

# Punctuality Statistics

Economic Regulation Group  
Aviation Data Unit



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

**Full and Summary Analysis**

**February 2002**

**Disclaimer**

The information contained in this report will be compiled from various sources and it will not be possible for the CAA to check and verify whether it is accurate and correct nor does the CAA undertake to do so. Consequently the CAA cannot accept any liability for any financial loss caused by the persons reliance on it.

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## FOREWORD

### 1 CONTENT

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

### 2 ENQUIRIES

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

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

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

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

#### 2.4 Coverage

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

## INTRODUCTORY NOTES

1. These figures are compiled by the Civil Aviation Authority with the co-operation of airports and Airport Coordination Ltd.
2. The figures cover both arrivals and departures aggregated, except in the case of the Full Analysis with Arrival – Departure Split. In this table, arrivals and departures are stated separately.
3. Actual times of operation are derived from the flight by flight air transport movement returns made by airports to the CAA. The planned times supplied by Airport Coordination Ltd include changes made up to 24 hours before operation.
4. Only obvious mismatches between the two sources have been reconciled.
5. When the two sets of data are matched, if an airline appears to operate a series of flights significantly “off slot”, the Aviation Data Unit will substitute information from published timetables (where such are available) in place of the ACL slot data.
6. Prior to April 1998, Luton planned times of operation were taken from daily flight plans provided by the airport. These were completed before the week in question and, therefore, did not reflect any changes to the plan made at short notice.
7. Because the planned time of operation relates to the arrival/departure at the stand, whilst the actual time of operation relates to wheels on/off the runway, the following taxi time assumptions have been built in following information provided by Airport Coordination Ltd or the airport.

Heathrow	Arrivals	10 minutes	(i)
	Departures	20 minutes	(i)
Gatwick	Arrivals	10 minutes	
	Departures	15 minutes	(ii)
Stansted	Arrivals	5 minutes	
	Departures	10 minutes	

Luton	Arrivals	5 minutes	
	Departures	10 minutes	
Manchester	Arrivals	10 minutes	(iv)
	Departures	20 minutes	(iv)
Birmingham	Arrivals	0 minutes	(iii)
	Departures	0 minutes	(iii)
Glasgow	Arrivals	5 minutes	
	Departures	10 minutes	
Edinburgh	Arrivals	5 minutes	
	Departures	10 minutes	(iv)
Newcastle	Arrivals	5 minutes	
	Departures	10 minutes	
London City	Arrivals	3 minutes	(iv)
	Departures	6 minutes	(iv)

- (i) No account is taken of the different taxi-ing times associated with the terminal building used.
  - (ii) Prior to October 2003 Gatwick recorded the departure time from the stand. With effect from October 2003 the runway time is recorded for departures and a taxi time of 15 minutes is assumed.
  - (iii) Birmingham Airport record actual time of operation as arrival/departure at the stand.
  - (iv) After a review of taxi time assumptions, changes have been made to Edinburgh, London City and Manchester. Edinburgh and London City have been implemented wef the January 2001 publication, and Manchester wef February 2001 publication. Data for the same month in previous year has also been re-calculated using the new taxi times for comparison purposes. These should not though be compared with data published for periods prior to 2001.
8. The number of unmatched actual flights represented those air transport movements which actually took place at the airport but for which no corresponding planned flight was found. The reasons for this would normally be:

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



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

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2002

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
INNSBRUCK	FIRST CHOICE AIRWAYS LTD	C	8	0	0	13	25	50	13	0	0	43	25	46	8
<b>TOTAL INNSBRUCK</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>50</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>25</b>	<b>46</b>	<b>8</b>
<b>SALZBURG</b>															
	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	0	9	75	32	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	13	13	13	0	0	19	75	21	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	7	88	16	8
<b>TOTAL SALZBURG</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>23</b>	<b>24</b>
<b>VIENNA</b>															
	DUO AIRWAYS LTD	S	48	0	0	27	27	23	23	0	0	41	82	14	96
<b>TOTAL VIENNA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>27</b>	<b>23</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>82</b>	<b>14</b>	<b>96</b>
<b>TOTAL AUSTRIA</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>24</b>	<b>20</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>78</b>	<b>18</b>	<b>128</b>
<b>BARBADOS</b>															
BRIDGETOWN	BRITANNIA AIRWAYS	C	2	0	0	100	0	0	0	0	0	4	50	132	2
<b>TOTAL BRIDGETOWN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>50</b>	<b>132</b>	<b>2</b>
<b>TOTAL BARBADOS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>50</b>	<b>132</b>	<b>2</b>
<b>BELGIUM</b>															
ANTWERP	VLM (BELGIUM)	C	2	0	0	0	0	100	0	0	0	51	0	0	0
<b>TOTAL ANTWERP</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>BRUSSELS</b>															
	BRITISH AIRWAYS PLC	S	223	0	9	73	11	10	6	0	0	14	88	5	129
	FLYBE.BRITISH EUROPEAN	S	134	0	18	74	14	9	3	0	0	13	0	0	0
	SN BRUSSELS AIRLINES	S	197	0	0	78	14	7	2	0	0	11	0	0	0
<b>TOTAL BRUSSELS</b>			<b>554</b>	<b>2</b>	<b>30</b>	<b>75</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>16</b>	<b>458</b>
<b>TOTAL BELGIUM</b>			<b>556</b>	<b>2</b>	<b>30</b>	<b>75</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>16</b>	<b>458</b>
<b>BULGARIA</b>															
SOFIA	BRITISH AIRWAYS PLC	C	8	0	0	100	0	0	0	0	0	2	100	1	8
<b>TOTAL SOFIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>1</b>	<b>8</b>
<b>TOTAL BULGARIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>1</b>	<b>8</b>
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	5	0	0	80	20	0	0	0	0	7	50	50	8
<b>TOTAL LARNACA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>50</b>	<b>50</b>	<b>8</b>
<b>PAPHOS</b>															
	BRITANNIA AIRWAYS	C	8	0	0	75	13	13	0	0	0	11	88	6	8
	CYPRUS AIRWAYS	S	3	0	0	33	0	67	0	0	0	36	0	0	0
	FIRST CHOICE AIRWAYS LTD	S	8	0	0	100	0	0	0	0	0	2	100	4	8
<b>TOTAL PAPHOS</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>5</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>94</b>	<b>5</b>	<b>16</b>
<b>TOTAL CYPRUS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>20</b>	<b>24</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	AZZURRA AIR	C	2	0	0	100	0	0	0	0	0	14	0	0	0
	CSA	S	40	0	0	70	18	10	3	0	0	13	0	0	0
<b>TOTAL PRAGUE</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2002

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL CZECH REPUBLIC			42	0	0	71	17	10	2	0	0	13	0	0	0
DENMARK															
COPENHAGEN	DUO AIRWAYS LTD	S	170	0	0	55	22	12	11	0	0	23	79	11	182
	SAS	S	156	0	0	62	24	10	4	0	0	18	56	23	156
TOTAL COPENHAGEN			326	0	0	59	23	11	8	0	0	20	68	17	338
TOTAL DENMARK			326	0	0	59	23	11	8	0	0	20	68	17	338
FINLAND															
KITTILA	BRITISH AIRWAYS PLC	C	8	0	0	75	0	13	0	13	0	35	0	0	0
TOTAL KITTILA			8	0	0	75	0	13	0	13	0	35	0	0	0
TOTAL FINLAND			8	0	0	75	0	13	0	13	0	35	0	0	0
FRANCE															
CHAMBERY	FLYBE.BRITISH EUROPEAN	C	10	2	0	10	0	40	40	10	0	93	13	47	8
TOTAL CHAMBERY			10	2	0	10	0	40	40	10	0	93	13	47	8
GRENOBLE	BRITANNIA AIRWAYS	C	8	0	0	25	25	50	0	0	0	32	0	0	0
TOTAL GRENOBLE			8	0	0	25	25	50	0	0	0	32	38	20	8
LYON	BRITISH AIRWAYS PLC	C	8	0	0	100	0	0	0	0	0	1	88	6	8
	DUO AIRWAYS LTD	S	95	0	0	63	18	9	9	0	0	19	80	9	56
	THOMAS COOK AIRLINES LTD	C	8	0	0	25	25	50	0	0	0	27	0	0	0
TOTAL LYON			111	0	0	63	17	12	8	0	0	18	68	19	82
NICE	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	0	100	2	2
TOTAL NICE			2	0	0	100	0	0	0	0	0	0	100	2	2
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS PLC	S	256	0	0	83	7	7	4	0	0	10	78	9	304
	FLYBE.BRITISH EUROPEAN	S	335	1	0	65	18	12	4	1	0	17	77	12	346
	STAR EUROPE	C	2	0	0	100	0	0	0	0	0	0	100	2	2
TOTAL PARIS (CHARLES DE GAULLE)			593	1	0	73	13	10	4	0	0	14	77	11	654
TOULOUSE (BLAGNAC)	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	100	0	8
	FLYBE.BRITISH EUROPEAN	S	8	0	0	50	0	50	0	0	0	29	48	40	29
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	38	13	0	0	0	15	38	20	8
TOTAL TOULOUSE (BLAGNAC)			24	0	0	67	13	21	0	0	0	15	56	29	45
TOTAL FRANCE			748	4	0	70	14	11	5	0	0	16	74	13	799
GERMANY															
BERLIN (TEGEL)	DUO AIRWAYS LTD	S	95	0	0	61	17	18	4	0	0	19	85	9	94
TOTAL BERLIN (TEGEL)			95	0	0	61	17	18	4	0	0	19	85	9	94
DUSSELDORF	AERO LLOYD	C	2	0	0	50	50	0	0	0	0	15	0	0	0
	BRITISH AIRWAYS PLC	S	192	0	0	88	6	3	4	0	0	8	90	7	192
	EUROWINGS LUFTVERKEHRS	S	136	0	0	74	18	8	0	0	0	10	0	0	0
TOTAL DUSSELDORF			330	0	0	82	12	5	2	0	0	9	79	12	321
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	186	0	6	78	7	8	6	0	0	13	81	11	191
	LUFTHANSA	S	167	0	1	81	13	4	2	0	0	9	84	11	166

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2002

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL FRANKFURT MAIN</b>			<b>353</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>11</b>	357
HAMBURG	BRITISH AIRWAYS PLC	S	79	0	9	65	18	11	6	0	0	17	90	5	40
<b>TOTAL HAMBURG</b>			<b>79</b>	<b>0</b>	<b>9</b>	<b>65</b>	<b>18</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>90</b>	<b>5</b>	42
HANOVER	BRITISH AIRWAYS PLC	S	46	0	2	85	4	7	4	0	0	10	80	11	40
<b>TOTAL HANOVER</b>			<b>46</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>4</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>11</b>	40
MUNICH	BRITISH AIRWAYS PLC	S	93	0	3	54	17	22	8	0	0	23	54	27	95
	LUFTHANSA CITY LINE	S	200	0	0	61	22	11	6	1	0	21	80	11	87
<b>TOTAL MUNICH</b>			<b>293</b>	<b>0</b>	<b>3</b>	<b>59</b>	<b>20</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>67</b>	<b>18</b>	240
STUTTGART	DUO AIRWAYS LTD	S	135	0	0	67	13	9	10	0	0	20	92	6	133
<b>TOTAL STUTTGART</b>			<b>135</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>13</b>	<b>9</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>92</b>	<b>6</b>	133
<b>TOTAL GERMANY</b>			<b>1332</b>	<b>0</b>	<b>21</b>	<b>72</b>	<b>14</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>12</b>	1227
<b>IRISH REPUBLIC</b>															
CORK	AER LINGUS	S	69	0	2	88	4	1	6	0	0	11	81	13	69
	FLYBE.BRITISH EUROPEAN	S	14	0	0	100	0	0	0	0	0	1	75	22	87
<b>TOTAL CORK</b>			<b>83</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>4</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>18</b>	156
DUBLIN	AER LINGUS	S	277	0	2	80	4	5	8	2	0	20	83	11	267
	RYANAIR	S	208	0	0	85	9	3	3	0	0	9	77	15	194
<b>TOTAL DUBLIN</b>			<b>485</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>6</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>12</b>	461
SHANNON	FLYBE.BRITISH EUROPEAN	S	36	0	2	56	22	11	8	3	0	26	69	22	48
<b>TOTAL SHANNON</b>			<b>36</b>	<b>0</b>	<b>2</b>	<b>56</b>	<b>22</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>69</b>	<b>22</b>	48
<b>TOTAL IRISH REPUBLIC</b>			<b>604</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>7</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>79</b>	<b>14</b>	665
<b>ITALY</b>															
BERGAMO	FLYBE.BRITISH EUROPEAN	C	8	0	0	38	38	0	25	0	0	41	0	0	0
<b>TOTAL BERGAMO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>25</b>	<b>44</b>	8
BRESCIA/MONTICHIARI	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	0	10	0	0	0
	HAMBURG INTERNATIONAL	C	2	0	0	100	0	0	0	0	0	6	0	0	0
<b>TOTAL BRESCIA/MONTICHIARI</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	0
MILAN (MALPENSA)	DUO AIRWAYS LTD	S	143	0	0	62	18	12	8	1	0	21	48	21	141
<b>TOTAL MILAN (MALPENSA)</b>			<b>143</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>18</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>48</b>	<b>21</b>	141
ROME (CIAMPINO)	MONARCH AIRLINES	C	3	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL ROME (CIAMPINO)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	0
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	32	0	0	78	6	9	6	0	0	16	0	0	0
<b>TOTAL ROME (FIUMICINO)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>6</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>85</b>	<b>6</b>	47
TURIN	BRITANNIA AIRWAYS	C	8	0	0	50	50	0	0	0	0	13	38	20	8
	FLYBE.BRITISH EUROPEAN	C	8	0	0	63	13	13	0	13	0	45	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	5	100	5	8
<b>TOTAL TURIN</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>25</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>21</b>	<b>56</b>	<b>19</b>	25
<b>TOTAL ITALY</b>			<b>215</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>17</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>56</b>	<b>19</b>	221

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2002

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>JORDAN</b>															
AMMAN	ROYAL JORDANIAN	C	8	1	0	38	25	13	25	0	0	36	0	0	0
TOTAL AMMAN			8	1	0	38	25	13	25	0	0	36	0	0	0
TOTAL JORDAN			8	1	0	38	25	13	25	0	0	36	0	0	0
<b>MALTA</b>															
MALTA	AIR MALTA	S	16	0	0	100	0	0	0	0	0	1	100	1	8
	BRITANNIA AIRWAYS	C	8	0	0	63	25	13	0	0	0	14	100	5	8
	THOMAS COOK AIRLINES LTD	C	4	0	0	0	0	75	25	0	0	59	100	8	6
TOTAL MALTA			28	0	0	75	7	14	4	0	0	13	100	4	22
TOTAL MALTA			28	0	0	75	7	14	4	0	0	13	100	4	22
<b>MOROCCO</b>															
AGADIR	BRITANNIA AIRWAYS	C	5	0	0	100	0	0	0	0	0	0	33	38	3
TOTAL AGADIR			5	0	0	100	0	0	0	0	0	0	33	38	3
TOTAL MOROCCO			5	0	0	100	0	0	0	0	0	0	33	38	3
<b>NETHERLANDS</b>															
AMSTERDAM	DUO AIRWAYS LTD	S	189	0	0	57	8	9	25	1	0	36	71	16	235
	KLM	C	2	1	0	0	0	100	0	0	0	35	0	33	2
	KLM UK LTD	S	323	1	5	56	17	13	11	3	0	31	71	23	337
TOTAL AMSTERDAM			514	3	5	56	13	12	17	2	0	33	71	20	574
EINDHOVEN	TTA - TRANS TRAVEL AIRLINES BV	S	73	0	7	27	48	19	5	0	0	25	0	0	0
TOTAL EINDHOVEN			73	0	7	27	48	19	5	0	0	25	78	12	76
TOTAL NETHERLANDS			587	3	12	52	18	13	15	2	0	32	71	19	650
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	BRITANNIA AIRWAYS	C	8	0	0	38	50	13	0	0	0	19	50	12	8
	BRITISH AIRWAYS PLC	C	4	0	0	100	0	0	0	0	0	2	0	0	0
	FIRST CHOICE AIRWAYS LTD	S	8	0	0	88	13	0	0	0	0	5	100	2	8
	MONARCH AIRLINES	C	8	0	0	63	25	13	0	0	0	16	100	5	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	13	63	13	13	0	0	32	50	14	4
TOTAL FARO			36	0	0	56	33	8	3	0	0	16	79	7	28
TOTAL PORTUGAL(EXCLUDING MADEIRA)			36	0	0	56	33	8	3	0	0	16	79	7	28
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	4	100	1	8
TOTAL FUNCHAL			8	0	0	100	0	0	0	0	0	4	81	21	16
TOTAL PORTUGAL(MADEIRA)			8	0	0	100	0	0	0	0	0	4	81	21	16
<b>SPAIN</b>															
ALICANTE	BRITANNIA AIRWAYS	C	24	0	0	92	0	8	0	0	0	6	58	29	24
	FIRST CHOICE AIRWAYS LTD	S	8	0	0	50	0	0	38	13	0	66	38	46	8
	MY TRAVEL AIRWAYS UK	C	14	0	0	36	64	0	0	0	0	17	71	23	14
TOTAL ALICANTE			46	0	0	67	20	4	7	2	0	20	59	30	46

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
BARCELONA	BRITISH AIRWAYS PLC	S	32	0	0	91	9	0	0	0	0	4	97	2	32
<b>TOTAL BARCELONA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>97</b>	<b>2</b>	<b>32</b>
MADRID	BRITISH AIRWAYS PLC	S	40	0	0	93	5	3	0	0	0	4	80	10	40
<b>TOTAL MADRID</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>10</b>	<b>41</b>
MALAGA	BRITANNIA AIRWAYS	C	16	0	0	38	38	19	6	0	0	24	63	20	16
	FIRST CHOICE AIRWAYS LTD	C	6	0	0	83	17	0	0	0	0	4	0	0	0
	FIRST CHOICE AIRWAYS LTD	S	8	0	0	63	13	0	0	25	0	70	88	8	8
	MONARCH AIRLINES	C	4	0	0	75	0	25	0	0	0	14	100	7	4
	MY TRAVEL AIRWAYS UK	C	6	0	0	33	17	50	0	0	0	27	50	15	6
<b>TOTAL MALAGA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>23</b>	<b>18</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>29</b>	<b>71</b>	<b>15</b>	<b>34</b>
PALMA DE MALLORCA	BRITANNIA AIRWAYS	C	16	0	0	81	19	0	0	0	0	7	44	53	16
	MY TRAVEL AIRWAYS UK	C	6	0	0	67	17	17	0	0	0	12	33	55	6
<b>TOTAL PALMA DE MALLORCA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>41</b>	<b>53</b>	<b>22</b>
<b>TOTAL SPAIN</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>20</b>	<b>176</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	0	11	88	6	8
	FIRST CHOICE AIRWAYS LTD	S	6	0	0	83	17	0	0	0	0	6	75	10	8
	MONARCH AIRLINES	C	8	0	0	25	50	25	0	0	0	22	50	19	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	38	0	0	0	0	9	100	0	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	2	75	18	8
<b>TOTAL ARRECIFE</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>26</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>11</b>	<b>40</b>
FUERTEVENTURA	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	5	88	8	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	25	0	13	0	0	16	88	8	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	3	50	17	8
<b>TOTAL FUERTEVENTURA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>17</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>11</b>	<b>30</b>
LAS PALMAS	BRITANNIA AIRWAYS	C	20	0	0	65	15	20	0	0	0	16	69	15	16
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	75	6	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	25	0	0	0	14	92	8	13
	THOMAS COOK AIRLINES LTD	C	3	0	0	100	0	0	0	0	0	0	88	105	8
<b>TOTAL LAS PALMAS</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>8</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>27</b>	<b>45</b>
TENERIFE (SURREINA SOFIA)	AIR EUROPA	C	3	0	0	33	33	0	33	0	0	45	0	0	0
	AZZURRA AIR	C	6	0	0	0	17	50	33	0	0	54	0	0	0
	BRITANNIA AIRWAYS	C	15	1	0	53	33	7	0	0	7	37	94	6	16
	FIRST CHOICE AIRWAYS LTD	S	22	0	0	86	14	0	0	0	0	4	75	9	20
	MONARCH AIRLINES	C	21	0	0	57	24	14	5	0	0	17	53	19	19
	MY TRAVEL AIRWAYS UK	C	16	0	0	31	13	44	13	0	0	32	38	32	16
	THOMAS COOK AIRLINES LTD	C	13	0	0	85	8	8	0	0	0	6	100	3	16
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>96</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>19</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>21</b>	<b>70</b>	<b>14</b>	<b>91</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>197</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>74</b>	<b>16</b>	<b>206</b>
<b>SWEDEN</b>															
GOTEBORG	DUO AIRWAYS LTD	S	81	0	0	68	16	14	2	0	0	15	0	0	0
<b>TOTAL GOTEBORG</b>			<b>81</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>

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Reporting Airport: BIRMINGHAM (Full Analysis)

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
STOCKHOLM (ARLANDA)	DUO AIRWAYS LTD	S	84	0	0	51	14	10	23	2	0	39	81	11	85
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>14</b>	<b>10</b>	<b>23</b>	<b>2</b>	<b>0</b>	<b>39</b>	<b>81</b>	<b>11</b>	<b>85</b>
<b>TOTAL SWEDEN</b>			<b>165</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>15</b>	<b>12</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>81</b>	<b>11</b>	<b>85</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	94	0	0	62	22	14	2	0	0	16	49	21	96
<b>TOTAL BASLE MULHOUSE</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>22</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>49</b>	<b>21</b>	<b>96</b>
GENEVA	BRITANNIA AIRWAYS	C	8	0	0	25	13	38	25	0	0	42	38	37	8
	MONARCH AIRLINES	C	8	0	0	13	38	38	13	0	0	38	38	70	8
<b>TOTAL GENEVA</b>			<b>16</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>25</b>	<b>38</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>41</b>	<b>42</b>	<b>32</b>
ZURICH	SWISS AIRLINES	S	142	0	0	48	28	20	4	0	0	20	62	18	143
<b>TOTAL ZURICH</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>28</b>	<b>20</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>62</b>	<b>18</b>	<b>143</b>
<b>TOTAL SWITZERLAND</b>			<b>252</b>	<b>2</b>	<b>0</b>	<b>51</b>	<b>26</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>55</b>	<b>22</b>	<b>271</b>
<b>TUNISIA</b>															
MONASTIR	BRITANNIA AIRWAYS	C	8	0	0	75	13	13	0	0	0	7	63	13	8
	MY TRAVEL AIRWAYS UK	C	6	0	0	67	33	0	0	0	0	13	83	7	6
<b>TOTAL MONASTIR</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>62</b>	<b>17</b>	<b>26</b>
<b>TOTAL TUNISIA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>62</b>	<b>17</b>	<b>26</b>
<b>TURKMENISTAN</b>															
ASHKHABAD	TURKMENISTAN AIRLINES	S	21	0	2	33	24	14	5	10	14	133	36	54	53
<b>TOTAL ASHKHABAD</b>			<b>21</b>	<b>0</b>	<b>2</b>	<b>33</b>	<b>24</b>	<b>14</b>	<b>5</b>	<b>10</b>	<b>14</b>	<b>133</b>	<b>36</b>	<b>54</b>	<b>53</b>
<b>TOTAL TURKMENISTAN</b>			<b>21</b>	<b>0</b>	<b>2</b>	<b>33</b>	<b>24</b>	<b>14</b>	<b>5</b>	<b>10</b>	<b>14</b>	<b>133</b>	<b>36</b>	<b>54</b>	<b>53</b>
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	55	1	1	60	24	9	7	0	0	20	70	13	56
<b>TOTAL DUBAI</b>			<b>55</b>	<b>1</b>	<b>1</b>	<b>60</b>	<b>24</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>70</b>	<b>13</b>	<b>56</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>55</b>	<b>1</b>	<b>1</b>	<b>60</b>	<b>24</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>70</b>	<b>13</b>	<b>56</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS CITIEXPRESS L	S	140	0	0	88	4	4	2	1	0	10	70	16	132
<b>TOTAL ABERDEEN</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>16</b>	<b>132</b>
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	254	0	0	87	9	1	3	0	0	9	79	15	253
<b>TOTAL BELFAST CITY</b>			<b>254</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>15</b>	<b>253</b>
BELFAST INTERNATIONAL	DUO AIRWAYS LTD	S	240	0	0	78	8	8	5	0	0	12	86	10	199
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>10</b>	<b>199</b>
EDINBURGH	BRITISH AIRWAYS PLC	S	324	0	4	90	5	3	3	0	0	7	84	12	361
	FLYBE.BRITISH EUROPEAN	S	196	1	5	64	20	10	6	1	0	18	66	19	181
<b>TOTAL EDINBURGH</b>			<b>520</b>	<b>1</b>	<b>9</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>14</b>	<b>542</b>
GLASGOW	BRITISH AIRWAYS PLC	S	316	1	11	89	6	4	2	0	0	6	85	7	365
	FLYBE.BRITISH EUROPEAN	S	154	0	0	80	7	8	5	0	0	12	76	15	228
<b>TOTAL GLASGOW</b>			<b>470</b>	<b>1</b>	<b>11</b>	<b>86</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>10</b>	<b>593</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2002

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
GUERNSEY	FLYBE.BRITISH EUROPEAN	S	47	0	1	40	36	17	6	0	0	24	69	19	42
<b>TOTAL GUERNSEY</b>			<b>47</b>	<b>0</b>	<b>1</b>	<b>40</b>	<b>36</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>69</b>	<b>19</b>	<b>42</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	95	1	1	89	3	2	4	1	0	11	91	10	96
<b>TOTAL ISLE OF MAN</b>			<b>95</b>	<b>1</b>	<b>1</b>	<b>89</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>91</b>	<b>10</b>	<b>96</b>
JERSEY	FLYBE.BRITISH EUROPEAN	S	48	0	0	21	33	27	17	2	0	41	61	30	71
<b>TOTAL JERSEY</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>33</b>	<b>27</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>41</b>	<b>61</b>	<b>30</b>	<b>71</b>
NEWCASTLE	BRITISH REGIONAL AIRLINES LTD	S	118	0	0	75	8	10	6	0	0	16	85	9	151
<b>TOTAL NEWCASTLE</b>			<b>120</b>	<b>3</b>	<b>0</b>	<b>76</b>	<b>8</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>85</b>	<b>9</b>	<b>151</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1935</b>	<b>6</b>	<b>22</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>13</b>	<b>2231</b>
<b>USA</b>															
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	56	0	0	95	2	2	0	0	2	10	77	14	56
<b>TOTAL NEW YORK (NEWARK)</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>10</b>	<b>77</b>	<b>14</b>	<b>56</b>
SANFORD	FIRST CHOICE AIRWAYS LTD	C	7	0	0	14	14	14	43	0	14	137	71	41	7
<b>TOTAL SANFORD</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>43</b>	<b>0</b>	<b>14</b>	<b>137</b>	<b>71</b>	<b>41</b>	<b>7</b>
<b>TOTAL USA</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>24</b>	<b>64</b>	<b>26</b>	<b>125</b>
<b>UZBEKISTAN</b>															
TASHKENT	UZBEKISTAN AIRLINES	S	18	0	2	67	6	22	6	0	0	15	56	13	16
<b>TOTAL TASHKENT</b>			<b>18</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>6</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>56</b>	<b>13</b>	<b>16</b>
<b>TOTAL UZBEKISTAN</b>			<b>18</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>6</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>56</b>	<b>13</b>	<b>16</b>
<b>TOTAL BIRMINGHAM</b>			<b>7517</b>	<b>20</b>	<b>96</b>	<b>71</b>	<b>13</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>15</b>	<b>7858</b>



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2002

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001			
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights		
			MATCHED	Actual (7)											Plan (8)	
<b>AUSTRIA</b>																
INNSBRUCK	FLYBE.BRITISH EUROPEAN	C	8	0	0	38	13	25	0	25	0	65	0	0	0	
<b>TOTAL INNSBRUCK</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>65</b>	<b>13</b>	<b>48</b>	<b>8</b>	
<b>TOTAL AUSTRIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>65</b>	<b>13</b>	<b>48</b>	<b>8</b>	
<b>BELGIUM</b>																
BRUSSELS	BMI REGIONAL	S	143	1	0	64	20	16	0	0	0	14	0	0	0	
	FLYBE.BRITISH EUROPEAN	S	96	0	0	72	9	15	0	4	0	23	0	0	0	
<b>TOTAL BRUSSELS</b>			<b>239</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>72</b>	<b>15</b>	<b>206</b>	
<b>TOTAL BELGIUM</b>			<b>239</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>72</b>	<b>15</b>	<b>206</b>	
<b>DENMARK</b>																
COPENHAGEN	BMI BRITISH MIDLAND	S	54	0	2	81	9	6	4	0	0	9	72	16	57	
<b>TOTAL COPENHAGEN</b>			<b>54</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>16</b>	<b>57</b>	
<b>TOTAL DENMARK</b>			<b>54</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>16</b>	<b>57</b>	
<b>FRANCE</b>																
CHAMBERY	FLYBE.BRITISH EUROPEAN	C	8	0	0	25	38	0	13	25	0	92	25	51	8	
<b>TOTAL CHAMBERY</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>38</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>92</b>	<b>25</b>	<b>51</b>	<b>8</b>	
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	166	0	0	42	23	22	13	0	0	29	52	28	163	
	BRITISH REGIONAL AIRLINES LTD	S	150	0	0	53	21	19	7	0	0	20	71	15	146	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>316</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>22</b>	<b>21</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>62</b>	<b>22</b>	<b>354</b>	
<b>TOTAL FRANCE</b>			<b>324</b>	<b>2</b>	<b>0</b>	<b>46</b>	<b>23</b>	<b>20</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>61</b>	<b>23</b>	<b>364</b>	
<b>GERMANY</b>																
DUSSELDORF	BRITISH AIRWAYS PLC	S	28	0	2	82	7	7	4	0	0	12	92	5	77	
<b>TOTAL DUSSELDORF</b>			<b>28</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>7</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>92</b>	<b>5</b>	<b>77</b>	
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	20	0	3	65	15	10	10	0	0	21	81	18	26	
	LUFTHANSA	S	112	0	0	69	24	7	0	0	0	11	87	11	109	
<b>TOTAL FRANKFURT MAIN</b>			<b>132</b>	<b>2</b>	<b>3</b>	<b>68</b>	<b>23</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>12</b>	<b>135</b>	
MUNICH	BRITISH AIRWAYS PLC	S	7	0	1	86	0	0	14	0	0	14	0	0	0	
<b>TOTAL MUNICH</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GERMANY</b>			<b>168</b>	<b>2</b>	<b>6</b>	<b>71</b>	<b>19</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>88</b>	<b>10</b>	<b>212</b>	
<b>IRISH REPUBLIC</b>																
DUBLIN	AER LINGUS	S	205	1	2	71	13	6	7	3	0	24	83	10	200	
	GO FLY LTD	S	152	0	0	84	6	9	2	0	0	9	0	0	0	
	RYANAIR	S	228	0	4	78	14	5	4	0	0	11	0	0	0	
<b>TOTAL DUBLIN</b>			<b>585</b>	<b>3</b>	<b>6</b>	<b>77</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>83</b>	<b>10</b>	<b>200</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>585</b>	<b>3</b>	<b>6</b>	<b>77</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>83</b>	<b>10</b>	<b>200</b>	
<b>ITALY</b>																
BRESCIA/MONTICHIARI	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	7	0	0	0	

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL BRESCIA/MONTICHIARI			2	0	0	100	0	0	0	0	0	7	0	0	0
ROME (CIAMPINO)	FIRST CHOICE AIRWAYS LTD	C	6	1	0	67	17	0	17	0	0	24	0	0	0
	MONARCH AIRLINES	C	3	0	0	67	0	33	0	0	0	18	0	0	0
TOTAL ROME (CIAMPINO)			9	1	0	67	11	11	11	0	0	22	50	10	2
TOTAL ITALY			11	1	0	73	9	9	9	0	0	20	86	8	14
NETHERLANDS															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	112	0	0	47	16	20	12	5	0	40	32	56	111
	KLM UK LTD	S	264	0	0	44	22	16	17	1	0	34	65	26	296
TOTAL AMSTERDAM			376	0	0	45	20	17	15	2	0	36	56	34	409
TOTAL NETHERLANDS			376	7	0	45	20	17	15	2	0	36	56	34	418
SPAIN															
ALICANTE	BRITANNIA AIRWAYS	C	8	0	0	38	13	50	0	0	0	29	88	6	8
	MY TRAVEL AIRWAYS UK	C	6	0	0	67	17	17	0	0	0	13	67	12	6
TOTAL ALICANTE			14	0	0	50	14	36	0	0	0	22	79	8	14
MADRID	BRITISH AIRWAYS PLC	S	17	0	0	94	6	0	0	0	0	7	85	9	34
TOTAL MADRID			18	0	0	89	11	0	0	0	0	8	85	9	34
MALAGA	FIRST CHOICE AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	6	0	0	0
	MY TRAVEL AIRWAYS UK	C	6	0	0	33	33	33	0	0	0	22	0	0	0
	TITAN AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	4	0	0	0
TOTAL MALAGA			10	2	0	60	20	20	0	0	0	15	0	0	0
TOTAL SPAIN			43	2	0	67	14	19	0	0	0	15	83	9	48
SPAIN(CANARY ISLANDS)															
ARRECIFE	AIR EUROPA	C	8	0	0	75	25	0	0	0	0	12	100	0	8
TOTAL ARRECIFE			8	0	0	75	25	0	0	0	0	12	100	0	8
LAS PALMAS	SPANAIR	C	8	0	0	75	0	25	0	0	0	13	50	24	8
TOTAL LAS PALMAS			8	0	0	75	0	25	0	0	0	13	50	24	8
TENERIFE (SURREINA SOFIA)	AIR EUROPA	C	8	0	0	38	0	50	13	0	0	34	88	10	16
TOTAL TENERIFE (SURREINA SOFIA)			8	0	0	38	0	50	13	0	0	34	88	10	16
TOTAL SPAIN(CANARY ISLANDS)			24	0	0	63	8	25	4	0	0	20	81	11	32
SWITZERLAND															
GENEVA	BRITISH AIRWAYS PLC	C	8	0	0	0	13	50	38	0	0	55	0	48	8
	FLYBE.BRITISH EUROPEAN	C	8	0	0	38	25	13	0	25	0	65	0	0	0
TOTAL GENEVA			16	0	0	19	19	31	19	13	0	60	0	48	8
TOTAL SWITZERLAND			16	0	0	19	19	31	19	13	0	60	6	46	62
UNITED KINGDOM															
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	140	1	0	86	3	5	5	1	0	12	85	13	140
TOTAL BELFAST CITY			140	1	0	86	3	5	5	1	0	12	85	13	140
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	168	0	0	74	14	7	4	1	0	13	0	0	0

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
BELFAST INTERNATIONAL	GO FLY LTD	S	112	0	0	77	13	5	5	0	0	14	0	0	0
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>280</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>14</b>	<b>80</b>
BIRMINGHAM	BRITISH AIRWAYS PLC	S	272	0	0	86	8	4	2	0	0	9	79	14	224
	FLYBE.BRITISH EUROPEAN	S	194	4	3	66	19	8	7	1	0	18	66	18	184
<b>TOTAL BIRMINGHAM</b>			<b>466</b>	<b>4</b>	<b>3</b>	<b>77</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>16</b>	<b>408</b>
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	192	0	0	79	13	5	4	0	0	12	63	32	200
	GO FLY LTD	S	144	0	0	71	17	10	1	0	0	11	0	0	0
<b>TOTAL BRISTOL</b>			<b>336</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>63</b>	<b>32</b>	<b>200</b>
CARDIFF WALES	BRITISH REGIONAL AIRLINES LTD	S	115	4	0	63	18	10	9	0	0	20	82	12	123
<b>TOTAL CARDIFF WALES</b>			<b>115</b>	<b>4</b>	<b>0</b>	<b>63</b>	<b>18</b>	<b>10</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>78</b>	<b>13</b>	<b>152</b>
GATWICK	BRITISH AIRWAYS (EURO OPS) LG	S	301	0	0	84	10	4	2	0	0	8	76	16	289
	EASYJET AIRLINE COMPANY LTD	S	117	0	0	65	12	13	9	1	0	22	0	0	0
<b>TOTAL GATWICK</b>			<b>418</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>16</b>	<b>289</b>
HEATHROW	BMI BRITISH MIDLAND	S	524	0	12	79	11	6	4	0	0	11	67	21	417
	BRITISH AIRWAYS PLC	S	584	0	4	66	19	8	7	0	0	17	71	20	578
<b>TOTAL HEATHROW</b>			<b>1108</b>	<b>1</b>	<b>16</b>	<b>72</b>	<b>15</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>20</b>	<b>995</b>
INVERNESS	LOGANAIR	S	54	0	0	81	9	2	6	2	0	16	0	0	0
<b>TOTAL INVERNESS</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>2</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
JERSEY	BRITISH AIRWAYS CITIEXPRESS L	S	3	0	0	100	0	0	0	0	0	6	0	0	0
<b>TOTAL JERSEY</b>			<b>3</b>	<b>1</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
KIRKWALL	LOGANAIR	S	62	0	0	74	10	5	11	0	0	18	72	26	90
<b>TOTAL KIRKWALL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>10</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>72</b>	<b>26</b>	<b>90</b>
LEEDS BRADFORD	BMI REGIONAL	S	125	0	0	67	10	16	6	0	0	20	75	16	121
<b>TOTAL LEEDS BRADFORD</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>10</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>75</b>	<b>16</b>	<b>121</b>
LONDON CITY	FLYBE.BRITISH EUROPEAN	S	114	1	1	73	21	4	2	0	0	12	67	20	212
	SCOT AIRWAYS	S	541	17	19	76	17	5	1	0	0	11	62	21	367
<b>TOTAL LONDON CITY</b>			<b>655</b>	<b>19</b>	<b>20</b>	<b>75</b>	<b>18</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>64</b>	<b>21</b>	<b>579</b>
LUTON	EASYJET AIRLINE COMPANY LTD	S	342	1	2	57	20	14	9	0	0	22	39	52	307
<b>TOTAL LUTON</b>			<b>342</b>	<b>4</b>	<b>2</b>	<b>57</b>	<b>20</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>39</b>	<b>52</b>	<b>307</b>
MANCHESTER	BMI REGIONAL	S	215	0	0	87	9	4	1	0	0	7	80	15	161
	BRITISH AIRWAYS CITIEXPRESS L	S	97	0	0	66	11	14	8	0	0	20	53	25	126
	BRITISH AIRWAYS PLC	S	147	0	5	68	20	8	3	0	0	16	56	29	122
<b>TOTAL MANCHESTER</b>			<b>459</b>	<b>0</b>	<b>5</b>	<b>76</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>64</b>	<b>22</b>	<b>409</b>
NORWICH	EASTERN AIRWAYS	S	128	2	0	77	16	5	2	0	0	10	63	25	157
<b>TOTAL NORWICH</b>			<b>128</b>	<b>2</b>	<b>0</b>	<b>77</b>	<b>16</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>63</b>	<b>25</b>	<b>157</b>
NOTTINGHAM EAST MIDLANDS INT'L	BMI BRITISH MIDLAND	S	128	0	0	100	0	0	0	0	0	2	86	13	132
<b>TOTAL NOTTINGHAM EAST MIDLANDS INT'L</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>13</b>	<b>132</b>
PLYMOUTH	BRITISH AIRWAYS CITIEXPRESS L	S	30	0	0	63	30	3	3	0	0	13	100	2	4
<b>TOTAL PLYMOUTH</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>30</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>100</b>	<b>2</b>	<b>4</b>
SOUTHAMPTON	BRITISH REGIONAL AIRLINES LTD	S	183	0	0	70	14	13	2	1	0	15	79	13	174

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2002

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001			
		CHARTER/ SCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
TOTAL SOUTHAMPTON			183	0	0	70	14	13	2	1	0	15	79	13	174
STANSTED	GO FLY LTD	S	327	0	1	80	10	8	2	0	0	10	77	14	329
TOTAL STANSTED			327	0	1	80	10	8	2	0	0	10	77	14	329
STORNOWAY	LOGANAIR	S	28	0	0	86	0	7	0	7	0	28	70	30	46
TOTAL STORNOWAY			28	0	0	86	0	7	0	7	0	28	70	30	46
SUMBURGH	LOGANAIR	S	56	1	0	82	9	4	5	0	0	10	69	27	49
TOTAL SUMBURGH			56	1	0	82	9	4	5	0	0	10	69	27	49
TOTAL UNITED KINGDOM			5443	42	47	75	14	7	4	0	0	13	69	21	4738
TOTAL EDINBURGH			7292	61	61	72	14	9	5	0	0	15	68	21	6359

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2002

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>ALGERIA</b>															
HASSI MESSAOUD	ANTINEA AIRLINES	C	15	1	0	67	7	20	7	0	0	17	80	11	10
	EXCEL AIRWAYS LTD	C	8	0	0	75	0	13	13	0	0	16	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	75	6	19	0	0	0	14	0	0	0
<b>TOTAL HASSI MESSAOUD</b>			<b>39</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>5</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>83</b>	<b>19</b>	<b>24</b>
<b>TOTAL ALGERIA</b>			<b>39</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>5</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>83</b>	<b>19</b>	<b>24</b>
<b>ANTIGUA AND BARBUDA</b>															
ANTIGUA	FIRST CHOICE AIRWAYS LTD	C	4	0	0	50	25	25	0	0	0	19	50	21	8
	VIRGIN ATLANTIC AIRWAYS LTD	S	16	0	0	63	6	19	13	0	0	23	63	53	8
<b>TOTAL ANTIGUA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>61</b>	<b>89</b>	<b>23</b>
<b>TOTAL ANTIGUA AND BARBUDA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>61</b>	<b>89</b>	<b>23</b>
<b>ARGENTINA</b>															
BUENOS AIRES	BRITISH AIRWAYS PLC	S	29	0	0	97	3	0	0	0	0	1	75	8	40
<b>TOTAL BUENOS AIRES</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>8</b>	<b>40</b>
<b>TOTAL ARGENTINA</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>8</b>	<b>40</b>
<b>AUSTRIA</b>															
INNSBRUCK	BRITISH AIRWAYS PLC	C	16	0	0	38	6	6	50	0	0	52	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	32	0	0	44	19	28	9	0	0	29	25	44	16
	LAUDA-AIR	C	8	0	0	75	0	25	0	0	0	13	0	0	0
	THOMAS COOK AIRLINES LTD	C	16	0	0	81	13	6	0	0	0	10	19	79	16
<b>TOTAL INNSBRUCK</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>13</b>	<b>18</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>37</b>	<b>51</b>	<b>52</b>
KLAGENFURT	FLYBE.BRITISH EUROPEAN	C	8	0	0	75	13	13	0	0	0	10	63	21	8
<b>TOTAL KLAGENFURT</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>63</b>	<b>21</b>	<b>8</b>
SALZBURG	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	9	10	54	10
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	38	13	50	0	0	0	29	42	27	12
	MONARCH AIRLINES	C	32	0	0	44	28	9	0	19	0	62	69	31	32
	MY TRAVEL AIRWAYS UK	C	16	0	0	81	19	0	0	0	0	10	50	26	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	30	10	0	0	0	13	58	18	12
<b>TOTAL SALZBURG</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>23</b>	<b>11</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>35</b>	<b>53</b>	<b>31</b>	<b>74</b>
<b>TOTAL AUSTRIA</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>18</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>30</b>	<b>47</b>	<b>38</b>	<b>134</b>
<b>AZERBAIJAN</b>															
BAKU	AZERBAIJAN AIRLINES ( AZAL )	S	16	0	0	81	13	6	0	0	0	8	31	27	16
<b>TOTAL BAKU</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>31</b>	<b>27</b>	<b>16</b>
<b>TOTAL AZERBAIJAN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>31</b>	<b>27</b>	<b>16</b>
<b>BARBADOS</b>															
BRIDGETOWN	BRITANNIA AIRWAYS	C	16	1	0	88	6	6	0	0	0	6	31	49	26
	BRITISH AIRWAYS PLC	S	64	0	0	89	9	2	0	0	0	5	71	15	56
	MY TRAVEL AIRWAYS UK	C	16	0	0	56	19	6	13	6	0	31	56	25	16
	VIRGIN ATLANTIC AIRWAYS LTD	S	32	0	0	59	19	16	6	0	0	17	68	29	40
<b>TOTAL BRIDGETOWN</b>			<b>128</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>58</b>	<b>32</b>	<b>146</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2002

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL BARBADOS			128	1	0	77	13	6	3	1	0	11	58	32	146
BELARUS															
MINSK	BELAVIA (BELARUSSIAN AIRLINES)	S	16	0	0	50	25	13	13	0	0	25	44	20	16
TOTAL MINSK			16	0	0	50	25	13	13	0	0	25	44	20	16
TOTAL BELARUS			16	0	0	50	25	13	13	0	0	25	44	20	16
BELGIUM															
BRUSSELS	CITY FLYER EXPRESS	S	84	0	0	51	18	25	6	0	0	21	76	10	88
TOTAL BRUSSELS			85	0	0	51	19	25	6	0	0	21	76	12	136
TOTAL BELGIUM			85	0	0	51	19	25	6	0	0	21	76	12	136
BERMUDA															
BERMUDA	BRITISH AIRWAYS PLC	S	24	0	0	88	13	0	0	0	0	4	71	12	24
	MONARCH AIRLINES	C	2	0	0	0	100	0	0	0	0	23	0	0	0
TOTAL BERMUDA			29	0	0	79	17	3	0	0	0	7	71	12	24
TOTAL BERMUDA			29	0	0	79	17	3	0	0	0	7	71	12	24
BULGARIA															
PLOVDIV	HEMUS AIR	C	8	0	0	0	50	38	13	0	0	38	0	132	4
TOTAL PLOVDIV			8	0	0	0	50	38	13	0	0	38	0	132	4
SOFIA	BRITANNIA AIRWAYS	C	8	0	0	88	0	0	13	0	0	17	50	102	8
	BRITISH AIRWAYS (EURO OPS) LG	S	48	0	0	81	8	6	4	0	0	12	48	38	42
	MONARCH AIRLINES	C	8	0	0	50	25	0	13	13	0	60	30	38	10
TOTAL SOFIA			64	0	0	78	9	5	6	2	0	19	45	47	60
TOTAL BULGARIA			72	0	0	69	14	8	7	1	0	21	42	52	64
CANADA															
CALGARY	MONARCH AIRLINES	C	16	0	0	44	19	13	13	13	0	51	63	61	16
TOTAL CALGARY			16	0	0	44	19	13	13	13	0	51	63	61	16
TORONTO	AIR TRANSAT	S	8	0	0	100	0	0	0	0	0	3	63	16	8
TOTAL TORONTO			8	1	0	100	0	0	0	0	0	3	58	19	24
TOTAL CANADA			24	1	0	63	13	8	8	8	0	35	58	37	48
COLOMBIA															
BOGOTA	BRITISH AIRWAYS PLC	S	12	0	0	67	25	0	8	0	0	15	75	17	12
TOTAL BOGOTA			12	0	0	67	25	0	8	0	0	15	75	17	12
TOTAL COLOMBIA			12	0	0	67	25	0	8	0	0	15	75	17	12
CROATIA															
ZAGREB	BRITISH AIRWAYS (EURO OPS) LG	S	40	0	0	95	3	3	0	0	0	5	77	14	26
TOTAL ZAGREB			40	0	0	95	3	3	0	0	0	5	77	14	26
TOTAL CROATIA			40	0	0	95	3	3	0	0	0	5	77	14	26
CUBA															

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2002

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
HAVANA	BRITISH AIRWAYS PLC	S	16	0	0	81	13	6	0	0	0	8	50	14	16
	MONARCH AIRLINES	C	4	0	0	0	50	0	50	0	0	72	0	0	0
<b>TOTAL HAVANA</b>			<b>21</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>19</b>	<b>5</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>38</b>	<b>32</b>	<b>24</b>
HOLGUIN (FRANK PAIS)	MONARCH AIRLINES	C	2	0	0	50	50	0	0	0	0	16	50	13	4
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>50</b>	<b>13</b>	<b>4</b>
VARADERO	MONARCH AIRLINES	C	4	2	0	100	0	0	0	0	0	3	100	4	4
<b>TOTAL VARADERO</b>			<b>4</b>	<b>2</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100</b>	<b>4</b>	<b>4</b>
<b>TOTAL CUBA</b>			<b>27</b>	<b>3</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>4</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>47</b>	<b>26</b>	<b>32</b>
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	4	0	0	50	0	0	25	25	0	67	38	174	8
	EUROCYPRIA AIRLINES LTD	C	6	0	0	100	0	0	0	0	0	3	50	17	6
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	38	25	13	0	0	30	50	21	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	0	10	50	16	8
<b>TOTAL LARNACA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>15</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>45</b>	<b>51</b>	<b>40</b>
PAPHOS	BRITANNIA AIRWAYS	C	16	0	0	69	31	0	0	0	0	9	38	28	16
	CYPRUS AIRWAYS	S	4	1	1	50	25	0	25	0	0	49	0	0	0
	EXCEL AIRWAYS LTD	C	6	0	0	83	17	0	0	0	0	5	0	0	0
	FIRST CHOICE AIRWAYS LTD	S	16	0	0	63	25	13	0	0	0	12	56	13	16
	HELIOS AIRWAYS LTD	C	8	0	0	50	38	13	0	0	0	15	38	39	8
	MY TRAVEL AIRWAYS UK	C	6	0	0	50	50	0	0	0	0	14	25	69	8
	THOMAS COOK AIRLINES LTD	C	12	0	0	42	50	8	0	0	0	14	58	26	12
<b>TOTAL PAPHOS</b>			<b>68</b>	<b>1</b>	<b>1</b>	<b>59</b>	<b>34</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>51</b>	<b>27</b>	<b>68</b>
<b>TOTAL CYPRUS</b>			<b>94</b>	<b>1</b>	<b>1</b>	<b>60</b>	<b>29</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>49</b>	<b>36</b>	<b>108</b>
<b>DENMARK</b>															
BILLUND	MAERSK AIR	S	160	1	0	53	26	15	6	0	0	21	59	21	156
<b>TOTAL BILLUND</b>			<b>160</b>	<b>1</b>	<b>0</b>	<b>53</b>	<b>26</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>59</b>	<b>21</b>	<b>156</b>
COPENHAGEN	MAERSK AIR	S	152	0	0	67	22	9	2	0	0	14	62	25	104
<b>TOTAL COPENHAGEN</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>22</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>62</b>	<b>25</b>	<b>104</b>
<b>TOTAL DENMARK</b>			<b>312</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>24</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>60</b>	<b>23</b>	<b>260</b>
<b>DOMINICAN REPUBLIC</b>															
LA ROMANA	BRITANNIA AIRWAYS	C	8	0	0	88	0	13	0	0	0	8	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	5	0	0	0
<b>TOTAL LA ROMANA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
PUERTO PLATA	BRITANNIA AIRWAYS	C	8	0	0	88	0	0	0	0	13	112	50	110	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	13	13	0	0	0	10	38	28	8
<b>TOTAL PUERTO PLATA</b>			<b>16</b>	<b>8</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>61</b>	<b>40</b>	<b>66</b>	<b>20</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>32</b>	<b>8</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>34</b>	<b>50</b>	<b>52</b>	<b>36</b>
<b>EGYPT</b>															
HURGHADA	BRITANNIA AIRWAYS	C	4	0	0	75	25	0	0	0	0	9	0	0	0
	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	1	100	0	8
	MONARCH AIRLINES	C	8	0	0	50	13	13	0	25	0	85	88	7	8

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2002

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL HURGHADA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>51</b>	<b>94</b>	<b>3</b>	16
LUXOR	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	5	50	24	8
	EXCEL AIRWAYS LTD	C	6	0	0	83	17	0	0	0	0	4	63	12	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	13	38	0	0	0	19	38	27	8
	MONARCH AIRLINES	C	8	0	0	50	13	38	0	0	0	20	42	31	12
<b>TOTAL LUXOR</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>13</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>47</b>	<b>24</b>	36
SHARM EL SHEIKH (OPHIRA)	BRITANNIA AIRWAYS	C	8	1	0	88	0	0	0	13	0	28	0	0	0
	EXCEL AIRWAYS LTD	C	6	0	0	100	0	0	0	0	0	4	63	15	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	38	0	0	0	0	9	25	32	8
	MONARCH AIRLINES	C	8	0	0	63	13	0	25	0	0	38	42	18	12
	THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	0	2	25	50	8
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>39</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>39</b>	<b>28</b>	36
<b>TOTAL EGYPT</b>			<b>84</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>21</b>	<b>52</b>	<b>22</b>	88
<b>ESTONIA</b>															
TALLIN	ESTONIAN AIR	S	36	0	0	75	19	0	6	0	0	12	75	11	48
<b>TOTAL TALLIN</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>19</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>11</b>	48
<b>TOTAL ESTONIA</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>19</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>11</b>	48
<b>FED REP YUGO SERBIA M'ENEGRO</b>															
BELGRADE	BRITISH AIRWAYS (EURO OPS) LG	S	24	0	0	88	13	0	0	0	0	6	67	21	24
<b>TOTAL BELGRADE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>67</b>	<b>21</b>	24
PRISTINA	BRITISH AIRWAYS (EURO OPS) LG	S	24	0	0	58	17	21	4	0	0	19	0	0	0
<b>TOTAL PRISTINA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>17</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL FED REP YUGO SERBIA M'ENEGRO</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>21</b>	24
<b>FINLAND</b>															
KITTILA	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	13	0	0	0	7	38	82	8
<b>TOTAL KITTILA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>38</b>	<b>82</b>	8
<b>TOTAL FINLAND</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>19</b>	120
<b>FRANCE</b>															
BORDEAUX	CITY FLYER EXPRESS	S	102	0	0	85	13	2	0	0	0	6	0	0	0
<b>TOTAL BORDEAUX</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>10</b>	166
BREST	BRIT AIR	S	118	0	0	79	18	3	0	0	0	9	68	15	120
<b>TOTAL BREST</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>15</b>	120
CHAMBERY	BRITISH AIRWAYS PLC	C	56	0	0	45	14	18	23	0	0	37	0	0	0
	EXCEL AIRWAYS LTD	C	8	0	0	63	25	0	0	13	0	42	88	10	8
<b>TOTAL CHAMBERY</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>16</b>	<b>16</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>37</b>	<b>55</b>	<b>32</b>	56
GRENOBLE	FIRST CHOICE AIRWAYS LTD	C	16	0	0	88	0	0	13	0	0	13	78	13	18
	MONARCH AIRLINES	C	10	0	0	80	10	0	10	0	0	11	38	33	8
<b>TOTAL GRENOBLE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>65</b>	<b>19</b>	26
LYON	BRITANNIA AIRWAYS	C	16	0	0	94	0	6	0	0	0	6	44	28	36



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2002

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
LYON	BRITISH AIRWAYS PLC	C	8	0	0	75	13	13	0	0	0	11	0	0	0
	EUROPEAN AIR CHARTER	C	7	1	0	43	29	0	0	29	0	96	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	29	0	0	55	24	17	3	0	0	18	57	21	21
	MONARCH AIRLINES	C	16	0	0	44	6	19	31	0	0	54	39	27	18
	THOMAS COOK AIRLINES LTD	C	32	0	0	78	13	9	0	0	0	10	63	12	35
<b>TOTAL LYON</b>			<b>108</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>14</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>69</b>	<b>16</b>	<b>282</b>
MARSEILLE	BRITISH AIRWAYS (EURO OPS) LG	S	202	0	0	82	6	8	3	0	9	76	14	164	
<b>TOTAL MARSEILLE</b>			<b>202</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>14</b>	<b>164</b>	
MONTPELLIER	GB AIRWAYS LTD	S	32	0	0	75	6	9	6	3	23	0	0	0	
<b>TOTAL MONTPELLIER</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>6</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>23</b>	<b>77</b>	<b>12</b>	<b>48</b>	
NANTES	GB AIRWAYS LTD	S	32	0	0	69	22	3	6	0	14	80	16	56	
<b>TOTAL NANTES</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>22</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>16</b>	<b>56</b>	
NICE	CITY FLYER EXPRESS	S	46	0	0	83	7	9	2	0	10	90	8	48	
	EASYJET AIRLINE COMPANY LTD	S	60	0	0	77	7	12	5	0	14	0	0	0	
<b>TOTAL NICE</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>87</b>	<b>12</b>	<b>52</b>	
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS (EURO OPS) LG	S	262	0	0	78	13	7	2	0	10	66	17	246	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>262</b>	<b>2</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>65</b>	<b>17</b>	<b>253</b>	
STRASBOURG	BRIT AIR	S	134	0	2	61	24	12	3	0	16	65	14	128	
<b>TOTAL STRASBOURG</b>			<b>134</b>	<b>0</b>	<b>2</b>	<b>61</b>	<b>24</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>65</b>	<b>14</b>	<b>128</b>	
TOULOUSE (BLAGNAC)	BRITANNIA AIRWAYS	C	16	0	0	88	13	0	0	0	6	67	14	18	
	CITY FLYER EXPRESS	S	162	0	0	70	14	13	2	0	18	0	0	0	
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	88	13	0	0	0	3	89	6	18	
	MONARCH AIRLINES	C	16	0	0	50	31	13	0	6	0	33	71	12	24
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	38	38	0	0	0	31	0	0	0
THOMAS COOK AIRLINES LTD	C	8	0	0	75	25	0	0	0	0	10	25	58	8	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>227</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>73</b>	<b>18</b>	<b>233</b>	
<b>TOTAL FRANCE</b>			<b>1413</b>	<b>3</b>	<b>2</b>	<b>74</b>	<b>14</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>16</b>	<b>1584</b>	
<b>GAMBIA</b>															
BANJUL	FIRST CHOICE AIRWAYS LTD	C	6	2	0	50	33	0	17	0	26	13	44	8	
	MONARCH AIRLINES	C	16	0	0	38	19	19	25	0	34	44	34	16	
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	10	88	4	8	
<b>TOTAL BANJUL</b>			<b>30</b>	<b>2</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>13</b>	<b>17</b>	<b>0</b>	<b>26</b>	<b>47</b>	<b>29</b>	<b>32</b>	
<b>TOTAL GAMBIA</b>			<b>30</b>	<b>2</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>13</b>	<b>17</b>	<b>0</b>	<b>26</b>	<b>47</b>	<b>29</b>	<b>32</b>	
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	BRITANNIA AIRWAYS	C	2	0	0	0	50	0	50	0	55	0	0	0	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	
BREMEN	CITY FLYER EXPRESS	S	157	0	0	64	17	15	4	0	16	82	13	159	
<b>TOTAL BREMEN</b>			<b>157</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>17</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>16</b>	<b>82</b>	<b>13</b>	<b>159</b>	
DUSSELDORF	CITY FLYER EXPRESS	S	142	0	0	60	17	15	8	0	19	73	14	215	
<b>TOTAL DUSSELDORF</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>17</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>19</b>	<b>73</b>	<b>14</b>	<b>215</b>	
FRANKFURT MAIN	BRITISH AIRWAYS (EURO OPS) LG	S	154	0	0	53	25	18	4	0	19	61	17	144	

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL FRANKFURT MAIN			154	0	0	53	25	18	4	0	0	19	61	17	144
HANOVER	CITY FLYER EXPRESS	S	143	0	0	79	15	5	1	0	0	9	80	13	143
TOTAL HANOVER			143	0	0	79	15	5	1	0	0	9	80	13	143
MUNICH	DEUTSCHE BA	S	160	0	0	77	17	6	1	0	0	9	60	21	154
TOTAL MUNICH			160	0	0	77	17	6	1	0	0	9	60	21	156
TOTAL GERMANY			759	0	0	66	18	12	4	0	0	15	72	15	975
GIBRALTAR															
GIBRALTAR	GB AIRWAYS LTD	S	32	0	0	72	9	16	0	0	3	42	75	11	77
TOTAL GIBRALTAR			32	0	0	72	9	16	0	0	3	42	75	11	77
TOTAL GIBRALTAR			32	0	0	72	9	16	0	0	3	42	75	11	77
GREECE															
ATHENS	BRITISH AIRWAYS (EURO OPS) LG	S	56	0	0	84	9	7	0	0	0	7	83	9	52
TOTAL ATHENS			56	1	0	84	9	7	0	0	0	7	71	15	86
SALONIKA	OLYMPIC AIRWAYS	S	40	0	0	80	13	0	8	0	0	15	0	0	0
TOTAL SALONIKA			40	0	0	80	13	0	8	0	0	15	0	0	0
TOTAL GREECE			96	1	0	82	10	4	3	0	0	10	71	15	86
GRENADA															
GRENADA	BRITISH AIRWAYS PLC	S	24	0	0	83	8	8	0	0	0	8	75	11	16
	MONARCH AIRLINES	C	4	0	0	50	25	0	25	0	0	40	0	0	0
TOTAL GRENADA			28	0	0	79	11	7	4	0	0	13	65	44	26
TOTAL GRENADA			28	0	0	79	11	7	4	0	0	13	65	44	26
HUNGARY															
BUDAPEST	MALEV (HUNGARIAN AIRLINES)	S	24	0	0	100	0	0	0	0	0	3	82	10	22
TOTAL BUDAPEST			24	0	0	100	0	0	0	0	0	3	82	10	22
TOTAL HUNGARY			24	0	0	100	0	0	0	0	0	3	82	10	22
INDIA															
GOA	FIRST CHOICE AIRWAYS LTD	C	16	0	0	38	6	31	25	0	0	37	31	41	16
	MONARCH AIRLINES	C	32	0	0	19	9	19	44	9	0	67	53	24	32
TOTAL GOA			48	0	0	25	8	23	38	6	0	57	41	38	56
TRIVANDRUM	MONARCH AIRLINES	C	8	0	0	63	13	0	13	13	0	43	88	9	8
TOTAL TRIVANDRUM			8	0	0	63	13	0	13	13	0	43	88	9	8
TOTAL INDIA			56	0	0	30	9	20	34	7	0	55	47	34	64
INDONESIA															
BALI INTERNATIONAL	GARUDA INDONESIA	S	12	0	0	67	0	8	25	0	0	27	56	28	16
TOTAL BALI INTERNATIONAL			12	0	0	67	0	8	25	0	0	27	56	28	16
JAKARTA (SOEKARNO-HATTA INTNL)	GARUDA INDONESIA	S	6	0	0	33	0	17	50	0	0	76	0	0	0
TOTAL JAKARTA (SOEKARNO-HATTA INTNL)			6	0	0	33	0	17	50	0	0	76	0	0	0

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ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2002

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL INDONESIA			18	0	0	56	0	11	33	0	0	43	56	28	16
IRISH REPUBLIC															
DUBLIN	AER LINGUS	S	168	1	8	82	5	3	7	2	0	20	76	18	156
	CITY FLYER EXPRESS	S	168	0	0	82	8	5	4	0	1	14	76	14	259
	RYANAIR	S	218	0	186	83	10	3	4	0	0	12	57	24	214
TOTAL DUBLIN			554	1	194	82	8	4	5	1	0	15	70	18	629
TOTAL IRISH REPUBLIC			554	1	194	82	8	4	5	1	0	15	71	17	851
ISRAEL															
TEL AVIV	ARKIA	C	7	0	0	43	29	29	0	0	0	20	88	6	8
	MONARCH AIRLINES	C	10	0	0	40	10	40	10	0	0	30	0	0	0
TOTAL TEL AVIV			18	0	0	44	17	33	6	0	0	24	88	6	8
TOTAL ISRAEL			18	0	0	44	17	33	6	0	0	24	63	35	16
ITALY															
BERGAMO	MONARCH AIRLINES	C	16	0	0	44	31	25	0	0	0	20	31	62	16
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	50	0	0	0	0	16	29	355	7
TOTAL BERGAMO			25	0	0	44	36	16	0	4	0	30	30	151	23
BOLOGNA	BRITISH AIRWAYS (EURO OPS) LG	S	160	0	0	50	29	15	6	0	0	21	0	0	0
TOTAL BOLOGNA			160	0	4	50	29	15	6	0	0	21	82	10	112
BRESCIA/MONTICHIARI	HAMBURG INTERNATIONAL	C	4	0	0	25	50	25	0	0	0	19	0	0	0
TOTAL BRESCIA/MONTICHIARI			4	0	0	25	50	25	0	0	0	19	0	0	0
CATANIA (FONTANAROSSA)	MERIDIANA AIR	S	8	0	0	25	0	38	38	0	0	49	14	36	42
TOTAL CATANIA (FONTANAROSSA)			8	0	0	25	0	38	38	0	0	49	14	36	42
FLORENCE	MERIDIANA AIR	S	104	0	8	67	18	8	5	2	0	17	70	19	159
TOTAL FLORENCE			104	0	8	67	18	8	5	2	0	17	70	19	159
GENOA	BRITISH AIRWAYS (EURO OPS) LG	S	47	0	0	83	9	6	2	0	0	9	74	12	43
TOTAL GENOA			47	0	0	83	9	6	2	0	0	9	74	12	43
NAPLES	BRITISH AIRWAYS (EURO OPS) LG	S	104	0	0	86	8	4	3	0	0	8	78	21	106
TOTAL NAPLES			104	0	0	86	8	4	3	0	0	8	79	21	108
PISA	BRITISH AIRWAYS (EURO OPS) LG	S	110	0	0	81	13	5	1	0	0	8	78	19	105
TOTAL PISA			110	0	0	81	13	5	1	0	0	8	78	19	105
ROME (CIAMPINO)	AERO LLOYD	C	2	0	0	100	0	0	0	0	0	5	0	0	0
	MONARCH AIRLINES	C	2	0	0	50	50	0	0	0	0	11	0	0	0
TOTAL ROME (CIAMPINO)			4	2	0	75	25	0	0	0	0	8	0	0	0
ROME (FIUMICINO)	ALITALIA	S	56	0	0	80	14	5	0	0	0	8	80	9	110
	BRITISH AIRWAYS (EURO OPS) LG	S	54	0	0	78	11	9	2	0	0	10	75	16	162
	EUROFLY SPA	C	2	0	0	0	100	0	0	0	0	18	0	0	0
TOTAL ROME (FIUMICINO)			112	0	0	78	14	7	1	0	0	9	77	14	272
TURIN	BRITANNIA AIRWAYS	C	16	0	0	69	13	19	0	0	0	13	58	33	26
	FIRST CHOICE AIRWAYS LTD	C	24	0	0	29	21	33	8	8	0	55	53	17	19
	FLYBE.BRITISH EUROPEAN	C	8	0	0	50	25	0	25	0	0	30	0	28	3

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2002

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TURIN	MONARCH AIRLINES	C	8	0	0	63	25	13	0	0	0	14	13	99	8
	MY TRAVEL AIRWAYS UK	C	16	0	0	81	19	0	0	0	9	13	294	8	
	THOMAS COOK AIRLINES LTD	C	14	0	0	86	7	7	0	0	9	63	15	8	
<b>TOTAL TURIN</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>17</b>	<b>15</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>44</b>	<b>63</b>	<b>72</b>
VENICE	BRITISH AIRWAYS (EURO OPS) LG	S	164	0	0	76	11	10	2	1	0	14	58	23	160
	FIRST CHOICE AIRWAYS LTD	C	2	0	0	100	0	0	0	0	9	0	0	0	
	MY TRAVEL AIRWAYS UK	C	2	0	0	0	0	100	0	0	45	0	0	0	
<b>TOTAL VENICE</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>20</b>	<b>322</b>
VERONA	BRITANNIA AIRWAYS	C	8	0	0	25	13	25	25	13	0	61	100	6	8
	BRITISH AIRWAYS (EURO OPS) LG	S	50	0	0	72	24	4	0	0	9	63	21	97	
	FIRST CHOICE AIRWAYS LTD	C	7	0	0	43	14	29	0	14	0	43	80	7	10
<b>TOTAL VERONA</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>22</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>67</b>	<b>19</b>	<b>115</b>
<b>TOTAL ITALY</b>			<b>997</b>	<b>4</b>	<b>12</b>	<b>69</b>	<b>17</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>22</b>	<b>1512</b>
<b>JAMAICA</b>															
MONTEGO BAY	BRITISH AIRWAYS PLC	S	32	0	0	50	28	13	9	0	0	25	25	38	32
	MONARCH AIRLINES	C	8	0	0	13	13	25	50	0	0	69	25	30	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	13	0	38	0	0	41	25	366	8
<b>TOTAL MONTEGO BAY</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>23</b>	<b>13</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>25</b>	<b>91</b>	<b>48</b>
<b>TOTAL JAMAICA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>23</b>	<b>13</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>25</b>	<b>91</b>	<b>48</b>
<b>KAZAKHSTAN</b>															
SHERCHENKO	EUROPEAN AIR CHARTER	C	8	0	0	50	0	25	25	0	0	36	0	0	0
<b>TOTAL SHERCHENKO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL KAZAKHSTAN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>77</b>	<b>8</b>	<b>22</b>
<b>KENYA</b>															
MOMBASA	AFRICAN SAFARI AIRWAYS-ASA	C	8	0	0	88	0	13	0	0	0	12	25	108	4
	MONARCH AIRLINES	C	7	0	0	57	29	14	0	0	0	17	38	56	8
<b>TOTAL MOMBASA</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>29</b>	<b>162</b>	<b>21</b>
<b>TOTAL KENYA</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>48</b>	<b>118</b>	<b>29</b>
<b>LATVIA</b>															
RIGA	BRITISH AIRWAYS (EURO OPS) LG	S	40	0	0	85	5	3	3	3	3	24	66	13	32
<b>TOTAL RIGA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>24</b>	<b>66</b>	<b>13</b>	<b>32</b>
<b>TOTAL LATVIA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>24</b>	<b>66</b>	<b>13</b>	<b>32</b>
<b>LIBYA</b>															
TRIPOLI	BRITISH AIRWAYS (EURO OPS) LG	S	24	0	0	96	4	0	0	0	0	5	63	14	24
<b>TOTAL TRIPOLI</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>63</b>	<b>14</b>	<b>24</b>
<b>TOTAL LIBYA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>63</b>	<b>14</b>	<b>24</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	CITY FLYER EXPRESS	S	134	0	0	66	15	13	5	0	0	17	76	14	182
<b>TOTAL LUXEMBOURG</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>15</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>76</b>	<b>14</b>	<b>182</b>

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				Actual (7)	Plan (8)										
TOTAL LUXEMBOURG			134	0	0	66	15	13	5	0	0	17	76	14	182
MALDIVE ISLANDS															
MALE INTERNATIONAL	FIRST CHOICE AIRWAYS LTD	C	8	0	0	38	25	25	13	0	0	30	25	58	8
	MONARCH AIRLINES	C	8	0	0	38	38	13	13	0	0	27	50	15	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	13	38	25	0	0	52	38	90	8
TOTAL MALE INTERNATIONAL			24	0	0	33	25	25	17	0	0	36	38	54	24
TOTAL MALDIVE ISLANDS			24	0	0	33	25	25	17	0	0	36	38	54	24
MALTA															
MALTA	AIR MALTA	S	60	0	0	87	8	3	0	2	0	9	74	14	54
	BRITANNIA AIRWAYS	C	8	0	0	63	38	0	0	0	0	10	75	10	16
	EXCEL AIRWAYS LTD	S	8	0	0	88	13	0	0	0	0	5	88	7	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	10	89	4	9
	GB AIRWAYS LTD	S	48	0	0	81	10	6	2	0	0	10	67	32	48
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	4	100	4	8
	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	0	0	55	6
TOTAL MALTA			144	0	0	84	10	4	1	1	0	9	72	20	149
TOTAL MALTA			144	0	0	84	10	4	1	1	0	9	72	20	149
MAURITIUS															
MAURITIUS	BRITISH AIRWAYS PLC	S	24	0	0	75	17	4	4	0	0	10	71	20	24
TOTAL MAURITIUS			24	0	0	75	17	4	4	0	0	10	71	20	24
TOTAL MAURITIUS			24	0	0	75	17	4	4	0	0	10	71	20	24
MEXICO															
CANCUN	BRITISH AIRWAYS PLC	S	16	0	0	88	0	13	0	0	0	6	31	44	16
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	38	0	38	0	0	47	50	39	16
TOTAL CANCUN			32	0	0	75	9	6	9	0	0	15	41	41	32
PUERTO VALLARTA	FIRST CHOICE AIRWAYS LTD	C	8	0	0	25	0	38	38	0	0	52	17	45	6
TOTAL PUERTO VALLARTA			8	0	0	25	0	38	38	0	0	52	17	45	6
TOTAL MEXICO			40	0	0	65	8	13	15	0	0	23	37	42	38
MOROCCO															
AGADIR	BRITANNIA AIRWAYS	C	5	0	0	80	20	0	0	0	0	6	0	0	0
	GB AIRWAYS LTD	S	4	0	0	100	0	0	0	0	0	9	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	38	0	13	0	0	25	0	0	0
TOTAL AGADIR			17	0	0	71	24	0	6	0	0	15	67	14	18
MARRAKESH	GB AIRWAYS LTD	S	4	0	0	100	0	0	0	0	0	4	0	0	0
TOTAL MARRAKESH			5	0	0	80	20	0	0	0	0	8	60	13	10
TOTAL MOROCCO			22	0	0	73	23	0	5	0	0	14	64	13	28
NETHERLANDS															
AMSTERDAM	CITY FLYER EXPRESS	S	394	0	0	58	14	15	13	1	0	25	69	20	414
	EASYJET AIRLINE COMPANY LTD	S	224	0	0	54	16	14	14	1	0	30	0	0	0

