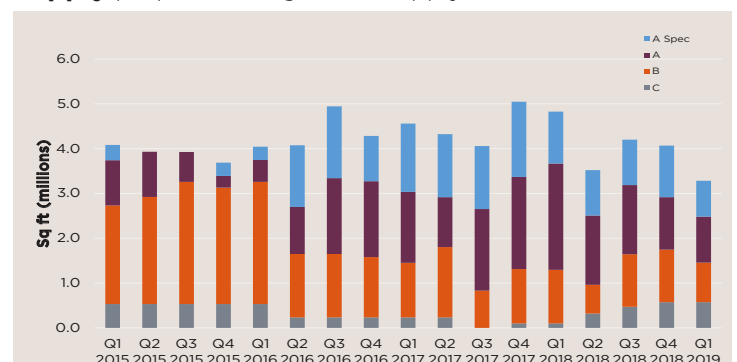
There are 12 units under construction which total 3.34msq ft, primarily located in Northamptonshire where seven units are under construction. The largest unit is Nottingham 550, where Panattoni are developing 550,000 sq ft due to reach practical completion in Q1 2019.

Take up record year for units over 500,000 sq ft



Source Savills Research

Supply proportion of grade A supply increases



Source Savills Research

Key statistics

	Stats	yr/yr change
Take-up	8.92m sq ft	↑ 111%
Supply	3.28m sq ft	↓ 19%
Development Pipeline	3.34m sq ft	↑ 149%
Quoting Grade A Rent	£6.75/sq ft	↑ 4%
Vacancy rate	2.9%	↓ 160bps

Source Savills Research

“Understandably Brexit has dampened demand in certain sectors such manufacturing but others remain active and we expect a pick up once the uncertainty is lifted”

West Midlands

Supply still less than two years despite recent rise



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Supply

The level of supply currently stands at 7.46 m sq ft, the highest level ever recorded representing a 76% increase from 2017. Of this, however, 46% of the supply is considered to be grade B & C, accounting for close to 3.5m sq ft.

Recent strong demand has stimulated speculative development and since 2016 over 1.8 m sq ft of grade A space has come to the market through units such as Wolverhampton 450 where Panattoni delivered 448,089 sq ft.

Supply has also been skewed by multiple large 2nd hand units further increasing supply such as the UK's current largest available unit Goliath at Cross Point Business Park in Coventry at 666,044 sq ft.

Take-up

After two strong years take-up has tailed off in 2018 reaching 3.41 m sq ft through 18 transactions, representing a 44% decrease from take-up in 2017.

Second hand units accounted for 44% of the total space leased in the region, whilst build-to-suit units accounted for 38% of the total space leased.

Take-up was skewed towards smaller sized units with 67% of the deal count involving units between 100,000-200,000 sq ft.

Sectors previously inactive, particularly wholesale retail which accounted for 28% of the total space leased (up from 3% in 2017), took more space then historically active industries such as automotive and manufacturing.

Development Pipeline

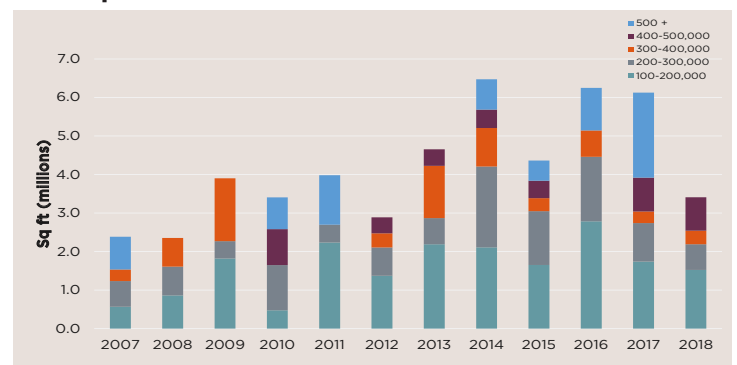
Five units are currently under construction totalling 837,584 sq ft. The largest unit currently under construction is 233,025 sqft at Prologis Park Birmingham Interchange, the others are all sub 200,000 sqft.

Key statistics

	Stats	yr/yr change
Take-up	3.41m sq ft	↓ 44%
Supply	7.46m sq ft	↑ 76%
Development Pipeline	0.84m sq ft	↑ 29%
Quoting Grade A Rent	£7/sq ft	no change
Vacancy rate	7.7%	↑ 310bps

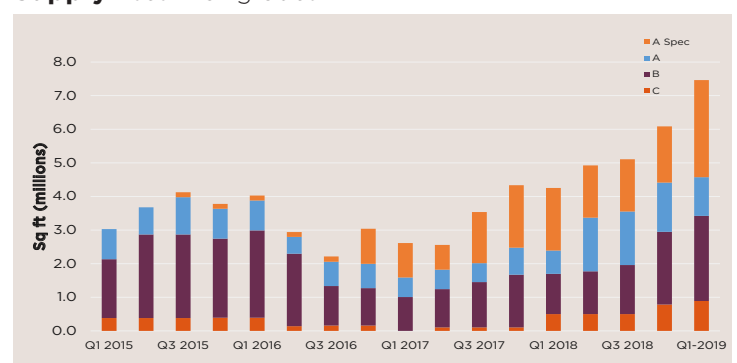
Source Savills Research

Take up falls to 2012 levels



Source Savills Research

Supply rises in all grades



Source Savills Research

“The North West bounced back from a sluggish 2017 to report a record year. We expect 2019 to continue this trend going forward”

North West

Build-to-suit deals help take-up rise



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Supply

The North West now has the second largest amount of supply within the UK, currently sitting at 5.97 m sq ft across 31 units.

The grade balance of the available stock has slowly shifted with grade A stock now accounting for 42% of all vacant units on, up from 30% a year ago. Despite the increase in grade A quality units, based upon the long term average take-up of grade A space, the region has just 1.3 years left of grade A supply.

The current supply is skewed towards the smaller size bands with 65% of available units between 100,000-200,000 sq ft. There are only five units available in the region over 300,000 sq ft.

Take-up

Following a below average year in 2017 transactional activity for 2018 has risen above the long term average. Take-up reached 4.58 m sq ft across 23 separate transactions, representing a 63% increase from take-up in

2017 and a 26% increase above the long term average.

Following UK wide trends, take-up was dominated by the 100,000-200,000 sq ft which accounted for 70% of the market by deal count. There were no deals above 400,000 sq ft in the region.