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			MATCHED	Actual (7)											Plan (8)
AMSTERDAM	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	THOMAS COOK AIRLINES LTD	C	2	0	0	0	100	0	0	0	19	0	0	0	
<b>TOTAL AMSTERDAM</b>			<b>622</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>15</b>	<b>14</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>69</b>	<b>20</b>	<b>414</b>
ROTTERDAM	TTA - TRANS TRAVEL AIRLINES BV	S	136	0	0	57	21	18	4	0	17	0	0	0	
<b>TOTAL ROTTERDAM</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>21</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>73</b>	<b>13</b>	<b>131</b>	
<b>TOTAL NETHERLANDS</b>			<b>758</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>16</b>	<b>15</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>71</b>	<b>18</b>	<b>598</b>
<b>NIGERIA</b>															
ABUJA	BRITISH AIRWAYS PLC	S	24	0	0	88	0	8	4	0	10	91	4	22	
<b>TOTAL ABUJA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>91</b>	<b>4</b>	<b>22</b>	
LAGOS	BRITISH AIRWAYS PLC	S	56	0	0	73	18	5	4	0	13	74	17	53	
<b>TOTAL LAGOS</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>17</b>	<b>53</b>	
<b>TOTAL NIGERIA</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>13</b>	<b>75</b>	
<b>NORWAY</b>															
BERGEN	BRAATHENS ASA	S	56	0	0	50	41	7	2	0	15	77	10	56	
<b>TOTAL BERGEN</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>41</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>10</b>	<b>56</b>	
GEILO (DAGALI)	BRITISH AIRWAYS PLC	C	8	0	0	75	13	13	0	0	12	0	0	0	
	FLYBE.BRITISH EUROPEAN	C	8	0	0	88	0	13	0	0	10	0	0	0	
<b>TOTAL GEILO (DAGALI)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>50</b>	<b>37</b>	<b>8</b>	
<b>TOTAL NORWAY</b>			<b>72</b>	<b>0</b>	<b>3</b>	<b>57</b>	<b>33</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>17</b>	<b>233</b>	
<b>POLAND</b>															
KRAKOW	LOT-POLISH AIRLINES	S	56	0	0	96	4	0	0	0	4	73	25	56	
<b>TOTAL KRAKOW</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>73</b>	<b>25</b>	<b>56</b>	
<b>TOTAL POLAND</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>80</b>	<b>15</b>	<b>133</b>	
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	BRITANNIA AIRWAYS	C	14	0	0	71	29	0	0	0	10	63	20	16	
	BRITISH AIRWAYS PLC	C	8	0	0	50	38	13	0	0	13	89	7	9	
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	25	0	0	13	31	79	8	14	
	FIRST CHOICE AIRWAYS LTD	S	16	0	0	44	13	19	25	0	30	50	17	8	
	GB AIRWAYS LTD	S	35	0	0	63	20	9	9	0	18	68	30	56	
	MONARCH AIRLINES	C	14	0	0	57	21	0	0	21	53	75	16	12	
	MY TRAVEL AIRWAYS UK	C	16	0	0	63	31	6	0	0	12	67	10	12	
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	50	0	0	0	15	79	8	14	
<b>TOTAL FARO</b>			<b>119</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>25</b>	<b>7</b>	<b>6</b>	<b>3</b>	<b>22</b>	<b>71</b>	<b>19</b>	<b>144</b>	
LISBON	AIR PORTUGAL	S	105	3	3	72	17	9	2	0	12	96	8	54	
	GB AIRWAYS LTD	S	40	0	0	85	8	8	0	0	7	81	12	43	
<b>TOTAL LISBON</b>			<b>145</b>	<b>3</b>	<b>3</b>	<b>76</b>	<b>14</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>90</b>	<b>10</b>	<b>97</b>	
OPORTO (PORTUGAL)	GB AIRWAYS LTD	S	40	0	0	65	25	10	0	0	13	49	34	45	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>25</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>49</b>	<b>34</b>	<b>45</b>	
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>304</b>	<b>3</b>	<b>3</b>	<b>68</b>	<b>20</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>15</b>	<b>74</b>	<b>18</b>	<b>286</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2002

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>PORTUGAL(MADEIRA)</b>															
<b>FUNCHAL</b>															
	BRITANNIA AIRWAYS	C	4	0	0	100	0	0	0	0	0	3	42	30	12
	EXCEL AIRWAYS LTD	C	16	0	0	100	0	0	0	0	0	1	93	3	14
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	50	18	8
	GB AIRWAYS LTD	S	40	0	0	75	15	3	8	0	0	13	78	48	32
	MONARCH AIRLINES	C	4	0	0	50	0	50	0	0	0	24	38	42	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	13	13	0	0	0	12	63	14	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	25	0	0	0	0	7	75	22	16
<b>TOTAL FUNCHAL</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>29</b>	<b>98</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>29</b>	<b>98</b>
<b>PUERTO RICO</b>															
<b>SAN JUAN (PUERTO RICO)</b>															
	BRITANNIA AIRWAYS	C	8	0	0	63	25	13	0	0	0	15	0	91	8
<b>TOTAL SAN JUAN (PUERTO RICO)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>91</b>	<b>8</b>
<b>TOTAL PUERTO RICO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>91</b>	<b>8</b>
<b>RUMANIA</b>															
<b>BUCHAREST (OTOPENI)</b>															
	BRITISH AIRWAYS (EURO OPS) LG	S	56	0	0	84	5	5	5	0	0	12	82	12	50
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>12</b>	<b>50</b>
<b>TOTAL RUMANIA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>12</b>	<b>50</b>
<b>RUSSIA</b>															
<b>ST PETERSBURG</b>															
	BRITISH AIRWAYS (EURO OPS) LG	S	40	0	0	83	8	5	3	3	0	16	68	15	40
<b>TOTAL ST PETERSBURG</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>14</b>	<b>42</b>
<b>TOTAL RUSSIA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>14</b>	<b>42</b>
<b>SEYCHELLES</b>															
<b>SEYCHELLES</b>															
	AIR SEYCHELLES	S	16	0	0	19	38	38	0	6	0	38	56	25	16
<b>TOTAL SEYCHELLES</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>38</b>	<b>38</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>38</b>	<b>69</b>	<b>18</b>	<b>32</b>
<b>TOTAL SEYCHELLES</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>38</b>	<b>38</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>38</b>	<b>69</b>	<b>18</b>	<b>32</b>
<b>SIERRA LEONE</b>															
<b>FREETOWN</b>															
	SIERRA NATIONAL AIRLINES	S	15	1	1	60	7	20	13	0	0	22	100	4	8
<b>TOTAL FREETOWN</b>			<b>15</b>	<b>1</b>	<b>1</b>	<b>60</b>	<b>7</b>	<b>20</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>100</b>	<b>4</b>	<b>8</b>
<b>TOTAL SIERRA LEONE</b>			<b>15</b>	<b>1</b>	<b>1</b>	<b>60</b>	<b>7</b>	<b>20</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>100</b>	<b>4</b>	<b>8</b>
<b>SPAIN</b>															
<b>ALICANTE</b>															
	BRITANNIA AIRWAYS	C	16	1	0	50	25	6	19	0	0	28	81	15	16
	BRITISH AIRWAYS PLC	C	3	0	0	33	0	67	0	0	0	36	0	0	0
	EXCEL AIRWAYS LTD	C	6	0	0	83	17	0	0	0	0	6	0	0	0
	FIRST CHOICE AIRWAYS LTD	S	16	0	0	100	0	0	0	0	0	4	88	6	16
	GB AIRWAYS LTD	S	56	1	0	68	14	11	7	0	0	18	81	8	48
	IBERIA	S	56	0	0	57	23	18	2	0	0	17	64	16	56
	MONARCH AIRLINES	C	29	1	0	41	14	10	21	14	0	60	63	52	16
	MY TRAVEL AIRWAYS UK	C	24	0	0	63	4	17	13	4	0	36	81	10	31
	THOMAS COOK AIRLINES LTD	C	12	0	0	92	0	8	0	0	0	6	74	13	19

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2002

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL ALICANTE</b>			<b>218</b>	<b>4</b>	<b>0</b>	<b>63</b>	<b>14</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>74</b>	<b>14</b>	216
<b>ALMERIA</b>	MONARCH AIRLINES	C	8	0	0	50	38	13	0	0	0	15	38	30	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	25	25	0	0	0	18	50	32	8
<b>TOTAL ALMERIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>31</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>44</b>	<b>31</b>	16
<b>ASTURIAS</b>	AIR NOSTRUM	S	24	0	0	92	0	8	0	0	0	6	41	40	22
<b>TOTAL ASTURIAS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>41</b>	<b>40</b>	22
<b>BARCELONA</b>	BRITISH AIRWAYS (EURO OPS) LG	S	164	0	0	82	10	4	3	0	0	11	70	13	162
	EASYJET AIRLINE COMPANY LTD	S	76	1	1	71	16	11	3	0	0	13	0	0	0
<b>TOTAL BARCELONA</b>			<b>240</b>	<b>1</b>	<b>1</b>	<b>79</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>13</b>	162
<b>BILBAO</b>	BRITISH AIRWAYS (EURO OPS) LG	S	56	0	0	80	11	9	0	0	0	8	82	10	88
<b>TOTAL BILBAO</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>10</b>	88
<b>MADRID</b>	AIR EUROPA	S	56	0	0	75	18	7	0	0	0	11	48	22	56
	BRITISH AIRWAYS (EURO OPS) LG	S	161	0	0	81	12	6	1	0	0	8	76	16	166
<b>TOTAL MADRID</b>			<b>217</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>17</b>	222
<b>MAHON</b>	BRITISH AIRWAYS PLC	C	16	0	0	81	13	6	0	0	0	8	100	3	8
<b>TOTAL MAHON</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>100</b>	<b>3</b>	8
<b>MALAGA</b>	BMI BRITISH MIDLAND	C	2	0	0	0	50	0	50	0	0	46	0	0	0
	BRITANNIA AIRWAYS	C	16	0	0	63	13	25	0	0	0	19	50	23	16
	BRITISH AIRWAYS PLC	C	4	2	0	100	0	0	0	0	0	4	70	13	10
	EASYJET AIRLINE COMPANY LTD	S	29	0	0	66	24	3	7	0	0	14	0	0	0
	EUROPEAN AIR CHARTER	C	14	0	0	14	21	21	14	29	0	97	0	0	0
	EXCEL AIRWAYS LTD	C	10	0	0	80	20	0	0	0	0	7	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	12	0	0	75	17	8	0	0	0	10	100	6	4
	FIRST CHOICE AIRWAYS LTD	S	20	0	0	65	15	20	0	0	0	14	50	25	16
	GB AIRWAYS LTD	S	56	0	0	54	16	16	13	2	0	30	79	21	94
	MONARCH AIRLINES	C	38	0	0	61	18	13	8	0	0	18	57	32	30
	MY TRAVEL AIRWAYS UK	C	22	0	0	55	14	27	5	0	0	22	59	20	22
	THOMAS COOK AIRLINES LTD	C	17	0	0	53	41	6	0	0	0	14	46	38	26
<b>TOTAL MALAGA</b>			<b>240</b>	<b>2</b>	<b>0</b>	<b>58</b>	<b>19</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>66</b>	<b>24</b>	218
<b>MURCIA SAN JAVIER</b>	BRITISH AIRWAYS PLC	C	16	0	0	56	19	0	25	0	0	34	81	9	16
<b>TOTAL MURCIA SAN JAVIER</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>81</b>	<b>9</b>	16
<b>PALMA DE MALLORCA</b>	AIR EUROPA	S	22	0	0	45	55	0	0	0	0	15	59	20	22
	BRITANNIA AIRWAYS	C	16	0	0	56	19	19	0	6	0	27	38	53	16
	EASYJET AIRLINE COMPANY LTD	S	30	0	2	50	23	20	0	7	0	29	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	FIRST CHOICE AIRWAYS LTD	S	6	0	0	100	0	0	0	0	0	1	88	7	8
	GB AIRWAYS LTD	S	8	0	0	88	13	0	0	0	0	8	100	1	12
	MY TRAVEL AIRWAYS UK	C	19	0	0	95	5	0	0	0	0	4	71	49	21
	THOMAS COOK AIRLINES LTD	C	8	0	0	25	25	50	0	0	0	28	67	23	3
<b>TOTAL PALMA DE MALLORCA</b>			<b>111</b>	<b>0</b>	<b>2</b>	<b>62</b>	<b>23</b>	<b>12</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>67</b>	<b>30</b>	82
<b>SEVILLE</b>	GB AIRWAYS LTD	S	32	0	0	69	9	13	9	0	0	18	88	9	32
<b>TOTAL SEVILLE</b>			<b>33</b>	<b>2</b>	<b>0</b>	<b>70</b>	<b>9</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>88</b>	<b>9</b>	32
<b>VALENCIA</b>	GB AIRWAYS LTD	S	39	0	1	79	10	10	0	0	0	9	72	29	36



CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL VALENCIA			39	0	1	79	10	10	0	0	0	9	72	29	36
TOTAL SPAIN			1227	9	4	70	15	10	4	1	0	16	70	19	1126
SPAIN(CANARY ISLANDS)															
ARRECIFE	BRITANNIA AIRWAYS	C	16	0	0	69	6	25	0	0	0	12	44	60	16
	EXCEL AIRWAYS LTD	C	14	0	0	79	7	14	0	0	0	10	89	4	9
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	69	19	13	0	0	0	11	60	16	10
	FIRST CHOICE AIRWAYS LTD	S	23	1	1	78	13	9	0	0	0	10	64	20	22
	GB AIRWAYS LTD	S	9	0	0	67	33	0	0	0	0	10	0	0	0
	MONARCH AIRLINES	C	31	0	0	74	10	10	3	3	0	23	50	22	16
	MY TRAVEL AIRWAYS UK	C	16	1	0	88	6	6	0	0	0	7	46	34	24
	THOMAS COOK AIRLINES LTD	C	44	0	0	91	7	2	0	0	0	6	53	26	43
TOTAL ARRECIFE			169	2	1	79	11	9	1	1	0	11	55	27	150
FUERTEVENTURA	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	0	10	75	17	16
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	69	19	13	0	0	0	14	67	15	24
	MY TRAVEL AIRWAYS UK	C	16	0	0	88	13	0	0	0	0	5	75	94	24
	THOMAS COOK AIRLINES LTD	C	16	0	0	63	31	6	0	0	0	11	62	16	21
TOTAL FUERTEVENTURA			56	0	0	73	21	5	0	0	0	10	69	38	85
LAS PALMAS	BRITANNIA AIRWAYS	C	16	0	0	81	13	6	0	0	0	10	47	49	15
	EXCEL AIRWAYS LTD	C	8	0	0	38	13	0	50	0	0	67	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	22	0	0	86	0	5	5	5	0	22	75	19	24
	GB AIRWAYS LTD	S	16	0	0	44	25	31	0	0	0	22	0	0	0
	IBERWORLD	C	4	0	0	50	0	0	50	0	0	36	0	0	0
	MONARCH AIRLINES	C	8	0	0	63	25	0	13	0	0	19	38	20	8
	MY TRAVEL AIRWAYS UK	C	32	0	0	59	19	22	0	0	0	15	52	26	31
	THOMAS COOK AIRLINES LTD	C	21	0	0	86	10	5	0	0	0	5	71	13	24
TOTAL LAS PALMAS			127	0	0	68	13	12	6	1	0	19	62	23	110
SANTA CRUZ DE LA PALMA	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	6	88	8	8
TOTAL SANTA CRUZ DE LA PALMA			8	0	0	88	13	0	0	0	0	6	88	8	8
TENERIFE (SURREINA SOFIA)	BRITANNIA AIRWAYS	C	48	0	0	52	8	25	10	4	0	32	56	23	52
	EXCEL AIRWAYS LTD	C	34	0	0	74	18	9	0	0	0	8	83	5	6
	FIRST CHOICE AIRWAYS LTD	C	27	1	0	70	11	7	7	0	4	74	61	16	51
	FIRST CHOICE AIRWAYS LTD	S	22	0	0	64	14	23	0	0	0	16	63	17	8
	FUTURA AIRLINES	C	19	0	0	11	21	53	16	0	0	37	42	18	12
	GB AIRWAYS LTD	S	47	2	0	53	26	17	4	0	0	19	58	17	24
	MONARCH AIRLINES	C	32	0	0	50	13	9	28	0	0	37	66	17	29
	MY TRAVEL AIRWAYS UK	C	40	0	0	43	33	10	10	5	0	34	73	17	40
	THOMAS COOK AIRLINES LTD	C	64	0	0	73	16	8	3	0	0	13	57	18	60
TOTAL TENERIFE (SURREINA SOFIA)			333	3	0	57	18	16	8	1	0	27	62	17	300
TOTAL SPAIN(CANARY ISLANDS)			693	5	1	66	15	12	5	1	0	20	62	23	653
ST LUCIA															
ST LUCIA (HEWANORRA)	BRITISH AIRWAYS PLC	S	32	0	0	81	16	0	3	0	0	11	50	36	24
	VIRGIN ATLANTIC AIRWAYS LTD	S	16	0	0	75	6	19	0	0	0	14	75	47	8
TOTAL ST LUCIA (HEWANORRA)			48	0	0	79	13	6	2	0	0	12	55	70	40

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				Actual (7)	Plan (8)										
TOTAL ST LUCIA			48	0	0	79	13	6	2	0	0	12	55	70	40
<b>SWITZERLAND</b>															
BERNE	FLYBE.BRITISH EUROPEAN	C	8	0	0	50	13	38	0	0	0	19	0	0	0
TOTAL BERNE			8	0	0	50	13	38	0	0	0	19	0	0	0
GENEVA	BRITANNIA AIRWAYS	C	48	0	0	31	29	23	15	2	0	35	17	45	42
	BRITISH AIRWAYS (EURO OPS) LG	S	158	0	0	68	17	9	5	0	0	16	71	15	157
	BRITISH AIRWAYS PLC	C	24	0	0	38	58	4	0	0	0	18	50	19	8
	EASYJET AIRLINE COMPANY LTD	S	30	0	0	80	10	7	3	0	0	9	0	0	0
	EASYJET SWITZERLAND	S	168	0	0	64	21	12	2	1	0	15	60	23	110
	EUROPEAN AIR CHARTER	C	8	0	0	38	0	38	25	0	0	56	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	32	0	0	38	28	28	6	0	0	25	42	25	31
	MONARCH AIRLINES	C	17	0	0	18	53	29	0	0	0	25	25	45	16
	MY TRAVEL AIRWAYS UK	C	18	0	0	67	22	11	0	0	0	15	75	24	8
	THOMAS COOK AIRLINES LTD	C	16	0	0	25	6	50	19	0	0	39	44	28	16
TOTAL GENEVA			519	0	0	57	23	15	5	0	0	19	56	23	411
SION	BRITISH AIRWAYS PLC	C	16	0	0	31	44	19	6	0	0	28	0	0	0
TOTAL SION			16	0	0	31	44	19	6	0	0	28	56	48	16
ZURICH	EASYJET AIRLINE COMPANY LTD	S	58	0	0	50	24	14	12	0	0	24	0	0	0
TOTAL ZURICH			58	0	0	50	24	14	12	0	0	24	69	15	112
TOTAL SWITZERLAND			601	0	0	56	23	15	6	0	0	20	59	22	539
<b>TRINIDAD AND TOBAGO</b>															
TOBAGO	MONARCH AIRLINES	C	4	0	0	25	25	25	25	0	0	52	0	0	0
TOTAL TOBAGO			4	0	0	25	25	25	25	0	0	52	38	165	8
TOTAL TRINIDAD AND TOBAGO			4	0	0	25	25	25	25	0	0	52	38	165	8
<b>TUNISIA</b>															
JERBA	MONARCH AIRLINES	C	4	0	0	75	0	0	0	0	25	137	0	0	0
	MY TRAVEL AIRWAYS UK	C	4	0	0	50	25	25	0	0	0	17	67	12	3
TOTAL JERBA			8	0	0	63	13	13	0	0	13	77	67	12	3
MONASTIR	BRITANNIA AIRWAYS	C	8	0	0	75	13	0	13	0	0	18	63	23	16
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	12	67	34	6
	MONARCH AIRLINES	C	3	0	0	100	0	0	0	0	0	2	42	37	12
	MY TRAVEL AIRWAYS UK	C	16	1	0	56	25	6	0	13	0	42	75	7	24
	NOUVELAIR TUNISIE	C	3	0	0	0	0	33	67	0	0	81	67	26	6
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	25	0	25	0	0	26	0	0	0
TOTAL MONASTIR			46	1	0	63	15	7	11	4	0	30	64	21	64
TUNIS	GB AIRWAYS LTD	S	30	0	2	67	17	10	7	0	0	16	56	27	32
TOTAL TUNIS			30	0	2	67	17	10	7	0	0	16	56	27	32
TOTAL TUNISIA			84	1	2	64	15	8	8	2	1	29	62	23	99
<b>TURKEY</b>															
ANTALYA	THOMAS COOK AIRLINES LTD	C	7	1	0	43	0	29	29	0	0	35	100	4	8
TOTAL ANTALYA			7	1	0	43	0	29	29	0	0	35	100	4	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2002

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL TURKEY			7	1	0	43	0	29	29	0	0	35	100	4	8
UKRAINE															
KIEV (BORISPOL)	BRITISH AIRWAYS (EURO OPS) LG	S	40	0	0	70	8	15	8	0	0	21	72	15	36
	UKRAINE INTERNATIONAL AIRLIN	S	40	0	0	63	10	18	10	0	0	24	65	42	34
TOTAL KIEV (BORISPOL)			80	0	0	66	9	16	9	0	0	22	69	28	70
TOTAL UKRAINE			80	0	0	66	9	16	9	0	0	22	69	28	70
UNITED ARAB EMIRATES															
DUBAI	EMIRATES	S	56	0	20	80	13	5	2	0	0	11	80	10	56
TOTAL DUBAI			56	0	20	80	13	5	2	0	0	11	80	10	56
TOTAL UNITED ARAB EMIRATES			56	0	20	80	13	5	2	0	0	11	80	10	56
UNITED KINGDOM															
ABERDEEN	BRITISH AIRWAYS (EURO OPS) LG	S	198	0	0	89	5	5	1	0	0	5	72	19	185
TOTAL ABERDEEN			198	0	0	89	5	5	1	0	0	5	72	19	185
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	256	7	4	88	6	3	2	0	0	10	75	21	256
TOTAL BELFAST CITY			256	7	4	88	6	3	2	0	0	10	75	21	256
BIRMINGHAM	BRITANNIA AIRWAYS	C	5	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL BIRMINGHAM			5	0	0	100	0	0	0	0	0	0	0	0	0
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	40	0	0	65	18	18	0	0	0	15	47	22	17
TOTAL BRISTOL			40	0	0	65	18	18	0	0	0	15	47	22	17
EDINBURGH	BRITISH AIRWAYS (EURO OPS) LG	S	302	0	0	86	9	4	1	0	0	7	76	15	290
	EASYJET AIRLINE COMPANY LTD	S	117	0	0	66	11	13	9	1	0	22	0	0	0
TOTAL EDINBURGH			419	0	0	80	10	6	4	0	0	11	76	15	290
GLASGOW	BRITISH AIRWAYS (EURO OPS) LG	S	296	0	0	90	5	4	2	0	0	6	76	13	296
TOTAL GLASGOW			296	0	0	90	5	4	2	0	0	6	76	13	296
GUERNSEY	CITY FLYER EXPRESS	S	137	1	0	80	12	2	5	1	0	13	84	10	160
	FLYBE.BRITISH EUROPEAN	S	169	20	4	83	9	2	5	1	0	12	85	12	195
TOTAL GUERNSEY			306	21	4	82	10	2	5	1	0	12	85	11	355
INVERNESS	BRITISH REGIONAL AIRLINES LTD	S	152	0	0	86	7	2	5	0	0	8	65	32	142
TOTAL INVERNESS			153	0	0	86	7	2	6	0	0	9	65	32	142
JERSEY	CITY FLYER EXPRESS	S	342	0	0	75	14	9	2	0	0	11	80	11	302
	FLYBE.BRITISH EUROPEAN	S	213	0	2	84	9	5	2	0	0	9	77	21	205
TOTAL JERSEY			555	0	2	78	12	7	2	0	0	10	79	15	507
LEEDS BRADFORD	BRITISH REGIONAL AIRLINES LTD	S	144	0	8	89	7	4	0	0	0	6	0	0	0
TOTAL LEEDS BRADFORD			144	1	8	89	7	4	0	0	0	6	0	0	0
MANCHESTER	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	1	35	94	23
	BRITISH AIRWAYS (EURO OPS) LG	S	354	0	0	90	6	2	2	0	0	6	67	18	356
	MONARCH AIRLINES	C	14	4	0	36	21	21	14	7	0	42	67	39	6
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	0	13	25	0	0	36	50	27	6
	THOMAS COOK AIRLINES LTD	C	22	0	0	86	5	9	0	0	0	5	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2002

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL MANCHESTER</b>			<b>406</b>	<b>32</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>65</b>	<b>23</b>	391
NEWCASTLE	CITY FLYER EXPRESS	S	258	0	0	81	10	7	1	0	0	10	70	19	255
<b>TOTAL NEWCASTLE</b>			<b>258</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>19</b>	255
NEWQUAY	BRITISH AIRWAYS CITIEXPRESS L	S	123	0	1	71	9	17	3	0	0	15	67	20	113
<b>TOTAL NEWQUAY</b>			<b>123</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>9</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>20</b>	113
PLYMOUTH	BRITISH AIRWAYS CITIEXPRESS L	S	98	0	2	74	11	12	2	0	0	12	62	22	109
<b>TOTAL PLYMOUTH</b>			<b>98</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>11</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>62</b>	<b>22</b>	109
<b>TOTAL UNITED KINGDOM</b>			<b>3257</b>	<b>64</b>	<b>21</b>	<b>83</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>18</b>	2961
<b>USA</b>															
ATLANTA	BRITISH AIRWAYS PLC	S	56	0	0	91	4	5	0	0	0	5	71	23	52
	DELTA AIRLINES	S	112	0	36	86	8	5	1	0	0	7	64	20	112
<b>TOTAL ATLANTA</b>			<b>168</b>	<b>0</b>	<b>36</b>	<b>88</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>66</b>	<b>21</b>	164
BOSTON	DELTA AIRLINES	S	42	0	0	79	14	5	0	2	0	15	0	0	0
<b>TOTAL BOSTON</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>85</b>	<b>10</b>	55
CHARLOTTE	US AIRWAYS	S	56	0	0	75	9	9	7	0	0	15	70	29	56
<b>TOTAL CHARLOTTE</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>9</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>21</b>	112
CINCINNATI	DELTA AIRLINES	S	56	0	0	88	9	4	0	0	0	4	71	13	56
<b>TOTAL CINCINNATI</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>71</b>	<b>13</b>	56
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	56	0	0	82	5	7	4	2	0	13	72	16	112
	BRITISH AIRWAYS PLC	S	56	0	0	89	9	0	2	0	0	6	72	20	54
<b>TOTAL DALLAS/FORT WORTH</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>17</b>	166
DENVER INTERNATIONAL	BRITISH AIRWAYS PLC	S	56	0	0	88	5	4	4	0	0	7	75	11	56
<b>TOTAL DENVER INTERNATIONAL</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>11</b>	56
DETROIT	NORTHWEST AIRLINES	S	56	0	0	86	5	7	2	0	0	7	57	33	56
<b>TOTAL DETROIT</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>57</b>	<b>33</b>	56
HOUSTON	BRITISH AIRWAYS PLC	S	86	0	2	83	13	5	0	0	0	7	63	22	72
	CONTINENTAL AIRLINES	S	96	0	0	89	6	5	0	0	0	6	80	10	112
<b>TOTAL HOUSTON</b>			<b>182</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>73</b>	<b>15</b>	184
LAS VEGAS	VIRGIN ATLANTIC AIRWAYS LTD	S	16	0	0	75	13	13	0	0	0	10	38	62	16
<b>TOTAL LAS VEGAS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>46</b>	<b>50</b>	24
MIAMI INTERNATIONAL	VIRGIN ATLANTIC AIRWAYS LTD	S	56	0	0	73	20	7	0	0	0	11	36	43	55
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>20</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>50</b>	<b>32</b>	111
MINNEAPOLIS-ST PAUL	NORTHWEST AIRLINES	S	40	0	0	83	8	8	3	0	0	7	56	33	54
<b>TOTAL MINNEAPOLIS-ST PAUL</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>56</b>	<b>33</b>	54
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	112	1	1	79	12	9	1	0	0	9	75	17	112
<b>TOTAL NEW YORK (NEWARK)</b>			<b>112</b>	<b>1</b>	<b>1</b>	<b>79</b>	<b>12</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>21</b>	162
ORLANDO	BRITISH AIRWAYS PLC	S	56	0	0	70	23	4	4	0	0	12	61	24	56
	VIRGIN ATLANTIC AIRWAYS LTD	S	112	0	0	70	16	10	4	0	0	14	47	36	95

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2002

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL ORLANDO			168	0	0	70	18	8	4	0	0	13	49	35	167
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	56	0	0	86	7	4	2	2	0	11	55	29	56
TOTAL PHILADELPHIA INTERNATIONAL			56	0	0	86	7	4	2	2	0	11	55	29	56
PHOENIX	BRITISH AIRWAYS PLC	S	56	0	0	91	4	5	0	0	0	4	0	0	0
TOTAL PHOENIX			56	0	0	91	4	5	0	0	0	4	0	0	0
PITTSBURGH	US AIRWAYS	S	2	0	0	50	0	50	0	0	0	21	79	9	56
TOTAL PITTSBURGH			2	0	0	50	0	50	0	0	0	21	79	9	56
RALEIGH	AMERICAN AIRLINES	S	56	0	0	77	11	7	5	0	0	10	71	20	56
TOTAL RALEIGH			56	0	0	77	11	7	5	0	0	10	71	20	56
SAN DIEGO	BRITISH AIRWAYS PLC	S	40	0	0	88	0	8	5	0	0	10	82	11	56
TOTAL SAN DIEGO			40	0	0	88	0	8	5	0	0	10	82	11	56
SANFORD	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	13	25	0	13	0	41	30	31	20
	MY TRAVEL AIRWAYS UK	C	16	0	0	50	25	6	13	6	0	48	50	29	16
TOTAL SANFORD			24	0	0	50	21	13	8	8	0	45	39	30	36
ST LOUIS (LAMBERT)	AMERICAN AIRLINES	S	56	0	0	77	13	9	2	0	0	9	0	0	0
TOTAL ST LOUIS (LAMBERT)			56	0	0	77	13	9	2	0	0	9	71	26	56
TAMPA	BRITISH AIRWAYS PLC	S	24	0	0	96	4	0	0	0	0	5	46	22	24
TOTAL TAMPA			24	0	0	96	4	0	0	0	0	5	46	22	24
TOTAL USA			1434	3	39	81	10	6	2	0	0	10	67	22	1874
VENEZUELA															
CARACAS	BRITISH AIRWAYS PLC	S	12	0	0	83	17	0	0	0	0	6	58	43	12
TOTAL CARACAS			12	0	0	83	17	0	0	0	0	6	58	43	12
PORLAMAR	FIRST CHOICE AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	100	14	2
TOTAL PORLAMAR			2	0	0	100	0	0	0	0	0	0	100	14	2
TOTAL VENEZUELA			14	0	0	86	14	0	0	0	0	5	64	39	14
VIRGIN ISLANDS (U.S.A)															
ST THOMAS ISLANDS	FIRST CHOICE AIRWAYS LTD	C	4	0	0	50	50	0	0	0	0	15	25	32	4
TOTAL ST THOMAS ISLANDS			4	0	0	50	50	0	0	0	0	15	25	32	4
TOTAL VIRGIN ISLANDS (U.S.A)			4	0	0	50	50	0	0	0	0	15	25	32	4
ZAMBIA															
LUSAKA	BRITISH AIRWAYS PLC	S	24	0	0	83	4	8	0	0	4	66	79	8	24
TOTAL LUSAKA			24	0	0	83	4	8	0	0	4	66	79	8	24
TOTAL ZAMBIA			24	0	0	83	4	8	0	0	4	66	79	8	24
ZIMBABWE															
HARARE	AIR ZIMBABWE	S	28	0	2	57	25	11	7	0	0	18	63	39	24
TOTAL HARARE			29	1	2	55	24	14	7	0	0	19	63	39	24
TOTAL ZIMBABWE			29	1	2	55	24	14	7	0	0	19	63	39	24

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2002

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2001			
		CHARTER/ SCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			MATCHED	Actual (7)										
TOTAL GATWICK		14910	116	313	73	13	9	4	1	0	15	69	20	16967

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2002

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001			
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights		
			MATCHED	Actual (7)											Plan (8)	
<b>AUSTRIA</b>																
SALZBURG	BRITANNIA AIRWAYS	C	8	0	0	63	25	13	0	0	0	15	50	38	8	
<b>TOTAL SALZBURG</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>50</b>	<b>38</b>	<b>8</b>	
<b>TOTAL AUSTRIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>50</b>	<b>38</b>	<b>8</b>	
<b>BARBADOS</b>																
BRIDGETOWN	BRITANNIA AIRWAYS	C	2	0	0	50	0	0	50	0	0	49	50	77	2	
<b>TOTAL BRIDGETOWN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>50</b>	<b>77</b>	<b>2</b>	
<b>TOTAL BARBADOS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>50</b>	<b>77</b>	<b>2</b>	
<b>BELGIUM</b>																
BRUSSELS	SOBELAIR	C	4	0	0	75	25	0	0	0	0	7	0	0	0	
<b>TOTAL BRUSSELS</b>			<b>4</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>14</b>	219	
<b>TOTAL BELGIUM</b>			<b>4</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>14</b>	219	
<b>CANADA</b>																
TORONTO	AIR TRANSAT	S	8	0	0	63	38	0	0	0	0	7	38	86	8	
<b>TOTAL TORONTO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>36</b>	<b>49</b>	55	
<b>TOTAL CANADA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>36</b>	<b>49</b>	55	
<b>CYPRUS</b>																
PAPHOS	BRITANNIA AIRWAYS	C	8	0	0	63	13	13	13	0	0	20	75	23	8	
	EUROCYPRIA AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	14	0	0	0	
	FIRST CHOICE AIRWAYS LTD	S	8	0	0	38	38	0	25	0	0	31	75	13	8	
<b>TOTAL PAPHOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>28</b>	<b>6</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>71</b>	<b>17</b>	21	
<b>TOTAL CYPRUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>28</b>	<b>6</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>71</b>	<b>17</b>	21	
<b>DENMARK</b>																
COPENHAGEN	BMI BRITISH MIDLAND	S	54	2	2	76	15	6	4	0	0	10	76	15	55	
<b>TOTAL COPENHAGEN</b>			<b>54</b>	<b>2</b>	<b>2</b>	<b>76</b>	<b>15</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>15</b>	55	
<b>TOTAL DENMARK</b>			<b>54</b>	<b>2</b>	<b>2</b>	<b>76</b>	<b>15</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>15</b>	55	
<b>FRANCE</b>																
LYON	BRITANNIA AIRWAYS	C	7	0	0	57	29	0	14	0	0	22	13	40	8	
	FIRST CHOICE AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	0	40	2	
<b>TOTAL LYON</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>22</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>10</b>	<b>40</b>	10	
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS PLC	S	122	0	4	85	7	5	2	0	0	10	82	8	150	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>122</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>68</b>	<b>16</b>	304	
TOULOUSE (BLAGNAC)	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	13	13	13	13	0	60	71	15	7	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>60</b>	<b>71</b>	<b>15</b>	7	
<b>TOTAL FRANCE</b>			<b>139</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>66</b>	<b>17</b>	321	
<b>GERMANY</b>																
FRANKFURT MAIN	BRITISH AIRWAYS CITIEXPRESS L	S	24	0	0	71	8	13	8	0	0	16	0	0	0	

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				Actual (7)	Plan (8)										
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	18	0	2	50	39	6	6	0	0	18	0	0	0
	BRITISH REGIONAL AIRLINES LTD	S	20	0	0	95	5	0	0	0	0	5	76	10	17
<b>TOTAL FRANKFURT MAIN</b>			<b>62</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>16</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>10</b>	<b>17</b>
MUNICH	BRITISH AIRWAYS CITIEXPRESS L	S	43	0	0	81	9	5	5	0	0	13	80	9	20
<b>TOTAL MUNICH</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>9</b>	<b>20</b>
<b>TOTAL GERMANY</b>			<b>105</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>13</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>9</b>	<b>37</b>
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	32	0	0	91	6	3	0	0	0	5	83	17	40
<b>TOTAL KEFLAVIK</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>17</b>	<b>40</b>
<b>TOTAL ICELAND</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>17</b>	<b>40</b>
<b>IRISH REPUBLIC</b>															
CORK	BRITISH REGIONAL AIRLINES LTD	S	38	0	0	84	11	0	3	3	0	14	67	25	55
<b>TOTAL CORK</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>25</b>	<b>55</b>
DUBLIN	AER LINGUS	S	153	1	3	80	3	3	14	0	0	19	88	11	182
	GO FLY LTD	S	150	0	2	89	4	4	1	1	0	7	0	0	0
<b>TOTAL DUBLIN</b>			<b>303</b>	<b>1</b>	<b>5</b>	<b>84</b>	<b>4</b>	<b>4</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>11</b>	<b>182</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>341</b>	<b>1</b>	<b>5</b>	<b>84</b>	<b>4</b>	<b>3</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>14</b>	<b>237</b>
<b>ITALY</b>															
PISA	AZZURRA AIR	C	2	0	0	0	50	0	50	0	0	54	0	0	0
<b>TOTAL PISA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>50</b>	<b>14</b>	<b>2</b>
TURIN	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	13	0	0	0	6	25	67	8
<b>TOTAL TURIN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>25</b>	<b>67</b>	<b>8</b>
<b>TOTAL ITALY</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>57</b>	<b>30</b>	<b>28</b>
<b>MALTA</b>															
MALTA	AIR MALTA	S	12	0	0	75	25	0	0	0	0	10	75	6	8
<b>TOTAL MALTA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>10</b>	<b>12</b>
<b>TOTAL MALTA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>10</b>	<b>12</b>
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	112	0	0	53	11	18	16	3	0	36	0	0	0
	KLM UK LTD	S	168	0	0	58	16	11	14	1	0	25	70	20	242
<b>TOTAL AMSTERDAM</b>			<b>281</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>14</b>	<b>14</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>70</b>	<b>20</b>	<b>242</b>
ROTTERDAM	KLM	C	2	0	0	0	0	50	50	0	0	49	0	0	0
	SCHREINER AIRWAYS / CITY AIR	C	2	0	0	50	0	0	50	0	0	65	0	0	0
	THOMAS COOK AIRLINES LTD	C	2	0	0	50	0	50	0	0	0	27	0	0	0
<b>TOTAL ROTTERDAM</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NETHERLANDS</b>			<b>289</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>14</b>	<b>14</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>70</b>	<b>20</b>	<b>242</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	BRITANNIA AIRWAYS	C	7	0	0	57	29	14	0	0	0	18	75	12	8



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				Actual (7)	Plan (8)										
FARO	MY TRAVEL AIRWAYS UK	C	6	0	0	0	50	50	0	0	0	29	38	27	8
<b>TOTAL FARO</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>38</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>56</b>	<b>20</b>	<b>16</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>38</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>56</b>	<b>20</b>	<b>16</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	FIRST CHOICE AIRWAYS LTD	C	8	1	0	75	25	0	0	0	7	63	41	8	
	SATA	C	8	0	0	63	13	25	0	0	13	63	21	8	
<b>TOTAL FUNCHAL</b>			<b>16</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>63</b>	<b>31</b>	<b>16</b>	
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>16</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>63</b>	<b>31</b>	<b>16</b>	
<b>SPAIN</b>															
ALICANTE	BRITANNIA AIRWAYS	C	16	0	0	56	25	13	6	0	16	50	25	16	
	MY TRAVEL AIRWAYS UK	C	14	0	0	29	29	21	0	21	61	79	9	14	
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	5	50	27	8	
<b>TOTAL ALICANTE</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>24</b>	<b>13</b>	<b>3</b>	<b>8</b>	<b>30</b>	<b>61</b>	<b>20</b>	<b>38</b>	
BARCELONA	BRITISH AIRWAYS PLC	S	24	0	0	92	4	4	0	0	4	0	0	0	
<b>TOTAL BARCELONA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	
MADRID	BRITISH AIRWAYS PLC	S	13	0	0	92	0	0	8	0	13	82	9	11	
<b>TOTAL MADRID</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>9</b>	<b>11</b>	
MALAGA	BRITANNIA AIRWAYS	C	16	0	0	69	19	13	0	0	12	63	15	16	
	FIRST CHOICE AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	
	FIRST CHOICE AIRWAYS LTD	S	8	0	0	100	0	0	0	0	2	13	49	8	
	MY TRAVEL AIRWAYS UK	C	6	0	0	33	33	33	0	0	27	50	16	6	
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	38	0	0	0	12	13	67	8	
<b>TOTAL MALAGA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>39</b>	<b>33</b>	<b>38</b>	
PALMA DE MALLORCA	BRITANNIA AIRWAYS	C	16	0	0	56	25	19	0	0	17	44	54	16	
	MY TRAVEL AIRWAYS UK	C	4	0	0	25	25	25	25	0	32	33	76	6	
	SPANAIR	C	4	0	0	50	50	0	0	0	14	50	13	6	
<b>TOTAL PALMA DE MALLORCA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>29</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>19</b>	<b>43</b>	<b>50</b>	<b>28</b>	
<b>TOTAL SPAIN</b>			<b>139</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>51</b>	<b>30</b>	<b>115</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	BRITANNIA AIRWAYS	C	8	0	0	75	13	13	0	0	10	100	5	8	
	FIRST CHOICE AIRWAYS LTD	S	8	0	0	75	25	0	0	0	6	38	24	8	
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	7	88	9	8	
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	4	100	1	8	
<b>TOTAL ARRECIFE</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>10</b>	<b>32</b>	
FUERTEVENTURA	MY TRAVEL AIRWAYS UK	C	8	0	0	50	38	13	0	0	15	63	16	8	
<b>TOTAL FUERTEVENTURA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>63</b>	<b>16</b>	<b>8</b>	
LAS PALMAS	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	25	0	0	0	10	56	80	9	
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	13	13	0	0	9	63	26	8	
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	3	0	77	8	
<b>TOTAL LAS PALMAS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>46</b>	<b>49</b>	<b>35</b>	
TENERIFE (SURREINA SOFIA)	BRITANNIA AIRWAYS	C	16	0	0	88	6	6	0	0	7	56	57	16	

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TENERIFE (SURREINA SOFIA)	FIRST CHOICE AIRWAYS LTD	S	16	0	0	88	13	0	0	0	0	7	71	25	14
	FUTURA AIRLINES	C	17	0	0	47	6	29	12	0	6	77	25	41	8
	MY TRAVEL AIRWAYS UK	C	16	0	0	44	13	25	19	0	0	35	56	33	16
	SPANAIR	C	8	0	0	38	38	25	0	0	0	20	88	7	8
	THOMAS COOK AIRLINES LTD	C	19	0	0	89	11	0	0	0	0	2	75	9	16
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>12</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>64</b>	<b>29</b>	<b>80</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>63</b>	<b>29</b>	<b>155</b>
<b>SWITZERLAND</b>															
GENEVA	BRITANNIA AIRWAYS	C	8	0	0	13	13	50	25	0	0	44	13	49	8
	BRITISH AIRWAYS PLC	C	16	0	0	13	25	31	31	0	0	66	13	37	16
<b>TOTAL GENEVA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>21</b>	<b>38</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>13</b>	<b>41</b>	<b>24</b>
<b>TOTAL SWITZERLAND</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>21</b>	<b>38</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>13</b>	<b>41</b>	<b>24</b>
<b>TUNISIA</b>															
MONASTIR	NOUVELAIR TUNISIE	C	2	0	0	0	0	0	100	0	0	91	100	15	1
<b>TOTAL MONASTIR</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>100</b>	<b>15</b>	<b>1</b>
<b>TOTAL TUNISIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>100</b>	<b>15</b>	<b>1</b>
<b>UNITED KINGDOM</b>															
BARRA	LOGANAIR	S	30	12	0	83	7	3	7	0	0	10	89	9	36
<b>TOTAL BARRA</b>			<b>30</b>	<b>12</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>9</b>	<b>36</b>
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	142	1	0	85	4	3	8	0	0	12	82	13	196
<b>TOTAL BELFAST CITY</b>			<b>142</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>13</b>	<b>196</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	168	0	0	78	8	2	12	0	0	17	0	0	0
	GO FLY LTD	S	112	0	0	83	10	4	2	1	0	9	0	0	0
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>280</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>15</b>	<b>106</b>
BENBECULA	BRITISH REGIONAL AIRLINES LTD	S	46	0	0	87	7	4	2	0	0	6	85	7	46
<b>TOTAL BENBECULA</b>			<b>46</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>7</b>	<b>46</b>
BIRMINGHAM	BRITISH AIRWAYS PLC	S	153	0	4	90	3	7	1	0	0	7	86	7	215
	FLYBE.BRITISH EUROPEAN	S	154	0	0	83	5	6	5	0	0	11	72	15	227
<b>TOTAL BIRMINGHAM</b>			<b>307</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>4</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>11</b>	<b>444</b>
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	173	0	0	69	14	8	9	0	0	18	57	28	215
	GO FLY LTD	S	96	0	0	63	29	8	0	0	0	13	0	0	0
<b>TOTAL BRISTOL</b>			<b>269</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>20</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>57</b>	<b>28</b>	<b>215</b>
CAMPBELTOWN	LOGANAIR	S	69	0	0	87	4	1	7	0	0	8	80	11	74
<b>TOTAL CAMPBELTOWN</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>4</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>11</b>	<b>74</b>
CARDIFF WALES	BRITISH REGIONAL AIRLINES LTD	S	115	10	0	51	26	19	3	0	0	19	73	12	123
<b>TOTAL CARDIFF WALES</b>			<b>115</b>	<b>10</b>	<b>0</b>	<b>51</b>	<b>26</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>73</b>	<b>12</b>	<b>123</b>
CITY OF DERRY (EGLINTON)	LOGANAIR	S	88	0	0	91	2	5	2	0	0	6	21	227	33
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>21</b>	<b>227</b>	<b>33</b>
GATWICK	BRITISH AIRWAYS (EURO OPS) LG	S	296	0	0	91	4	4	1	0	0	6	79	12	293

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2002

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
TOTAL GATWICK			296	8	0	91	4	4	1	0	0	6	78	13	298
HEATHROW	BMI BRITISH MIDLAND	S	388	0	4	73	16	7	4	0	0	13	58	20	416
	BRITISH AIRWAYS PLC	S	579	0	3	71	13	9	7	0	0	16	74	15	577
TOTAL HEATHROW			967	0	7	72	14	8	6	0	0	15	67	17	993
INVERNESS	LOGANAIR	S	83	0	0	77	12	6	5	0	0	14	69	14	72
TOTAL INVERNESS			83	0	0	77	12	6	5	0	0	14	69	14	72
ISLAY	LOGANAIR	S	77	0	0	74	9	6	8	1	1	22	76	25	80
TOTAL ISLAY			77	0	0	74	9	6	8	1	1	22	76	25	80
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	60	4	0	72	15	3	7	2	2	24	71	19	78
TOTAL ISLE OF MAN			60	4	0	72	15	3	7	2	2	24	71	19	78
LEEDS BRADFORD	BMI REGIONAL	S	126	0	0	85	6	6	2	0	0	10	71	20	126
TOTAL LEEDS BRADFORD			126	0	0	85	6	6	2	0	0	10	71	20	126
LUTON	EASYJET AIRLINE COMPANY LTD	S	336	0	8	57	27	10	6	0	0	19	50	29	332
TOTAL LUTON			336	0	8	57	27	10	6	0	0	19	50	29	332
MANCHESTER	BMI REGIONAL	S	164	0	0	91	4	4	1	0	0	5	74	19	159
	BRITISH AIRWAYS CITIEXPRESS L	S	81	0	0	80	12	4	4	0	0	12	44	30	182
	BRITISH AIRWAYS PLC	S	119	0	9	55	24	18	3	0	0	18	53	28	17
TOTAL MANCHESTER			365	1	9	77	13	8	2	0	0	11	58	25	360
NOTTINGHAM EAST MIDLANDS INT'L	BMI BRITISH MIDLAND	S	173	1	3	91	5	3	1	0	0	5	75	16	174
TOTAL NOTTINGHAM EAST MIDLANDS INT'L			173	1	3	91	5	3	1	0	0	5	75	16	174
PLYMOUTH	BRITISH AIRWAYS CITIEXPRESS L	S	2	0	0	50	50	0	0	0	0	11	50	31	14
TOTAL PLYMOUTH			2	0	0	50	50	0	0	0	0	11	50	31	14
SOUTHAMPTON	BRITISH REGIONAL AIRLINES LTD	S	162	0	0	70	17	7	5	0	0	13	82	11	155
TOTAL SOUTHAMPTON			162	0	0	70	17	7	5	0	0	13	82	11	155
STANSTED	GO FLY LTD	S	248	0	0	83	8	6	3	0	0	10	80	13	199
TOTAL STANSTED			249	0	0	83	8	6	3	0	0	10	80	13	199
STORNOWAY	BRITISH REGIONAL AIRLINES LTD	S	81	5	0	75	11	9	4	1	0	15	77	11	86
TOTAL STORNOWAY			81	5	0	75	11	9	4	1	0	15	77	11	86
SUMBURGH	BRITISH REGIONAL AIRLINES LTD	S	46	0	0	78	11	7	4	0	0	12	77	14	48
	LOGANAIR	S	56	0	0	75	9	7	9	0	0	18	80	12	10
TOTAL SUMBURGH			102	0	0	76	10	7	7	0	0	15	78	14	58
TIREE	LOGANAIR	S	46	1	0	80	4	11	4	0	0	13	76	18	33
TOTAL TIREE			46	1	0	80	4	11	4	0	0	13	76	18	33
TOTAL UNITED KINGDOM			4471	97	31	76	12	7	5	0	0	13	70	19	4551
USA															
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	48	0	0	96	2	2	0	0	0	2	79	19	56
TOTAL NEW YORK (NEWARK)			48	0	0	96	2	2	0	0	0	2	79	19	56
SANFORD	MY TRAVEL AIRWAYS UK	C	8	0	0	13	50	38	0	0	0	27	33	35	9

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2002

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001		
		CHARTER/ SCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			MATCHED	Actual (7)										
TOTAL SANFORD		8	0	0	13	50	38	0	0	0	27	33	35	9
TOTAL USA		56	0	0	84	9	7	0	0	0	6	72	20	69
TOTAL GLASGOW		5899	101	45	75	12	7	5	0	0	14	69	19	6226

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2002

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>ALGERIA</b>															
ALGIERS	AIR ALGERIE	S	24	0	1	8	21	38	33	0	0	50	42	35	24
<b>TOTAL ALGIERS</b>			<b>24</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>21</b>	<b>38</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>42</b>	<b>35</b>	<b>24</b>
ORAN ES SENIA	AIR ALGERIE	S	4	0	0	25	0	50	25	0	0	50	0	0	0
<b>TOTAL ORAN ES SENIA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ALGERIA</b>			<b>28</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>18</b>	<b>39</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>42</b>	<b>35</b>	<b>24</b>
<b>ARMENIA</b>															
YEREVAN	BRITISH MEDITERRANEAN AIRWA	S	16	0	0	50	19	19	0	13	0	44	71	22	24
<b>TOTAL YEREVAN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>19</b>	<b>19</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>44</b>	<b>71</b>	<b>22</b>	<b>24</b>
<b>TOTAL ARMENIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>19</b>	<b>19</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>44</b>	<b>71</b>	<b>22</b>	<b>24</b>
<b>AUSTRALIA</b>															
MELBOURNE	BRITISH AIRWAYS PLC	S	40	0	0	55	18	20	8	0	0	23	0	0	0
	QANTAS	S	41	0	0	34	39	7	17	0	2	62	66	29	56
<b>TOTAL MELBOURNE</b>			<b>81</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>28</b>	<b>14</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>43</b>	<b>66</b>	<b>29</b>	<b>56</b>
SYDNEY	BRITISH AIRWAYS PLC	S	152	0	0	57	18	14	10	0	1	31	74	13	112
	QANTAS	S	71	0	0	35	17	24	21	3	0	42	54	37	80
<b>TOTAL SYDNEY</b>			<b>223</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>18</b>	<b>17</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>34</b>	<b>66</b>	<b>23</b>	<b>192</b>
<b>TOTAL AUSTRALIA</b>			<b>304</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>21</b>	<b>16</b>	<b>13</b>	<b>1</b>	<b>1</b>	<b>37</b>	<b>66</b>	<b>24</b>	<b>248</b>
<b>AUSTRIA</b>															
VIENNA	AUSTRIAN AIRLINES	S	222	0	2	59	23	15	4	0	0	17	68	16	222
	BRITISH AIRWAYS PLC	S	222	0	0	67	16	13	4	1	0	17	71	16	218
<b>TOTAL VIENNA</b>			<b>444</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>19</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>69</b>	<b>16</b>	<b>440</b>
<b>TOTAL AUSTRIA</b>			<b>444</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>19</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>69</b>	<b>16</b>	<b>440</b>
<b>BAHRAIN</b>															
BAHRAIN	GULF AIR	S	39	0	1	67	15	15	3	0	0	15	45	34	40
<b>TOTAL BAHRAIN</b>			<b>39</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>15</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>45</b>	<b>34</b>	<b>40</b>
<b>TOTAL BAHRAIN</b>			<b>39</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>15</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>45</b>	<b>34</b>	<b>40</b>
<b>BANGLADESH</b>															
DACCA	BIMAN BANGLADESH AIRLINES	S	37	0	0	27	24	30	16	3	0	50	33	79	60
	BRITISH AIRWAYS PLC	S	24	0	0	25	13	21	33	8	0	63	33	42	24
<b>TOTAL DACCA</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>20</b>	<b>26</b>	<b>23</b>	<b>5</b>	<b>0</b>	<b>55</b>	<b>33</b>	<b>68</b>	<b>84</b>
SYLHET	BIMAN BANGLADESH AIRLINES	S	12	0	0	25	17	33	25	0	0	40	0	0	0
<b>TOTAL SYLHET</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>17</b>	<b>33</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BANGLADESH</b>			<b>73</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>19</b>	<b>27</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>52</b>	<b>33</b>	<b>68</b>	<b>84</b>
<b>BARBADOS</b>															
BRIDGETOWN	BRITISH AIRWAYS PLC	S	8	0	0	75	0	25	0	0	0	16	0	0	0
<b>TOTAL BRIDGETOWN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2002

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL BARBADOS			8	0	0	75	0	25	0	0	0	16	0	0	0
<b>BELGIUM</b>															
BRUSSELS	BMI BRITISH MIDLAND	S	268	0	4	65	21	10	4	0	0	16	59	20	276
	BRITISH AIRWAYS PLC	S	336	2	0	57	21	13	8	0	0	20	75	14	302
	SN BRUSSELS AIRLINES	S	476	0	2	70	14	12	5	0	0	15	0	0	0
<b>TOTAL BRUSSELS</b>			<b>1080</b>	<b>2</b>	<b>6</b>	<b>65</b>	<b>18</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>67</b>	<b>19</b>	1056
<b>TOTAL BELGIUM</b>			<b>1080</b>	<b>2</b>	<b>6</b>	<b>65</b>	<b>18</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>67</b>	<b>19</b>	1056
<b>BERMUDA</b>															
BERMUDA	BRITISH AIRWAYS PLC	C	3	0	0	33	67	0	0	0	0	18	0	0	0
<b>TOTAL BERMUDA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL BERMUDA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	0
<b>BRAZIL</b>															
RIO DE JANEIRO (GALEAO)	BRITISH AIRWAYS PLC	S	48	0	0	88	4	8	0	0	0	8	0	0	0
	VARIG	S	55	1	1	62	16	15	7	0	0	19	41	35	56
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>			<b>103</b>	<b>1</b>	<b>1</b>	<b>74</b>	<b>11</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>41</b>	<b>35</b>	56
<b>TOTAL BRAZIL</b>			<b>103</b>	<b>1</b>	<b>1</b>	<b>74</b>	<b>11</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>41</b>	<b>35</b>	56
<b>BRUNEI</b>															
BANDAR SERI BEGAWAN	ROYAL BRUNEI AIRLINES	S	56	0	0	54	21	18	7	0	0	22	75	12	56
<b>TOTAL BANDAR SERI BEGAWAN</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>21</b>	<b>18</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>75</b>	<b>12</b>	56
<b>TOTAL BRUNEI</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>21</b>	<b>18</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>75</b>	<b>12</b>	56
<b>CANADA</b>															
CALGARY	AIR CANADA	S	64	0	0	64	16	14	3	2	2	27	63	20	56
<b>TOTAL CALGARY</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>16</b>	<b>14</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>27</b>	<b>63</b>	<b>20</b>	56
HALIFAX INT	AIR CANADA	S	50	0	4	66	16	8	10	0	0	19	63	24	54
<b>TOTAL HALIFAX INT</b>			<b>50</b>	<b>0</b>	<b>4</b>	<b>66</b>	<b>16</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>63</b>	<b>24</b>	54
MONTREAL (DORVAL)	AIR CANADA	S	60	0	1	60	12	15	10	2	2	45	59	22	56
	BRITISH AIRWAYS PLC	S	56	0	0	73	14	5	5	0	2	23	75	12	56
<b>TOTAL MONTREAL (DORVAL)</b>			<b>116</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>13</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>34</b>	<b>67</b>	<b>17</b>	112
OTTAWA INTERNATIONAL	AIR CANADA	S	39	0	0	72	10	15	3	0	0	14	48	28	54
<b>TOTAL OTTAWA INTERNATIONAL</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>10</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>48</b>	<b>28</b>	54
TORONTO	AIR CANADA	S	216	1	1	76	14	6	4	0	0	12	63	36	221
	BRITISH AIRWAYS PLC	S	112	0	0	66	19	9	4	2	0	20	74	20	112
<b>TOTAL TORONTO</b>			<b>328</b>	<b>1</b>	<b>1</b>	<b>73</b>	<b>16</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>31</b>	333
VANCOUVER	AIR CANADA	S	56	0	0	70	16	11	4	0	0	14	59	13	56
	BRITISH AIRWAYS PLC	S	56	0	0	71	13	9	7	0	0	15	63	25	56
<b>TOTAL VANCOUVER</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>61</b>	<b>19</b>	112
<b>TOTAL CANADA</b>			<b>709</b>	<b>1</b>	<b>6</b>	<b>70</b>	<b>15</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>64</b>	<b>25</b>	721

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Reporting Airport: HEATHROW (Full Analysis)

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			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>CAYMAN ISLANDS</b>															
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	24	0	0	75	17	0	8	0	0	12	0	0	0
TOTAL GRAND CAYMAN			24	0	0	75	17	0	8	0	0	12	0	0	0
TOTAL CAYMAN ISLANDS			24	0	0	75	17	0	8	0	0	12	0	0	0
<b>CHINA</b>															
BEIJING	AIR CHINA	S	24	0	0	33	33	13	21	0	0	31	63	14	24
	BRITISH AIRWAYS PLC	S	24	0	0	50	17	29	4	0	0	21	73	72	22
TOTAL BEIJING			48	0	0	42	25	21	13	0	0	26	67	42	46
SHANGHAI (PU DONG)	VIRGIN ATLANTIC AIRWAYS LTD	S	24	0	0	42	17	21	21	0	0	31	67	17	24
TOTAL SHANGHAI (PU DONG)			24	0	0	42	17	21	21	0	0	31	67	17	24
TOTAL CHINA			72	0	0	42	22	21	15	0	0	28	67	33	70
<b>CROATIA</b>															
ZAGREB	CROATIA AIRLINES	S	56	0	0	41	18	25	16	0	0	32	71	11	56
TOTAL ZAGREB			56	0	0	41	18	25	16	0	0	32	71	11	56
TOTAL CROATIA			56	0	0	41	18	25	16	0	0	32	70	12	60
<b>CYPRUS</b>															
LARNACA	BRITISH AIRWAYS PLC	S	56	0	0	41	36	18	5	0	0	23	76	13	72
	CYPRUS AIRWAYS	S	91	0	0	42	31	13	13	1	0	27	60	20	90
TOTAL LARNACA			147	0	0	41	33	15	10	1	0	26	67	17	162
PAPHOS	CYPRUS AIRWAYS	S	4	0	0	0	0	50	50	0	0	68	25	45	4
TOTAL PAPHOS			4	0	0	0	0	50	50	0	0	68	25	45	4
TOTAL CYPRUS			151	0	0	40	32	16	11	1	0	27	66	17	166
<b>CZECH REPUBLIC</b>															
PRAGUE	BRITISH AIRWAYS PLC	S	166	0	0	53	19	17	10	0	1	28	60	26	166
	CSA	S	112	0	0	42	31	14	13	0	0	26	50	34	110
TOTAL PRAGUE			278	0	0	49	24	16	11	0	0	27	56	29	276
TOTAL CZECH REPUBLIC			278	0	0	49	24	16	11	0	0	27	56	29	276
<b>DENMARK</b>															
COPENHAGEN	BRITISH AIRWAYS PLC	S	270	0	0	61	18	10	10	0	0	22	67	20	270
	SAS	S	354	1	2	70	13	9	8	0	0	16	67	23	316
	VARIG	S	24	0	0	42	21	21	17	0	0	34	38	33	24
TOTAL COPENHAGEN			648	1	2	65	15	10	9	0	0	19	66	22	610
TOTAL DENMARK			648	1	2	65	15	10	9	0	0	19	66	22	610
<b>EGYPT</b>															
CAIRO	BRITISH AIRWAYS PLC	S	56	0	0	75	18	4	4	0	0	10	80	15	56
	EGYPT AIR	S	56	0	0	11	20	30	25	11	4	83	25	42	56
TOTAL CAIRO			112	0	0	43	19	17	14	5	2	46	52	30	113
LUXOR	EGYPT AIR	S	8	0	0	0	13	38	25	0	25	176	0	58	8

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				Actual (7)	Plan (8)										
TOTAL LUXOR			8	0	0	0	13	38	25	0	25	176	19	63	16
TOTAL EGYPT			120	0	0	40	18	18	15	5	3	55	49	33	137
ETHIOPIA															
ADDIS ABABA	BRITISH MEDITERRANEAN AIRWA	S	16	0	0	50	13	25	13	0	0	34	0	0	0
	ETHIOPIAN AIRLINES	S	32	0	0	41	16	28	16	0	0	33	4	170	24
TOTAL ADDIS ABABA			48	0	0	44	15	27	15	0	0	33	4	170	24
TOTAL ETHIOPIA			48	0	0	44	15	27	15	0	0	33	4	170	24
FED REP YUGO SERBIA M'ENEGRO															
BELGRADE	JATAIRWAYS	S	40	0	0	40	25	18	18	0	0	29	48	39	40
TOTAL BELGRADE			40	0	0	40	25	18	18	0	0	29	48	39	40
TOTAL FED REP YUGO SERBIA M'ENEGRO			40	0	0	40	25	18	18	0	0	29	48	39	40
FINLAND															
HELSINKI	BRITISH AIRWAYS PLC	S	108	0	0	55	19	11	15	0	0	26	72	22	110
	FINNAIR	S	200	0	0	54	22	15	9	1	1	25	69	15	192
TOTAL HELSINKI			308	0	0	54	21	14	11	0	0	25	70	18	302
TOTAL FINLAND			308	0	0	54	21	14	11	0	0	25	70	18	302
FRANCE															
LYON	BRITISH AIRWAYS PLC	S	180	0	0	60	21	11	8	0	0	20	0	0	0
	FLYBE.BRITISH EUROPEAN	S	152	0	0	76	15	7	1	0	0	10	68	17	156
TOTAL LYON			332	0	0	67	18	9	5	0	0	16	68	17	156
NICE	BMI BRITISH MIDLAND	S	112	0	0	58	21	15	5	0	0	19	50	22	110
	BRITISH AIRWAYS PLC	S	223	1	1	58	26	9	7	0	0	18	74	14	223
TOTAL NICE			335	1	1	58	24	11	7	0	0	18	66	17	333
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	710	2	1	42	25	19	14	1	0	30	53	25	684
	BMI BRITISH MIDLAND	S	268	0	2	60	17	15	8	0	0	20	52	25	319
	BRITISH AIRWAYS PLC	S	626	0	2	69	15	9	7	0	0	17	74	14	634
TOTAL PARIS (CHARLES DE GAULLE)			1604	2	5	55	20	14	10	0	0	23	61	21	1637
TOULOUSE (BLAGNAC)	FLYBE.BRITISH EUROPEAN	S	150	0	0	61	23	13	3	0	0	16	76	15	148
TOTAL TOULOUSE (BLAGNAC)			150	0	0	61	23	13	3	0	0	16	76	15	148
TOTAL FRANCE			2421	3	6	58	20	13	9	0	0	21	63	19	2442
GERMANY															
BERLIN (TEGEL)	BRITISH AIRWAYS PLC	S	330	0	0	59	18	15	6	1	0	22	67	20	274
TOTAL BERLIN (TEGEL)			330	0	0	59	18	15	6	1	0	22	67	20	274
COLOGNE (BONN)	BRITISH AIRWAYS PLC	S	194	0	1	56	17	20	7	0	0	22	77	13	160
	LUFTHANSA	S	162	0	0	40	25	28	6	0	0	27	0	0	0
TOTAL COLOGNE (BONN)			356	0	1	49	21	24	7	0	0	24	77	13	160
DUSSELDORF	BRITISH AIRWAYS PLC	S	264	0	0	65	17	11	6	0	0	18	71	17	256
	LUFTHANSA	S	276	0	3	81	12	4	3	0	0	9	75	14	203



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			Actual (7)	Plan (8)											
<b>TOTAL DUSSELDORF</b>			<b>540</b>	<b>0</b>	<b>3</b>	<b>73</b>	<b>14</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>16</b>	513
<b>FRANKFURT MAIN</b>	BRITISH AIRWAYS PLC	S	324	0	4	62	18	14	7	0	0	19	72	16	331
	LUFTHANSA	S	555	0	5	62	25	9	5	0	0	16	70	16	549
<b>TOTAL FRANKFURT MAIN</b>			<b>879</b>	<b>1</b>	<b>9</b>	<b>62</b>	<b>22</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>70</b>	<b>16</b>	880
<b>HAMBURG</b>	BRITISH AIRWAYS PLC	S	210	0	0	60	19	12	8	1	0	23	77	13	164
	LUFTHANSA	S	215	0	9	83	10	3	4	0	0	10	75	15	162
<b>TOTAL HAMBURG</b>			<b>425</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>15</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>14</b>	326
<b>HANOVER</b>	BMI BRITISH MIDLAND	S	168	0	0	67	15	12	5	1	0	16	83	11	109
<b>TOTAL HANOVER</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>83</b>	<b>10</b>	163
<b>MUNICH</b>	BRITISH AIRWAYS PLC	S	324	0	0	59	19	16	5	0	0	19	66	20	313
	LUFTHANSA	S	332	0	4	77	12	8	2	0	0	11	73	15	304
<b>TOTAL MUNICH</b>			<b>656</b>	<b>1</b>	<b>4</b>	<b>68</b>	<b>16</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>17</b>	617
<b>STUTTGART</b>	BMI BRITISH MIDLAND	S	102	0	0	62	20	15	4	0	0	16	75	15	162
	BRITISH AIRWAYS PLC	S	206	0	0	61	16	17	6	0	0	20	70	19	200
<b>TOTAL STUTTGART</b>			<b>308</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>17</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>72</b>	<b>17</b>	418
<b>TOTAL GERMANY</b>			<b>3662</b>	<b>2</b>	<b>26</b>	<b>65</b>	<b>18</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>72</b>	<b>16</b>	3351
<b>GHANA</b>															
<b>ACCRA</b>	BRITISH AIRWAYS PLC	S	40	0	0	73	20	5	3	0	0	12	0	0	0
	GHANA AIRWAYS	S	24	0	1	0	0	50	33	8	8	138	9	79	32
<b>TOTAL ACCRA</b>			<b>64</b>	<b>0</b>	<b>1</b>	<b>45</b>	<b>13</b>	<b>22</b>	<b>14</b>	<b>3</b>	<b>3</b>	<b>59</b>	<b>9</b>	<b>79</b>	32
<b>TOTAL GHANA</b>			<b>64</b>	<b>0</b>	<b>1</b>	<b>45</b>	<b>13</b>	<b>22</b>	<b>14</b>	<b>3</b>	<b>3</b>	<b>59</b>	<b>9</b>	<b>79</b>	32
<b>GIBRALTAR</b>															
<b>GIBRALTAR</b>	GB AIRWAYS LTD	S	54	0	0	85	9	4	0	2	0	12	0	0	0
<b>TOTAL GIBRALTAR</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL GIBRALTAR</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	0
<b>GREECE</b>															
<b>ATHENS</b>	AEGEAN AIRLINES	S	25	0	0	52	20	16	12	0	0	24	71	10	48
	BRITISH AIRWAYS PLC	S	102	1	0	64	22	12	3	0	0	17	79	17	112
	OLYMPIC AIRWAYS	S	134	0	0	49	24	18	8	1	0	24	45	22	128
<b>TOTAL ATHENS</b>			<b>261</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>23</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>65</b>	<b>17</b>	344
<b>TOTAL GREECE</b>			<b>261</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>23</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>65</b>	<b>17</b>	344
<b>HONG KONG</b>															
<b>HONG KONG (CHEP LAP KOK)</b>	BRITISH AIRWAYS PLC	S	56	0	0	84	7	5	4	0	0	10	89	9	56
	CATHAY PACIFIC AIRWAYS	S	112	0	0	77	15	4	4	0	0	11	77	19	110
	VIRGIN ATLANTIC AIRWAYS LTD	S	56	0	0	71	18	7	4	0	0	13	80	10	56
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>			<b>224</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>14</b>	222
<b>TOTAL HONG KONG</b>			<b>224</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>14</b>	222
<b>HUNGARY</b>															
<b>BUDAPEST</b>	BRITISH AIRWAYS PLC	S	111	0	1	59	23	10	7	2	0	23	69	22	112

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				Actual (7)	Plan (8)										
BUDAPEST	MALEV (HUNGARIAN AIRLINES)	S	110	0	0	70	11	15	4	0	0	15	54	27	90
<b>TOTAL BUDAPEST</b>			<b>221</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>17</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>62</b>	<b>24</b>	<b>202</b>
<b>TOTAL HUNGARY</b>			<b>221</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>17</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>62</b>	<b>24</b>	<b>202</b>
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	80	0	0	73	13	5	10	0	0	17	86	6	87
<b>TOTAL KEFLAVIK</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>86</b>	<b>6</b>	<b>87</b>
<b>TOTAL ICELAND</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>86</b>	<b>6</b>	<b>87</b>
<b>INDIA</b>															
CALCUTTA	BRITISH AIRWAYS PLC	S	16	0	0	19	6	25	44	6	0	79	0	0	0
<b>TOTAL CALCUTTA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>6</b>	<b>25</b>	<b>44</b>	<b>6</b>	<b>0</b>	<b>79</b>	<b>0</b>	<b>0</b>	<b>0</b>
DELHI	BRITISH AIRWAYS PLC	S	56	0	1	14	30	38	16	2	0	44	39	36	56
	VIRGIN ATLANTIC AIRWAYS LTD	S	16	0	0	25	19	25	31	0	0	42	50	123	16
<b>TOTAL DELHI</b>			<b>72</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>28</b>	<b>35</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>44</b>	<b>42</b>	<b>55</b>	<b>72</b>
MADRAS/CHENNAI	BRITISH AIRWAYS PLC	S	16	0	0	75	13	13	0	0	0	11	60	31	15
<b>TOTAL MADRAS/CHENNAI</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>60</b>	<b>31</b>	<b>15</b>
MUMBAI	AIR INDIA	S	80	0	0	10	14	34	36	5	1	72	20	60	80
	BRITISH AIRWAYS PLC	S	56	0	0	41	38	11	11	0	0	23	50	29	56
<b>TOTAL MUMBAI</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>24</b>	<b>24</b>	<b>26</b>	<b>3</b>	<b>1</b>	<b>52</b>	<b>32</b>	<b>48</b>	<b>137</b>
<b>TOTAL INDIA</b>			<b>240</b>	<b>0</b>	<b>1</b>	<b>24</b>	<b>23</b>	<b>27</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>49</b>	<b>37</b>	<b>49</b>	<b>224</b>
<b>IRAN</b>															
TEHRAN	BRITISH MEDITERRANEAN AIRWA	S	24	0	0	58	13	8	8	13	0	43	46	21	24
	IRAN AIR	S	24	0	0	75	8	17	0	0	0	13	42	40	24
<b>TOTAL TEHRAN</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>10</b>	<b>13</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>28</b>	<b>44</b>	<b>31</b>	<b>48</b>
<b>TOTAL IRAN</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>10</b>	<b>13</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>28</b>	<b>44</b>	<b>31</b>	<b>48</b>
<b>IRISH REPUBLIC</b>															
CORK	AER LINGUS	S	168	0	0	73	13	10	4	1	0	16	78	18	161
<b>TOTAL CORK</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>18</b>	<b>161</b>
DUBLIN	AER LINGUS	S	691	1	16	60	14	13	9	3	0	28	70	20	655
	BMI BRITISH MIDLAND	S	491	0	3	79	10	7	4	0	0	12	47	30	401
<b>TOTAL DUBLIN</b>			<b>1182</b>	<b>1</b>	<b>19</b>	<b>68</b>	<b>13</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>61</b>	<b>24</b>	<b>1056</b>
SHANNON	AER LINGUS	S	167	0	1	55	16	11	11	8	0	37	62	35	162
<b>TOTAL SHANNON</b>			<b>167</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>16</b>	<b>11</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>37</b>	<b>62</b>	<b>35</b>	<b>162</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>1517</b>	<b>1</b>	<b>20</b>	<b>67</b>	<b>13</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>63</b>	<b>24</b>	<b>1379</b>
<b>ISRAEL</b>															
OVDA	EL AL	S	15	0	0	47	27	27	0	0	0	21	75	8	12
<b>TOTAL OVDA</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>27</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>75</b>	<b>8</b>	<b>12</b>
TEL AVIV	BRITISH AIRWAYS PLC	S	112	0	0	54	17	20	8	1	0	23	58	39	142
	EL AL	S	79	1	3	59	25	13	3	0	0	15	52	19	67

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL TEL AVIV			191	1	3	57	20	17	6	1	0	19	57	31	223
TOTAL ISRAEL			206	1	3	56	21	17	5	0	0	20	58	30	235
ITALY															
MILAN (LINATE)	ALITALIA	S	148	1	2	54	23	18	5	0	0	20	78	12	166
	BMI BRITISH MIDLAND	S	158	0	0	66	20	10	4	1	0	16	0	0	0
	BRITISH AIRWAYS PLC	S	168	0	0	43	23	18	13	2	0	32	68	20	167
TOTAL MILAN (LINATE)			474	2	2	54	22	15	8	1	0	23	73	16	333
MILAN (MALPENSA)	ALITALIA	S	271	1	6	41	21	24	13	0	0	31	50	22	271
	BRITISH AIRWAYS PLC	S	164	0	0	45	27	18	10	0	0	25	49	27	108
TOTAL MILAN (MALPENSA)			435	1	6	43	23	22	12	0	0	28	51	23	630
PALERMO	BMI BRITISH MIDLAND	C	6	0	0	17	33	17	33	0	0	43	75	15	4
TOTAL PALERMO			6	0	0	17	33	17	33	0	0	43	75	15	4
ROME (FIUMICINO)	ALITALIA	S	279	1	0	45	25	18	11	0	0	27	63	19	279
	BRITISH AIRWAYS PLC	S	273	0	1	61	19	14	5	1	0	20	67	22	277
TOTAL ROME (FIUMICINO)			552	1	1	53	22	16	8	1	0	23	64	22	775
TOTAL ITALY			1468	4	9	50	23	18	9	1	0	25	61	21	1908
JAMAICA															
KINGSTON	AIR JAMAICA	S	40	0	0	63	13	13	5	8	0	35	15	80	33
TOTAL KINGSTON			40	0	0	63	13	13	5	8	0	35	15	80	33
TOTAL JAMAICA			40	0	0	63	13	13	5	8	0	35	15	80	33
JAPAN															
OSAKA (KANSAI)	JAPAN AIRLINES	S	56	0	0	50	27	18	2	4	0	29	68	17	56
TOTAL OSAKA (KANSAI)			56	0	0	50	27	18	2	4	0	29	68	17	56
TOKYO (NARITA)	AEROFLOT	S	16	0	0	6	31	38	25	0	0	48	20	47	15
	ALL NIPPON AIRWAYS	S	56	0	0	70	25	4	2	0	0	12	80	13	56
	BRITISH AIRWAYS PLC	S	98	0	0	64	22	9	4	0	0	16	83	9	108
	JAPAN AIRLINES	S	56	0	0	73	14	13	0	0	0	13	73	20	64
	VIRGIN ATLANTIC AIRWAYS LTD	S	56	0	0	63	21	9	7	0	0	22	71	18	56
TOTAL TOKYO (NARITA)			282	0	0	63	22	10	5	0	0	17	75	16	299
TOTAL JAPAN			338	0	0	61	22	12	4	1	0	19	74	16	370
JORDAN															
AMMAN	BRITISH MEDITERRANEAN AIRWA	S	48	0	0	65	15	13	6	2	0	23	67	23	55
	ROYAL JORDANIAN	S	56	0	0	54	21	14	11	0	0	28	41	28	56
TOTAL AMMAN			104	0	0	59	18	13	9	1	0	26	54	25	111
TOTAL JORDAN			104	0	0	59	18	13	9	1	0	26	54	25	111
KAZAKHSTAN															
ALMA ATA	BRITISH MEDITERRANEAN AIRWA	S	24	0	0	50	8	13	25	4	0	42	0	0	0
TOTAL ALMA ATA			24	0	0	50	8	13	25	4	0	42	0	0	0
TOTAL KAZAKHSTAN			24	0	0	50	8	13	25	4	0	42	0	0	0

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>KENYA</b>															
NAIROBI	BRITISH AIRWAYS PLC	S	8	0	0	88	13	0	0	0	0	6	0	0	0
	KENYA AIRWAYS	S	56	0	0	89	9	0	2	0	0	6	71	11	56
<b>TOTAL NAIROBI</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>71</b>	<b>11</b>	<b>56</b>
<b>TOTAL KENYA</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>71</b>	<b>11</b>	<b>56</b>
<b>KUWAIT</b>															
KUWAIT	BRITISH AIRWAYS PLC	S	56	0	0	89	7	0	4	0	0	6	88	6	56
	KUWAIT AIRWAYS	S	56	0	0	41	32	23	4	0	0	23	54	69	56
<b>TOTAL KUWAIT</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>20</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>37</b>	<b>112</b>
<b>TOTAL KUWAIT</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>20</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>37</b>	<b>112</b>
<b>KYRGYZSTAN</b>															
BISHKEK (FRUNZE)	BRITISH MEDITERRANEAN AIRWA	S	15	1	0	80	7	13	0	0	0	10	53	73	15
<b>TOTAL BISHKEK (FRUNZE)</b>			<b>15</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>53</b>	<b>73</b>	<b>15</b>
<b>TOTAL KYRGYZSTAN</b>			<b>15</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>53</b>	<b>73</b>	<b>15</b>
<b>LEBANON</b>															
BEIRUT	BRITISH MEDITERRANEAN AIRWA	S	16	0	0	69	6	6	19	0	0	25	58	36	48
	MEA	S	40	0	0	40	35	18	8	0	0	24	38	29	40
<b>TOTAL BEIRUT</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>27</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>49</b>	<b>33</b>	<b>88</b>
<b>TOTAL LEBANON</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>27</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>49</b>	<b>33</b>	<b>88</b>
<b>LIBYA</b>															
BENGHAZI	LIBYAN ARAB AIRLINES	S	4	0	0	75	25	0	0	0	0	7	63	22	8
<b>TOTAL BENGHAZI</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>63</b>	<b>22</b>	<b>8</b>
TRIPOLI	LIBYAN ARAB AIRLINES	S	16	0	0	63	25	0	0	13	0	36	75	32	16
<b>TOTAL TRIPOLI</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>36</b>	<b>75</b>	<b>32</b>	<b>16</b>
<b>TOTAL LIBYA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>30</b>	<b>71</b>	<b>29</b>	<b>24</b>
<b>LITHUANIA</b>															
VILNIUS	LITHUANIA AIRLINES	S	56	0	0	55	27	16	2	0	0	16	68	13	56
<b>TOTAL VILNIUS</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>27</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>68</b>	<b>13</b>	<b>56</b>
<b>TOTAL LITHUANIA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>27</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>68</b>	<b>13</b>	<b>56</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	LUXAIR	S	112	0	0	56	29	13	2	0	0	16	57	19	112
<b>TOTAL LUXEMBOURG</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>29</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>57</b>	<b>19</b>	<b>112</b>
<b>TOTAL LUXEMBOURG</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>29</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>57</b>	<b>19</b>	<b>112</b>
<b>MALAWI</b>															
LILONGWE	BRITISH AIRWAYS PLC	S	8	0	0	75	0	25	0	0	0	12	0	0	0
<b>TOTAL LILONGWE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MALAWI</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>MALAYSIA</b>															
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-MA	S	144	0	0	58	21	18	3	0	0	17	80	13	113
<b>TOTAL KUALA LUMPUR (SEPANG)</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>21</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>80</b>	<b>12</b>	<b>153</b>
<b>TOTAL MALAYSIA</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>21</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>80</b>	<b>12</b>	<b>153</b>
<b>MALTA</b>															
MALTA	AIR MALTA	S	112	0	0	66	17	11	6	0	0	15	72	13	112
<b>TOTAL MALTA</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>17</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>14</b>	<b>126</b>
<b>TOTAL MALTA</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>17</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>14</b>	<b>126</b>
<b>MAURITIUS</b>															
MAURITIUS	AIR MAURITIUS LTD	S	24	0	0	25	29	25	17	4	0	48	38	23	24
<b>TOTAL MAURITIUS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>29</b>	<b>25</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>48</b>	<b>38</b>	<b>23</b>	<b>24</b>
<b>TOTAL MAURITIUS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>29</b>	<b>25</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>48</b>	<b>38</b>	<b>23</b>	<b>24</b>
<b>MEXICO</b>															
MEXICO CITY	BRITISH AIRWAYS PLC	S	24	0	0	54	17	17	13	0	0	22	42	40	24
<b>TOTAL MEXICO CITY</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>17</b>	<b>17</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>42</b>	<b>40</b>	<b>24</b>
<b>TOTAL MEXICO</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>17</b>	<b>17</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>42</b>	<b>40</b>	<b>24</b>
<b>MOROCCO</b>															
CASABLANCA MOHAMED V	GB AIRWAYS LTD	S	8	0	0	50	0	38	13	0	0	28	69	27	16
	ROYAL AIR MAROC	S	36	0	0	42	25	19	14	0	0	30	54	22	56
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>20</b>	<b>23</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>57</b>	<b>23</b>	<b>72</b>
MARRAKESH	GB AIRWAYS LTD	S	47	0	0	43	26	19	11	2	0	31	68	32	40
	ROYAL AIR MAROC	S	20	0	0	45	15	20	20	0	0	30	0	0	0
<b>TOTAL MARRAKESH</b>			<b>67</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>22</b>	<b>19</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>68</b>	<b>32</b>	<b>40</b>
<b>TOTAL MOROCCO</b>			<b>111</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>22</b>	<b>21</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>61</b>	<b>27</b>	<b>112</b>
<b>NAMIBIA</b>															
WINDHOEK	AIR NAMIBIA	S	8	0	0	50	25	13	13	0	0	24	50	29	8
<b>TOTAL WINDHOEK</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>50</b>	<b>29</b>	<b>8</b>
<b>TOTAL NAMIBIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>50</b>	<b>29</b>	<b>8</b>
<b>NATIONALIST CHINA (TAIWAN)</b>															
TAIPEI	BRITISH AIRWAYS PLC	S	24	0	0	88	4	0	4	4	0	22	83	10	24
	EVA AIR	S	24	0	0	63	29	8	0	0	0	10	75	10	24
<b>TOTAL TAIPEI</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>10</b>	<b>48</b>
<b>TOTAL NATIONALIST CHINA (TAIWAN)</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>10</b>	<b>48</b>
<b>NETHERLANDS</b>															
AMSTERDAM	BMI BRITISH MIDLAND	S	473	1	2	60	14	16	10	0	0	23	51	25	462
	BRITISH AIRWAYS PLC	S	428	0	0	51	17	15	16	1	0	30	70	20	372
	KLM	S	448	0	0	58	15	12	16	0	0	27	68	23	474

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2002

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>TOTAL AMSTERDAM</b>			<b>1349</b>	<b>2</b>	<b>2</b>	<b>56</b>	<b>15</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>62</b>	<b>23</b>	1358
EINDHOVEN	HOLLANDEXEL	S	80	0	0	31	31	23	15	0	0	35	72	14	86
<b>TOTAL EINDHOVEN</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>31</b>	<b>23</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>76</b>	<b>12</b>	125
ROTTERDAM	KLM	S	180	0	10	57	23	13	7	0	0	20	77	13	190
<b>TOTAL ROTTERDAM</b>			<b>180</b>	<b>0</b>	<b>10</b>	<b>57</b>	<b>23</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>77</b>	<b>13</b>	245
<b>TOTAL NETHERLANDS</b>			<b>1609</b>	<b>2</b>	<b>12</b>	<b>55</b>	<b>17</b>	<b>15</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>65</b>	<b>21</b>	1728
<b>NEW ZEALAND</b>															
AUCKLAND INTERNATIONAL	AIR NEW ZEALAND LTD	S	56	0	0	70	20	7	4	0	0	14	82	9	56
<b>TOTAL AUCKLAND INTERNATIONAL</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>9</b>	56
<b>TOTAL NEW ZEALAND</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>9</b>	56
<b>NIGERIA</b>															
LAGOS	NIGERIA AIRWAYS	S	14	2	2	0	14	43	36	7	0	64	0	416	2
	VIRGIN ATLANTIC AIRWAYS LTD	S	32	0	23	28	38	13	22	0	0	34	0	0	0
<b>TOTAL LAGOS</b>			<b>46</b>	<b>2</b>	<b>25</b>	<b>20</b>	<b>30</b>	<b>22</b>	<b>26</b>	<b>2</b>	<b>0</b>	<b>43</b>	<b>50</b>	<b>40</b>	34
<b>TOTAL NIGERIA</b>			<b>46</b>	<b>2</b>	<b>25</b>	<b>20</b>	<b>30</b>	<b>22</b>	<b>26</b>	<b>2</b>	<b>0</b>	<b>43</b>	<b>50</b>	<b>40</b>	34
<b>NORWAY</b>															
OSLO (GARDERMOEN)	BRITISH AIRWAYS PLC	S	222	0	0	58	19	14	9	0	0	22	67	20	272
	SAS	S	262	0	1	56	17	11	16	1	0	29	69	17	304
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>484</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>18</b>	<b>12</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>68</b>	<b>18</b>	576
STAVANGER	SAS	S	48	0	0	48	17	17	19	0	0	31	68	21	56
<b>TOTAL STAVANGER</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>17</b>	<b>17</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>68</b>	<b>21</b>	56
<b>TOTAL NORWAY</b>			<b>532</b>	<b>0</b>	<b>1</b>	<b>56</b>	<b>18</b>	<b>13</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>68</b>	<b>19</b>	680
<b>OMAN</b>															
MUSCAT	BRITISH AIRWAYS PLC	S	48	0	0	77	15	8	0	0	0	10	88	6	56
	GULF AIR	S	16	0	0	63	13	19	6	0	0	24	64	21	64
<b>TOTAL MUSCAT</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>14</b>	120
<b>TOTAL OMAN</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>14</b>	120
<b>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	27	0	3	19	26	7	37	7	4	79	39	32	28
<b>TOTAL ISLAMABAD</b>			<b>27</b>	<b>0</b>	<b>3</b>	<b>19</b>	<b>26</b>	<b>7</b>	<b>37</b>	<b>7</b>	<b>4</b>	<b>79</b>	<b>27</b>	<b>47</b>	52
KARACHI	PAKISTAN INTL AIRLINES	S	28	0	0	25	21	39	14	0	0	32	32	59	28
<b>TOTAL KARACHI</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>21</b>	<b>39</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>32</b>	<b>59</b>	28
LAHORE	PAKISTAN INTL AIRLINES	S	15	0	3	7	20	13	53	7	0	88	38	26	24
<b>TOTAL LAHORE</b>			<b>15</b>	<b>0</b>	<b>3</b>	<b>7</b>	<b>20</b>	<b>13</b>	<b>53</b>	<b>7</b>	<b>0</b>	<b>88</b>	<b>38</b>	<b>26</b>	24
<b>TOTAL PAKISTAN</b>			<b>70</b>	<b>0</b>	<b>6</b>	<b>19</b>	<b>23</b>	<b>21</b>	<b>31</b>	<b>4</b>	<b>1</b>	<b>62</b>	<b>31</b>	<b>46</b>	104
<b>PHILIPPINES</b>															
MANILA	BRITISH AIRWAYS PLC	S	32	0	0	75	19	3	3	0	0	10	84	8	32

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		Reporting Airport: HEATHROW (Full Analysis)											FEB 2001		
ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							% Early to 15 mins	Average Delay (mins)	Number of Flights
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)			
		Actual (7)	Plan (8)												
TOTAL MANILA			32	0	0	75	19	3	3	0	0	10	84	8	32
TOTAL PHILIPPINES			32	0	0	75	19	3	3	0	0	10	84	8	32
POLAND															
WARSAW	BRITISH AIRWAYS PLC	S	161	0	1	57	19	15	9	0	0	21	72	17	112
	LOT-POLISH AIRLINES	S	165	0	3	59	14	16	11	0	0	21	75	15	166
TOTAL WARSAW			326	0	4	58	17	15	10	0	0	21	74	16	278
TOTAL POLAND			326	0	4	58	17	15	10	0	0	21	74	16	278
PORTUGAL(EXCLUDING MADEIRA)															
FARO	AIR PORTUGAL	S	55	0	1	51	25	16	7	0	0	21	82	8	56
	GB AIRWAYS LTD	S	55	0	0	33	35	24	4	5	0	38	63	27	48
TOTAL FARO			110	0	1	42	30	20	5	3	0	30	73	17	104
LISBON	AIR PORTUGAL	S	142	0	0	37	25	25	12	0	0	31	51	22	160
	BRITISH AIRWAYS PLC	S	223	0	1	54	21	16	8	0	0	23	68	19	184
TOTAL LISBON			365	0	1	48	23	19	10	0	0	26	60	20	344
OPORTO (PORTUGAL)	AIR PORTUGAL	S	88	0	0	39	28	25	8	0	0	27	64	22	72
TOTAL OPORTO (PORTUGAL)			88	0	0	39	28	25	8	0	0	27	64	22	72
TOTAL PORTUGAL(EXCLUDING MADEIRA)			563	0	2	45	25	20	9	1	0	27	63	20	520
PORTUGAL(MADEIRA)															
FUNCHAL	AIR PORTUGAL	S	16	0	0	38	25	31	6	0	0	27	44	34	16
TOTAL FUNCHAL			16	0	0	38	25	31	6	0	0	27	39	34	18
TOTAL PORTUGAL(MADEIRA)			16	0	0	38	25	31	6	0	0	27	39	34	18
QATAR															
DOHA	BRITISH AIRWAYS PLC	S	56	0	0	84	13	4	0	0	0	8	91	5	56
	QATAR AIRWAYS	S	72	0	0	49	22	21	8	0	0	23	56	41	71
TOTAL DOHA			128	0	0	64	18	13	5	0	0	17	74	20	183
TOTAL QATAR			128	0	0	64	18	13	5	0	0	17	74	20	183
REPUBLIC OF KOREA															
SEOUL (INCHEON)	KOREAN AIR	S	38	0	2	42	18	32	8	0	0	26	0	0	0
TOTAL SEOUL (INCHEON)			38	0	2	42	18	32	8	0	0	26	0	0	0
TOTAL REPUBLIC OF KOREA			38	0	2	42	18	32	8	0	0	26	62	20	39
REPUBLIC OF SOUTH AFRICA															
CAPE TOWN	BRITISH AIRWAYS PLC	S	56	0	0	59	21	16	4	0	0	18	71	14	56
	SOUTH AFRICAN AIRWAYS	S	56	0	0	79	13	2	5	0	2	28	72	10	64
	VIRGIN ATLANTIC AIRWAYS LTD	S	16	0	0	50	25	19	6	0	0	23	88	7	16
TOTAL CAPE TOWN			128	0	0	66	18	10	5	0	1	23	74	12	136
JOHANNESBURG	BRITISH AIRWAYS PLC	S	112	0	0	70	16	7	7	0	0	15	79	17	112
	SOUTH AFRICAN AIRWAYS	S	102	0	2	65	18	11	5	1	1	26	72	19	108
	VIRGIN ATLANTIC AIRWAYS LTD	S	56	0	0	50	23	21	5	0	0	21	71	15	56

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			MATCHED	Actual (7)											Plan (8)
TOTAL JOHANNESBURG			270	0	2	64	18	11	6	0	0	20	75	18	276
TOTAL REPUBLIC OF SOUTH AFRICA			398	0	2	65	18	11	6	0	1	21	74	16	412
REPUBLIC OF YEMEN															
SANAA	YEMENIA	S	16	0	0	25	19	31	19	6	0	50	0	0	0
TOTAL SANAA			16	0	0	25	19	31	19	6	0	50	0	0	0
TOTAL REPUBLIC OF YEMEN			16	0	0	25	19	31	19	6	0	50	0	0	0
RUMANIA															
BUCHAREST (OTOPENI)	TAROM	S	56	0	0	63	18	11	9	0	0	18	54	29	56
TOTAL BUCHAREST (OTOPENI)			56	0	0	63	18	11	9	0	0	18	54	29	56
TOTAL RUMANIA			56	0	0	63	18	11	9	0	0	18	54	29	56
RUSSIA															
MOSCOW (DOMODEDOVO)	TRANSAERO AIRLINES	S	16	0	14	25	25	38	13	0	0	33	0	0	0
TOTAL MOSCOW (DOMODEDOVO)			16	0	14	25	25	38	13	0	0	33	0	0	0
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	112	0	0	32	27	24	17	0	0	35	48	28	79
	BRITISH AIRWAYS PLC	S	108	0	0	74	12	6	7	0	0	14	73	11	109
TOTAL MOSCOW (SHEREMETYEVO)			220	0	0	53	20	15	12	0	0	25	64	23	220
ST PETERSBURG	AEROFLOT	S	8	0	0	13	25	50	13	0	0	39	63	14	8
TOTAL ST PETERSBURG			8	0	0	13	25	50	13	0	0	39	63	14	8
TOTAL RUSSIA			244	0	14	50	20	18	12	0	0	26	64	22	228
SAUDI ARABIA															
DAMMAM	BRITISH AIRWAYS PLC	S	32	0	0	78	6	16	0	0	0	12	0	0	0
TOTAL DAMMAM			32	0	0	78	6	16	0	0	0	12	0	0	0
JEDDAH	BRITISH AIRWAYS PLC	S	34	0	0	65	6	12	15	0	3	39	50	33	32
	SAUDI ARABIAN AIRLINES	S	40	0	0	78	13	8	3	0	0	11	69	29	55
TOTAL JEDDAH			74	0	0	72	9	9	8	0	1	24	62	30	87
RIYADH	BRITISH AIRWAYS PLC	S	24	0	0	79	4	0	17	0	0	24	79	16	24
	SAUDI ARABIAN AIRLINES	S	24	0	0	96	0	4	0	0	0	6	72	18	29
TOTAL RIYADH			48	1	0	88	2	2	8	0	0	15	75	17	53
TOTAL SAUDI ARABIA			154	1	0	78	6	8	6	0	1	19	67	25	140
SEYCHELLES															
SEYCHELLES	BRITISH AIRWAYS PLC	S	16	0	0	63	19	6	13	0	0	23	0	0	0
TOTAL SEYCHELLES			16	0	0	63	19	6	13	0	0	23	0	0	0
TOTAL SEYCHELLES			16	0	0	63	19	6	13	0	0	23	0	0	0
SINGAPORE															
SINGAPORE	BRITISH AIRWAYS PLC	S	22	0	0	41	18	27	14	0	0	31	71	15	56
	SINGAPORE AIRLINES	S	167	0	1	56	24	14	5	1	0	20	74	10	168
TOTAL SINGAPORE			189	0	1	54	23	16	6	1	0	22	73	12	224



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				Actual (7)	Plan (8)										
TOTAL SINGAPORE			189	0	1	54	23	16	6	1	0	22	73	12	224
SLOVENIA															
LJUBLJANA	ADRIA AIRWAYS	S	45	0	1	62	20	13	0	4	0	24	73	11	48
TOTAL LJUBLJANA			45	0	1	62	20	13	0	4	0	24	73	11	48
TOTAL SLOVENIA			45	0	1	62	20	13	0	4	0	24	73	11	48
SPAIN															
BARCELONA	BRITISH AIRWAYS PLC	S	216	0	0	64	18	13	4	1	0	18	69	19	168
	IBERIA	S	224	0	0	63	18	13	7	0	0	20	74	16	219
TOTAL BARCELONA			440	0	0	63	18	13	6	0	0	19	71	17	550
BILBAO	IBERIA	S	56	0	0	75	13	7	5	0	0	12	82	16	56
TOTAL BILBAO			56	0	0	75	13	7	5	0	0	12	82	16	56
MADRID	BMI BRITISH MIDLAND	S	160	0	0	68	16	10	6	0	0	16	64	16	218
	BRITISH AIRWAYS PLC	S	277	1	0	56	25	13	7	0	0	20	68	19	276
	IBERIA	S	334	0	0	55	23	16	6	0	0	21	62	19	328
TOTAL MADRID			771	1	0	58	22	13	6	0	0	20	64	18	822
MALAGA	GB AIRWAYS LTD	S	57	1	0	39	25	26	7	4	0	31	69	37	55
	IBERIA	S	56	0	0	21	23	34	21	0	0	36	43	26	56
TOTAL MALAGA			113	1	0	30	24	30	14	2	0	33	56	31	111
PALMA DE MALLORCA	BMI BRITISH MIDLAND	S	56	0	0	50	32	9	9	0	0	22	53	29	55
TOTAL PALMA DE MALLORCA			56	0	0	50	32	9	9	0	0	22	53	29	55
SANTIAGO DE COMPOSTELA (SPAIN)	IBERIA	S	56	0	0	71	16	5	7	0	0	14	80	16	56
TOTAL SANTIAGO DE COMPOSTELA (SPAIN)			56	0	0	71	16	5	7	0	0	14	80	16	56
SEVILLE	IBERIA	S	55	0	1	69	16	2	11	2	0	21	71	27	56
TOTAL SEVILLE			55	0	1	69	16	2	11	2	0	21	71	27	56
VALENCIA	IBERIA	S	56	0	0	63	21	11	5	0	0	16	71	11	56
TOTAL VALENCIA			56	0	0	63	21	11	5	0	0	16	71	11	56
TOTAL SPAIN			1603	2	1	59	21	13	7	0	0	20	67	19	1762
SRI LANKA															
COLOMBO	SRILANKAN AIRLINES	S	56	0	0	57	13	16	13	0	2	29	66	60	79
TOTAL COLOMBO			56	0	0	57	13	16	13	0	2	29	66	60	79
TOTAL SRI LANKA			56	0	0	57	13	16	13	0	2	29	66	60	79
SUDAN															
KHARTOUM	SUDAN AIRWAYS	S	15	1	7	27	13	13	33	13	0	79	31	141	16
TOTAL KHARTOUM			15	1	7	27	13	13	33	13	0	79	31	141	16
TOTAL SUDAN			15	1	7	27	13	13	33	13	0	79	31	141	16
SWEDEN															
GOTEBORG	SAS	S	163	0	0	61	16	13	9	1	0	21	71	16	112
TOTAL GOTEBORG			163	0	0	61	16	13	9	1	0	21	71	16	112

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Reporting Airport: HEATHROW (Full Analysis)

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS PLC	S	294	0	0	44	22	24	10	0	0	26	70	17	274
	SAS	S	369	1	4	57	17	12	12	2	0	28	65	19	320
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>663</b>	<b>1</b>	<b>4</b>	<b>51</b>	<b>19</b>	<b>17</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>67</b>	<b>18</b>	<b>594</b>
<b>TOTAL SWEDEN</b>			<b>826</b>	<b>1</b>	<b>4</b>	<b>53</b>	<b>19</b>	<b>17</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>68</b>	<b>18</b>	<b>706</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	165	1	0	60	20	16	4	0	0	17	67	16	168
<b>TOTAL BASLE MULHOUSE</b>			<b>165</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>67</b>	<b>16</b>	<b>168</b>
GENEVA	BMI BRITISH MIDLAND	C	24	0	0	33	25	25	17	0	0	33	31	33	16
	BRITISH AIRWAYS PLC	S	331	0	0	49	22	17	11	1	0	25	58	21	274
	SWISS AIRLINES	S	222	0	0	65	17	10	8	0	0	17	0	0	0
<b>TOTAL GENEVA</b>			<b>577</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>20</b>	<b>15</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>53</b>	<b>24</b>	<b>514</b>
SION	SWISS AIRLINES	S	8	0	0	0	13	50	38	0	0	50	38	47	8
<b>TOTAL SION</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>50</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>38</b>	<b>47</b>	<b>8</b>
ZURICH	BRITISH AIRWAYS PLC	S	325	0	1	56	25	13	6	0	0	19	70	21	310
	BRITISH AIRWAYS PLC	C	2	0	0	0	50	50	0	0	0	35	0	0	0
	SWISS AIRLINES	S	388	1	2	56	19	16	8	0	0	22	0	0	0
<b>TOTAL ZURICH</b>			<b>716</b>	<b>1</b>	<b>3</b>	<b>56</b>	<b>22</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>57</b>	<b>23</b>	<b>700</b>
<b>TOTAL SWITZERLAND</b>			<b>1466</b>	<b>2</b>	<b>3</b>	<b>55</b>	<b>21</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>56</b>	<b>23</b>	<b>1390</b>
<b>SYRIA</b>															
DAMASCUS	BRITISH MEDITERRANEAN AIRWA	S	16	0	0	81	13	6	0	0	0	10	44	31	16
	SYRIANAIR	S	30	0	2	33	10	17	13	17	10	110	19	64	26
<b>TOTAL DAMASCUS</b>			<b>46</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>11</b>	<b>13</b>	<b>9</b>	<b>11</b>	<b>7</b>	<b>75</b>	<b>29</b>	<b>51</b>	<b>42</b>
<b>TOTAL SYRIA</b>			<b>46</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>11</b>	<b>13</b>	<b>9</b>	<b>11</b>	<b>7</b>	<b>75</b>	<b>29</b>	<b>51</b>	<b>42</b>
<b>TANZANIA</b>															
DAR-ES-SALAAM	BRITISH AIRWAYS PLC	S	24	0	0	75	21	4	0	0	0	9	0	0	0
<b>TOTAL DAR-ES-SALAAM</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TANZANIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>THAILAND</b>															
BANGKOK	BRITISH AIRWAYS PLC	S	22	0	0	27	23	18	32	0	0	39	58	15	24
	THAI AIRWAYS INTERNATIONAL	S	80	0	0	35	13	36	16	0	0	34	61	19	80
<b>TOTAL BANGKOK</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>15</b>	<b>32</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>61</b>	<b>18</b>	<b>104</b>
<b>TOTAL THAILAND</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>15</b>	<b>32</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>61</b>	<b>18</b>	<b>104</b>
<b>TRINIDAD AND TOBAGO</b>															
PORT OF SPAIN	BWIA	S	52	4	4	38	27	25	10	0	0	26	20	86	54
<b>TOTAL PORT OF SPAIN</b>			<b>52</b>	<b>4</b>	<b>4</b>	<b>38</b>	<b>27</b>	<b>25</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>20</b>	<b>86</b>	<b>54</b>
<b>TOTAL TRINIDAD AND TOBAGO</b>			<b>52</b>	<b>4</b>	<b>4</b>	<b>38</b>	<b>27</b>	<b>25</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>20</b>	<b>86</b>	<b>54</b>
<b>TUNISIA</b>															
TUNIS	TUNISAIR	S	32	0	0	28	41	22	9	0	0	27	6	39	32

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				Actual (7)	Plan (8)										
TOTAL TUNIS			32	0	0	28	41	22	9	0	0	27	6	39	32
TOTAL TUNISIA			32	0	0	28	41	22	9	0	0	27	6	39	32
TURKEY															
ISTANBUL	BRITISH AIRWAYS PLC	S	112	0	0	79	14	2	4	0	0	11	76	19	112
	THY TURK HAVA YOLLARI TURKIS	S	150	0	2	28	24	39	9	1	0	32	54	24	168
TOTAL ISTANBUL			262	1	2	50	20	23	7	0	0	23	63	22	280
IZMIR (ADNAM MENDERES)	THY TURK HAVA YOLLARI TURKIS	S	16	0	0	19	13	50	19	0	0	40	25	34	16
TOTAL IZMIR (ADNAM MENDERES)			16	0	0	19	13	50	19	0	0	40	25	34	16
TOTAL TURKEY			278	1	2	48	19	24	8	0	0	24	61	22	296
TURKMENISTAN															
ASHKhabAD	TURKMENISTAN AIRLINES	S	16	0	4	50	0	13	13	13	13	111	19	83	16
TOTAL ASHKhabAD			16	0	4	50	0	13	13	13	13	111	19	83	16
TOTAL TURKMENISTAN			16	0	4	50	0	13	13	13	13	111	19	83	16
TURKS AND CAICOS ISLANDS															
PROVIDENCIALES	BRITISH AIRWAYS PLC	S	8	0	0	88	13	0	0	0	0	6	0	0	0
TOTAL PROVIDENCIALES			8	0	0	88	13	0	0	0	0	6	0	0	0
TOTAL TURKS AND CAICOS ISLANDS			8	0	0	88	13	0	0	0	0	6	0	0	0
UGANDA															
ENTEBBE	BRITISH AIRWAYS PLC	S	24	0	0	75	17	8	0	0	0	9	0	0	0
TOTAL ENTEBBE			24	0	0	75	17	8	0	0	0	9	0	0	0
TOTAL UGANDA			24	0	0	75	17	8	0	0	0	9	0	0	0
UNITED ARAB EMIRATES															
ABU DHABI INTERNATIONAL	GULF AIR	S	72	1	0	65	24	10	1	0	0	12	38	39	24
TOTAL ABU DHABI INTERNATIONAL			72	1	0	65	24	10	1	0	0	12	38	39	24
DUBAI	BRITISH AIRWAYS PLC	S	96	0	0	81	13	4	2	0	0	11	84	8	111
	EMIRATES	S	168	0	0	39	32	24	5	0	0	25	66	15	170
TOTAL DUBAI			264	0	0	55	25	17	4	0	0	20	73	12	285
TOTAL UNITED ARAB EMIRATES			336	1	0	57	25	15	3	0	0	18	70	14	309
UNITED KINGDOM															
ABERDEEN	BRITISH AIRWAYS PLC	S	348	0	0	68	14	10	8	0	0	17	68	22	335
TOTAL ABERDEEN			348	0	0	68	14	10	8	0	0	17	68	22	335
BELFAST CITY	BMI BRITISH MIDLAND	S	380	0	2	73	14	11	3	0	0	13	0	0	0
TOTAL BELFAST CITY			380	0	2	73	14	11	3	0	0	13	0	0	0
BELFAST INTERNATIONAL	BMI BRITISH MIDLAND	S	222	0	0	79	13	4	5	0	0	10	79	13	420
TOTAL BELFAST INTERNATIONAL			222	0	0	79	13	4	5	0	0	10	77	16	731
EDINBURGH	BMI BRITISH MIDLAND	S	525	0	4	80	10	6	5	0	0	11	65	21	418
	BRITISH AIRWAYS PLC	S	583	0	4	69	15	9	7	0	0	17	73	19	579

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			Actual (7)	Plan (8)											
TOTAL EDINBURGH			1108	0	8	74	13	7	6	0	0	14	70	20	997
GLASGOW	BMI BRITISH MIDLAND	S	388	0	2	74	16	7	4	0	0	12	64	18	417
	BRITISH AIRWAYS PLC	S	582	0	0	70	12	10	8	0	0	17	74	16	583
<b>TOTAL GLASGOW</b>			<b>970</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>14</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>17</b>	1000
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	150	0	2	67	13	11	9	1	0	21	78	12	150
<b>TOTAL ISLE OF MAN</b>			<b>150</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>13</b>	<b>11</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>78</b>	<b>12</b>	150
LEEDS BRADFORD	BMI BRITISH MIDLAND	S	195	0	1	83	5	3	9	0	0	14	78	16	196
<b>TOTAL LEEDS BRADFORD</b>			<b>195</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>5</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>16</b>	196
MANCHESTER	BMI BRITISH MIDLAND	S	326	0	0	86	5	5	4	1	0	10	70	16	376
	BRITISH AIRWAYS PLC	S	571	2	2	73	15	7	5	0	0	14	64	21	548
<b>TOTAL MANCHESTER</b>			<b>897</b>	<b>2</b>	<b>2</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>19</b>	924
NEWCASTLE	BRITISH AIRWAYS PLC	S	321	0	1	74	12	7	6	1	0	15	73	16	300
<b>TOTAL NEWCASTLE</b>			<b>321</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>12</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>16</b>	300
TEESSIDE	BMI BRITISH MIDLAND	S	164	0	2	81	8	5	6	0	0	12	80	15	166
<b>TOTAL TEESSIDE</b>			<b>164</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>8</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>15</b>	166
<b>TOTAL UNITED KINGDOM</b>			<b>4755</b>	<b>2</b>	<b>20</b>	<b>74</b>	<b>12</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>18</b>	4799
<b>USA</b>															
BALTIMORE	BRITISH AIRWAYS PLC	S	56	0	0	77	16	7	0	0	0	9	0	0	0
<b>TOTAL BALTIMORE</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	0
BOSTON	AMERICAN AIRLINES	S	106	1	1	76	13	5	4	2	0	14	66	22	109
	BRITISH AIRWAYS PLC	S	112	0	0	79	12	5	4	1	0	13	75	16	163
	UNITED AIRLINES	S	56	0	0	77	16	5	2	0	0	9	78	14	54
	VIRGIN ATLANTIC AIRWAYS LTD	S	56	0	0	75	18	5	2	0	0	11	0	0	0
<b>TOTAL BOSTON</b>			<b>330</b>	<b>2</b>	<b>1</b>	<b>77</b>	<b>14</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>17</b>	326
CHICAGO (O'HARE)	AIR INDIA	S	24	0	0	25	4	21	42	8	0	76	38	34	24
	AMERICAN AIRLINES	S	160	0	0	85	9	3	1	1	0	9	58	27	168
	BRITISH AIRWAYS PLC	S	110	0	0	85	10	5	1	0	0	7	86	11	109
	UNITED AIRLINES	S	166	0	0	88	6	4	2	0	0	7	69	14	164
<b>TOTAL CHICAGO (O'HARE)</b>			<b>460</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>18</b>	520
DETROIT	BRITISH AIRWAYS PLC	S	56	0	0	73	16	7	4	0	0	12	79	13	47
<b>TOTAL DETROIT</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>13</b>	47
LOS ANGELES INTERNATIONAL	AMERICAN AIRLINES	S	56	0	0	71	18	7	2	0	2	20	69	24	55
	BRITISH AIRWAYS PLC	S	112	0	0	67	20	5	7	0	1	27	72	17	112
	UNITED AIRLINES	S	56	0	0	71	16	5	5	2	0	19	76	13	54
	VIRGIN ATLANTIC AIRWAYS LTD	S	111	0	1	74	16	6	2	2	0	15	65	31	110
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>335</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>18</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>20</b>	<b>70</b>	<b>22</b>	331
MIAMI INTERNATIONAL	AMERICAN AIRLINES	S	56	0	0	75	18	5	2	0	0	9	57	23	56
	BRITISH AIRWAYS PLC	S	112	0	0	78	12	8	3	0	0	12	48	26	56
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>53</b>	<b>25</b>	112
NEW YORK (JF KENNEDY)	AIR INDIA	S	56	0	0	20	18	21	36	4	2	63	20	70	56
	AMERICAN AIRLINES	S	224	1	0	73	15	6	4	1	0	19	62	31	319

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				Actual (7)	Plan (8)										
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	328	0	0	80	12	4	4	0	0	10	76	24	334
	KUWAIT AIRWAYS	S	24	0	0	79	4	13	4	0	0	12	67	99	24
	UNITED AIRLINES	S	112	0	0	91	5	3	1	0	0	4	84	10	164
	VIRGIN ATLANTIC AIRWAYS LTD	S	112	0	0	68	19	8	5	0	0	15	60	34	168
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>856</b>	<b>2</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>67</b>	<b>30</b>	<b>1065</b>
NEW YORK (NEWARK)	AMERICAN AIRLINES	S	54	0	0	85	9	0	4	2	0	11	63	28	46
	BRITISH AIRWAYS PLC	S	112	0	0	83	8	3	5	1	0	11	78	16	111
	UNITED AIRLINES	S	56	0	0	91	4	2	2	2	0	8	81	9	54
	VIRGIN ATLANTIC AIRWAYS LTD	S	96	0	0	67	19	6	8	0	0	20	61	49	57
<b>TOTAL NEW YORK (NEWARK)</b>			<b>318</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>24</b>	<b>268</b>
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	110	0	0	76	15	5	2	1	0	12	76	14	109
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>14</b>	<b>109</b>
SAN FRANCISCO	BRITISH AIRWAYS PLC	S	112	0	0	75	15	6	4	0	0	13	71	17	96
	UNITED AIRLINES	S	112	0	0	90	6	1	3	0	0	6	64	22	109
	VIRGIN ATLANTIC AIRWAYS LTD	S	56	0	0	57	21	18	4	0	0	21	38	40	56
<b>TOTAL SAN FRANCISCO</b>			<b>280</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>61</b>	<b>24</b>	<b>261</b>
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	56	0	0	80	13	7	0	0	0	8	74	17	54
<b>TOTAL SEATTLE (TACOMA)</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>17</b>	<b>54</b>
WASHINGTON (DULLES)	BRITISH AIRWAYS PLC	S	112	0	0	76	17	4	4	0	0	11	79	12	109
	UNITED AIRLINES	S	113	0	0	86	6	4	4	0	0	9	79	12	112
	VIRGIN ATLANTIC AIRWAYS LTD	S	56	0	0	79	11	11	0	0	0	9	66	25	56
<b>TOTAL WASHINGTON (DULLES)</b>			<b>281</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>15</b>	<b>277</b>
<b>TOTAL USA</b>			<b>3306</b>	<b>4</b>	<b>2</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>23</b>	<b>3370</b>
<b>UZBEKISTAN</b>															
TASHKENT	UZBEKISTAN AIRLINES	S	32	0	16	47	19	22	6	6	0	41	84	9	32
<b>TOTAL TASHKENT</b>			<b>32</b>	<b>0</b>	<b>16</b>	<b>47</b>	<b>19</b>	<b>22</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>41</b>	<b>84</b>	<b>9</b>	<b>32</b>
<b>TOTAL UZBEKISTAN</b>			<b>32</b>	<b>0</b>	<b>16</b>	<b>47</b>	<b>19</b>	<b>22</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>41</b>	<b>84</b>	<b>9</b>	<b>32</b>
<b>TOTAL HEATHROW</b>			<b>34069</b>	<b>41</b>	<b>221</b>	<b>62</b>	<b>17</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>66</b>	<b>21</b>	<b>34311</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2002

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>BELGIUM</b>															
ANTWERP	VLM (BELGIUM)	S	220	0	4	65	22	11	1	0	0	14	72	13	212
<b>TOTAL ANTWERP</b>			<b>220</b>	<b>0</b>	<b>4</b>	<b>65</b>	<b>22</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>13</b>	<b>212</b>
BRUSSELS	VLM (BELGIUM)	S	166	0	22	22	33	32	13	0	0	33	0	0	0
<b>TOTAL BRUSSELS</b>			<b>166</b>	<b>0</b>	<b>22</b>	<b>22</b>	<b>33</b>	<b>32</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>40</b>	<b>23</b>	<b>196</b>
<b>TOTAL BELGIUM</b>			<b>386</b>	<b>0</b>	<b>26</b>	<b>47</b>	<b>27</b>	<b>20</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>56</b>	<b>18</b>	<b>408</b>
<b>FRANCE</b>															
CLERMONT FERRAND	REGIONAL COMPAGNIE AERIENN	S	88	0	0	24	36	26	14	0	0	32	38	25	74
<b>TOTAL CLERMONT FERRAND</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>36</b>	<b>26</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>38</b>	<b>25</b>	<b>74</b>
PARIS (CHARLES DE GAULLE)	CITY JET	S	223	0	0	51	22	18	9	0	0	23	0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>224</b>	<b>0</b>	<b>2</b>	<b>51</b>	<b>21</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>66</b>	<b>18</b>	<b>219</b>
RENNES	BRIT AIR	S	89	1	0	62	19	16	3	0	0	17	82	10	90
<b>TOTAL RENNES</b>			<b>89</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>19</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>82</b>	<b>10</b>	<b>90</b>
<b>TOTAL FRANCE</b>			<b>401</b>	<b>5</b>	<b>2</b>	<b>48</b>	<b>24</b>	<b>19</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>64</b>	<b>17</b>	<b>383</b>
<b>GERMANY</b>															
DORTMUND	EUROWINGS LUFTVERKEHRS	S	84	2	12	70	23	7	0	0	0	11	0	0	0
<b>TOTAL DORTMUND</b>			<b>84</b>	<b>2</b>	<b>12</b>	<b>70</b>	<b>23</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
FRANKFURT MAIN	AUGSBURG AIRWAYS GMBH	S	40	0	0	58	35	8	0	0	0	13	66	11	38
	LUFTHANSA CITY LINE	S	86	0	0	17	42	34	7	0	0	33	56	15	82
<b>TOTAL FRANKFURT MAIN</b>			<b>126</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>40</b>	<b>25</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>59</b>	<b>14</b>	<b>120</b>
HAMBURG	AUGSBURG AIRWAYS GMBH	S	126	0	0	31	28	26	14	1	0	33	0	0	0
<b>TOTAL HAMBURG</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>28</b>	<b>26</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>
MOENCHENGLADBACH	VLM (BELGIUM)	S	152	0	8	47	26	20	6	0	0	21	66	16	172
<b>TOTAL MOENCHENGLADBACH</b>			<b>152</b>	<b>0</b>	<b>8</b>	<b>47</b>	<b>26</b>	<b>20</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>66</b>	<b>16</b>	<b>172</b>
MUNICH	AUGSBURG AIRWAYS GMBH	S	96	0	0	6	27	44	23	0	0	44	0	0	0
<b>TOTAL MUNICH</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>27</b>	<b>44</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>
PADERBORN	EUROWINGS LUFTVERKEHRS	S	8	0	0	88	13	0	0	0	0	4	0	0	0
<b>TOTAL PADERBORN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GERMANY</b>			<b>593</b>	<b>3</b>	<b>20</b>	<b>37</b>	<b>29</b>	<b>24</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>70</b>	<b>13</b>	<b>375</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	AER LINGUS	S	215	0	9	71	14	11	3	0	0	16	79	11	161
<b>TOTAL DUBLIN</b>			<b>215</b>	<b>0</b>	<b>9</b>	<b>71</b>	<b>14</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>11</b>	<b>161</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>215</b>	<b>0</b>	<b>9</b>	<b>71</b>	<b>14</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>11</b>	<b>161</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	VLM (BELGIUM)	S	136	0	0	46	31	19	4	0	0	21	47	27	126
<b>TOTAL LUXEMBOURG</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>31</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>47</b>	<b>27</b>	<b>126</b>
<b>TOTAL LUXEMBOURG</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>31</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>47</b>	<b>27</b>	<b>126</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2002

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>NETHERLANDS</b>															
AMSTERDAM	KLM UK LTD	S	163	0	29	54	16	21	9	1	0	25	71	18	263
<b>TOTAL AMSTERDAM</b>			<b>163</b>	<b>0</b>	<b>29</b>	<b>54</b>	<b>16</b>	<b>21</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>71</b>	<b>18</b>	<b>263</b>
ROTTERDAM	VLM (BELGIUM)	S	252	0	36	57	23	14	6	0	0	19	79	9	214
<b>TOTAL ROTTERDAM</b>			<b>252</b>	<b>1</b>	<b>36</b>	<b>57</b>	<b>23</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>79</b>	<b>9</b>	<b>214</b>
<b>TOTAL NETHERLANDS</b>			<b>415</b>	<b>1</b>	<b>65</b>	<b>56</b>	<b>20</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>75</b>	<b>14</b>	<b>477</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	138	0	0	49	32	15	4	0	0	21	51	21	128
<b>TOTAL BASLE MULHOUSE</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>32</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>51</b>	<b>21</b>	<b>128</b>
BERNE	AIR ENGIADINA	S	56	0	0	48	23	25	4	0	0	21	56	18	100
<b>TOTAL BERNE</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>23</b>	<b>25</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>56</b>	<b>18</b>	<b>100</b>
GENEVA	SWISS AIRLINES	S	180	0	0	47	32	20	2	0	0	19	63	17	136
<b>TOTAL GENEVA</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>32</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>63</b>	<b>17</b>	<b>136</b>
ZURICH	SWISS AIRLINES	S	286	0	2	42	37	19	3	0	0	21	53	19	279
<b>TOTAL ZURICH</b>			<b>286</b>	<b>3</b>	<b>2</b>	<b>42</b>	<b>37</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>53</b>	<b>19</b>	<b>279</b>
<b>TOTAL SWITZERLAND</b>			<b>660</b>	<b>3</b>	<b>2</b>	<b>45</b>	<b>33</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>55</b>	<b>19</b>	<b>643</b>
<b>UNITED KINGDOM</b>															
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	230	0	16	77	10	7	6	0	0	13	72	20	83
<b>TOTAL BELFAST CITY</b>			<b>230</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>10</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>20</b>	<b>83</b>
DUNDEE	SCOT AIRWAYS	S	210	0	12	79	16	4	1	0	0	10	60	27	191
<b>TOTAL DUNDEE</b>			<b>210</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>16</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>60</b>	<b>27</b>	<b>191</b>
EDINBURGH	FLYBE.BRITISH EUROPEAN	S	114	1	8	74	16	9	2	0	0	12	66	20	208
	SCOT AIRWAYS	S	536	16	24	78	18	4	1	0	0	9	67	17	275
<b>TOTAL EDINBURGH</b>			<b>650</b>	<b>18</b>	<b>32</b>	<b>77</b>	<b>17</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>67</b>	<b>19</b>	<b>483</b>
ISLE OF MAN	FLYBE.BRITISH EUROPEAN	S	92	0	0	59	30	10	1	0	0	15	84	10	45
<b>TOTAL ISLE OF MAN</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>30</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>84</b>	<b>10</b>	<b>45</b>
JERSEY	FLYBE.BRITISH EUROPEAN	S	158	0	0	58	22	15	6	0	0	19	75	16	171
<b>TOTAL JERSEY</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>22</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>75</b>	<b>16</b>	<b>171</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1340</b>	<b>18</b>	<b>60</b>	<b>74</b>	<b>17</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>18</b>	<b>1260</b>
<b>TOTAL LONDON CITY</b>			<b>4146</b>	<b>30</b>	<b>184</b>	<b>56</b>	<b>24</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>65</b>	<b>17</b>	<b>3833</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2002

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
INNSBRUCK	TYROLEAN AIRWAYS	C	4	2	0	0	0	0	0	0	100	391	0	0	0
TOTAL INNSBRUCK			4	3	0	0	0	0	0	0	100	391	0	0	0
<b>SALZBURG</b>															
TOTAL SALZBURG	BRITANNIA AIRWAYS	C	8	0	0	75	13	13	0	0	0	10	38	29	8
TOTAL AUSTRIA			12	3	0	50	8	8	0	0	33	137	38	29	8
<b>BELGIUM</b>															
BRUSSELS	TITAN AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	6	0	0	0
TOTAL BRUSSELS			2	0	0	100	0	0	0	0	0	6	0	0	0
TOTAL BELGIUM			2	0	0	100	0	0	0	0	0	6	0	0	0
<b>CYPRUS</b>															
PAPHOS	BRITANNIA AIRWAYS	C	16	0	0	81	13	6	0	0	0	10	75	10	8
TOTAL PAPHOS			16	0	0	81	13	6	0	0	0	10	71	14	28
TOTAL CYPRUS			16	0	0	81	13	6	0	0	0	10	71	14	28
<b>FRANCE</b>															
CHAMBERY	TITAN AIRWAYS LTD	C	5	3	0	0	20	80	0	0	0	38	0	0	0
TOTAL CHAMBERY			5	3	0	0	20	80	0	0	0	38	0	0	0
NICE	EASYJET AIRLINE COMPANY LTD	S	168	0	0	76	11	7	6	0	1	14	56	24	223
TOTAL NICE			168	1	0	76	11	7	6	0	1	14	56	24	223
TOTAL FRANCE			173	7	0	73	12	9	6	0	1	15	55	25	245
<b>GERMANY</b>															
COLOGNE (BONN)	BRITISH AIRWAYS PLC	C	2	0	0	50	50	0	0	0	0	12	0	0	0
	CONDOR	C	2	0	0	50	50	0	0	0	0	11	0	0	0
	MONARCH AIRLINES	C	2	0	0	0	0	100	0	0	0	40	0	0	0
TOTAL COLOGNE (BONN)			6	1	0	33	33	33	0	0	0	21	0	0	0
DUSSELDORF	AERO LLOYD	C	2	0	0	50	50	0	0	0	0	16	0	0	0
TOTAL DUSSELDORF			2	0	0	50	50	0	0	0	0	16	0	0	0
TOTAL GERMANY			9	5	0	33	44	22	0	0	0	21	47	21	102
<b>GIBRALTAR</b>															
GIBRALTAR	MONARCH AIRLINES	S	31	0	1	84	16	0	0	0	0	8	37	25	30
TOTAL GIBRALTAR			31	0	1	84	16	0	0	0	0	8	37	25	30
TOTAL GIBRALTAR			31	0	1	84	16	0	0	0	0	8	37	25	30
<b>GREECE</b>															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	112	0	0	73	20	4	3	0	0	13	64	38	110
TOTAL ATHENS			112	1	0	73	20	4	3	0	0	13	64	38	110
TOTAL GREECE			112	1	0	73	20	4	3	0	0	13	64	38	110



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2002

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>IRISH REPUBLIC</b>															
DUBLIN	RYANAIR	S	260	0	12	82	10	5	3	0	0	10	84	9	290
<b>TOTAL DUBLIN</b>			<b>260</b>	<b>1</b>	<b>12</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>9</b>	<b>290</b>
WATERFORD	EUROCELTIC AIRWAYS LTD	S	64	12	12	36	23	33	8	0	0	28	100	2	6
<b>TOTAL WATERFORD</b>			<b>64</b>	<b>12</b>	<b>12</b>	<b>36</b>	<b>23</b>	<b>33</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>100</b>	<b>2</b>	<b>6</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>324</b>	<b>13</b>	<b>24</b>	<b>73</b>	<b>13</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>84</b>	<b>9</b>	<b>296</b>
<b>ISRAEL</b>															
OVDA	BRITANNIA AIRWAYS	C	8	0	0	50	0	50	0	0	0	25	50	70	4
<b>TOTAL OVDA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>33</b>	<b>37</b>	<b>12</b>
<b>TOTAL ISRAEL</b>			<b>8</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>33</b>	<b>37</b>	<b>12</b>
<b>ITALY</b>															
BRESCIA/MONTICHIARI	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL BRESCIA/MONTICHIARI</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
TRIESTE (RONCHI DEI LEGIONARI)	EUROPEAN AIR CHARTER	C	2	0	0	50	50	0	0	0	0	11	0	0	0
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ITALY</b>			<b>4</b>	<b>7</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>7</b>	<b>2</b>
<b>NETHERLANDS</b>															
AMSTERDAM	BRITANNIA AB	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	312	1	1	46	20	19	13	1	0	30	47	40	304
<b>TOTAL AMSTERDAM</b>			<b>314</b>	<b>1</b>	<b>1</b>	<b>47</b>	<b>20</b>	<b>19</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>47</b>	<b>40</b>	<b>304</b>
<b>TOTAL NETHERLANDS</b>			<b>314</b>	<b>1</b>	<b>1</b>	<b>47</b>	<b>20</b>	<b>19</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>47</b>	<b>40</b>	<b>304</b>
<b>SPAIN</b>															
ALICANTE	BRITANNIA AIRWAYS	C	8	0	0	75	0	0	25	0	0	22	63	15	8
	FIRST CHOICE AIRWAYS LTD	C	5	0	0	80	20	0	0	0	0	9	0	0	0
	MONARCH AIRLINES	S	56	0	0	71	16	13	0	0	0	12	57	24	56
	MY TRAVEL AIRWAYS UK	C	6	0	0	67	17	17	0	0	0	13	100	1	5
<b>TOTAL ALICANTE</b>			<b>75</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>61</b>	<b>21</b>	<b>69</b>
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	176	1	0	69	16	10	5	0	0	15	47	37	174
	EUROWINGS LUFTVERKEHRS	C	2	0	0	100	0	0	0	0	0	9	0	0	0
<b>TOTAL BARCELONA</b>			<b>178</b>	<b>2</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>47</b>	<b>37</b>	<b>174</b>
MADRID	EASYJET AIRLINE COMPANY LTD	S	112	0	0	79	13	6	1	0	0	9	47	38	95
<b>TOTAL MADRID</b>			<b>112</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>47</b>	<b>38</b>	<b>95</b>
MAHON	MONARCH AIRLINES	S	8	0	0	50	50	0	0	0	0	14	75	13	8
<b>TOTAL MAHON</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>13</b>	<b>8</b>
MALAGA	BRITANNIA AIRWAYS	C	3	0	0	100	0	0	0	0	0	3	63	20	8
	EASYJET AIRLINE COMPANY LTD	S	112	1	0	71	16	8	4	0	0	15	38	45	112
	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	0	6	0	0	0
	MONARCH AIRLINES	S	64	1	0	70	22	8	0	0	0	11	48	30	65
	MY TRAVEL AIRWAYS UK	C	6	0	0	67	0	33	0	0	0	16	67	18	6

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2002

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL MALAGA</b>			<b>187</b>	<b>2</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>43</b>	<b>38</b>	191
<b>PALMA DE MALLORCA</b>	BRITANNIA AIRWAYS	C	8	0	0	75	13	0	0	13	0	33	71	29	7
	EASYJET AIRLINE COMPANY LTD	S	56	0	8	63	29	9	0	0	0	13	61	24	54
<b>TOTAL PALMA DE MALLORCA</b>			<b>64</b>	<b>0</b>	<b>8</b>	<b>64</b>	<b>27</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>62</b>	<b>25</b>	61
<b>TOTAL SPAIN</b>			<b>625</b>	<b>7</b>	<b>8</b>	<b>71</b>	<b>17</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>49</b>	<b>34</b>	598
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	BRITANNIA AIRWAYS	C	8	0	0	63	13	13	13	0	0	20	33	17	3
	MONARCH AIRLINES	C	8	0	0	75	25	0	0	0	0	11	63	42	8
<b>TOTAL ARRECIFE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>63</b>	<b>27</b>	19
<b>FUERTEVENTURA</b>	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	5	50	21	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	0	13	13	0	0	21	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	5	75	7	8
<b>TOTAL FUERTEVENTURA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>63</b>	<b>14</b>	16
<b>LAS PALMAS</b>	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	6	63	17	8
	MONARCH AIRLINES	C	8	0	0	63	25	13	0	0	0	13	63	31	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	5	50	64	8
<b>TOTAL LAS PALMAS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>58</b>	<b>37</b>	<b>24</b>	
<b>TENERIFE (SURREINA SOFIA)</b>	BRITANNIA AIRWAYS	C	13	0	0	85	8	8	0	0	0	9	92	8	13
	MONARCH AIRLINES	C	8	0	0	75	25	0	0	0	0	8	100	2	8
	MONARCH AIRLINES	S	24	0	0	67	17	8	8	0	0	18	58	27	24
	MY TRAVEL AIRWAYS UK	C	16	0	0	63	13	19	6	0	0	19	75	73	16
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>32</b>	61
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>30</b>	120
<b>SWITZERLAND</b>															
<b>GENEVA</b>	EASYJET AIRLINE COMPANY LTD	S	88	40	0	70	13	8	9	0	0	19	32	43	56
	EASYJET SWITZERLAND	S	166	0	2	69	19	9	2	0	1	14	71	17	219
<b>TOTAL GENEVA</b>			<b>254</b>	<b>44</b>	<b>2</b>	<b>70</b>	<b>17</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>63</b>	<b>22</b>	275
<b>ZURICH</b>	EASYJET SWITZERLAND	S	168	0	0	76	14	7	3	0	0	11	45	27	110
<b>TOTAL ZURICH</b>			<b>168</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>37</b>	<b>33</b>	168
<b>TOTAL SWITZERLAND</b>			<b>422</b>	<b>46</b>	<b>2</b>	<b>72</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>53</b>	<b>26</b>	443
<b>TUNISIA</b>															
<b>MONASTIR</b>	NOUVELAIR TUNISIE	C	5	0	0	40	20	20	20	0	0	38	0	0	0
<b>TOTAL MONASTIR</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>25</b>	8
<b>TOTAL TUNISIA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>25</b>	8
<b>UNITED KINGDOM</b>															
<b>ABERDEEN</b>	EASYJET AIRLINE COMPANY LTD	S	103	0	9	66	21	9	4	0	0	16	69	38	103
<b>TOTAL ABERDEEN</b>			<b>103</b>	<b>0</b>	<b>9</b>	<b>66</b>	<b>21</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>38</b>	103
<b>BELFAST INTERNATIONAL</b>	EASYJET AIRLINE COMPANY LTD	S	256	1	20	76	12	11	2	0	0	12	64	19	237
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>256</b>	<b>1</b>	<b>20</b>	<b>76</b>	<b>12</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>64</b>	<b>19</b>	237

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2002

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
CARDIFF WALES	FIRST CHOICE AIRWAYS LTD	C	4	0	0	50	25	25	0	0	0	21	0	0	0
	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	0	22	0	0	0
<b>TOTAL CARDIFF WALES</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	341	1	10	61	19	11	9	0	0	19	34	51	299
<b>TOTAL EDINBURGH</b>			<b>341</b>	<b>2</b>	<b>10</b>	<b>61</b>	<b>19</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>34</b>	<b>51</b>	<b>299</b>
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	336	0	12	68	19	8	5	0	0	15	48	28	334
<b>TOTAL GLASGOW</b>			<b>336</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>19</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>48</b>	<b>28</b>	<b>334</b>
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	56	0	0	64	16	18	2	0	0	14	12	60	52
<b>TOTAL INVERNESS</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>16</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>12</b>	<b>60</b>	<b>52</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	56	0	0	88	4	2	4	4	0	12	79	22	56
<b>TOTAL ISLE OF MAN</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>22</b>	<b>56</b>
LIVERPOOL	BMI BRITISH MIDLAND	C	2	0	0	50	50	0	0	0	0	13	0	0	0
<b>TOTAL LIVERPOOL</b>			<b>2</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>52</b>	<b>32</b>	<b>153</b>
MANCHESTER	BRITANNIA AIRWAYS	C	8	0	0	50	13	38	0	0	0	21	0	0	0
<b>TOTAL MANCHESTER</b>			<b>8</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>100</b>	<b>5</b>	<b>2</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1164</b>	<b>11</b>	<b>51</b>	<b>68</b>	<b>17</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>50</b>	<b>34</b>	<b>1236</b>
<b>TOTAL LUTON</b>			<b>3347</b>	<b>113</b>	<b>87</b>	<b>68</b>	<b>16</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>54</b>	<b>31</b>	<b>3577</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2002

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>AUSTRIA</b>															
INNSBRUCK	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	0	13	13	0	0	22	0	63	8
	LAUDA-AIR	C	8	0	0	38	13	25	25	0	0	37	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	25	0	0	0	0	5	38	67	8
<b>TOTAL INNSBRUCK</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>38</b>	<b>47</b>	<b>24</b>
<b>SALZBURG</b>															
TOTAL SALZBURG	BRITANNIA AIRWAYS	C	10	0	0	90	10	0	0	0	0	4	38	51	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	25	25	13	38	0	0	41	0	89	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	13	25	13	0	0	26	44	50	16
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	25	0	0	0	0	11	25	95	8
<b>TOTAL SALZBURG</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>18</b>	<b>9</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>30</b>	<b>67</b>	<b>40</b>
<b>VIENNA</b>															
TOTAL VIENNA	LAUDA-AIR	S	88	0	0	64	25	11	0	0	0	11	56	24	88
<b>TOTAL VIENNA</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>25</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>56</b>	<b>24</b>	<b>88</b>
<b>TOTAL AUSTRIA</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>21</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>46</b>	<b>39</b>	<b>152</b>
<b>BARBADOS</b>															
BRIDGETOWN	BRITANNIA AIRWAYS	C	14	1	0	71	7	14	7	0	0	15	44	27	18
	MY TRAVEL AIRWAYS UK	C	16	0	0	50	0	25	13	0	13	111	38	22	8
<b>TOTAL BRIDGETOWN</b>			<b>30</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>3</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>7</b>	<b>66</b>	<b>37</b>	<b>37</b>	<b>30</b>
<b>TOTAL BARBADOS</b>			<b>30</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>3</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>7</b>	<b>66</b>	<b>37</b>	<b>37</b>	<b>30</b>
<b>BELGIUM</b>															
BRUSSELS	BMI BRITISH MIDLAND	S	132	0	136	73	14	7	7	0	0	15	0	0	0
	BRITISH AIRWAYS PLC	S	181	0	182	56	22	17	4	1	0	20	71	15	160
	SN BRUSSELS AIRLINES	S	192	0	200	63	24	13	1	0	0	13	0	0	0
<b>TOTAL BRUSSELS</b>			<b>505</b>	<b>0</b>	<b>518</b>	<b>63</b>	<b>21</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>66</b>	<b>17</b>	<b>428</b>
<b>TOTAL BELGIUM</b>			<b>505</b>	<b>0</b>	<b>518</b>	<b>63</b>	<b>21</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>66</b>	<b>17</b>	<b>428</b>
<b>BULGARIA</b>															
PLOVDIV	HEMUS AIR	C	8	0	0	13	50	38	0	0	0	30	0	76	4
<b>TOTAL PLOVDIV</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>50</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>76</b>	<b>4</b>
SOFIA	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	4	50	34	8
	THOMAS COOK AIRLINES LTD	C	6	0	0	67	17	0	17	0	0	19	0	0	0
<b>TOTAL SOFIA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>50</b>	<b>34</b>	<b>8</b>
<b>TOTAL BULGARIA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>27</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>33</b>	<b>48</b>	<b>12</b>
<b>CANADA</b>															
CALGARY	MONARCH AIRLINES	C	8	0	0	38	13	0	25	25	0	85	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	13	25	13	0	0	31	56	37	16
<b>TOTAL CALGARY</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>13</b>	<b>13</b>	<b>19</b>	<b>13</b>	<b>0</b>	<b>58</b>	<b>56</b>	<b>37</b>	<b>16</b>
TORONTO	AIR TRANSAT	S	8	0	8	38	50	13	0	0	0	17	38	39	8
	PAKISTAN INTL AIRLINES	S	4	0	4	25	25	0	50	0	0	46	25	79	16
<b>TOTAL TORONTO</b>			<b>12</b>	<b>0</b>	<b>12</b>	<b>33</b>	<b>42</b>	<b>8</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>38</b>	<b>52</b>	<b>72</b>
<b>TOTAL CANADA</b>			<b>28</b>	<b>0</b>	<b>12</b>	<b>39</b>	<b>25</b>	<b>11</b>	<b>18</b>	<b>7</b>	<b>0</b>	<b>45</b>	<b>41</b>	<b>49</b>	<b>88</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>CYPRUS</b>															
<b>LARNACA</b>	CYPRUS AIRWAYS	S	18	0	18	22	33	17	17	11	0	60	63	42	16
	EUROCYPRIA AIRLINES LTD	C	7	0	0	71	0	29	0	0	0	13	50	53	4
	MONARCH AIRLINES	C	8	0	0	50	50	0	0	0	0	13	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	0	50	25	25	0	0	40	63	289	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	13	0	0	0	6	75	12	8
<b>TOTAL LARNACA</b>			<b>49</b>	<b>0</b>	<b>18</b>	<b>41</b>	<b>29</b>	<b>16</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>34</b>	<b>52</b>	<b>92</b>	<b>52</b>
<b>PAPHOS</b>															
	BRITANNIA AIRWAYS	C	16	0	0	69	13	13	6	0	0	14	50	24	16
	EUROCYPRIA AIRLINES LTD	C	8	0	0	38	38	13	13	0	0	26	67	11	12
	EXCEL AIRWAYS LTD	C	6	0	0	83	0	17	0	0	0	6	0	0	0
	FIRST CHOICE AIRWAYS LTD	S	8	0	8	63	38	0	0	0	0	11	50	19	8
	HELIOS AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	1	25	91	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	25	0	0	0	0	9	13	182	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	75	9	8
<b>TOTAL PAPHOS</b>			<b>61</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>16</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>52</b>	<b>46</b>	<b>64</b>
<b>TOTAL CYPRUS</b>			<b>110</b>	<b>0</b>	<b>26</b>	<b>59</b>	<b>22</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>52</b>	<b>67</b>	<b>116</b>
<b>CZECH REPUBLIC</b>															
<b>PRAGUE</b>	CSA	S	48	0	48	35	31	31	2	0	0	23	50	30	40
<b>TOTAL PRAGUE</b>			<b>48</b>	<b>0</b>	<b>48</b>	<b>35</b>	<b>31</b>	<b>31</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>48</b>	<b>31</b>	<b>42</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>48</b>	<b>0</b>	<b>48</b>	<b>35</b>	<b>31</b>	<b>31</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>48</b>	<b>31</b>	<b>42</b>
<b>DENMARK</b>															
<b>BILLUND</b>	DUO AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	18	0	0	0
	SUN AIR OF SCANDINAVIA	S	88	0	94	88	5	7	1	0	0	6	62	20	85
<b>TOTAL BILLUND</b>			<b>90</b>	<b>0</b>	<b>94</b>	<b>87</b>	<b>4</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>62</b>	<b>20</b>	<b>85</b>
<b>COPENHAGEN</b>	SAS	S	200	1	210	68	17	9	6	1	0	16	73	16	210
<b>TOTAL COPENHAGEN</b>			<b>200</b>	<b>1</b>	<b>210</b>	<b>68</b>	<b>17</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>16</b>	<b>210</b>
<b>TOTAL DENMARK</b>			<b>290</b>	<b>1</b>	<b>304</b>	<b>74</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>70</b>	<b>17</b>	<b>295</b>
<b>DOMINICAN REPUBLIC</b>															
<b>LA ROMANA</b>	BRITANNIA AIRWAYS	C	8	0	0	88	0	0	13	0	0	8	0	0	0
<b>TOTAL LA ROMANA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PUERTO PLATA</b>	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	9	0	151	4
	MY TRAVEL AIRWAYS UK	C	16	0	0	81	0	19	0	0	0	9	57	181	7
<b>TOTAL PUERTO PLATA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>26</b>	<b>150</b>	<b>19</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>30</b>	<b>114</b>	<b>27</b>
<b>EGYPT</b>															
<b>CAIRO</b>	EGYPT AIR	S	12	0	12	17	0	8	42	0	33	205	0	0	0
<b>TOTAL CAIRO</b>			<b>12</b>	<b>0</b>	<b>12</b>	<b>17</b>	<b>0</b>	<b>8</b>	<b>42</b>	<b>0</b>	<b>33</b>	<b>205</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>HURGHADA</b>	EXCEL AIRWAYS LTD	C	6	0	0	100	0	0	0	0	0	0	29	22	7
	THOMAS COOK AIRLINES LTD	C	5	3	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL HURGHADA</b>			<b>11</b>	<b>3</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>29</b>	<b>22</b>	<b>7</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
LUXOR	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	0	50	17	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	50	19	8
<b>TOTAL LUXOR</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>35</b>	<b>36</b>	<b>34</b>	
<b>TOTAL EGYPT</b>			<b>39</b>	<b>3</b>	<b>12</b>	<b>74</b>	<b>0</b>	<b>3</b>	<b>13</b>	<b>0</b>	<b>10</b>	<b>64</b>	<b>34</b>	<b>33</b>	<b>41</b>
<b>FINLAND</b>															
HELSINKI	FINNAIR	S	95	0	92	53	22	16	7	2	0	26	69	12	94
<b>TOTAL HELSINKI</b>			<b>95</b>	<b>0</b>	<b>92</b>	<b>53</b>	<b>22</b>	<b>16</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>69</b>	<b>12</b>	<b>94</b>
KITTILA	AZZURRA AIR	C	8	0	0	88	0	13	0	0	0	8	0	0	0
<b>TOTAL KITTILA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>63</b>	<b>29</b>	<b>8</b>
<b>TOTAL FINLAND</b>			<b>103</b>	<b>0</b>	<b>92</b>	<b>55</b>	<b>20</b>	<b>16</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>69</b>	<b>13</b>	<b>102</b>
<b>FRANCE</b>															
CHAMBERY	BRITISH REGIONAL AIRLINES LTD	C	8	0	0	63	0	13	25	0	0	26	0	0	0
	EXCEL AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	12	29	144	7
	FLYBE.BRITISH EUROPEAN	C	8	0	0	50	0	0	0	50	0	140	0	102	3
<b>TOTAL CHAMBERY</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>4</b>	<b>8</b>	<b>8</b>	<b>17</b>	<b>0</b>	<b>59</b>	<b>20</b>	<b>132</b>	<b>10</b>
GRENOBLE	FIRST CHOICE AIRWAYS LTD	C	8	0	0	38	25	38	0	0	0	27	63	63	8
	MONARCH AIRLINES	C	8	0	0	50	25	0	25	0	0	27	63	17	8
<b>TOTAL GRENOBLE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>25</b>	<b>19</b>	<b>13</b>	<b>0</b>	<b>27</b>	<b>63</b>	<b>40</b>	<b>16</b>	
<b>LYON</b>															
TOTAL LYON	AIR FRANCE	S	40	0	40	88	13	0	0	0	0	5	88	6	40
	BRITANNIA AIRWAYS	C	10	0	0	60	20	10	10	0	0	17	20	35	10
	BRITISH AIRWAYS PLC	C	32	0	0	63	28	3	6	0	0	14	42	24	24
	BRITISH REGIONAL AIRLINES LTD	S	56	0	56	84	9	5	2	0	0	7	70	13	60
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	9	63	21	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	38	0	0	0	0	12	75	9	8
	<b>TOTAL LYON</b>			<b>154</b>	<b>1</b>	<b>96</b>	<b>77</b>	<b>16</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>67</b>	<b>15</b>	<b>150</b>
<b>NANTES</b>															
TOTAL NANTES	AIGLE AZUR	C	2	0	0	50	0	50	0	0	0	19	0	0	0
	BRITISH AIRWAYS PLC	C	2	0	0	50	50	0	0	0	0	9	0	0	0
	EURALAIR	C	2	0	0	50	50	0	0	0	0	16	0	0	0
	EXCEL AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	28	0	0	0
	STAR EUROPE	C	6	0	0	0	50	50	0	0	0	27	0	0	0
	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL NANTES</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>32</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>NICE</b>															
TOTAL NICE	BRITISH REGIONAL AIRLINES LTD	S	53	0	56	77	19	2	2	0	0	9	72	12	54
<b>TOTAL NICE</b>			<b>53</b>	<b>0</b>	<b>56</b>	<b>77</b>	<b>19</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>12</b>	<b>54</b>	
<b>PARIS (CHARLES DE GAULLE)</b>															
TOTAL PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	276	0	277	54	26	16	5	0	0	18	59	19	276
	BRITISH AIRWAYS PLC	S	222	0	222	64	18	14	5	0	0	16	69	16	258
	TITAN AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	25	0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>500</b>	<b>1</b>	<b>499</b>	<b>58</b>	<b>22</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>17</b>	<b>64</b>	<b>18</b>	<b>534</b>	
<b>TOULOUSE (BLAGNAC)</b>															
TOTAL TOULOUSE (BLAGNAC)	BRITANNIA AIRWAYS	C	10	0	0	90	0	10	0	0	0	6	38	20	8
	BRITISH AIRWAYS PLC	C	8	0	0	88	13	0	0	0	0	6	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	25	0	13	0	0	16	50	49	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	30	0	0	0	0	7	33	108	9

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				Actual (7)	Plan (8)										
TOULOUSE (BLAGNAC)	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	0	0	25	0	57	88	9	8
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>17</b>	<b>51</b>	<b>43</b>	<b>41</b>
<b>TOTAL FRANCE</b>			<b>810</b>	<b>2</b>	<b>651</b>	<b>64</b>	<b>20</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>64</b>	<b>20</b>	<b>805</b>
<b>GAMBIA</b>															
BANJUL	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	12	0	0	0
	MY TRAVEL AIRWAYS UK	C	7	0	0	100	0	0	0	0	0	3	50	26	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	25	0	0	0	12	25	32	8
<b>TOTAL BANJUL</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>4</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>38</b>	<b>29</b>	<b>16</b>
<b>TOTAL GAMBIA</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>4</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>38</b>	<b>29</b>	<b>16</b>
<b>GERMANY</b>															
BERLIN (TEGEL)	BRITISH REGIONAL AIRLINES LTD	S	56	1	56	77	9	11	4	0	0	12	81	12	47
<b>TOTAL BERLIN (TEGEL)</b>			<b>56</b>	<b>1</b>	<b>56</b>	<b>77</b>	<b>9</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>12</b>	<b>47</b>
DUSSELDORF	BMI BRITISH MIDLAND	S	136	0	136	74	19	4	3	0	0	13	72	16	139
	BRITISH AIRWAYS PLC	S	186	1	186	66	22	10	2	0	0	14	76	16	142
<b>TOTAL DUSSELDORF</b>			<b>322</b>	<b>1</b>	<b>322</b>	<b>69</b>	<b>21</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>16</b>	<b>281</b>
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	196	1	200	57	23	16	4	0	0	17	66	20	195
	LUFTHANSA	S	168	0	168	68	21	10	1	0	0	12	79	12	220
<b>TOTAL FRANKFURT MAIN</b>			<b>364</b>	<b>1</b>	<b>368</b>	<b>62</b>	<b>23</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>16</b>	<b>415</b>
HAMBURG	LUFTHANSA CITY LINE	S	92	0	0	61	32	5	2	0	0	14	0	0	0
<b>TOTAL HAMBURG</b>			<b>92</b>	<b>0</b>	<b>4</b>	<b>61</b>	<b>32</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>14</b>	<b>87</b>
HANOVER	BRITISH REGIONAL AIRLINES LTD	S	55	0	56	89	7	4	0	0	0	6	93	4	40
<b>TOTAL HANOVER</b>			<b>55</b>	<b>0</b>	<b>56</b>	<b>89</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>93</b>	<b>4</b>	<b>40</b>
MUNICH	LUFTHANSA	S	112	0	114	39	26	29	6	0	0	24	75	10	106
	LUFTHANSA CITY LINE	S	46	0	0	72	26	2	0	0	0	10	77	11	48
<b>TOTAL MUNICH</b>			<b>158</b>	<b>1</b>	<b>114</b>	<b>49</b>	<b>26</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>75</b>	<b>12</b>	<b>158</b>
STUTTART	LUFTHANSA CITY LINE	S	52	0	0	83	10	6	2	0	0	9	96	4	46
<b>TOTAL STUTTART</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>96</b>	<b>4</b>	<b>46</b>
<b>TOTAL GERMANY</b>			<b>1100</b>	<b>4</b>	<b>920</b>	<b>65</b>	<b>21</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>14</b>	<b>1074</b>
<b>GREECE</b>															
ATHENS	OLYMPIC AIRWAYS	S	24	0	24	17	13	33	38	0	0	57	25	32	24
<b>TOTAL ATHENS</b>			<b>24</b>	<b>0</b>	<b>24</b>	<b>17</b>	<b>13</b>	<b>33</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>25</b>	<b>32</b>	<b>24</b>
<b>TOTAL GREECE</b>			<b>24</b>	<b>0</b>	<b>24</b>	<b>17</b>	<b>13</b>	<b>33</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>25</b>	<b>32</b>	<b>24</b>
<b>HUNGARY</b>															
BUDAPEST	MALEV (HUNGARIAN AIRLINES)	S	25	0	32	56	24	20	0	0	0	19	0	0	0
<b>TOTAL BUDAPEST</b>			<b>25</b>	<b>0</b>	<b>32</b>	<b>56</b>	<b>24</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL HUNGARY</b>			<b>25</b>	<b>0</b>	<b>32</b>	<b>56</b>	<b>24</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>INDIA</b>															
GOA	MONARCH AIRLINES	C	16	0	0	44	13	6	31	6	0	56	71	31	24