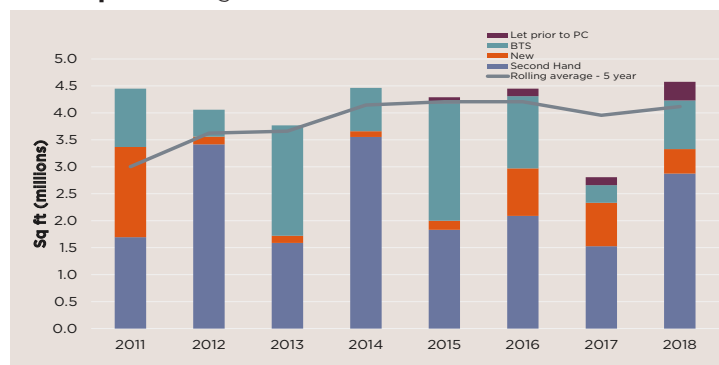
The majority of the deals involved lower quality units with 70% of the units transacted being second hand, amounting to 2.87m sq ft. Additionally the amount of build to suit space increased to 902,062 sq ft in 2018, a 175% rise on the level of BTS space transacted in 2017.

The average deal size in 2018 was 198,952 sq ft, a 13% increase on 2017 evidencing increased occupier demand for larger units. The largest deal of the year was Movianto acquiring 373,000 sq ft at Haydock Green in Saint Helens.

Development Pipeline

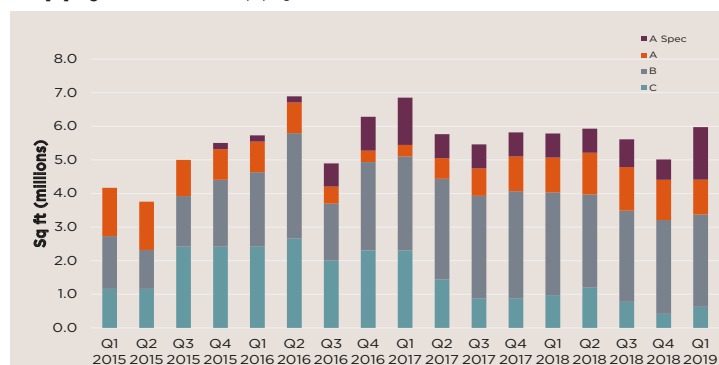
There are seven units being developed n totaling 1.55 m sq ft. The largest being 525 Haydock in Saint Helens at 523,500 sq ft, set to reach practical completion in Q2 2019.

Take up returning to recent levels



Source Savills Research

Supply Grade A supply increases



Source Savills Research

Key statistics

	Stats	yr/yr change
Take-up	4.58m sq ft	↑ 63%
Supply	5.97m sq ft	↑ 3.3%
Development Pipeline	1.55m sq ft	↑ 0.36%
Quoting Grade A Rent	£6.75/sq ft	↑ 4%
Vacancy rate	4.7%	↑ 10bps

Source Savills Research

“A stellar year with large build-to-suit deals driving the market. With large sites and a readily available labour force we expect the trend to continue”

Yorkshire and the North East

Take-up levels reach new high as supply continues to fall



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Supply

The market has experienced increasing supply constraints stimulated by record levels of take-up throughout 2018. Available supply currently sits at 3.75 m sq ft across 19 separate units representing a 35% fall from 2017.

The majority of available supply sits within the 100,000-200,000 sq ft size band accounting for 84% of available units. However, there are three units in the region over 400,000 sq ft, the largest being Premier North Industrial Estate which comprises 546,970 sq ft. Of the available supply 83.81% is classified as 2nd hand.

Take-up

2018 has seen the strongest levels of demand ever recorded. Take-up reached 9.48 m sq ft through 25 separate deals, a 562% increase from 2017 and a 68.6% increase from the previous high water mark of 5.62 m sq ft in 2014. It should be noted that we regard 2017 as an anomalous year as take-up was a 66%

decrease on the long term average.

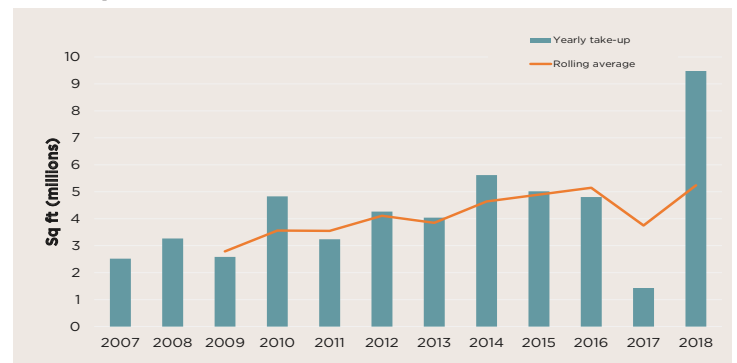
The increase can be attributed to multiple large BTS deals, such as Amazon acquiring 1.99 m sq ft at Integra 61 in Durham. In 2018, 28% of the floor space transacted was for build-to-suit units however by deal count 68% of deals were for second hand units. In fact, Yorkshire saw the largest second hand deal nationwide through Clipper acquiring Sheffield 615 totalling 615,000 sq ft.

The 100,000-200,000 sq ft size band experienced the highest deal volume in 2018, with 48% of deals recorded being within this size band. The 400,000 sq ft+ size band also performed well, accounting for 24% of units transacted.

Development Pipeline

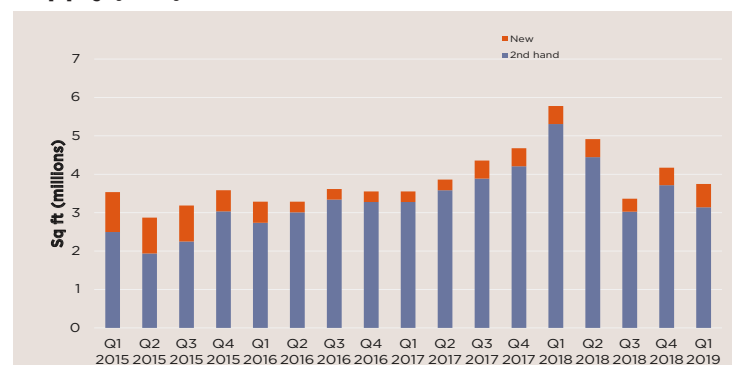
There are currently four units under construction throughout the region totalling 804,765 sq ft. The largest unit is G Park Doncaster where Gazeley are speculatively developing 275,300 sq ft. The unit is set to achieve practical completion in Q1 2019.

Take up new record achieved



Source Savills Research

Supply yearly fall of 35%



Source Savills Research

Key statistics

	Stats	yr/yr change
Take-up	9.48m sq ft	↑ 562%
Supply	3.75m sq ft	↓ 35%
Development Pipeline	0.80m sq ft	↑ 199%
Quoting Grade A Rent	£5.75/ sq ft	no change
Vacancy rate	5.8%	↓ 260bps

Source Savills Research

“The increased speculative activity and contraction of land supply will mean a shift away from build-to-suit into existing stock”

South West

Speculative development filling “the void”



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Junction One Central Park
137,315 sq ft due for delivery in Q3 2019

Supply

The supply constraints within the market have alleviated in 2018 with supply rising 41.6% to reach 2.03m sq ft.

The supply is skewed towards smaller sized units as 44% of available units are under 200,000 sq ft with no units above 400,000 sq ft. The largest unit on the market is the Former Morrison's at Cribbs Causeway Distribution Centre totalling 384,786 sq ft.

62% of available space is classified as grade A, a 32% increase on the amount of grade A supply in 2017. However, Western 105 is the only new speculatively developed unit currently available where Richardsons and Curtis Hall developed 105,500 sq ft, the eight other units (89%) are all classed as second hand.

Take-up

Following two strong years of take-up, activity within the region has fallen to the lowest levels since 2014. Take-up reached

995,106 sq ft through five separate deals; a 50% fall from 2017 take-up and a 66% decrease below the long term average, albeit with recent years being dominated by large deals by Lidl, The Range and Amazon.

All 2018 deals involved solely speculatively developed or build-to-suit demonstrating demand for high quality units. Indeed the two speculatively developed units let in 2018 with a void of below 8 months.

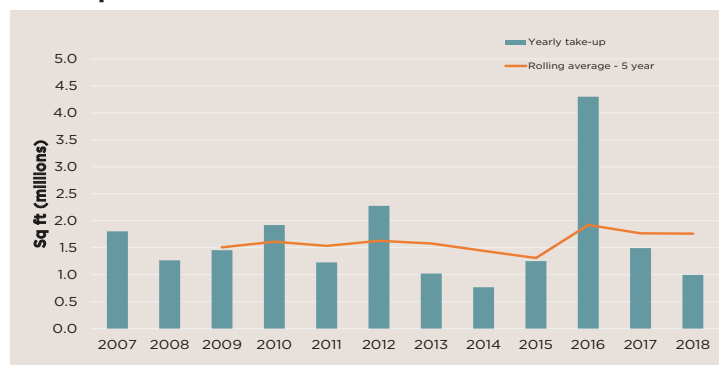
The largest deal of 2018 was B&Q acquiring G Park Swindon, a build-to-suit unit totalling 375,286 sq ft.

The market was dominated by retailers who accounted for 70% of the total space leased with manufacturing and automotive making up the balance.

Development Pipeline

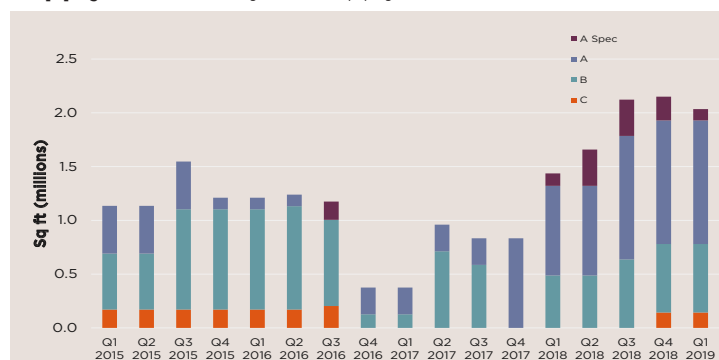
There is a total of 416,520 sq ft being speculatively developed across three separate units. The largest unit being Access 18 where St Modwen are speculatively developing 151,330 sq ft, set to reach practical completion in Q1 2019.

Take up returns to 2014 levels



Source Savills Research

Supply Just over a years supply on the market



Source Savills Research

Key statistics

	Stats	yr/yr change
Take-up	0.99m sq ft	↓ 33%
Supply	2.03m sq ft	↑ 43%
Development Pipeline	0.42m sq ft	↑ 27%
Quoting Grade A Rent	£7.25/sq ft	no change
Vacancy rate	7.3%	↑ 200 bps

Source Savills Research

“It is pleasing to see new speculative units come forward which, with vacancy rates so low in the region, will drive rental growth”

East of England

Next wave of development sites will drive future demand



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Supply

Even with the delivery of 353,732 sq ft speculative space at Suffolk Park Bury St Edmunds the total supply of units over 100,000 sq ft has fallen year on year and now stands at 861,833 sq ft across five separate units.

The main driver for the fall in supply has been almost 500,000 sq ft of grade C space being withdrawn from the market in King's Lynn after Gardman chose to re-occupy after their Midlands warehouse was damaged by fire.

All units in the region on the market are under 300,000 sq ft, with the average size being 172,000 sq ft. The largest unit on the market is Huntingdon 252 which has been vacant for 16 months.

Take-up

Following on from four consecutive years of growth and the success of Gateway Peterborough, developed by Roxhill, which

is now has just two plots remaining, 2018 has started slowly. There have been just three deals on units over 100,000 sq ft which total 467,470 sq ft.

Online retailer Yours Clothing have taken 127,470 sq ft at Newcombe House in Peterborough.

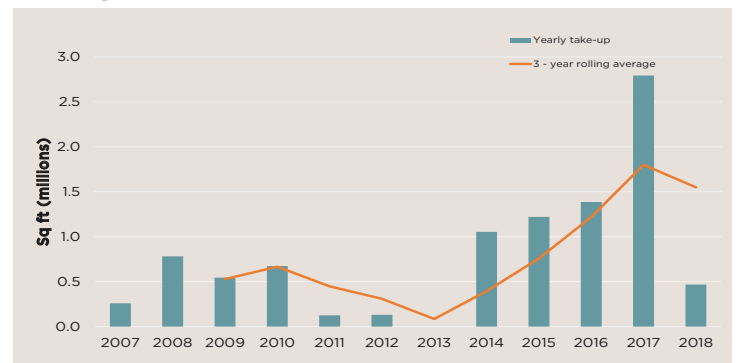
Meanwhile at Suffolk Park, Bury St Edmunds, Sealey Professional Tools has bought a seven acre site where they intend to construct a 110,000 sq ft unit for future expansion. The largest deal of the year has been LDH Ladoria who have purchased a site at Ipswich Gateway where Panattoni are constructing a 40m high unit of c.230,000 sq ft.

Development Pipeline

Following the delivery in Q4 2018 of two units at Suffolk Park Bury St Edmunds which total 353,732 sq ft there are no speculative units scheduled for delivery in 2019.