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
TOTAL GOA			16	0	0	44	13	6	31	6	0	56	74	28	31
TOTAL INDIA			16	0	0	44	13	6	31	6	0	56	74	28	31
IRISH REPUBLIC															
CONNAUGHT	BRITISH REGIONAL AIRLINES LTD	S	32	0	32	75	13	6	6	0	0	13	84	6	32
TOTAL CONNAUGHT			32	0	32	75	13	6	6	0	0	13	84	6	32
CORK	BRITISH REGIONAL AIRLINES LTD	S	139	1	142	73	13	12	1	0	0	10	76	13	122
TOTAL CORK			139	3	142	73	13	12	1	0	0	10	76	13	122
DUBLIN	AER LINGUS	S	293	2	298	78	8	4	5	4	0	20	83	9	285
	LUXAIR	S	56	0	56	91	7	2	0	0	0	4	0	0	0
	RYANAIR	S	260	0	264	88	6	5	2	0	0	6	77	11	265
TOTAL DUBLIN			609	5	618	84	7	4	3	2	0	12	80	10	550
SHANNON	BRITISH REGIONAL AIRLINES LTD	S	58	0	56	91	9	0	0	0	0	3	79	16	94
TOTAL SHANNON			58	0	56	91	9	0	0	0	0	3	79	16	94
TOTAL IRISH REPUBLIC			838	8	848	82	8	5	3	1	0	11	80	11	798
ISRAEL															
OVDA	BRITANNIA AIRWAYS	C	8	0	0	50	25	25	0	0	0	19	63	50	8
TOTAL OVDA			8	0	0	50	25	25	0	0	0	19	69	31	16
TOTAL ISRAEL			8	0	0	50	25	25	0	0	0	19	75	25	20
ITALY															
BERGAMO	BRITANNIA AIRWAYS	C	8	0	0	25	50	25	0	0	0	23	25	29	8
	MONARCH AIRLINES	C	8	0	0	38	38	25	0	0	0	22	25	26	8
TOTAL BERGAMO			16	0	0	31	44	25	0	0	0	23	25	28	16
BOLOGNA	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL BOLOGNA			2	0	0	100	0	0	0	0	0	0	0	0	0
MILAN (MALPENSA)	BRITISH AIRWAYS PLC	S	96	0	96	52	23	17	7	1	0	25	60	23	139
TOTAL MILAN (MALPENSA)			96	0	96	52	23	17	7	1	0	25	60	23	139
ROME (CIAMPINO)	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL ROME (CIAMPINO)			2	0	0	100	0	0	0	0	0	0	0	0	0
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	32	0	32	69	19	3	9	0	0	19	72	14	32
TOTAL ROME (FIUMICINO)			32	0	32	69	19	3	9	0	0	19	72	14	32
TURIN	BRITANNIA AIRWAYS	C	10	0	0	70	20	10	0	0	0	13	13	27	8
	BRITISH AIRWAYS PLC	C	8	0	0	63	0	13	25	0	0	31	40	47	15
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	31	38	19	13	0	0	30	25	37	16
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	0	50	0	0	0	26	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	100	3	8
TOTAL TURIN			50	0	0	58	16	18	8	0	0	21	40	33	47
VENICE	MY TRAVEL AIRWAYS UK	C	2	0	0	0	50	50	0	0	0	33	0	0	0
TOTAL VENICE			2	0	0	0	50	50	0	0	0	33	0	0	0
VERONA	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	25	0	13	13	0	52	57	30	7



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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL VERONA			8	0	0	50	25	0	13	13	0	52	44	32	9
TOTAL ITALY			208	0	128	55	22	15	7	1	0	24	55	24	243
<b>JAMAICA</b>															
MONTEGO BAY	MY TRAVEL AIRWAYS UK	C	16	0	0	50	6	13	13	0	19	211	19	114	16
TOTAL MONTEGO BAY			16	0	0	50	6	13	13	0	19	211	19	114	16
TOTAL JAMAICA			16	0	0	50	6	13	13	0	19	211	19	114	16
<b>KENYA</b>															
MOMBASA	MONARCH AIRLINES	C	8	0	0	75	13	0	13	0	0	19	63	45	8
TOTAL MOMBASA			8	0	0	75	13	0	13	0	0	19	44	109	16
TOTAL KENYA			8	2	0	75	13	0	13	0	0	19	44	109	16
<b>LUXEMBOURG</b>															
LUXEMBOURG	LUXAIR	S	56	0	56	86	13	2	0	0	0	5	87	7	38
TOTAL LUXEMBOURG			56	0	56	86	13	2	0	0	0	5	87	7	38
TOTAL LUXEMBOURG			56	0	56	86	13	2	0	0	0	5	87	7	38
<b>MALDIVE ISLANDS</b>															
MALE INTERNATIONAL	MY TRAVEL AIRWAYS UK	C	8	0	0	50	13	0	38	0	0	46	57	33	7
TOTAL MALE INTERNATIONAL			8	0	0	50	13	0	38	0	0	46	57	33	7
TOTAL MALDIVE ISLANDS			8	0	0	50	13	0	38	0	0	46	57	33	7
<b>MALTA</b>															
MALTA	AIR MALTA	C	10	1	0	80	0	0	20	0	0	23	90	3	10
	AIR MALTA	S	32	0	44	78	9	9	3	0	0	8	86	5	36
	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	4	75	17	8
	EXCEL AIRWAYS LTD	S	6	0	6	67	17	17	0	0	0	13	0	31	3
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	13	13	0	0	16	75	8	8
	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	2	40	35	10
TOTAL MALTA			68	1	50	79	7	7	6	0	0	11	70	14	83
TOTAL MALTA			68	1	50	79	7	7	6	0	0	11	70	14	83
<b>MEXICO</b>															
CANCUN	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	7	25	121	8
	MY TRAVEL AIRWAYS UK	C	15	1	0	67	0	13	13	7	0	34	0	0	0
TOTAL CANCUN			23	1	0	74	0	13	9	4	0	25	25	121	8
TOTAL MEXICO			23	1	0	74	0	13	9	4	0	25	50	101	20
<b>MOROCCO</b>															
AGADIR	MY TRAVEL AIRWAYS UK	C	6	0	0	67	17	17	0	0	0	13	33	14	3
TOTAL AGADIR			6	0	0	67	17	17	0	0	0	13	14	28	7
TOTAL MOROCCO			6	1	0	67	17	17	0	0	0	13	14	28	7
<b>NETHERLANDS</b>															

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
AMSTERDAM	BRITISH AIRWAYS PLC	S	235	0	240	48	17	20	14	2	0	33	72	18	190
	KLM UK LTD	S	379	0	388	51	13	16	18	1	0	36	62	28	426
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL AMSTERDAM</b>			<b>617</b>	<b>2</b>	<b>628</b>	<b>50</b>	<b>14</b>	<b>17</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>34</b>	<b>65</b>	<b>25</b>	616
ROTTERDAM	VLM (BELGIUM)	S	80	0	80	45	31	21	3	0	0	21	76	16	83
<b>TOTAL ROTTERDAM</b>			<b>80</b>	<b>0</b>	<b>80</b>	<b>45</b>	<b>31</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>76</b>	<b>16</b>	83
<b>TOTAL NETHERLANDS</b>			<b>697</b>	<b>2</b>	<b>708</b>	<b>49</b>	<b>16</b>	<b>18</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>66</b>	<b>24</b>	780
<b>NORWAY</b>															
OSLO (GARDERMOEN)	BRITISH REGIONAL AIRLINES LTD	S	96	0	96	61	17	17	4	1	0	18	0	0	0
	NEWAIR AIR SERVICE	C	2	0	0	50	0	50	0	0	0	28	0	0	0
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>98</b>	<b>0</b>	<b>96</b>	<b>61</b>	<b>16</b>	<b>17</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>77</b>	<b>11</b>	142
<b>TOTAL NORWAY</b>			<b>98</b>	<b>0</b>	<b>96</b>	<b>61</b>	<b>16</b>	<b>17</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>77</b>	<b>12</b>	145
<b>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	16	1	14	6	0	44	25	25	0	121	33	25	12
<b>TOTAL ISLAMABAD</b>			<b>16</b>	<b>1</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>44</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>121</b>	<b>33</b>	<b>25</b>	12
KARACHI	PAKISTAN INTL AIRLINES	S	33	2	31	24	15	27	33	0	0	46	32	74	44
<b>TOTAL KARACHI</b>			<b>33</b>	<b>2</b>	<b>31</b>	<b>24</b>	<b>15</b>	<b>27</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>32</b>	<b>74</b>	44
LAHORE	PAKISTAN INTL AIRLINES	S	12	0	11	8	17	42	33	0	0	58	31	26	16
<b>TOTAL LAHORE</b>			<b>12</b>	<b>0</b>	<b>11</b>	<b>8</b>	<b>17</b>	<b>42</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>31</b>	<b>26</b>	16
<b>TOTAL PAKISTAN</b>			<b>61</b>	<b>3</b>	<b>56</b>	<b>16</b>	<b>11</b>	<b>34</b>	<b>31</b>	<b>7</b>	<b>0</b>	<b>68</b>	<b>32</b>	<b>55</b>	72
<b>POLAND</b>															
WARSAW	LOT-POLISH AIRLINES	S	47	0	48	57	9	21	13	0	0	25	0	0	0
<b>TOTAL WARSAW</b>			<b>47</b>	<b>0</b>	<b>48</b>	<b>57</b>	<b>9</b>	<b>21</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>64</b>	<b>21</b>	47
<b>TOTAL POLAND</b>			<b>47</b>	<b>0</b>	<b>48</b>	<b>57</b>	<b>9</b>	<b>21</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>64</b>	<b>21</b>	47
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	BRITANNIA AIRWAYS	C	14	0	0	64	14	21	0	0	0	15	75	31	8
	FIRST CHOICE AIRWAYS LTD	S	16	0	24	69	19	13	0	0	0	11	63	12	8
	FIRST CHOICE AIRWAYS LTD	C	8	1	0	63	25	13	0	0	0	13	57	32	14
	MONARCH AIRLINES	C	10	0	0	70	10	20	0	0	0	14	63	13	8
	MY TRAVEL AIRWAYS UK	C	22	0	0	45	14	27	14	0	0	36	79	11	14
	THOMAS COOK AIRLINES LTD	C	19	0	0	89	0	11	0	0	0	6	58	31	24
<b>TOTAL FARO</b>			<b>89</b>	<b>1</b>	<b>24</b>	<b>66</b>	<b>12</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>64</b>	<b>23</b>	80
LISBON	PORTUGALIA	S	56	0	56	86	11	2	0	0	2	15	58	21	52
<b>TOTAL LISBON</b>			<b>56</b>	<b>0</b>	<b>56</b>	<b>86</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>15</b>	<b>58</b>	<b>21</b>	52
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>145</b>	<b>1</b>	<b>80</b>	<b>74</b>	<b>12</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>61</b>	<b>22</b>	132
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	BRITANNIA AIRWAYS	C	6	0	0	83	17	0	0	0	0	7	63	59	8
	EXCEL AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	73	28	15
	FIRST CHOICE AIRWAYS LTD	C	6	0	0	83	0	17	0	0	0	7	75	21	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	0	13	0	0	0	7	100	1	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2002

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
FUNCHAL	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	3	75	38	8
<b>TOTAL FUNCHAL</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>77</b>	<b>29</b>	<b>47</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>77</b>	<b>29</b>	<b>47</b>
SINGAPORE															
SINGAPORE	SINGAPORE AIRLINES	S	56	0	56	14	16	38	25	4	4	88	45	36	56
<b>TOTAL SINGAPORE</b>			<b>56</b>	<b>0</b>	<b>56</b>	<b>14</b>	<b>16</b>	<b>38</b>	<b>25</b>	<b>4</b>	<b>4</b>	<b>88</b>	<b>45</b>	<b>36</b>	<b>56</b>
<b>TOTAL SINGAPORE</b>			<b>56</b>	<b>0</b>	<b>56</b>	<b>14</b>	<b>16</b>	<b>38</b>	<b>25</b>	<b>4</b>	<b>4</b>	<b>88</b>	<b>45</b>	<b>36</b>	<b>56</b>
SPAIN															
ALICANTE	BRITANNIA AIRWAYS	C	40	1	0	73	8	13	8	0	0	18	75	21	40
	FIRST CHOICE AIRWAYS LTD	S	24	0	40	71	13	8	0	8	0	37	42	42	24
	FIRST CHOICE AIRWAYS LTD	C	19	0	0	74	11	5	0	5	5	43	50	29	8
	MONARCH AIRLINES	C	12	0	0	25	25	0	50	0	0	56	67	29	12
	MONARCH AIRLINES	S	48	0	60	83	8	6	0	2	0	11	46	28	24
	MY TRAVEL AIRWAYS UK	C	38	2	0	58	13	5	21	3	0	35	55	49	44
	THOMAS COOK AIRLINES LTD	C	28	0	0	75	11	11	4	0	0	14	76	21	25
<b>TOTAL ALICANTE</b>			<b>209</b>	<b>3</b>	<b>100</b>	<b>70</b>	<b>11</b>	<b>8</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>59</b>	<b>34</b>	<b>185</b>
ALMERIA	MY TRAVEL AIRWAYS UK	C	8	0	0	50	13	38	0	0	0	23	63	18	8
<b>TOTAL ALMERIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>63</b>	<b>18</b>	<b>8</b>
BARCELONA	IBERIA	S	56	1	56	38	21	23	18	0	0	31	46	25	56
<b>TOTAL BARCELONA</b>			<b>56</b>	<b>1</b>	<b>56</b>	<b>38</b>	<b>21</b>	<b>23</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>46</b>	<b>25</b>	<b>56</b>
MADRID	BRITISH AIRWAYS PLC	S	80	0	80	71	19	6	4	0	0	13	68	15	80
<b>TOTAL MADRID</b>			<b>80</b>	<b>1</b>	<b>80</b>	<b>71</b>	<b>19</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>15</b>	<b>80</b>
MALAGA	AIR CORDIAL LTD	C	6	0	0	0	0	17	50	17	17	183	0	0	0
	AZZURRA AIR	C	8	0	0	88	13	0	0	0	0	6	0	0	0
	BRITANNIA AIRWAYS	C	24	0	0	75	17	8	0	0	0	8	39	41	18
	CHANNEL EXPRESS (AIR SVS)	C	2	0	0	0	100	0	0	0	0	23	0	0	0
	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	11	0	0	64	36	0	0	0	0	10	50	39	8
	FIRST CHOICE AIRWAYS LTD	S	20	0	28	55	25	10	10	0	0	20	31	65	16
	MONARCH AIRLINES	C	27	0	0	70	15	15	0	0	0	13	83	10	24
	MONARCH AIRLINES	S	56	0	84	70	21	9	0	0	0	10	58	24	40
	MY TRAVEL AIRWAYS UK	C	28	0	0	25	32	25	18	0	0	33	52	67	27
	THOMAS COOK AIRLINES LTD	C	24	0	0	71	8	13	8	0	0	17	67	14	30
<b>TOTAL MALAGA</b>			<b>208</b>	<b>1</b>	<b>112</b>	<b>61</b>	<b>21</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>58</b>	<b>33</b>	<b>178</b>
PALMA DE MALLORCA	BRITANNIA AIRWAYS	C	16	0	0	56	0	25	13	6	0	36	38	53	16
	FIRST CHOICE AIRWAYS LTD	S	8	0	8	88	13	0	0	0	0	5	13	45	8
	MY TRAVEL AIRWAYS UK	C	30	1	0	53	30	10	7	0	0	18	29	71	21
	SPANAIR	C	6	0	0	50	17	0	33	0	0	30	67	16	6
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	13	13	25	0	0	29	100	0	2
<b>TOTAL PALMA DE MALLORCA</b>			<b>68</b>	<b>1</b>	<b>8</b>	<b>57</b>	<b>18</b>	<b>12</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>36</b>	<b>48</b>	<b>61</b>
<b>TOTAL SPAIN</b>			<b>630</b>	<b>7</b>	<b>356</b>	<b>63</b>	<b>17</b>	<b>11</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>56</b>	<b>31</b>	<b>578</b>

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	AZZURRA AIR	C	8	0	0	25	25	38	13	0	0	38	0	0	0
	BRITANNIA AIRWAYS	C	20	0	0	85	10	5	0	0	0	6	56	23	16
	FIRST CHOICE AIRWAYS LTD	C	19	1	0	68	32	0	0	0	0	8	25	26	16
	FIRST CHOICE AIRWAYS LTD	S	16	0	32	75	13	13	0	0	0	9	75	11	16
	MONARCH AIRLINES	C	8	0	0	88	0	13	0	0	0	6	88	5	8
	MY TRAVEL AIRWAYS UK	C	24	0	0	75	0	8	17	0	0	18	60	18	15
	THOMAS COOK AIRLINES LTD	C	36	0	0	81	3	11	0	6	0	20	72	16	32
<b>TOTAL ARRECIFE</b>			<b>131</b>	<b>1</b>	<b>32</b>	<b>75</b>	<b>10</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>63</b>	<b>17</b>	<b>113</b>
<b>FUERTEVENTURA</b>	BRITANNIA AIRWAYS	C	8	0	0	50	13	38	0	0	0	20	25	36	16
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	63	19	13	6	0	0	17	75	24	16
	MY TRAVEL AIRWAYS UK	C	24	0	0	63	8	8	17	0	4	43	47	26	15
	THOMAS COOK AIRLINES LTD	C	23	0	0	91	9	0	0	0	0	4	88	9	16
<b>TOTAL FUERTEVENTURA</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>11</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>22</b>	<b>59</b>	<b>24</b>	<b>63</b>
<b>LAS PALMAS</b>	AZZURRA AIR	C	2	0	0	100	0	0	0	0	0	6	0	0	0
	BRITANNIA AIRWAYS	C	24	0	0	83	17	0	0	0	0	7	65	23	17
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	88	13	0	0	0	0	4	69	14	16
	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	3	88	3	8
	MY TRAVEL AIRWAYS UK	C	26	0	0	88	4	4	4	0	0	10	59	50	32
	THOMAS COOK AIRLINES LTD	C	24	0	0	92	4	4	0	0	0	5	55	17	38
<b>TOTAL LAS PALMAS</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>64</b>	<b>24</b>	<b>119</b>
<b>SANTA CRUZ DE LA PALMA</b>	THOMAS COOK AIRLINES LTD	C	7	0	0	86	14	0	0	0	0	8	0	0	0
<b>TOTAL SANTA CRUZ DE LA PALMA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TENERIFE (SURREINA SOFIA)</b>	AIR CORDIAL LTD	C	16	0	0	19	13	19	13	38	0	119	0	0	0
	AIR EUROPA	C	4	0	0	0	0	25	75	0	0	113	30	32	10
	AZZURRA AIR	C	10	0	0	50	20	20	10	0	0	25	0	0	0
	BRITANNIA AIRWAYS	C	39	2	0	59	21	18	3	0	0	15	63	21	43
	EXCEL AIRWAYS LTD	C	24	0	0	54	33	13	0	0	0	15	36	25	14
	FIRST CHOICE AIRWAYS LTD	S	30	0	48	80	10	10	0	0	0	7	44	28	32
	FIRST CHOICE AIRWAYS LTD	C	26	0	0	81	12	4	4	0	0	9	67	17	27
	IBERWORLD	C	11	1	0	36	0	18	27	18	0	74	0	34	4
	MONARCH AIRLINES	C	36	3	0	69	11	3	17	0	0	27	57	23	28
	MY TRAVEL AIRWAYS UK	C	51	2	0	55	18	14	14	0	0	27	43	102	44
	SPANAIR	C	2	0	0	100	0	0	0	0	0	7	50	54	12
	THOMAS COOK AIRLINES LTD	C	69	0	0	86	7	4	3	0	0	8	54	35	65
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>318</b>	<b>8</b>	<b>48</b>	<b>65</b>	<b>14</b>	<b>10</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>54</b>	<b>36</b>	<b>319</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>627</b>	<b>9</b>	<b>80</b>	<b>72</b>	<b>12</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>58</b>	<b>29</b>	<b>614</b>
<b>SUDAN</b>															
<b>KHARTOUM</b>	SUDAN AIRWAYS	S	2	1	4	0	0	50	0	50	0	135	50	38	2
<b>TOTAL KHARTOUM</b>			<b>2</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>135</b>	<b>50</b>	<b>38</b>	<b>2</b>
<b>TOTAL SUDAN</b>			<b>2</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>135</b>	<b>50</b>	<b>38</b>	<b>2</b>
<b>SWEDEN</b>															
<b>GOTEBORG</b>	BRITISH REGIONAL AIRLINES LTD	S	46	1	48	87	11	2	0	0	0	5	0	0	0

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			Actual (7)	Plan (8)											
TOTAL GOTEBOG			47	1	48	85	13	2	0	0	0	6	0	54	1
LINKOPING	CITY AIRLINE	S	85	2	88	58	27	7	6	2	0	22	0	0	0
TOTAL LINKOPING			85	2	88	58	27	7	6	2	0	22	0	0	0
STOCKHOLM (ARLANDA)	SKYWAYS EXPRESS	S	82	0	82	70	17	10	1	2	0	17	74	11	94
TOTAL STOCKHOLM (ARLANDA)			82	2	82	70	17	10	1	2	0	17	74	11	94
TOTAL SWEDEN			214	5	218	68	20	7	3	2	0	16	74	12	95
SWITZERLAND															
BASLE MULHOUSE	SWISS AIRLINES	S	142	0	142	73	16	9	1	0	0	11	54	18	142
TOTAL BASLE MULHOUSE			142	0	142	73	16	9	1	0	0	11	54	18	142
GENEVA															
	BRITANNIA AIRWAYS	C	16	0	0	6	19	25	31	19	0	89	19	68	16
	BRITISH AIRWAYS PLC	C	16	1	0	69	25	6	0	0	0	12	29	27	24
	BRITISH AIRWAYS PLC	S	56	2	65	45	21	29	5	0	0	24	55	29	56
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	38	13	25	25	0	0	38	0	66	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	25	25	13	0	0	30	40	15	10
TOTAL GENEVA			104	3	65	41	21	24	11	3	0	33	39	36	114
ZURICH															
	BRITISH AIRWAYS PLC	S	92	0	96	58	21	16	5	0	0	19	0	0	0
	SWISS AIRLINES	S	110	1	111	58	21	17	4	0	0	17	0	0	0
TOTAL ZURICH			202	1	207	58	21	17	4	0	0	18	78	13	120
TOTAL SWITZERLAND			448	4	414	59	19	16	5	1	0	19	57	22	376
SYRIA															
DAMASCUS	SYRIANAIR	C	3	0	0	0	0	0	0	100	0	300	0	0	0
TOTAL DAMASCUS			3	0	0	0	0	0	0	100	0	300	0	0	0
TOTAL SYRIA			3	0	0	0	0	0	0	100	0	300	0	0	0
TUNISIA															
MONASTIR	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	2	25	43	16
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	17	37	12
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	25	0	50	0	0	52	56	36	16
	THOMAS COOK AIRLINES LTD	C	7	0	0	71	29	0	0	0	0	6	63	18	8
TOTAL MONASTIR			32	0	0	69	16	3	13	0	0	17	38	36	52
TOTAL TUNISIA			32	0	0	69	16	3	13	0	0	17	38	36	52
TURKEY															
ANTALYA	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	3	75	29	8
TOTAL ANTALYA			8	0	0	100	0	0	0	0	0	3	75	29	8
ISTANBUL															
	MONARCH AIRLINES	C	2	0	0	50	0	0	50	0	0	34	0	0	0
	THY TURK HAVA YOLLARI TURKIS	S	32	0	32	13	19	53	16	0	0	43	22	31	32
TOTAL ISTANBUL			34	0	32	15	18	50	18	0	0	42	22	31	32
TOTAL TURKEY			42	0	32	31	14	40	14	0	0	35	33	31	40
TURKMENISTAN															
ASHKHABAD	TURKMENISTAN AIRLINES	S	8	2	0	13	50	25	13	0	0	31	0	0	0

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			Actual (7)	Plan (8)											
TOTAL ASHKHABAD			8	2	0	13	50	25	13	0	0	31	0	0	0
TOTAL TURKMENISTAN			8	2	0	13	50	25	13	0	0	31	0	0	0
UNITED ARAB EMIRATES															
DUBAI	EMIRATES	S	55	0	56	55	16	24	5	0	0	20	68	10	56
TOTAL DUBAI			55	0	56	55	16	24	5	0	0	20	68	10	56
TOTAL UNITED ARAB EMIRATES			55	0	56	55	16	24	5	0	0	20	68	10	56
UNITED KINGDOM															
ABERDEEN	BMI REGIONAL	S	131	0	0	87	7	5	2	0	0	8	77	18	119
	BRITISH AIRWAYS CITIEXPRESS L	S	228	0	200	81	9	4	5	1	0	12	62	25	255
TOTAL ABERDEEN			359	1	200	83	8	4	4	1	0	10	67	23	374
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	303	0	312	86	8	2	5	0	0	9	85	9	201
TOTAL BELFAST CITY			303	0	312	86	8	2	5	0	0	9	85	9	201
CITY OF DERRY (EGLINTON)	LOGANAIR	S	54	0	56	94	2	2	2	0	0	3	0	0	0
TOTAL CITY OF DERRY (EGLINTON)			54	0	56	94	2	2	2	0	0	3	79	10	52
EDINBURGH	BMI REGIONAL	S	216	0	0	88	7	3	1	0	0	5	85	12	143
	BRITISH AIRWAYS CITIEXPRESS L	S	97	0	0	71	16	5	7	0	0	15	63	21	132
	BRITISH AIRWAYS PLC	S	167	0	173	74	13	10	4	0	0	14	50	28	127
TOTAL EDINBURGH			480	0	173	80	11	6	3	0	0	10	67	20	402
GATWICK	BRITANNIA AIRWAYS	C	8	0	0	88	0	13	0	0	0	7	50	34	14
	BRITISH AIRWAYS (EURO OPS) LG	S	354	0	0	91	5	3	1	0	0	5	71	16	356
	FIRST CHOICE AIRWAYS LTD	C	8	2	0	100	0	0	0	0	0	2	25	44	4
	MONARCH AIRLINES	C	8	0	0	50	0	0	25	25	0	79	0	0	0
TOTAL GATWICK			378	7	0	90	4	3	1	1	0	6	70	17	375
GLASGOW	BMI REGIONAL	S	165	1	0	93	3	3	1	0	0	4	78	17	158
	BRITISH AIRWAYS CITIEXPRESS L	S	85	0	0	91	8	1	0	0	0	5	49	27	148
	BRITISH AIRWAYS PLC	S	128	0	137	71	13	13	3	0	0	15	66	17	98
TOTAL GLASGOW			378	1	137	85	8	6	2	0	0	8	65	21	405
GUERNSEY	AURIGNY AIR SERVICES	S	111	1	114	57	16	16	9	2	0	25	77	14	92
TOTAL GUERNSEY			111	1	114	57	16	16	9	2	0	25	76	15	134
HEATHROW	BMI BRITISH MIDLAND	S	327	2	330	86	6	4	3	1	0	10	70	15	376
	BRITISH AIRWAYS PLC	S	572	3	573	75	14	8	3	0	0	12	67	20	548
TOTAL HEATHROW			899	6	903	79	11	6	3	0	0	11	68	18	925
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	173	4	176	90	4	2	3	1	0	8	85	11	165
TOTAL ISLE OF MAN			173	4	176	90	4	2	3	1	0	8	85	11	165
JERSEY	BRITISH REGIONAL AIRLINES LTD	S	95	0	96	71	16	8	5	0	0	14	81	10	68
TOTAL JERSEY			95	1	96	71	16	8	5	0	0	14	81	10	68
NORWICH	EASTERN AIRWAYS	S	120	0	120	93	3	5	0	0	0	4	80	13	105
TOTAL NORWICH			120	0	120	93	3	5	0	0	0	4	80	13	105
SOUTHAMPTON	BRITISH REGIONAL AIRLINES LTD	S	128	1	128	94	2	2	2	0	0	5	90	11	124

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2002

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>TOTAL SOUTHAMPTON</b>			<b>128</b>	<b>1</b>	<b>128</b>	<b>94</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>11</b>	<b>124</b>
<b>STANSTED</b>	BRITISH REGIONAL AIRLINES LTD	S	113	0	120	83	8	5	4	0	0	9	82	14	151
	VLM (BELGIUM)	C	2	0	0	0	0	100	0	0	0	56	0	0	0
<b>TOTAL STANSTED</b>			<b>115</b>	<b>0</b>	<b>120</b>	<b>82</b>	<b>8</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>14</b>	<b>151</b>
<b>TOTAL UNITED KINGDOM</b>			<b>3594</b>	<b>27</b>	<b>2535</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>17</b>	<b>3720</b>
<b>USA</b>															
<b>ATLANTA</b>	DELTA AIRLINES	S	56	0	56	96	2	2	0	0	0	2	66	21	56
<b>TOTAL ATLANTA</b>			<b>56</b>	<b>0</b>	<b>56</b>	<b>96</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>66</b>	<b>21</b>	<b>56</b>
<b>CHICAGO (O'HARE)</b>	AMERICAN AIRLINES	S	56	0	56	86	4	5	5	0	0	8	59	27	56
	BMI BRITISH MIDLAND	S	56	0	56	95	4	0	0	2	0	6	0	0	0
<b>TOTAL CHICAGO (O'HARE)</b>			<b>112</b>	<b>0</b>	<b>112</b>	<b>90</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>59</b>	<b>27</b>	<b>56</b>
<b>NEW YORK (JF KENNEDY)</b>	BRITISH AIRWAYS PLC	S	54	0	54	91	4	2	2	2	0	10	53	36	43
	PAKISTAN INTL AIRLINES	S	31	1	32	35	6	42	13	3	0	39	50	71	24
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>85</b>	<b>1</b>	<b>86</b>	<b>71</b>	<b>5</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>52</b>	<b>49</b>	<b>67</b>
<b>NEW YORK (NEWARK)</b>	CONTINENTAL AIRLINES	S	48	0	48	92	0	0	6	2	0	13	79	25	56
<b>TOTAL NEW YORK (NEWARK)</b>			<b>48</b>	<b>0</b>	<b>48</b>	<b>92</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>25</b>	<b>56</b>
<b>PHILADELPHIA INTERNATIONAL</b>	US AIRWAYS	S	56	0	56	91	4	5	0	0	0	4	68	42	56
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>56</b>	<b>0</b>	<b>56</b>	<b>91</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>68</b>	<b>42</b>	<b>56</b>
<b>SANFORD</b>	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	4	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	1	0	75	0	25	0	0	0	18	58	44	24
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	25	0	0	0	0	8	63	14	24
<b>TOTAL SANFORD</b>			<b>24</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>60</b>	<b>29</b>	<b>48</b>
<b>WASHINGTON (DULLES)</b>	BMI BRITISH MIDLAND	S	48	0	48	94	2	0	4	0	0	7	0	0	0
<b>TOTAL WASHINGTON (DULLES)</b>			<b>48</b>	<b>2</b>	<b>48</b>	<b>94</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL USA</b>			<b>429</b>	<b>5</b>	<b>406</b>	<b>87</b>	<b>3</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>61</b>	<b>37</b>	<b>355</b>
<b>TOTAL MANCHESTER</b>			<b>11817</b>	<b>95</b>	<b>8866</b>	<b>71</b>	<b>14</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>67</b>	<b>22</b>	<b>11821</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2002

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
INNSBRUCK	BRITISH AIRWAYS PLC	C	8	0	0	38	13	50	0	0	0	24	0	0	0
<b>TOTAL INNSBRUCK</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>75</b>	<b>14</b>	<b>8</b>
SALZBURG	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	13	0	25	0	0	31	50	26	8
<b>TOTAL SALZBURG</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>50</b>	<b>26</b>	<b>8</b>
<b>TOTAL AUSTRIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>63</b>	<b>20</b>	<b>16</b>
<b>BELGIUM</b>															
BRUSSELS	FLYBE.BRITISH EUROPEAN	S	116	0	12	55	33	9	3	0	0	17	0	0	0
	SN BRUSSELS AIRLINES	S	198	0	0	70	21	9	0	0	0	11	0	0	0
<b>TOTAL BRUSSELS</b>			<b>314</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>25</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>17</b>	<b>196</b>
<b>TOTAL BELGIUM</b>			<b>314</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>25</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>17</b>	<b>196</b>
<b>CYPRUS</b>															
PAPHOS	EUROCYPRIA AIRLINES LTD	C	6	0	0	100	0	0	0	0	0	3	100	5	3
<b>TOTAL PAPHOS</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100</b>	<b>5</b>	<b>3</b>
<b>TOTAL CYPRUS</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>78</b>	<b>19</b>	<b>18</b>
<b>FRANCE</b>															
CHAMBERY	FLYBE.BRITISH EUROPEAN	C	8	0	0	13	25	38	0	25	0	78	0	0	0
<b>TOTAL CHAMBERY</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>38</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>78</b>	<b>38</b>	<b>44</b>	<b>8</b>
GRENOBLE	MONARCH AIRLINES	C	3	0	0	33	33	0	33	0	0	36	40	28	5
<b>TOTAL GRENOBLE</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>40</b>	<b>28</b>	<b>5</b>
LYON	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	13	25	0	0	0	17	100	6	8
<b>TOTAL LYON</b>			<b>9</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>100</b>	<b>6</b>	<b>8</b>
PARIS (CHARLES DE GAULLE)	FLYBE.BRITISH EUROPEAN	S	139	1	0	46	23	22	7	1	0	28	0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>139</b>	<b>1</b>	<b>0</b>	<b>46</b>	<b>23</b>	<b>22</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>68</b>	<b>18</b>	<b>142</b>
<b>TOTAL FRANCE</b>			<b>159</b>	<b>2</b>	<b>0</b>	<b>45</b>	<b>23</b>	<b>23</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>30</b>	<b>67</b>	<b>19</b>	<b>165</b>
<b>GERMANY</b>															
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	48	0	0	98	2	0	0	0	0	1	0	0	0
<b>TOTAL DUSSELDORF</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GERMANY</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>IRISH REPUBLIC</b>															
CORK	BRITISH AIRWAYS CITIEXPRESS L	S	30	0	0	83	13	3	0	0	0	5	0	0	0
<b>TOTAL CORK</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
DUBLIN	BRITISH AIRWAYS CITIEXPRESS L	S	148	0	0	88	5	4	3	0	0	8	0	0	0
<b>TOTAL DUBLIN</b>			<b>148</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>11</b>	<b>243</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>11</b>	<b>243</b>
<b>ITALY</b>															
TURIN	FLYBE.BRITISH EUROPEAN	C	8	0	0	50	13	38	0	0	0	21	0	0	0



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2002

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
TOTAL TURIN			8	0	0	50	13	38	0	0	0	21	38	42	8
VENICE	MY TRAVEL AIRWAYS UK	C	2	0	0	0	50	50	0	0	0	27	0	64	2
TOTAL VENICE			2	0	0	0	50	50	0	0	0	27	0	64	2
TOTAL ITALY			10	0	0	40	20	40	0	0	0	22	30	47	10
NETHERLANDS															
AMSTERDAM	KLM UK LTD	S	272	0	0	60	12	17	11	0	0	24	70	22	299
TOTAL AMSTERDAM			272	0	0	60	12	17	11	0	0	24	70	22	299
TOTAL NETHERLANDS			272	0	0	60	12	17	11	0	0	24	70	22	299
NORWAY															
BERGEN	BRAATHENS ASA	C	4	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL BERGEN			4	0	0	100	0	0	0	0	0	0	0	0	0
STAVANGER	WIDEROE FLYVESELSKAP A/S	S	46	0	2	63	26	7	4	0	15	0	0	0	
TOTAL STAVANGER			46	0	2	63	26	7	4	0	15	68	17	96	
TOTAL NORWAY			51	0	2	67	24	6	4	0	14	68	17	96	
PORTUGAL(EXCLUDING MADEIRA)															
FARO	MY TRAVEL AIRWAYS UK	C	6	0	0	83	0	17	0	0	10	50	13	4	
TOTAL FARO			6	0	0	83	0	17	0	0	10	50	13	4	
TOTAL PORTUGAL(EXCLUDING MADEIRA)			6	0	0	83	0	17	0	0	10	50	13	4	
PORTUGAL(MADEIRA)															
FUNCHAL	SATA	C	8	0	0	88	13	0	0	0	4	75	20	8	
TOTAL FUNCHAL			8	0	0	88	13	0	0	0	4	75	20	8	
TOTAL PORTUGAL(MADEIRA)			8	0	0	88	13	0	0	0	4	75	20	8	
SPAIN															
ALICANTE	BRITANNIA AIRWAYS	C	24	0	0	67	17	8	4	4	0	27	88	8	24
	MY TRAVEL AIRWAYS UK	C	14	0	0	71	21	0	0	7	0	20	71	49	14
TOTAL ALICANTE			38	0	0	68	18	5	3	5	0	25	82	23	38
MALAGA	BRITANNIA AIRWAYS	C	9	0	0	67	22	11	0	0	11	88	7	16	
	FIRST CHOICE AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	
	MY TRAVEL AIRWAYS UK	C	6	0	0	83	0	17	0	0	8	83	12	6	
TOTAL MALAGA			17	0	0	76	12	12	0	0	9	86	8	28	
PALMA DE MALLORCA	BRITANNIA AIRWAYS	C	4	0	0	50	25	25	0	0	18	63	59	8	
	MY TRAVEL AIRWAYS UK	C	6	0	0	33	50	17	0	0	18	33	72	6	
TOTAL PALMA DE MALLORCA			10	0	0	40	40	20	0	0	18	50	64	14	
TOTAL SPAIN			65	0	0	66	20	9	2	3	0	19	78	25	80
SPAIN(CANARY ISLANDS)															
ARRECIFE	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	6	75	9	8	
	SPANAIR	C	8	0	0	38	13	38	13	0	28	0	0	0	
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	50	61	8	

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2002

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL ARRECIFE			24	0	0	71	13	13	4	0	0	11	75	21	32
FUERTEVENTURA	MY TRAVEL AIRWAYS UK	C	8	0	0	88	0	13	0	0	0	8	50	30	8
TOTAL FUERTEVENTURA			8	0	0	88	0	13	0	0	0	8	50	30	8
LAS PALMAS	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	6	50	15	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	38	13	13	0	0	31	88	7	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	4	75	11	8
TOTAL LAS PALMAS			24	0	0	71	21	4	4	0	0	14	71	11	24
TENERIFE (SURREINA SOFIA)	AIR EUROPA	C	6	0	0	33	17	33	17	0	0	33	100	0	5
	BRITANNIA AIRWAYS	C	16	0	0	44	25	25	6	0	0	24	75	59	16
	FIRST CHOICE AIRWAYS LTD	S	8	0	0	100	0	0	0	0	0	5	94	8	16
	MY TRAVEL AIRWAYS UK	C	16	0	0	31	6	31	13	19	0	81	63	33	16
	THOMAS COOK AIRLINES LTD	C	16	0	0	69	19	13	0	0	0	12	63	14	8
TOTAL TENERIFE (SURREINA SOFIA)			62	0	0	53	15	21	6	5	0	34	72	36	65
TOTAL SPAIN(CANARY ISLANDS)			118	0	0	63	14	15	5	3	0	23	71	27	129
SWITZERLAND															
GENEVA	FLYBE.BRITISH EUROPEAN	C	8	0	0	50	38	13	0	0	0	18	0	0	0
TOTAL GENEVA			8	0	0	50	38	13	0	0	0	18	0	71	8
TOTAL SWITZERLAND			8	0	0	50	38	13	0	0	0	18	0	71	8
TUNISIA															
MONASTIR	NOUVELAIR TUNISIE	C	5	0	0	20	0	60	20	0	0	43	33	71	3
TOTAL MONASTIR			5	0	0	20	0	60	20	0	0	43	33	71	3
TOTAL TUNISIA			5	0	0	20	0	60	20	0	0	43	33	71	3
UNITED KINGDOM															
ABERDEEN	BRITISH AIRWAYS CITIEXPRESS L	S	229	0	0	82	8	7	3	0	0	8	57	28	227
TOTAL ABERDEEN			229	0	0	82	8	7	3	0	0	8	61	25	264
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	218	0	0	92	1	4	2	1	0	8	0	0	0
TOTAL BELFAST CITY			218	0	0	92	1	4	2	1	0	8	78	15	319
BIRMINGHAM	BRITISH REGIONAL AIRLINES LTD	S	118	0	0	73	11	10	6	0	0	16	80	10	152
TOTAL BIRMINGHAM			118	0	0	73	11	10	6	0	0	16	78	14	156
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	142	0	0	74	13	8	6	0	0	14	59	29	134
TOTAL BRISTOL			142	0	0	74	13	8	6	0	0	14	59	29	134
CARDIFF WALES	BRITISH REGIONAL AIRLINES LTD	S	48	0	0	69	15	15	2	0	0	13	92	17	48
TOTAL CARDIFF WALES			48	0	0	69	15	15	2	0	0	13	92	17	48
GATWICK	CITY FLYER EXPRESS	S	257	0	0	80	14	6	1	0	0	8	70	19	255
TOTAL GATWICK			257	0	0	80	14	6	1	0	0	8	70	19	255
HEATHROW	BRITISH AIRWAYS PLC	S	321	0	1	80	7	8	4	1	0	13	74	16	299
TOTAL HEATHROW			321	0	1	80	7	8	4	1	0	13	74	16	299
SOUTHAMPTON	BRITISH AIRWAYS CITIEXPRESS L	S	100	0	0	86	7	6	1	0	0	7	49	31	99

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2002

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001			
		CHARTER/ SCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
TOTAL SOUTHAMPTON			100	0	0	86	7	6	1	0	0	7	49	31	99
STANSTED	GO FLY LTD	S	152	0	0	70	13	9	9	0	0	16	0	0	0
TOTAL STANSTED			152	0	0	70	13	9	9	0	0	16	88	16	138
TOTAL UNITED KINGDOM			1586	0	1	80	9	7	4	0	0	11	71	19	1757
TOTAL NEWCASTLE			2850	2	17	73	12	9	4	0	0	14	71	20	3086

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2002

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>ALBANIA</b>															
TIRANA	EUROPEAN AIR CHARTER	C	3	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL TIRANA			3	1	0	100	0	0	0	0	0	3	0	0	0
TOTAL ALBANIA			3	1	0	100	0	0	0	0	0	3	0	0	0
<b>AUSTRIA</b>															
INNSBRUCK	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	7	63	24	8
	TYROLEAN AIRWAYS	C	10	0	0	50	10	40	0	0	0	21	0	39	2
TOTAL INNSBRUCK			18	0	0	67	11	22	0	0	0	15	50	27	10
SALZBURG	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	50	27	8
	RYANAIR	S	120	0	0	43	25	24	8	0	0	24	0	0	0
TOTAL SALZBURG			128	0	0	47	23	23	7	0	0	22	50	27	8
TOTAL AUSTRIA			146	0	0	49	22	23	6	0	0	21	72	23	121
<b>BELGIUM</b>															
CHARLEROI	RYANAIR	S	205	0	9	76	13	8	2	1	0	14	0	0	0
TOTAL CHARLEROI			205	0	9	76	13	8	2	1	0	14	0	0	0
TOTAL BELGIUM			205	0	9	76	13	8	2	1	0	14	0	0	0
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	8	0	0	50	38	0	13	0	0	17	50	12	8
TOTAL LARNACA			8	0	0	50	38	0	13	0	0	17	50	12	8
TOTAL CYPRUS			8	0	0	50	38	0	13	0	0	17	50	12	8
<b>CZECH REPUBLIC</b>															
PRAGUE	CSA	S	68	0	10	53	28	15	4	0	0	19	48	21	52
	GO FLY LTD	S	112	0	0	54	26	16	4	0	0	18	64	25	96
TOTAL PRAGUE			180	0	10	54	27	16	4	0	0	18	58	23	148
TOTAL CZECH REPUBLIC			180	0	10	54	27	16	4	0	0	18	58	23	148
<b>DENMARK</b>															
AARHUS (TIRSTRUP)	RYANAIR	S	100	0	1	46	24	11	19	0	0	29	73	14	100
TOTAL AARHUS (TIRSTRUP)			100	0	1	46	24	11	19	0	0	29	73	14	100
COPENHAGEN	GO FLY LTD	S	96	0	0	57	28	13	2	0	0	17	70	20	96
TOTAL COPENHAGEN			96	2	1	57	28	13	2	0	0	17	72	16	198
ESBJERG	RYANAIR	S	56	0	0	41	27	21	11	0	0	26	0	0	0
TOTAL ESBJERG			56	0	0	41	27	21	11	0	0	26	0	0	0
TOTAL DENMARK			252	2	2	49	26	14	11	0	0	24	72	15	298
<b>FINLAND</b>															
HELSINKI	KLM UK LTD	S	56	0	0	70	18	7	5	0	0	16	86	11	98
TOTAL HELSINKI			56	0	0	70	18	7	5	0	0	16	84	10	152
TOTAL FINLAND			56	0	0	70	18	7	5	0	0	16	84	10	154

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2002

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001			
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			Actual (7)	Plan (8)												
FRANCE																
BIARRITZ	RYANAIR	S	56	0	0	75	20	4	2	0	0	12	70	16	54	
<b>TOTAL BIARRITZ</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>20</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>16</b>	<b>54</b>	
BORDEAUX	KLM UK LTD	S	56	0	0	70	11	13	7	0	0	18	84	6	56	
<b>TOTAL BORDEAUX</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>11</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>84</b>	<b>6</b>	<b>56</b>	
CARCASSONNE	RYANAIR	S	54	0	1	61	20	15	4	0	0	17	73	29	51	
<b>TOTAL CARCASSONNE</b>			<b>54</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>20</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>73</b>	<b>29</b>	<b>51</b>	
CHAMBERY	FLYBE.BRITISH EUROPEAN	C	2	0	0	0	0	100	0	0	0	32	0	131	2	
	KLM UK LTD	S	16	0	0	44	13	19	25	0	0	37	0	0	0	
	TITAN AIRWAYS LTD	C	8	0	0	50	25	13	13	0	0	23	0	0	0	
<b>TOTAL CHAMBERY</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>15</b>	<b>26</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>12</b>	<b>64</b>	<b>26</b>	
DINARD	RYANAIR	S	56	0	0	57	18	14	7	4	0	33	80	20	51	
<b>TOTAL DINARD</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>18</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>33</b>	<b>80</b>	<b>20</b>	<b>51</b>	
LA ROCHELLE	KLM UK LTD	S	24	0	0	58	42	0	0	0	0	11	0	0	0	
<b>TOTAL LA ROCHELLE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	
LYON	BRITANNIA AIRWAYS	C	2	0	0	50	0	50	0	0	0	17	0	0	0	
	EUROPEAN AIR CHARTER	C	8	0	0	75	13	13	0	0	0	10	38	16	8	
	GO FLY LTD	S	48	0	0	48	21	8	23	0	0	34	64	18	50	
	KLM UK LTD	S	64	0	0	73	16	9	2	0	0	11	84	14	80	
<b>TOTAL LYON</b>			<b>122</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>17</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>73</b>	<b>16</b>	<b>140</b>	
MARSEILLE	KLM UK LTD	S	56	0	0	80	13	5	2	0	0	9	80	13	64	
<b>TOTAL MARSEILLE</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>13</b>	<b>64</b>	
NICE	GO FLY LTD	S	56	0	0	95	4	2	0	0	0	5	0	0	0	
<b>TOTAL NICE</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	
NIMES	RYANAIR	S	56	0	0	63	18	14	4	2	0	22	75	22	55	
<b>TOTAL NIMES</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>18</b>	<b>14</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>75</b>	<b>22</b>	<b>55</b>	
PARIS (CHARLES DE GAULLE)	KLM UK LTD	S	200	0	0	77	12	6	6	0	0	13	77	15	159	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>201</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>15</b>	<b>159</b>	
PERPIGNAN	RYANAIR	S	56	0	1	36	21	29	13	2	0	33	85	19	54	
<b>TOTAL PERPIGNAN</b>			<b>56</b>	<b>0</b>	<b>1</b>	<b>36</b>	<b>21</b>	<b>29</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>85</b>	<b>19</b>	<b>54</b>	
POITIERS	KLM UK LTD	S	24	0	0	83	17	0	0	0	0	8	0	0	0	
<b>TOTAL POITIERS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ST ETIENNE	RYANAIR	S	62	0	0	52	21	16	11	0	0	22	52	33	56	
<b>TOTAL ST ETIENNE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>21</b>	<b>16</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>52</b>	<b>33</b>	<b>56</b>	
TARBES-LOURDES INTERNATIONAL	EUROPEAN AIR CHARTER	C	3	0	0	100	0	0	0	0	0	9	0	0	0	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>50</b>	<b>14</b>	<b>2</b>	
TOULOUSE (BLAGNAC)	EUROPEAN AIR CHARTER	C	8	0	0	13	13	38	38	0	0	59	0	0	0	
	RYANAIR	C	8	0	0	50	25	13	13	0	0	23	75	14	8	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>19</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>83</b>	<b>11</b>	<b>12</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2002

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL FRANCE			925	6	2	66	16	11	7	0	0	18	73	19	780
GERMANY															
BERLIN (SCHONEFELD)	KLM UK LTD	S	159	0	1	62	22	11	5	0	0	16	0	0	0
TOTAL BERLIN (SCHONEFELD)			160	0	1	61	22	11	5	1	0	18	0	0	0
COLOGNE (BONN)	FIRST CHOICE AIRWAYS LTD	C	4	0	0	50	0	50	0	0	0	21	0	0	0
	HEAVYLIFT	C	2	0	0	0	50	50	0	0	0	29	0	0	0
TOTAL COLOGNE (BONN)			6	0	0	33	17	50	0	0	0	24	82	11	165
DUSSELDORF	KLM UK LTD	S	144	0	0	84	11	3	0	1	0	9	87	7	141
TOTAL DUSSELDORF			144	0	0	84	11	3	0	1	0	9	86	7	143
FRANKFURT MAIN	KLM UK LTD	S	144	0	0	75	17	5	3	0	0	10	83	10	139
TOTAL FRANKFURT MAIN			144	0	0	75	17	5	3	0	0	10	74	12	309
HAHN	RYANAIR	S	177	0	1	52	19	20	8	0	0	22	77	14	145
TOTAL HAHN			177	0	1	52	19	20	8	0	0	22	77	14	145
LUBECK	RYANAIR	S	95	0	1	54	18	19	7	2	0	29	59	27	94
TOTAL LUBECK			95	0	1	54	18	19	7	2	0	29	59	27	94
MUNICH	GO FLY LTD	S	132	0	0	70	18	10	2	0	0	13	59	22	112
TOTAL MUNICH			132	0	0	70	18	10	2	0	0	13	67	18	279
TOTAL GERMANY			858	1	3	66	18	12	4	1	0	17	71	17	1617
INDIA															
COCHIN	TRANSAVIA	C	2	0	0	0	50	50	0	0	0	35	0	0	0
TOTAL COCHIN			2	0	0	0	50	50	0	0	0	35	0	0	0
TOTAL INDIA			2	0	0	0	50	50	0	0	0	35	0	0	0
IRISH REPUBLIC															
CONNAUGHT	RYANAIR	S	55	0	1	55	20	18	7	0	0	23	73	24	55
TOTAL CONNAUGHT			55	0	1	55	20	18	7	0	0	23	73	24	55
CORK	RYANAIR	S	160	0	0	53	23	19	4	1	0	22	52	33	150
TOTAL CORK			160	0	0	53	23	19	4	1	0	22	52	33	150
DUBLIN	RYANAIR	S	559	1	10	69	13	12	6	0	0	17	76	16	534
TOTAL DUBLIN			559	5	10	69	13	12	6	0	0	17	76	16	534
KERRY COUNTY	RYANAIR	S	56	0	0	64	18	11	7	0	0	19	76	17	54
TOTAL KERRY COUNTY			56	0	0	64	18	11	7	0	0	19	76	17	54
SHANNON	RYANAIR	S	200	0	0	79	12	6	3	1	0	12	68	31	169
TOTAL SHANNON			200	1	0	79	12	6	3	1	0	12	68	31	169
TOTAL IRISH REPUBLIC			1030	6	11	67	15	12	5	1	0	17	71	22	962
ITALY															
ALGHERO/SASSARI	RYANAIR	S	56	0	0	68	23	9	0	0	0	15	33	37	39
TOTAL ALGHERO/SASSARI			56	0	0	68	23	9	0	0	0	15	33	37	39

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2002

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
ANCONA	RYANAIR	S	55	0	1	51	33	11	4	2	0	23	55	31	56
<b>TOTAL ANCONA</b>			<b>55</b>	<b>0</b>	<b>1</b>	<b>51</b>	<b>33</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>55</b>	<b>31</b>	<b>56</b>
BOLOGNA	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	GO FLY LTD	S	56	0	0	79	11	11	0	0	0	10	65	22	55
<b>TOTAL BOLOGNA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>65</b>	<b>22</b>	<b>55</b>
BRESCIA/MONTICHIARI	EXCEL AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	4	0	0	0
	RYANAIR	S	110	0	1	30	35	24	11	1	0	32	62	24	110
<b>TOTAL BRESCIA/MONTICHIARI</b>			<b>114</b>	<b>0</b>	<b>1</b>	<b>32</b>	<b>33</b>	<b>23</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>62</b>	<b>24</b>	<b>110</b>
FORLI	RYANAIR	S	56	0	0	29	16	29	27	0	0	41	0	0	0
<b>TOTAL FORLI</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>16</b>	<b>29</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>0</b>
GENOA	RYANAIR	S	103	0	2	58	21	17	3	0	0	18	55	23	103
<b>TOTAL GENOA</b>			<b>103</b>	<b>0</b>	<b>2</b>	<b>58</b>	<b>21</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>55</b>	<b>23</b>	<b>103</b>
MILAN (LINATE)	GO FLY LTD	S	56	0	0	57	16	21	5	0	0	21	77	15	56
	KLM UK LTD	S	141	1	1	70	14	9	6	1	0	21	74	14	133
<b>TOTAL MILAN (LINATE)</b>			<b>197</b>	<b>1</b>	<b>1</b>	<b>66</b>	<b>15</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>75</b>	<b>15</b>	<b>189</b>
MILAN (MALPENSA)	FLYGLOBESPAN	C	8	0	0	0	25	0	38	25	13	166	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>13</b>	<b>166</b>	<b>67</b>	<b>19</b>	<b>95</b>
NAPLES	GO FLY LTD	S	56	0	0	68	18	0	14	0	0	20	75	10	56
<b>TOTAL NAPLES</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>75</b>	<b>10</b>	<b>56</b>
PESCARA	RYANAIR	S	54	0	2	63	15	15	7	0	0	22	0	0	0
<b>TOTAL PESCARA</b>			<b>54</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>15</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
PISA	RYANAIR	S	111	0	1	64	19	13	5	0	0	18	70	26	108
<b>TOTAL PISA</b>			<b>111</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>19</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>70</b>	<b>26</b>	<b>108</b>
ROME (CIAMPINO)	GO FLY LTD	S	104	0	4	63	24	12	2	0	0	16	70	14	96
<b>TOTAL ROME (CIAMPINO)</b>			<b>104</b>	<b>0</b>	<b>4</b>	<b>63</b>	<b>24</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>14</b>	<b>96</b>
TREVISO	BRITANNIA AIRWAYS	C	2	0	0	0	0	100	0	0	0	37	0	0	0
	RYANAIR	S	159	0	1	52	30	12	3	3	1	26	69	16	94
<b>TOTAL TREVISO</b>			<b>161</b>	<b>0</b>	<b>1</b>	<b>51</b>	<b>29</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>26</b>	<b>69</b>	<b>16</b>	<b>94</b>
TRIESTE (RONCHI DEI LEGIONARI)	RYANAIR	S	55	0	1	55	35	9	2	0	0	17	0	0	0
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>			<b>55</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>35</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
TURIN	EXCEL AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	10	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	25	13	0	0	0	13	38	26	8
	RYANAIR	S	110	0	0	47	22	19	11	1	0	27	72	18	112
<b>TOTAL TURIN</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>21</b>	<b>18</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>68</b>	<b>20</b>	<b>128</b>
VENICE	GO FLY LTD	S	56	0	0	54	25	16	5	0	0	19	66	18	56
<b>TOTAL VENICE</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>25</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>66</b>	<b>18</b>	<b>56</b>
VERONA	EUROPEAN AIR CHARTER	C	8	0	0	63	13	0	13	13	0	57	75	15	8
<b>TOTAL VERONA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>57</b>	<b>75</b>	<b>15</b>	<b>8</b>
<b>TOTAL ITALY</b>			<b>1378</b>	<b>1</b>	<b>14</b>	<b>56</b>	<b>22</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>66</b>	<b>20</b>	<b>1249</b>

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Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>JORDAN</b>															
AQABA	MONARCH AIRLINES	C	2	0	0	0	0	50	50	0	0	99	0	0	0
TOTAL AQABA			2	0	0	0	0	50	50	0	0	99	100	10	1
TOTAL JORDAN			2	0	0	0	0	50	50	0	0	99	100	10	1
<b>KENYA</b>															
MOMBASA	BRITANNIA AIRWAYS	C	2	0	0	100	0	0	0	0	0	5	0	0	0
TOTAL MOMBASA			2	0	0	100	0	0	0	0	0	5	0	0	0
TOTAL KENYA			2	0	0	100	0	0	0	0	0	5	0	0	0
<b>LUXEMBOURG</b>															
LUXEMBOURG	LUXAIR	S	86	0	2	92	8	0	0	0	0	3	86	9	83
TOTAL LUXEMBOURG			86	0	2	92	8	0	0	0	0	3	86	9	83
TOTAL LUXEMBOURG			86	0	2	92	8	0	0	0	0	3	86	9	83
<b>MALTA</b>															
MALTA	AIR MALTA	S	8	0	0	63	25	13	0	0	0	15	17	37	6
TOTAL MALTA			8	0	0	63	25	13	0	0	0	15	17	37	6
TOTAL MALTA			8	0	0	63	25	13	0	0	0	15	17	37	6
<b>MOROCCO</b>															
MARRAKESH	ROYAL AIR MAROC	S	16	0	0	44	31	19	6	0	0	21	27	28	22
TOTAL MARRAKESH			16	0	0	44	31	19	6	0	0	21	30	27	23
TOTAL MOROCCO			16	0	0	44	31	19	6	0	0	21	30	27	23
<b>NETHERLANDS</b>															
AMSTERDAM	KLM UK LTD	S	321	10	2	52	16	16	16	0	0	29	67	25	427
TOTAL AMSTERDAM			321	11	2	52	16	16	16	0	0	29	67	25	427
EINDHOVEN	HOLLANDEXEL	S	126	0	0	50	23	21	6	0	0	21	60	17	120
TOTAL EINDHOVEN			126	0	0	50	23	21	6	0	0	21	60	17	120
MAASTRICHT	HOLLANDEXEL	S	136	0	0	41	32	25	2	0	0	22	62	20	160
TOTAL MAASTRICHT			136	0	0	41	32	25	2	0	0	22	62	20	160
TOTAL NETHERLANDS			583	11	2	49	21	19	11	0	0	25	64	23	707
<b>NORWAY</b>															
SANDEFJORD(TORP)	RYANAIR	S	104	0	0	51	17	24	6	2	0	27	65	27	101
TOTAL SANDEFJORD(TORP)			104	0	0	51	17	24	6	2	0	27	65	27	101
TOTAL NORWAY			105	1	0	51	17	24	6	2	0	26	65	27	101
<b>OMAN</b>															
MUSCAT	FIRST CHOICE AIRWAYS LTD	C	2	0	0	50	0	0	50	0	0	37	0	0	0
TOTAL MUSCAT			2	0	0	50	0	0	50	0	0	37	0	0	0
TOTAL OMAN			2	0	0	50	0	0	50	0	0	37	0	0	0



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			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	88	6	8
	GO FLY LTD	S	56	0	0	80	13	4	4	0	0	12	78	10	32
	MY TRAVEL AIRWAYS UK	C	7	0	0	43	14	43	0	0	0	26	100	5	4
<b>TOTAL FARO</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>8</b>	<b>44</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>10</b>	<b>100</b>
<b>RUSSIA</b>															
SAMARA/KUYBYSHEV	FLYGLOBESPAN	C	7	0	0	0	0	14	43	29	14	173	0	0	0
<b>TOTAL SAMARA/KUYBYSHEV</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>43</b>	<b>29</b>	<b>14</b>	<b>173</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL RUSSIA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>43</b>	<b>29</b>	<b>14</b>	<b>173</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SPAIN</b>															
<b>ALICANTE</b>															
	BRITANNIA AIRWAYS	C	8	0	0	50	50	0	0	0	0	14	50	21	8
	GO FLY LTD	S	94	0	0	54	24	5	15	1	0	26	69	16	32
	MY TRAVEL AIRWAYS UK	C	6	0	0	83	17	0	0	0	0	8	50	76	6
<b>TOTAL ALICANTE</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>26</b>	<b>5</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>63</b>	<b>24</b>	<b>46</b>
<b>BARCELONA</b>															
	EUROPEAN AIR CHARTER	C	2	0	0	0	100	0	0	0	0	23	0	0	0
	GO FLY LTD	S	112	0	0	56	23	12	9	0	0	22	72	15	112
<b>TOTAL BARCELONA</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>25</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>72</b>	<b>15</b>	<b>112</b>
<b>BILBAO</b>															
	GO FLY LTD	S	56	0	0	64	20	7	9	0	0	18	75	13	56
<b>TOTAL BILBAO</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>20</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>13</b>	<b>56</b>
<b>GERONA</b>															
	TITAN AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	8	0	0	0
<b>TOTAL GERONA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>JEREZ</b>															
	KLM UK LTD	S	16	0	0	56	19	13	6	6	0	40	0	0	0
<b>TOTAL JEREZ</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MALAGA</b>															
	BRITANNIA AIRWAYS	C	8	0	0	88	0	13	0	0	0	11	38	17	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	0	0	13	0	0	16	0	0	0
	GO FLY LTD	S	112	0	0	64	22	10	4	0	0	15	83	10	80
	MY TRAVEL AIRWAYS UK	C	5	1	0	60	40	0	0	0	0	13	100	3	6
<b>TOTAL MALAGA</b>			<b>133</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>20</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>79</b>	<b>12</b>	<b>100</b>
<b>MURCIA SAN JAVIER</b>															
	KLM UK LTD	S	32	0	0	78	16	3	0	0	3	24	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>24</b>	<b>100</b>	<b>10</b>	<b>1</b>
<b>PALMA DE MALLORCA</b>															
	BRITANNIA AIRWAYS	C	3	0	0	67	33	0	0	0	0	7	50	25	8
<b>TOTAL PALMA DE MALLORCA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>50</b>	<b>25</b>	<b>8</b>
<b>TOTAL SPAIN</b>			<b>466</b>	<b>2</b>	<b>0</b>	<b>62</b>	<b>22</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>76</b>	<b>14</b>	<b>443</b>
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>															
	BRITANNIA AIRWAYS	C	8	0	0	38	50	0	13	0	0	21	63	15	8
	FIRST CHOICE AIRWAYS LTD	S	8	0	0	50	50	0	0	0	0	16	50	19	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	13	13	0	0	0	9	75	19	8
<b>TOTAL ARRECIFE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>38</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>63</b>	<b>17</b>	<b>24</b>
<b>FUERTEVENTURA</b>															
	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	0	9	0	0	0

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
FUERTEVENTURA	MY TRAVEL AIRWAYS UK	C	8	0	0	88	0	0	13	0	0	12	75	17	8
<b>TOTAL FUERTEVENTURA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>17</b>	<b>8</b>
LAS PALMAS	BRITANNIA AIRWAYS	C	4	0	0	50	25	25	0	0	0	15	75	13	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	16	88	9	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	7	77	55	13
<b>TOTAL LAS PALMAS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>31</b>	<b>29</b>	
TENERIFE (SURREINA SOFIA)	BRITANNIA AIRWAYS	C	16	0	0	50	25	25	0	0	0	17	44	33	16
	FIRST CHOICE AIRWAYS LTD	S	20	0	0	50	25	25	0	0	0	20	55	20	20
	MY TRAVEL AIRWAYS UK	C	16	0	0	44	25	25	6	0	0	25	94	2	16
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>25</b>	<b>26</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>58</b>	<b>21</b>	<b>84</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>113</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>24</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>64</b>	<b>22</b>	<b>145</b>	
<b>SWEDEN</b>															
GOTEBORG (SAVE)	RYANAIR	S	96	0	0	41	36	18	4	1	0	23	0	0	0
<b>TOTAL GOTEBORG (SAVE)</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>36</b>	<b>18</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	
MALMO	RYANAIR	S	102	0	0	45	30	19	6	0	0	24	71	17	101
<b>TOTAL MALMO</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>30</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>71</b>	<b>17</b>	<b>101</b>
STOCKHOLM (SKAVSTA)	RYANAIR	S	152	0	0	41	28	24	7	0	0	25	71	17	140
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>28</b>	<b>24</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>71</b>	<b>17</b>	<b>140</b>
VASTERAS	RYANAIR	S	57	0	0	44	25	21	9	0	2	32	0	0	0
<b>TOTAL VASTERAS</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>25</b>	<b>21</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWEDEN</b>			<b>407</b>	<b>1</b>	<b>1</b>	<b>42</b>	<b>30</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>71</b>	<b>18</b>	<b>374</b>
<b>SWITZERLAND</b>															
GENEVA	EUROPEAN AIR CHARTER	C	16	0	0	38	19	25	19	0	0	32	38	34	8
	KLM UK LTD	S	20	0	0	45	35	20	0	0	0	18	50	17	8
	MONARCH AIRLINES	C	8	0	0	13	0	88	0	0	0	44	0	81	8
<b>TOTAL GENEVA</b>			<b>44</b>	<b>2</b>	<b>1</b>	<b>36</b>	<b>23</b>	<b>34</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>54</b>	<b>25</b>	<b>85</b>
<b>TOTAL SWITZERLAND</b>			<b>44</b>	<b>8</b>	<b>5</b>	<b>36</b>	<b>23</b>	<b>34</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>54</b>	<b>25</b>	<b>85</b>
<b>TUNISIA</b>															
MONASTIR	MY TRAVEL AIRWAYS UK	C	6	0	0	83	17	0	0	0	0	6	100	3	6
<b>TOTAL MONASTIR</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>3</b>	<b>6</b>
<b>TOTAL TUNISIA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>3</b>	<b>6</b>
<b>TURKEY</b>															
ANTALYA	KIBRIS TURKISH AIRLINES - KTHY	S	22	0	0	27	27	36	9	0	0	32	38	33	24
<b>TOTAL ANTALYA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>27</b>	<b>36</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>38</b>	<b>33</b>	<b>24</b>
IZMIR (ADNAM MENDERES)	KIBRIS TURKISH AIRLINES - KTHY	S	8	0	0	25	63	13	0	0	0	21	17	59	6
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>63</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>17</b>	<b>59</b>	<b>6</b>
<b>TOTAL TURKEY</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>37</b>	<b>30</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>33</b>	<b>38</b>	<b>30</b>
<b>UNITED KINGDOM</b>															