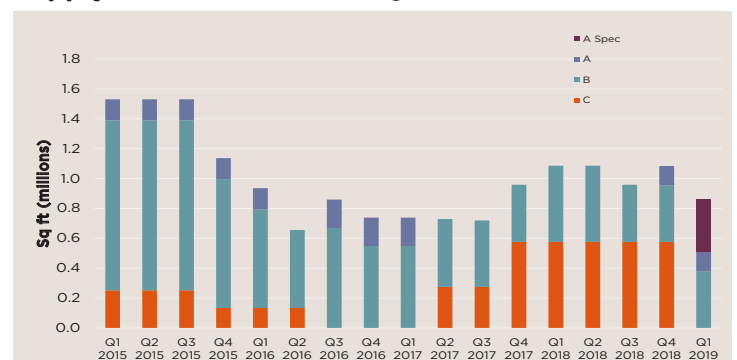
These units are the first speculative units to be delivered in the region for over a decade.

Take up falls to 2012 levels



Source Savills Research

Supply balance shifts towards grade A



Source Savills Research

Key statistics

	Stats	yr/yr change
Take-up	0.47m sq ft	↓ 83%
Supply	0.86m sq ft	↓ 20%
Development Pipeline	0m sq ft	↓ 100%
Quoting Grade A Rent	£5.50/sq ft	no change
Vacancy rate	2.5%	↓ 50bps

Source Savills Research

“The supply of new and modern space in Scotland is at a critical stage. It is felt that the market is on the cusp of receiving much needed speculative development. Until such time we continue to rely on Build-to-Suit opportunities.”

Scotland

Subdued big box market continues



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Supply

The supply of warehouse space in Scotland for units over 100,000 sq ft has risen by 38% in 2018 and now stands at 1.72m sq ft across the Central Belt.

This is made up of 11 separate units of which all but two are between 100,000 and 200,000 sq ft, with the average size being 156,232 sq ft.

The largest unit on the market in Scotland at present is the former Lidl RDC at Deans Industrial Estate which totals 291,710 sq ft, which came to the market in the second quarter of 2018. This follows the purchase of 50 acres by Lidl at Eurocentral where a new 750,000 sq ft RDC is currently under construction and due for occupation in 2020.

Take-up

Largely predicated by the lack of good quality supply the deal flow for units over 100,000 sq ft in Scotland this year has been subdued with just one unit transacted so far this year.

Drinks manufacturer BrewDog has completed the acquisition of the Vertex building at Eurocentral near Motherwell.

The 128,000 sq ft unit sold for a capital value rate of £60 per sq ft.

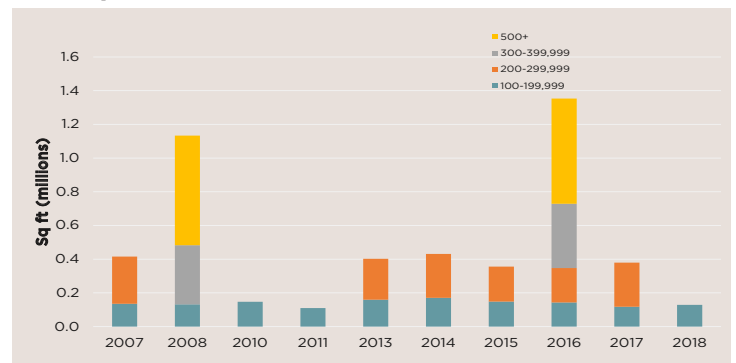
Along with the reduced supply, take up has perhaps also been constrained by occupiers seeking critically required features which existing second hand speculative buildings can't offer or adapt to provide.

Development Pipeline

There are no units under construction speculatively over 100,000 sq ft in Scotland meaning we do not expect vacancy rates to fluctuate in the medium term.

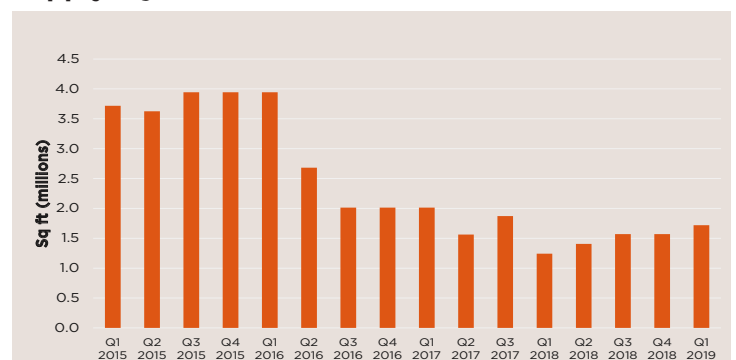
Larger scale occupiers such as Lidl and DPD for example have elected to purchase land at Eurocentral and progress Built to Suit with their preferred developer. However it is hoped that the lack of supply will encourage new development, albeit, typically for Scotland this is very much likely to be under 100,000 sq ft.

Take up falls to 2011 levels



Source Savills Research

Supply slight rise in 2018



Source Savills Research

Key statistics

	Stats	yr/yr change
Take-up	0.13m sq ft	↓ 66%
Supply	1.72m sq ft	↑ 38%
Development Pipeline	0 sq ft	no change
Quoting Grade A Rent	£5.75/ sq ft	↑ 9.5%
Vacancy rate	4.9%	↑ 135 bps

Source Savills Research

“Relative to other sectors which saw significantly reduced transaction levels, volumes and notably pricing logistics proved stubbornly resilient despite growing geopolitical and economic uncertainty”

National investment

Market proves to be resilient and liquidity remains



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The industrial and logistics market continues to be resilient despite the many geopolitical and economic headwinds converging on the commercial real estate asset class as a whole.

It is therefore encouraging that investment volumes for distribution warehouses have reached £3.55bn for 2018, marginally lower than 2017. The three year rolling average has now reached a new height of £3.32bn, the highest level ever recorded and up from £2.1bn just five years ago.