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR FEBRUARY 2002

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
BELFAST CITY	FLYBE.BRITISH EUROPEAN	C	2	0	0	50	50	0	0	0	0	13	50	67	2
<b>TOTAL BELFAST CITY</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>18</b>	<b>179</b>
BELFAST INTERNATIONAL	GO FLY LTD	S	302	0	10	75	15	8	2	0	0	12	65	14	152
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>302</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>15</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>65</b>	<b>14</b>	<b>152</b>
CARDIFF WALES	CHANNEL EXPRESS (AIR SVS)	C	2	0	0	0	0	50	50	0	0	66	0	0	0
	HEAVYLIFT	C	2	0	0	0	0	100	0	0	0	40	0	0	0
	MONARCH AIRLINES	C	4	0	0	25	25	50	0	0	0	32	0	0	0
<b>TOTAL CARDIFF WALES</b>			<b>8</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>63</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>
CITY OF DERRY (EGLINTON)	RYANAIR	S	104	0	0	71	16	11	2	0	0	11	76	16	100
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>16</b>	<b>100</b>
EDINBURGH	GO FLY LTD	S	327	0	0	81	9	7	2	0	0	10	73	15	329
<b>TOTAL EDINBURGH</b>			<b>327</b>	<b>2</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>15</b>	<b>329</b>
GLASGOW	BRITANNIA AIRWAYS	C	2	0	0	100	0	0	0	0	0	6	0	0	0
	GO FLY LTD	S	248	0	0	82	9	5	3	0	0	10	79	12	205
<b>TOTAL GLASGOW</b>			<b>250</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>12</b>	<b>205</b>
GUERNSEY	AURIGNY AIR SERVICES	S	124	0	10	77	14	6	2	1	0	12	84	7	146
<b>TOTAL GUERNSEY</b>			<b>124</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>14</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>84</b>	<b>7</b>	<b>146</b>
MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	113	0	0	85	4	7	4	0	0	10	81	15	149
	VLM (BELGIUM)	C	2	0	0	0	0	50	50	0	0	55	0	0	0
<b>TOTAL MANCHESTER</b>			<b>115</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>4</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>15</b>	<b>149</b>
NEWCASTLE	GO FLY LTD	S	151	1	0	73	11	10	7	0	0	15	0	0	0
<b>TOTAL NEWCASTLE</b>			<b>151</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>11</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>88</b>	<b>16</b>	<b>137</b>
PRESTWICK	RYANAIR	S	478	1	20	75	14	8	3	0	0	12	73	19	444
<b>TOTAL PRESTWICK</b>			<b>478</b>	<b>1</b>	<b>20</b>	<b>75</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>19</b>	<b>444</b>
TEESSIDE	DUO AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	8	0	0	0
<b>TOTAL TEESSIDE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1863</b>	<b>12</b>	<b>40</b>	<b>77</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>16</b>	<b>1842</b>
<b>TOTAL STANSTED</b>			<b>8856</b>	<b>55</b>	<b>103</b>	<b>63</b>	<b>18</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>71</b>	<b>18</b>	<b>9296</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2001				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
AARHUS (TIRSTRUP)																		
	STANSTED	RYANAIR	S	A	50	0	1	62	12	8	18	0	0	25	86	9	49	
	STANSTED	RYANAIR	S	D	50	0	0	30	36	14	20	0	0	33	61	18	51	
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>100</b>	<b>0</b>	<b>1</b>	<b>46</b>	<b>24</b>	<b>11</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>73</b>	<b>14</b>	<b>14</b>	
ABERDEEN																		
	MANCHESTER	BMI REGIONAL	S	A	66	0	0	83	8	8	2	0	0	11	76	16	58	
	MANCHESTER	BMI REGIONAL	S	D	65	0	0	91	6	2	2	0	0	5	79	19	61	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	99	0	0	91	5	3	1	0	0	5	66	24	92	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	99	0	0	88	5	6	1	0	0	6	78	14	93	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	70	0	0	90	6	0	3	1	0	8	68	18	66	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	70	0	0	86	3	9	1	1	0	13	71	15	66	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	114	0	100	79	11	4	4	1	0	13	58	27	124	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	114	0	100	82	6	4	6	1	0	11	66	23	131	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	114	0	0	87	4	6	3	0	0	8	57	29	113	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	115	0	0	77	12	7	3	0	0	9	57	27	114	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	174	0	0	60	17	13	11	0	0	22	58	30	166	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	174	0	0	75	12	8	5	0	0	12	79	14	169	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	51	0	5	73	16	8	4	0	0	14	67	53	51	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	52	0	4	60	27	10	4	0	0	18	71	23	52	
<b>TOTAL ABERDEEN</b>					<b>1377</b>	<b>2</b>	<b>209</b>	<b>79</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>22</b>	<b>22</b>	
ABIDJAN																		
ABU DHABI INTERNATIONAL																		
	HEATHROW	GULF AIR	S	A	40	1	0	63	25	10	3	0	0	13	40	42	20	
	HEATHROW	GULF AIR	S	D	32	0	0	69	22	9	0	0	0	11	25	22	4	
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>72</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>24</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>38</b>	<b>39</b>	<b>39</b>	
ABUJA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	0	83	0	8	8	0	0	14	100	1	11	
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	92	0	8	0	0	0	6	82	7	11	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2001				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
ABUJA																		
<b>TOTAL ABUJA</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>91</b>	<b>4</b>	<b>4</b>	
ACAPULCO																		
ACCRA																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	20	0	0	85	15	0	0	0	0	6	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC		S D	20	0	0	60	25	10	5	0	0	17	0	0	0	
	HEATHROW	GHANA AIRWAYS		S A	12	0	1	0	0	42	42	8	8	145	6	93	16	
	HEATHROW	GHANA AIRWAYS		S D	12	0	0	0	0	58	25	8	8	132	13	64	16	
<b>TOTAL ACCRA</b>					<b>64</b>	<b>0</b>	<b>1</b>	<b>45</b>	<b>13</b>	<b>22</b>	<b>14</b>	<b>3</b>	<b>3</b>	<b>59</b>	<b>44</b>	<b>45</b>	<b>45</b>	
ADDIS ABABA																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS		S A	8	0	0	38	0	38	25	0	0	55	0	0	0	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS		S D	8	0	0	63	25	13	0	0	0	14	0	0	0	
	HEATHROW	ETHIOPIAN AIRLINES		S A	16	0	0	19	25	38	19	0	0	43	0	195	12	
	HEATHROW	ETHIOPIAN AIRLINES		S D	16	0	0	63	6	19	13	0	0	23	8	146	12	
<b>TOTAL ADDIS ABABA</b>					<b>49</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>14</b>	<b>27</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>4</b>	<b>170</b>	<b>170</b>	
AGADIR																		
	BIRMINGHAM	BRITANNIA AIRWAYS		C A	2	0	0	100	0	0	0	0	0	0	0	56	1	
	BIRMINGHAM	BRITANNIA AIRWAYS		C D	3	0	0	100	0	0	0	0	0	50	29	2		
	GATWICK	BRITANNIA AIRWAYS		C A	2	0	0	50	50	0	0	0	0	15	0	0	0	
	GATWICK	BRITANNIA AIRWAYS		C D	3	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	GB AIRWAYS LTD		S D	4	0	0	100	0	0	0	0	0	9	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK		C A	4	0	0	25	50	0	25	0	0	38	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK		C D	4	0	0	75	25	0	0	0	0	11	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C A	3	0	0	67	0	33	0	0	0	15	0	26	1	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C D	3	0	0	67	33	0	0	0	0	11	50	9	2	
<b>TOTAL AGADIR</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>18</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>50</b>	<b>20</b>	<b>20</b>	
ALEXANDRIA (BORG EL ARA)																		
ALGHERO/SASSARI																		
	STANSTED	RYANAIR		S A	28	0	0	61	29	11	0	0	0	16	21	40	19	
	STANSTED	RYANAIR		S D	28	0	0	75	18	7	0	0	0	13	45	34	20	
<b>TOTAL ALGHERO/SASSARI</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>23</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>33</b>	<b>37</b>	<b>37</b>	
ALGIERS																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2001			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ALGIERS	HEATHROW	AIR ALGERIE		S A	12	0	0	8	25	33	33	0	0	48	58	23	12
	HEATHROW	AIR ALGERIE		S D	12	0	1	8	17	42	33	0	0	51	25	46	12
<b>TOTAL ALGIERS</b>					<b>24</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>21</b>	<b>38</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>42</b>	<b>35</b>	<b>35</b>
ALICANTE	BIRMINGHAM	BRITANNIA AIRWAYS		C A	12	0	0	92	0	8	0	0	0	7	42	31	12
	BIRMINGHAM	BRITANNIA AIRWAYS		C D	12	0	0	92	0	8	0	0	0	6	75	27	12
	EDINBURGH	BRITANNIA AIRWAYS		C A	4	0	0	50	0	50	0	0	0	24	100	1	4
	EDINBURGH	BRITANNIA AIRWAYS		C D	4	0	0	25	25	50	0	0	0	35	75	10	4
	GATWICK	BRITANNIA AIRWAYS		C A	8	0	0	25	50	0	25	0	0	34	63	24	8
	GATWICK	BRITANNIA AIRWAYS		C D	8	1	0	75	0	13	13	0	0	22	100	5	8
	GLASGOW	BRITANNIA AIRWAYS		C A	8	0	0	38	38	13	13	0	0	23	38	31	8
	GLASGOW	BRITANNIA AIRWAYS		C D	8	0	0	75	13	13	0	0	0	8	63	20	8
	LUTON	BRITANNIA AIRWAYS		C A	4	0	0	75	0	0	25	0	0	22	50	18	4
	LUTON	BRITANNIA AIRWAYS		C D	4	0	0	75	0	0	25	0	0	22	75	12	4
	MANCHESTER	BRITANNIA AIRWAYS		C A	20	1	0	55	15	20	10	0	0	27	75	21	20
	MANCHESTER	BRITANNIA AIRWAYS		C D	20	0	0	90	0	5	5	0	0	9	75	21	20
	NEWCASTLE	BRITANNIA AIRWAYS		C A	12	0	0	50	33	8	0	8	0	40	83	11	12
	NEWCASTLE	BRITANNIA AIRWAYS		C D	12	0	0	83	0	8	8	0	0	14	92	4	12
	STANSTED	BRITANNIA AIRWAYS		C A	4	0	0	25	75	0	0	0	0	18	50	16	4
	STANSTED	BRITANNIA AIRWAYS		C D	4	0	0	75	25	0	0	0	0	11	50	25	4
	GATWICK	BRITISH AIRWAYS PLC		C D	2	0	0	50	0	50	0	0	0	25	0	0	0
	GATWICK	EXCEL AIRWAYS LTD		C A	3	0	0	67	33	0	0	0	0	6	0	0	0
	GATWICK	EXCEL AIRWAYS LTD		C D	3	0	0	100	0	0	0	0	0	6	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		S A	4	0	0	50	0	0	50	0	0	62	25	51	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		S D	4	0	0	50	0	0	25	25	0	70	50	41	4
	GATWICK	FIRST CHOICE AIRWAYS LTD		S A	8	0	0	100	0	0	0	0	0	3	75	9	8
	GATWICK	FIRST CHOICE AIRWAYS LTD		S D	8	0	0	100	0	0	0	0	0	4	100	4	8
	LUTON	FIRST CHOICE AIRWAYS LTD		C A	2	0	0	100	0	0	0	0	0	6	0	0	0
	LUTON	FIRST CHOICE AIRWAYS LTD		C D	3	0	0	67	33	0	0	0	0	11	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		S A	12	0	19	58	17	17	0	8	0	41	42	40	12
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	9	0	0	67	22	0	0	0	11	47	75	21	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		S D	12	0	21	83	8	0	0	8	0	33	42	43	12
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	10	0	0	80	0	10	0	10	0	40	25	37	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2001				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
ALICANTE																		
	GATWICK	GB AIRWAYS LTD		S A	28	1	0	64	14	14	7	0	0	20	96	3	24	
	GATWICK	GB AIRWAYS LTD		S D	28	0	0	71	14	7	7	0	0	16	67	13	24	
	STANSTED	GO FLY LTD		S A	47	0	0	60	19	6	13	2	0	27	75	12	16	
	STANSTED	GO FLY LTD		S D	47	0	0	49	30	4	17	0	0	26	63	20	16	
	GATWICK	IBERIA		S A	28	0	0	61	21	14	4	0	0	17	68	14	28	
	GATWICK	IBERIA		S D	28	0	0	54	25	21	0	0	0	18	61	18	28	
	GATWICK	MONARCH AIRLINES		C A	14	1	0	36	14	14	21	14	0	65	75	37	8	
	GATWICK	MONARCH AIRLINES		C D	15	0	0	47	13	7	20	13	0	55	50	66	8	
	LUTON	MONARCH AIRLINES		S A	28	0	0	75	14	11	0	0	0	11	50	24	28	
	LUTON	MONARCH AIRLINES		S D	28	0	0	68	18	14	0	0	0	12	64	23	28	
	MANCHESTER	MONARCH AIRLINES		S A	24	0	30	75	13	8	0	4	0	18	42	32	12	
	MANCHESTER	MONARCH AIRLINES		C A	6	0	0	17	33	0	50	0	0	56	67	41	6	
	MANCHESTER	MONARCH AIRLINES		S D	24	0	30	92	4	4	0	0	0	4	50	23	12	
	MANCHESTER	MONARCH AIRLINES		C D	6	0	0	33	17	0	50	0	0	56	67	16	6	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		C A	7	0	0	29	71	0	0	0	0	17	71	24	7	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		C D	7	0	0	43	57	0	0	0	0	16	71	22	7	
	EDINBURGH	MY TRAVEL AIRWAYS UK		C A	3	0	0	67	0	33	0	0	0	15	33	17	3	
	EDINBURGH	MY TRAVEL AIRWAYS UK		C D	3	0	0	67	33	0	0	0	0	11	100	8	3	
	GATWICK	MY TRAVEL AIRWAYS UK		C A	12	0	0	33	8	25	25	8	0	62	67	14	15	
	GATWICK	MY TRAVEL AIRWAYS UK		C D	12	0	0	92	0	8	0	0	0	10	94	6	16	
	GLASGOW	MY TRAVEL AIRWAYS UK		C A	7	0	0	43	29	14	0	14	0	43	71	11	7	
	GLASGOW	MY TRAVEL AIRWAYS UK		C D	7	0	0	14	29	29	0	29	0	79	86	7	7	
	LUTON	MY TRAVEL AIRWAYS UK		C A	3	0	0	100	0	0	0	0	0	6	100	3	2	
	LUTON	MY TRAVEL AIRWAYS UK		C D	3	0	0	33	33	33	0	0	0	20	100	0	3	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C A	19	0	0	47	16	5	26	5	0	49	55	73	22	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C D	19	2	0	68	11	5	16	0	0	22	55	26	22	
	NEWCASTLE	MY TRAVEL AIRWAYS UK		C A	7	0	0	71	14	0	0	14	0	32	86	48	7	
	NEWCASTLE	MY TRAVEL AIRWAYS UK		C D	7	0	0	71	29	0	0	0	0	8	57	50	7	
	STANSTED	MY TRAVEL AIRWAYS UK		C A	3	0	0	67	33	0	0	0	0	8	33	27	3	
	STANSTED	MY TRAVEL AIRWAYS UK		C D	3	0	0	100	0	0	0	0	0	8	67	125	3	
	GATWICK	THOMAS COOK AIRLINES LTD		C A	6	0	0	83	0	17	0	0	0	8	60	22	10	
	GATWICK	THOMAS COOK AIRLINES LTD		C D	6	0	0	100	0	0	0	0	0	4	89	3	9	
	GLASGOW	THOMAS COOK AIRLINES LTD		C A	4	0	0	75	25	0	0	0	0	7	25	46	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2001				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
ALICANTE																		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	4	75	9	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	14	0	0	71	7	14	7	0	0	20	75	22	12	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	14	0	0	79	14	7	0	0	0	8	77	20	13	
<b>TOTAL ALICANTE</b>					<b>746</b>	<b>7</b>	<b>100</b>	<b>65</b>	<b>16</b>	<b>9</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>66</b>	<b>23</b>	<b>23</b>	
ALMA ATA																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	12	0	0	58	8	8	25	0	0	32	0	0	0	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	12	0	0	42	8	17	25	8	0	53	0	0	0	
<b>TOTAL ALMA ATA</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>8</b>	<b>13</b>	<b>25</b>	<b>4</b>	<b>0</b>	<b>42</b>	<b>77</b>	<b>8</b>	<b>8</b>	
ALMERIA																		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	50	25	0	0	0	20	25	42	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	9	50	17	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	50	0	0	0	32	50	34	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	5	50	30	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	75	0	0	0	41	50	24	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	6	75	11	4	
<b>TOTAL ALMERIA</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>50</b>	<b>26</b>	<b>26</b>	
ALTENRHEIN																		
AMMAN																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	24	0	0	92	0	8	0	0	0	6	85	14	27	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	24	0	0	38	29	17	13	4	0	40	50	32	28	
	BIRMINGHAM	ROYAL JORDANIAN	C	D	8	0	0	38	25	13	25	0	0	36	0	0	0	
	HEATHROW	ROYAL JORDANIAN	S	A	28	0	0	61	18	11	11	0	0	28	50	32	28	
	HEATHROW	ROYAL JORDANIAN	S	D	28	0	0	46	25	18	11	0	0	29	32	24	28	
<b>TOTAL AMMAN</b>					<b>113</b>	<b>2</b>	<b>0</b>	<b>57</b>	<b>19</b>	<b>13</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>53</b>	<b>26</b>	<b>26</b>	
AMSTERDAM																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	236	1	1	54	14	18	14	0	0	28	48	29	231	
	HEATHROW	BMI BRITISH MIDLAND	S	D	237	0	1	65	14	14	7	0	0	18	53	22	231	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	214	0	0	45	18	16	20	1	0	35	68	22	186	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	214	0	0	57	15	14	13	0	0	24	72	18	186	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	117	0	120	33	21	26	17	3	0	41	73	19	95	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

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					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
AMSTERDAM	MANCHESTER	BRITISH AIRWAYS PLC	S	D	118	0	120	62	12	14	12	1	0	24	72	18	95
	GATWICK	CITY FLYER EXPRESS	S	A	197	0	0	57	11	14	16	1	0	29	68	21	206
	GATWICK	CITY FLYER EXPRESS	S	D	197	0	0	58	16	15	11	0	0	22	70	19	208
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	94	0	0	51	11	7	30	1	0	44	71	16	117
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	95	0	0	63	5	11	21	0	0	29	71	16	118
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	56	0	0	55	11	18	13	4	0	34	29	58	55
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	39	21	21	11	7	0	45	34	54	56
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	112	0	0	54	15	13	16	2	0	31	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	112	0	0	55	16	15	13	1	0	29	0	0	0
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	56	0	0	64	5	14	14	2	0	32	0	0	0
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	41	16	21	18	4	0	40	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	156	1	0	46	21	17	15	1	0	33	51	39	152
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	156	0	1	47	19	22	12	0	0	27	44	40	152
	HEATHROW	KLM	S	A	224	0	0	65	11	9	14	0	0	23	70	19	237
	HEATHROW	KLM	S	D	224	0	0	50	18	14	18	0	0	31	66	27	237
	BIRMINGHAM	KLM UK LTD	S	A	162	0	2	59	17	11	10	4	0	28	74	19	169
	BIRMINGHAM	KLM UK LTD	S	D	161	1	3	53	17	15	13	2	0	33	67	27	168
	EDINBURGH	KLM UK LTD	S	A	132	0	0	52	19	15	12	2	0	30	68	22	148
	EDINBURGH	KLM UK LTD	S	D	132	0	0	36	25	17	21	1	0	39	62	30	148
	GLASGOW	KLM UK LTD	S	A	84	0	0	74	8	7	11	0	0	17	77	13	123
	GLASGOW	KLM UK LTD	S	D	84	0	0	43	24	15	17	1	0	33	62	27	119
	LONDON CITY	KLM UK LTD	S	A	82	0	14	60	16	20	5	0	0	20	80	13	132
	LONDON CITY	KLM UK LTD	S	D	81	0	15	48	16	22	12	1	0	30	63	24	131
	MANCHESTER	KLM UK LTD	S	A	191	0	192	53	11	16	19	1	0	34	67	23	212
	MANCHESTER	KLM UK LTD	S	D	188	0	196	49	15	15	18	2	1	38	57	32	214
	NEWCASTLE	KLM UK LTD	S	A	136	0	0	63	13	13	11	0	0	21	70	20	151
	NEWCASTLE	KLM UK LTD	S	D	136	0	0	56	10	22	11	1	0	26	70	25	148
	STANSTED	KLM UK LTD	S	A	159	7	2	57	16	13	14	0	0	25	69	23	213
	STANSTED	KLM UK LTD	S	D	162	3	0	46	15	19	19	1	0	33	64	27	214
<b>TOTAL AMSTERDAM</b>					<b>4829</b>	<b>19</b>	<b>667</b>	<b>54</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>65</b>	<b>24</b>	<b>24</b>
ANCONA	STANSTED	RYANAIR	S	A	28	0	0	46	36	11	4	4	0	28	39	37	28
	STANSTED	RYANAIR	S	D	27	0	1	56	30	11	4	0	0	18	71	26	28

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ANCONA																	
<b>TOTAL ANCONA</b>					<b>55</b>	<b>0</b>	<b>1</b>	<b>51</b>	<b>33</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>55</b>	<b>31</b>	<b>31</b>
ANTALYA																	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	11	0	0	36	27	36	0	0	0	25	50	32	12
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	11	0	0	18	27	36	18	0	0	39	25	34	12
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0	0	50	50	0	0	59	100	7	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	3	1	0	100	0	0	0	0	0	4	100	0	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	5	75	29	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	30	4
<b>TOTAL ANTALYA</b>					<b>37</b>	<b>1</b>	<b>0</b>	<b>46</b>	<b>16</b>	<b>27</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>58</b>	<b>26</b>	<b>26</b>
ANTIGUA																	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	19	75	14	4
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	0	0	75	13	0	13	0	0	16	50	96	4
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	0	50	0	38	13	0	0	31	75	10	4
<b>TOTAL ANTIGUA</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>61</b>	<b>89</b>	<b>89</b>
ANTWERP																	
	LONDON CITY	VLM (BELGIUM)	S	A	110	0	2	69	19	12	0	0	0	13	73	13	106
	LONDON CITY	VLM (BELGIUM)	S	D	110	0	2	62	25	11	2	0	0	15	71	14	106
<b>TOTAL ANTWERP</b>					<b>222</b>	<b>0</b>	<b>4</b>	<b>65</b>	<b>22</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>13</b>	<b>13</b>
AQABA																	
<b>TOTAL AQABA</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>99</b>	<b>100</b>	<b>10</b>	<b>10</b>
ARRECIFE																	
	EDINBURGH	AIR EUROPA	C	A	4	0	0	75	25	0	0	0	0	12	100	0	4
	EDINBURGH	AIR EUROPA	C	D	4	0	0	75	25	0	0	0	0	12	100	1	4
	MANCHESTER	AZZURRA AIR	C	A	4	0	0	25	25	25	25	0	0	52	0	0	0
	MANCHESTER	AZZURRA AIR	C	D	4	0	0	25	25	50	0	0	0	25	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	13	100	5	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	9	75	8	4
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	63	13	25	0	0	0	13	13	68	8
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	75	0	25	0	0	0	12	75	52	8
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	17	100	9	4
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	100	2	4
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	25	25	0	0	39	0	22	1

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

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																	MATCHED
ARRECIFE	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	50	15	2
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	67	22	11	0	0	0	11	50	31	8
	MANCHESTER	BRITANNIA AIRWAYS	C	D	11	0	0	100	0	0	0	0	0	1	63	15	8
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	50	50	0	0	0	0	11	75	9	4
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	75	8	4
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	25	50	0	25	0	0	33	50	17	4
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	9	75	13	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	6	0	0	67	17	17	0	0	0	14	100	4	4
	GATWICK	EXCEL AIRWAYS LTD	C	D	8	0	0	88	0	13	0	0	0	6	80	5	5
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	S	A	3	0	0	100	0	0	0	0	0	4	75	11	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	S	D	3	0	0	67	33	0	0	0	0	8	75	10	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	63	13	25	0	0	0	14	50	20	6
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	A	11	1	1	73	18	9	0	0	0	12	60	24	10
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	75	25	0	0	0	0	9	75	10	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	D	12	0	0	83	8	8	0	0	0	7	67	16	12
	GLASGOW	FIRST CHOICE AIRWAYS LTD	S	A	4	0	0	50	50	0	0	0	0	10	0	37	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	2	75	10	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	A	8	0	16	63	25	13	0	0	0	12	75	15	8
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	9	1	0	33	67	0	0	0	0	16	13	32	8
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	D	8	0	16	88	0	13	0	0	0	7	75	8	8
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	10	0	0	100	0	0	0	0	0	1	38	20	8
	STANSTED	FIRST CHOICE AIRWAYS LTD	S	A	4	0	0	25	75	0	0	0	0	21	50	27	4
	STANSTED	FIRST CHOICE AIRWAYS LTD	S	D	4	0	0	75	25	0	0	0	0	11	50	10	4
	GATWICK	GB AIRWAYS LTD	S	A	8	0	0	63	38	0	0	0	0	11	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	25	25	50	0	0	0	24	75	13	4
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	25	75	0	0	0	0	19	25	24	4
	GATWICK	MONARCH AIRLINES	C	A	15	0	0	80	7	7	7	0	0	21	38	23	8
	GATWICK	MONARCH AIRLINES	C	D	16	0	0	69	13	13	0	6	0	25	63	21	8
	LUTON	MONARCH AIRLINES	C	A	4	0	0	50	50	0	0	0	0	15	75	34	4
	LUTON	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	7	50	51	4
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	9	75	8	4
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	4	100	1	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	50	0	0	0	0	10	100	0	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2001						
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records			
																	MATCHED	UNMATCHED	
ARRECIFE																			
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	7	100	1	4		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	1	0	88	13	0	0	0	0	4	42	40	12		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	88	0	13	0	0	0	10	50	28	12		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	6	100	10	4		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	8	75	8	4		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	12	0	0	75	0	8	17	0	0	16	57	13	7		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	12	0	0	75	0	8	17	0	0	21	63	23	8		
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	12	75	19	4		
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	6	75	20	4		
	NEWCASTLE	SPANAIR	C	A	4	0	0	25	25	25	25	0	0	32	0	0	0		
	NEWCASTLE	SPANAIR	C	D	4	0	0	50	0	50	0	0	0	24	0	0	0		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	26	4		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	75	10	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	21	0	0	90	5	5	0	0	0	6	48	33	21		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	23	0	0	91	9	0	0	0	0	6	59	19	22		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	5	100	1	4		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	2	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	18	0	0	67	6	22	0	6	0	26	63	21	16		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	18	0	0	94	0	0	0	6	0	15	81	11	16		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	25	67	4		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	56	4		
<b>TOTAL ARRECIFE</b>					<b>442</b>	<b>3</b>	<b>33</b>	<b>75</b>	<b>14</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>65</b>	<b>20</b>	<b>20</b>		
ARUBA																			
ASHKHABAD																			
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	A	10	0	2	50	20	10	0	10	10	79	42	49	26		
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	D	11	0	0	18	27	18	9	9	18	182	30	58	27		
	HEATHROW	TURKMENISTAN AIRLINES	S	A	8	0	2	63	0	0	13	13	13	111	0	100	8		
	HEATHROW	TURKMENISTAN AIRLINES	S	D	8	0	2	38	0	25	13	13	13	110	38	67	8		
	MANCHESTER	TURKMENISTAN AIRLINES	S	A	4	1	0	0	75	25	0	0	0	29	0	0	0		
	MANCHESTER	TURKMENISTAN AIRLINES	S	D	4	1	0	25	25	25	25	0	0	34	0	0	0		
<b>TOTAL ASHKHABAD</b>					<b>45</b>	<b>2</b>	<b>6</b>	<b>36</b>	<b>20</b>	<b>16</b>	<b>9</b>	<b>9</b>	<b>11</b>	<b>107</b>	<b>32</b>	<b>61</b>	<b>61</b>		
ASTURIAS																			
	GATWICK	AIR NOSTRUM	S	A	12	0	0	92	0	8	0	0	0	6	36	37	11		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2001				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
ASTURIAS																		
	GATWICK	AIR NOSTRUM		S D	12	0	0	92	0	8	0	0	0	6	45	43	11	
<b>TOTAL ASTURIAS</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>41</b>	<b>40</b>	<b>40</b>	
ATHENS																		
	HEATHROW	AEGEAN AIRLINES		S A	13	0	0	46	23	15	15	0	0	29	58	14	24	
	HEATHROW	AEGEAN AIRLINES		S D	12	0	0	58	17	17	8	0	0	19	83	6	24	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW		S A	28	0	0	100	0	0	0	0	0	1	88	6	26	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW		S D	28	0	0	68	18	14	0	0	0	13	77	12	26	
	HEATHROW	BRITISH AIRWAYS PLC		S A	51	0	0	57	27	12	4	0	0	20	73	22	56	
	HEATHROW	BRITISH AIRWAYS PLC		S D	51	1	0	71	16	12	2	0	0	13	84	12	56	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	56	0	0	66	27	5	2	0	0	13	80	23	54	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	56	0	0	80	13	4	4	0	0	12	48	51	56	
	HEATHROW	OLYMPIC AIRWAYS		S A	67	0	0	45	21	25	7	1	0	27	39	24	64	
	HEATHROW	OLYMPIC AIRWAYS		S D	67	0	0	54	27	10	9	0	0	20	50	21	64	
	MANCHESTER	OLYMPIC AIRWAYS		S A	12	0	12	17	8	42	33	0	0	58	33	29	12	
	MANCHESTER	OLYMPIC AIRWAYS		S D	12	0	12	17	17	25	42	0	0	57	17	34	12	
<b>TOTAL ATHENS</b>					<b>453</b>	<b>3</b>	<b>24</b>	<b>61</b>	<b>20</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>64</b>	<b>21</b>	<b>21</b>	
ATLANTA																		
	GATWICK	BRITISH AIRWAYS PLC		S A	28	0	0	100	0	0	0	0	0	77	22	26		
	GATWICK	BRITISH AIRWAYS PLC		S D	28	0	0	82	7	11	0	0	0	10	65	24	26	
	GATWICK	DELTA AIRLINES		S A	56	0	28	89	7	4	0	0	0	4	66	22	56	
	GATWICK	DELTA AIRLINES		S D	56	0	8	82	9	7	2	0	0	10	63	17	56	
	MANCHESTER	DELTA AIRLINES		S A	28	0	28	100	0	0	0	0	0	57	29	28		
	MANCHESTER	DELTA AIRLINES		S D	28	0	28	93	4	4	0	0	0	3	75	13	28	
<b>TOTAL ATLANTA</b>					<b>224</b>	<b>0</b>	<b>92</b>	<b>90</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>66</b>	<b>21</b>	<b>21</b>	
AUCKLAND INTERNATIONAL																		
	HEATHROW	AIR NEW ZEALAND LTD		S A	28	0	0	79	14	4	4	0	0	10	82	7	28	
	HEATHROW	AIR NEW ZEALAND LTD		S D	28	0	0	61	25	11	4	0	0	17	82	12	28	
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>9</b>	<b>9</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BAHRAIN																		
	HEATHROW	GULF AIR		S A	19	0	1	53	16	26	5	0	0	22	42	37	12	
	HEATHROW	GULF AIR		S D	20	0	0	80	15	5	0	0	0	8	46	33	28	
<b>TOTAL BAHRAIN</b>					<b>39</b>	<b>1</b>	<b>1</b>	<b>67</b>	<b>15</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>45</b>	<b>34</b>	<b>34</b>	
BAKU																		
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )		S A	8	0	0	75	25	0	0	0	5	50	18	8		
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )		S D	8	0	0	88	0	13	0	0	11	13	36	8		
<b>TOTAL BAKU</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>31</b>	<b>27</b>	<b>27</b>		
BALI INTERNATIONAL																		
	GATWICK	GARUDA INDONESIA		S A	6	0	0	33	0	17	50	0	0	50	38	49	8	
	GATWICK	GARUDA INDONESIA		S D	6	0	0	100	0	0	0	0	4	75	8	8		
<b>TOTAL BALI INTERNATIONAL</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>8</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>56</b>	<b>28</b>	<b>28</b>	
BALTIMORE																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	28	0	0	93	4	4	0	0	2	0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC		S D	28	0	0	61	29	11	0	0	15	0	0	0		
<b>TOTAL BALTIMORE</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>70</b>	<b>22</b>	<b>22</b>		
BANDAR SERI BEGAWAN																		
	HEATHROW	ROYAL BRUNEI AIRLINES		S A	28	0	0	36	32	18	14	0	0	29	82	11	28	
	HEATHROW	ROYAL BRUNEI AIRLINES		S D	28	0	0	71	11	18	0	0	14	68	12	28		
<b>TOTAL BANDAR SERI BEGAWAN</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>21</b>	<b>18</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>75</b>	<b>12</b>	<b>12</b>	
BANGKOK																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	11	0	0	0	27	18	55	0	0	59	58	13	12	
	HEATHROW	BRITISH AIRWAYS PLC		S D	11	0	0	55	18	18	9	0	0	20	58	18	12	
	HEATHROW	THAI AIRWAYS INTERNATIONAL		S A	40	0	0	8	18	58	18	0	0	44	43	24	40	
	HEATHROW	THAI AIRWAYS INTERNATIONAL		S D	40	0	0	63	8	15	15	0	0	24	80	14	40	
<b>TOTAL BANGKOK</b>					<b>102</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>15</b>	<b>32</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>61</b>	<b>18</b>	<b>18</b>	
BANJUL																		
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	2	2	0	50	0	0	50	0	0	57	0	53	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	50	50	0	0	0	10	25	35	4		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	50	25	25	0	0	22	0	0	0		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	1	0	0	0		
	GATWICK	MONARCH AIRLINES		C A	8	0	0	13	25	25	38	0	0	49	13	55	8	
	GATWICK	MONARCH AIRLINES		C D	8	0	0	63	13	13	13	0	0	20	75	14	8	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2001				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BANJUL																		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	3	0	0	100	0	0	0	0	0	7	75	20	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	1	25	33	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	14	75	8	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	6	100	1	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	50	0	0	23	0	42	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	50	22	4		
<b>TOTAL BANJUL</b>					<b>53</b>	<b>2</b>	<b>0</b>	<b>64</b>	<b>13</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>44</b>	<b>29</b>	<b>29</b>	
BARCELONA																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	82	0	0	84	11	2	2	0	0	9	69	14	81	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	82	0	0	80	10	6	4	0	0	13	72	12	81	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	16	0	0	88	13	0	0	0	3	94	3	16		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	16	0	0	94	6	0	0	0	4	100	1	16		
	GLASGOW	BRITISH AIRWAYS PLC	S	A	12	0	0	83	8	8	0	0	7	0	0	0		
	GLASGOW	BRITISH AIRWAYS PLC	S	D	12	0	0	100	0	0	0	0	1	0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	108	0	0	56	19	18	6	1	0	23	71	20	84	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	108	0	0	71	17	8	3	1	0	14	67	18	84	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	37	1	1	73	11	16	0	0	0	12	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	39	0	0	69	21	5	5	0	0	14	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	88	1	0	75	11	10	3	0	0	12	56	35	87	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	88	0	0	63	22	10	6	0	0	17	37	40	87	
	STANSTED	EUROPEAN AIR CHARTER	C	D	2	0	0	0	100	0	0	0	0	23	0	0	0	
	STANSTED	GO FLY LTD	S	A	56	0	0	70	14	9	7	0	0	17	82	12	56	
	STANSTED	GO FLY LTD	S	D	56	0	0	43	32	14	11	0	0	28	63	18	56	
	HEATHROW	IBERIA	S	A	112	0	0	52	22	18	8	0	0	25	65	18	110	
	HEATHROW	IBERIA	S	D	112	0	0	73	13	7	6	0	0	14	82	13	109	
	MANCHESTER	IBERIA	S	A	28	0	28	29	18	36	18	0	0	34	57	22	28	
	MANCHESTER	IBERIA	S	D	28	1	28	46	25	11	18	0	0	28	36	27	28	
<b>TOTAL BARCELONA</b>					<b>1085</b>	<b>4</b>	<b>57</b>	<b>67</b>	<b>17</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>67</b>	<b>19</b>	<b>19</b>	
BARDUFOSS																		
BARI (PALESE)																		
BARRA																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2001				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BARRA																		
	GLASGOW	LOGANAIR	S	A	14	7	0	79	7	0	14	0	0	13	82	13	17	
	GLASGOW	LOGANAIR	S	D	16	5	0	88	6	6	0	0	7	95	6	19		
<b>TOTAL BARRA</b>					<b>30</b>	<b>12</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>9</b>	<b>9</b>	
BASLE MULHOUSE																		
	BIRMINGHAM	SWISS AIRLINES	S	A	47	0	0	66	19	13	2	0	13	50	18	48		
	BIRMINGHAM	SWISS AIRLINES	S	D	47	0	0	57	26	15	2	0	18	48	23	48		
	HEATHROW	SWISS AIRLINES	S	A	83	0	0	46	28	22	5	0	21	60	18	84		
	HEATHROW	SWISS AIRLINES	S	D	82	1	0	74	12	11	2	0	12	74	13	84		
	LONDON CITY	SWISS AIRLINES	S	A	69	0	0	54	30	14	1	0	17	63	15	64		
	LONDON CITY	SWISS AIRLINES	S	D	69	0	0	43	33	16	7	0	24	39	26	64		
	MANCHESTER	SWISS AIRLINES	S	A	71	0	71	62	27	10	1	0	13	62	14	71		
	MANCHESTER	SWISS AIRLINES	S	D	71	0	71	85	6	8	1	0	8	45	22	71		
<b>TOTAL BASLE MULHOUSE</b>					<b>539</b>	<b>2</b>	<b>143</b>	<b>61</b>	<b>22</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>56</b>	<b>18</b>	<b>18</b>	
BEIJING																		
	HEATHROW	AIR CHINA	S	A	12	0	0	17	33	17	33	0	0	41	50	20	12	
	HEATHROW	AIR CHINA	S	D	12	0	0	50	33	8	8	0	0	21	75	8	12	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	12	0	0	50	17	33	0	0	20	60	145	10		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	12	0	0	50	17	25	8	0	0	23	83	11	12	
<b>TOTAL BEIJING</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>25</b>	<b>21</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>67</b>	<b>42</b>	<b>42</b>	
BEIRUT																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	8	0	0	75	0	13	13	0	0	19	75	27	24	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	8	0	0	63	13	0	25	0	0	31	42	44	24	
	HEATHROW	MEA	S	A	20	0	0	35	45	10	10	0	0	24	45	24	20	
	HEATHROW	MEA	S	D	20	0	0	45	25	25	5	0	0	24	30	33	20	
<b>TOTAL BEIRUT</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>27</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>49</b>	<b>33</b>	<b>33</b>	
BELFAST CITY																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	190	0	1	68	15	14	3	1	0	15	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	D	190	0	1	77	13	7	3	0	0	11	0	0	0	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	71	0	0	85	4	6	6	0	0	12	84	12	70	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	69	1	0	88	1	4	4	1	0	12	86	15	70	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2001					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
BELFAST CITY																		
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	71	0	0	83	6	4	7	0	0	12	81	13	98	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	71	1	0	87	3	1	8	0	0	11	83	13	98	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	151	0	156	81	12	3	4	0	0	11	81	11	100	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	152	0	156	91	3	1	5	0	0	7	88	6	101	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	127	0	0	87	9	0	3	1	0	9	82	15	126	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	127	0	0	87	9	2	3	0	0	9	76	16	127	
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	129	3	0	88	7	2	2	1	0	8	77	19	129	
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	127	4	4	87	6	4	2	0	1	11	74	22	127	
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	A	113	0	8	90	4	3	4	0	0	8	73	19	40	
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	D	117	0	8	65	16	10	8	1	0	18	72	20	43	
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	S	A	109	0	0	91	2	4	3	1	0	9	0	0	0	
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	S	D	109	0	0	93	1	4	2	1	0	7	0	0	0	
<b>TOTAL BELFAST CITY</b>					<b>1925</b>	<b>9</b>	<b>334</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>15</b>	<b>15</b>	
BELFAST INTERNATIONAL																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	111	0	0	72	18	5	5	0	0	13	77	14	210	
	HEATHROW	BMI BRITISH MIDLAND	S	D	111	0	0	86	7	4	4	0	0	8	81	12	210	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	120	0	0	85	4	7	3	1	0	9	91	8	99	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	120	0	0	72	12	9	8	0	0	15	82	11	100	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	84	0	0	83	8	4	4	1	0	10	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	84	0	0	65	20	10	4	1	0	16	0	0	0	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	84	0	0	80	7	2	11	0	0	15	0	0	0	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	84	0	0	76	8	2	13	0	0	20	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	128	0	8	88	8	4	1	0	0	6	66	16	118	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	128	1	12	64	16	18	2	0	0	17	62	21	119	
	EDINBURGH	GO FLY LTD	S	A	56	0	0	79	13	5	4	0	0	12	0	0	0	
	EDINBURGH	GO FLY LTD	S	D	56	0	0	75	13	5	7	0	0	17	0	0	0	
	GLASGOW	GO FLY LTD	S	A	56	0	0	73	16	7	4	0	0	12	0	0	0	
	GLASGOW	GO FLY LTD	S	D	56	0	0	93	4	2	0	2	0	5	0	0	0	
	STANSTED	GO FLY LTD	S	A	151	0	9	80	11	6	3	1	0	11	75	10	76	
	STANSTED	GO FLY LTD	S	D	151	0	1	69	20	10	1	0	0	13	55	18	76	
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>1580</b>	<b>1</b>	<b>30</b>	<b>77</b>	<b>12</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>14</b>	<b>14</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2001					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
BELGRADE																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	12	0	0	83	17	0	0	0	0	5	83	17	12	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	12	0	0	92	8	0	0	0	0	7	50	25	12	
	HEATHROW	JATAIRWAYS	S	A	20	0	0	35	30	25	10	0	0	27	55	36	20	
	HEATHROW	JATAIRWAYS	S	D	20	0	0	45	20	10	25	0	0	31	40	43	20	
<b>TOTAL BELGRADE</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>20</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>55</b>	<b>32</b>	<b>32</b>	
BENBECULA																		
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	23	0	0	91	4	4	0	0	0	3	87	4	23	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	23	0	0	83	9	4	4	0	0	9	83	11	23	
<b>TOTAL BENBECULA</b>					<b>46</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>7</b>	<b>7</b>	
BENHAZI																		
	HEATHROW	LIBYAN ARAB AIRLINES	S	A	2	0	0	50	50	0	0	0	0	12	50	31	4	
	HEATHROW	LIBYAN ARAB AIRLINES	S	D	2	0	0	100	0	0	0	0	0	3	75	14	4	
<b>TOTAL BENHAZI</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>63</b>	<b>22</b>	<b>22</b>	
BERGAMO																		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	0	50	50	0	0	0	31	0	43	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	15	50	16	4	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	A	4	0	0	50	25	0	25	0	0	36	0	0	0	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	D	4	0	0	25	50	0	25	0	0	47	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	38	50	13	0	0	0	18	13	107	8	
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	50	13	38	0	0	0	21	50	16	8	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	50	0	50	0	0	0	25	0	31	4	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	25	75	0	0	0	0	20	50	21	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	75	0	0	0	0	20	0	205	3	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	12	50	467	4	
<b>TOTAL BERGAMO</b>					<b>49</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>39</b>	<b>16</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>32</b>	<b>86</b>	<b>86</b>	
BERGEN																		
	GATWICK	BRAATHENS ASA	S	A	28	0	0	46	50	4	0	0	0	14	68	13	28	
	GATWICK	BRAATHENS ASA	S	D	28	0	0	54	32	11	4	0	0	17	86	6	28	
	NEWCASTLE	BRAATHENS ASA	C	D	3	0	0	100	0	0	0	0	0	0	0	0	0	
<b>TOTAL BERGEN</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>38</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>17</b>	<b>17</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2001				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BERLIN (SCHONEFELD)																		
	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	0	50	0	50	0	0	55	0	0	0	
	STANSTED	KLM UK LTD	S	A	79	0	1	54	23	16	6	0	0	19	0	0	0	
	STANSTED	KLM UK LTD	S	D	80	0	0	69	21	6	4	0	0	14	0	0	0	
<b>TOTAL BERLIN (SCHONEFELD)</b>					<b>168</b>	<b>0</b>	<b>1</b>	<b>59</b>	<b>22</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	
BERLIN (TEGEL)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	165	0	0	53	20	18	7	2	0	26	59	28	137	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	165	0	0	65	17	12	5	1	0	17	75	12	137	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	28	1	28	71	11	14	4	0	0	14	78	15	23	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	28	0	28	82	7	7	4	0	0	9	83	9	24	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	47	0	0	53	17	26	4	0	0	22	81	11	47	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	48	0	0	69	17	10	4	0	0	16	89	7	47	
<b>TOTAL BERLIN (TEGEL)</b>					<b>481</b>	<b>1</b>	<b>56</b>	<b>62</b>	<b>17</b>	<b>15</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>74</b>	<b>18</b>	<b>18</b>	
BERMUDA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	0	100	0	0	0	0	0	0	58	14	12	
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	75	25	0	0	0	0	8	83	10	12	
	HEATHROW	BRITISH AIRWAYS PLC	C	D	2	0	0	50	50	0	0	0	0	16	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	0	100	0	0	0	0	23	0	0	0	
<b>TOTAL BERMUDA</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>71</b>	<b>12</b>	<b>12</b>	
BERNE																		
	LONDON CITY	AIR ENGIADINA	S	A	28	0	0	50	25	21	4	0	0	21	78	12	50	
	LONDON CITY	AIR ENGIADINA	S	D	28	0	0	46	21	29	4	0	0	21	34	24	50	
	GATWICK	FLYBE.BRITISH EUROPEAN	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0	
	GATWICK	FLYBE.BRITISH EUROPEAN	C	D	4	0	0	0	25	75	0	0	0	36	0	0	0	
<b>TOTAL BERNE</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>22</b>	<b>27</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>56</b>	<b>18</b>	<b>18</b>	
BIARRITZ																		
	STANSTED	RYANAIR	S	A	28	0	0	89	7	0	4	0	0	8	85	11	27	
	STANSTED	RYANAIR	S	D	28	0	0	61	32	7	0	0	0	15	56	20	27	
<b>TOTAL BIARRITZ</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>20</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>16</b>	<b>16</b>	
BILBAO																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	28	0	0	82	14	4	0	0	0	6	80	11	44	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2001				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BILBAO																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	28	0	0	79	7	14	0	0	0	10	84	8	44	
	STANSTED	GO FLY LTD	S	A	28	0	0	71	14	7	7	0	0	15	82	11	28	
	STANSTED	GO FLY LTD	S	D	28	0	0	57	25	7	11	0	0	21	68	14	28	
	HEATHROW	IBERIA	S	A	28	0	0	71	14	7	7	0	0	14	75	20	28	
	HEATHROW	IBERIA	S	D	28	0	0	79	11	7	4	0	0	10	89	13	28	
<b>TOTAL BILBAO</b>					<b>168</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>12</b>	<b>12</b>	
BILLUND																		
	GATWICK	MAERSK AIR	S	A	80	1	0	48	33	15	5	0	0	22	51	23	78	
	GATWICK	MAERSK AIR	S	D	80	0	0	59	20	15	6	0	0	20	67	19	78	
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	A	44	0	47	84	5	9	2	0	0	9	60	19	42	
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	D	44	0	47	91	5	5	0	0	0	3	65	21	43	
<b>TOTAL BILLUND</b>					<b>250</b>	<b>1</b>	<b>94</b>	<b>65</b>	<b>18</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>60</b>	<b>21</b>	<b>21</b>	
BIRMINGHAM																		
	GATWICK	BRITANNIA AIRWAYS	C	A	3	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	132	0	0	85	9	4	2	0	0	9	86	10	111	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	140	0	0	86	6	5	2	0	0	9	73	17	113	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	58	0	4	88	3	9	0	0	0	7	83	7	103	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	95	0	0	91	3	5	1	0	0	6	88	8	112	
	NEWCASTLE	BRITISH REGIONAL AIRLINES LTD	S	A	59	0	0	69	12	12	7	0	0	19	80	12	76	
	NEWCASTLE	BRITISH REGIONAL AIRLINES LTD	S	D	59	0	0	76	10	8	5	0	0	14	80	9	76	
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	A	96	4	1	67	18	6	8	1	0	18	70	15	92	
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	D	98	0	2	65	20	9	5	0	0	18	63	20	92	
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	A	79	0	0	72	8	11	9	0	0	17	72	15	114	
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	D	75	0	0	95	3	1	1	0	0	5	73	15	113	
<b>TOTAL BIRMINGHAM</b>					<b>896</b>	<b>4</b>	<b>7</b>	<b>80</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>13</b>	<b>13</b>	
BISHKEK (FRUNZE)																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	7	1	0	86	14	0	0	0	0	4	43	122	7	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	8	0	0	75	0	25	0	0	0	16	63	30	8	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2001			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
BISHKEK (FRUNZE)					<b>15</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>53</b>	<b>73</b>	<b>73</b>
BOGOTA																	
	GATWICK	BRITISH AIRWAYS PLC		S D	12	0	0	67	25	0	8	0	0	15	75	17	12
<b>TOTAL BOGOTA</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>25</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>53</b>	<b>36</b>	<b>36</b>
BOLOGNA																	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW		S A	80	0	0	39	38	15	9	0	0	25	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW		S D	80	0	0	61	21	15	3	0	0	17	0	0	0
	STANSTED	GO FLY LTD		S A	28	0	0	86	11	4	0	0	0	6	81	13	27
	STANSTED	GO FLY LTD		S D	28	0	0	71	11	18	0	0	0	14	50	30	28
<b>TOTAL BOLOGNA</b>					<b>220</b>	<b>0</b>	<b>4</b>	<b>58</b>	<b>24</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>68</b>	<b>17</b>	<b>17</b>
BORDEAUX																	
	GATWICK	CITY FLYER EXPRESS		S A	51	0	0	96	4	0	0	0	0	2	0	0	0
	GATWICK	CITY FLYER EXPRESS		S D	51	0	0	75	22	4	0	0	0	10	0	0	0
	STANSTED	KLM UK LTD		S A	28	0	0	75	11	7	7	0	0	14	86	5	28
	STANSTED	KLM UK LTD		S D	28	0	0	64	11	18	7	0	0	22	82	7	28
<b>TOTAL BORDEAUX</b>					<b>158</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>9</b>	<b>9</b>
BOSTON																	
	HEATHROW	AMERICAN AIRLINES		S A	53	1	1	85	6	4	4	2	0	11	52	28	54
	HEATHROW	AMERICAN AIRLINES		S D	53	0	0	68	21	6	4	2	0	16	80	15	55
	HEATHROW	BRITISH AIRWAYS PLC		S A	56	0	0	89	2	4	4	2	0	11	81	14	81
	HEATHROW	BRITISH AIRWAYS PLC		S D	56	0	0	68	21	7	4	0	0	15	68	18	82
	GATWICK	DELTA AIRLINES		S A	21	0	0	86	10	5	0	0	0	5	0	0	0
	GATWICK	DELTA AIRLINES		S D	21	0	0	71	19	5	0	5	0	24	0	0	0
	HEATHROW	UNITED AIRLINES		S A	28	0	0	86	11	4	0	0	0	4	89	10	27
	HEATHROW	UNITED AIRLINES		S D	28	0	0	68	21	7	4	0	0	15	67	17	27
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	28	0	0	93	4	4	0	0	0	4	0	0	0
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	28	0	0	57	32	7	4	0	0	17	0	0	0
<b>TOTAL BOSTON</b>					<b>372</b>	<b>2</b>	<b>1</b>	<b>77</b>	<b>14</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>16</b>	<b>16</b>
BREMEN																	
	GATWICK	CITY FLYER EXPRESS		S A	78	0	0	62	22	12	5	0	0	17	76	19	79
	GATWICK	CITY FLYER EXPRESS		S D	79	0	0	67	11	18	4	0	0	16	88	8	80

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2001				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
BREMEN																	
<b>TOTAL BREMEN</b>					<b>157</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>17</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>82</b>	<b>13</b>	<b>13</b>
BRESCIA/MONTICHIARI																	
	STANSTED	EXCEL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0
	STANSTED	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	8	0	0	0
	GATWICK	HAMBURG INTERNATIONAL	C	A	2	0	0	0	100	0	0	0	0	17	0	0	0
	GATWICK	HAMBURG INTERNATIONAL	C	D	2	0	0	50	0	50	0	0	0	21	0	0	0
	STANSTED	RYANAIR	S	A	54	0	1	19	28	35	17	2	0	43	56	26	54
	STANSTED	RYANAIR	S	D	56	0	0	41	41	13	5	0	0	22	68	21	56
<b>TOTAL BRESCIA/MONTICHIARI</b>					<b>127</b>	<b>0</b>	<b>1</b>	<b>36</b>	<b>31</b>	<b>22</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>62</b>	<b>24</b>	<b>24</b>
BREST																	
	GATWICK	BRIT AIR	S	A	59	0	0	75	22	3	0	0	0	11	55	18	60
	GATWICK	BRIT AIR	S	D	59	0	0	83	14	3	0	0	0	7	80	12	60
<b>TOTAL BREST</b>					<b>118</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>15</b>	<b>15</b>
BRIDGETOWN																	
	GATWICK	BRITANNIA AIRWAYS	C	A	8	1	0	88	0	13	0	0	0	8	31	53	13
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	88	13	0	0	0	0	4	31	44	13
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	63	13	13	13	0	0	19	44	22	9
	MANCHESTER	BRITANNIA AIRWAYS	C	D	6	1	0	83	0	17	0	0	0	10	44	33	9
	GATWICK	BRITISH AIRWAYS PLC	S	A	32	0	0	97	3	0	0	0	0	1	86	11	28
	GATWICK	BRITISH AIRWAYS PLC	S	D	32	0	0	81	16	3	0	0	0	8	57	20	28
	HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	75	0	25	0	0	0	18	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	4	0	0	75	0	25	0	0	0	15	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	50	25	0	13	13	0	40	63	23	8
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	63	13	13	13	0	0	21	50	27	8
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	50	0	13	13	0	25	196	50	21	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	50	0	38	13	0	0	27	25	24	4
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	16	0	0	81	6	6	6	0	0	9	70	22	20
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	16	0	0	38	31	25	6	0	0	25	65	36	20
<b>TOTAL BRIDGETOWN</b>					<b>172</b>	<b>2</b>	<b>0</b>	<b>73</b>	<b>11</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>54</b>	<b>34</b>	<b>34</b>
BRISTOL																	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	97	0	0	82	9	4	4	0	0	11	60	32	101

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					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
BRISTOL	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	95	0	0	75	16	5	4	0	0	13	65	31	99
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	20	0	0	70	10	20	0	0	0	15	47	22	17
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	20	0	0	60	25	15	0	0	0	15	0	0	0
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	73	0	0	63	19	8	10	0	0	20	53	29	117
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	100	0	0	74	11	7	8	0	0	16	62	26	98
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	72	0	0	67	15	11	7	0	0	18	61	23	66
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	70	0	0	81	10	4	4	0	0	9	57	35	68
	EDINBURGH	GO FLY LTD	S	A	72	0	0	76	17	7	0	0	0	7	0	0	0
	EDINBURGH	GO FLY LTD	S	D	72	0	0	65	18	14	3	0	0	14	0	0	0
	GLASGOW	GO FLY LTD	S	A	48	0	0	69	25	6	0	0	0	11	0	0	0
	GLASGOW	GO FLY LTD	S	D	48	0	0	56	33	10	0	0	0	14	0	0	0
<b>TOTAL BRISTOL</b>					<b>787</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>59</b>	<b>29</b>	<b>29</b>
BRUSSELS	HEATHROW	BMI BRITISH MIDLAND	S	A	134	0	2	55	25	13	7	0	0	20	50	24	138
	HEATHROW	BMI BRITISH MIDLAND	S	D	134	0	2	74	18	7	1	0	0	11	68	15	138
	MANCHESTER	BMI BRITISH MIDLAND	S	A	66	0	68	56	24	11	9	0	0	22	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	S	D	66	0	68	89	3	3	5	0	0	8	0	0	0
	EDINBURGH	BMI REGIONAL	S	A	72	0	0	68	18	14	0	0	0	12	0	0	0
	EDINBURGH	BMI REGIONAL	S	D	71	1	0	61	21	18	0	0	0	15	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	111	0	5	68	13	13	6	0	0	17	85	8	65
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	112	0	4	78	9	7	6	0	0	12	92	3	64
	HEATHROW	BRITISH AIRWAYS PLC	S	A	168	1	0	47	26	16	11	0	0	25	70	17	151
	HEATHROW	BRITISH AIRWAYS PLC	S	D	168	1	0	68	17	11	5	0	0	15	80	10	151
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	90	0	91	37	32	27	3	1	0	27	75	14	80
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	91	0	91	75	12	8	5	0	0	14	66	16	80
	GATWICK	CITY FLYER EXPRESS	S	A	42	0	0	38	24	33	5	0	0	24	68	15	44
	GATWICK	CITY FLYER EXPRESS	S	D	42	0	0	64	12	17	7	0	0	19	84	6	44
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	67	0	9	79	10	7	3	0	0	10	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	67	0	9	69	18	10	3	0	0	15	0	0	0

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					FEB 2001				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
BRUSSELS																	
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	A	48	0	0	90	4	2	0	4	0	17	0	0	0
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	D	48	0	0	54	15	27	0	4	0	29	0	0	0
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	S	A	58	0	6	43	41	10	5	0	0	21	0	0	0
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	S	D	58	0	6	67	24	7	2	0	0	13	0	0	0
	BIRMINGHAM	SN BRUSSELS AIRLINES	S	A	99	0	0	73	17	8	2	0	0	13	0	0	0
	BIRMINGHAM	SN BRUSSELS AIRLINES	S	D	98	0	0	83	10	6	1	0	0	8	0	0	0
	HEATHROW	SN BRUSSELS AIRLINES	S	A	238	0	1	63	17	14	6	0	0	18	0	0	0
	HEATHROW	SN BRUSSELS AIRLINES	S	D	238	0	1	76	11	9	3	0	0	13	0	0	0
	MANCHESTER	SN BRUSSELS AIRLINES	S	A	96	0	100	53	28	18	1	0	0	18	0	0	0
	MANCHESTER	SN BRUSSELS AIRLINES	S	D	96	0	100	73	20	7	0	0	0	9	0	0	0
	NEWCASTLE	SN BRUSSELS AIRLINES	S	A	99	0	0	66	22	12	0	0	0	13	0	0	0
	NEWCASTLE	SN BRUSSELS AIRLINES	S	D	99	0	0	75	20	5	0	0	0	9	0	0	0
	GLASGOW	SOBELAIR	C	A	2	0	0	50	50	0	0	0	0	15	0	0	0
	GLASGOW	SOBELAIR	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0
	LONDON CITY	VLM (BELGIUM)	S	A	83	0	11	13	40	34	13	0	0	35	0	0	0
	LONDON CITY	VLM (BELGIUM)	S	D	83	0	11	30	27	30	13	0	0	31	0	0	0
<b>TOTAL BRUSSELS</b>					<b>2949</b>	<b>5</b>	<b>591</b>	<b>64</b>	<b>19</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>67</b>	<b>17</b>	<b>17</b>
BUCHAREST (OTOPENI)																	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	28	0	0	82	7	4	7	0	0	11	76	12	25
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	28	0	0	86	4	7	4	0	0	13	88	12	25
	HEATHROW	TAROM	S	A	28	0	0	50	29	14	7	0	0	21	43	35	28
	HEATHROW	TAROM	S	D	28	0	0	75	7	7	11	0	0	15	64	22	28
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>112</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>21</b>	<b>21</b>
BUDAPEST																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	55	0	1	56	20	15	7	2	0	24	66	22	56
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	61	25	5	7	2	0	22	71	22	56
	GATWICK	MALEV (HUNGARIAN AIRLINES)	S	A	12	0	0	100	0	0	0	0	0	2	91	7	11
	GATWICK	MALEV (HUNGARIAN AIRLINES)	S	D	12	0	0	100	0	0	0	0	0	4	73	13	11
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	A	55	0	0	64	9	24	4	0	0	19	40	32	45
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	D	55	0	0	76	13	7	4	0	0	11	69	21	45
	MANCHESTER	MALEV (HUNGARIAN AIRLINES)	S	A	12	0	16	67	25	8	0	0	0	14	0	0	0
	MANCHESTER	MALEV (HUNGARIAN AIRLINES)	S	D	13	0	16	46	23	31	0	0	0	23	0	0	0



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					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
<b>BUDAPEST</b>					<b>270</b>	<b>0</b>	<b>33</b>	<b>67</b>	<b>16</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>64</b>	<b>23</b>	<b>23</b>	
BUENOS AIRES																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	15	0	0	93	7	0	0	0	0	1	70	9	20	
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	100	0	0	0	0	0	0	80	7	20	
<b>TOTAL BUENOS AIRES</b>					<b>29</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>8</b>	<b>8</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2001			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
CAIRO	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	82	14	0	4	0	0	6	93	3	28
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	68	21	7	4	0	0	14	68	27	28
	HEATHROW	EGYPT AIR	S	A	28	0	0	7	29	32	18	11	4	81	32	35	28
	HEATHROW	EGYPT AIR	S	D	28	0	0	14	11	29	32	11	4	85	18	50	28
	MANCHESTER	EGYPT AIR	S	A	6	0	6	33	0	0	33	0	33	196	0	0	0
	MANCHESTER	EGYPT AIR	S	D	6	0	6	0	0	17	50	0	33	213	0	0	0
<b>TOTAL CAIRO</b>					<b>125</b>	<b>0</b>	<b>12</b>	<b>41</b>	<b>17</b>	<b>16</b>	<b>17</b>	<b>5</b>	<b>5</b>	<b>61</b>	<b>52</b>	<b>30</b>	<b>30</b>
CALCUTTA	HEATHROW	BRITISH AIRWAYS PLC	S	A	8	0	0	0	0	25	63	13	0	121	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	8	0	0	38	13	25	25	0	0	37	0	0	0
<b>TOTAL CALCUTTA</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>6</b>	<b>25</b>	<b>44</b>	<b>6</b>	<b>0</b>	<b>79</b>	<b>0</b>	<b>0</b>	<b>0</b>
CALGARY	HEATHROW	AIR CANADA	S	A	32	0	0	69	6	16	6	3	0	27	61	22	28
	HEATHROW	AIR CANADA	S	D	32	0	0	59	25	13	0	0	3	28	64	18	28
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	63	0	13	13	13	0	46	63	104	8
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	25	38	13	13	13	0	57	63	17	8
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	25	25	0	25	25	0	91	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	50	0	0	25	25	0	79	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	50	25	0	0	56	75	13	8
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	7	38	62	8
<b>TOTAL CALGARY</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>16</b>	<b>14</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>36</b>	<b>61</b>	<b>31</b>	<b>31</b>
CAMPBELTOWN	GLASGOW	LOGANAIR	S	A	35	0	0	86	6	3	6	0	0	8	85	10	39
	GLASGOW	LOGANAIR	S	D	34	0	0	88	3	0	9	0	0	9	74	13	35
<b>TOTAL CAMPBELTOWN</b>					<b>69</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>4</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>11</b>	<b>11</b>
CANCUN	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	100	0	0	0	0	0	1	38	39	8
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	75	0	25	0	0	0	12	25	48	8
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	5	25	116	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	9	25	126	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2001				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
CANCUN																		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	0	50	0	0	64	13	58	8	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	50	0	25	0	0	30	88	20	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	7	1	0	43	0	29	14	14	0	55	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	88	0	0	13	0	0	16	0	0	0	
<b>TOTAL CANCUN</b>					<b>55</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>5</b>	<b>9</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>38</b>	<b>57</b>	<b>57</b>	
CANNES																		
CAPE TOWN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	64	18	18	0	0	0	15	96	1	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	54	25	14	7	0	0	20	46	27	28	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	28	0	0	82	14	0	0	0	4	38	91	4	32	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	28	0	0	75	11	4	11	0	0	18	53	17	32	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	0	0	38	25	38	0	0	0	24	88	7	8	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	0	63	25	0	13	0	0	22	88	7	8	
<b>TOTAL CAPE TOWN</b>					<b>128</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>23</b>	<b>74</b>	<b>12</b>	<b>12</b>	
CARACAS																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	0	83	17	0	0	0	0	6	58	43	12	
<b>TOTAL CARACAS</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>58</b>	<b>43</b>	<b>43</b>	
CARCASSONNE																		
	STANSTED	RYANAIR	S	A	27	0	1	70	22	4	4	0	0	12	84	24	25	
	STANSTED	RYANAIR	S	D	27	0	0	52	19	26	4	0	0	22	62	33	26	
<b>TOTAL CARCASSONNE</b>					<b>54</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>20</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>73</b>	<b>29</b>	<b>29</b>	
CARDIFF WALES																		
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	58	1	0	62	19	10	9	0	0	19	86	8	63	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	57	3	0	63	18	11	9	0	0	20	78	15	60	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	58	5	0	57	21	19	3	0	0	18	75	10	61	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	57	5	0	46	32	19	4	0	0	20	71	15	62	
	NEWCASTLE	BRITISH REGIONAL AIRLINES LTD	S	A	24	0	0	54	25	17	4	0	0	18	92	17	24	
	NEWCASTLE	BRITISH REGIONAL AIRLINES LTD	S	D	24	0	0	83	4	13	0	0	0	8	92	16	24	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
CARDIFF WALES																		
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	21	0	0	0	
	STANSTED	MONARCH AIRLINES	C	A	2	0	0	0	50	50	0	0	0	31	0	0	0	
	STANSTED	MONARCH AIRLINES	C	D	2	0	0	50	0	50	0	0	0	33	0	0	0	
<b>TOTAL CARDIFF WALES</b>					<b>292</b>	<b>15</b>	<b>0</b>	<b>58</b>	<b>21</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>78</b>	<b>13</b>	<b>13</b>	
CASABLANCA MOHAMED V																		
	HEATHROW	GB AIRWAYS LTD	S	A	4	0	0	75	0	25	0	0	0	18	75	40	8	
	HEATHROW	GB AIRWAYS LTD	S	D	4	0	0	25	0	50	25	0	0	39	63	14	8	
	HEATHROW	ROYAL AIR MAROC	S	A	28	0	0	43	18	25	14	0	0	31	43	27	28	
	HEATHROW	ROYAL AIR MAROC	S	D	8	0	0	38	50	0	13	0	0	26	64	18	28	
<b>TOTAL CASABLANCA MOHAMED V</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>20</b>	<b>23</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>57</b>	<b>23</b>	<b>23</b>	
CATANIA (FONTANAROSSA)																		
	GATWICK	MERIDIANA AIR	S	A	4	0	0	25	0	25	50	0	0	49	14	35	21	
	GATWICK	MERIDIANA AIR	S	D	4	0	0	25	0	50	25	0	0	50	14	37	21	
<b>TOTAL CATANIA (FONTANAROSSA)</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>14</b>	<b>36</b>	<b>36</b>	
CHAMBERY																		
	GATWICK	BRITISH AIRWAYS PLC	C	A	28	0	0	43	11	18	29	0	0	38	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	C	D	28	0	0	46	18	18	18	0	0	35	0	0	0	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	C	A	4	0	0	50	0	25	25	0	0	30	0	0	0	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	23	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	0	0	25	0	71	75	14	4	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	13	100	7	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	9	0	236	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	16	67	22	3	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	A	5	1	0	20	0	40	40	0	0	73	25	43	4	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	D	5	1	0	0	0	40	40	20	0	113	0	51	4	
	EDINBURGH	FLYBE.BRITISH EUROPEAN	C	A	4	0	0	25	25	0	25	25	0	101	25	54	4	
	EDINBURGH	FLYBE.BRITISH EUROPEAN	C	D	4	0	0	25	50	0	0	25	0	83	25	49	4	
	MANCHESTER	FLYBE.BRITISH EUROPEAN	C	A	4	0	0	50	0	0	0	50	0	140	0	43	1	
	MANCHESTER	FLYBE.BRITISH EUROPEAN	C	D	4	0	0	50	0	0	0	50	0	139	0	131	2	
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	C	A	4	0	0	0	25	50	0	25	0	85	0	0	0	
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	C	D	4	0	0	25	25	25	0	25	0	72	0	0	0	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
CHAMBERY																		
	STANSTED	KLM UK LTD		S A	8	0	0	50	0	0	50	0	0	51	0	0	0	
	STANSTED	KLM UK LTD		S D	8	0	0	38	25	38	0	0	0	24	0	0	0	
	LUTON	TITAN AIRWAYS LTD		C A	3	1	0	0	0	100	0	0	0	45	0	0	0	
	LUTON	TITAN AIRWAYS LTD		C D	2	2	0	0	50	50	0	0	0	27	0	0	0	
	STANSTED	TITAN AIRWAYS LTD		C A	4	0	0	0	50	25	25	0	0	44	0	0	0	
	STANSTED	TITAN AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	3	0	0	0	
<b>TOTAL CHAMBERY</b>					<b>146</b>	<b>5</b>	<b>0</b>	<b>41</b>	<b>14</b>	<b>21</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>49</b>	<b>36</b>	<b>51</b>	<b>51</b>	
CHARLEROI																		
	STANSTED	RYANAIR		S A	102	0	5	89	5	1	2	3	0	12	0	0	0	
	STANSTED	RYANAIR		S D	103	0	4	62	20	15	3	0	0	16	0	0	0	
<b>TOTAL CHARLEROI</b>					<b>205</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	
CHARLOTTE																		
	GATWICK	US AIRWAYS		S A	28	0	0	75	4	11	11	0	0	18	61	38	28	
	GATWICK	US AIRWAYS		S D	28	0	0	75	14	7	4	0	0	12	79	20	28	
<b>TOTAL CHARLOTTE</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>9</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>21</b>	<b>21</b>	
CHICAGO (O'HARE)																		
	HEATHROW	AIR INDIA		S A	12	0	0	42	8	33	17	0	0	36	58	16	12	
	HEATHROW	AIR INDIA		S D	12	0	0	8	0	8	67	17	0	116	17	52	12	
	HEATHROW	AMERICAN AIRLINES		S A	80	0	0	88	8	4	0	1	0	7	40	35	84	
	HEATHROW	AMERICAN AIRLINES		S D	80	0	0	83	11	3	3	1	0	11	75	19	84	
	MANCHESTER	AMERICAN AIRLINES		S A	28	0	28	79	4	11	7	0	0	12	61	26	28	
	MANCHESTER	AMERICAN AIRLINES		S D	28	0	28	93	4	0	4	0	0	5	57	27	28	
	MANCHESTER	BMI BRITISH MIDLAND		S A	28	0	28	96	0	0	0	4	0	9	0	0	0	
	MANCHESTER	BMI BRITISH MIDLAND		S D	28	0	28	93	7	0	0	0	0	3	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC		S A	55	0	0	100	0	0	0	0	0	0	91	8	54	
	HEATHROW	BRITISH AIRWAYS PLC		S D	55	0	0	69	20	9	2	0	0	13	82	15	55	
	HEATHROW	UNITED AIRLINES		S A	84	0	0	90	5	2	2	0	0	6	62	17	82	
	HEATHROW	UNITED AIRLINES		S D	82	0	0	85	7	6	1	0	0	8	76	11	82	
<b>TOTAL CHICAGO (O'HARE)</b>					<b>572</b>	<b>0</b>	<b>112</b>	<b>84</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>67</b>	<b>20</b>	<b>20</b>	
CINCINNATI																		
	GATWICK	DELTA AIRLINES		S A	28	0	0	100	0	0	0	0	0	0	86	8	28	
	GATWICK	DELTA AIRLINES		S D	28	0	0	75	18	7	0	0	0	8	57	18	28	

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					Actual (7)	Plan (8)											
CINCINNATI																	
<b>TOTAL CINCINNATI</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>71</b>	<b>13</b>	<b>13</b>
CITY OF DERRY (EGLINTON)																	
	GLASGOW	LOGANAIR	S	A	44	0	0	93	2	5	0	0	0	3	44	128	9
	GLASGOW	LOGANAIR	S	D	44	0	0	89	2	5	5	0	0	10	13	264	24
	MANCHESTER	LOGANAIR	S	A	27	0	28	93	4	0	4	0	0	3	0	0	0
	MANCHESTER	LOGANAIR	S	D	27	0	28	96	0	4	0	0	0	3	0	0	0
	STANSTED	RYANAIR	S	A	52	0	0	87	6	8	0	0	0	5	80	14	49
	STANSTED	RYANAIR	S	D	52	0	0	56	27	13	4	0	0	17	73	17	51
<b>TOTAL CITY OF DERRY (EGLINTON)</b>					<b>246</b>	<b>0</b>	<b>56</b>	<b>83</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>67</b>	<b>52</b>	<b>52</b>
CLERMONT FERRAND																	
	LONDON CITY	REGIONAL COMPAGNIE AERIENNE EUROPEENNE	S	A	44	0	0	27	36	25	11	0	0	29	38	23	37
	LONDON CITY	REGIONAL COMPAGNIE AERIENNE EUROPEENNE	S	D	44	0	0	20	36	27	16	0	0	34	38	28	37
<b>TOTAL CLERMONT FERRAND</b>					<b>88</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>36</b>	<b>26</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>38</b>	<b>25</b>	<b>25</b>
CLEVELAND																	
COCHIN																	
<b>TOTAL COCHIN</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>
COGNAC																	
COLOGNE (BONN)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	97	0	1	52	22	19	8	0	0	23	76	13	80
	HEATHROW	BRITISH AIRWAYS PLC	S	D	97	0	0	61	12	21	6	0	0	20	78	13	80
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	50	0	50	0	0	0	20	0	0	0
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	0	50	0	0	0	23	0	0	0
	HEATHROW	LUFTHANSA	S	A	81	0	0	30	31	33	6	0	0	30	0	0	0
	HEATHROW	LUFTHANSA	S	D	81	0	0	51	20	23	6	0	0	23	0	0	0
<b>TOTAL COLOGNE (BONN)</b>					<b>368</b>	<b>1</b>	<b>1</b>	<b>48</b>	<b>21</b>	<b>24</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>79</b>	<b>12</b>	<b>12</b>
COLOMBO																	
	HEATHROW	SRILANKAN AIRLINES	S	A	28	0	0	71	14	11	4	0	0	13	72	56	39
	HEATHROW	SRILANKAN AIRLINES	S	D	28	0	0	43	11	21	21	0	4	45	60	64	40
<b>TOTAL COLOMBO</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>13</b>	<b>16</b>	<b>13</b>	<b>0</b>	<b>2</b>	<b>29</b>	<b>65</b>	<b>55</b>	<b>55</b>
CONNAUGHT																	

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					Actual (7)	Plan (8)												
CONNAUGHT																		
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	16	0	16	75	13	6	6	0	0	14	81	6	16	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	16	0	16	75	13	6	6	0	0	12	88	6	16	
	STANSTED	RYANAIR	S	A	27	0	1	67	7	19	7	0	0	21	81	21	27	
	STANSTED	RYANAIR	S	D	28	0	0	43	32	18	7	0	0	25	64	26	28	
<b>TOTAL CONNAUGHT</b>					<b>87</b>	<b>0</b>	<b>33</b>	<b>62</b>	<b>17</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>77</b>	<b>17</b>	<b>17</b>	
COPENHAGEN																		
	EDINBURGH	BMI BRITISH MIDLAND	S	A	26	0	2	77	12	8	4	0	0	11	68	19	28	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	28	0	0	86	7	4	4	0	0	7	76	12	29	
	GLASGOW	BMI BRITISH MIDLAND	S	A	27	2	1	70	22	4	4	0	0	11	67	19	27	
	GLASGOW	BMI BRITISH MIDLAND	S	D	27	0	1	81	7	7	4	0	0	10	86	12	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	135	0	0	54	19	13	14	1	0	29	58	29	135	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	135	0	0	69	18	7	6	0	0	15	76	12	135	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	84	0	0	40	29	20	11	0	0	27	75	14	91	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	86	0	0	70	16	3	10	0	0	18	82	8	91	
	STANSTED	GO FLY LTD	S	A	48	0	0	73	15	8	4	0	0	13	75	20	48	
	STANSTED	GO FLY LTD	S	D	48	0	0	42	42	17	0	0	0	20	65	19	48	
	GATWICK	MAERSK AIR	S	A	76	0	0	63	24	11	3	0	0	17	56	24	52	
	GATWICK	MAERSK AIR	S	D	76	0	0	71	20	8	1	0	0	12	67	26	52	
	BIRMINGHAM	SAS	S	A	78	0	0	59	26	9	6	0	0	20	59	25	78	
	BIRMINGHAM	SAS	S	D	78	0	0	65	22	10	3	0	0	16	53	22	78	
	HEATHROW	SAS	S	A	175	1	2	66	14	11	9	0	0	19	64	23	158	
	HEATHROW	SAS	S	D	179	0	0	74	12	7	7	0	0	14	70	24	158	
	MANCHESTER	SAS	S	A	101	0	105	54	26	12	8	0	0	20	79	13	105	
	MANCHESTER	SAS	S	D	99	1	105	82	8	6	3	1	0	11	68	19	105	
	HEATHROW	VARIG	S	A	12	0	0	42	25	8	25	0	0	36	50	20	12	
	HEATHROW	VARIG	S	D	12	0	0	42	17	33	8	0	0	33	25	47	12	
<b>TOTAL COPENHAGEN</b>					<b>1530</b>	<b>6</b>	<b>217</b>	<b>65</b>	<b>18</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>68</b>	<b>19</b>	<b>19</b>	
CORK																		
	BIRMINGHAM	AER LINGUS	S	A	27	0	1	85	7	0	7	0	0	11	85	11	26	
	BIRMINGHAM	AER LINGUS	S	D	42	0	1	90	2	2	5	0	0	11	79	14	43	
	HEATHROW	AER LINGUS	S	A	84	0	0	77	11	6	5	1	0	14	83	17	81	
	HEATHROW	AER LINGUS	S	D	84	0	0	68	14	13	4	1	0	17	73	19	80	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							FEB 2001				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
CORK	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	15	0	0	93	7	0	0	0	0	2	0	0	0	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	15	0	0	73	20	7	0	0	0	8	0	0	0	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	19	0	0	84	11	0	5	0	0	13	70	24	27	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	19	0	0	84	11	0	0	5	0	14	64	25	28	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	69	1	72	72	9	16	3	0	0	12	77	14	61	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	70	0	70	74	17	9	0	0	0	9	75	13	61	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	7	0	0	100	0	0	0	0	0	0	81	23	43	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	7	0	0	100	0	0	0	0	0	2	68	20	44	
	STANSTED	RYANAIR	S	A	80	0	0	54	18	24	4	1	0	23	53	34	74	
	STANSTED	RYANAIR	S	D	80	0	0	51	29	14	5	1	0	22	51	33	76	
<b>TOTAL CORK</b>					<b>618</b>	<b>3</b>	<b>144</b>	<b>71</b>	<b>14</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>21</b>	<b>21</b>	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2001				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
DACCA																		
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	A	24	0	0	29	25	21	21	4	0	54	25	102	28	
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	13	0	0	23	23	46	8	0	0	41	41	59	32	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	12	0	0	0	0	25	58	17	0	103	25	61	12	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	12	0	0	50	25	17	8	0	0	23	42	23	12	
<b>TOTAL DACCA</b>					<b>61</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>20</b>	<b>26</b>	<b>23</b>	<b>5</b>	<b>0</b>	<b>55</b>	<b>33</b>	<b>68</b>	<b>68</b>	
DALLAS/FORT WORTH																		
	GATWICK	AMERICAN AIRLINES	S	A	28	0	0	89	0	4	4	4	0	14	68	22	56	
	GATWICK	AMERICAN AIRLINES	S	D	28	0	0	75	11	11	4	0	0	13	77	11	56	
	GATWICK	BRITISH AIRWAYS PLC	S	A	28	0	0	89	7	0	4	0	0	8	70	22	27	
	GATWICK	BRITISH AIRWAYS PLC	S	D	28	0	0	89	11	0	0	0	0	4	74	17	27	
<b>TOTAL DALLAS/FORT WORTH</b>					<b>112</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>17</b>	<b>17</b>	
DAMASCUS																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	8	0	0	88	0	13	0	0	0	10	38	42	8	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	8	0	0	75	25	0	0	0	0	10	50	21	8	
	HEATHROW	SYRIANAIR	S	A	16	0	0	31	13	13	19	13	13	113	17	67	12	
	HEATHROW	SYRIANAIR	S	D	14	0	2	36	7	21	7	21	7	108	21	61	14	
	MANCHESTER	SYRIANAIR	C	A	2	0	0	0	0	0	0	100	0	286	0	0	0	
<b>TOTAL DAMASCUS</b>					<b>49</b>	<b>0</b>	<b>2</b>	<b>47</b>	<b>10</b>	<b>12</b>	<b>8</b>	<b>16</b>	<b>6</b>	<b>89</b>	<b>29</b>	<b>51</b>	<b>51</b>	
DAMMAM																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	16	0	0	94	0	6	0	0	0	5	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	16	0	0	63	13	25	0	0	0	18	0	0	0	
<b>TOTAL DAMMAM</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>6</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>16</b>	<b>16</b>	
DAR-ES-SALAAM																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	12	0	0	100	0	0	0	0	0	1	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	12	0	0	50	42	8	0	0	0	17	0	0	0	
<b>TOTAL DAR-ES-SALAAM</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>6</b>	<b>6</b>	
DELHI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	1	14	14	43	25	4	0	58	43	34	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	14	46	32	7	0	0	30	36	38	28	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	0	0	0	13	25	63	0	0	65	38	136	8	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	0	50	25	25	0	0	0	20	63	111	8	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					FEB 2001					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
DELHI																		
<b>TOTAL DELHI</b>					<b>72</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>28</b>	<b>35</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>44</b>	<b>42</b>	<b>55</b>	<b>55</b>	
DENVER INTERNATIONAL																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	28	0	0	86	4	4	7	0	0	9	79	9	28	
	GATWICK	BRITISH AIRWAYS PLC	S	D	28	0	0	89	7	4	0	0	0	5	71	12	28	
<b>TOTAL DENVER INTERNATIONAL</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>11</b>	<b>11</b>	
DETROIT																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	89	7	0	4	0	0	7	86	13	21	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	57	25	14	4	0	0	17	73	13	26	
	GATWICK	NORTHWEST AIRLINES	S	A	28	0	0	89	4	7	0	0	0	4	57	38	28	
	GATWICK	NORTHWEST AIRLINES	S	D	28	0	0	82	7	7	4	0	0	11	57	29	28	
<b>TOTAL DETROIT</b>					<b>112</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>67</b>	<b>24</b>	<b>24</b>	
DINARD																		
	STANSTED	RYANAIR	S	A	28	0	0	71	11	7	7	4	0	26	88	16	25	
	STANSTED	RYANAIR	S	D	28	0	0	43	25	21	7	4	0	40	73	24	26	
<b>TOTAL DINARD</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>18</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>33</b>	<b>80</b>	<b>20</b>	<b>20</b>	
DOHA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	96	4	0	0	0	0	3	100	0	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	71	21	7	0	0	0	14	82	11	28	
	HEATHROW	QATAR AIRWAYS	S	A	36	0	0	47	28	19	6	0	0	22	42	45	36	
	HEATHROW	QATAR AIRWAYS	S	D	36	0	0	50	17	22	11	0	0	24	71	38	35	
<b>TOTAL DOHA</b>					<b>128</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>74</b>	<b>20</b>	<b>20</b>	
DORTMUND																		
	LONDON CITY	EUROWINGS LUFTVERKEHRS	S	A	42	1	6	76	21	2	0	0	0	10	0	0	0	
	LONDON CITY	EUROWINGS LUFTVERKEHRS	S	D	42	1	6	64	24	12	0	0	0	13	0	0	0	
<b>TOTAL DORTMUND</b>					<b>84</b>	<b>2</b>	<b>12</b>	<b>70</b>	<b>23</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>67</b>	<b>16</b>	<b>16</b>	
DUBAI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	48	0	0	90	8	0	2	0	0	6	96	3	55	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	48	0	0	73	17	8	2	0	0	15	71	14	56	
	BIRMINGHAM	EMIRATES	S	A	28	0	0	61	21	11	7	0	0	20	71	10	28	
	BIRMINGHAM	EMIRATES	S	D	27	1	1	59	26	7	7	0	0	20	68	17	28	
	GATWICK	EMIRATES	S	A	28	0	0	71	21	4	4	0	0	12	82	9	28	
	GATWICK	EMIRATES	S	D	28	0	20	89	4	7	0	0	0	10	79	12	28	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2001				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
DUBAI																		
	HEATHROW	EMIRATES		S A	84	0	0	46	25	24	5	0	0	21	65	14	85	
	HEATHROW	EMIRATES		S D	84	0	0	32	39	24	5	0	0	28	67	15	85	
	MANCHESTER	EMIRATES		S A	28	0	28	54	18	25	4	0	0	20	75	8	28	
	MANCHESTER	EMIRATES		S D	27	0	28	56	15	22	7	0	0	20	61	12	28	
<b>TOTAL DUBAI</b>					<b>430</b>	<b>2</b>	<b>77</b>	<b>59</b>	<b>22</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>73</b>	<b>12</b>	<b>12</b>	
DUBLIN																		
	BIRMINGHAM	AER LINGUS		S A	146	0	1	82	3	6	8	2	0	19	84	10	141	
	BIRMINGHAM	AER LINGUS		S D	131	0	1	79	5	5	9	2	0	21	81	12	126	
	EDINBURGH	AER LINGUS		S A	102	0	1	71	14	5	8	3	0	24	87	8	100	
	EDINBURGH	AER LINGUS		S D	103	1	1	72	12	7	7	3	0	24	79	13	100	
	GATWICK	AER LINGUS		S A	84	0	4	81	6	4	7	2	0	19	77	18	78	
	GATWICK	AER LINGUS		S D	84	1	4	83	5	2	7	2	0	20	74	18	78	
	GLASGOW	AER LINGUS		S A	77	0	1	81	3	3	14	0	0	19	91	10	91	
	GLASGOW	AER LINGUS		S D	76	1	2	79	4	4	13	0	0	20	85	12	91	
	HEATHROW	AER LINGUS		S A	347	1	6	53	17	16	11	3	0	32	63	23	328	
	HEATHROW	AER LINGUS		S D	344	0	10	68	12	9	8	3	0	24	76	17	327	
	LONDON CITY	AER LINGUS		S A	108	0	4	81	9	6	3	0	0	10	89	7	81	
	LONDON CITY	AER LINGUS		S D	107	0	5	61	20	15	4	1	0	21	69	15	80	
	MANCHESTER	AER LINGUS		S A	148	1	150	77	9	5	5	3	0	20	85	8	142	
	MANCHESTER	AER LINGUS		S D	145	1	148	80	7	3	6	5	0	19	82	10	143	
	HEATHROW	BMI BRITISH MIDLAND		S A	246	0	2	74	10	9	6	1	0	16	35	38	200	
	HEATHROW	BMI BRITISH MIDLAND		S D	245	0	1	83	9	4	3	0	0	9	58	23	201	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD		S A	74	0	0	85	7	4	4	0	0	9	0	0	0	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD		S D	74	0	0	91	4	4	1	0	0	7	0	0	0	
	GATWICK	CITY FLYER EXPRESS		S A	84	0	0	81	6	7	5	0	1	17	72	18	129	
	GATWICK	CITY FLYER EXPRESS		S D	84	0	0	82	11	4	4	0	0	11	81	11	130	
	EDINBURGH	GO FLY LTD		S A	76	0	0	86	4	9	1	0	0	7	0	0	0	
	EDINBURGH	GO FLY LTD		S D	76	0	0	82	8	8	3	0	0	10	0	0	0	
	GLASGOW	GO FLY LTD		S A	75	0	1	88	4	5	1	1	0	7	0	0	0	
	GLASGOW	GO FLY LTD		S D	75	0	1	91	4	3	1	1	0	6	0	0	0	
	MANCHESTER	LUXAIR		S A	28	0	28	86	11	4	0	0	0	5	0	0	0	
	MANCHESTER	LUXAIR		S D	28	0	28	96	4	0	0	0	0	3	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2001						
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records			
																	MATCHED	UNMATCHED	
DUBLIN																			
	BIRMINGHAM	RYANAIR	S	A	104	0	0	89	6	2	3	0	0	8	79	12	97		
	BIRMINGHAM	RYANAIR	S	D	104	0	0	80	13	5	3	0	0	11	75	18	97		
	EDINBURGH	RYANAIR	S	A	114	0	2	81	11	4	4	0	0	10	0	0	0		
	EDINBURGH	RYANAIR	S	D	114	0	2	75	16	6	4	0	0	12	0	0	0		
	GATWICK	RYANAIR	S	A	109	0	107	82	11	3	5	0	0	12	50	25	107		
	GATWICK	RYANAIR	S	D	109	0	79	85	8	3	3	1	0	11	64	23	107		
	LUTON	RYANAIR	S	A	130	0	6	80	12	5	3	0	0	9	84	9	144		
	LUTON	RYANAIR	S	D	130	0	6	83	8	5	3	0	0	10	84	9	146		
	MANCHESTER	RYANAIR	S	A	130	0	132	86	8	4	2	0	0	7	78	10	134		
	MANCHESTER	RYANAIR	S	D	130	0	132	90	4	5	1	0	0	5	76	12	131		
	STANSTED	RYANAIR	S	A	278	1	7	74	9	11	5	0	0	15	80	13	264		
	STANSTED	RYANAIR	S	D	281	0	3	64	16	13	7	0	0	18	72	19	270		
<b>TOTAL DUBLIN</b>					<b>4900</b>	<b>17</b>	<b>875</b>	<b>77</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>16</b>	<b>16</b>		
DUNDEE																			
	LONDON CITY	SCOT AIRWAYS	S	A	105	0	6	82	12	5	1	0	0	8	62	32	94		
	LONDON CITY	SCOT AIRWAYS	S	D	105	0	6	76	19	4	1	0	0	11	59	23	97		
<b>TOTAL DUNDEE</b>					<b>210</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>16</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>60</b>	<b>27</b>	<b>27</b>		
DUSSELDORF																			
	MANCHESTER	BMI BRITISH MIDLAND	S	A	68	0	68	74	19	4	3	0	0	14	67	16	69		
	MANCHESTER	BMI BRITISH MIDLAND	S	D	68	0	68	74	19	4	3	0	0	12	77	16	70		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	96	0	0	86	8	1	4	0	0	8	88	9	96		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	96	0	0	89	4	4	3	0	0	8	92	5	96		
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	24	0	1	83	8	8	0	0	0	8	90	7	48		
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	4	0	1	75	0	0	25	0	0	33	97	4	29		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	132	0	0	60	20	14	5	1	0	21	67	18	128		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	132	0	0	70	15	8	7	0	0	15	74	15	128		
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	93	0	93	60	27	11	2	0	0	16	79	17	71		
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	93	1	93	71	17	10	2	0	0	12	73	15	71		
	GATWICK	CITY FLYER EXPRESS	S	A	71	0	0	66	18	10	6	0	0	16	71	16	107		
	GATWICK	CITY FLYER EXPRESS	S	D	71	0	0	54	15	20	11	0	0	23	75	13	108		
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	68	0	0	82	15	3	0	0	0	7	0	0	0		
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	68	0	0	65	22	13	0	0	0	13	0	0	0		
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	A	24	0	0	100	0	0	0	0	0	0	0	0	0		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							FEB 2001				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
DUSSELDORF																		
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	D	24	0	0	96	4	0	0	0	0	2	0	0	0	
	STANSTED	KLM UK LTD	S	A	72	0	0	90	4	4	0	1	0	7	89	6	70	
	STANSTED	KLM UK LTD	S	D	72	0	0	78	18	3	0	1	0	11	85	8	71	
	HEATHROW	LUFTHANSA	S	A	138	0	1	80	12	6	3	0	0	10	67	18	100	
	HEATHROW	LUFTHANSA	S	D	138	0	2	83	12	2	4	0	0	9	83	10	103	
<b>TOTAL DUSSELDORF</b>					<b>1556</b>	<b>1</b>	<b>327</b>	<b>75</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>13</b>	<b>13</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2001				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
EDINBURGH	HEATHROW	BMI BRITISH MIDLAND	S	A	262	0	2	73	11	9	7	0	0	16	62	24	209
	HEATHROW	BMI BRITISH MIDLAND	S	D	263	0	2	87	8	2	3	0	0	7	68	18	209
	MANCHESTER	BMI REGIONAL	S	A	108	0	0	82	12	4	2	0	0	8	85	13	71
	MANCHESTER	BMI REGIONAL	S	D	108	0	0	94	3	3	1	0	0	3	85	11	72
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	151	0	0	84	11	5	1	0	0	7	69	18	144
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	151	0	0	87	8	3	2	0	0	8	82	13	146
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	49	0	0	71	16	4	8	0	0	16	58	24	65
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	48	0	0	71	17	6	6	0	0	13	67	18	67
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	162	0	2	91	4	2	3	0	0	6	78	15	180
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	162	0	2	88	6	4	2	0	0	7	90	8	181
	HEATHROW	BRITISH AIRWAYS PLC	S	A	291	0	3	65	15	11	10	0	0	21	67	24	289
	HEATHROW	BRITISH AIRWAYS PLC	S	D	292	0	1	73	15	7	5	0	0	14	80	14	290
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	83	0	86	61	19	14	5	0	0	21	45	33	64
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	84	0	87	86	7	5	2	0	0	7	56	22	63
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	58	0	0	64	14	12	9	2	0	23	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	59	0	0	68	8	14	10	0	0	21	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	171	0	5	61	20	11	8	0	0	18	38	53	146
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	170	1	5	61	19	11	9	0	0	20	30	50	153
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	96	1	4	57	26	11	5	0	0	19	65	19	89
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	100	0	1	70	14	9	6	1	0	18	67	18	92
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	A	57	1	4	75	19	5	0	0	0	9	72	19	102
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	D	57	0	4	72	12	12	4	0	0	15	61	22	106
	STANSTED	GO FLY LTD	S	A	164	0	0	84	7	7	1	1	0	8	73	16	165
	STANSTED	GO FLY LTD	S	D	163	0	0	79	11	7	3	0	0	11	72	15	164
	LONDON CITY	SCOT AIRWAYS	S	A	267	8	13	73	23	3	0	0	0	10	59	20	143
	LONDON CITY	SCOT AIRWAYS	S	D	269	8	11	83	13	4	1	0	0	9	75	14	132
<b>TOTAL EDINBURGH</b>					<b>3845</b>	<b>75</b>	<b>232</b>	<b>76</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>21</b>	<b>21</b>
EINDHOVEN	HEATHROW	HOLLANDEXEL	S	A	40	0	0	30	38	18	15	0	0	33	79	13	43
	HEATHROW	HOLLANDEXEL	S	D	40	0	0	33	25	28	15	0	0	36	65	15	43
	STANSTED	HOLLANDEXEL	S	A	63	0	0	46	24	22	8	0	0	23	53	19	60

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2001				
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
EINDHOVEN	STANSTED	HOLLANDEXEL	S	D	63	0	0	54	22	19	5	0	0	19	67	15	60
	BIRMINGHAM	TTA - TRANS TRAVEL AIRLINES BV	S	A	36	0	4	42	44	11	3	0	0	21	0	0	0
	BIRMINGHAM	TTA - TRANS TRAVEL AIRLINES BV	S	D	37	0	3	14	51	27	8	0	0	30	0	0	0
<b>TOTAL EINDHOVEN</b>					<b>279</b>	<b>0</b>	<b>7</b>	<b>39</b>	<b>32</b>	<b>21</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>70</b>	<b>15</b>	<b>15</b>
ENTEBBE	HEATHROW	BRITISH AIRWAYS PLC	S	A	12	0	0	75	17	8	0	0	0	8	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	12	0	0	75	17	8	0	0	0	10	0	0	0
<b>TOTAL ENTEBBE</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>61</b>	<b>27</b>	<b>27</b>
ESBJERG	STANSTED	RYANAIR	S	A	28	0	0	61	25	11	4	0	0	16	0	0	0
	STANSTED	RYANAIR	S	D	28	0	0	21	29	32	18	0	0	36	0	0	0
<b>TOTAL ESBJERG</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>27</b>	<b>21</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>
EXETER																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2001					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
FAGERNES/LEIRIN																		
FARNBOROUGH																		
FARO																		
	HEATHROW	AIR PORTUGAL	S	A	28	0	0	25	32	29	14	0	0	33	75	11	28	
	HEATHROW	AIR PORTUGAL	S	D	27	0	1	78	19	4	0	0	0	9	89	5	28	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	25	50	25	0	0	0	26	50	11	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	12	50	13	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	7	0	0	86	14	0	0	0	0	9	50	25	8	
	GATWICK	BRITANNIA AIRWAYS	C	D	7	0	0	57	43	0	0	0	0	10	75	15	8	
	GLASGOW	BRITANNIA AIRWAYS	C	A	3	0	0	33	33	33	0	0	0	31	75	11	4	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	8	75	14	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	7	0	0	57	14	29	0	0	0	21	75	29	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	7	0	0	71	14	14	0	0	0	9	75	32	4	
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	2	0	0	100	0	0	0	0	0	3	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	C	A	4	0	0	75	0	25	0	0	0	12	100	8	4	
	GATWICK	BRITISH AIRWAYS PLC	C	D	4	0	0	25	75	0	0	0	0	15	80	7	5	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	S	A	4	0	0	75	25	0	0	0	0	5	100	1	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	4	100	3	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	0	0	25	0	49	71	8	7	
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	A	8	0	0	25	25	25	25	0	0	37	50	19	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	12	86	7	7	
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	D	8	0	0	63	0	13	25	0	0	23	50	16	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	50	25	0	0	0	22	71	28	7	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	A	8	0	12	63	13	25	0	0	0	14	75	13	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	1	0	100	0	0	0	0	0	3	43	36	7	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	D	8	0	12	75	25	0	0	0	0	8	50	11	4	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	75	7	4	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	6	4	
	GATWICK	GB AIRWAYS LTD	S	A	18	0	0	50	28	11	11	0	0	22	79	19	28	
	GATWICK	GB AIRWAYS LTD	S	D	17	0	0	76	12	6	6	0	0	14	57	40	28	
	HEATHROW	GB AIRWAYS LTD	S	A	27	0	0	37	30	26	4	4	0	35	33	42	24	
	HEATHROW	GB AIRWAYS LTD	S	D	28	0	0	29	39	21	4	7	0	42	92	12	24	
	STANSTED	GO FLY LTD	S	A	28	0	0	86	4	7	4	0	0	11	88	7	16	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2001					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
FARO																		
	STANSTED	GO FLY LTD		S D	28	0	0	75	21	0	4	0	0	14	69	12	16	
	BIRMINGHAM	MONARCH AIRLINES		C A	4	0	0	75	0	25	0	0	0	16	100	6	4	
	BIRMINGHAM	MONARCH AIRLINES		C D	4	0	0	50	50	0	0	0	0	15	100	3	4	
	GATWICK	MONARCH AIRLINES		C A	7	0	0	43	29	0	0	29	0	68	83	13	6	
	GATWICK	MONARCH AIRLINES		C D	7	0	0	71	14	0	0	14	0	38	67	19	6	
	MANCHESTER	MONARCH AIRLINES		C A	5	0	0	60	0	40	0	0	0	20	75	11	4	
	MANCHESTER	MONARCH AIRLINES		C D	5	0	0	80	20	0	0	0	0	7	50	16	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		C A	4	0	0	0	50	25	25	0	0	42	50	13	2	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		C D	4	0	0	25	75	0	0	0	0	22	50	15	2	
	GATWICK	MY TRAVEL AIRWAYS UK		C A	8	0	0	50	38	13	0	0	0	17	33	17	6	
	GATWICK	MY TRAVEL AIRWAYS UK		C D	8	0	0	75	25	0	0	0	0	6	100	3	6	
	GLASGOW	MY TRAVEL AIRWAYS UK		C A	3	0	0	0	33	67	0	0	0	31	25	27	4	
	GLASGOW	MY TRAVEL AIRWAYS UK		C D	3	0	0	0	67	33	0	0	0	27	50	28	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C A	11	0	0	27	18	36	18	0	0	43	71	17	7	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C D	11	0	0	64	9	18	9	0	0	28	86	5	7	
	NEWCASTLE	MY TRAVEL AIRWAYS UK		C A	3	0	0	67	0	33	0	0	0	19	50	15	2	
	NEWCASTLE	MY TRAVEL AIRWAYS UK		C D	3	0	0	100	0	0	0	0	0	1	50	11	2	
	STANSTED	MY TRAVEL AIRWAYS UK		C A	3	0	0	0	0	100	0	0	0	48	100	3	2	
	STANSTED	MY TRAVEL AIRWAYS UK		C D	4	0	0	75	25	0	0	0	0	9	100	7	2	
	GATWICK	THOMAS COOK AIRLINES LTD		C A	4	0	0	50	50	0	0	0	0	16	71	10	7	
	GATWICK	THOMAS COOK AIRLINES LTD		C D	4	0	0	50	50	0	0	0	0	15	86	5	7	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	9	0	0	89	0	11	0	0	0	7	58	29	12	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	10	0	0	90	0	10	0	0	0	4	58	33	12	
<b>TOTAL FARO</b>					<b>444</b>	<b>3</b>	<b>25</b>	<b>59</b>	<b>22</b>	<b>13</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>71</b>	<b>17</b>	<b>17</b>	
FILTON																		
FLORENCE																		
	GATWICK	MERIDIANA AIR		S A	52	0	4	62	21	12	4	2	0	19	76	14	80	
	GATWICK	MERIDIANA AIR		S D	52	0	4	73	15	4	6	2	0	16	65	25	79	
<b>TOTAL FLORENCE</b>					<b>104</b>	<b>0</b>	<b>8</b>	<b>67</b>	<b>18</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>70</b>	<b>19</b>	<b>19</b>	
FORLI																		
	STANSTED	RYANAIR		S A	28	0	0	39	14	21	25	0	0	37	0	0	0	
	STANSTED	RYANAIR		S D	28	0	0	18	18	36	29	0	0	46	0	0	0	
<b>TOTAL FORLI</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>16</b>	<b>29</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>0</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					FEB 2001					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
FRANKFURT MAIN																		
	LONDON CITY	AUGSBURG AIRWAYS GMBH	S	A	20	0	0	80	20	0	0	0	0	7	68	11	19	
	LONDON CITY	AUGSBURG AIRWAYS GMBH	S	D	20	0	0	35	50	15	0	0	0	18	63	11	19	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	77	0	0	48	31	17	4	0	0	19	58	18	72	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	77	0	0	58	18	19	4	0	0	19	64	16	72	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	24	0	0	71	8	13	8	0	0	16	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	92	0	4	80	9	7	4	0	0	11	82	9	95	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	94	0	2	77	5	10	9	0	0	15	79	13	96	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	20	0	0	65	15	10	10	0	0	21	84	18	19	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	18	0	2	50	39	6	6	0	0	18	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	162	0	0	56	20	15	9	0	0	22	75	17	165	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	162	0	4	67	15	12	5	0	0	16	69	16	166	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	98	1	100	42	33	22	3	0	0	21	63	23	97	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	98	0	100	71	14	10	4	0	0	14	68	18	98	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	20	0	0	95	5	0	0	0	0	5	76	10	17	
	STANSTED	KLM UK LTD	S	A	72	0	0	74	21	1	4	0	0	10	91	6	69	
	STANSTED	KLM UK LTD	S	D	72	0	0	76	14	8	1	0	0	11	74	13	70	
	BIRMINGHAM	LUFTHANSA	S	A	84	0	0	85	8	5	2	0	0	8	92	8	83	
	BIRMINGHAM	LUFTHANSA	S	D	83	0	1	78	18	2	1	0	0	9	76	14	83	
	EDINBURGH	LUFTHANSA	S	A	56	0	0	73	23	4	0	0	0	8	93	3	54	
	EDINBURGH	LUFTHANSA	S	D	56	0	0	64	25	11	0	0	0	13	82	19	55	
	HEATHROW	LUFTHANSA	S	A	277	0	3	61	21	12	6	0	0	18	67	17	276	
	HEATHROW	LUFTHANSA	S	D	278	0	2	64	28	5	3	0	0	14	73	15	273	
	MANCHESTER	LUFTHANSA	S	A	84	0	84	58	27	13	1	0	0	15	85	10	110	
	MANCHESTER	LUFTHANSA	S	D	84	0	84	79	15	6	0	0	0	9	74	13	110	
	LONDON CITY	LUFTHANSA CITY LINE	S	A	43	0	0	30	53	12	5	0	0	25	78	10	41	
	LONDON CITY	LUFTHANSA CITY LINE	S	D	43	0	0	5	30	56	9	0	0	41	34	20	41	
<b>TOTAL FRANKFURT MAIN</b>					<b>2214</b>	<b>6</b>	<b>389</b>	<b>64</b>	<b>21</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>14</b>	<b>14</b>	
FREETOWN																		
	GATWICK	SIERRA NATIONAL AIRLINES	S	A	7	1	1	29	14	29	29	0	0	39	100	0	4	
	GATWICK	SIERRA NATIONAL AIRLINES	S	D	8	0	0	88	0	13	0	0	0	8	100	7	4	
<b>TOTAL FREETOWN</b>					<b>15</b>	<b>1</b>	<b>1</b>	<b>60</b>	<b>7</b>	<b>20</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>100</b>	<b>4</b>	<b>4</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2001					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
FUERTEVENTURA																		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	7	75	15	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	4	100	2	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	50	50	0	0	0	0	18	63	22	8	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	88	13	8	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	10	50	20	4	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	50	22	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	50	0	0	0	26	25	39	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	13	25	34	8	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	11	0	0	0	
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	6	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	63	13	25	0	0	0	20	42	25	12	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	75	25	0	0	0	0	8	92	6	12	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	0	25	25	0	0	39	0	0	0	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	38	38	13	13	0	0	28	63	27	8	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	88	0	13	0	0	0	7	88	20	8	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	0	25	0	0	25	75	12	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	8	100	3	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	88	13	0	0	0	0	4	83	137	12	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	88	13	0	0	0	0	6	67	51	12	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	50	25	0	0	0	23	25	25	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	7	100	7	4	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	100	3	4	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	10	50	11	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	12	0	0	58	8	8	17	0	8	64	43	26	7	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	12	0	0	67	8	8	17	0	0	22	50	27	8	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	15	25	36	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	1	75	23	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	17	75	24	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	8	75	10	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	5	50	25	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	50	9	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	13	13	0	0	0	9	40	22	10	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2001					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
FUERTEVENTURA																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	50	50	0	0	0	0	12	82	10	11	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	11	0	0	91	9	0	0	0	0	4	75	15	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	12	0	0	92	8	0	0	0	0	5	100	3	8	
<b>TOTAL FUERTEVENTURA</b>					<b>207</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>66</b>	<b>26</b>	<b>26</b>	
FUNCHAL																		
	HEATHROW	AIR PORTUGAL	S	A	8	0	0	50	25	25	0	0	0	22	50	27	8	
	HEATHROW	AIR PORTUGAL	S	D	8	0	0	25	25	38	13	0	0	32	38	41	8	
	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	4	33	41	6	
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	2	50	18	6	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	3	0	0	100	0	0	0	0	0	6	50	72	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	3	0	0	67	33	0	0	0	0	8	75	45	4	
	GATWICK	EXCEL AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	0	100	0	7	
	GATWICK	EXCEL AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	2	86	6	7	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	75	34	8	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	8	71	22	7	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	100	0	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	2	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	25	27	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	75	8	4	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	9	50	45	4	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	1	0	75	25	0	0	0	0	5	75	37	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	67	0	33	0	0	0	14	50	42	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	0	100	0	4	
	GATWICK	GB AIRWAYS LTD	S	A	20	0	0	75	10	5	10	0	0	14	75	50	16	
	GATWICK	GB AIRWAYS LTD	S	D	20	0	0	75	20	0	5	0	0	11	81	47	16	
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	0	0	100	0	0	0	49	0	68	4	
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	0	75	15	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	25	0	0	0	21	50	19	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	3	75	8	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	12	100	0	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	1	100	1	4	
	GLASGOW	SATA	C	A	4	0	0	50	25	25	0	0	0	17	50	24	4	
	GLASGOW	SATA	C	D	4	0	0	75	0	25	0	0	0	8	75	19	4	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							FEB 2001					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)	Actual (7)	Plan (8)											
FUNCHAL																			
	NEWCASTLE	SATA	C	A	4	0	0	75	25	0	0	0	0	7	75	18	4		
	NEWCASTLE	SATA	C	D	4	0	0	100	0	0	0	0	0	1	75	23	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	50	0	0	0	0	14	63	35	8		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	88	9	8		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	6	50	75	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	1	4		
<b>TOTAL FUNCHAL</b>					<b>172</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>68</b>	<b>29</b>	<b>29</b>		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2001				
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
GATWICK	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	1	71	8	7
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	14	29	59	7
	EDINBURGH	BRITISH AIRWAYS (EURO OPS) LGW	S	A	150	0	0	88	9	1	2	0	0	7	84	12	145
	EDINBURGH	BRITISH AIRWAYS (EURO OPS) LGW	S	D	151	0	0	81	12	6	1	0	0	9	68	20	144
	GLASGOW	BRITISH AIRWAYS (EURO OPS) LGW	S	A	148	0	0	90	5	5	1	0	0	5	81	11	147
	GLASGOW	BRITISH AIRWAYS (EURO OPS) LGW	S	D	148	0	0	91	4	3	2	0	0	6	77	13	146
	MANCHESTER	BRITISH AIRWAYS (EURO OPS) LGW	S	A	177	0	0	89	6	4	1	0	0	6	75	13	178
	MANCHESTER	BRITISH AIRWAYS (EURO OPS) LGW	S	D	177	0	0	94	3	3	1	0	0	4	67	19	178
	NEWCASTLE	CITY FLYER EXPRESS	S	A	129	0	0	78	15	7	1	0	0	9	73	17	128
	NEWCASTLE	CITY FLYER EXPRESS	S	D	128	0	0	82	13	5	1	0	0	8	67	21	127
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	59	0	0	68	10	14	8	0	0	19	0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	58	0	0	62	14	12	10	2	0	24	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	2	0	100	0	0	0	0	0	4	50	19	2
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	69	2
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	50	0	0	25	25	0	82	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	50	0	0	25	25	0	76	0	0	0
<b>TOTAL GATWICK</b>					<b>1349</b>	<b>15</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>16</b>	<b>16</b>
GDANSK																	
GEILO (DAGALI)																	
	GATWICK	BRITISH AIRWAYS PLC	C	A	4	0	0	50	25	25	0	0	0	14	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	C	D	4	0	0	100	0	0	0	0	0	9	0	0	0
	GATWICK	FLYBE.BRITISH EUROPEAN	C	A	4	0	0	75	0	25	0	0	0	13	0	0	0
	GATWICK	FLYBE.BRITISH EUROPEAN	C	D	4	0	0	100	0	0	0	0	0	7	0	0	0
<b>TOTAL GEILO (DAGALI)</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>50</b>	<b>37</b>	<b>37</b>
GENEVA																	
	HEATHROW	BMI BRITISH MIDLAND	C	A	12	0	0	8	17	42	33	0	0	53	0	54	8
	HEATHROW	BMI BRITISH MIDLAND	C	D	12	0	0	58	33	8	0	0	0	14	63	12	8
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	0	0	50	50	0	0	63	0	56	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	22	75	19	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2001				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
GENEVA																		
	GATWICK	BRITANNIA AIRWAYS	C	A	24	0	0	21	29	29	17	4	0	43	5	60	21	
	GATWICK	BRITANNIA AIRWAYS	C	D	24	0	0	42	29	17	13	0	0	27	29	31	21	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	0	0	75	25	0	0	54	0	64	4	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	25	25	25	25	0	0	34	25	34	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	0	0	38	50	13	0	100	13	82	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	13	38	13	13	25	0	78	25	53	8	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	79	0	0	67	15	11	6	0	0	18	65	18	79	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	79	0	0	70	19	8	4	0	0	14	78	12	78	
	EDINBURGH	BRITISH AIRWAYS PLC	C	A	4	0	0	0	0	50	50	0	0	60	0	55	4	
	EDINBURGH	BRITISH AIRWAYS PLC	C	D	4	0	0	0	25	50	25	0	0	49	0	41	4	
	GATWICK	BRITISH AIRWAYS PLC	C	A	12	0	0	8	83	8	0	0	0	22	25	26	4	
	GATWICK	BRITISH AIRWAYS PLC	C	D	12	0	0	67	33	0	0	0	0	14	75	13	4	
	GLASGOW	BRITISH AIRWAYS PLC	C	A	8	0	0	25	25	25	25	0	0	60	25	32	8	
	GLASGOW	BRITISH AIRWAYS PLC	C	D	8	0	0	0	25	38	38	0	0	72	0	43	8	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	165	0	0	35	28	19	16	1	0	32	47	26	136	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	166	0	0	63	16	14	5	1	0	19	69	17	138	
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	8	1	0	50	38	13	0	0	0	18	17	36	12	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	29	0	32	28	14	48	10	0	0	35	46	34	28	
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	8	0	0	88	13	0	0	0	0	6	42	19	12	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	27	2	33	63	30	7	0	0	0	12	64	24	28	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	15	0	0	73	13	7	7	0	0	10	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	15	0	0	87	7	7	0	0	0	8	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	44	20	0	80	5	7	9	0	0	18	39	43	28	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	44	20	0	61	20	9	9	0	0	19	25	44	28	
	GATWICK	EASYJET SWITZERLAND	S	A	84	0	0	67	20	11	2	0	0	13	53	26	55	
	GATWICK	EASYJET SWITZERLAND	S	D	84	0	0	62	23	13	1	1	0	17	67	20	55	
	LUTON	EASYJET SWITZERLAND	S	A	83	0	1	80	14	5	1	0	0	8	81	13	109	
	LUTON	EASYJET SWITZERLAND	S	D	83	0	1	59	24	13	2	0	1	20	61	21	110	
	GATWICK	EUROPEAN AIR CHARTER	C	A	4	0	0	0	0	75	25	0	0	74	0	0	0	
	GATWICK	EUROPEAN AIR CHARTER	C	D	4	0	0	75	0	0	25	0	0	38	0	0	0	
	STANSTED	EUROPEAN AIR CHARTER	C	A	8	0	0	13	38	25	25	0	0	38	0	42	4	
	STANSTED	EUROPEAN AIR CHARTER	C	D	8	0	0	63	0	25	13	0	0	26	75	25	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2001			
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
GENEVA	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	16	0	0	19	31	38	13	0	0	35	13	37	15
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	16	0	0	56	25	19	0	0	0	15	69	13	16
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	0	0	50	50	0	0	68	0	96	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	8	0	37	4	
	EDINBURGH	FLYBE.BRITISH EUROPEAN	C	A	4	0	0	50	0	25	0	25	0	60	0	0	0
	EDINBURGH	FLYBE.BRITISH EUROPEAN	C	D	4	0	0	25	50	0	0	25	0	70	0	0	0
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	C	A	4	0	0	75	25	0	0	0	15	0	0	0	
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	C	D	4	0	0	25	50	25	0	0	21	0	0	0	
	STANSTED	KLM UK LTD	S	A	10	0	0	50	30	20	0	0	19	50	19	4	
	STANSTED	KLM UK LTD	S	D	10	0	0	40	40	20	0	0	18	50	16	4	
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	0	25	50	25	0	0	53	25	108	4
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	25	50	25	0	0	23	50	32	4	
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	0	63	38	0	0	31	0	60	8	
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	33	44	22	0	0	21	50	31	8	
	STANSTED	MONARCH AIRLINES	C	A	4	0	0	25	0	75	0	0	44	0	48	4	
	STANSTED	MONARCH AIRLINES	C	D	4	0	0	0	0	100	0	0	44	0	113	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	67	22	11	0	0	13	50	45	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	22	11	0	0	17	100	3	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	50	25	0	0	53	0	24	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	7	80	6	5	
	HEATHROW	SWISS AIRLINES	S	A	111	0	0	63	18	11	8	0	18	0	0	0	
	HEATHROW	SWISS AIRLINES	S	D	111	0	0	67	16	10	7	0	17	0	0	0	
	LONDON CITY	SWISS AIRLINES	S	A	90	0	0	67	23	10	0	0	12	78	9	67	
	LONDON CITY	SWISS AIRLINES	S	D	90	0	0	27	40	30	3	0	27	49	24	69	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	13	0	63	25	0	51	13	44	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	38	13	38	13	0	28	75	13	8	
<b>TOTAL GENEVA</b>					<b>1742</b>	<b>51</b>	<b>68</b>	<b>54</b>	<b>22</b>	<b>16</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>54</b>	<b>25</b>	<b>25</b>
GENOA	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	23	0	0	91	4	4	0	0	6	76	10	21	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	24	0	0	75	13	8	4	0	12	73	14	22	
	STANSTED	RYANAIR	S	A	52	0	0	67	13	15	4	0	16	65	23	51	
	STANSTED	RYANAIR	S	D	51	0	2	49	29	20	2	0	20	46	24	52	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					FEB 2001					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
GENOA																		
<b>TOTAL GENOA</b>					<b>150</b>	<b>0</b>	<b>2</b>	<b>66</b>	<b>17</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>61</b>	<b>20</b>	<b>20</b>	
GERONA																		
	STANSTED	TITAN AIRWAYS LTD		C D	2	0	0	100	0	0	0	0	0	8	0	0	0	
<b>TOTAL GERONA</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	
GIBRALTAR																		
	GATWICK	GB AIRWAYS LTD		S A	16	0	0	81	6	6	0	0	6	67	84	7	38	
	GATWICK	GB AIRWAYS LTD		S D	16	0	0	63	13	25	0	0	0	17	67	14	39	
	HEATHROW	GB AIRWAYS LTD		S A	26	0	0	92	4	0	0	4	0	15	0	0	0	
	HEATHROW	GB AIRWAYS LTD		S D	28	0	0	79	14	7	0	0	0	10	0	0	0	
	LUTON	MONARCH AIRLINES		S A	15	0	1	80	20	0	0	0	0	9	13	30	15	
	LUTON	MONARCH AIRLINES		S D	16	0	0	88	13	0	0	0	0	6	60	19	15	
<b>TOTAL GIBRALTAR</b>					<b>117</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>64</b>	<b>15</b>	<b>15</b>	
GLASGOW																		
	HEATHROW	BMI BRITISH MIDLAND		S A	194	0	1	70	15	9	5	0	0	14	58	20	208	
	HEATHROW	BMI BRITISH MIDLAND		S D	194	0	1	77	16	5	2	0	0	10	69	15	209	
	MANCHESTER	BMI REGIONAL		S A	82	1	0	91	2	5	1	0	0	5	77	17	78	
	MANCHESTER	BMI REGIONAL		S D	83	0	0	94	4	1	1	0	0	2	80	17	80	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW		S A	148	0	0	91	4	3	2	0	0	5	76	14	147	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW		S D	148	0	0	88	5	5	2	0	0	7	77	12	149	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	41	0	0	85	12	2	0	0	0	7	50	27	76	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	44	0	0	95	5	0	0	0	0	3	49	27	72	
	BIRMINGHAM	BRITISH AIRWAYS PLC		S A	159	1	5	92	3	3	2	0	0	5	86	8	183	
	BIRMINGHAM	BRITISH AIRWAYS PLC		S D	157	0	6	85	9	4	1	0	0	7	85	6	182	
	HEATHROW	BRITISH AIRWAYS PLC		S A	291	0	0	66	14	10	9	0	0	19	69	20	292	
	HEATHROW	BRITISH AIRWAYS PLC		S D	291	0	0	74	10	9	6	0	0	15	78	12	291	
	MANCHESTER	BRITISH AIRWAYS PLC		S A	64	0	69	67	16	14	3	0	0	17	63	19	48	
	MANCHESTER	BRITISH AIRWAYS PLC		S D	64	0	68	75	11	11	3	0	0	13	70	16	50	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	168	0	8	76	15	5	4	0	0	12	55	26	165	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	168	0	4	61	23	11	5	0	0	18	41	31	169	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN		S A	75	0	0	92	5	1	1	0	0	5	77	16	113	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2001					
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)												
GLASGOW																		
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	79	0	0	68	9	14	9	0	0	19	75	15	115	
	STANSTED	GO FLY LTD	S	A	124	0	0	88	6	3	2	0	0	5	87	10	104	
	STANSTED	GO FLY LTD	S	D	124	0	0	76	12	7	4	1	0	14	71	13	101	
<b>TOTAL GLASGOW</b>					<b>2700</b>	<b>5</b>	<b>162</b>	<b>78</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>16</b>	<b>16</b>	
GOA																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	13	0	50	38	0	0	53	25	54	8	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	63	13	13	13	0	0	22	38	28	8	
	GATWICK	MONARCH AIRLINES	C	A	16	0	0	0	0	31	56	13	0	81	44	32	16	
	GATWICK	MONARCH AIRLINES	C	D	16	0	0	38	19	6	31	6	0	53	63	17	16	
	MANCHESTER	MONARCH AIRLINES	C	A	8	0	0	25	25	13	25	13	0	71	58	52	12	
	MANCHESTER	MONARCH AIRLINES	C	D	8	0	0	63	0	0	38	0	0	41	83	11	12	
<b>TOTAL GOA</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>9</b>	<b>19</b>	<b>36</b>	<b>6</b>	<b>0</b>	<b>57</b>	<b>54</b>	<b>34</b>	<b>34</b>	
GOTEBORG																		
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	23	0	24	78	17	4	0	0	0	7	0	0	0	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	23	1	24	96	4	0	0	0	0	4	0	0	0	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	40	0	0	63	23	13	3	0	0	16	0	0	0	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	41	0	0	73	10	15	2	0	0	14	0	0	0	
	HEATHROW	SAS	S	A	82	0	0	54	21	15	10	1	0	24	63	18	56	
	HEATHROW	SAS	S	D	81	0	0	68	11	12	9	0	0	18	80	15	56	
<b>TOTAL GOTEBORG</b>					<b>291</b>	<b>1</b>	<b>48</b>	<b>67</b>	<b>15</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>17</b>	<b>17</b>	
GOTEBORG (SAVE)																		
	STANSTED	RYANAIR	S	A	48	0	0	35	35	21	6	2	0	26	0	0	0	
	STANSTED	RYANAIR	S	D	48	0	0	46	38	15	2	0	0	20	0	0	0	
<b>TOTAL GOTEBORG (SAVE)</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>36</b>	<b>18</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	
GRAND CAYMAN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	12	0	0	75	17	0	8	0	0	13	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	12	0	0	75	17	0	8	0	0	11	0	0	0	
<b>TOTAL GRAND CAYMAN</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>18</b>	<b>18</b>	
GRENADA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	0	83	8	8	0	0	0	7	63	13	8	
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	83	8	8	0	0	0	9	88	9	8	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2001				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
GRENADA																		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	25	0	25	0	0	40	0	0	0	
<b>TOTAL GRENADA</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>65</b>	<b>44</b>	<b>44</b>	
GRENOBLE																		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	0	50	50	0	0	0	40	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	50	0	0	0	23	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	88	0	0	13	0	0	12	78	10	9	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	88	0	0	13	0	0	13	78	17	9	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	25	50	0	0	0	37	50	106	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	17	75	20	4	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	60	20	0	20	0	0	21	25	44	4	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	1	50	23	4	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	50	25	0	25	0	0	32	50	25	4	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	50	25	0	25	0	0	22	75	10	4	
	NEWCASTLE	MONARCH AIRLINES	C	A	2	0	0	0	50	0	50	0	0	53	33	39	3	
<b>TOTAL GRENOBLE</b>					<b>53</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>15</b>	<b>13</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>58</b>	<b>26</b>	<b>26</b>	
GRONINGEN																		
GUERNSEY																		
	MANCHESTER	AURIGNY AIR SERVICES	S	A	56	0	57	45	23	20	11	2	0	29	76	13	46	
	MANCHESTER	AURIGNY AIR SERVICES	S	D	55	1	57	69	9	13	7	2	0	21	78	14	46	
	STANSTED	AURIGNY AIR SERVICES	S	A	62	0	5	82	10	5	3	0	0	10	85	7	73	
	STANSTED	AURIGNY AIR SERVICES	S	D	62	0	5	73	18	6	2	2	0	15	84	7	73	
	GATWICK	CITY FLYER EXPRESS	S	A	68	1	0	82	12	0	4	1	0	13	90	6	80	
	GATWICK	CITY FLYER EXPRESS	S	D	69	0	0	77	13	4	6	0	0	13	79	14	80	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	22	0	1	41	36	14	9	0	0	24	76	13	21	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	25	0	0	40	36	20	4	0	0	24	62	25	21	
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	84	10	2	85	10	2	4	0	0	10	82	12	98	
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	85	10	2	82	8	2	6	1	0	14	88	11	97	
<b>TOTAL GUERNSEY</b>					<b>588</b>	<b>24</b>	<b>129</b>	<b>73</b>	<b>14</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>82</b>	<b>11</b>	<b>11</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2001				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
HAHN																		
	STANSTED	RYANAIR		S A	88	0	1	69	11	14	6	0	0	16	85	11	71	
	STANSTED	RYANAIR		S D	89	0	0	35	27	27	11	0	0	29	70	18	74	
<b>TOTAL HAHN</b>					<b>177</b>	<b>0</b>	<b>1</b>	<b>52</b>	<b>19</b>	<b>20</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>77</b>	<b>14</b>	<b>14</b>	
HALIFAX INT																		
	HEATHROW	AIR CANADA		S A	25	0	2	60	8	16	16	0	0	26	63	26	27	
	HEATHROW	AIR CANADA		S D	25	0	2	72	24	0	4	0	0	13	63	23	27	
<b>TOTAL HALIFAX INT</b>					<b>50</b>	<b>0</b>	<b>4</b>	<b>66</b>	<b>16</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>63</b>	<b>24</b>	<b>24</b>	
HAMBURG																		
	LONDON CITY	AUGSBURG AIRWAYS GMBH		S A	63	0	0	29	32	25	13	2	0	33	0	0	0	
	LONDON CITY	AUGSBURG AIRWAYS GMBH		S D	63	0	0	33	24	27	16	0	0	34	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS PLC		S A	38	0	6	55	24	16	5	0	0	18	80	9	20	
	BIRMINGHAM	BRITISH AIRWAYS PLC		S D	41	0	3	73	12	7	7	0	0	16	100	1	20	
	HEATHROW	BRITISH AIRWAYS PLC		S A	105	0	0	51	22	15	10	2	0	29	74	14	82	
	HEATHROW	BRITISH AIRWAYS PLC		S D	105	0	0	69	16	9	7	0	0	16	79	12	82	
	HEATHROW	LUFTHANSA		S A	108	0	4	78	13	3	6	0	0	12	67	19	82	
	HEATHROW	LUFTHANSA		S D	107	0	5	88	7	3	2	0	0	8	83	10	80	
	MANCHESTER	LUFTHANSA CITY LINE		S A	46	0	0	63	30	4	2	0	0	14	0	0	0	
	MANCHESTER	LUFTHANSA CITY LINE		S D	46	0	0	59	33	7	2	0	0	15	0	0	0	
<b>TOTAL HAMBURG</b>					<b>722</b>	<b>0</b>	<b>22</b>	<b>62</b>	<b>19</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>73</b>	<b>16</b>	<b>16</b>	
HANOVER																		
	HEATHROW	BMI BRITISH MIDLAND		S A	84	0	0	55	21	15	7	1	0	22	76	14	54	
	HEATHROW	BMI BRITISH MIDLAND		S D	84	0	0	80	10	8	2	0	0	10	91	8	55	
	BIRMINGHAM	BRITISH AIRWAYS PLC		S A	23	0	1	87	4	4	4	0	0	9	75	12	20	
	BIRMINGHAM	BRITISH AIRWAYS PLC		S D	23	0	1	83	4	9	4	0	0	11	85	10	20	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD		S A	27	0	28	85	11	4	0	0	0	7	95	5	20	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD		S D	28	0	28	93	4	4	0	0	0	6	90	4	20	
	GATWICK	CITY FLYER EXPRESS		S A	72	0	0	85	8	6	1	0	0	7	79	15	71	
	GATWICK	CITY FLYER EXPRESS		S D	71	0	0	73	21	4	1	0	0	11	82	11	72	
<b>TOTAL HANOVER</b>					<b>412</b>	<b>0</b>	<b>58</b>	<b>76</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>11</b>	<b>11</b>	
HARARE																		
	GATWICK	AIR ZIMBABWE		S A	14	0	1	14	50	21	14	0	0	32	42	61	12	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2001			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
HARARE	GATWICK	AIR ZIMBABWE		S D	14	0	1	100	0	0	0	0	0	4	83	16	12
<b>TOTAL HARARE</b>					<b>29</b>	<b>1</b>	<b>2</b>	<b>55</b>	<b>24</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>63</b>	<b>39</b>	<b>39</b>
HASSI MESSAOUD	GATWICK	ANTINEA AIRLINES		C A	8	0	0	63	13	13	13	0	0	20	80	12	5
	GATWICK	ANTINEA AIRLINES		C D	7	1	0	71	0	29	0	0	0	15	80	9	5
	GATWICK	EXCEL AIRWAYS LTD		C A	4	0	0	75	0	25	0	0	0	15	0	0	0
	GATWICK	EXCEL AIRWAYS LTD		C D	4	0	0	75	0	0	25	0	0	17	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	8	0	0	50	13	38	0	0	0	24	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	8	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL HASSI MESSAOUD</b>					<b>39</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>5</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>83</b>	<b>19</b>	<b>19</b>
HAVANA	GATWICK	BRITISH AIRWAYS PLC		S A	8	0	0	88	13	0	0	0	0	3	63	12	8
	GATWICK	BRITISH AIRWAYS PLC		S D	8	0	0	75	13	13	0	0	0	12	38	17	8
	GATWICK	MONARCH AIRLINES		C A	2	0	0	0	50	0	50	0	0	95	0	0	0
	GATWICK	MONARCH AIRLINES		C D	2	0	0	0	50	0	50	0	0	49	0	0	0
<b>TOTAL HAVANA</b>					<b>21</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>19</b>	<b>5</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>38</b>	<b>32</b>	<b>32</b>
HEATHROW	EDINBURGH	BMI BRITISH MIDLAND		S A	263	0	5	83	10	5	3	0	0	9	65	20	209
	EDINBURGH	BMI BRITISH MIDLAND		S D	261	0	7	75	12	7	6	0	0	14	68	21	208
	GLASGOW	BMI BRITISH MIDLAND		S A	194	0	2	71	20	7	2	0	0	12	56	20	208
	GLASGOW	BMI BRITISH MIDLAND		S D	194	0	2	76	11	8	5	0	0	14	61	20	208
	MANCHESTER	BMI BRITISH MIDLAND		S A	163	2	164	83	9	4	3	1	0	9	65	17	188
	MANCHESTER	BMI BRITISH MIDLAND		S D	164	0	166	88	2	5	4	1	0	10	76	13	188
	EDINBURGH	BRITISH AIRWAYS PLC		S A	293	0	1	58	26	10	5	0	0	19	73	17	289
	EDINBURGH	BRITISH AIRWAYS PLC		S D	291	0	3	75	11	6	8	0	0	16	69	24	289
	GLASGOW	BRITISH AIRWAYS PLC		S A	291	0	0	67	17	9	7	0	0	18	75	13	289
	GLASGOW	BRITISH AIRWAYS PLC		S D	288	0	3	76	8	9	7	0	0	14	73	17	288
	MANCHESTER	BRITISH AIRWAYS PLC		S A	287	0	287	68	21	9	3	0	0	15	65	18	274
	MANCHESTER	BRITISH AIRWAYS PLC		S D	285	3	286	83	7	6	4	0	0	10	69	23	274
	NEWCASTLE	BRITISH AIRWAYS PLC		S A	161	0	0	77	9	9	4	1	0	15	76	14	149
	NEWCASTLE	BRITISH AIRWAYS PLC		S D	160	0	1	84	4	7	5	0	0	11	71	18	150
<b>TOTAL HEATHROW</b>					<b>3295</b>	<b>12</b>	<b>927</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>18</b>	<b>18</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							FEB 2001					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records			
HELSINKI																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	54	0	0	43	17	20	20	0	0	37	64	32	55		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	54	0	0	67	22	2	9	0	0	15	80	12	55		
	HEATHROW	FINNAIR	S	A	100	0	0	50	25	18	7	0	0	23	59	18	96		
	HEATHROW	FINNAIR	S	D	100	0	0	58	18	12	10	1	1	27	79	12	96		
	MANCHESTER	FINNAIR	S	A	48	0	48	40	27	25	6	2	0	32	77	10	47		
	MANCHESTER	FINNAIR	S	D	47	0	44	66	17	6	9	2	0	21	62	15	47		
	STANSTED	KLM UK LTD	S	A	28	0	0	75	11	7	7	0	0	16	88	9	49		
	STANSTED	KLM UK LTD	S	D	28	0	0	64	25	7	4	0	0	16	84	12	49		
<b>TOTAL HELSINKI</b>					<b>459</b>	<b>0</b>	<b>92</b>	<b>56</b>	<b>21</b>	<b>13</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>74</b>	<b>15</b>	<b>15</b>		
HOLGUIN (FRANK PAIS)																			
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	50	50	0	0	0	0	16	50	13	4		
<b>TOTAL HOLGUIN (FRANK PAIS)</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>50</b>	<b>13</b>	<b>13</b>		
HONG KONG (CHEP LAP KOK)																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	96	4	0	0	0	0	2	96	1	28		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	71	11	11	7	0	0	18	82	17	28		
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	56	0	0	84	14	2	0	0	0	6	76	25	55		
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	56	0	0	70	16	7	7	0	0	16	78	12	55		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	28	0	0	82	11	0	7	0	0	11	71	14	28		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	28	0	0	61	25	14	0	0	0	16	89	6	28		
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>					<b>224</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>18</b>	<b>18</b>		
HOUSTON																			
	GATWICK	BRITISH AIRWAYS PLC	S	A	43	0	1	86	12	2	0	0	0	6	67	22	36		
	GATWICK	BRITISH AIRWAYS PLC	S	D	43	0	1	79	14	7	0	0	0	8	58	22	36		
	GATWICK	CONTINENTAL AIRLINES	S	A	48	0	0	92	6	2	0	0	0	4	80	9	56		
	GATWICK	CONTINENTAL AIRLINES	S	D	48	0	0	85	6	8	0	0	0	7	80	12	56		
<b>TOTAL HOUSTON</b>					<b>182</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>73</b>	<b>15</b>	<b>15</b>		
HURGHADA																			
	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	50	50	0	0	0	0	15	0	0	0		
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	4	0	0	0		
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	0	0	32	3		
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	0	50	14	4		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	25	0	0	25	0	79	100	4	4		

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							FEB 2001					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)	Actual (7)	Plan (8)											
HURGHADA																			
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	0	25	0	25	0	90	75	10	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	1	0	100	0	0	0	0	0	4	0	0	0		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	2	0	100	0	0	0	0	0	0	0	0	0		
<b>TOTAL HURGHADA</b>					<b>25</b>	<b>3</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>29</b>	<b>74</b>	<b>9</b>	<b>9</b>		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2001					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
IBIZA																		
INNSBRUCK																		
	GATWICK	BRITISH AIRWAYS PLC	C	A	8	0	0	13	13	13	63	0	0	60	0	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	C	D	8	0	0	63	0	0	38	0	0	44	0	0	0	0
	NEWCASTLE	BRITISH AIRWAYS PLC	C	A	4	0	0	50	0	50	0	0	0	21	0	0	0	0
	NEWCASTLE	BRITISH AIRWAYS PLC	C	D	4	0	0	25	25	50	0	0	0	28	0	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	0	50	25	25	0	0	49	0	66	4	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	25	0	75	0	0	0	37	50	27	4	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	16	0	0	25	31	38	6	0	0	31	0	67	8	8
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	16	0	0	63	6	19	13	0	0	27	50	21	8	8
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	0	25	25	0	0	35	0	77	4	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	8	0	49	4	4
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	50	27	4	4
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	11	75	21	4	4
	EDINBURGH	FLYBE.BRITISH EUROPEAN	C	A	4	0	0	25	25	25	0	25	0	69	0	0	0	0
	EDINBURGH	FLYBE.BRITISH EUROPEAN	C	D	4	0	0	50	0	25	0	25	0	62	0	0	0	0
	GATWICK	LAUDA-AIR	C	A	4	0	0	75	0	25	0	0	0	12	0	0	0	0
	GATWICK	LAUDA-AIR	C	D	4	0	0	75	0	25	0	0	0	13	0	0	0	0
	MANCHESTER	LAUDA-AIR	C	A	4	0	0	25	25	25	25	0	0	39	0	0	0	0
	MANCHESTER	LAUDA-AIR	C	D	4	0	0	50	0	25	25	0	0	34	0	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	25	13	0	0	0	14	0	102	8	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	100	0	0	0	0	0	6	38	56	8	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	50	0	0	0	0	9	25	97	4	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	50	37	4	4
	LUTON	TYROLEAN AIRWAYS	C	A	3	0	0	0	0	0	0	0	100	391	0	0	0	0
	STANSTED	TYROLEAN AIRWAYS	C	A	5	0	0	60	0	40	0	0	0	16	0	29	1	1
	STANSTED	TYROLEAN AIRWAYS	C	D	5	0	0	40	20	40	0	0	0	25	0	49	1	1
<b>TOTAL INNSBRUCK</b>					<b>142</b>	<b>3</b>	<b>0</b>	<b>51</b>	<b>13</b>	<b>21</b>	<b>11</b>	<b>1</b>	<b>3</b>	<b>38</b>	<b>38</b>	<b>45</b>	<b>45</b>	<b>45</b>
INVERNESS																		
	GATWICK	BRITISH REGIONAL AIRLINES LTD	S	A	76	0	0	84	8	1	7	0	0	10	61	37	71	71
	GATWICK	BRITISH REGIONAL AIRLINES LTD	S	D	76	0	0	88	5	3	4	0	0	7	69	26	71	71
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	28	0	0	68	14	18	0	0	0	11	19	57	26	26
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	28	0	0	61	18	18	4	0	0	18	4	63	26	26



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2001					
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)												
INVERNESS																		
	EDINBURGH	LOGANAIR	S	A	47	0	0	83	6	2	6	2	0	16	0	0	0	
	EDINBURGH	LOGANAIR	S	D	7	0	0	71	29	0	0	0	0	11	0	0	0	
	GLASGOW	LOGANAIR	S	A	41	0	0	90	7	0	2	0	0	7	89	10	35	
	GLASGOW	LOGANAIR	S	D	42	0	0	64	17	12	7	0	0	21	51	17	37	
<b>TOTAL INVERNESS</b>					<b>346</b>	<b>2</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>56</b>	<b>32</b>	<b>32</b>	
ISLAMABAD																		
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	13	0	3	31	8	8	38	8	8	87	50	26	16	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	14	0	0	7	43	7	36	7	0	72	25	40	12	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	10	0	9	10	0	40	30	20	0	103	25	26	4	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	6	1	5	0	0	50	17	33	0	150	38	24	8	
<b>TOTAL ISLAMABAD</b>					<b>43</b>	<b>1</b>	<b>17</b>	<b>14</b>	<b>16</b>	<b>21</b>	<b>33</b>	<b>14</b>	<b>2</b>	<b>94</b>	<b>28</b>	<b>43</b>	<b>43</b>	
ISLAY																		
	GLASGOW	LOGANAIR	S	A	38	0	0	66	13	8	11	0	3	26	72	27	39	
	GLASGOW	LOGANAIR	S	D	39	0	0	82	5	5	5	3	0	18	80	22	41	
<b>TOTAL ISLAY</b>					<b>77</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>9</b>	<b>6</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>76</b>	<b>25</b>	<b>25</b>	
ISLE OF MAN																		
	BIRMINGHAM	BA CITIEXPRESS (IOM) LTD	S	A	48	0	0	92	2	2	4	0	0	7	92	10	48	
	BIRMINGHAM	BA CITIEXPRESS (IOM) LTD	S	D	47	1	1	87	4	2	4	2	0	14	90	11	48	
	GLASGOW	BA CITIEXPRESS (IOM) LTD	S	A	28	4	0	79	14	0	4	0	4	24	72	16	39	
	GLASGOW	BA CITIEXPRESS (IOM) LTD	S	D	32	0	0	66	16	6	9	3	0	24	69	23	39	
	HEATHROW	BA CITIEXPRESS (IOM) LTD	S	A	75	0	1	68	15	9	8	0	0	18	76	13	75	
	HEATHROW	BA CITIEXPRESS (IOM) LTD	S	D	75	0	1	67	11	12	9	1	0	23	80	11	75	
	LUTON	BA CITIEXPRESS (IOM) LTD	S	A	28	0	0	89	0	4	4	4	0	12	71	25	28	
	LUTON	BA CITIEXPRESS (IOM) LTD	S	D	28	0	0	86	7	0	4	4	0	12	86	19	28	
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	S	A	86	3	88	90	6	1	3	0	0	9	87	10	82	
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	S	D	87	1	88	91	2	2	3	1	0	7	83	13	83	
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	A	48	0	0	73	21	6	0	0	0	8	91	5	23	
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	D	44	0	0	43	41	14	2	0	0	22	77	16	22	
<b>TOTAL ISLE OF MAN</b>					<b>626</b>	<b>9</b>	<b>179</b>	<b>78</b>	<b>11</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>13</b>	<b>13</b>	
ISTANBUL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	84	9	2	5	0	0	9	82	14	56	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	75	20	2	4	0	0	12	70	24	56	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2001					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
ISTANBUL																			
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	75	0	1	15	24	47	13	1	0	39	44	29	84		
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	75	0	1	41	24	31	4	0	0	25	64	18	84		
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	A	16	0	16	13	19	50	19	0	0	43	25	28	16		
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	D	16	0	16	13	19	56	13	0	0	43	19	35	16		
<b>TOTAL ISTANBUL</b>					<b>296</b>	<b>1</b>	<b>34</b>	<b>46</b>	<b>20</b>	<b>26</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>59</b>	<b>23</b>	<b>23</b>		
IZMIR (ADNAM MENDERES)																			
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	4	0	0	25	50	25	0	0	0	22	33	35	3		
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	4	0	0	25	75	0	0	0	0	20	0	83	3		
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	8	0	0	25	0	75	0	0	0	32	38	22	8		
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	8	0	0	13	25	25	38	0	0	47	13	46	8		
<b>TOTAL IZMIR (ADNAM MENDERES)</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>29</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>23</b>	<b>41</b>	<b>41</b>		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2001					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
JAKARTA (SOEKARNO-HATT)																		
	GATWICK	GARUDA INDONESIA		S A	3	0	0	0	0	0	100	0	0	139	0	0	0	0
	GATWICK	GARUDA INDONESIA		S D	3	0	0	67	0	33	0	0	0	13	0	0	0	0
<b>TOTAL JAKARTA (SOEKARNO-HATTA INTNL)</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>17</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
JEDDAH																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	17	0	0	88	6	0	0	0	6	43	50	22	16	
	HEATHROW	BRITISH AIRWAYS PLC		S D	17	0	0	41	6	24	29	0	0	36	50	44	16	
	HEATHROW	SAUDI ARABIAN AIRLINES		S A	20	0	0	70	15	10	5	0	0	13	63	28	27	
	HEATHROW	SAUDI ARABIAN AIRLINES		S D	20	0	0	85	10	5	0	0	0	9	75	29	28	
<b>TOTAL JEDDAH</b>					<b>74</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>9</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>24</b>	<b>62</b>	<b>30</b>	<b>30</b>	
JERBA																		
	GATWICK	MONARCH AIRLINES		C A	2	0	0	50	0	0	0	0	50	273	0	0	0	0
	GATWICK	MONARCH AIRLINES		C D	2	0	0	100	0	0	0	0	0	0	0	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK		C D	3	0	0	67	0	33	0	0	0	13	100	0	2	
<b>TOTAL JERBA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>67</b>	<b>12</b>	<b>12</b>	
JEREZ																		
	STANSTED	KLM UK LTD		S A	8	0	0	50	13	25	0	13	0	46	0	0	0	0
	STANSTED	KLM UK LTD		S D	8	0	0	63	25	0	13	0	0	34	0	0	0	0
<b>TOTAL JEREZ</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
JERSEY																		
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD		S D	3	0	0	100	0	0	0	0	0	6	0	0	0	0
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD		S A	47	0	48	64	19	11	6	0	0	17	79	12	33	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD		S D	48	0	48	77	13	6	4	0	0	11	83	9	35	
	GATWICK	CITY FLYER EXPRESS		S A	171	0	0	79	11	9	1	0	0	9	82	11	151	
	GATWICK	CITY FLYER EXPRESS		S D	171	0	0	70	18	9	3	0	0	13	77	12	151	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN		S A	25	0	0	16	28	28	24	4	0	52	63	29	35	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN		S D	23	0	0	26	39	26	9	0	0	29	58	30	36	
	GATWICK	FLYBE.BRITISH EUROPEAN		S A	107	0	1	87	7	4	2	0	0	8	77	19	102	
	GATWICK	FLYBE.BRITISH EUROPEAN		S D	106	0	1	81	10	6	3	0	0	10	77	22	103	
	LONDON CITY	FLYBE.BRITISH EUROPEAN		S A	79	0	0	66	19	13	3	0	0	14	81	15	86	
	LONDON CITY	FLYBE.BRITISH EUROPEAN		S D	79	0	0	49	25	16	9	0	0	23	69	17	85	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2001					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
JERSEY																		
<b>TOTAL JERSEY</b>					<b>859</b>	<b>3</b>	<b>98</b>	<b>70</b>	<b>16</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>16</b>	<b>16</b>	
JOHANNESBURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	77	18	4	2	0	0	9	98	16	56	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	63	14	11	13	0	0	22	59	19	56	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	52	0	0	54	25	17	2	0	2	32	83	20	54	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	50	0	2	76	10	4	8	2	0	19	61	18	54	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	28	0	0	25	32	36	7	0	0	30	68	15	28	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	28	0	0	75	14	7	4	0	0	12	75	15	28	
<b>TOTAL JOHANNESBURG</b>					<b>270</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>18</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>75</b>	<b>18</b>	<b>18</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2001				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
KARACHI																		
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	16	0	0	31	13	44	13	0	0	30	42	47	12	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	12	0	0	17	33	33	17	0	0	34	25	67	16	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	12	2	10	8	25	50	17	0	0	47	38	46	24	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	21	0	21	33	10	14	43	0	0	46	25	106	20	
<b>TOTAL KARACHI</b>					<b>61</b>	<b>2</b>	<b>31</b>	<b>25</b>	<b>18</b>	<b>33</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>30</b>	<b>73</b>	<b>73</b>	
KATHMANDU																		
KEFLAVIK																		
	GLASGOW	ICELANDAIR	S	A	16	0	0	81	13	6	0	0	0	9	65	33	20	
	GLASGOW	ICELANDAIR	S	D	16	0	0	100	0	0	0	0	0	0	100	1	20	
	HEATHROW	ICELANDAIR	S	A	40	0	0	78	10	5	8	0	0	14	95	3	44	
	HEATHROW	ICELANDAIR	S	D	40	0	0	68	15	5	13	0	0	19	77	9	43	
<b>TOTAL KEFLAVIK</b>					<b>113</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>84</b>	<b>9</b>	<b>9</b>	
KERRY COUNTY																		
	STANSTED	RYANAIR	S	A	28	0	0	68	11	11	11	0	0	21	78	20	27	
	STANSTED	RYANAIR	S	D	28	0	0	61	25	11	4	0	0	16	74	15	27	
<b>TOTAL KERRY COUNTY</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>76</b>	<b>17</b>	<b>17</b>	
KHARTOUM																		
	HEATHROW	SUDAN AIRWAYS	S	A	8	0	3	38	25	13	13	13	0	65	13	120	8	
	HEATHROW	SUDAN AIRWAYS	S	D	7	1	4	14	0	14	57	14	0	95	50	161	8	
	MANCHESTER	SUDAN AIRWAYS	S	A	2	0	2	0	0	50	0	50	0	135	0	0	0	
<b>TOTAL KHARTOUM</b>					<b>17</b>	<b>2</b>	<b>11</b>	<b>24</b>	<b>12</b>	<b>18</b>	<b>29</b>	<b>18</b>	<b>0</b>	<b>86</b>	<b>33</b>	<b>129</b>	<b>129</b>	
KIEV (BORISPOL)																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	20	0	0	55	15	20	10	0	0	25	83	11	18	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	20	0	0	85	0	10	5	0	0	16	61	19	18	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	20	0	0	45	20	25	10	0	0	29	53	47	17	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	20	0	0	80	0	10	10	0	0	19	76	37	17	
<b>TOTAL KIEV (BORISPOL)</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>9</b>	<b>16</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>69</b>	<b>28</b>	<b>28</b>	
KINGSTON																		
	HEATHROW	AIR JAMAICA	S	A	20	0	0	75	5	10	5	5	0	29	19	76	16	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2001			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
KINGSTON	HEATHROW	AIR JAMAICA		S D	20	0	0	50	20	15	5	10	0	41	12	84	17
<b>TOTAL KINGSTON</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>13</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>35</b>	<b>15</b>	<b>80</b>	<b>80</b>
KINLOSS																	
KIRKWALL	EDINBURGH	LOGANAIR		S A	20	0	0	95	0	0	5	0	0	6	80	25	45
	EDINBURGH	LOGANAIR		S D	42	0	0	64	14	7	14	0	0	24	64	28	45
<b>TOTAL KIRKWALL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>10</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>24</b>	<b>24</b>
KITTILA	MANCHESTER	AZZURRA AIR		C A	4	0	0	75	0	25	0	0	0	15	0	0	0
	MANCHESTER	AZZURRA AIR		C D	4	0	0	100	0	0	0	0	0	2	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS PLC		C A	4	0	0	50	0	25	0	25	0	66	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS PLC		C D	4	0	0	100	0	0	0	0	0	3	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD		C A	4	0	0	75	0	25	0	0	0	14	25	95	4
	GATWICK	THOMAS COOK AIRLINES LTD		C D	4	0	0	100	0	0	0	0	0	1	50	70	4
<b>TOTAL KITTILA</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>50</b>	<b>55</b>	<b>55</b>
KLAGENFURT	GATWICK	FLYBE.BRITISH EUROPEAN		C A	4	0	0	75	0	25	0	0	0	13	75	8	4
	GATWICK	FLYBE.BRITISH EUROPEAN		C D	4	0	0	75	25	0	0	0	0	8	50	34	4
<b>TOTAL KLAGENFURT</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>63</b>	<b>21</b>	<b>21</b>
KRAKOW	GATWICK	LOT-POLISH AIRLINES		S A	28	0	0	96	4	0	0	0	0	3	79	18	28
	GATWICK	LOT-POLISH AIRLINES		S D	28	0	0	96	4	0	0	0	0	4	68	32	28
<b>TOTAL KRAKOW</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>73</b>	<b>25</b>	<b>25</b>
KRISTIANSAND (KJEVIK)																	
KRISTIANSTAD																	
KUALA LUMPUR (SEPANG)	HEATHROW	MALAYSIAN AIRLINES SYSTEM- MAS		S A	72	0	0	49	19	29	3	0	0	21	88	6	56
	HEATHROW	MALAYSIAN AIRLINES SYSTEM- MAS		S D	72	0	0	68	22	7	3	0	0	12	72	20	57
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>144</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>21</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>76</b>	<b>15</b>	<b>15</b>
KUWAIT																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							FEB 2001				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
KUWAIT	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	93	4	0	4	0	0	4	93	3	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	86	11	0	4	0	0	9	82	10	28	
	HEATHROW	KUWAIT AIRWAYS	S	A	28	0	0	29	36	32	4	0	0	28	43	42	28	
	HEATHROW	KUWAIT AIRWAYS	S	D	28	0	0	54	29	14	4	0	0	17	64	96	28	
<b>TOTAL KUWAIT</b>					<b>112</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>20</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>37</b>	<b>37</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2001				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
LA ROCHELLE																		
	STANSTED	KLM UK LTD		S A	12	0	0	67	33	0	0	0	0	8	0	0	0	
	STANSTED	KLM UK LTD		S D	12	0	0	50	50	0	0	0	0	13	0	0	0	
<b>TOTAL LA ROCHELLE</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
LA ROMANA																		
	GATWICK	BRITANNIA AIRWAYS		C A	4	0	0	75	0	25	0	0	0	14	0	0	0	
	GATWICK	BRITANNIA AIRWAYS		C D	4	0	0	100	0	0	0	0	0	2	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS		C A	4	0	0	75	0	0	25	0	0	15	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS		C D	4	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK		C A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK		C D	4	0	0	75	25	0	0	0	0	9	0	0	0	
<b>TOTAL LA ROMANA</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
LAGOS																		
	GATWICK	BRITISH AIRWAYS PLC		S A	28	0	0	93	7	0	0	0	0	3	96	3	26	
	GATWICK	BRITISH AIRWAYS PLC		S D	28	0	0	54	29	11	7	0	0	23	52	30	27	
	HEATHROW	NIGERIA AIRWAYS		S A	7	1	1	0	14	29	43	14	0	80	0	108	1	
	HEATHROW	NIGERIA AIRWAYS		S D	7	1	1	0	14	57	29	0	0	48	0	723	1	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	16	0	11	13	31	25	31	0	0	47	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	16	0	12	44	44	0	13	0	0	21	0	0	0	
<b>TOTAL LAGOS</b>					<b>102</b>	<b>2</b>	<b>25</b>	<b>49</b>	<b>24</b>	<b>13</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>64</b>	<b>26</b>	<b>26</b>	
LAHORE																		
	HEATHROW	PAKISTAN INTL AIRLINES		S A	6	0	0	0	17	0	83	0	0	106	58	19	12	
	HEATHROW	PAKISTAN INTL AIRLINES		S D	9	0	3	11	22	22	33	11	0	76	17	33	12	
	MANCHESTER	PAKISTAN INTL AIRLINES		S A	8	0	7	13	25	38	25	0	0	47	38	21	8	
	MANCHESTER	PAKISTAN INTL AIRLINES		S D	4	0	4	0	0	50	50	0	0	81	25	30	8	
<b>TOTAL LAHORE</b>					<b>27</b>	<b>0</b>	<b>14</b>	<b>7</b>	<b>19</b>	<b>26</b>	<b>44</b>	<b>4</b>	<b>0</b>	<b>75</b>	<b>35</b>	<b>26</b>	<b>26</b>	
LARNACA																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	28	0	0	32	32	25	11	0	0	28	78	14	36	
	HEATHROW	BRITISH AIRWAYS PLC		S D	28	0	0	50	39	11	0	0	0	17	75	12	36	
	BIRMINGHAM	CYPRUS AIRWAYS		S A	4	0	0	75	25	0	0	0	0	6	75	39	4	
	GATWICK	CYPRUS AIRWAYS		S D	4	0	0	50	0	0	25	25	0	67	25	327	4	
	HEATHROW	CYPRUS AIRWAYS		S A	47	0	0	30	32	19	17	2	0	34	55	21	47	
	HEATHROW	CYPRUS AIRWAYS		S D	44	0	0	55	30	7	9	0	0	21	65	18	43	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					FEB 2001					
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
LARNACA	MANCHESTER	CYPRUS AIRWAYS	S	A	9	0	9	22	44	11	11	11	0	58	75	9	8
	MANCHESTER	CYPRUS AIRWAYS	S	D	9	0	9	22	22	22	22	11	0	62	50	75	8
	STANSTED	CYPRUS AIRWAYS	S	A	4	0	0	50	50	0	0	0	0	9	75	7	4
	STANSTED	CYPRUS AIRWAYS	S	D	4	0	0	50	25	0	25	0	0	24	25	17	4
	GATWICK	EUROCYPRIA AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	3	67	12	3
	GATWICK	EUROCYPRIA AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	3	33	22	3
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	A	3	0	0	67	0	33	0	0	0	19	50	51	2
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	9	50	55	2
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	0	100	0	0	0	0	25	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	50	0	25	0	0	32	25	31	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	50	0	0	0	28	75	12	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	25	50	0	0	52	50	289	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	75	25	0	0	0	28	75	290	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	18	25	25	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	75	7	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	12	50	21	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	100	3	4	4
<b>TOTAL LARNACA</b>					<b>235</b>	<b>0</b>	<b>18</b>	<b>45</b>	<b>30</b>	<b>14</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>61</b>	<b>36</b>	<b>36</b>
LAS PALMAS	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	67	11	22	0	0	0	16	75	10	8
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	11	0	0	64	18	18	0	0	0	15	63	20	8
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	75	13	13	0	0	0	13	29	52	7
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	88	13	0	0	0	0	7	63	46	8
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	9	50	29	4
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	4	75	5	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	12	0	0	75	25	0	0	0	0	9	50	31	8
	MANCHESTER	BRITANNIA AIRWAYS	C	D	12	0	0	92	8	0	0	0	0	5	78	15	9
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	6	25	18	4
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	5	75	12	4
	STANSTED	BRITANNIA AIRWAYS	C	A	2	0	0	50	0	50	0	0	0	18	75	16	4
	STANSTED	BRITANNIA AIRWAYS	C	D	2	0	0	50	50	0	0	0	0	12	75	10	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	25	25	0	50	0	0	76	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					FEB 2001						
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
LAS PALMAS																		
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	50	0	0	50	0	0	58	0	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	50	11	4	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	0	4	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	11	0	0	82	0	9	0	9	0	25	67	20	12	12
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	11	0	0	91	0	0	9	0	0	19	83	18	12	12
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	14	25	168	4	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	6	80	10	5	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	75	25	0	0	0	0	8	50	21	8	8
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	1	88	7	8	8
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	20	75	13	4	4
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	13	100	5	4	4
	GATWICK	GB AIRWAYS LTD	S	A	8	0	0	13	25	63	0	0	0	36	0	0	0	0
	GATWICK	GB AIRWAYS LTD	S	D	8	0	0	75	25	0	0	0	0	9	0	0	0	0
	GATWICK	IBERWORLD	C	A	2	0	0	50	0	0	50	0	0	35	0	0	0	0
	GATWICK	IBERWORLD	C	D	2	0	0	50	0	0	50	0	0	37	0	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	25	0	25	0	0	28	50	17	4	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	10	25	24	4	4
	LUTON	MONARCH AIRLINES	C	A	4	0	0	25	50	25	0	0	0	21	25	60	4	4
	LUTON	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	5	100	2	4	4
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	5	75	5	4	4
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	0	100	1	4	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	17	100	0	6	6
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	11	86	15	7	7
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	16	0	0	56	19	25	0	0	0	16	47	26	15	15
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	16	0	0	63	19	19	0	0	0	15	56	27	16	16
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	25	0	0	0	18	25	49	4	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	100	2	4	4
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	1	50	59	4	4
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	9	50	70	4	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	13	0	0	85	8	8	0	0	0	6	56	84	16	16
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	13	0	0	92	0	0	8	0	0	15	63	15	16	16
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	25	25	0	0	48	100	9	4	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	50	0	0	0	0	15	75	4	4	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							FEB 2001					
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records			
					Actual (7)	Plan (8)													
LAS PALMAS																			
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	8	83	54	6		
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	7	71	56	7		
	EDINBURGH	SPANAIR	C	A	4	0	0	75	0	25	0	0	0	12	75	10	4		
	EDINBURGH	SPANAIR	C	D	4	0	0	75	0	25	0	0	0	15	25	38	4		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	75	209	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	10	0	0	80	10	10	0	0	0	6	50	22	12		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	11	0	0	91	9	0	0	0	0	4	92	5	12		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	5	0	66	4		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	88	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	12	0	0	92	8	0	0	0	0	7	37	25	19		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	12	0	0	92	0	8	0	0	0	3	74	8	19		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	8	75	13	4		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	75	9	4		
<b>TOTAL LAS PALMAS</b>					<b>366</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>64</b>	<b>27</b>	<b>27</b>		
LAS VEGAS																			
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	0	0	100	0	0	0	0	0	2	63	64	8		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	0	50	25	25	0	0	0	18	13	60	8		
<b>TOTAL LAS VEGAS</b>					<b>16</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>34</b>	<b>70</b>	<b>70</b>		
LEEDS BRADFORD																			
	HEATHROW	BMI BRITISH MIDLAND	S	A	97	0	1	81	3	4	11	0	0	16	77	19	98		
	HEATHROW	BMI BRITISH MIDLAND	S	D	98	0	0	85	7	2	6	0	0	12	80	13	98		
	EDINBURGH	BMI REGIONAL	S	A	63	0	0	71	10	13	6	0	0	19	82	11	60		
	EDINBURGH	BMI REGIONAL	S	D	62	0	0	63	11	19	6	0	0	21	69	21	61		
	GLASGOW	BMI REGIONAL	S	A	63	0	0	84	8	5	3	0	0	11	73	19	63		
	GLASGOW	BMI REGIONAL	S	D	63	0	0	86	5	8	2	0	0	9	68	22	63		
	GATWICK	BRITISH REGIONAL AIRLINES LTD	S	A	72	0	4	83	10	7	0	0	0	7	0	0	0		
	GATWICK	BRITISH REGIONAL AIRLINES LTD	S	D	72	0	4	94	4	1	0	0	0	4	0	0	0		
<b>TOTAL LEEDS BRADFORD</b>					<b>590</b>	<b>1</b>	<b>9</b>	<b>82</b>	<b>7</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>17</b>	<b>17</b>		
LIBREVILLE																			
LILONGWE																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	100	0	0	0	0	0	1	0	0	0		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
LILONGWE	HEATHROW	BRITISH AIRWAYS PLC		S D	4	0	0	50	0	50	0	0	0	22	0	0	0
<b>TOTAL LILONGWE</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>7</b>	<b>7</b>
LIMA																	
LINKOPING	MANCHESTER	CITY AIRLINE		S A	43	1	44	37	42	9	9	2	0	29	0	0	0
	MANCHESTER	CITY AIRLINE		S D	42	1	44	79	12	5	2	2	0	15	0	0	0
<b>TOTAL LINKOPING</b>					<b>85</b>	<b>2</b>	<b>88</b>	<b>58</b>	<b>27</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
LISBON	GATWICK	AIR PORTUGAL		S A	54	0	2	72	17	9	2	0	0	11	96	8	27
	GATWICK	AIR PORTUGAL		S D	51	3	1	73	18	8	2	0	0	13	96	9	27
	HEATHROW	AIR PORTUGAL		S A	71	0	0	31	28	27	14	0	0	35	49	22	72
	HEATHROW	AIR PORTUGAL		S D	71	0	0	44	23	24	10	0	0	26	52	22	88
	HEATHROW	BRITISH AIRWAYS PLC		S A	111	0	1	40	26	23	10	1	1	31	73	20	92
	HEATHROW	BRITISH AIRWAYS PLC		S D	112	0	0	69	16	9	6	0	0	15	64	18	92
	GATWICK	GB AIRWAYS LTD		S A	28	0	0	93	4	4	0	0	0	4	94	4	17
	GATWICK	GB AIRWAYS LTD		S D	12	0	0	67	17	17	0	0	0	13	73	17	26
	MANCHESTER	PORTUGALIA		S A	28	0	28	79	18	4	0	0	0	9	42	28	24
	MANCHESTER	PORTUGALIA		S D	28	0	28	93	4	0	0	0	4	22	71	14	28
<b>TOTAL LISBON</b>					<b>566</b>	<b>4</b>	<b>60</b>	<b>59</b>	<b>19</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>67</b>	<b>18</b>	<b>18</b>
LIVERPOOL																	
<b>TOTAL LIVERPOOL</b>					<b>2</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>52</b>	<b>32</b>	<b>32</b>
LJUBLJANA	HEATHROW	ADRIA AIRWAYS		S A	23	0	0	43	35	17	0	4	0	28	58	15	24
	HEATHROW	ADRIA AIRWAYS		S D	22	0	1	82	5	9	0	5	0	21	88	6	24
<b>TOTAL LJUBLJANA</b>					<b>45</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>20</b>	<b>13</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>24</b>	<b>73</b>	<b>11</b>	<b>11</b>
LONDON CITY	EDINBURGH	FLYBE.BRITISH EUROPEAN		S A	57	0	0	75	14	7	4	0	0	13	71	16	105
	EDINBURGH	FLYBE.BRITISH EUROPEAN		S D	57	1	1	70	28	2	0	0	0	11	63	24	107
	EDINBURGH	SCOT AIRWAYS		S A	271	8	9	66	24	8	2	0	0	15	51	23	185
	EDINBURGH	SCOT AIRWAYS		S D	270	9	10	86	11	3	1	0	0	7	74	19	182
<b>TOTAL LONDON CITY</b>					<b>655</b>	<b>20</b>	<b>20</b>	<b>75</b>	<b>18</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>62</b>	<b>21</b>	<b>21</b>
LOS ANGELES INTERNATION																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2001				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
LOS ANGELES INTERNATIONAL																		
	HEATHROW	AMERICAN AIRLINES	S	A	28	0	0	89	0	4	4	0	4	24	81	27	27	
	HEATHROW	AMERICAN AIRLINES	S	D	28	0	0	54	36	11	0	0	16	57	21	28		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	84	5	5	4	0	2	30	71	17	56	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	50	34	5	11	0	0	23	73	17	56	
	HEATHROW	UNITED AIRLINES	S	A	28	0	0	82	7	4	7	0	14	67	13	27		
	HEATHROW	UNITED AIRLINES	S	D	28	0	0	61	25	7	4	4	0	24	85	12	27	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	55	0	1	85	9	2	2	2	0	11	71	24	55	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	56	0	0	63	23	11	2	2	0	19	58	38	55	
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>335</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>18</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>20</b>	<b>70</b>	<b>22</b>	<b>22</b>	
LUBECK																		
	STANSTED	RYANAIR	S	A	47	0	1	47	19	26	6	2	0	32	48	33	46	
	STANSTED	RYANAIR	S	D	48	0	0	60	17	13	8	2	0	27	69	20	48	
<b>TOTAL LUBECK</b>					<b>95</b>	<b>0</b>	<b>1</b>	<b>54</b>	<b>18</b>	<b>19</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>59</b>	<b>27</b>	<b>27</b>	
LUSAKA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	0	92	0	8	0	0	0	7	100	2	12	
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	75	8	8	0	0	8	126	58	13	12	
<b>TOTAL LUSAKA</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>66</b>	<b>79</b>	<b>8</b>	<b>8</b>	
LUTON																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	171	1	1	65	18	10	7	0	0	18	46	44	153	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	171	0	1	48	23	18	11	0	0	26	32	60	154	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	168	0	4	58	26	11	5	0	0	18	55	26	166	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	168	0	4	57	27	10	7	0	0	19	46	32	166	
<b>TOTAL LUTON</b>					<b>679</b>	<b>4</b>	<b>10</b>	<b>57</b>	<b>24</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>45</b>	<b>40</b>	<b>40</b>	
LUXEMBOURG																		
	GATWICK	CITY FLYER EXPRESS	S	A	67	0	0	67	19	9	4	0	0	14	66	18	91	
	GATWICK	CITY FLYER EXPRESS	S	D	67	0	0	66	10	18	6	0	0	20	86	9	91	
	HEATHROW	LUXAIR	S	A	56	0	0	38	43	18	2	0	0	22	41	23	56	
	HEATHROW	LUXAIR	S	D	56	0	0	75	16	7	2	0	0	11	73	14	56	
	MANCHESTER	LUXAIR	S	A	28	0	28	79	21	0	0	0	0	8	74	13	19	
	MANCHESTER	LUXAIR	S	D	28	0	28	93	4	4	0	0	0	3	100	0	19	
	STANSTED	LUXAIR	S	A	43	0	1	93	7	0	0	0	0	3	88	9	41	
	STANSTED	LUXAIR	S	D	43	0	1	91	9	0	0	0	0	4	83	9	42	