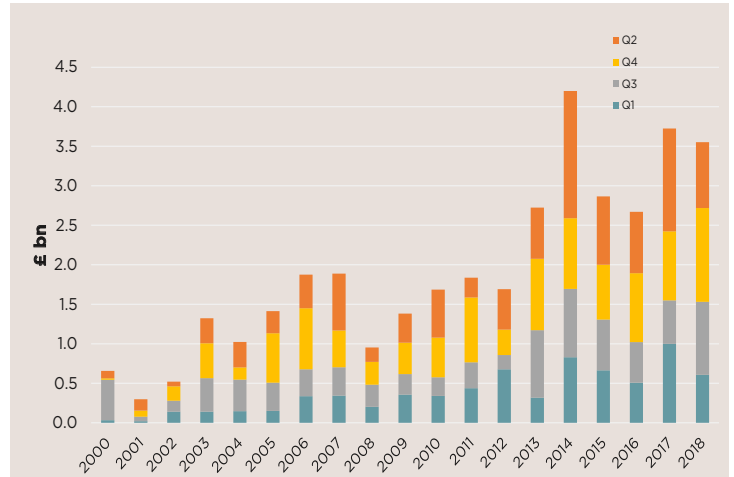
By almost every metric 2018 mirrored 2017 - deal count, average lot sizes and the proportions of deals within certain ranges were all broadly in line with last year. 2018 did however lack larger portfolio transactions over £300m, with two of that scale in 2017.

The largest single let transaction of the year was Tritax's forward funding of a 1.99m sq ft facility Amazon facility in Durham. Upon completion Amazon will take a 20 year lease at a rent reflecting a net initial yield of 5.25%.

Savills prime yields have remained largely static for the last 12 months and now stand at 4.25% for prime single let logistics units and 4.00% for multi-let industrial estates, the lowest level ever seen.

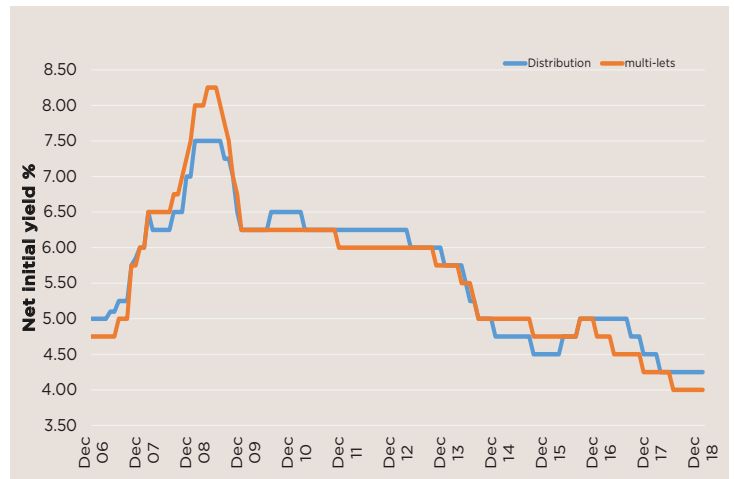
As we move through 2019, we expect that continued Brexit uncertainty will see some investors pause for thought until greater clarity emerges although given the sustained popularity of the sector amongst investors it is difficult to envisage any significant adjustment in pricing, notwithstanding any political or economic shocks.

Investment volumes slight fall in 2018

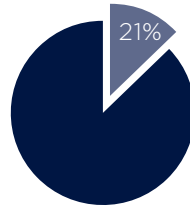


Source Savills Research

Prime investment yields remain static



Source Savills Research



In November 2018 online retail accounted for its highest proportion of retail sales ever

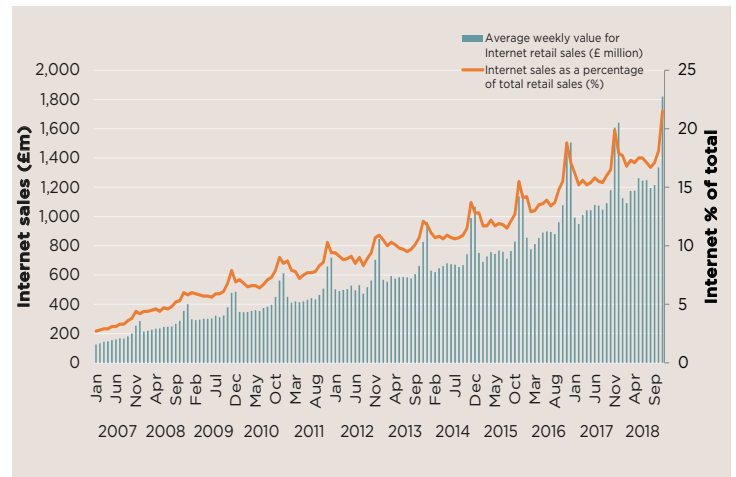
2019 Outlook

Is Brexit a non event when compared to structural change?

A glance at the mainstream press would suggest that companies are stockpiling product at such a rate that supply cant keep track of demand. To date Savills have tracked just two deals over 100,000 sq ft that have any link to Brexit at all. That may change of course as preparations for “no deal” intensify but it remains to be seen how the short term Brexit related requirements will marry up with the longer term aspirations of the landlord community.

More likely to have an impact on demand is the continued shift online which in November reached its highest level ever of 21.5%. Global Data are forecasting online spend to reach £75bn by 2023 which based on historical norms would suggest an extra 20m sq ft being required, but based on recent take-up levels would actually seem conservative.

Online retail reaches highest level ever



Source ONS

BUILD COST AND PROGRAMME



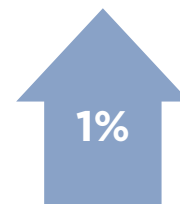
Will Cooper
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The latest indicators from the Savills Programme and Cost Sentiment Survey (S.P.E.C.S) demonstrate that build costs and programme delivery time scales have remained largely static for the second half of 2018.

Continued geo-political uncertainty does however have the potential to impact two of the key elements of build costs and programme length; the price and availability of steel and the availability of skilled labour

Uncertainty around Brexit will keep overseas contractors away from the UK. Combined with an already strong speculative and build-to-suit programme the sector could face labour shortages into 2019.

With no end in sight to the current trade war between the USA and China, combined with further currency fluctuations the price of imported steel could change further into 2019.



Overall 2019 tender price inflation forecast by Gardiner & Theobald



Savills Research

We're a dedicated team with an unrivalled reputation for producing well-informed and accurate analysis, research and commentary across all sectors of the UK property market.