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
LUXEMBOURG																		
	LONDON CITY	VLM (BELGIUM)	S	A	68	0	0	35	43	19	3	0	0	23	30	32	63	
	LONDON CITY	VLM (BELGIUM)	S	D	68	0	0	57	19	19	4	0	0	19	63	21	63	
<b>TOTAL LUXEMBOURG</b>					<b>524</b>	<b>0</b>	<b>58</b>	<b>65</b>	<b>21</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>17</b>	<b>17</b>	
LUXOR																		
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	8	50	29	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3	50	20	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	50	16	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	50	18	4	
	HEATHROW	EGYPT AIR	S	A	4	0	0	0	25	25	25	0	25	173	0	52	4	
	HEATHROW	EGYPT AIR	S	D	4	0	0	0	0	50	25	0	25	179	0	63	4	
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	50	50	0	0	0	0	9	25	20	4	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	4	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	25	50	0	0	0	26	0	40	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	11	75	13	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	5	50	26	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	50	12	4	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	0	50	0	0	0	23	0	44	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	25	25	0	0	0	16	63	24	8	
<b>TOTAL LUXOR</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>9</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>33</b>	<b>37</b>	<b>36</b>	<b>36</b>	
LYON																		
	MANCHESTER	AIR FRANCE	S	A	20	0	20	75	25	0	0	0	0	9	85	7	20	
	MANCHESTER	AIR FRANCE	S	D	20	0	20	100	0	0	0	0	0	1	90	5	20	
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	88	0	13	0	0	0	6	28	31	18	
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	100	0	0	0	0	0	6	61	25	18	
	GLASGOW	BRITANNIA AIRWAYS	C	A	3	0	0	67	33	0	0	0	0	9	0	50	4	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	0	25	0	0	32	25	29	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	0	20	0	0	22	20	46	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	20	0	0	0	13	20	25	5	
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	4	0	0	100	0	0	0	0	0	2	75	9	4	
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	4	0	0	100	0	0	0	0	0	0	100	2	4	
	GATWICK	BRITISH AIRWAYS PLC	C	A	4	0	0	75	25	0	0	0	0	7	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	C	D	4	0	0	75	0	25	0	0	0	15	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	43	29	17	11	0	0	27	0	0	0	

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2001				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
LYON	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	77	12	6	6	0	0	14	0	0	0
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	16	0	0	56	38	0	6	0	0	15	17	35	12
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	16	0	0	69	19	6	6	0	0	13	67	14	12
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	28	0	28	86	7	4	4	0	0	7	77	12	30
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	28	0	28	82	11	7	0	0	0	6	63	14	30
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	48	0	0	60	19	10	10	0	0	20	82	9	28
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	47	0	0	66	17	9	9	0	0	17	79	10	28
	GATWICK	EUROPEAN AIR CHARTER	C	A	4	0	0	50	25	0	0	25	0	79	0	0	0
	GATWICK	EUROPEAN AIR CHARTER	C	D	3	1	0	33	33	0	0	33	0	119	0	0	0
	STANSTED	EUROPEAN AIR CHARTER	C	A	4	0	0	50	25	25	0	0	0	16	0	27	4
	STANSTED	EUROPEAN AIR CHARTER	C	D	4	0	0	100	0	0	0	0	0	4	75	6	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	15	0	0	47	33	20	0	0	0	19	40	34	10
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	14	0	0	64	14	14	7	0	0	18	73	10	11
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	18	25	35	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	7	4
	NEWCASTLE	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	19	100	6	4
	NEWCASTLE	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	16	100	6	4
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	A	76	0	0	80	11	8	1	0	0	9	73	15	78
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	D	76	0	0	72	20	7	1	0	0	11	63	19	78
	STANSTED	GO FLY LTD	S	A	24	0	0	58	13	4	25	0	0	32	68	15	25
	STANSTED	GO FLY LTD	S	D	24	0	0	38	29	13	21	0	0	36	60	21	25
	STANSTED	KLM UK LTD	S	A	32	0	0	75	13	9	3	0	0	10	95	9	40
	STANSTED	KLM UK LTD	S	D	32	0	0	72	19	9	0	0	0	11	73	20	40
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	63	0	13	25	0	0	43	33	36	9
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	25	13	25	38	0	0	65	44	18	9
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	50	25	0	0	0	24	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	0	75	0	0	0	30	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	16	0	0	75	19	6	0	0	0	10	50	16	18
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	16	0	0	81	6	13	0	0	0	11	76	8	17
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	14	50	14	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	50	0	0	0	0	11	100	4	4
<b>TOTAL LYON</b>					<b>845</b>	<b>4</b>	<b>96</b>	<b>68</b>	<b>17</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>68</b>	<b>17</b>	<b>17</b>

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Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2001				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
MAASTRICHT																		
	STANSTED	HOLLANDEXEL	S	A	68	0	0	37	32	26	4	0	0	23	61	21	80	
	STANSTED	HOLLANDEXEL	S	D	68	0	0	46	31	24	0	0	0	20	63	20	80	
<b>TOTAL MAASTRICHT</b>					<b>136</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>32</b>	<b>25</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>62</b>	<b>20</b>	<b>20</b>	
MADRAS/CHENNAI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	8	0	0	100	0	0	0	0	0	86	11	7		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	8	0	0	50	25	25	0	0	0	23	38	49	8	
<b>TOTAL MADRAS/CHENNAI</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>60</b>	<b>31</b>	<b>31</b>	
MADRID																		
	GATWICK	AIR EUROPA	S	A	28	0	0	64	29	7	0	0	0	14	29	27	28	
	GATWICK	AIR EUROPA	S	D	28	0	0	86	7	7	0	0	0	9	68	16	28	
	HEATHROW	BMI BRITISH MIDLAND	S	A	80	0	0	56	21	14	9	0	0	21	60	16	109	
	HEATHROW	BMI BRITISH MIDLAND	S	D	80	0	0	80	10	6	4	0	0	12	68	16	109	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	80	0	0	83	13	4	1	0	0	7	78	16	83	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	81	0	0	80	12	7	0	0	0	9	73	16	83	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	20	0	0	95	0	5	0	0	0	3	80	11	20	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	20	0	0	90	10	0	0	0	0	5	80	9	20	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	3	0	0	100	0	0	0	0	0	4	80	11	15	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	14	0	0	93	7	0	0	0	0	8	89	7	19	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	13	0	0	92	0	0	8	0	0	13	82	9	11	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	139	0	0	45	29	15	11	0	0	26	61	22	138	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	138	1	0	66	21	10	3	0	0	14	75	16	138	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	40	0	40	55	28	13	5	0	0	18	63	17	40	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	40	0	40	88	10	0	3	0	0	8	73	14	40	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	56	0	0	82	11	7	0	0	0	8	53	31	47	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	77	16	5	2	0	0	10	42	44	48	
	HEATHROW	IBERIA	S	A	167	0	0	47	29	18	5	1	0	23	58	20	164	
	HEATHROW	IBERIA	S	D	167	0	0	63	16	14	7	0	0	19	66	18	164	
<b>TOTAL MADRID</b>					<b>1251</b>	<b>3</b>	<b>80</b>	<b>66</b>	<b>19</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>67</b>	<b>18</b>	<b>18</b>	
MAHON																		
	GATWICK	BRITISH AIRWAYS PLC	C	A	8	0	0	100	0	0	0	0	0	3	100	1	4	
	GATWICK	BRITISH AIRWAYS PLC	C	D	8	0	0	63	25	13	0	0	0	12	100	5	4	



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					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Plan (8)											
MAHON	LUTON	MONARCH AIRLINES	S	A	4	0	0	50	50	0	0	0	0	13	50	19	4
	LUTON	MONARCH AIRLINES	S	D	4	0	0	50	50	0	0	0	0	16	100	7	4
<b>TOTAL MAHON</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>25</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>8</b>	<b>8</b>
MALAGA	MANCHESTER	AIR CORDIAL LTD	C	A	3	0	0	0	0	33	33	0	33	189	0	0	0
	MANCHESTER	AIR CORDIAL LTD	C	D	3	0	0	0	0	0	67	33	0	176	0	0	0
	MANCHESTER	AZZURRA AIR	C	A	4	0	0	75	25	0	0	0	0	10	0	0	0
	MANCHESTER	AZZURRA AIR	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	8	0	0	13	38	38	13	0	0	35	50	26	8
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	8	0	0	63	38	0	0	0	0	13	75	14	8
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	50	25	25	0	0	0	24	38	33	8
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	75	0	25	0	0	0	14	63	12	8
	GLASGOW	BRITANNIA AIRWAYS	C	A	8	0	0	38	38	25	0	0	0	20	38	23	8
	GLASGOW	BRITANNIA AIRWAYS	C	D	8	0	0	100	0	0	0	0	0	3	88	6	8
	LUTON	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	2	100	8	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	12	0	0	58	25	17	0	0	0	13	0	45	8
	MANCHESTER	BRITANNIA AIRWAYS	C	D	12	0	0	92	8	0	0	0	0	2	70	38	10
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	16	75	11	8
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	7	100	3	8
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	18	25	24	4
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	4	50	10	4
	GATWICK	BRITISH AIRWAYS PLC	C	A	2	1	0	100	0	0	0	0	0	4	80	13	5
	GATWICK	BRITISH AIRWAYS PLC	C	D	2	1	0	100	0	0	0	0	0	5	60	14	5
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	93	7	0	0	0	0	3	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	15	0	0	40	40	7	13	0	0	23	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	56	0	0	79	7	11	4	0	0	11	52	39	56
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	56	1	0	64	25	5	5	0	0	18	25	52	56
	GATWICK	EUROPEAN AIR CHARTER	C	A	7	0	0	0	43	14	14	29	0	98	0	0	0
	GATWICK	EUROPEAN AIR CHARTER	C	D	7	0	0	29	0	29	14	29	0	96	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	10	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	4	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	S	A	4	0	0	50	25	0	0	25	0	70	75	13	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	0	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2001				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
MALAGA	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	67	33	0	0	0	0	8	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	S	D	4	0	0	75	0	0	0	25	0	70	100	3	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	A	10	0	0	40	30	30	0	0	0	24	25	36	8
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	6	0	0	50	33	17	0	0	0	13	100	13	2
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	6	0	0	100	0	0	0	0	0	7	100	0	2
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	D	10	0	0	90	0	10	0	0	0	5	75	15	8
	GLASGOW	FIRST CHOICE AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	2	25	46	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	2	0	52	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	40	60	0	0	0	0	15	0	70	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	A	10	0	14	20	40	20	20	0	0	34	13	72	8
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	D	10	0	14	90	10	0	0	0	0	6	50	58	8
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	6	0	0	83	17	0	0	0	0	6	100	8	4
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	31	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	28	0	0	46	18	14	18	4	0	38	78	18	46
	GATWICK	GB AIRWAYS LTD	S	D	28	0	0	61	14	18	7	0	0	22	79	24	48
	HEATHROW	GB AIRWAYS LTD	S	A	29	1	0	52	28	17	3	0	0	16	81	17	27
	HEATHROW	GB AIRWAYS LTD	S	D	28	0	0	25	21	36	11	7	0	46	57	55	28
	STANSTED	GO FLY LTD	S	A	56	0	0	70	21	4	5	0	0	12	90	6	40
	STANSTED	GO FLY LTD	S	D	56	0	0	59	23	16	2	0	0	17	75	14	40
	HEATHROW	IBERIA	S	A	28	0	0	21	25	32	21	0	0	36	36	27	28
	HEATHROW	IBERIA	S	D	28	0	0	21	21	36	21	0	0	36	50	25	28
	BIRMINGHAM	MONARCH AIRLINES	C	A	2	0	0	50	0	50	0	0	0	25	100	3	2
	BIRMINGHAM	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	4	100	10	2
	GATWICK	MONARCH AIRLINES	C	A	18	0	0	50	22	17	11	0	0	25	27	45	15
	GATWICK	MONARCH AIRLINES	C	D	20	0	0	70	15	10	5	0	0	13	87	19	15
	LUTON	MONARCH AIRLINES	S	A	32	1	0	47	38	16	0	0	0	17	22	34	32
	LUTON	MONARCH AIRLINES	S	D	32	0	0	94	6	0	0	0	0	5	73	26	33
	MANCHESTER	MONARCH AIRLINES	C	A	13	0	0	46	31	23	0	0	0	21	67	17	12
	MANCHESTER	MONARCH AIRLINES	S	A	28	0	42	46	36	18	0	0	0	19	45	29	20
	MANCHESTER	MONARCH AIRLINES	S	D	28	0	42	93	7	0	0	0	0	2	70	20	20
	MANCHESTER	MONARCH AIRLINES	C	D	14	0	0	93	0	7	0	0	0	5	100	2	12
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	3	0	0	0	33	67	0	0	0	37	0	27	3

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2001				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
MALAGA	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	0	33	0	0	0	16	100	3	3
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	A	3	0	0	33	0	67	0	0	0	27	0	0	0
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	D	3	0	0	33	67	0	0	0	16	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	11	0	0	36	9	45	9	0	30	36	32	11	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	11	0	0	73	18	9	0	0	13	82	7	11	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	3	0	0	0	67	33	0	0	35	0	27	3	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	0	33	0	0	20	100	5	3	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	3	0	0	33	0	67	0	0	29	33	35	3	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	4	100	0	3	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	14	0	0	7	21	43	29	0	47	46	50	13	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	14	0	0	43	43	7	7	0	18	57	83	14	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	3	0	0	100	0	0	0	0	4	67	16	3	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	0	33	0	0	12	100	7	3	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	3	0	0	67	33	0	0	0	10	100	4	3	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	2	1	0	50	50	0	0	0	17	100	2	3	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	50	38	13	0	0	18	17	53	12	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	56	44	0	0	0	11	71	26	14	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	12	0	81	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	50	0	0	0	12	25	54	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	11	0	0	64	9	18	9	0	21	50	23	14	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	77	8	8	8	0	13	81	6	16	
<b>TOTAL MALAGA</b>					<b>988</b>	<b>9</b>	<b>112</b>	<b>60</b>	<b>20</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>59</b>	<b>28</b>	<b>28</b>
MALE INTERNATIONAL	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	0	50	25	0	42	0	73	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	17	50	44	4	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	50	25	25	0	43	25	20	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	10	75	9	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	50	50	0	89	0	144	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	25	0	0	15	75	36	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	0	75	0	91	67	21	3	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	50	43	4	
<b>TOTAL MALE INTERNATIONAL</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>22</b>	<b>19</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>42</b>	<b>50</b>	<b>50</b>

MALMO

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2001			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MALMO	STANSTED	RYANAIR	S	A	51	0	0	59	22	14	6	0	0	20	86	13	49
	STANSTED	RYANAIR	S	D	51	0	0	31	39	24	6	0	0	28	58	22	52
<b>TOTAL MALMO</b>					<b>102</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>30</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>71</b>	<b>17</b>	<b>17</b>
MALTA	BIRMINGHAM	AIR MALTA	S	A	8	0	0	100	0	0	0	0	0	100	0	4	
	BIRMINGHAM	AIR MALTA	S	D	8	0	0	100	0	0	0	0	2	100	2	4	
	GATWICK	AIR MALTA	S	A	30	0	0	90	7	3	0	0	5	81	8	27	
	GATWICK	AIR MALTA	S	D	30	0	0	83	10	3	0	3	14	67	20	27	
	GLASGOW	AIR MALTA	S	A	6	0	0	100	0	0	0	0	4	100	2	4	
	GLASGOW	AIR MALTA	S	D	6	0	0	50	50	0	0	0	16	50	11	4	
	HEATHROW	AIR MALTA	S	A	56	0	0	79	9	9	4	0	10	80	9	56	
	HEATHROW	AIR MALTA	S	D	56	0	0	54	25	13	9	0	20	64	17	56	
	MANCHESTER	AIR MALTA	C	A	4	1	0	75	0	0	25	0	29	100	1	5	
	MANCHESTER	AIR MALTA	S	A	16	0	22	88	13	0	0	0	3	100	1	18	
	MANCHESTER	AIR MALTA	C	D	6	0	0	83	0	0	17	0	19	80	6	5	
	MANCHESTER	AIR MALTA	S	D	16	0	22	69	6	19	6	0	12	72	9	18	
	STANSTED	AIR MALTA	S	A	4	0	0	100	0	0	0	0	4	33	26	3	
	STANSTED	AIR MALTA	S	D	4	0	0	25	50	25	0	0	26	0	48	3	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	21	100	1	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	7	100	8	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	50	50	0	0	0	13	63	12	8	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	6	88	8	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	4	75	15	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	4	75	19	4	
	GATWICK	EXCEL AIRWAYS LTD	S	A	4	0	0	75	25	0	0	0	10	100	2	4	
	GATWICK	EXCEL AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	75	11	4	
	MANCHESTER	EXCEL AIRWAYS LTD	S	A	3	0	3	67	0	33	0	0	17	0	16	1	
	MANCHESTER	EXCEL AIRWAYS LTD	S	D	3	0	3	67	33	0	0	0	9	0	39	2	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	10	100	3	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	10	80	4	5	
	GATWICK	GB AIRWAYS LTD	S	A	24	0	0	88	8	4	0	0	6	71	26	24	
	GATWICK	GB AIRWAYS LTD	S	D	24	0	0	75	13	8	4	0	15	63	39	24	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	5	100	1	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2001						
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records			
					Actual (7)	Plan (8)													
MALTA																			
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	4	100	7	4		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	19	50	15	4		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	14	100	1	4		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	2	0	0	0	0	100	0	0	0	43	100	7	3		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	2	0	0	0	0	50	50	0	0	76	100	9	3		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	56	3		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	54	3		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	5	20	41	5		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	60	29	5			
<b>TOTAL MALTA</b>					<b>372</b>	<b>1</b>	<b>50</b>	<b>76</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>16</b>	<b>16</b>		
MANCHESTER																			
	HEATHROW	BMI BRITISH MIDLAND	S	A	163	0	0	83	5	6	5	1	0	12	68	17	188		
	HEATHROW	BMI BRITISH MIDLAND	S	D	163	0	0	89	4	3	3	1	0	9	72	14	188		
	EDINBURGH	BMI REGIONAL	S	A	108	0	0	88	7	4	1	0	0	7	76	16	80		
	EDINBURGH	BMI REGIONAL	S	D	107	0	0	85	10	4	1	0	0	7	83	14	81		
	GLASGOW	BMI REGIONAL	S	A	83	0	0	90	4	5	1	0	0	6	69	23	80		
	GLASGOW	BMI REGIONAL	S	D	81	0	0	93	5	2	0	0	0	3	78	14	79		
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	36	49	11		
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	33	136	12		
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0		
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	0	25	75	0	0	0	40	0	0	0		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	177	0	0	92	5	1	2	0	0	6	62	21	178		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	177	0	0	89	7	3	2	0	0	7	71	15	178		
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	48	0	0	48	19	25	8	0	0	26	55	23	83		
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	49	0	0	84	4	4	8	0	0	14	49	28	43		
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	44	0	0	77	14	5	5	0	0	14	38	32	99		
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	37	0	0	84	11	3	3	0	0	9	51	28	83		
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	84	0	1	69	19	8	4	0	0	14	57	25	47		
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	63	0	4	67	22	8	3	0	0	18	55	32	75		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2001				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
MANCHESTER																		
	GLASGOW	BRITISH AIRWAYS PLC	S	A	64	0	3	47	31	17	5	0	0	21	0	79	5	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	55	0	6	65	16	18	0	0	0	14	75	7	12	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	285	1	2	66	18	9	7	0	0	18	58	26	274	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	286	1	0	80	11	6	3	0	0	10	70	15	274	
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	A	57	0	0	86	4	7	4	0	0	10	83	15	75	
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	D	56	0	0	84	5	7	4	0	0	10	78	16	74	
	GATWICK	MONARCH AIRLINES	C	A	8	1	0	50	13	13	25	0	0	30	100	7	2	
	GATWICK	MONARCH AIRLINES	C	D	6	3	0	17	33	33	0	17	0	58	50	55	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	100	7	3	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	25	50	0	0	72	0	48	3	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	11	0	0	82	9	9	0	0	0	5	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	11	0	0	91	0	9	0	0	0	6	0	0	0	
<b>TOTAL MANCHESTER</b>					<b>2252</b>	<b>37</b>	<b>16</b>	<b>79</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>65</b>	<b>21</b>	<b>21</b>	
MANILA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	16	0	0	100	0	0	0	0	0	1	100	0	16	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	16	0	0	50	38	6	6	0	0	19	69	15	16	
<b>TOTAL MANILA</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>8</b>	<b>8</b>	
MARRAKESH																		
	GATWICK	GB AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	4	0	0	0	
	HEATHROW	GB AIRWAYS LTD	S	A	23	0	0	52	26	17	4	0	0	22	80	24	20	
	HEATHROW	GB AIRWAYS LTD	S	D	24	0	0	33	25	21	17	4	0	40	55	41	20	
	HEATHROW	ROYAL AIR MAROC	S	D	20	0	0	45	15	20	20	0	0	30	0	0	0	
	STANSTED	ROYAL AIR MAROC	S	A	8	0	0	50	38	13	0	0	0	16	27	24	11	
	STANSTED	ROYAL AIR MAROC	S	D	8	0	0	38	25	25	13	0	0	26	27	31	11	
<b>TOTAL MARRAKESH</b>					<b>88</b>	<b>2</b>	<b>0</b>	<b>45</b>	<b>24</b>	<b>18</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>55</b>	<b>28</b>	<b>28</b>	
MARSEILLE																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	101	0	0	85	7	6	2	0	0	8	80	12	82	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	101	0	0	79	6	11	4	0	0	11	71	16	82	
	STANSTED	KLM UK LTD	S	A	28	0	0	86	11	4	0	0	0	7	81	11	32	
	STANSTED	KLM UK LTD	S	D	28	0	0	75	14	7	4	0	0	11	78	15	32	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2001					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
MARSEILLE																		
<b>TOTAL MARSEILLE</b>					<b>258</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>14</b>	<b>14</b>	
MAURITIUS																		
	HEATHROW	AIR MAURITIUS LTD	S	A	12	0	0	25	17	33	25	0	0	47	25	24	12	
	HEATHROW	AIR MAURITIUS LTD	S	D	12	0	0	25	42	17	8	8	0	49	50	22	12	
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	0	75	17	0	8	0	0	12	83	23	12	
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	75	17	8	0	0	0	9	58	17	12	
<b>TOTAL MAURITIUS</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>23</b>	<b>15</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>52</b>	<b>22</b>	<b>22</b>	
MELBOURNE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	20	0	0	55	5	30	10	0	0	26	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	20	0	0	55	30	10	5	0	0	20	0	0	0	
	HEATHROW	QANTAS	S	A	28	0	0	36	36	11	18	0	0	34	54	43	28	
	HEATHROW	QANTAS	S	D	13	0	0	31	46	0	15	0	8	122	79	15	28	
<b>TOTAL MELBOURNE</b>					<b>81</b>	<b>1</b>	<b>0</b>	<b>44</b>	<b>28</b>	<b>14</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>43</b>	<b>66</b>	<b>29</b>	<b>29</b>	
METZ																		
MEXICO CITY																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	12	0	0	58	8	33	0	0	0	17	42	39	12	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	12	0	0	50	25	0	25	0	0	27	42	42	12	
<b>TOTAL MEXICO CITY</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>17</b>	<b>17</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>42</b>	<b>40</b>	<b>40</b>	
MIAMI INTERNATIONAL																		
	HEATHROW	AMERICAN AIRLINES	S	A	28	0	0	79	14	4	4	0	0	8	54	30	28	
	HEATHROW	AMERICAN AIRLINES	S	D	28	0	0	71	21	7	0	0	0	11	61	17	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	95	4	0	2	0	0	4	54	21	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	61	20	16	4	0	0	20	43	31	28	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	28	0	0	96	0	4	0	0	0	4	30	54	27	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	28	0	0	50	39	11	0	0	0	17	43	32	28	
<b>TOTAL MIAMI INTERNATIONAL</b>					<b>224</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>51</b>	<b>28</b>	<b>28</b>	
MILAN (LINATE)																		
	HEATHROW	ALITALIA	S	A	76	0	0	50	32	13	5	0	0	20	75	13	84	
	HEATHROW	ALITALIA	S	D	72	1	2	58	14	22	6	0	0	21	80	11	82	
	HEATHROW	BMI BRITISH MIDLAND	S	A	79	0	0	66	20	9	4	1	0	18	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	D	79	0	0	66	19	11	4	0	0	14	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	84	0	0	32	31	20	14	2	0	34	61	25	83	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					FEB 2001					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
MILAN (LINATE)																		
	HEATHROW	BRITISH AIRWAYS PLC		S D	84	0	0	55	15	15	12	2	0	29	74	15	84	
	STANSTED	GO FLY LTD		S A	28	0	0	61	14	21	4	0	0	18	89	4	28	
	STANSTED	GO FLY LTD		S D	28	0	0	54	18	21	7	0	0	24	64	26	28	
	STANSTED	KLM UK LTD		S A	70	1	1	69	16	10	4	1	0	20	79	13	66	
	STANSTED	KLM UK LTD		S D	71	0	0	70	13	8	7	1	0	23	70	15	67	
<b>TOTAL MILAN (LINATE)</b>					<b>671</b>	<b>4</b>	<b>3</b>	<b>58</b>	<b>20</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>74</b>	<b>16</b>	<b>16</b>	
MILAN (MALPENSA)																		
	HEATHROW	ALITALIA		S A	134	0	4	23	21	38	18	0	0	40	45	24	135	
	HEATHROW	ALITALIA		S D	137	1	2	59	21	11	9	0	0	21	55	20	136	
	HEATHROW	BRITISH AIRWAYS PLC		S A	82	0	0	28	34	26	12	0	0	31	31	37	54	
	HEATHROW	BRITISH AIRWAYS PLC		S D	82	0	0	61	20	11	9	0	0	19	67	17	54	
	MANCHESTER	BRITISH AIRWAYS PLC		S A	48	0	48	44	27	21	6	2	0	30	51	26	67	
	MANCHESTER	BRITISH AIRWAYS PLC		S D	48	0	48	60	19	13	8	0	0	20	68	19	72	
	BIRMINGHAM	DUO AIRWAYS LTD		S A	71	0	0	54	27	11	7	1	0	24	41	24	70	
	BIRMINGHAM	DUO AIRWAYS LTD		S D	72	0	0	69	10	13	8	0	0	19	54	19	71	
	STANSTED	FLYGLOBESPAN		C A	4	0	0	0	50	0	50	0	0	69	0	0	0	
	STANSTED	FLYGLOBESPAN		C D	4	0	0	0	0	0	25	50	25	262	0	0	0	
<b>TOTAL MILAN (MALPENSA)</b>					<b>682</b>	<b>1</b>	<b>102</b>	<b>47</b>	<b>22</b>	<b>19</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>56</b>	<b>22</b>	<b>22</b>	
MINNEAPOLIS-ST PAUL																		
	GATWICK	NORTHWEST AIRLINES		S A	20	0	0	100	0	0	0	0	0	48	42	27		
	GATWICK	NORTHWEST AIRLINES		S D	20	0	0	65	15	15	5	0	0	15	63	24	27	
<b>TOTAL MINNEAPOLIS-ST PAUL</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>56</b>	<b>33</b>	<b>33</b>	
MINSK																		
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)		S A	8	0	0	25	38	25	13	0	0	31	38	22	8	
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)		S D	8	0	0	75	13	0	13	0	0	18	50	18	8	
<b>TOTAL MINSK</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>44</b>	<b>20</b>	<b>20</b>	
MOENCHENGLADBACH																		
	LONDON CITY	VLM (BELGIUM)		S A	76	0	4	49	26	20	5	0	0	21	60	17	87	
	LONDON CITY	VLM (BELGIUM)		S D	76	0	4	46	26	21	7	0	0	22	73	15	85	
<b>TOTAL MOENCHENGLADBACH</b>					<b>152</b>	<b>0</b>	<b>8</b>	<b>47</b>	<b>26</b>	<b>20</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>61</b>	<b>18</b>	<b>18</b>	
MOMBASA																		



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2001				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
MOMBASA																		
	GATWICK	AFRICAN SAFARI AIRWAYS-ASA	C	A	4	0	0	75	0	25	0	0	0	18	0	132	2	
	GATWICK	AFRICAN SAFARI AIRWAYS-ASA	C	D	4	0	0	100	0	0	0	0	0	5	50	84	2	
	GATWICK	MONARCH AIRLINES	C	A	3	0	0	33	33	33	0	0	0	27	25	63	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	10	50	49	4	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	75	0	0	25	0	0	32	50	52	4	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	6	75	38	4	
<b>TOTAL MOMBASA</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>35</b>	<b>139</b>	<b>139</b>	
MONASTIR																		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	9	50	18	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	6	75	8	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	0	25	0	0	30	50	27	8	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	5	75	19	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	3	25	40	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	25	47	8	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	21	67	43	3	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	67	25	3	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	17	40	6	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	4	17	33	6	
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	1	33	38	6	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	3	0	0	67	33	0	0	0	0	15	67	11	3	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	33	0	0	0	0	12	100	2	3	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	1	0	38	38	13	0	13	0	46	58	10	12	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	75	13	0	0	13	0	37	92	5	12	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	50	0	50	0	0	56	63	37	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	0	50	0	0	47	50	36	8	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	3	0	0	67	33	0	0	0	0	9	100	5	3	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	2	100	0	3	
	GATWICK	NOUVELAIR TUNISIE	C	A	2	0	0	0	0	50	50	0	0	76	75	23	4	
	LUTON	NOUVELAIR TUNISIE	C	A	2	0	0	50	50	0	0	0	0	13	0	0	0	
	LUTON	NOUVELAIR TUNISIE	C	D	3	0	0	33	0	33	33	0	0	54	0	0	0	
	NEWCASTLE	NOUVELAIR TUNISIE	C	A	2	0	0	0	0	100	0	0	0	43	0	104	1	
	NEWCASTLE	NOUVELAIR TUNISIE	C	D	3	0	0	33	0	33	33	0	0	43	50	55	2	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	50	0	25	0	0	27	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
MONASTIR																			
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	26	0	0	0		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	50	0	0	0	9	50	29	4			
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	3	75	7	4			
<b>TOTAL MONASTIR</b>					<b>110</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>15</b>	<b>8</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>55</b>	<b>26</b>	<b>26</b>		
MONTEGO BAY																			
	GATWICK	BRITISH AIRWAYS PLC	S	A	16	0	0	50	38	6	6	0	19	31	37	16			
	GATWICK	BRITISH AIRWAYS PLC	S	D	16	0	0	50	19	19	13	0	32	19	39	16			
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	25	25	25	0	47	0	35	4			
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	0	0	25	75	0	90	50	26	4			
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	0	50	0	39	25	378	4			
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	25	0	42	25	354	4			
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	38	0	25	13	0	25	342	25	180	8		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	63	13	0	13	0	13	80	13	48	8		
<b>TOTAL MONTEGO BAY</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>19</b>	<b>13</b>	<b>19</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>23</b>	<b>97</b>	<b>97</b>		
MONTPELLIER																			
	GATWICK	GB AIRWAYS LTD	S	A	16	0	0	88	0	0	13	0	16	0	0	0			
	GATWICK	GB AIRWAYS LTD	S	D	16	0	0	63	13	19	0	6	30	0	0	0			
<b>TOTAL MONTPELLIER</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>6</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>77</b>	<b>12</b>	<b>12</b>		
MONTREAL (DORVAL)																			
	HEATHROW	AIR CANADA	S	A	31	0	0	58	10	13	13	3	3	67	61	24	28		
	HEATHROW	AIR CANADA	S	D	29	0	1	62	14	17	7	0	21	57	19	28			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	86	0	7	4	0	4	30	75	8	28		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	61	29	4	7	0	16	75	15	28			
<b>TOTAL MONTREAL (DORVAL)</b>					<b>116</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>13</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>34</b>	<b>67</b>	<b>17</b>	<b>17</b>		
MOSCOW (DOMODEDOVO)																			
	HEATHROW	TRANSAERO AIRLINES	S	A	8	0	7	13	25	50	13	0	36	0	0	0			
	HEATHROW	TRANSAERO AIRLINES	S	D	8	0	7	38	25	25	13	0	30	0	0	0			
<b>TOTAL MOSCOW (DOMODEDOVO)</b>					<b>16</b>	<b>0</b>	<b>14</b>	<b>25</b>	<b>25</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>		
MOSCOW (SHEREMETYEVO)																			
	HEATHROW	AEROFLOT	S	A	56	0	0	21	36	29	14	0	37	41	31	39			
	HEATHROW	AEROFLOT	S	D	56	0	0	43	18	20	20	0	34	55	24	40			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	54	0	0	78	7	6	9	0	13	69	12	54			

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					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Plan (8)											
MOSCOW (SHEREMETYEVO)	HEATHROW	BRITISH AIRWAYS PLC		S D	54	0	0	70	17	7	6	0	0	15	78	11	55
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>					<b>220</b>	<b>3</b>	<b>0</b>	<b>53</b>	<b>20</b>	<b>15</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>64</b>	<b>23</b>	<b>23</b>
MUMBAI	HEATHROW	AIR INDIA		S A	40	0	0	13	8	38	35	5	3	76	28	44	40
	HEATHROW	AIR INDIA		S D	40	0	0	8	20	30	38	5	0	69	13	76	40
	HEATHROW	BRITISH AIRWAYS PLC		S A	28	0	0	46	36	11	7	0	0	21	64	30	28
	HEATHROW	BRITISH AIRWAYS PLC		S D	28	0	0	36	39	11	14	0	0	26	36	28	28
<b>TOTAL MUMBAI</b>					<b>136</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>24</b>	<b>24</b>	<b>26</b>	<b>3</b>	<b>1</b>	<b>52</b>	<b>32</b>	<b>48</b>	<b>48</b>
MUNICH	LONDON CITY	AUGSBURG AIRWAYS GMBH		S A	48	0	0	10	35	46	8	0	0	36	0	0	0
	LONDON CITY	AUGSBURG AIRWAYS GMBH		S D	48	0	0	2	19	42	38	0	0	52	0	0	0
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD		S A	22	0	0	86	9	5	0	0	0	7	75	16	4
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD		S D	21	0	0	76	10	5	10	0	0	19	81	7	16
	BIRMINGHAM	BRITISH AIRWAYS PLC		S A	46	0	2	52	15	22	11	0	0	25	46	33	48
	BIRMINGHAM	BRITISH AIRWAYS PLC		S D	47	0	1	55	19	21	4	0	0	22	62	21	47
	EDINBURGH	BRITISH AIRWAYS PLC		S A	3	0	0	67	0	0	33	0	0	26	0	0	0
	EDINBURGH	BRITISH AIRWAYS PLC		S D	4	0	1	100	0	0	0	0	0	4	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC		S A	162	0	0	49	23	20	7	1	0	23	60	24	156
	HEATHROW	BRITISH AIRWAYS PLC		S D	162	0	0	69	15	13	3	0	0	14	72	16	157
	GATWICK	DEUTSCHE BA		S A	80	0	0	80	16	3	1	0	0	8	55	18	77
	GATWICK	DEUTSCHE BA		S D	80	0	0	74	18	9	0	0	0	11	65	23	77
	STANSTED	GO FLY LTD		S A	66	0	0	77	14	8	2	0	0	11	66	19	56
	STANSTED	GO FLY LTD		S D	66	0	0	62	23	12	3	0	0	15	52	25	56
	HEATHROW	LUFTHANSA		S A	166	0	2	72	14	11	3	0	0	13	66	16	152
	HEATHROW	LUFTHANSA		S D	166	0	2	82	11	5	2	0	0	9	80	14	152
	MANCHESTER	LUFTHANSA		S A	56	0	57	13	32	43	13	0	0	36	73	9	52
	MANCHESTER	LUFTHANSA		S D	56	0	57	66	20	14	0	0	0	12	78	11	54
	BIRMINGHAM	LUFTHANSA CITY LINE		S A	100	0	0	62	21	9	7	1	0	21	88	8	43
	BIRMINGHAM	LUFTHANSA CITY LINE		S D	100	0	0	60	22	12	5	1	0	21	73	13	44
	MANCHESTER	LUFTHANSA CITY LINE		S A	23	0	0	52	43	4	0	0	0	16	83	9	24
	MANCHESTER	LUFTHANSA CITY LINE		S D	23	0	0	91	9	0	0	0	0	4	71	14	24
<b>TOTAL MUNICH</b>					<b>1545</b>	<b>5</b>	<b>122</b>	<b>62</b>	<b>18</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>68</b>	<b>17</b>	<b>17</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2001					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
MUNSTER-OSNABRUCK																		
MURCIA SAN JAVIER																		
	GATWICK	BRITISH AIRWAYS PLC	C	A	8	0	0	63	0	0	38	0	0	38	100	1	8	
	GATWICK	BRITISH AIRWAYS PLC	C	D	8	0	0	50	38	0	13	0	0	29	63	16	8	
	STANSTED	KLM UK LTD	S	A	16	0	0	69	19	6	0	0	6	40	0	0	0	
	STANSTED	KLM UK LTD	S	D	16	0	0	88	13	0	0	0	0	8	0	0	0	
<b>TOTAL MURCIA SAN JAVIER</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>27</b>	<b>82</b>	<b>9</b>	<b>9</b>	
MUSCAT																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	24	0	0	83	13	4	0	0	0	8	100	2	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	24	0	0	71	17	13	0	0	0	12	75	10	28	
	HEATHROW	GULF AIR	S	A	4	0	0	75	0	25	0	0	0	12	50	28	32	
	HEATHROW	GULF AIR	S	D	12	0	0	58	17	17	8	0	0	27	78	14	32	
<b>TOTAL MUSCAT</b>					<b>66</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>14</b>	<b>14</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2001					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
NAGOYA (AFB)																		
NAIROBI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	100	0	0	0	0	0	2	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	4	0	0	75	25	0	0	0	0	10	0	0	0	
	HEATHROW	KENYA AIRWAYS	S	A	28	0	0	89	11	0	0	0	4	64	11	28		
	HEATHROW	KENYA AIRWAYS	S	D	28	0	0	89	7	0	4	0	8	79	11	28		
<b>TOTAL NAIROBI</b>					<b>64</b>	<b>2</b>	<b>0</b>	<b>89</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>10</b>	<b>10</b>		
NANTES																		
	GATWICK	GB AIRWAYS LTD	S	A	16	0	0	63	25	6	6	0	16	71	23	28		
	GATWICK	GB AIRWAYS LTD	S	D	16	0	0	75	19	0	6	0	11	89	9	28		
	MANCHESTER	STAR EUROPE	C	A	3	0	0	0	67	33	0	0	23	0	0	0		
	MANCHESTER	STAR EUROPE	C	D	3	0	0	0	33	67	0	0	30	0	0	0		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	6	0	0	0		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0		
<b>TOTAL NANTES</b>					<b>51</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>25</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>16</b>	<b>16</b>		
NAPLES																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	52	0	0	83	10	4	4	0	9	75	26	53		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	52	0	0	88	6	4	2	0	7	81	17	53		
	STANSTED	GO FLY LTD	S	A	28	0	0	57	29	0	14	0	21	96	3	28		
	STANSTED	GO FLY LTD	S	D	28	0	0	79	7	0	14	0	19	54	16	28		
<b>TOTAL NAPLES</b>					<b>160</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>17</b>	<b>17</b>		
NASSAU																		
NEW ORLEANS																		
NEW YORK (JF KENNEDY)																		
	HEATHROW	AIR INDIA	S	A	28	0	0	32	18	21	25	4	45	32	80	28		
	HEATHROW	AIR INDIA	S	D	28	0	0	7	18	21	46	4	80	7	61	28		
	HEATHROW	AMERICAN AIRLINES	S	A	112	0	0	77	10	7	5	0	21	50	47	159		
	HEATHROW	AMERICAN AIRLINES	S	D	112	1	0	70	21	5	2	3	17	74	15	160		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	164	0	0	91	5	1	2	0	5	83	32	167		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	164	0	0	70	18	7	5	0	15	69	16	167		
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	27	0	27	96	0	0	0	4	11	57	34	21		
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	27	0	27	85	7	4	4	0	10	50	37	22		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2001				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
NEW YORK (JF KENNEDY)																		
	HEATHROW	KUWAIT AIRWAYS	S	A	12	0	0	100	0	0	0	0	0	0	75	175	12	
	HEATHROW	KUWAIT AIRWAYS	S	D	12	0	0	58	8	25	8	0	0	24	58	22	12	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	16	0	16	56	0	25	19	0	0	26	58	78	12	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	15	1	16	13	13	60	7	7	0	53	42	65	12	
	HEATHROW	UNITED AIRLINES	S	A	56	0	0	96	4	0	0	0	0	1	85	10	82	
	HEATHROW	UNITED AIRLINES	S	D	56	0	0	86	7	5	2	0	0	7	83	10	82	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	56	0	0	71	16	4	9	0	0	16	56	50	84	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	56	0	0	64	21	13	2	0	0	15	63	18	84	
<b>TOTAL NEW YORK (JF KENNEDY)</b>					<b>941</b>	<b>5</b>	<b>86</b>	<b>74</b>	<b>12</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>67</b>	<b>30</b>	<b>30</b>	
NEW YORK (NEWARK)																		
	HEATHROW	AMERICAN AIRLINES	S	A	27	0	0	85	11	0	4	0	0	9	57	25	23	
	HEATHROW	AMERICAN AIRLINES	S	D	27	0	0	85	7	0	4	4	0	14	70	31	23	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	86	9	0	4	2	0	10	75	22	55	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	80	7	5	7	0	0	12	82	11	56	
	BIRMINGHAM	CONTINENTAL AIRLINES	S	A	28	0	0	100	0	0	0	0	0	1	61	23	28	
	BIRMINGHAM	CONTINENTAL AIRLINES	S	D	28	0	0	89	4	4	0	0	4	19	93	4	28	
	GATWICK	CONTINENTAL AIRLINES	S	A	56	0	0	89	7	4	0	0	0	4	73	20	56	
	GATWICK	CONTINENTAL AIRLINES	S	D	56	1	1	68	16	14	2	0	0	14	77	14	56	
	GLASGOW	CONTINENTAL AIRLINES	S	A	24	0	0	100	0	0	0	0	0	0	71	22	28	
	GLASGOW	CONTINENTAL AIRLINES	S	D	24	0	0	92	4	4	0	0	0	5	86	16	28	
	MANCHESTER	CONTINENTAL AIRLINES	S	A	24	0	24	92	0	0	4	4	0	15	86	19	28	
	MANCHESTER	CONTINENTAL AIRLINES	S	D	24	0	24	92	0	0	8	0	0	12	71	30	28	
	HEATHROW	UNITED AIRLINES	S	A	28	0	0	82	7	4	4	4	0	16	70	11	27	
	HEATHROW	UNITED AIRLINES	S	D	28	0	0	100	0	0	0	0	0	0	93	7	27	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	48	0	0	71	17	6	6	0	0	16	68	68	28	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	48	0	0	63	21	6	10	0	0	23	55	31	29	
<b>TOTAL NEW YORK (NEWARK)</b>					<b>582</b>	<b>1</b>	<b>49</b>	<b>83</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>22</b>	<b>22</b>	
NEWCASTLE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	160	0	1	68	14	10	8	0	0	18	64	22	150	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	161	0	0	81	9	5	4	1	0	11	82	11	150	
	BIRMINGHAM	BRITISH REGIONAL AIRLINES LTD	S	A	59	0	0	75	10	10	5	0	0	15	80	10	76	
	BIRMINGHAM	BRITISH REGIONAL AIRLINES LTD	S	D	59	0	0	76	7	10	7	0	0	17	89	8	75	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
NEWCASTLE																		
	GATWICK	CITY FLYER EXPRESS	S	A	129	0	0	83	9	7	1	0	1	11	67	21	127	
	GATWICK	CITY FLYER EXPRESS	S	D	129	0	0	80	11	8	2	0	0	10	73	17	128	
	STANSTED	GO FLY LTD	S	A	75	1	0	75	11	9	5	0	0	13	0	0	0	
	STANSTED	GO FLY LTD	S	D	76	0	0	71	11	11	8	0	0	18	0	0	0	
<b>TOTAL NEWCASTLE</b>					<b>850</b>	<b>6</b>	<b>1</b>	<b>76</b>	<b>10</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>16</b>	<b>16</b>	
NEWQUAY																		
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	48	0	0	56	15	23	6	0	0	21	54	28	46	
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	75	0	1	80	5	13	1	0	0	11	76	14	67	
<b>TOTAL NEWQUAY</b>					<b>123</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>9</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>20</b>	<b>20</b>	
NICE																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	56	0	0	38	27	27	9	0	0	28	36	27	55	
	HEATHROW	BMI BRITISH MIDLAND	S	D	56	0	0	79	16	4	2	0	0	10	64	16	55	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	111	1	1	52	27	13	8	0	0	21	74	15	112	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	112	0	0	63	25	5	6	0	0	14	75	12	111	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	26	0	28	77	15	4	4	0	0	12	67	13	27	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	27	0	28	78	22	0	0	0	0	6	78	12	27	
	GATWICK	CITY FLYER EXPRESS	S	A	23	0	0	96	0	4	0	0	0	3	92	7	24	
	GATWICK	CITY FLYER EXPRESS	S	D	23	0	0	70	13	13	4	0	0	17	88	9	24	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	83	3	10	3	0	0	10	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	70	10	13	7	0	0	18	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	84	0	0	80	7	7	5	0	1	14	67	17	111	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	84	0	0	71	15	6	7	0	0	14	46	32	112	
	STANSTED	GO FLY LTD	S	A	28	0	0	96	4	0	0	0	0	3	0	0	0	
	STANSTED	GO FLY LTD	S	D	28	0	0	93	4	4	0	0	0	6	0	0	0	
<b>TOTAL NICE</b>					<b>720</b>	<b>2</b>	<b>57</b>	<b>70</b>	<b>17</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>18</b>	<b>18</b>	
NIMES																		
	STANSTED	RYANAIR	S	A	28	0	0	79	7	7	4	4	0	22	81	17	27	
	STANSTED	RYANAIR	S	D	28	0	0	46	29	21	4	0	0	22	68	26	28	
<b>TOTAL NIMES</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>18</b>	<b>14</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>75</b>	<b>22</b>	<b>22</b>	
NORWICH																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2001					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
NORWICH																		
	EDINBURGH	EASTERN AIRWAYS	S	A	64	1	0	63	28	8	2	0	0	15	66	20	79	
	EDINBURGH	EASTERN AIRWAYS	S	D	64	1	0	91	5	3	2	0	0	5	60	31	78	
	MANCHESTER	EASTERN AIRWAYS	S	A	60	0	60	92	0	8	0	0	0	7	81	12	52	
	MANCHESTER	EASTERN AIRWAYS	S	D	60	0	60	93	5	2	0	0	0	2	79	14	53	
<b>TOTAL NORWICH</b>					<b>248</b>	<b>2</b>	<b>120</b>	<b>84</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>20</b>	<b>20</b>	
NOTTINGHAM EAST MIDLAN																		
	EDINBURGH	BMI BRITISH MIDLAND	S	A	64	0	0	100	0	0	0	0	0	2	89	10	65	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	64	0	0	100	0	0	0	0	0	2	82	15	67	
	GLASGOW	BMI BRITISH MIDLAND	S	A	86	1	2	92	5	2	1	0	0	5	78	15	87	
	GLASGOW	BMI BRITISH MIDLAND	S	D	87	0	1	90	5	5	1	0	0	6	71	17	87	
<b>TOTAL NOTTINGHAM EAST MIDLANDS INT'L</b>					<b>301</b>	<b>2</b>	<b>3</b>	<b>95</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>14</b>	<b>14</b>	
NUREMBERG																		



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2001				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
OPORTO (PORTUGAL)																		
	HEATHROW	AIR PORTUGAL	S	A	44	0	0	27	32	32	9	0	0	31	57	25	44	
	HEATHROW	AIR PORTUGAL	S	D	44	0	0	50	25	18	7	0	0	23	75	18	28	
	GATWICK	GB AIRWAYS LTD	S	A	12	0	0	92	8	0	0	0	5	57	28	28		
	GATWICK	GB AIRWAYS LTD	S	D	28	0	0	54	32	14	0	0	16	35	44	17		
<b>TOTAL OPORTO (PORTUGAL)</b>					<b>128</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>27</b>	<b>20</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>58</b>	<b>27</b>	<b>27</b>	
ORAN ES SENIA																		
	HEATHROW	AIR ALGERIE	S	A	2	0	0	0	0	50	50	0	0	63	0	0	0	
	HEATHROW	AIR ALGERIE	S	D	2	0	0	50	0	50	0	0	0	38	0	0	0	
<b>TOTAL ORAN ES SENIA</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ORLANDO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	28	0	0	89	7	0	4	0	0	8	57	21	28	
	GATWICK	BRITISH AIRWAYS PLC	S	D	28	0	0	50	39	7	4	0	0	15	64	26	28	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	56	0	0	79	9	7	5	0	0	13	45	41	47	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	56	0	0	61	23	13	4	0	0	16	50	32	48	
<b>TOTAL ORLANDO</b>					<b>168</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>18</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>47</b>	<b>44</b>	<b>44</b>	
OSAKA (KANSAI)																		
	HEATHROW	JAPAN AIRLINES	S	A	28	0	0	36	32	29	0	4	0	33	82	8	28	
	HEATHROW	JAPAN AIRLINES	S	D	28	0	0	64	21	7	4	4	0	25	54	26	28	
<b>TOTAL OSAKA (KANSAI)</b>					<b>56</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>27</b>	<b>18</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>29</b>	<b>68</b>	<b>17</b>	<b>17</b>	
OSLO (GARDERMOEN)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	111	0	0	45	24	17	13	1	0	30	61	23	136	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	111	0	0	70	14	11	5	0	0	15	73	16	136	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	48	0	48	56	19	17	6	2	0	22	0	0	0	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	48	0	48	67	15	17	2	0	0	13	0	0	0	
	HEATHROW	SAS	S	A	131	0	1	50	18	15	17	1	0	31	69	17	154	
	HEATHROW	SAS	S	D	131	0	0	62	15	7	15	1	0	26	70	17	150	
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>584</b>	<b>1</b>	<b>100</b>	<b>58</b>	<b>17</b>	<b>13</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>70</b>	<b>17</b>	<b>17</b>	
OTTAWA INTERNATIONAL																		
	HEATHROW	AIR CANADA	S	A	19	0	0	74	11	16	0	0	0	11	30	27	27	
	HEATHROW	AIR CANADA	S	D	20	0	0	70	10	15	5	0	0	17	67	28	27	
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>39</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>10</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>48</b>	<b>28</b>	<b>28</b>	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2001					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
OVDA																		
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	0	0	100	0	0	0	46	50	70	2	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	4	50	70	2		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	0	50	50	0	0	37	75	63	4		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	1	50	38	4		
	HEATHROW	EL AL	S	A	7	0	0	43	29	29	0	0	21	67	9	6		
	HEATHROW	EL AL	S	D	8	0	0	50	25	25	0	0	22	83	8	6		
<b>TOTAL OVDA</b>					<b>31</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>19</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>56</b>	<b>32</b>	<b>32</b>		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2001					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Matched	Unmatched
PADERBORN																		
	LONDON CITY	EUROWINGS LUFTVERKEHRS	S	A	4	0	0	100	0	0	0	0	0	0	0	0	0	0
	LONDON CITY	EUROWINGS LUFTVERKEHRS	S	D	4	0	0	75	25	0	0	0	0	9	0	0	0	0
<b>TOTAL PADERBORN</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>50</b>	<b>19</b>	<b>19</b>	
PALERMO																		
	HEATHROW	BMI BRITISH MIDLAND	C	A	3	0	0	0	33	33	33	0	0	58	50	22	2	
	HEATHROW	BMI BRITISH MIDLAND	C	D	3	0	0	33	33	0	33	0	0	27	100	8	2	
<b>TOTAL PALERMO</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>33</b>	<b>17</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>75</b>	<b>15</b>	<b>15</b>	
PALMA DE MALLORCA																		
	GATWICK	AIR EUROPA	S	A	11	0	0	27	73	0	0	0	0	19	45	25	11	
	GATWICK	AIR EUROPA	S	D	11	0	0	64	36	0	0	0	0	11	73	16	11	
	HEATHROW	BMI BRITISH MIDLAND	S	A	28	0	0	32	39	14	14	0	0	31	41	37	27	
	HEATHROW	BMI BRITISH MIDLAND	S	D	28	0	0	68	25	4	4	0	0	12	64	21	28	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	8	0	0	63	38	0	0	0	0	13	25	69	8	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	8	0	0	100	0	0	0	0	0	2	63	37	8	
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	38	25	38	0	0	0	24	13	67	8	
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	75	13	0	0	13	0	30	63	39	8	
	GLASGOW	BRITANNIA AIRWAYS	C	A	8	0	0	25	38	38	0	0	0	26	25	70	8	
	GLASGOW	BRITANNIA AIRWAYS	C	D	8	0	0	88	13	0	0	0	0	7	63	38	8	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	0	25	0	61	33	60	3	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	6	100	6	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	25	0	50	13	13	0	64	25	72	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	88	0	0	13	0	0	9	50	34	8	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	2	0	0	0	50	50	0	0	0	31	50	76	4	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	5	75	42	4	
	STANSTED	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	1	25	26	4	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	15	0	2	33	33	27	0	7	0	34	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	15	0	0	67	13	13	0	7	0	25	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	28	0	4	68	25	7	0	0	0	12	70	21	27	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	28	0	4	57	32	11	0	0	0	15	52	27	27	
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	A	3	0	0	100	0	0	0	0	0	2	75	8	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	D	3	0	0	100	0	0	0	0	0	0	100	5	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	A	4	0	4	75	25	0	0	0	0	8	0	49	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	D	4	0	4	100	0	0	0	0	0	2	25	42	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2001						
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records			
																	MATCHED	UNMATCHED	
PALMA DE MALLORCA																			
	GATWICK	GB AIRWAYS LTD		S A	4	0	0	75	25	0	0	0	0	9	100	0	4		
	GATWICK	GB AIRWAYS LTD		S D	4	0	0	100	0	0	0	0	0	7	100	1	8		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		C A	3	0	0	67	33	0	0	0	0	10	0	67	3		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		C D	3	0	0	67	0	33	0	0	0	15	67	42	3		
	GATWICK	MY TRAVEL AIRWAYS UK		C A	9	0	0	89	11	0	0	0	0	6	70	49	10		
	GATWICK	MY TRAVEL AIRWAYS UK		C D	10	0	0	100	0	0	0	0	0	2	73	48	11		
	GLASGOW	MY TRAVEL AIRWAYS UK		C A	2	0	0	0	0	50	50	0	0	52	0	87	3		
	GLASGOW	MY TRAVEL AIRWAYS UK		C D	2	0	0	50	50	0	0	0	0	13	67	64	3		
	MANCHESTER	MY TRAVEL AIRWAYS UK		C A	15	1	0	33	40	20	7	0	0	25	20	83	10		
	MANCHESTER	MY TRAVEL AIRWAYS UK		C D	15	0	0	73	20	0	7	0	0	12	36	60	11		
	NEWCASTLE	MY TRAVEL AIRWAYS UK		C A	3	0	0	0	67	33	0	0	0	29	0	81	3		
	NEWCASTLE	MY TRAVEL AIRWAYS UK		C D	3	0	0	67	33	0	0	0	0	6	67	63	3		
	GLASGOW	SPANAIR		C A	2	0	0	50	50	0	0	0	0	15	33	15	3		
	GLASGOW	SPANAIR		C D	2	0	0	50	50	0	0	0	0	14	67	11	3		
	MANCHESTER	SPANAIR		C A	3	0	0	33	33	0	33	0	0	32	67	15	3		
	MANCHESTER	SPANAIR		C D	3	0	0	67	0	0	33	0	0	28	67	16	3		
	GATWICK	THOMAS COOK AIRLINES LTD		C A	4	0	0	50	0	50	0	0	0	22	100	0	1		
	GATWICK	THOMAS COOK AIRLINES LTD		C D	4	0	0	0	50	50	0	0	0	33	50	34	2		
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	4	0	0	75	0	0	25	0	0	25	100	0	1		
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	4	0	0	25	25	25	25	0	0	33	100	0	1		
<b>TOTAL PALMA DE MALLORCA</b>					<b>358</b>	<b>1</b>	<b>18</b>	<b>59</b>	<b>25</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>53</b>	<b>37</b>	<b>37</b>		
PAMPLONA																			
PAPHOS																			
	BIRMINGHAM	BRITANNIA AIRWAYS		C A	4	0	0	75	0	25	0	0	0	13	75	7	4		
	BIRMINGHAM	BRITANNIA AIRWAYS		C D	4	0	0	75	25	0	0	0	0	9	100	5	4		
	GATWICK	BRITANNIA AIRWAYS		C A	8	0	0	38	63	0	0	0	0	13	13	34	8		
	GATWICK	BRITANNIA AIRWAYS		C D	8	0	0	100	0	0	0	0	0	5	63	22	8		
	GLASGOW	BRITANNIA AIRWAYS		C A	4	0	0	75	0	25	0	0	0	18	75	22	4		
	GLASGOW	BRITANNIA AIRWAYS		C D	4	0	0	50	25	0	25	0	0	21	75	24	4		
	LUTON	BRITANNIA AIRWAYS		C A	8	0	0	88	13	0	0	0	0	10	50	14	4		
	LUTON	BRITANNIA AIRWAYS		C D	8	0	0	75	13	13	0	0	0	10	100	5	4		
	MANCHESTER	BRITANNIA AIRWAYS		C A	8	0	0	63	13	13	13	0	0	18	38	24	8		
	MANCHESTER	BRITANNIA AIRWAYS		C D	8	0	0	75	13	13	0	0	0	10	63	24	8		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2001				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
PAPHOS	BIRMINGHAM	CYPRUS AIRWAYS	S	D	3	0	0	33	0	67	0	0	0	36	0	0	0
	GATWICK	CYPRUS AIRWAYS	S	A	4	1	1	50	25	0	25	0	0	49	0	0	0
	HEATHROW	CYPRUS AIRWAYS	S	D	4	0	0	0	0	50	50	0	0	68	25	45	4
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	50	25	0	25	0	0	28	83	5	6
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	25	50	25	0	0	0	25	50	17	6
	NEWCASTLE	EUROCYPRIA AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	6	100	11	1
	NEWCASTLE	EUROCYPRIA AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	0	100	3	2
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	8	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	3	0	0	67	0	33	0	0	0	13	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	3	100	3	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	1	100	5	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	A	8	0	0	50	25	25	0	0	0	17	50	16	8
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	D	8	0	0	75	25	0	0	0	0	7	63	10	8
	GLASGOW	FIRST CHOICE AIRWAYS LTD	S	A	4	0	0	0	75	0	25	0	0	38	75	15	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	S	D	4	0	0	75	0	0	25	0	0	23	75	10	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	A	4	0	4	25	75	0	0	0	0	19	25	31	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	D	4	0	4	100	0	0	0	0	0	4	75	7	4
	GATWICK	HELIOS AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	10	50	36	4
	GATWICK	HELIOS AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	20	25	42	4
	MANCHESTER	HELIOS AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	0	25	75	4
	MANCHESTER	HELIOS AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	25	106	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	3	0	0	67	33	0	0	0	0	12	25	68	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	3	0	0	33	67	0	0	0	0	15	25	71	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	50	0	0	0	0	18	0	337	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	25	28	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	6	0	0	67	33	0	0	0	0	10	33	36	6
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	6	0	0	17	67	17	0	0	0	19	83	16	6
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	2	50	18	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	1	4
<b>TOTAL PAPHOS</b>					<b>192</b>	<b>1</b>	<b>9</b>	<b>67</b>	<b>21</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>60</b>	<b>29</b>	<b>29</b>

PARIS (CHARLES DE GAULLE)