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DONINGTON
COURT
DC

DONINGTON COURT
UNIT 2A DONINGTON COURT | PEGASUS BUSINESS PARK
CASTLE DONINGTON | DE74 2UZ







Donington Court | Unit 2A Donington Court
Pegasus Business Park Castle Donington | DE74 2UZ

Investment Summary

- **Strategically located** within the UK with **access directly from the M1 motorway** and within close proximity of the A42 and A50 Dual Carriageways
- **Next to East Midlands International Airport**, one of the UK's most strategically important airports
- **Prime Business Park environment** with high profile branding opportunity
- With close proximity of **SEGRO Logistics Park**, East Midlands, Gateway and **Rail Freight Interchange**
- High Specification purpose built office building extending to **43,847 sq ft (NIA)** (4,073.60 sq m)
- Excellent parking ratio of **6.75 spaces per 1,000 sq ft**
- Passing net rent of **£355,135** per annum
- Potential gross rent **£624,782** per annum (net £561,904 per annum)
- Let in part to PriceWaterhouseCoopers Services Limited and HSBC Bank plc
- Low capital value **£170** per sq ft
- Long leasehold
- Seeking offers in excess of **£7,265,000 (Seven Million, Two Hundred & Sixty Five Thousand Pounds)**, subject to contract providing a net initial yield of **7.25%**, assuming purchasers' costs at **6.66%**
- A rental guarantee equivalent to one year, **£229,744 per annum** and the corresponding rental equivalent to the residue rent free granted to HSBC Bank plc, will be deducted from the purchase price





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Location

Donington Court is located on Pegasus Business Park, within the boundary of East Midlands International Airport, one of the UK's most strategically important airports outside London.

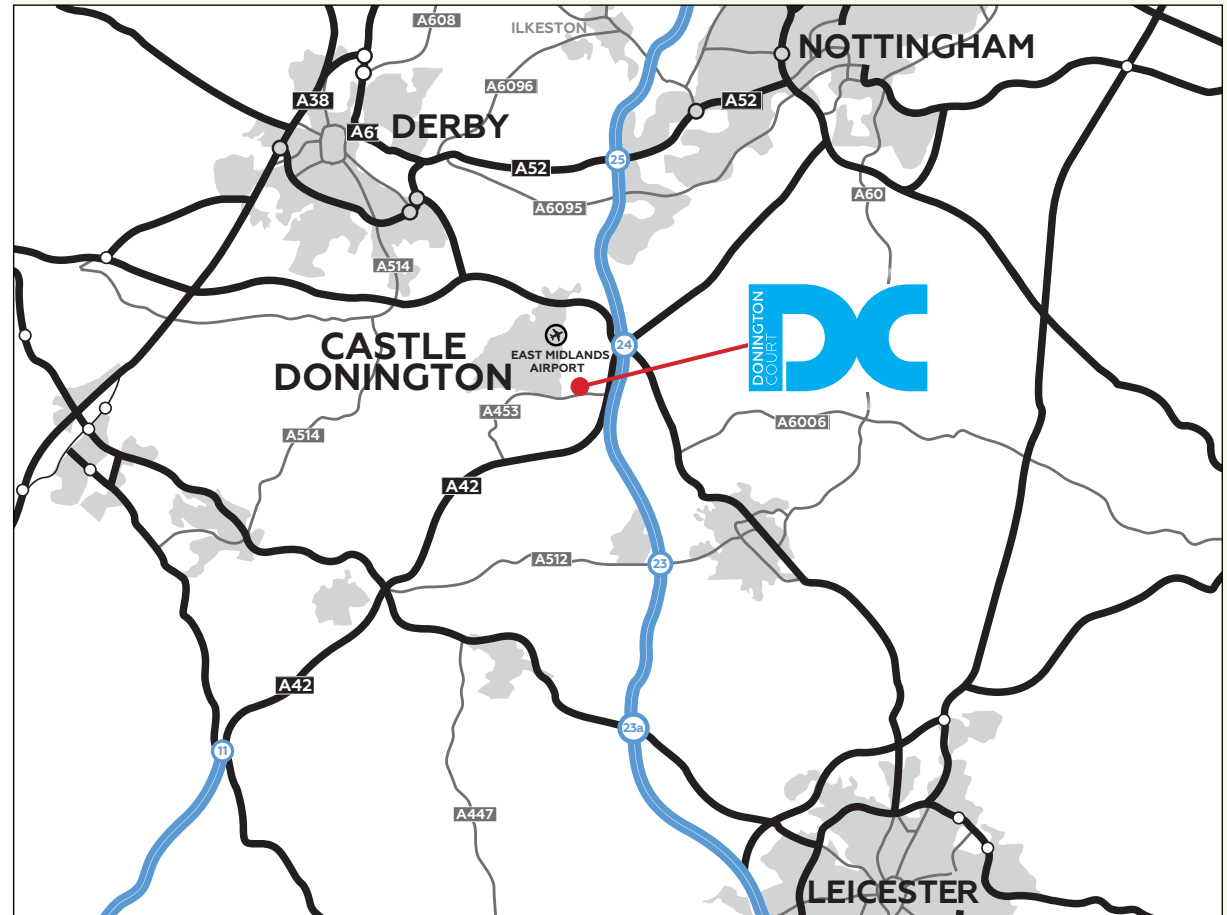
East Midlands International Airport accommodates 4.3 million passengers each year offering routes to over 80 leisure and business destinations. The Airport is the second busiest cargo airport in the UK (after Heathrow) and handles over 310,000 tonnes of air freight every year. It is the UK hub for DHL and UPS and acts in support of operations for TNT and Royal Mail as well as a number of distribution companies that have bases in the area. The world-famous Donington Park motor racing circuit is also near by.

Demographics

The East Midlands has an excellent track record for attracting flourishing world class companies in the transport, healthcare, professional services, food and drink and environmental sectors. The area offers a competitive environment supported by world leading research and development capabilities, a highly skilled workforce and it also benefits from being at the centre of the UK transport network.



EAST MIDLANDS AIRPORT IS SITUATED ADJACENT TO JUNCTION 23A OF THE M1 MOTORWAY BENEFITING FROM IMMEDIATE ACCESS TO THE NATIONAL MOTORWAY NETWORK AND A DIRECT ROUTE TO LONDON





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Connectivity

In addition to air travel, East Midlands Airport is situated adjacent to Junction 23A of the M1 Motorway benefiting from immediate access to the national motorway network and a direct route to London (2 hour drive time) and Leeds (1.5 hour drive time). The Airport also benefits from direct access to Birmingham via the A42 (40 miles to the south west). The A50 dual carriageway, situated directly to the north of the Airport, provides direct access to the M6 Motorway.

East Midlands parkway station is a short 10 minute taxi ride away from the property providing frequent direct trains to London St Pancras International Station in under 1 hour and 30 minutes.