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2001				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
PARIS (CHARLES DE GAULLE)	EDINBURGH	AIR FRANCE	S	A	83	0	0	43	25	17	14	0	0	29	59	24	82
	EDINBURGH	AIR FRANCE	S	D	83	0	0	40	22	28	11	0	0	28	44	31	81
	HEATHROW	AIR FRANCE	S	A	355	1	1	33	28	23	15	1	0	34	52	24	342
	HEATHROW	AIR FRANCE	S	D	355	1	0	51	22	14	12	1	0	26	54	25	342
	MANCHESTER	AIR FRANCE	S	A	138	0	139	45	33	16	7	0	0	22	64	16	138
	MANCHESTER	AIR FRANCE	S	D	138	0	138	63	19	15	3	0	0	14	54	23	138
	HEATHROW	BMI BRITISH MIDLAND	S	A	134	0	1	54	18	17	10	0	0	24	48	28	159
	HEATHROW	BMI BRITISH MIDLAND	S	D	134	0	1	66	16	12	6	0	0	17	56	22	160
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	130	0	0	78	16	3	2	0	0	10	68	17	123
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	132	0	0	77	11	11	2	0	0	10	64	16	123
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	128	0	0	78	10	9	3	0	0	12	72	12	152
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	128	0	0	88	3	5	4	0	0	8	84	7	152
	GLASGOW	BRITISH AIRWAYS PLC	S	A	69	0	0	80	12	7	1	0	0	10	78	9	79
	GLASGOW	BRITISH AIRWAYS PLC	S	D	53	0	4	92	2	2	4	0	0	9	86	7	71
	HEATHROW	BRITISH AIRWAYS PLC	S	A	312	0	2	65	15	10	10	0	0	19	72	16	317
	HEATHROW	BRITISH AIRWAYS PLC	S	D	314	0	0	72	15	9	4	0	0	14	76	13	317
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	111	0	111	56	25	13	6	0	0	19	72	15	129
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	111	0	111	71	10	16	3	0	0	12	67	17	129
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	75	0	0	61	12	21	5	0	0	18	74	13	73
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	75	0	0	44	31	17	8	0	0	22	68	17	73
	LONDON CITY	CITY JET	S	A	112	0	0	61	16	15	8	0	0	19	0	0	0
	LONDON CITY	CITY JET	S	D	111	0	0	41	27	22	10	0	0	26	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	167	1	0	63	23	10	4	1	0	17	82	9	171
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	168	0	0	67	14	15	4	1	0	17	71	15	175
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	S	A	70	0	0	39	30	20	10	1	0	31	0	0	0
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	S	D	69	1	0	54	16	25	4	1	0	24	0	0	0
	STANSTED	KLM UK LTD	S	A	100	0	0	84	7	5	4	0	0	8	87	10	79
	STANSTED	KLM UK LTD	S	D	100	0	0	69	16	7	8	0	0	17	66	20	80
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>3961</b>	<b>7</b>	<b>510</b>	<b>61</b>	<b>18</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>66</b>	<b>18</b>	<b>18</b>
PARIS (LE BOURGET)																	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2001					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
PARIS (ORLY)																		
PERPIGNAN																		
	STANSTED	RYANAIR		S A	27	0	1	37	19	33	11	0	0	30	93	17	27	
	STANSTED	RYANAIR		S D	29	0	0	34	24	24	14	3	0	35	78	21	27	
<b>TOTAL PERPIGNAN</b>					<b>56</b>	<b>0</b>	<b>1</b>	<b>36</b>	<b>21</b>	<b>29</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>85</b>	<b>19</b>	<b>19</b>	
PESCARA																		
	STANSTED	RYANAIR		S A	27	0	1	67	7	19	7	0	0	22	0	0	0	
	STANSTED	RYANAIR		S D	27	0	1	59	22	11	7	0	0	23	0	0	0	
<b>TOTAL PESCARA</b>					<b>54</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>15</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	
PHILADELPHIA INTERNATIONAL																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	55	0	0	91	5	2	2	0	0	6	76	18	54	
	HEATHROW	BRITISH AIRWAYS PLC		S D	55	0	0	62	25	9	2	2	0	17	76	11	55	
	GATWICK	US AIRWAYS		S A	28	0	0	93	0	4	4	0	0	6	50	33	28	
	GATWICK	US AIRWAYS		S D	28	0	0	79	14	4	0	4	0	16	61	24	28	
	MANCHESTER	US AIRWAYS		S A	28	0	28	86	7	7	0	0	0	5	71	39	28	
	MANCHESTER	US AIRWAYS		S D	28	0	28	96	0	4	0	0	0	2	64	45	28	
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>222</b>	<b>0</b>	<b>56</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>69</b>	<b>25</b>	<b>25</b>	
PHOENIX																		
	GATWICK	BRITISH AIRWAYS PLC		S A	28	0	0	93	4	4	0	0	0	3	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC		S D	28	0	0	89	4	7	0	0	0	5	0	0	0	
<b>TOTAL PHOENIX</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	
PHUKET																		
PISA																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW		S A	55	0	0	85	11	4	0	0	0	6	73	23	52	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW		S D	55	0	0	76	15	7	2	0	0	9	83	15	53	
	STANSTED	RYANAIR		S A	55	0	1	69	13	13	5	0	0	16	76	22	54	
	STANSTED	RYANAIR		S D	56	0	0	59	25	13	4	0	0	20	65	30	54	
<b>TOTAL PISA</b>					<b>223</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>16</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>22</b>	<b>22</b>	
PITTSBURGH																		
<b>TOTAL PITTSBURGH</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>79</b>	<b>9</b>	<b>9</b>	
PLOVDIV																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2001					
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)												
PLOVDIV																		
	GATWICK	HEMUS AIR	C	A	4	0	0	0	50	50	0	0	0	37	0	120	2	
	GATWICK	HEMUS AIR	C	D	4	0	0	0	50	25	25	0	0	40	0	143	2	
	MANCHESTER	HEMUS AIR	C	A	4	0	0	0	50	50	0	0	0	30	0	49	2	
	MANCHESTER	HEMUS AIR	C	D	4	0	0	25	50	25	0	0	0	30	0	104	2	
<b>TOTAL PLOVDIV</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>50</b>	<b>38</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>104</b>	<b>104</b>	
PLYMOUTH																		
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	16	0	0	38	50	6	6	0	0	19	100	2	4	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	14	0	0	93	7	0	0	0	0	7	0	0	0	
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	63	0	1	83	8	8	2	0	0	10	68	17	57	
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	35	0	1	60	17	20	3	0	0	17	56	27	52	
<b>TOTAL PLYMOUTH</b>					<b>130</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>16</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>62</b>	<b>22</b>	<b>22</b>	
POITIERS																		
	STANSTED	KLM UK LTD	S	A	12	0	0	75	25	0	0	0	0	10	0	0	0	
	STANSTED	KLM UK LTD	S	D	12	0	0	92	8	0	0	0	0	7	0	0	0	
<b>TOTAL POITIERS</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	
PORLAMAR																		
<b>TOTAL PORLAMAR</b>					<b>3</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>30</b>	<b>30</b>	
PORT OF SPAIN																		
	HEATHROW	BWIA	S	A	26	2	2	58	4	23	15	0	0	22	22	88	27	
	HEATHROW	BWIA	S	D	26	2	2	19	50	27	4	0	0	29	19	84	27	
<b>TOTAL PORT OF SPAIN</b>					<b>52</b>	<b>4</b>	<b>4</b>	<b>38</b>	<b>27</b>	<b>25</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>20</b>	<b>86</b>	<b>86</b>	
PRAGUE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	83	0	0	52	16	20	11	0	1	33	51	32	83	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	83	0	0	54	23	13	10	0	0	23	70	19	83	
	BIRMINGHAM	CSA	S	A	20	0	0	85	0	15	0	0	0	8	0	0	0	
	BIRMINGHAM	CSA	S	D	20	0	0	55	35	5	5	0	0	19	0	0	0	
	HEATHROW	CSA	S	A	56	0	0	36	34	13	18	0	0	31	40	30	55	
	HEATHROW	CSA	S	D	56	0	0	48	29	16	7	0	0	21	60	38	55	
	MANCHESTER	CSA	S	A	24	0	24	29	46	21	4	0	0	24	65	23	20	
	MANCHESTER	CSA	S	D	24	0	24	42	17	42	0	0	0	22	35	36	20	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2001			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
PRAGUE	STANSTED	CSA	S	A	34	0	5	50	29	18	3	0	0	20	58	16	26
	STANSTED	CSA	S	D	34	0	5	56	26	12	6	0	0	17	38	27	26
	STANSTED	GO FLY LTD	S	A	56	0	0	66	20	9	5	0	0	15	71	21	48
	STANSTED	GO FLY LTD	S	D	56	0	0	43	32	23	2	0	0	20	56	28	48
<b>TOTAL PRAGUE</b>					<b>548</b>	<b>0</b>	<b>58</b>	<b>51</b>	<b>25</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>56</b>	<b>27</b>	<b>27</b>
PRESTWICK	STANSTED	RYANAIR	S	A	239	1	10	81	10	6	3	0	0	10	77	18	220
	STANSTED	RYANAIR	S	D	239	0	10	70	17	10	3	0	0	14	69	21	224
<b>TOTAL PRESTWICK</b>					<b>478</b>	<b>1</b>	<b>20</b>	<b>75</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>19</b>	<b>19</b>
PRISTINA	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	12	0	0	75	8	8	8	0	0	17	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	12	0	0	42	25	33	0	0	0	21	0	0	0
<b>TOTAL PRISTINA</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>17</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
PROVIDENCIALES	HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	100	0	0	0	0	0	1	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	4	0	0	75	25	0	0	0	0	10	0	0	0
<b>TOTAL PROVIDENCIALES</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
PUERTO PLATA	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	0	0	25	218	25	112	4
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	7	75	108	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	10	0	151	2
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	9	0	152	2
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	3	0	34	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	25	0	0	0	16	75	21	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	75	0	25	0	0	0	9	67	309	3
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	88	0	13	0	0	0	9	50	86	4
<b>TOTAL PUERTO PLATA</b>					<b>40</b>	<b>8</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>30</b>	<b>33</b>	<b>107</b>	<b>107</b>
PUERTO VALLARTA	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	0	50	25	0	0	52	17	45	6
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	25	0	25	50	0	0	51	0	0	0
<b>TOTAL PUERTO VALLARTA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>50</b>	<b>32</b>	<b>32</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2001			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
RALEIGH	GATWICK	AMERICAN AIRLINES	S	A	28	0	0	89	4	0	7	0	0	7	89	13	28
	GATWICK	AMERICAN AIRLINES	S	D	28	0	0	64	18	14	4	0	0	14	54	27	28
<b>TOTAL RALEIGH</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>20</b>	<b>20</b>
RENNES	LONDON CITY	BRIT AIR	S	A	44	1	0	75	7	16	2	0	0	14	89	9	45
	LONDON CITY	BRIT AIR	S	D	45	0	0	49	31	16	4	0	0	20	76	11	45
<b>TOTAL RENNES</b>					<b>89</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>19</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>82</b>	<b>10</b>	<b>10</b>
RIGA	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	20	0	0	85	0	5	0	5	5	35	63	14	16
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	20	0	0	85	10	0	5	0	0	12	69	13	16
<b>TOTAL RIGA</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>24</b>	<b>66</b>	<b>13</b>	<b>13</b>
RIMINI																	
RIO DE JANEIRO (GALEAO)	HEATHROW	BRITISH AIRWAYS PLC	S	A	24	0	0	92	0	8	0	0	0	7	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	24	0	0	83	8	8	0	0	0	9	0	0	0
	HEATHROW	VARIG	S	A	27	1	1	67	7	26	0	0	0	16	36	50	28
	HEATHROW	VARIG	S	D	28	0	0	57	25	4	14	0	0	22	46	20	28
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>					<b>103</b>	<b>1</b>	<b>1</b>	<b>74</b>	<b>11</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>56</b>	<b>34</b>	<b>34</b>
RIYADH	HEATHROW	BRITISH AIRWAYS PLC	S	A	12	0	0	92	0	0	8	0	0	9	92	16	12
	HEATHROW	BRITISH AIRWAYS PLC	S	D	12	0	0	67	8	0	25	0	0	38	67	16	12
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	12	0	0	92	0	8	0	0	0	7	64	28	14
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	12	0	0	100	0	0	0	0	0	6	80	8	15
<b>TOTAL RIYADH</b>					<b>48</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>2</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>17</b>	<b>17</b>
ROME (CIAMPINO)	GATWICK	AERO LLOYD	C	A	2	0	0	100	0	0	0	0	0	5	0	0	0
	EDINBURGH	FIRST CHOICE AIRWAYS LTD	C	A	3	1	0	100	0	0	0	0	0	0	0	0	0
	EDINBURGH	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	33	33	0	33	0	0	49	0	0	0
	STANSTED	GO FLY LTD	S	A	52	0	4	73	15	10	2	0	0	13	75	12	48
	STANSTED	GO FLY LTD	S	D	52	0	0	52	33	13	2	0	0	19	65	16	48
	BIRMINGHAM	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	4	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2001				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
ROME (CIAMPINO)	EDINBURGH	MONARCH AIRLINES	C	A	2	0	0	50	0	50	0	0	0	25	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	50	50	0	0	0	0	11	0	0	0
<b>TOTAL ROME (CIAMPINO)</b>					<b>123</b>	<b>4</b>	<b>4</b>	<b>64</b>	<b>22</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>14</b>	<b>14</b>
ROME (FIUMICINO)	GATWICK	ALITALIA	S	A	28	0	0	79	14	7	0	0	0	9	69	13	55
	GATWICK	ALITALIA	S	D	28	0	0	82	14	4	0	0	0	7	91	6	55
	HEATHROW	ALITALIA	S	A	140	0	0	40	29	21	9	0	0	27	55	21	140
	HEATHROW	ALITALIA	S	D	139	1	0	50	22	14	14	1	0	27	72	17	139
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	27	0	0	59	22	15	4	0	0	17	70	18	81
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	27	0	0	96	0	4	0	0	0	4	79	15	81
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	16	0	0	63	13	13	13	0	0	26	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	16	0	0	94	0	6	0	0	0	5	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	136	0	1	49	24	18	7	1	0	25	58	30	138
	HEATHROW	BRITISH AIRWAYS PLC	S	D	137	0	0	72	15	9	3	1	0	15	76	14	139
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	16	0	16	63	25	6	6	0	0	21	81	9	16
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	16	0	16	75	13	0	13	0	0	17	63	19	16
<b>TOTAL ROME (FIUMICINO)</b>					<b>728</b>	<b>2</b>	<b>33</b>	<b>58</b>	<b>20</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>69</b>	<b>19</b>	<b>19</b>
ROTTERDAM	HEATHROW	KLM	S	A	91	0	4	57	22	12	9	0	0	21	79	13	95
	HEATHROW	KLM	S	D	89	0	6	56	25	13	6	0	0	20	75	13	95
	GATWICK	TTA - TRANS TRAVEL AIRLINES BV	S	A	68	0	0	32	34	26	7	0	0	27	0	0	0
	GATWICK	TTA - TRANS TRAVEL AIRLINES BV	S	D	68	0	0	81	9	10	0	0	0	7	0	0	0
	LONDON CITY	VLM (BELGIUM)	S	A	126	0	18	53	25	17	4	0	0	20	82	9	107
	LONDON CITY	VLM (BELGIUM)	S	D	126	0	18	60	21	11	7	0	0	18	77	10	107
	MANCHESTER	VLM (BELGIUM)	S	A	40	0	40	28	35	35	3	0	0	28	67	18	42
	MANCHESTER	VLM (BELGIUM)	S	D	40	0	40	63	28	8	3	0	0	14	85	14	41
<b>TOTAL ROTTERDAM</b>					<b>656</b>	<b>7</b>	<b>126</b>	<b>55</b>	<b>24</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>76</b>	<b>12</b>	<b>12</b>
ROVANIEMI																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2001					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
SALONIKA																		
	GATWICK	OLYMPIC AIRWAYS		S A	20	0	0	80	15	0	5	0	0	13	0	0	0	
	GATWICK	OLYMPIC AIRWAYS		S D	20	0	0	80	10	0	10	0	0	16	0	0	0	
<b>TOTAL SALONIKA</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SALZBURG																		
	BIRMINGHAM	BRITANNIA AIRWAYS		C A	4	0	0	100	0	0	0	0	0	7	75	49	4	
	BIRMINGHAM	BRITANNIA AIRWAYS		C D	4	0	0	50	50	0	0	0	0	11	75	16	4	
	GATWICK	BRITANNIA AIRWAYS		C A	4	0	0	100	0	0	0	0	0	7	0	70	5	
	GATWICK	BRITANNIA AIRWAYS		C D	4	0	0	75	25	0	0	0	0	12	20	38	5	
	GLASGOW	BRITANNIA AIRWAYS		C A	4	0	0	50	50	0	0	0	0	10	25	49	4	
	GLASGOW	BRITANNIA AIRWAYS		C D	4	0	0	75	0	25	0	0	0	20	75	28	4	
	LUTON	BRITANNIA AIRWAYS		C A	4	0	0	75	0	25	0	0	0	10	25	44	4	
	LUTON	BRITANNIA AIRWAYS		C D	4	0	0	75	25	0	0	0	0	11	50	14	4	
	MANCHESTER	BRITANNIA AIRWAYS		C A	5	0	0	100	0	0	0	0	0	4	0	72	4	
	MANCHESTER	BRITANNIA AIRWAYS		C D	5	0	0	80	20	0	0	0	0	4	75	30	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	50	25	0	25	0	0	24	50	39	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	75	0	25	0	0	0	14	100	3	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	25	25	50	0	0	0	30	0	46	6	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	50	0	50	0	0	0	28	83	8	6	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	50	0	25	25	0	0	34	0	82	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	0	50	0	50	0	0	48	0	97	4	
	NEWCASTLE	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	75	0	0	25	0	0	25	25	39	4	
	NEWCASTLE	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	50	25	0	25	0	0	37	75	13	4	
	STANSTED	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	0	50	29	4	
	STANSTED	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	0	50	25	4	
	GATWICK	MONARCH AIRLINES		C A	16	0	0	44	31	6	0	19	0	59	63	39	16	
	GATWICK	MONARCH AIRLINES		C D	16	0	0	44	25	13	0	19	0	66	75	24	16	
	GATWICK	MY TRAVEL AIRWAYS UK		C A	8	0	0	63	38	0	0	0	0	14	0	50	4	
	GATWICK	MY TRAVEL AIRWAYS UK		C D	8	0	0	100	0	0	0	0	0	6	100	2	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C A	4	0	0	25	25	25	25	0	0	35	38	55	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C D	4	0	0	75	0	25	0	0	0	17	50	44	8	
	STANSTED	RYANAIR		S A	60	0	0	60	17	18	5	0	0	17	0	0	0	
	STANSTED	RYANAIR		S D	60	0	0	27	33	30	10	0	0	31	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD		C A	4	0	0	100	0	0	0	0	0	8	75	25	4	

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					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
SALZBURG																		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	6	100	7	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	40	20	0	0	0	19	50	21	6	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	7	67	14	6		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	16	0	105	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	6	50	85	4		
<b>TOTAL SALZBURG</b>					<b>284</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>21</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>50</b>	<b>38</b>	<b>38</b>	
SAMARA/KUYBYSHEV																		
	STANSTED	FLYGLOBESPAN	C	A	3	0	0	0	0	0	67	0	33	221	0	0	0	
	STANSTED	FLYGLOBESPAN	C	D	4	0	0	0	0	25	25	50	0	136	0	0	0	
<b>TOTAL SAMARA/KUYBYSHEV</b>					<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>43</b>	<b>29</b>	<b>14</b>	<b>173</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SAMEDAN/ST MORITZ																		
SAN DIEGO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	20	0	0	90	0	0	10	0	0	10	100	1	28	
	GATWICK	BRITISH AIRWAYS PLC	S	D	20	0	0	85	0	15	0	0	0	10	64	20	28	
<b>TOTAL SAN DIEGO</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>11</b>	<b>11</b>	
SAN FRANCISCO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	82	7	7	4	0	0	11	63	21	48	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	68	23	5	4	0	0	15	79	14	48	
	HEATHROW	UNITED AIRLINES	S	A	56	0	0	95	4	0	2	0	0	4	53	26	55	
	HEATHROW	UNITED AIRLINES	S	D	56	0	0	86	9	2	4	0	0	8	76	17	54	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	28	0	0	46	25	21	7	0	0	27	25	41	28	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	28	0	0	68	18	14	0	0	0	15	50	39	28	
<b>TOTAL SAN FRANCISCO</b>					<b>280</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>61</b>	<b>24</b>	<b>24</b>	
SAN JUAN (PUERTO RICO)																		
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	14	0	97	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	16	0	85	4	
<b>TOTAL SAN JUAN (PUERTO RICO)</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>91</b>	<b>91</b>	
SANAA																		
	HEATHROW	YEMENIA	S	A	8	0	0	13	38	13	25	13	0	65	0	0	0	
	HEATHROW	YEMENIA	S	D	8	0	0	38	0	50	13	0	0	34	0	0	0	
<b>TOTAL SANAA</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>18</b>	<b>29</b>	<b>24</b>	<b>6</b>	<b>0</b>	<b>55</b>	<b>19</b>	<b>30</b>	<b>30</b>	
SANDEFJORD(TORP)																		

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					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)												
SANDEFJORD(TORP)																		
	STANSTED	RYANAIR		S A	52	0	0	48	10	29	10	4	0	35	82	21	50	
	STANSTED	RYANAIR		S D	52	0	0	54	25	19	2	0	0	19	49	32	51	
<b>TOTAL SANDEFJORD(TORP)</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>17</b>	<b>24</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>65</b>	<b>27</b>	<b>27</b>	
SANFORD																		
	MANCHESTER	BRITANNIA AIRWAYS		C A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS		C D	4	0	0	75	25	0	0	0	0	7	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	0	25	0	50	0	25	204	75	67	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C D	3	0	0	33	0	33	33	0	0	49	67	6	3	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	25	0	50	0	25	0	72	25	27	8	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	75	25	0	0	0	0	10	33	34	12	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	75	0	25	0	0	0	16	58	32	12	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	4	1	0	75	0	25	0	0	0	20	58	57	12	
	GATWICK	MY TRAVEL AIRWAYS UK		C A	8	0	0	50	13	13	13	13	0	64	25	42	8	
	GATWICK	MY TRAVEL AIRWAYS UK		C D	8	0	0	50	38	0	13	0	0	32	75	17	8	
	GLASGOW	MY TRAVEL AIRWAYS UK		C A	4	0	0	25	50	25	0	0	0	21	25	39	4	
	GLASGOW	MY TRAVEL AIRWAYS UK		C D	4	0	0	0	50	50	0	0	0	32	40	31	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C A	4	0	0	100	0	0	0	0	0	1	67	14	12	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C D	4	0	0	50	50	0	0	0	0	15	58	15	12	
<b>TOTAL SANFORD</b>					<b>63</b>	<b>1</b>	<b>0</b>	<b>52</b>	<b>21</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>40</b>	<b>48</b>	<b>31</b>	<b>31</b>	
SANTA CRUZ DE LA PALMA																		
	GATWICK	THOMAS COOK AIRLINES LTD		C A	4	0	0	75	25	0	0	0	0	5	75	13	4	
	GATWICK	THOMAS COOK AIRLINES LTD		C D	4	0	0	100	0	0	0	0	0	7	100	3	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	3	0	0	100	0	0	0	0	0	5	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	4	0	0	75	25	0	0	0	0	10	0	0	0	
<b>TOTAL SANTA CRUZ DE LA PALMA</b>					<b>15</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>8</b>	<b>8</b>	
SANTIAGO DE COMPOSTELA																		
	HEATHROW	IBERIA		S A	28	0	0	61	21	7	11	0	0	18	82	14	28	
	HEATHROW	IBERIA		S D	28	0	0	82	11	4	4	0	0	10	79	18	28	
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>16</b>	<b>16</b>	
SANTO DOMINGO																		
SEATTLE (TACOMA)																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	28	0	0	93	4	4	0	0	0	4	85	11	27	

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					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Plan (8)											
SEATTLE (TACOMA)	HEATHROW	BRITISH AIRWAYS PLC		S D	28	0	0	68	21	11	0	0	0	12	63	24	27
<b>TOTAL SEATTLE (TACOMA)</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>17</b>	<b>17</b>
SEOUL (INCHEON)	HEATHROW	KOREAN AIR		S A	19	0	1	16	11	63	11	0	0	38	0	0	0
	HEATHROW	KOREAN AIR		S D	19	0	1	68	26	0	5	0	0	14	0	0	0
<b>TOTAL SEOUL (INCHEON)</b>					<b>38</b>	<b>0</b>	<b>2</b>	<b>42</b>	<b>18</b>	<b>32</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>
SEOUL (KIMPO)																	
SEVILLE	GATWICK	GB AIRWAYS LTD		S A	16	0	0	69	6	19	6	0	0	17	94	9	16
	GATWICK	GB AIRWAYS LTD		S D	16	0	0	69	13	6	13	0	0	20	81	9	16
	HEATHROW	IBERIA		S A	28	0	0	57	25	4	11	4	0	28	71	27	28
	HEATHROW	IBERIA		S D	27	0	1	81	7	0	11	0	0	13	71	27	28
<b>TOTAL SEVILLE</b>					<b>89</b>	<b>2</b>	<b>1</b>	<b>70</b>	<b>13</b>	<b>6</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>77</b>	<b>20</b>	<b>20</b>
SEYCHELLES	GATWICK	AIR SEYCHELLES		S A	8	0	0	13	63	25	0	0	0	27	38	24	8
	GATWICK	AIR SEYCHELLES		S D	8	0	0	25	13	50	0	13	0	50	75	26	8
	HEATHROW	BRITISH AIRWAYS PLC		S A	8	0	0	88	0	0	13	0	0	17	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC		S D	8	0	0	38	38	13	13	0	0	29	0	0	0
<b>TOTAL SEYCHELLES</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>28</b>	<b>22</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>31</b>	<b>69</b>	<b>18</b>	<b>18</b>
SHANGHAI (PU DONG)	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	12	0	0	8	17	42	33	0	0	49	67	14	12
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	12	0	0	75	17	0	8	0	0	13	67	19	12
<b>TOTAL SHANGHAI (PU DONG)</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>17</b>	<b>21</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>67</b>	<b>17</b>	<b>17</b>
SHANNON	HEATHROW	AER LINGUS		S A	83	0	1	57	12	13	11	7	0	36	62	36	81
	HEATHROW	AER LINGUS		S D	84	0	0	54	19	8	11	8	0	37	63	35	81
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD		S A	28	0	28	82	18	0	0	0	0	4	79	18	47
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD		S D	30	0	28	100	0	0	0	0	0	1	79	13	47
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN		S A	18	0	1	56	22	11	11	0	0	24	63	25	24
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN		S D	18	0	1	56	22	11	6	6	0	28	75	19	24
	STANSTED	RYANAIR		S A	100	0	0	83	10	4	1	2	0	12	76	29	84

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2001					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
SHANNON																		
	STANSTED	RYANAIR		S D	100	0	0	75	13	8	4	0	0	12	60	34	85	
<b>TOTAL SHANNON</b>					<b>461</b>	<b>1</b>	<b>59</b>	<b>70</b>	<b>13</b>	<b>7</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>71</b>	<b>25</b>	<b>25</b>	
SHARM EL SHEIKH (OPHIRA)																		
	GATWICK	BRITANNIA AIRWAYS		C A	4	1	0	75	0	0	0	25	0	53	0	0	0	
	GATWICK	BRITANNIA AIRWAYS		C D	4	0	0	100	0	0	0	0	0	2	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD		C A	3	0	0	100	0	0	0	0	0	7	25	26	4	
	GATWICK	EXCEL AIRWAYS LTD		C D	3	0	0	100	0	0	0	0	0	0	100	4	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	25	75	0	0	0	0	15	25	37	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	4	25	27	4	
	GATWICK	MONARCH AIRLINES		C A	4	0	0	75	0	0	25	0	0	29	50	18	8	
	GATWICK	MONARCH AIRLINES		C D	4	0	0	50	25	0	25	0	0	47	25	20	4	
	GATWICK	THOMAS COOK AIRLINES LTD		C A	4	0	0	100	0	0	0	0	0	2	0	65	4	
	GATWICK	THOMAS COOK AIRLINES LTD		C D	5	0	0	100	0	0	0	0	0	2	50	36	4	
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>					<b>39</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>39</b>	<b>28</b>	<b>28</b>	
SHERCHENKO																		
	GATWICK	EUROPEAN AIR CHARTER		C A	4	0	0	25	0	25	50	0	0	58	0	0	0	
	GATWICK	EUROPEAN AIR CHARTER		C D	4	0	0	75	0	25	0	0	0	14	0	0	0	
<b>TOTAL SHERCHENKO</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SINGAPORE																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	11	0	0	45	18	9	27	0	0	34	79	11	28	
	HEATHROW	BRITISH AIRWAYS PLC		S D	11	0	0	36	18	45	0	0	0	27	64	19	28	
	HEATHROW	SINGAPORE AIRLINES		S A	83	0	1	45	30	20	2	2	0	25	73	10	84	
	HEATHROW	SINGAPORE AIRLINES		S D	84	0	0	67	18	8	7	0	0	16	75	11	84	
	MANCHESTER	SINGAPORE AIRLINES		S A	28	0	28	14	14	39	25	4	4	78	68	16	28	
	MANCHESTER	SINGAPORE AIRLINES		S D	28	0	28	14	18	36	25	4	4	98	21	57	28	
<b>TOTAL SINGAPORE</b>					<b>245</b>	<b>0</b>	<b>57</b>	<b>45</b>	<b>22</b>	<b>21</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>37</b>	<b>68</b>	<b>17</b>	<b>17</b>	
SION																		
	GATWICK	BRITISH AIRWAYS PLC		C A	8	0	0	38	38	13	13	0	0	31	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC		C D	8	0	0	25	50	25	0	0	0	24	0	0	0	
	HEATHROW	SWISS AIRLINES		S A	4	0	0	0	0	50	50	0	0	56	0	75	4	
	HEATHROW	SWISS AIRLINES		S D	4	0	0	0	25	50	25	0	0	45	75	18	4	
<b>TOTAL SION</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>33</b>	<b>29</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>50</b>	<b>48</b>	<b>48</b>	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2001					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
SKOPJE																		
SOFIA																		
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	29	50	105	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	6	50	99	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	3	50	34	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	6	50	35	4	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	24	0	0	79	13	0	8	0	0	16	57	33	21	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	24	0	0	83	4	13	0	0	0	9	38	44	21	
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	4	0	0	100	0	0	0	0	0	4	100	3	4	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	50	0	0	25	0	78	20	61	5	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	42	40	15	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	0	0	67	33	0	0	0	0	7	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	0	0	33	0	0	30	0	0	0	
<b>TOTAL SOFIA</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>51</b>	<b>41</b>	<b>41</b>	
SOUTHAMPTON																		
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	50	0	0	80	10	8	2	0	0	10	46	35	50	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	50	0	0	92	4	4	0	0	0	4	53	26	49	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	92	0	0	73	13	11	2	1	0	14	78	10	87	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	91	0	0	68	15	14	2	0	0	15	79	16	87	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	91	0	0	64	23	10	3	0	0	14	80	11	86	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	71	0	0	79	10	4	7	0	0	11	84	10	69	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	64	1	64	92	3	2	3	0	0	7	90	10	61	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	64	0	64	95	2	2	2	0	0	3	89	12	63	
<b>TOTAL SOUTHAMPTON</b>					<b>573</b>	<b>1</b>	<b>128</b>	<b>78</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>15</b>	<b>15</b>	
SPLIT																		
ST ETIENNE																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2001			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ST ETIENNE	STANSTED	RYANAIR		S A	31	0	0	65	13	16	6	0	0	17	68	27	28
	STANSTED	RYANAIR		S D	31	0	0	39	29	16	16	0	0	28	36	40	28
<b>TOTAL ST ETIENNE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>21</b>	<b>16</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>52</b>	<b>33</b>	<b>33</b>
ST KITTS																	
ST LOUIS (LAMBERT)	GATWICK	AMERICAN AIRLINES		S A	28	0	0	89	4	4	4	0	0	6	0	0	0
	GATWICK	AMERICAN AIRLINES		S D	28	0	0	64	21	14	0	0	0	12	0	0	0
<b>TOTAL ST LOUIS (LAMBERT)</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>71</b>	<b>26</b>	<b>26</b>
ST LUCIA (HEWANORRA)	GATWICK	BRITISH AIRWAYS PLC		S A	16	0	0	81	13	0	6	0	0	11	67	30	12
	GATWICK	BRITISH AIRWAYS PLC		S D	16	0	0	81	19	0	0	0	0	10	33	41	12
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S A	8	0	0	75	0	25	0	0	0	13	50	88	4
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S D	8	0	0	75	13	13	0	0	0	15	100	5	4
<b>TOTAL ST LUCIA (HEWANORRA)</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>55</b>	<b>71</b>	<b>71</b>
ST PETERSBURG	HEATHROW	AEROFLOT		S A	4	0	0	25	0	50	25	0	0	44	75	10	4
	HEATHROW	AEROFLOT		S D	4	0	0	0	50	50	0	0	0	34	50	19	4
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW		S A	20	0	0	80	5	10	5	0	0	18	75	11	20
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW		S D	20	0	0	85	10	0	0	5	0	15	60	18	20
<b>TOTAL ST PETERSBURG</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>10</b>	<b>13</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>68</b>	<b>14</b>	<b>14</b>
ST THOMAS ISLANDS	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	50	50	0	0	0	0	15	25	32	4
<b>TOTAL ST THOMAS ISLANDS</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>25</b>	<b>32</b>	<b>32</b>
STANSTED	MANCHESTER	BRITISH REGIONAL AIRLINES LTD		S A	56	0	60	79	11	7	4	0	0	11	76	16	74
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD		S D	57	0	60	88	5	4	4	0	0	7	88	11	77
	EDINBURGH	GO FLY LTD		S A	163	0	1	85	9	4	2	0	0	8	80	11	164
	EDINBURGH	GO FLY LTD		S D	164	0	0	76	11	12	1	1	0	12	73	17	165
	GLASGOW	GO FLY LTD		S A	124	0	0	82	9	4	4	1	0	10	82	11	99

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
STANSTED																		
	GLASGOW	GO FLY LTD		S D	124	0	0	83	7	7	2	0	0	9	79	14	100	
	NEWCASTLE	GO FLY LTD		S A	76	0	0	70	12	11	8	0	0	17	0	0	0	
	NEWCASTLE	GO FLY LTD		S D	76	0	0	70	13	8	9	0	0	16	0	0	0	
<b>TOTAL STANSTED</b>					<b>843</b>	<b>1</b>	<b>121</b>	<b>79</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>14</b>	<b>14</b>	
STAVANGER																		
	HEATHROW	SAS		S A	24	0	0	50	21	13	17	0	0	28	79	14	28	
	HEATHROW	SAS		S D	24	0	0	46	13	21	21	0	0	34	57	29	28	
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S		S A	23	0	1	48	35	13	4	0	0	20	0	0	0	
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S		S D	23	0	1	78	17	0	4	0	0	10	0	0	0	
<b>TOTAL STAVANGER</b>					<b>94</b>	<b>0</b>	<b>2</b>	<b>55</b>	<b>21</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>68</b>	<b>18</b>	<b>18</b>	
STOCKHOLM (ARLANDA)																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	147	0	0	38	22	27	14	0	0	33	57	24	137	
	HEATHROW	BRITISH AIRWAYS PLC		S D	147	0	0	50	23	21	5	0	0	20	84	11	137	
	BIRMINGHAM	DUO AIRWAYS LTD		S A	41	0	0	51	12	7	24	5	0	44	79	11	42	
	BIRMINGHAM	DUO AIRWAYS LTD		S D	43	0	0	51	16	12	21	0	0	34	84	11	43	
	HEATHROW	SAS		S A	186	1	1	44	27	16	11	1	0	29	55	23	161	
	HEATHROW	SAS		S D	183	0	3	70	7	8	13	2	1	27	75	14	159	
	MANCHESTER	SKYWAYS EXPRESS		S A	41	0	41	66	17	15	0	2	0	18	72	11	47	
	MANCHESTER	SKYWAYS EXPRESS		S D	41	0	41	73	17	5	2	2	0	16	77	12	47	
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>829</b>	<b>4</b>	<b>87</b>	<b>53</b>	<b>19</b>	<b>16</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>69</b>	<b>18</b>	<b>18</b>	
STOCKHOLM (SKAVSTA)																		
	STANSTED	RYANAIR		S A	76	0	0	42	20	30	8	0	0	26	77	18	69	
	STANSTED	RYANAIR		S D	76	0	0	39	37	17	7	0	0	24	66	16	71	
<b>TOTAL STOCKHOLM (SKAVSTA)</b>					<b>152</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>28</b>	<b>24</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>71</b>	<b>17</b>	<b>17</b>	
STORNOWAY																		
	GLASGOW	BRITISH REGIONAL AIRLINES LTD		S A	42	1	0	71	14	10	2	2	0	19	79	9	43	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD		S D	39	4	0	79	8	8	5	0	0	11	74	13	43	
	EDINBURGH	LOGANAIR		S A	5	0	0	60	0	20	0	20	0	68	74	30	23	
	EDINBURGH	LOGANAIR		S D	23	0	0	91	0	4	0	4	0	19	65	29	23	
<b>TOTAL STORNOWAY</b>					<b>109</b>	<b>5</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>74</b>	<b>17</b>	<b>17</b>	
STRASBOURG																		

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2001				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
STRASBOURG																		
	GATWICK	BRIT AIR		S A	67	0	1	43	36	16	4	0	0	21	55	16	64	
	GATWICK	BRIT AIR		S D	67	0	1	79	12	7	1	0	0	10	75	11	64	
<b>TOTAL STRASBOURG</b>					<b>134</b>	<b>0</b>	<b>2</b>	<b>61</b>	<b>24</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>65</b>	<b>14</b>	<b>14</b>	
STUTTART																		
	HEATHROW	BMI BRITISH MIDLAND		S A	51	0	0	49	22	25	4	0	0	20	69	19	81	
	HEATHROW	BMI BRITISH MIDLAND		S D	51	0	0	75	18	4	4	0	0	12	80	11	81	
	HEATHROW	BRITISH AIRWAYS PLC		S A	103	0	0	55	18	17	8	1	0	23	65	23	100	
	HEATHROW	BRITISH AIRWAYS PLC		S D	103	0	0	66	14	16	5	0	0	17	75	15	100	
	BIRMINGHAM	DUO AIRWAYS LTD		S A	67	0	0	73	15	6	6	0	0	14	89	6	66	
	BIRMINGHAM	DUO AIRWAYS LTD		S D	68	0	0	62	12	12	15	0	0	27	94	5	67	
	MANCHESTER	LUFTHANSA CITY LINE		S A	26	0	0	81	12	4	4	0	0	10	91	4	23	
	MANCHESTER	LUFTHANSA CITY LINE		S D	26	0	0	85	8	8	0	0	0	7	100	4	23	
<b>TOTAL STUTTART</b>					<b>495</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>79</b>	<b>14</b>	<b>14</b>	
SUMBURGH																		
	GLASGOW	BRITISH REGIONAL AIRLINES LTD		S A	22	0	0	77	14	0	9	0	0	16	75	16	24	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD		S D	24	0	0	79	8	13	0	0	0	7	79	13	24	
	EDINBURGH	LOGANAIR		S A	28	1	0	86	4	4	7	0	0	9	71	17	24	
	EDINBURGH	LOGANAIR		S D	28	0	0	79	14	4	4	0	0	12	68	36	25	
	GLASGOW	LOGANAIR		S A	28	0	0	71	7	11	11	0	0	20	80	10	5	
	GLASGOW	LOGANAIR		S D	28	0	0	79	11	4	7	0	0	17	80	13	5	
<b>TOTAL SUMBURGH</b>					<b>158</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>20</b>	<b>20</b>	
SYDNEY																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	76	0	0	50	17	22	9	0	1	43	75	14	56	
	HEATHROW	BRITISH AIRWAYS PLC		S D	76	0	0	63	20	7	11	0	0	19	73	12	56	
	HEATHROW	QANTAS		S A	28	0	0	0	4	46	43	7	0	77	45	55	40	
	HEATHROW	QANTAS		S D	43	0	0	58	26	9	7	0	0	19	63	19	40	
<b>TOTAL SYDNEY</b>					<b>223</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>18</b>	<b>17</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>34</b>	<b>67</b>	<b>24</b>	<b>24</b>	
SYLHET																		
	HEATHROW	BIMAN BANGLADESH AIRLINES		S D	12	0	0	25	17	33	25	0	0	40	0	0	0	
<b>TOTAL SYLHET</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>17</b>	<b>33</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							FEB 2001			
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
TAIPEI	HEATHROW	BRITISH AIRWAYS PLC	S	A	12	0	0	92	0	0	0	8	0	26	100	1	12
	HEATHROW	BRITISH AIRWAYS PLC	S	D	12	0	0	83	8	0	8	0	0	17	67	18	12
	HEATHROW	EVA AIR	S	A	12	0	0	42	50	8	0	0	0	13	67	13	12
	HEATHROW	EVA AIR	S	D	12	0	0	83	8	8	0	0	0	7	83	7	12
<b>TOTAL TAIPEI</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>10</b>	<b>10</b>
TALLIN	GATWICK	ESTONIAN AIR	S	A	18	0	0	67	28	0	6	0	0	14	63	15	24
	GATWICK	ESTONIAN AIR	S	D	18	0	0	83	11	0	6	0	0	9	88	7	24
<b>TOTAL TALLIN</b>					<b>37</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>19</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>11</b>	<b>11</b>
TAMPA	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	0	100	0	0	0	0	0	1	42	21	12
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	92	8	0	0	0	0	9	50	24	12
<b>TOTAL TAMPA</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>46</b>	<b>22</b>	<b>22</b>
TARBES-LOURDES INTERNA	STANSTED	EUROPEAN AIR CHARTER	C	D	2	0	0	100	0	0	0	0	0	13	0	0	0
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>					<b>3</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>10</b>	<b>10</b>
TASHKENT	BIRMINGHAM	UZBEKISTAN AIRLINES	S	A	9	0	1	100	0	0	0	0	0	1	88	6	8
	BIRMINGHAM	UZBEKISTAN AIRLINES	S	D	9	0	1	33	11	44	11	0	0	28	25	21	8
	HEATHROW	UZBEKISTAN AIRLINES	S	A	16	0	8	56	13	19	6	6	0	41	88	8	16
	HEATHROW	UZBEKISTAN AIRLINES	S	D	16	0	8	38	25	25	6	6	0	40	81	10	16
<b>TOTAL TASHKENT</b>					<b>50</b>	<b>2</b>	<b>18</b>	<b>54</b>	<b>14</b>	<b>22</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>31</b>	<b>75</b>	<b>10</b>	<b>10</b>
TEESSIDE	HEATHROW	BMI BRITISH MIDLAND	S	A	82	0	1	78	10	4	9	0	0	15	81	21	83
	HEATHROW	BMI BRITISH MIDLAND	S	D	82	0	1	84	6	6	4	0	0	9	80	9	83
<b>TOTAL TEESSIDE</b>					<b>166</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>8</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>15</b>	<b>15</b>
TEHRAN	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	12	0	0	42	17	17	8	17	0	53	58	17	12
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	12	0	0	75	8	0	8	8	0	33	33	26	12
	HEATHROW	IRAN AIR	S	A	12	0	0	67	8	25	0	0	0	16	17	56	12
	HEATHROW	IRAN AIR	S	D	12	0	0	83	8	8	0	0	0	9	67	23	12

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					Actual (7)	Plan (8)												
TEHRAN																		
<b>TOTAL TEHRAN</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>10</b>	<b>13</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>28</b>	<b>44</b>	<b>31</b>	<b>31</b>	
TEL AVIV																		
	GATWICK	ARKIA	C	A	3	0	0	67	0	33	0	0	0	11	100	4	4	
	GATWICK	ARKIA	C	D	4	0	0	25	50	25	0	0	0	27	75	8	4	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	41	16	27	14	2	0	32	35	68	71	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	68	18	13	2	0	0	13	82	10	71	
	HEATHROW	EL AL	S	A	40	0	1	68	20	10	3	0	0	13	41	24	34	
	HEATHROW	EL AL	S	D	39	1	2	51	31	15	3	0	0	17	64	14	33	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	20	60	20	0	0	49	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	80	0	20	0	0	0	11	0	0	0	
<b>TOTAL TEL AVIV</b>					<b>209</b>	<b>4</b>	<b>5</b>	<b>56</b>	<b>20</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>59</b>	<b>30</b>	<b>30</b>	
TENERIFE (SURREINA SOFIA)																		
	MANCHESTER	AIR CORDIAL LTD	C	A	8	0	0	0	25	25	13	38	0	122	0	0	0	
	MANCHESTER	AIR CORDIAL LTD	C	D	8	0	0	38	0	13	13	38	0	116	0	0	0	
	BIRMINGHAM	AIR EUROPA	C	A	2	0	0	50	50	0	0	0	0	10	0	0	0	
	EDINBURGH	AIR EUROPA	C	A	4	0	0	75	0	25	0	0	0	15	100	2	8	
	EDINBURGH	AIR EUROPA	C	D	4	0	0	0	0	75	25	0	0	54	75	17	8	
	MANCHESTER	AIR EUROPA	C	A	2	0	0	0	0	0	100	0	0	119	33	28	6	
	MANCHESTER	AIR EUROPA	C	D	2	0	0	0	0	50	50	0	0	107	25	38	4	
	NEWCASTLE	AIR EUROPA	C	A	3	0	0	33	33	0	33	0	0	34	100	0	2	
	NEWCASTLE	AIR EUROPA	C	D	3	0	0	33	0	67	0	0	0	32	100	0	3	
	BIRMINGHAM	AZZURRA AIR	C	A	3	0	0	0	33	33	33	0	0	46	0	0	0	
	BIRMINGHAM	AZZURRA AIR	C	D	3	0	0	0	0	67	33	0	0	61	0	0	0	
	MANCHESTER	AZZURRA AIR	C	A	5	0	0	40	20	20	20	0	0	36	0	0	0	
	MANCHESTER	AZZURRA AIR	C	D	5	0	0	60	20	20	0	0	0	14	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	7	1	0	29	57	14	0	0	0	19	88	8	8	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	8	0	0	75	13	0	0	0	13	52	100	4	8	
	GATWICK	BRITANNIA AIRWAYS	C	A	24	0	0	33	4	38	21	4	0	45	27	34	26	
	GATWICK	BRITANNIA AIRWAYS	C	D	24	0	0	71	13	13	0	4	0	20	85	12	26	
	GLASGOW	BRITANNIA AIRWAYS	C	A	8	0	0	100	0	0	0	0	0	3	63	55	8	
	GLASGOW	BRITANNIA AIRWAYS	C	D	8	0	0	75	13	13	0	0	0	11	50	58	8	
	LUTON	BRITANNIA AIRWAYS	C	A	6	0	0	67	17	17	0	0	0	17	83	12	6	
	LUTON	BRITANNIA AIRWAYS	C	D	7	0	0	100	0	0	0	0	0	3	100	5	7	

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					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Plan (8)												
TENERIFE (SURREINA SOFIA)																		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	19	2	0	37	32	26	5	0	0	23	57	26	21	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	20	0	0	80	10	10	0	0	0	8	68	16	22	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	8	0	0	25	25	38	13	0	0	32	75	61	8	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	8	0	0	63	25	13	0	0	0	15	75	58	8	
	STANSTED	BRITANNIA AIRWAYS	C	A	8	0	0	50	25	25	0	0	0	16	38	37	8	
	STANSTED	BRITANNIA AIRWAYS	C	D	8	0	0	50	25	25	0	0	0	18	50	29	8	
	GATWICK	EXCEL AIRWAYS LTD	C	A	17	0	0	59	24	18	0	0	0	13	67	10	3	
	GATWICK	EXCEL AIRWAYS LTD	C	D	17	0	0	88	12	0	0	0	0	3	100	0	3	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	12	0	0	25	50	25	0	0	0	24	14	33	7	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	12	0	0	83	17	0	0	0	0	6	57	18	7	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	S	A	11	0	0	73	27	0	0	0	0	7	70	11	10	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	S	D	11	0	0	100	0	0	0	0	0	2	80	8	10	
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	A	11	0	0	36	18	45	0	0	0	27	25	31	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	13	1	0	62	15	8	8	0	8	138	36	24	25	
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	D	11	0	0	91	9	0	0	0	0	5	100	2	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	14	0	0	79	7	7	7	0	0	14	85	8	26	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	S	A	8	0	0	75	25	0	0	0	0	12	71	28	7	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	S	D	8	0	0	100	0	0	0	0	0	3	71	21	7	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	13	0	0	69	23	8	0	0	0	9	69	22	13	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	A	15	0	25	73	7	20	0	0	0	9	56	23	16	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	13	0	0	92	0	0	8	0	0	8	64	13	14	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	D	15	0	23	87	13	0	0	0	0	4	31	33	16	
	NEWCASTLE	FIRST CHOICE AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	5	88	14	8	
	NEWCASTLE	FIRST CHOICE AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	4	100	3	8	
	STANSTED	FIRST CHOICE AIRWAYS LTD	S	A	10	0	0	20	40	40	0	0	0	29	20	31	10	
	STANSTED	FIRST CHOICE AIRWAYS LTD	S	D	10	0	0	80	10	10	0	0	0	11	90	9	10	
	GATWICK	FUTURA AIRLINES	C	A	10	0	0	10	30	40	20	0	0	37	33	20	6	
	GATWICK	FUTURA AIRLINES	C	D	9	0	0	11	11	67	11	0	0	37	50	16	6	
	GLASGOW	FUTURA AIRLINES	C	A	8	0	0	50	13	25	13	0	0	29	25	36	4	
	GLASGOW	FUTURA AIRLINES	C	D	9	0	0	44	0	33	11	0	11	120	25	46	4	
	GATWICK	GB AIRWAYS LTD	S	A	20	1	0	35	35	20	10	0	0	25	50	23	12	
	GATWICK	GB AIRWAYS LTD	S	D	27	1	0	67	19	15	0	0	0	14	67	11	12	
	MANCHESTER	IBERWORLD	C	A	5	1	0	40	0	20	20	20	0	67	0	33	2	

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																	MATCHED
TENERIFE (SURREINA SOFIA)	MANCHESTER	IBERWORLD	C	D	6	0	0	33	0	17	33	17	0	79	0	35	2
	BIRMINGHAM	MONARCH AIRLINES	C	A	10	0	0	30	30	30	10	0	0	25	11	32	9
	BIRMINGHAM	MONARCH AIRLINES	C	D	11	0	0	82	18	0	0	0	0	9	90	7	10
	GATWICK	MONARCH AIRLINES	C	A	16	0	0	56	6	13	25	0	0	35	50	21	14
	GATWICK	MONARCH AIRLINES	C	D	16	0	0	44	19	6	31	0	0	39	80	13	15
	LUTON	MONARCH AIRLINES	C	A	4	0	0	50	50	0	0	0	0	11	100	4	4
	LUTON	MONARCH AIRLINES	S	A	12	0	0	50	17	17	17	0	0	28	42	34	12
	LUTON	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	6	100	0	4
	LUTON	MONARCH AIRLINES	S	D	12	0	0	83	17	0	0	0	0	7	75	20	12
	MANCHESTER	MONARCH AIRLINES	C	A	18	1	0	61	17	6	17	0	0	31	57	29	14
	MANCHESTER	MONARCH AIRLINES	C	D	18	2	0	78	6	0	17	0	0	22	57	16	14
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	8	0	0	13	0	75	13	0	0	39	25	41	8
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	8	0	0	50	25	13	13	0	0	24	50	23	8
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	20	0	0	25	45	10	15	5	0	38	65	21	20
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	20	0	0	60	20	10	5	5	0	30	80	13	20
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	8	0	0	25	13	38	25	0	0	49	63	32	8
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	8	0	0	63	13	13	13	0	0	20	50	34	8
	LUTON	MY TRAVEL AIRWAYS UK	C	A	8	0	0	63	13	13	13	0	0	22	63	137	8
	LUTON	MY TRAVEL AIRWAYS UK	C	D	8	0	0	63	13	25	0	0	0	15	88	10	8
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	25	1	0	44	28	12	16	0	0	32	38	110	21
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	26	1	0	65	8	15	12	0	0	23	48	95	23
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	8	0	0	13	0	50	13	25	0	98	50	41	8
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	8	0	0	50	13	13	13	13	0	65	75	26	8
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	8	0	0	50	25	25	0	0	0	22	88	4	8
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	8	0	0	38	25	25	13	0	0	28	100	1	8
	GLASGOW	SPANAIR	C	A	4	0	0	75	25	0	0	0	0	9	100	1	4
	GLASGOW	SPANAIR	C	D	4	0	0	0	50	50	0	0	0	31	75	13	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	6	0	0	83	0	17	0	0	0	8	100	4	8
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	7	0	0	86	14	0	0	0	0	4	100	1	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	31	0	0	61	23	13	3	0	0	18	28	29	29
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	33	0	0	85	9	3	3	0	0	9	84	8	31
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	10	0	0	90	10	0	0	0	0	2	63	10	8
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	11	0	0	0	0	2	88	7	8



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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2001					
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)												
TENERIFE (SURREINA SOFIA)																		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	34	0	0	79	9	9	3	0	0	12	39	44	33	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	35	0	0	91	6	0	3	0	0	4	69	25	32	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	0	0	50	25	25	0	0	0	19	50	21	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	13	0	0	0	0	5	75	8	4	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>1023</b>	<b>12</b>	<b>48</b>	<b>61</b>	<b>16</b>	<b>15</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>62</b>	<b>26</b>	<b>26</b>	
TETERBORO																		
TIRANA																		
	STANSTED	EUROPEAN AIR CHARTER	C	D	2	0	0	100	0	0	0	0	0	4	0	0	0	
<b>TOTAL TIRANA</b>					<b>3</b>	<b>1</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TIREE																		
	GLASGOW	LOGANAIR	S	A	23	0	0	74	9	9	9	0	0	18	75	18	16	
	GLASGOW	LOGANAIR	S	D	23	1	0	87	0	13	0	0	0	9	76	18	17	
<b>TOTAL TIREE</b>					<b>46</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>4</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>18</b>	<b>18</b>	
TOBAGO																		
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	25	25	25	0	0	52	0	0	0	
<b>TOTAL TOBAGO</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>38</b>	<b>165</b>	<b>165</b>	
TOKYO (NARITA)																		
	HEATHROW	AEROFLOT	S	A	8	0	0	0	13	38	50	0	0	71	25	45	8	
	HEATHROW	AEROFLOT	S	D	8	0	0	13	50	38	0	0	0	25	14	49	7	
	HEATHROW	ALL NIPPON AIRWAYS	S	A	28	0	0	57	36	7	0	0	0	13	82	6	28	
	HEATHROW	ALL NIPPON AIRWAYS	S	D	28	0	0	82	14	0	4	0	0	10	79	19	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	49	0	0	82	8	8	2	0	0	9	93	4	54	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	49	0	0	47	37	10	6	0	0	23	74	14	54	
	HEATHROW	JAPAN AIRLINES	S	A	28	0	0	86	11	4	0	0	0	8	81	18	32	
	HEATHROW	JAPAN AIRLINES	S	D	28	0	0	61	18	21	0	0	0	18	66	22	32	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	28	0	0	46	25	18	11	0	0	30	71	17	28	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	28	0	0	79	18	0	4	0	0	14	71	19	28	
<b>TOTAL TOKYO (NARITA)</b>					<b>282</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>22</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>16</b>	<b>16</b>	
TORONTO																		
	HEATHROW	AIR CANADA	S	A	108	0	0	71	18	5	6	1	0	14	60	41	111	
	HEATHROW	AIR CANADA	S	D	108	1	1	81	11	6	2	0	0	10	65	31	110	
	GATWICK	AIR TRANSAT	S	A	4	0	0	100	0	0	0	0	0	4	75	11	4	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							FEB 2001					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)													
TORONTO																			
	GATWICK	AIR TRANSAT		S D	4	0	0	100	0	0	0	0	0	3	50	21	4		
	GLASGOW	AIR TRANSAT		S A	4	0	0	75	25	0	0	0	0	5	50	82	4		
	GLASGOW	AIR TRANSAT		S D	4	0	0	50	50	0	0	0	0	10	25	89	4		
	MANCHESTER	AIR TRANSAT		S A	4	0	4	50	50	0	0	0	0	9	50	29	4		
	MANCHESTER	AIR TRANSAT		S D	4	0	4	25	50	25	0	0	0	25	25	49	4		
	HEATHROW	BRITISH AIRWAYS PLC		S A	56	0	0	79	9	9	2	2	0	14	70	28	56		
	HEATHROW	BRITISH AIRWAYS PLC		S D	56	0	0	54	29	9	7	2	0	26	79	11	56		
	MANCHESTER	PAKISTAN INTL AIRLINES		S A	2	0	2	0	50	0	50	0	0	52	38	78	8		
	MANCHESTER	PAKISTAN INTL AIRLINES		S D	2	0	2	50	0	0	50	0	0	40	13	80	8		
<b>TOTAL TORONTO</b>					<b>356</b>	<b>2</b>	<b>13</b>	<b>72</b>	<b>17</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>58</b>	<b>35</b>	<b>35</b>		
TORREJON DE ARDOZ																			
TOULOUSE (BLAGNAC)																			
	GATWICK	BRITANNIA AIRWAYS		C A	8	0	0	88	13	0	0	0	0	4	56	21	9		
	GATWICK	BRITANNIA AIRWAYS		C D	8	0	0	88	13	0	0	0	0	7	78	7	9		
	MANCHESTER	BRITANNIA AIRWAYS		C A	5	0	0	80	0	20	0	0	0	11	25	26	4		
	MANCHESTER	BRITANNIA AIRWAYS		C D	5	0	0	100	0	0	0	0	0	1	50	13	4		
	MANCHESTER	BRITISH AIRWAYS PLC		C A	4	0	0	75	25	0	0	0	0	12	0	0	0		
	MANCHESTER	BRITISH AIRWAYS PLC		C D	4	0	0	100	0	0	0	0	0	1	0	0	0		
	GATWICK	CITY FLYER EXPRESS		S A	81	0	0	73	12	12	1	0	1	20	0	0	0		
	GATWICK	CITY FLYER EXPRESS		S D	81	0	0	67	16	14	4	0	0	17	0	0	0		
	STANSTED	EUROPEAN AIR CHARTER		C A	4	0	0	0	25	25	50	0	0	62	0	0	0		
	STANSTED	EUROPEAN AIR CHARTER		C D	4	0	0	25	0	50	25	0	0	56	0	0	0		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	1	100	0	4		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	0	100	0	4		
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	8	0	0	88	13	0	0	0	0	4	78	10	9		
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	8	0	0	88	13	0	0	0	0	3	100	3	9		
	GLASGOW	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	0	25	25	25	25	0	119	33	33	3		
	GLASGOW	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	2	100	2	4		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	25	50	0	25	0	0	30	0	96	4		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	2	100	1	4		
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN		S A	4	0	0	50	0	50	0	0	0	28	44	50	16		
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN		S D	4	0	0	50	0	50	0	0	0	29	54	26	13		
	HEATHROW	FLYBE.BRITISH EUROPEAN		S A	75	0	0	56	24	16	4	0	0	18	74	16	74		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2001				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
TOULOUSE (BLAGNAC)	HEATHROW	FLYBE.BRITISH EUROPEAN	S	D	75	0	0	65	21	11	3	0	0	13	78	15	74
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	13	63	13	0	13	0	57	50	20	12
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	88	0	13	0	0	0	9	92	5	12
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	50	25	0	0	0	31	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	50	0	0	0	32	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	6	40	164	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	40	0	0	0	0	7	25	37	4
	STANSTED	RYANAIR	C	A	4	0	0	50	25	0	25	0	0	26	75	15	4
	STANSTED	RYANAIR	C	D	4	0	0	50	25	25	0	0	0	21	75	13	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	17	0	31	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	50	0	0	0	0	14	75	9	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	12	0	77	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	9	50	40	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	0	25	0	55	75	16	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	0	25	0	59	100	3	4
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>469</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>71</b>	<b>20</b>	<b>20</b>
TREVISO	STANSTED	RYANAIR	S	A	79	0	1	65	16	8	4	6	1	32	84	10	45
	STANSTED	RYANAIR	S	D	80	0	0	39	43	16	3	0	0	21	55	22	49
<b>TOTAL TREVISO</b>					<b>161</b>	<b>0</b>	<b>1</b>	<b>51</b>	<b>29</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>26</b>	<b>69</b>	<b>16</b>	<b>16</b>
TRIESTE (RONCHI DEI LEGIO)	STANSTED	RYANAIR	S	A	27	0	1	52	41	4	4	0	0	19	0	0	0
	STANSTED	RYANAIR	S	D	28	0	0	57	29	14	0	0	0	15	0	0	0
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>					<b>57</b>	<b>0</b>	<b>1</b>	<b>54</b>	<b>35</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
TRIPOLI	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	12	0	0	100	0	0	0	0	0	3	92	4	12
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	12	0	0	92	8	0	0	0	0	6	33	25	12
	HEATHROW	LIBYAN ARAB AIRLINES	S	A	8	0	0	63	25	0	0	13	0	40	75	35	8
	HEATHROW	LIBYAN ARAB AIRLINES	S	D	8	0	0	63	25	0	0	13	0	31	75	30	8
<b>TOTAL TRIPOLI</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>17</b>	<b>68</b>	<b>22</b>	<b>22</b>
TRIVANDRUM																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							FEB 2001				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
TRIVANDRUM																		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	25	0	25	0	0	37	75	11	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	0	0	0	25	0	50	100	6	4	
<b>TOTAL TRIVANDRUM</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>43</b>	<b>88</b>	<b>9</b>	<b>9</b>	
TROLLHATTAN																		
TROMSOE																		
TUNIS																		
	GATWICK	GB AIRWAYS LTD	S	A	15	0	1	73	13	13	0	0	0	11	63	21	16	
	GATWICK	GB AIRWAYS LTD	S	D	15	0	1	60	20	7	13	0	0	20	50	32	16	
	HEATHROW	TUNISAIR	S	A	16	0	0	31	31	31	6	0	0	26	6	36	16	
	HEATHROW	TUNISAIR	S	D	16	0	0	25	50	13	13	0	0	28	6	43	16	
<b>TOTAL TUNIS</b>					<b>62</b>	<b>0</b>	<b>2</b>	<b>47</b>	<b>29</b>	<b>16</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>31</b>	<b>33</b>	<b>33</b>	
TURIN																		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	25	75	0	0	0	0	20	25	26	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	6	50	15	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	63	13	25	0	0	0	15	31	52	13	
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	75	13	13	0	0	0	11	85	13	13	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	40	40	20	0	0	0	22	0	35	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	4	25	18	4	
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	4	0	0	50	0	25	25	0	0	35	0	65	7	
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	4	0	0	75	0	0	25	0	0	28	75	31	8	
	STANSTED	EXCEL AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	4	0	0	0	
	STANSTED	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	16	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	12	0	0	25	17	42	8	8	0	54	11	30	9	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	12	0	0	33	25	25	8	8	0	55	90	6	10	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	25	38	25	13	0	0	34	0	47	8	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	38	38	13	13	0	0	25	50	27	8	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	50	25	0	0	0	18	25	35	4	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	7	50	18	4	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	A	4	0	0	50	25	0	0	25	0	71	0	0	0	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	D	4	0	0	75	0	25	0	0	0	18	0	0	0	
	GATWICK	FLYBE.BRITISH EUROPEAN	C	A	4	0	0	50	25	0	25	0	0	33	0	31	2	
	GATWICK	FLYBE.BRITISH EUROPEAN	C	D	4	0	0	50	25	0	25	0	0	27	0	24	1	
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	C	A	4	0	0	25	25	50	0	0	0	30	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						FEB 2001				
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
TURIN	NEWCASTLE	FLYBE.BRITISH EUROPEAN	C	D	4	0	0	75	0	25	0	0	0	12	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	11	0	104	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	25	25	0	0	0	17	25	93	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	63	38	0	0	0	0	12	0	313	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	100	0	0	0	0	0	7	25	275	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	100	0	0	0	47	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	5	0	0	0
	STANSTED	RYANAIR	S	A	55	0	0	67	9	15	7	2	0	20	82	13	55
	STANSTED	RYANAIR	S	D	55	0	0	27	35	24	15	0	0	34	63	23	57
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	9	100	7	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	3	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	7	0	0	71	14	14	0	0	0	14	25	26	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	7	0	0	100	0	0	0	0	0	3	100	5	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	12	0	76	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	50	58	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	5	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	1	4
<b>TOTAL TURIN</b>					<b>302</b>	<b>3</b>	<b>0</b>	<b>57</b>	<b>19</b>	<b>17</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>55</b>	<b>34</b>	<b>34</b>

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: U

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							FEB 2001					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records			
					Actual (7)	Plan (8)													
URALSK																			

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2001				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
VALENCIA																		
	GATWICK	GB AIRWAYS LTD		S A	19	0	1	84	16	0	0	0	0	5	75	26	20	
	GATWICK	GB AIRWAYS LTD		S D	20	0	0	75	5	20	0	0	13	69	34	16		
	HEATHROW	IBERIA		S A	28	0	0	46	32	18	4	0	21	57	17	28		
	HEATHROW	IBERIA		S D	28	0	0	79	11	4	7	0	11	86	6	28		
<b>TOTAL VALENCIA</b>					<b>97</b>	<b>1</b>	<b>1</b>	<b>70</b>	<b>16</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>20</b>	<b>20</b>		
VANCOUVER																		
	HEATHROW	AIR CANADA		S A	28	0	0	82	14	4	0	0	7	57	14	28		
	HEATHROW	AIR CANADA		S D	28	0	0	57	18	18	7	0	21	61	12	28		
	HEATHROW	BRITISH AIRWAYS PLC		S A	28	0	0	75	7	11	7	0	13	71	23	28		
	HEATHROW	BRITISH AIRWAYS PLC		S D	28	0	0	68	18	7	7	0	17	54	27	28		
<b>TOTAL VANCOUVER</b>					<b>112</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>14</b>	<b>60</b>	<b>20</b>	<b>20</b>		
VARADERO																		
	GATWICK	MONARCH AIRLINES		C A	3	1	0	100	0	0	0	0	0	100	4	4		
<b>TOTAL VARADERO</b>					<b>4</b>	<b>2</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100</b>	<b>4</b>	<b>4</b>		
VASTERAS																		
	STANSTED	RYANAIR		S A	28	0	0	25	29	25	18	0	4	48	0	0		
	STANSTED	RYANAIR		S D	29	0	0	62	21	17	0	0	16	0	0	0		
<b>TOTAL VASTERAS</b>					<b>57</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>25</b>	<b>21</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>32</b>	<b>0</b>	<b>0</b>		
VENICE																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW		S A	82	0	0	77	13	6	1	2	0	16	40	34	80	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW		S D	82	0	0	76	9	13	2	0	12	75	13	80		
	STANSTED	GO FLY LTD		S A	28	0	0	61	21	14	4	0	17	71	15	28		
	STANSTED	GO FLY LTD		S D	28	0	0	46	29	18	7	0	22	61	22	28		
<b>TOTAL VENICE</b>					<b>228</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>63</b>	<b>20</b>	<b>20</b>	
VERONA																		
	GATWICK	BRITANNIA AIRWAYS		C A	4	0	0	0	25	25	25	25	0	96	100	7	4	
	GATWICK	BRITANNIA AIRWAYS		C D	4	0	0	50	0	25	25	0	26	100	5	4		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW		S A	25	0	0	80	12	8	0	0	8	65	23	48		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW		S D	25	0	0	64	36	0	0	0	11	61	20	49		
	STANSTED	EUROPEAN AIR CHARTER		C A	4	0	0	50	0	0	25	25	0	107	75	17	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							FEB 2001				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
VERONA																			
	STANSTED	EUROPEAN AIR CHARTER	C	D	4	0	0	75	25	0	0	0	0	7	75	13	4		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	0	0	67	0	33	0	90	60	10	5		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	8	100	3	5		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	0	50	0	25	25	0	104	50	40	4		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	67	18	3		
<b>TOTAL VERONA</b>					<b>81</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>21</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>26</b>	<b>66</b>	<b>19</b>	<b>19</b>		
VIENNA																			
	HEATHROW	AUSTRIAN AIRLINES	S	A	111	0	1	49	24	23	4	0	0	20	68	15	111		
	HEATHROW	AUSTRIAN AIRLINES	S	D	111	0	1	68	21	7	4	0	0	13	68	17	111		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	111	0	0	57	23	14	5	1	0	21	64	19	109		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	111	0	0	77	9	11	3	1	0	14	77	13	109		
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	24	0	0	21	29	25	25	0	0	45	81	15	48		
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	24	0	0	33	25	21	21	0	0	37	83	13	48		
	MANCHESTER	LAUDA-AIR	S	A	44	0	0	45	36	18	0	0	0	17	57	20	44		
	MANCHESTER	LAUDA-AIR	S	D	44	0	0	82	14	5	0	0	0	6	55	28	44		
<b>TOTAL VIENNA</b>					<b>580</b>	<b>0</b>	<b>2</b>	<b>60</b>	<b>21</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>70</b>	<b>18</b>	<b>18</b>		
VILNIUS																			
	HEATHROW	LITHUANIA AIRLINES	S	A	28	0	0	46	29	25	0	0	0	19	54	17	28		
	HEATHROW	LITHUANIA AIRLINES	S	D	28	0	0	64	25	7	4	0	0	14	82	10	28		
<b>TOTAL VILNIUS</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>27</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>68</b>	<b>13</b>	<b>13</b>		
VITORIA																			



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							FEB 2001					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)													
WARSAW																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	80	0	1	50	23	15	13	0	0	24	68	18	56		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	81	0	0	64	16	15	5	0	0	17	77	15	56		
	HEATHROW	LOT-POLISH AIRLINES	S	A	83	0	1	47	18	23	12	0	0	26	64	17	83		
	HEATHROW	LOT-POLISH AIRLINES	S	D	82	0	2	72	10	9	10	0	0	16	86	13	83		
	MANCHESTER	LOT-POLISH AIRLINES	S	A	24	0	24	42	17	29	13	0	0	33	0	0	0		
	MANCHESTER	LOT-POLISH AIRLINES	S	D	23	0	24	74	0	13	13	0	0	18	0	0	0		
<b>TOTAL WARSAW</b>					<b>373</b>	<b>0</b>	<b>52</b>	<b>58</b>	<b>16</b>	<b>16</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>74</b>	<b>16</b>	<b>16</b>		
WARTON																			
WASHINGTON (DULLES)																			
	MANCHESTER	BMI BRITISH MIDLAND	S	A	24	0	24	96	0	0	4	0	0	5	0	0	0		
	MANCHESTER	BMI BRITISH MIDLAND	S	D	24	0	24	92	4	0	4	0	0	9	0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	93	5	2	0	0	0	2	87	7	54		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	59	29	5	7	0	0	20	71	18	55		
	HEATHROW	UNITED AIRLINES	S	A	56	0	0	95	2	0	4	0	0	5	71	17	56		
	HEATHROW	UNITED AIRLINES	S	D	57	0	0	77	11	7	5	0	0	12	88	7	56		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	28	0	0	93	4	4	0	0	0	3	75	20	28		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	28	0	0	64	18	18	0	0	0	14	57	31	28		
<b>TOTAL WASHINGTON (DULLES)</b>					<b>329</b>	<b>3</b>	<b>48</b>	<b>82</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>15</b>	<b>15</b>		
WATERFORD																			
	LUTON	EUROCELTIC AIRWAYS LTD	S	A	26	12	8	46	8	38	8	0	0	25	100	1	3		
	LUTON	EUROCELTIC AIRWAYS LTD	S	D	38	0	4	29	34	29	8	0	0	31	100	3	3		
<b>TOTAL WATERFORD</b>					<b>64</b>	<b>12</b>	<b>12</b>	<b>36</b>	<b>23</b>	<b>33</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>100</b>	<b>2</b>	<b>2</b>		
WHITE PLAINS																			
WICK																			
WINDHOEK																			
	HEATHROW	AIR NAMIBIA	S	A	4	0	0	0	50	25	25	0	0	44	50	36	4		
	HEATHROW	AIR NAMIBIA	S	D	4	0	0	100	0	0	0	0	0	4	50	23	4		
<b>TOTAL WINDHOEK</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>50</b>	<b>29</b>	<b>29</b>		

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: Y

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							FEB 2001				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
YEREVAN	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	8	0	0	50	25	25	0	0	0	17	75	13	12	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	8	0	0	50	13	13	0	25	0	71	67	31	12	
<b>TOTAL YEREVAN</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>19</b>	<b>19</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>44</b>	<b>71</b>	<b>22</b>	<b>22</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR FEBRUARY 2002

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					FEB 2001					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
ZAGREB																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	20	0	0	100	0	0	0	0	0	3	85	9	13	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	20	0	0	90	5	5	0	0	0	6	69	18	13	
	HEATHROW	CROATIA AIRLINES	S	A	28	0	0	36	21	29	14	0	0	33	82	9	28	
	HEATHROW	CROATIA AIRLINES	S	D	28	0	0	46	14	21	18	0	0	32	61	14	28	
<b>TOTAL ZAGREB</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>11</b>	<b>16</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>73</b>	<b>12</b>	<b>12</b>	
ZARAGOZA																		
ZURICH																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	162	0	1	44	29	15	11	0	0	24	64	25	154	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	163	0	0	67	20	10	2	0	0	13	76	17	156	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	46	0	48	35	30	26	9	0	0	28	0	0	0	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	46	0	48	80	11	7	2	0	0	9	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	29	0	0	38	28	21	14	0	0	27	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	29	0	0	62	21	7	10	0	0	21	0	0	0	
	LUTON	EASYJET SWITZERLAND	S	A	84	0	0	79	11	8	2	0	0	10	31	31	55	
	LUTON	EASYJET SWITZERLAND	S	D	84	0	0	74	17	6	4	0	0	13	60	22	55	
	BIRMINGHAM	SWISS AIRLINES	S	A	71	0	0	51	27	15	7	0	0	20	72	13	71	
	BIRMINGHAM	SWISS AIRLINES	S	D	71	0	0	45	30	24	1	0	0	21	53	23	72	
	HEATHROW	SWISS AIRLINES	S	A	194	1	1	47	23	22	9	0	0	24	0	0	0	
	HEATHROW	SWISS AIRLINES	S	D	194	0	1	64	16	11	8	1	0	20	0	0	0	
	LONDON CITY	SWISS AIRLINES	S	A	143	0	0	50	34	13	3	0	0	18	61	16	141	
	LONDON CITY	SWISS AIRLINES	S	D	143	0	2	33	40	24	3	0	0	24	45	21	138	
	MANCHESTER	SWISS AIRLINES	S	A	55	1	56	44	27	22	7	0	0	23	0	0	0	
	MANCHESTER	SWISS AIRLINES	S	D	55	0	55	73	15	13	0	0	0	11	0	0	0	
<b>TOTAL ZURICH</b>					<b>1572</b>	<b>9</b>	<b>215</b>	<b>55</b>	<b>24</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>55</b>	<b>22</b>	<b>22</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2002

Reporting Airport: BIRMINGHAM (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2001			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
		Actual (7)	Plan (8)										
CHARTERED FLIGHTS(ALL ROUTES)	523	13	0	61	19	15	5	1	0	21	65	24	553
SCHEDULED FLIGHTS(ALL ROUTES)	6994	7	96	72	13	9	6	1	0	16	75	15	7305
AIRPORT TOTAL	7517	20	96	71	13	9	6	1	0	17	75	15	7858

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2002

Reporting Airport: EDINBURGH (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2001			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
		Actual (7)	Plan (8)										
CHARTERED FLIGHTS(ALL ROUTES)	95	25	0	46	17	24	6	6	0	37	59	22	116
SCHEDULED FLIGHTS(ALL ROUTES)	7197	36	61	72	14	8	5	0	0	15	69	21	6243
AIRPORT TOTAL	7292	61	61	72	14	9	5	0	0	15	68	21	6359

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2002

Reporting Airport: GATWICK (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2001			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
		Actual (7)	Plan (8)										
CHARTERED FLIGHTS(ALL ROUTES)	2505	66	0	60	17	13	8	2	0	25	55	35	2597
SCHEDULED FLIGHTS(ALL ROUTES)	12405	50	313	75	13	8	4	0	0	13	71	18	14370
AIRPORT TOTAL	14910	116	313	73	13	9	4	1	0	15	69	20	16967

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2002

Reporting Airport: GLASGOW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2001			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
		Actual (7)	Plan (8)										
CHARTERED FLIGHTS(ALL ROUTES)	351	10	0	57	20	15	7	1	0	24	54	31	366
SCHEDULED FLIGHTS(ALL ROUTES)	5548	91	45	76	11	7	5	0	0	13	70	19	5860
AIRPORT TOTAL	5899	101	45	75	12	7	5	0	0	14	69	19	6226

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2002

Reporting Airport: HEATHROW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2001			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
		Actual (7)	Plan (8)										
CHARTERED FLIGHTS(ALL ROUTES)	37	5	0	27	30	24	19	0	0	35	45	29	38
SCHEDULED FLIGHTS(ALL ROUTES)	34032	36	221	62	17	12	7	1	0	20	66	21	34273
AIRPORT TOTAL	34069	41	221	62	17	12	7	1	0	20	66	21	34311



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2002

Reporting Airport: LONDON CITY (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2001			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
		Actual (7)	Plan (8)										
CHARTERED FLIGHTS(ALL ROUTES)	2	10	0	100	0	0	0	0	0	6	0	0	0
SCHEDULED FLIGHTS(ALL ROUTES)	4144	20	184	56	24	15	5	0	0	19	65	17	3833
AIRPORT TOTAL	4146	30	184	56	24	15	5	0	0	19	65	17	3833

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2002

Reporting Airport: LUTON (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2001			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
		Actual (7)	Plan (8)										
CHARTERED FLIGHTS(ALL ROUTES)	222	51	0	69	14	13	3	0	2	22	60	30	247
SCHEDULED FLIGHTS(ALL ROUTES)	3125	62	87	68	17	10	5	0	0	16	54	31	3330
AIRPORT TOTAL	3347	113	87	68	16	10	5	0	0	16	54	31	3577

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2002

Reporting Airport: MANCHESTER (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2001			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
		Actual (7)	Plan (8)										
CHARTERED FLIGHTS(ALL ROUTES)	1842	40	0	66	14	11	8	2	0	24	53	39	1889
SCHEDULED FLIGHTS(ALL ROUTES)	9975	55	8866	71	14	10	5	1	0	15	69	18	9932
AIRPORT TOTAL	11817	95	8866	71	14	10	5	1	0	17	67	22	11821

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2002

Reporting Airport: NEWCASTLE (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2001			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
		Actual (7)	Plan (8)										
CHARTERED FLIGHTS(ALL ROUTES)	260	1	0	60	16	16	5	3	0	23	61	33	299
SCHEDULED FLIGHTS(ALL ROUTES)	2590	1	17	75	12	9	4	0	0	13	73	18	2787
AIRPORT TOTAL	2850	2	17	73	12	9	4	0	0	14	71	20	3086

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR FEBRUARY 2002

Reporting Airport: STANSTED (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						FEB 2001			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
		Actual (7)	Plan (8)										
CHARTERED FLIGHTS(ALL ROUTES)	325	16	0	56	17	18	7	2	1	27	60	26	309
SCHEDULED FLIGHTS(ALL ROUTES)	8531	39	103	64	18	12	6	0	0	18	71	18	8987
AIRPORT TOTAL	8856	55	103	63	18	12	6	0	0	18	71	18	9296