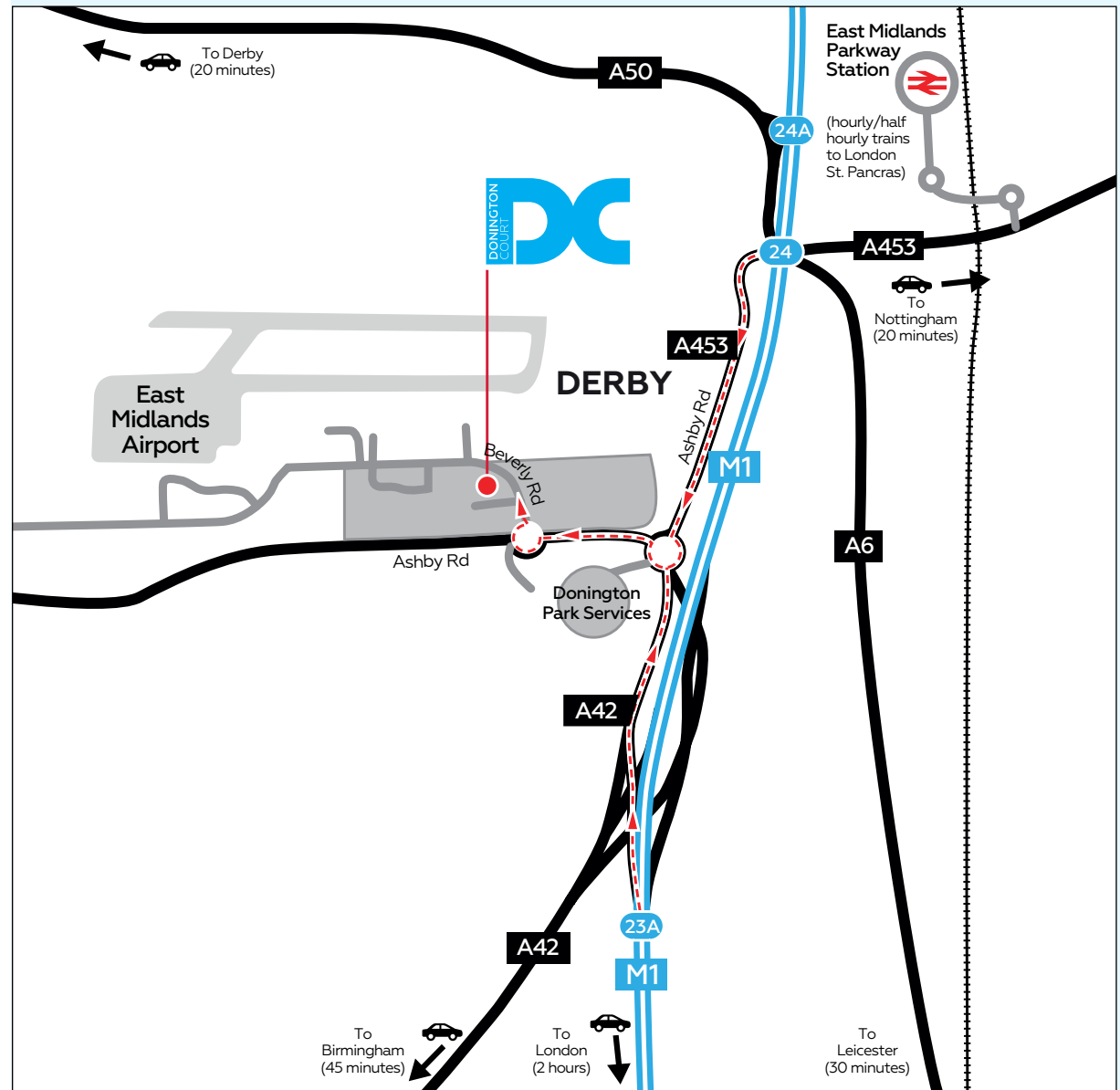
Logistics

The property is within close proximity of SEGRO Logistics Park East Midlands Gateway (SLPEMG) which is a 700 acre development with planning consent for up to 6,000,000 sq ft of logistics accommodation. The development incorporates a 50 acre Strategic Rail Freight Interchange (SRFI) which will include a rail freight terminal, capable of handling up to sixteen 775m rail freight trains per day, container storage and HGV parking.

Extensive infrastructure works are currently underway. These works include improvements to Junction 24 and 24A of the M1 including the introduction of a smart motorway system by Highways England, safer access to the A50 at Lockington and Hemington and the new Kegworth Bypass.

Situation

Donington Court occupies a prominent position within Pegasus Business Park on one of the principle airport boundary roads leading to the passenger terminal and numerous cargo facilities. Surrounding office occupiers include HSBC, Regus, Nikon, PKF Cooper-Parry, National Grid, PWC, UPS and Home Office and there also are several hotels nearby including Premier Inn, Holiday Inn Express, Radisson Blu and Thistle.





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Description

Donington Court was constructed in 2002 to provide high specification Grade A headquarters offices primarily arranged over ground, first and second floor.

The building provides the following amenities:

- Air conditioning
- Fully accessed raised floors.
- Suspended ceilings with recessed integral lighting
- Feature double height reception
- Excellent parking ratio with 265 secure parking spaces and more potentially available (6.75 spaces per 1,000 sq ft)
- Fully refurbished and with the benefit of an attractive Concierge Reception
- Passenger lift(s)
- Dedicated kitchen and WC facilities
- DDA compliant
- 24 hour access and CCTV monitoring



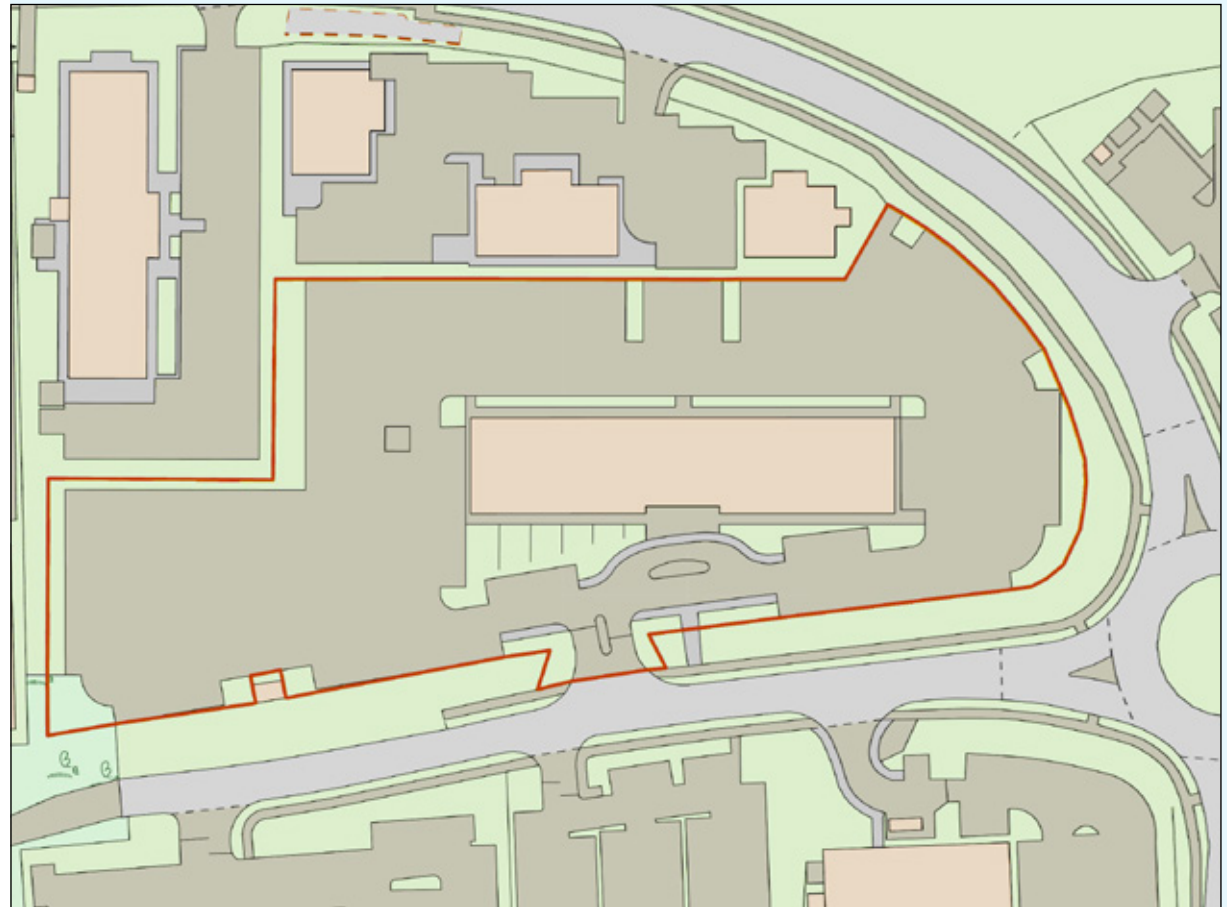


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Accommodation

Net Internal Area	Size (Sq Ft)	Size (Sq M)
Ground Floor	13,520	1,256.1
First Floor	13,245	1,230.5
Second Floor	13,558	1,259.6
Roof	3,524	327.4
Total	43,847	4,073.6

The property has been measured in accordance with the RICS Code of Measuring Practice, published in 2007 (6th Edition). We have not measured the property nor have we calculated the floor areas in accordance with IPMS 3 – Offices. The site extends to approximately 3.209 acres (1.299 hectares).



NOTE:- Reproduced from the Ordnance Survey Map with the permission of the Controller of H.M. Stationery Office. © Crown copyright licence number 100024244 Savills (UK) Limited. NOTE:- Published for the purposes of identification only and although believed to be correct accuracy is not guaranteed.



Tenure

The property is held on a long leasehold from East Midlands International Airport Limited for a term of 150 years from 26 November 2002, subject to a head rent equivalent to 10% of rents received and £400 ground rent.

After deduction of the head rent and ground rent, the net rent received is £355,135 per annum.

The property is let on two full repairing and insuring leases, in part, as follows:

Ground Floor Left Wing (6,469 sq ft) let to

PriceWaterhouseCoopers Services Limited – 10 years with effect from 26 November 2017, subject to rent review in the 5th year of the term, 26 November 2022, and tenant break clause on 26 November 2022, at a rental of £98,465 per annum, reflecting £15.22 per sq ft.

First Floor Left and Right Wings (13,245 sq ft) let to

PriceWaterhouseCoopers Services Limited – 10 years with effect from 26 November 2017, subject to rent review in the 5th year of the term, 26 November 2022 and tenant break clause on 26 November 2022, at a rental of £201,535 per annum, reflecting £15.22 per sq ft.

Second Floor West Wing (6,232 sq ft) let to HSBC Bank plc – 10 years with effect from 6 April 2018, subject to rent review in the 5th year of the term and tenant break clause on 6 April 2023 at a rental of £95,038 per annum, reflecting £15.25 per sq ft.

Vacant space

Reflecting the above tenancies, two suites remain vacant and are currently being marketed as follows:

Ground Floor Right Wing (Office B) 5,976 sq ft (555.19 sq m)

Second Floor Right Wing (Office B) 7,326 sq ft (680.60 sq m)

In addition to the above, there is ancillary storage in the roof void extending to 3,524 sq ft (327.4 sq m).

Based on the above tenancies we are of the opinion that an ERV of £15.25 per sq ft would be applicable on the remaining two suites and 50% of the main space rate of £7.63 per sq ft on ancillary storage providing an additional gross rental of £229,744 per annum.





Covenants

PriceWaterhouseCoopers Services Limited

D&B Rating of 4A1 – represents minimum risk of business failure score

	Fiscal Non consolidated GBP 30 Jun 2016 (000's)	Fiscal Non consolidated GBP 30 Jun 2015 (000's)	Fiscal Non consolidated GBP 30 Jun 2014 (000's)
Sales Turnover	1,832,831	1,708,763	1,534,860
Profit / (Loss) Before Taxes	102,337	93,223	59,600
Tangible Net Worth	16,374	71,519	29,027
Net Current Assets (Liabilities)	(161,798)	(110,152)	(157,900)

HSBC Bank plc

D&B Rating of 5A1 – represents minimum risk of business failure score

	Fiscal Consolidated GBP 31 Dec 2016 (000's)	Fiscal Consolidated GBP 31 Dec 2015 (000's)	Fiscal Consolidated GBP 31 Dec 2014 (000's)
Sales Turnover	20,041,000	18,630,000	18,313,000
Profit / (Loss) Before Taxes	874,000	2,971,000	1,953,000
Tangible Net Worth	34,195,000	30,486,000	28,784,000
Net Current Assets (Liabilities)	65,577,000	42,025,000	38,543,000

EPC

The property has an Energy Performance Rating of:

D81

C71.

VAT

The property is elected for VAT. We would anticipate the transaction being treated as a Transfer of a Going Concern (TOGC), however prospective purchasers should make their own enquiries.

Proposal

We are seeking offers in excess of **£7,265,000 (Seven Million, Two Hundred & Sixty Five Thousand Pounds)**, subject to contract providing a net initial yield of **7.25%**, assuming purchaser's costs at **6.66%**.

A rental guarantee equivalent to one year, **£229,744 per annum** and the corresponding rental equivalent to the residue rent free granted to HSBC Bank plc, will be deducted from the purchase price.



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